

Project No: NA
Fulton County
P.I. Number 0009640

State Route (SR) 9 at Chattahoochee River in Roswell - Enhancements

ENVIRONMENTAL ASSESSMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
GEORGIA DEPARTMENT OF TRANSPORTATION
SUBMITTED PURSUANT TO 42 USC 4321 et. seq.
And 49 USC 303 (for 4(f), if applicable)

 May 20, 2020

NEPA DATE

 5/27/2020

Eric Duff DATE
State Environmental Administrator

APPROVAL OF ENVIRONMENTAL ASSESSMENT AND ADVANCEMENT TO
AVAILABILITY/PUBLIC HEARING PHASE

JENNIFER L GIERSCH

Digitally signed by JENNIFER L
GIERSCH

Date: 2020.06.24 11:59:12 -04'00'

DATE

FOR: MOISES MARRERO
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

ENVIRONMENTAL COMMITMENTS TABLE

PI#: 0009640, County: Fulton

Date Updated: 5/26/2020 | Stage: EA Approval

Transmittal Date for Plans Reviewed by OES (if applicable): 5/11/2018

ReviewIf no commitments,
NEPA may approve
for all.The GDOT project manager (PM) asserts that
these commitments are feasible.GDOT PM: Eka OkonmkpaetoSignature/Date Eka Okonmkpaeto 05/27/2020The engineer of record (EOR) asserts that
plans incorporate or will incorporate commitments
if applicable.

EOR _____

Signature/Date 5/27/2020

Air/Noise: S.P. 5/27/2020

Arch: S.W. 5/27/2020

Eco: J.G. 5/27/2020

Hist: TL 5/26/2020

NEPA: KP 5/27/2020

A. Resources to be Delineated on the Plans and/or Listed in the Environmental Resource Impact Table (ERIT)

Resource Name		Permitted Construction Activity	Refer to	Name and Date of Report or Transmittal	Correctly Shown?	
					Plan Sheet	ERIT
A-1	Perennial Stream (PS) 1	No Activity	-	Ecology Addendum II March 2020	Yes	No
A-2	PS 1 Buffer	Non-exempt buffer impacts anticipated	D-4	"	"	"
A-3	PS 2	20 lf (0.002 acre) of permanent impact and 88 lf (0.442 acre) of temporary impact	C-1, D-1, D-2	"	"	"
A-4	PS 2 Buffer	Activities within 100 ft of proposed bridge area exempt	-	"	"	"
A-5	Wetland (WL) 4	0.13 acre of temporary fill, clearing, and permanent fill	C-1, D-1, D-3	"	"	"
A-6	Listed Species	Bridge construction and placement of temporary rock jetties such that harm to listed species is avoided	B-1	"	NA	"
A-7	Resource 1	No Activity	-	ESA Transmittal Letter March 7, 2013	No	"
A-8	Roswell Historic District	Construction of pedestrian bridge	--	NHPA Addendum December 16, 2019	No	"

B. Special Provisions (Attach all special provisions with transmittal letters to the commitments table, if available)

Special Provision		Purpose	Est. Cost	SP's Latest Date
B-1	SP 107.23.H	For the protection of listed species	Negligible	9/19/2016

C. ERIT Comments and Design Features (Description: For ERIT Comments, provide exact wording for the comments section of the ERIT)

ERIT Comment or Design Feature		Description	Est. Cost	Correctly Shown?
C-1	ERIT Comment	Temporary impacts were calculated for the use of a temporary rock jetties. If another method is used, it is the responsibility of the contractor to reassess impacts and acquire necessary permits.	Negligible	No

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D. Necessary Permits, Buffer Variances and Mitigation Credits

<i>Permit, Variance, etc.</i>		<i>Add'l Info (permit expiration date, number of credits needed, etc...)</i>	<i>Est. Cost</i>	<i>Acquired?</i>
D-1	Nationwide 14 404 Permit	Will be acquired for impacts to PS 2 and WL 4	Negligible	No – Anticipated early 2021
D-2	Stream Mitigation Credits	108 2018 or 1,296 grandfathered stream credits would be required within a USACE approved mitigation bank in a secondary basin serving HUC 03130001	\$41,472	No – Anticipated Spring 2021
D-3	Wetland Mitigation Credits	0.10 2018 or 0.80 grandfathered wetland credits would be required within a USACE approved mitigation bank serving HUC 03130001	\$86,000	No – Anticipated Spring 2021
D-4	Buffer Variance	Will be acquired for non-exempt impacts to PS 1 buffer	Negligible	No – Anticipated early 2021
D-5	Notice of Intent (NOI) for NPDES	The City of Roswell and Construction Contractor will submit a NOI to the NPDES General Permit following award of the contract but prior to construction.	"	Will be acquired following letting
D-6	Special Use Permit	City of Roswell will obtain a Special Use Permit from NPS for the contractor prior to beginning work within the CRNRA	"	Will be acquired following letting

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Req'd)

<i>Pre-, During, or Post</i>		<i>Commitment</i>	<i>Responsible party</i>	<i>Est. Cost</i>	<i>Status</i>
E-1	During	Notify CRNRA approved boating vendors (www.nps.gov/chat/planyourvisit/boatrentals.htm) and Atlanta Rowing Club (www.atlantarow.org) in writing of proposed construction schedule 30 days prior to start.	Office of Construction	Negligible	Signature Required _____
E-2	During	Post signs and notices regarding temporary closure of Riverwalk Multi-Use Trail and placement of temporary rock jetties in the river. Signs and notices will be placed along the Riverwalk Multi-Use Trail, at the Atlanta Rowing Club facility, Azalea Park, Riverside Park, and at Don White Park. Notices and signs will be posted at least 30 days prior to beginning construction.	Office of Construction	"	Signature Required _____
E-3	Pre-	Post signs and notices regarding temporary closure of Riverwalk Multi-Use Trail and placement of temporary rock jetties in the river. Signs and notices will be placed along the Riverwalk Multi-Use Trail, at the Atlanta Rowing Club facility, Azalea Park, Riverside Park, and at Don White Park. Notices and signs will be posted prior to advertising for the opportunity to hold a Public Hearing Open House.	District 7 Planning and Programming	"	Incomplete
E-4	Pre-	After PFPR provide a set of preliminary plans to NPS/CRNRA staff for review.	Office of Construction	"	Complete – 11/30/2018

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E-5	Pre-	Provide a Commitment Letter from GDOT to NPS detailing requirements to be enforced during construction.	Office of Program Delivery	"	Complete – 8/8/2018
E-6	Pre-	Provide a Commitment Letter from City of Roswell to NPS detailing requirements to be enforced during construction.	City of Roswell	"	Complete – 10/12/2018

E-7	During	Notify CRNRA approved boating vendors (www.nps.gov/chat/planyourvisit/boatrentals.htm) and Atlanta Rowing Club (www.atlantarow.org) in writing monthly during construction of proposed construction schedule.	Office of Construction	"	Signature Required _____
E-8	During	Construction shall be conducted in accordance with details included in the Commitment Letter from GDOT to NPS.	Office of Construction	"	Signature Required _____
E-9	During	Construction shall be conducted in accordance with details included in the Commitment Letter from City of Roswell to NPS.	City of Roswell	"	Signature Required _____
E-10	During	During construction, only one jetty shall be allowed to be placed in the water at a time.	Office of Construction	"	Signature Required _____
E-11	During	The contractor will use native grass species listed in the CRNRA document "Native Seed and Plant Sources" to select native grass seed species for reseeding	Office of Construction	"	Signature Required _____
E-12	During	Add orange barrier fencing along the SR 9 ROW boundary on the east side of SR 9 to prevent encroachment into the Ivy Mill archaeological site.	Office of Construction	"	Signature Required _____

Total Estimated Cost	\$127,472
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If Project is Complete or Under Construction, Area or Construction Engineer affirms that all Special Provisions, Plan Notes and During Construction Commitments were or are being adhered to during the project's construction.

Please Print Name and Title: _____ *Signature:* _____ *Date:* _____ *Please provide an explanation if unable to sign.*



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

8/8/2018

Steven Wright
NPS – Division of Planning and Compliance
6th Floor, SNAFC, 1928 Building
100 Alabama Street
Atlanta, GA 30303

RE: PI No. 0009640, Fulton County
SR 9 @ CHATTAHOOCHEE RIVER IN ROSWELL - ENHANCEMENTS
"SR 9 Pedestrian Bridge"

Dear Mr. Wright:

Thank you for coordinating with us on the proposed project GDOT PI No. 0009640, referred to locally as the SR 9 Pedestrian Bridge. GDOT PI No. 0009640 would construct a new 12-foot wide pedestrian bridge on the east side of the existing State Route (SR) 9 bridge over the Chattahoochee River. The pedestrian bridge would be approximately 668 feet long and require six piers within the river for support. The pedestrian bridge's south end would narrow to a 10-foot wide paved pedestrian trail.

The referenced project occurs in proximity to the National Park Service's (NPS) Vickery Creek Unit of the Chattahoochee River National Recreation Area (CRNRA) and is one of two projects that the Georgia Department of Transportation (GDOT) has programmed and funded in partnership with local sponsorship from the Cities of Roswell and Sandy Springs. The second project, GDOT PI No. 721010, referred to locally as the Roswell Historic Gateway Transportation Improvement Project, would remove the reversible lanes along Atlanta Street/ SR 9 between Marietta Highway/SR 120 and the existing SR 9 Bridge. A locally funded project sponsored by the City of Roswell addressing select mitigation actions related to GDOT PI No. 721010 would also occur on National Park Service (NPS) lands at the same time.

GDOT PI No. 0009640 involves lands designated Section 4(f) as a recreational resource described under the Department of Transportation Act of 1966 (recodified in 49 U.S.C. 303 and 23 U.S.C 138). The governing legislation includes a provision that allows approval for projects that have only de minimis impacts on lands subject to protection under Section 4(f). Generally, impacts may be determined de minimis if the transportation use of the Section 4(f) resource, including consideration of impact avoidance, minimization, and mitigation or enhancement measures, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

We request your concurrence that GDOT PI No. 0009640 would not adversely affect the activities, features, and attributes that qualify the CRNRA for protection under Section 4(f) as a recreational resource described under the Department of Transportation Act (recodified in 49 U.S.C. 303 and 23 U.S.C 138). Subject to your concurrence, it would appear that the project meets the de minimis impact criteria. Therefore, the GDOT requests a de minimis impact determination concurrence from the NPS for the Section 4(f) property associated with this project.

Construction of GDOT PI No. 0009640 would result in permanent impacts within the CRNRA. Based on our prior consultations with the NPS and the City of Roswell, the GDOT has drafted the following summary of commitments and action items related specifically to GDOT PI No. 0009640 to compensate for the permanent impacts.

GDOT Commitments:

- 1) The project will incorporate enhanced erosion control measures in areas that are within the State required right of way and easements that have the potential to impact lands under management of the NPS.
- 2) The GDOT will be responsible for operations and maintenance of all transportation infrastructures, including pavement, within the State required right of way and easements.
- 3) The GDOT will conduct technical oversight of City of Roswell's commitment to ensure appropriate consultation with NPS occurs regarding design of bridges, walls, and structures, including supporting devices such as piers, pillars, and other visible constructed features that potentially affect the view shed from the CRNRA property so that they are designed in a context sensitive nature that compliments the park setting.
- 4) The GDOT will conduct technical and project management oversight of the City of Roswell's commitment to complete and submit an application for a Special Use Permit to the CRNRA. No construction activity will occur on NPS managed lands prior to approval of said Special Use Permit.
- 5) The GDOT will conduct technical and project management oversight of the City of Roswell's commitment to ensure that no excavation below the original riverbed occurs on NPS managed lands and the riverbed is restored to preconstruction conditions after the project has been constructed.
- 6) The GDOT will conduct technical and project management oversight of the City of Roswell's commitment to ensure creation and implementation of an on-site monitoring system that documents unacceptable levels of sediment build-up

during temporary jetty placement, removal, and related construction activities. Monitoring will be conducted on the opposite bank from construction and downstream for evidence of erosion due to construction activities. Records will be kept daily of sediment and erosion conditions and provided to the NPS on a monthly basis. The plan will identify sedimentation limits and include a description of the mitigation actions to be taken should sediment buildup exceed the established limits. In addition, the GDOT will ensure on-site monitoring is included in the project's Environmental Commitment Table/Green Sheet, Erosion Sedimentation Pollution Control Plan (ESPCP), and Special Provisions.

- 7) The GDOT will conduct technical and project management oversight of the City of Roswell's commitment to prepare a Public Safety Plan prior to jetty construction. The Public Safety Plan will be reviewed and approved by the NPS prior to implementation. The FHWA will be copied on the plan submitted and approved by the NPS.
- 8) The GDOT will conduct technical and project management oversight of the City of Roswell's commitment to ensure public access to the bridge construction site, including land access to rock jetties, is restricted by fencing and locked gates.
- 9) No permanent infrastructure will be built on NPS managed lands.
- 10) The GDOT will conduct technical and project management oversight of the City of Roswell's commitment to ensure warning signs are posted on rock jetties and that public recreational activities on and adjacent to the jetties are prohibited.
- 11) The GDOT will conduct technical and project management oversight of the City of Roswell's commitment to prepare a Storm Evacuation Plan prior to jetty construction. The Storm Evacuation Plan will be reviewed and approved by the NPS and coordinated with FEMA/USACE prior to beginning construction. The Storm Evacuation Plan will include detailed procedures for securing equipment and materials that cannot be removed from site and provide contact information for onsite personnel responsible for carrying out the plan.
- 12) The GDOT will conduct technical and project management oversight of the City of Roswell's commitment to compensate for any unanticipated damages directly or indirectly associated with the project, including those that extend beyond project limits. If damages are documented, the City of Roswell, GDOT, and the NPS will meet within five (5) days within being notified to agree on the nature and extent of the damages and proposed mitigation. All mitigation will be approved by the CRNRA superintendent and completed by the City of Roswell. All costs associated with the mitigation will be the responsibility of the City of Roswell.

PI NO. 0009640, Fulton County
SR 9 @ CHATTAHOOCHEE RIVER IN ROSWELL – ENHANCEMENTS
"SR 9 Pedestrian Bridge"

NPS Commitments:

- 1) The CRNRA will issue Special Use Permits as needed to allow construction of temporary jetties and construction access points on NPS managed lands.
- 2) Enforcement of restricted activities emanating from the Chattahoochee River will be by CRNRA.

The Environmental Assessment (EA) for GDOT PI No. 0009640 will incorporate all the commitments listed in this commitment letter. Additional mitigation actions associated with the impacts of GDOT Project PI 0009640 will be satisfied under a separate agreement between the City of Roswell and NPS.

If you have any questions, please contact the Project Manager, Eka Okonmkpaeto at (404) 631-1522 or at EOkonmkpaeto@dot.ga.gov.

Sincerely,



Eric Duff
State Environmental Administrator



Kimberly W. Nesbitt
State Program Delivery Administrator


KWN:KESD:PBE:EO

Cc: Albert V. Shelby, III, Director of Program Delivery
Hiral Patel, P.E., Director of Engineering



City of Roswell
Commitment Letter – NPS Recommendations
Date: 10/12/18

Date: 10/12/18

NATIONAL PARK SERVICE
Southeast Regional Office
Atlanta Federal Center
Attn: Steven Wright
1924 Building
[100 Alabama St., S. W.](#)
[Atlanta, Georgia 30303](#)

Subject: City of Roswell Mitigation efforts in support of Georgia Department of Transportation (GDOT) PI No. 721010, Roswell Historic Gateway Transportation Improvement Project and PI No. 0009640, SR 9 Pedestrian Bridge

Dear Robert A. Vogel,

Thank you for coordinating with us on the proposed Georgia Department of Transportation (GDOT) projects PI No. 721010 and GDOT PI 009640. Both projects occur in proximity to the National Park Service's (NPS) Vickery Creek Unit of the Chattahoochee River National Recreation Area (CRNRA).

GDOT PI No. 721010, referred to locally as the Roswell Historic Gateway Transportation Improvement Project would remove the reversible lanes along Atlanta Street/State Route (SR) 9 between Marietta Highway/SR 120 and the SR 9 bridge over the Chattahoochee River, a corridor distance of 1.1 miles. The project would also remove the existing two-way vehicle bridge over Vickery Creek and replace it with two new one-way vehicle bridges at the same location. The purpose of the proposed project is to improve the operational characteristics, safety, and physical condition of the existing highway.

GDOT PI No. 0009640, referred to locally as the SR 9 Pedestrian Bridge, would construct a new 12-foot wide by approximately 668 feet long pedestrian bridge on the east side of the existing SR 9 vehicular bridge over the Chattahoochee River. Segments of GDOT PI No. 0009640 occur on lands within and adjacent to the CRNRA.

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GDOT PI Nos. 721010 and 0009640 involve lands designated Section 4(f) as a recreational resource described under the Department of Transportation Act of 1966 (recodified in 49 U.S.C. 303 and 23 U.S.C. 138). The governing legislation includes a provision that allows approval for projects that have only de minimis impacts on lands subject to protection under Section 4(f). Generally, impacts may be determined de minimis if the transportation use of the Section 4(f) resource, including consideration of impact avoidance, minimization, and mitigation or enhancement measures, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

The City of Roswell proposes to fund several mitigation actions related to GDOT PI No. 721010 on National Park Service (NPS) lands outside of the GDOT construction footprint of the project. The City of Roswell mitigation actions are intended as an independent supplement to the mitigation actions proposed by the GDOT for GDOT PI Nos. 721010 and 0009640.

Construction of GDOT PI Nos. 721010 and 0009640 would result in both permanent and temporary impacts within the CRNRA. Anticipated permanent impacts to the CRNRA are summarized below:

- GDOT PI No. 721010 will convert 2.59 acres of NPS managed lands to highway use.
- Construction of two bridges spanning Vickery Creek will require permanent closure of the CRNRA Vickery Creek Unit parking area.
- Construction of two bridges spanning Vickery Creek, including bridge abutments, pedestrian walkways, and retaining walls will cause negative visual impacts to the Ivy Mill historic view sheds.
- Construction of the SR 9 Pedestrian Bridge will cause negative visual impacts to the Ivy Mill historic view sheds.
- Widening SR 9 and the associated construction of a pedestrian walkway, drainage structures, and retaining walls will cause negative visual impacts to the Allenbrook House historic view sheds.
- Widening SR 9 will require closure of the existing Allenbrook House driveway entrance.

The City of Roswell requests NPS concurrence that such impacts, giving consideration to the mitigation or enhancement measures proposed below, would not adversely affect the activities, features, and attributes that qualify the CRNRA for protection under Section 4(f). Subject to your concurrence, it would appear that the project meets de minimis impact criteria. Therefore, the City of Roswell intends to request a de minimis impact determination from the Federal Highway Administration.

Based on our prior consultations with the GDOT and the NPS, the City of Roswell proposes the following commitments and action items related to GDOT PI Nos. 721010 and 0009640 to compensate for the loss of public lands, visitor access, and impacts to historic views:

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City of Roswell Commitments Associated with PI Nos. 721010 and 0009640:

- 1) City of Roswell projects located outside the project boundaries associated with GDOT PI Nos. 721010 and 0009640 will incorporate enhanced erosion control measures in areas have the potential to impact lands under the management of the National Park Service.
- 2) The City of Roswell will prepare a Cultural Landscape Inventory (CLI) for the Ivy Mill Ruins historic site. The City of Roswell will coordinate with the NPS, to prepare the CLI to meet NPS standards, and submit the document to the NPS for its approval.
- 3) The City of Roswell will complete a Phase 1 archeological survey for NPS property associated with the GDOT PI No. 721010 and related projects. The City of Roswell will coordinate with the NPS, prepare the archeological survey to meet NPS standards, and submit the document to the NPS for its approval.
- 4) The City of Roswell will complete and submit an application to secure a Special Use Permit from the CRNRA for all construction related actions within the CRNRA. No construction activity will occur on NPS managed lands prior to approval of said Special Use Permit.
- 5) The City of Roswell will remove the existing NPS Vickery Creek Unit entrance drive and parking lot on Riverside Road. The disturbed area will be restored with native vegetation. A portion of the disturbed area will be converted to a trail, which will extend to and along the abandoned road bed at the eastern edge of the NPS Vickery Creek Unit property, connecting to an existing trail at the point of the extent of NPS' intended later trail decommissioning action. A trailhead that includes an NPS entrance sign, and an NPS wayfinding sign, will be provided in the vicinity of the two proposed one-way vehicle bridges over Vickery Creek. The City of Roswell will coordinate with NPS on all design and construction details and secure written approval from the CRNRA before construction.
- 6) The City of Roswell will allow NPS visitors to use the parking area in Riverside Park for access to the Vickery Creek Unit trailhead.
- 7) The City of Roswell will construct a new trail outside of the GDOT right of way along the eastern side of Vickery Creek between the existing concrete multi-use path in Riverside Park, near the existing pedestrian bridge over Vickery Creek, and the proposed sidewalk underneath the two proposed one-way vehicle bridges over Vickery Creek. The City of Roswell will coordinate with the NPS on the precise location of the new trails and secure written approval of the trail alignment and construction methods prior to construction.
- 8) The City of Roswell will construct a new trail, or upgrade where already existing, outside of the GDOT right of way along the western side of Vickery Creek generally along the existing Fulton County sewer easement between the Ivy Mill Ruins historic site and the proposed pedestrian bridge over Vickery Creek. The City of Roswell will coordinate with the NPS on the precise location of

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the new trails and secure written approval of the trail alignment and construction methods prior to construction.

- 9) The City of Roswell will construct a new trail, potentially with boardwalk application, at the Ivy Mill Ruins historic site outside of the GDOT right of way along the western side of Vickery Creek from the existing boardwalk at the southern edge of the Ivy Mill Ruins historic site, near the existing pedestrian bridge over Vickery Creek, extending underneath the two proposed one-way vehicle bridges over Vickery Creek. The City of Roswell will coordinate with the NPS on the precise location of the new trails and waysides and secure written approval of the trail alignment and construction methods prior to construction.
- 10) The City of Roswell will commit to the inclusion of four (4) wayfinding signs (two [2] at proposed intersection of SR 9 and Riverside Rd, and two [2] at proposed Riverside Rd roundabout).
- 11) The City of Roswell will ensure appropriate consultation with NPS occurs regarding design of bridges, walls, and structures, including supporting devices such as piers, pillars, and other visible constructed features that potentially affect the view shed from the CRNRA property so that they are designed in a context sensitive nature that compliments the park setting.
- 12) The City of Roswell will draft a NPS Statement of Findings for impacts to wetlands on NPS lands and conduct mitigation for impacts associated with PI Nos. 721010 and 0009640.
- 13) The City of Roswell will remove the existing NPS entrance drive and parking lot and close the curb cut on SR 9 for Allenbrook Historic Site. The City of Roswell will restore the affected area with native vegetation. The City of Roswell will coordinate with NPS on all design and construction details and secure written approval from the CRNRA before construction.
- 14) The City of Roswell will donate approximately 0.082 acres located at 275 S. Atlanta Street, Roswell, Georgia to the NPS.
- 15) The City of Roswell will construct at no charge to the NPS a new 15-20 space parking area on land managed by the NPS near the Allenbrook Historic Site. The City of Roswell will construct at no charge to the NPS an entrance sign similar to the Island Ford Unit at the parking lot entrance drive. The City of Roswell will coordinate with NPS on all design and construction details and secure written approval from the CRNRA before construction.
- 16) The City of Roswell will construct at no charge to the NPS a paved pedestrian trail capable of supporting administrative emergency fire support vehicles connecting the new parking lot to the SR 9 pedestrian walkway and Allenbrook House. An NPS wayfinding sign will be provided in the vicinity of the connection to the SR 9 pedestrian walkway. The City of Roswell will coordinate with NPS on all design and construction details and secure written approval from the CRNRA before construction.
- 17) The City of Roswell will design and construct a new pedestrian bridge across Vickery Creek at no charge to the NPS. The City of Roswell will coordinate with NPS on all design and construction details and secure written approval from the CRNRA before construction.

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- 18) The City of Roswell is committed to ensure that no excavation below the original riverbed occurs on NPS managed lands and the riverbed is restored to preconstruction conditions for PI No. 0009640.
- 19) The City of Roswell is committed to ensure creation and implementation of an on-site monitoring system that documents unacceptable levels of sediment build-up during temporary jetty placement, removal, and related construction activities for PI No. 0009640. Monitoring will be conducted on the opposite bank from construction and downstream for evidence of erosion due to construction activities. Records will be kept daily of sediment and erosion conditions and provided to the NPS on a monthly basis. The plan will identify sedimentation limits and include a description of the mitigation actions to be taken should sediment buildup exceed the established limits. In addition, the City of Roswell will partner with the GDOT who will ensure on-site monitoring is included in the project's Environmental Commitment Table, Green Sheet, Erosion Sedimentation Pollution Control Plan (ESPCP), and Special Provisions.
- 20) The City of Roswell is committed to ensure public access to the bridge construction site, including land access to rock jetties, is restricted by fencing and locked gates.
- 21) The City of Roswell is committed to ensure warning signs are posted on rock jetties and that public recreational activities on and adjacent to the jetties are prohibited.
- 22) The City of Roswell is committed to prepare a Public Safety Plan prior to jetty construction. The Public Safety Plan will be reviewed and approved by the NPS prior to implementation. The FHWA shall be copied on the plan submitted and approved by the NPS.
- 23) The City of Roswell is committed to prepare a Storm Evacuation Plan prior to jetty construction. The Storm Evacuation Plan will be reviewed and approved by the NPS and coordinated with FEMA/USACE prior to beginning construction. The Storm Evacuation Plan will include detailed procedures for securing equipment and materials that cannot be removed from site and provide contact information for onsite personnel responsible for carrying out the plan.
- 24) The City of Roswell will consult with the NPS regarding any anticipated damages directly or indirectly associated with the projects, including those that extend beyond project limits. If damages are documented, the City of Roswell and the NPS shall meet within five (5) days of notification to agree on the nature and extent of the damages and proposed mitigation. All mitigation shall be approved by the CRNRA superintendent and completed by the City of Roswell. All costs associated with the mitigation shall be the responsibility of the City of Roswell.
- 25) The City of Roswell will prepare an NPS EA and associated studies on behalf of NPS to satisfy the requirements under the National Environmental Policy Act of 1969. The EA will cover the commitments expressed herein regarding the proposed mitigation actions and include a brief summary of GDOT PI Nos. 721010 and 0009640.

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NPS Commitments:

- 1) The NPS will issue Special Use Permits to the City of Roswell for the mitigation projects that occur outside of the respective GDOT project boundaries of GDOT PI Nos. 721010 and 0009640 as identified in the City of Roswell commitment letter. The approval of NPS Special Use Permits is contingent on execution of a signed decision document (FONSI) for EAs associated with GDOT PI Nos. 721010 and 0009640 and the NPS EA being prepared by Roswell on its behalf.
- 2) The NPS will coordinate closely and in a timely fashion with the City of Roswell on projects identified in the City of Roswell commitment letter.
- 3) The NPS will coordinate closely and in a timely fashion with the City of Roswell as the lead federal agency for the Environmental Assessment being prepared by Roswell on its behalf.
- 4) The NPS will be responsible for the maintenance of all infrastructure constructed by the City of Roswell on NPS managed lands unless otherwise documented in a subsequently developed partnership agreement.

Additional mitigation for impacts related to GDOT Project PI 721010 and 0009640 will be satisfied under a separate agreement between the GDOT and NPS.

Sincerely,

Mayor Lori Henry
City of Roswell

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ENVIRONMENTAL ASSESSMENT

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EXECUTIVE SUMMARY

The proposed project would construct a fourteen-foot wide multi-use trail and pedestrian bridge over the Chattahoochee River in Fulton County, Georgia, between the cities of Roswell and Sandy Springs. The pedestrian bridge would be parallel to, but detached from, the northbound State Route (SR) 9 bridge crossing the river at the same location. The pedestrian bridge would include refuge areas and pedestrian lighting. The multi-use trail and pedestrian bridge would be constructed within the SR 9 right-of-way over the river on the north side. Additional right-of-way and easement would be required from the south side of the river. To aid construction, temporary rock jetties would be constructed from each bank of the river. Only one jetty would be constructed at a time, and each would extend approximately halfway across the river.

Parks, recreation areas, restaurants, retail facilities, and office buildings are abundant near the river in both cities, in addition to numerous apartment complexes and residential subdivisions. Connectivity between these land uses across the Chattahoochee River is currently provided by the SR 9 bridges (one bridge for northbound traffic and a separate bridge for southbound traffic). The bridge designs do not provide adequate facilities for safe pedestrian crossing.

Once completed, the proposed project would provide safer pedestrian facilities for crossing the Chattahoochee River and improved accessibility between recreation, retail, business facilities, and residential areas. In addition, the pedestrian bridge would connect to planned and programmed projects to expand the pedestrian facility network of sidewalks and multi-use trails throughout both Roswell and Sandy Springs.

In compliance with the National Environmental Policy Act (NEPA), the Georgia Department of Transportation (GDOT) conducted an assessment of the social, cultural, natural, and physical effects anticipated as a result of the proposed project. This Environmental Assessment (EA) was prepared in accordance with NEPA and conforms to Council on Environmental Quality (CEQ) and Federal Highway Administration (FHWA) guidelines and the GDOT Environmental Procedures Manual. The action is proposed by the Cities of Roswell and Sandy Springs, in coordination with GDOT and the FHWA. In addition, because support structures for the pedestrian bridge would be within the Chattahoochee River National Recreation Area (CRNRA), the National Park Service (NPS) is a cooperating agency with FHWA for this NEPA analysis.

The proposed project is identified as GDOT PI No. 0009640 and is listed in both the City of Roswell and City of Sandy Springs Comprehensive Plans, as well as the Atlanta Regional Commission (ARC) Plan 2040 Regional Transportation Plan (RTP) and the FY 2018-2023 Transportation Improvement Program (TIP) by reference number FN-253.

Table ES-1. Overview of the Environmental Effects of the Preferred Alternative

Resource / Condition	<i>Preferred Alternative</i>				
	<i>Resource / Condition Present? N / Y</i>		<i>Description of Effects (if resource presence)</i>	<i>Effects Determination</i>	<i>Description of Mitigation (if required)</i>
• Section III.B.					
• Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land uses changes are compatible with current and future land use	Minor	NA
• Economic Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Temporary impacts for boating venders during construction	Minor	NA
• Relocations/ ROW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Small area of right-of-way and easement required; no relocations	Minor	Compensation for right-of-way and easement
• Community Impacts/Env. Justice	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Increase recreational opportunity and connectivity between residential and recreational resources	Minor	NA
• Churches and Institutions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA
• Parks/Rec. Areas/Wildlife Ref.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Five parks or recreation areas near the project; temporary closure of Riverwalk Multiuse Trail and CRNRA/part of river	Minor	NA
• Public Involvement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2 concept meetings (one in Roswell and one in Sandy Springs) and 2 PIOHs (one in Roswell and one in Sandy Springs) held; very few comments; no controversy expressed	NA	NA
• Section III.C.					
• Historic Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Clearing of vegetated areas from within a historic district for staging and construction	None; SHPO determined that no historic properties would be affected	NA

Resource / Condition	Preferred Alternative				
	Resource / Condition Present? N / Y		Description of Effects (if resource presence)	Effects Determination	Description of Mitigation (if required)
• Archaeological Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	One eligible archaeology site within CRNRA; Ivy Mill	No Effect	NA
• Historic Markers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA
• Section III.D.					
• Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No permanent, long term, adverse impacts to water quality	Minor	NA
• Wetlands (Waters of the U.S.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Two streams and one wetland identified; temporary and permanent impacts to one wetland and one stream	Minor	See Section III.F.
• Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	325 cubic yards of fill would be required; the amount of fill would not change flood elevations	Minor	NA
• Farmland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA
• Threatened/Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Suitable habitat for six state listed species; one state listed species present	Minor	NA
• Wildlife and Habitat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA
• Invasive Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Four invasive species identified	Minor	NA
• Section III.E.					
• Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Based on the type of project, no impacts from noise anticipated except temporarily, during construction	Minor	NA
• Air	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Based on the type of project and/or attainment designations, no impacts to air quality are anticipated	None	NA
• Climate Change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA
• Energy/ Mineral Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA

Resource / Condition	<i>Preferred Alternative</i>				
	Resource / Condition Present? N / Y		Description of Effects (if resource presence)	Effects Determination	Description of Mitigation (if required)
<ul style="list-style-type: none"> Construction/ Utilities 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Construction activities would temporarily affect some recreational use in the area; a section of Riverside Multi-Use Trail would be closed temporarily, and half the river closed to recreational use from rock jetty	Moderate	NA
<ul style="list-style-type: none"> UST/ Hazardous Waste 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA
<ul style="list-style-type: none"> Section III.F. 					
<ul style="list-style-type: none"> U.S. Coast Guard Permit 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA
<ul style="list-style-type: none"> Forest Service/Corps Land 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA
<ul style="list-style-type: none"> Section 404 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>20 lf of permanent and 88 lf of temporary impact to PS-2</p> <p>0.13 acre of temporary and permanent fill to WL-4</p>	Minor	<p>NWP 14 Permit and mitigation will be acquired prior to project Let</p> <p>108 2018 or 1,296 grandfathered stream credits and 0.10 2018 or 0.80 grandfathered wetland credits would be purchased from a USACE approved mitigation bank by City of Roswell</p> <p>In addition, City of Roswell will pay mitigation to CRNRA directly for impacts to PS-2</p>
<ul style="list-style-type: none"> Tennessee Valley Authority 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA
<ul style="list-style-type: none"> Stream Buffer Variance 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Impacts to buffers of PS-1	Minor	Buffer Variance will be obtained prior to project Let

Resource / Condition	<i>Preferred Alternative</i>				
	<i>Resource / Condition Present?</i> N / Y		<i>Description of Effects (if resource presence)</i>	<i>Effects Determination</i>	<i>Description of Mitigation (if required)</i>
• NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	City of Roswell will ensure contractor submits NOI to the NPDES following award but prior to construction	Minor	NA
• Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NA	NA	NA

I. NEED AND PURPOSE

A. Introduction

The cities of Roswell and Sandy Springs are jointly sponsoring construction of a bridge for pedestrians and cyclists across the Chattahoochee River at the existing State Route (SR) 9 bridge crossing (see Figure 1 in Appendix A). The Chattahoochee River is managed by the National Park Service (NPS) as a resource of the Chattahoochee River National Recreation Area (CRNRA).

State Route 9 currently offers the only alternative in the vicinity for connection between trails, recreational areas, and residential development on both sides of the Chattahoochee River. There are currently no dedicated bike lanes or adequate pedestrian facilities to cross the SR 9 bridges.

The purpose of the project is to provide safe pedestrian access across the Chattahoochee River for walkers, joggers, and cyclists and to improve connectivity between residential areas and recreational facilities along the Chattahoochee River in both cities. Separation of the cyclists and pedestrians from vehicular traffic on the SR 9 bridges would encourage use of the facility by offering a safer alternative to the current access, and improve connectivity between residential areas, multi-use trails and sidewalks, recreational areas, businesses, restaurants, and retail areas. Connectivity across the Chattahoochee River would enhance linkage of trail systems and sidewalks, and encourage the use of pedestrian and cycling facilities as alternatives by commuters travelling to and from work.

B. Planning Basis for the Action

Both Roswell and Sandy Springs are active in promoting the use of pedestrian and cycling facilities, combined with transit options, to provide improved mobility and recreational opportunities. Construction of this pedestrian bridge is an important component in both cities' pedestrian plans. The bridge is included in the current Roswell Transportation Master Plan, Update #3, dated March 2014, identified as RDOT #03-1001. The bridge is included in the current Sandy Springs Transportation Master Plan, Appendix A, dated August 2008, reference number E15. Finally, the project is included in the Regional Transportation Plan (RTP) and the FY 2020-2025 Transportation Improvement Program (TIP). The reference number in the FY 2018-2023 TIP is FN-253 ([FY 2020-2025 TIP](#)).

C. Deficiencies in the System

Although SR 9 is a designated bike route, there are no dedicated bike lanes or separate bike facilities across the bridges. The northbound and southbound lanes of SR 9 are two separate bridge structures. Raised curbing on the inside lane of each bridge prevents crossing to the opposite side while on the bridge. There are currently raised curbs on the outside of each bridge. The western outside curb is approximately two feet wide. The eastern curb contains a covered utility bay, which provides a wider, four-foot curb that is used by pedestrians to cross the bridge. However, neither of these curbs meet Americans With Disabilities Act (ADA) requirements. The raised curbs are adjacent to the traveled roadway, with vehicles traveling at posted speeds of 35 miles per hour, or greater.

D. Logical Termini

Logical termini is defined as rational end points for a transportation improvement and rational end points for a review of the environmental effects. In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The proposed trail and pedestrian bridge would connect with existing sidewalks on the south side of the river, at Roberts Drive, and at crosswalks on Riverside Road on the north side of the river. From crosswalks at the intersection of Riverside Road and SR 9, pedestrians and cyclists can proceed west along Riverside Road/Azalea Drive to access the existing Roswell Riverwalk Multiuse Trail. The future programmed project PI No. 721010 would reconstruct the intersection of Azalea Drive/Riverside Road and SR 9, and include a multi-use trail extending north along SR 9. The proposed trail adjacent to SR 9 for PI No. 721010 would be constructed on the east side of SR 9, providing connectivity with the proposed pedestrian bridge and multi-use trail over the Chattahoochee River. These routes are shown on Figure 2 in Appendix A.

Project PI No. 0009640 would not preclude alternatives for PI No. 721010 because this project would tie into the existing SR 9/Azalea Drive/Riverside Road intersection. Although the intersection is proposed to be improved as part of PI No. 721010, the trails for both projects would connect to opposite sides of the redesigned intersection. Also, project PI No. 0009640 would continue to meet the need and purpose of the project regardless of whether PI No. 721010 is constructed.

II. DESCRIPTION OF ALTERNATIVES

A. Introduction

The proposed project alignments were developed by the local project sponsors (the cities of Roswell and Sandy Springs), which, as a standard procedure, included environmental parameters as a part of the location investigation prior to laying out a proposed alignment. Basic data on the corridor was gathered and studied. Data for this project included, at a minimum, aerial photography, topographic maps, traffic (existing and projected), previous studies, wetland inventory maps, soil surveys maps, floodplain maps, and Georgia Department of Natural Resources historic resource survey maps.

Wetland and hydric soil boundaries, floodplains, parks and recreational facilities, known or suspected historical and archaeological sites, existing right-of-way, possible underground storage tank (UST)/landfill/hazardous waste sites, and areas of possible endangered species habitat were delineated on the aerial photography prior to laying out an alignment. Only at this point was the proposed alignment developed with every attempt being made to avoid sensitive ecological, historical, and archaeological areas. In the event that avoidance was not possible, every attempt was made to minimize harm to such resources.

The proposed alignment, once laid out on aerial photography, was then field checked and additional refinements were made to further minimize harm to both the natural and built environment.

Discussed below are the three alternatives considered for construction of a multiuse trail and pedestrian bridge across the Chattahoochee River adjacent to SR 9; the preferred alternative, a west side alignment, and the no-build alternative.

B. The Preferred Alternative: The East Side Alignment

The Preferred Alternative, or East Side Alignment, would construct a multiuse trail and pedestrian bridge over the Chattahoochee River on the east side of SR 9. The trail would begin at the intersection of SR 9 and Roberts Drive and end at the intersection of SR 9 and Riverside Road (see Figure 2 in Appendix A). The proposed multiuse trail would vary in width from 10 to 14 feet wide. The approach trail to the pedestrian bridge from the north bank of the river would be 12 feet wide, widening to a 14-foot width on the pedestrian bridge, and narrowing to 10 feet at the southern terminus to connect with an existing sidewalk. The approach sections to the bridge would be constructed on fill, with a concrete retaining wall and stamped stone finish facing the Vickery Creek Unit of the CRNRA. Vickery Creek Unit is discussed in more detail beginning on page III-8 of Section III.

The pedestrian bridge would convey the 14-foot wide multiuse trail and be approximately 674 feet long, separated from SR 9 a maximum of approximately 30 feet at the widest point. The pedestrian bridge would include lighting and three 20-foot wide refuge areas. The refuge areas would “bulb out” from either side of the trail on the bridge to allow pedestrians a place to stop and rest, and enjoy the river scenery out of the path of more active users along the trail. The Figure 0 shows the refuge areas along the trail. The multiuse trail and bridge would be constructed in compliance with ADA requirements.

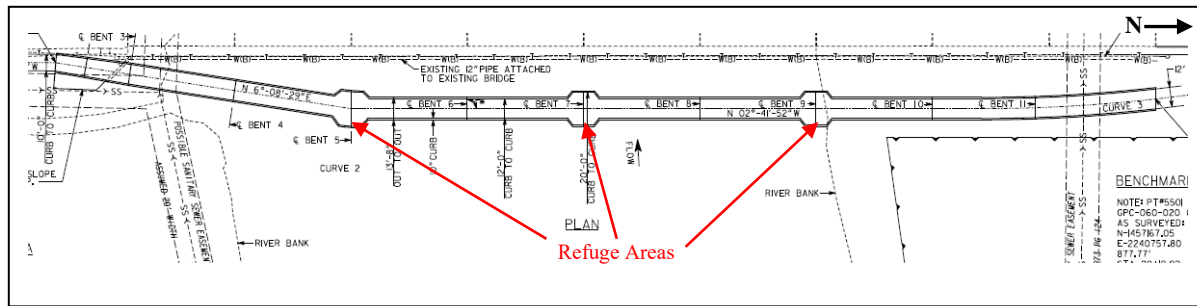


Figure 0
Refuge Area Locations Along Pedestrian Bridge

Existing SR 9 right-of-way varies from approximately 150 to 170 feet. No additional right-of-way or easements would be required on the north side of the river. Due to the proximity of the Ivy Mill archaeological site and Vickery Creek Unit of the CRNRA, discussed in more detail beginning on page III-8 of Section III, construction would occur only within the approximately 60-foot wide area between SR 9 and the existing right-of-way limit. On the south side of the river the preferred alternative would require approximately 0.02 acre of additional right-of-way and 0.18 acre of construction easement.

Due to the width of the river at the project location, temporary rock jetties would be required for cranes to set bridge piles and bridge decking. Two separate jetties would be constructed to minimize effects to recreational activities on the river during construction, and lessen impact to river flow. A jetty would be constructed from each side of the river. However, only one jetty would be constructed at a time, and construction of the second jetty would not begin until the first jetty is removed. Refer to the Waters of the U.S., Section III, E.2 and Section 404 Permit, Section III, G.1 discussions of this document for impacts.

C. Alternative No Longer Under Consideration: The West Side Alignment

Construction of a 14-foot wide multiuse trail and pedestrian bridge was considered on the west side of the SR 9 bridge. As shown on Figure 3 in Appendix A, the trail would connect with Azalea Park and the existing multiuse trail on the north side of the river. Aerial power lines on the west side of SR 9 would require an alignment further to the west of SR 9. Additional trail would be required on the south side of the river to connect with SR 9. A traffic signal is not warranted at the intersection of SR 9 and Roberts Drive, and therefore an unsignalized pedestrian crossing would be necessary to provide safe crossing of SR 9 to existing sidewalks at Roberts Drive. The west side alignment would not provide direct connectivity with existing and planned sidewalks in Sandy Springs, the multiuse trail that is a component of PI No. 721010, or more direct access to Vickery Creek Unit. As a result of safety concerns for pedestrians crossing SR 9 and connectivity with other existing and planned pedestrian improvements, this alternative was removed from further consideration and analysis in the Environmental Assessment.

D. The No-Build Alternative

The no-build alternative would not result in effects to wetlands and streams, and would not affect a Section 4(f) resource. However, the no-build alternative would not provide an alternative to the SR 9 bridge for pedestrians and cyclists to cross the Chattahoochee River. Safer, convenient, and accessible connectivity between residential, recreational, retail, and businesses in both Sandy Springs and Roswell would not be available. As a result, the no-build alternative would not meet the need and purpose of the project.

III. ENVIRONMENTAL CONSEQUENCES

A. Topics Removed from Detailed Analysis

As part of the assessment of effects from the preferred alternative to the social, natural, and cultural environments as part of the NEPA analysis, the preferred alternative has been determined to have no impact to the following resources or topics. A brief discussion is provided below, and they have not been included as part of further detailed analysis in the Environmental Assessment.

Relocations – The preferred alternative would not result in any relocations.

Churches and Institutions – There are no churches or institutions within the project area, and therefore no effect to any of these types of facilities.

Historic Markers – There are no historic markers within the project limits.

Farmland – The project would not involve farmland as defined in the Farmland Protection Policy Act, 7 CFR Part 658. Early coordination took place with NRCS (see Appendix B, Section 3).

Energy/Mineral Resources – There are no energy or mineral resources that are mined, consumed, or developed within the project limits of the preferred alternative.

Underground Storage Tanks (UST)/Hazardous Waste Sites – No potential UST or hazardous waste sites were identified within or adjacent to the proposed project limits.

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

Forest Service/Corps Land – No lands under the jurisdiction of the U.S. Forest Service or U.S. Army Corps of Engineers are within the project limits of the preferred alternative.

Tennessee Valley Authority – The proposed project is not within the jurisdiction of the Tennessee Valley Authority.

Coastal Zone Management Coordination – The proposed project is not within one of the eleven counties along the coast. Therefore, the Coastal Zone Management Act (CZMA) does not apply and coordination is not necessary.

B. Types of Effects: Direct, Indirect, and Cumulative Effects

The Council of Environmental Quality's (CEQ) *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (40 CFR §1500-1508) requires that not only direct impacts, but indirect and cumulative effects (ICE) also be evaluated.

Direct, indirect, and cumulative effects can be defined as follows:

Direct effects are caused by, and coincide in time and place, with the action.

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

The area of potential indirect effects has been extended outside the project corridor. This project is located between Roswell and Sandy Springs, Georgia. East to West, the impacts analysis focused on areas adjacent to the river on both the north and south sides. North to South, the area of analysis includes the SR 9 corridor extending into Roswell to the north and Sandy Springs to the south.

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

Because there are no environmental resources, indirect and cumulative effects analysis has not been included for the following sections: Section 4(f) Applicability; Invasive Species Survey; and Construction.

C. Effects on the Social Environment

1. Land Use Changes

Existing land use on the north side of the river within the City of Roswell is predominately recreational use, and consists of several parks; Azalea Park west of the proposed project location, Vickery Creek Unit of the CRNRA east of the project site, and Riverside Park east of Vickery Creek. The Roswell Riverwalk Multiuse Trail runs east to west adjacent to the Chattahoochee River. North of the proposed project location, across Riverside Road, land use consists of Vickery Creek Unit, and Atrium Riverside Apartment Homes. Future land use identified in the *Imagine Roswell 2030 Comprehensive Plan* would not change the existing park and recreational land use along the river. Areas north of the project site, and west of SR 9 are identified as mixed-use development, including multi-family housing and restaurants. Major changes in existing and future land use near the project area are not anticipated. The area adjacent to the bridge on the north side of the river would remain in recreational use as parklands, with adjoining areas remaining as residential. However future land use along SR 9 north into the city of Roswell would be designated as a gateway corridor. This corridor would include a wider, four lane road, sidewalks, and multiuse trail north toward Roswell. Figures 4 and 5 in Appendix A show the existing and future land use designations by the City of Roswell for the proposed project and adjacent areas.

On the south side of the river, within the City of Sandy Springs, existing land use adjacent to the proposed project location consists of single family housing to the east, and vacant, wooded property to the west across SR 9. Southwest of the project location, across SR 9 there are several multi-story office buildings. Further to the south, across Roberts Drive, development consists of office buildings, a restaurant, and retail shopping center. This development is consistent with current zoning designations

for Sandy Springs, consisting of Single Family Dwelling and Agriculture use along the river, and Office and Institutional and Community Business Districts to the west and south. Future land use is similar to current land uses, with Residential zoning along the river east of SR 9 and adjacent to Roberts Drive, and Office zoning west of SR 9. As with Roswell, major changes in land use and zoning within Sandy Springs are not anticipated. Areas adjacent to the pedestrian bridge are currently, and would remain, residential and office use. Further to the south, land use along SR 9 would be designated "Living Work Regional" but would include the existing commercial and retail uses. Figures 6 and 7 in Appendix A show the existing and future land use designations from the City of Sandy Springs.

The proposed project would require approximately 0.18 acre of temporary construction easement, and 0.02 acre of additional right-of-way for construction. Both of these areas would be required from landscaped and vegetated areas from residential property on the south side of the river. The project is consistent with the current land use plan and would not precipitate land use changes or change development patterns. Due to the small amounts of right-of-way and temporary easements required, Indirect and Cumulative Effects are not anticipated for land use.

2. Economic

No businesses are located within the proposed project area. The Chattahoochee River in the area of the pedestrian bridge is within the 48 mile Chattahoochee River National Water Trail (CRNWT), managed as part of the CRNRA. As such, there are authorized outfitters that rent float tubes, kayaks, and canoes for use along the river. Some of these vendors use a boat ramp located downstream/west of the proposed project location for equipment takeout.

Direct and Indirect Effects: While construction of the proposed project would not close the recreational use of the river, with placement of the temporary rock jetties necessary to construct the bridge, approximately half the river width on the east side of SR 9 would be blocked for an approximately 18-month period. Separate rock jetties would be constructed from each side of the river. Placement of the jetties may temporarily affect outfitters. However, impacts would be minimized by having only one jetty in the river at a time. Coordination would occur with these vendors at least 30 days prior to start of construction and include information about construction schedule, safety precautions, and other restrictions. Monthly updates would also be provided to vendors as a part of early coordination. Supports for the pedestrian bridge would align with existing supports for the SR 9 bridge, so that there would not be further obstructions in the river to affect recreational activities. There would be no adverse effects to recreational businesses and/or community facilities as a result of project implementation.

Cumulative Effects: The amount of additional right-of-way needed to implement the proposed project would be minimal and would not result in significant effects on the tax bases for Fulton County or the City of Sandy Springs. With improved connectivity between recreational and residential areas with construction of the pedestrian bridge, recreational outfitters along the river may see an increase in business.

3. Community Cohesion

Although Roswell and Sandy Springs are two distinct cities, opportunities for work, play, and living are available on both sides of the river for residents in both communities. Figure 8 in Appendix A depicts residential areas, recreation areas, and businesses in the vicinity of the proposed pedestrian bridge. The preferred alternative would benefit community cohesion by providing improved connectivity and safety improvements for pedestrians and cyclists between Roswell and Sandy Springs.

4. Public Involvement

Public involvement efforts have included coordination with local, state, and federal agencies, local nonprofit organizations, businesses, and the general public. The following is a summary of public information efforts.

Early Coordination

During the early project development a number of agencies, including local governments and local planning agencies, were contacted and asked for their comments on the proposed action. Below is a list of agencies that were sent early coordination letters. Copies of comments received from the responding agencies are provided in Appendix B.

- Atlanta Regional Commission, Atlanta, GA
- Chattahoochee Nature Center, Roswell, GA
- Georgia Forestry Commission, Macon, GA
- Mayor of the City of Sandy Springs, Sandy Springs, GA
- Mayor of the City of Roswell, Roswell, GA
- Upper Chattahoochee Riverkeeper, Atlanta, GA
- Atlanta Junior Rowing Association, Johns Creek, GA
- US Department of Housing and Urban Development, Atlanta, GA
- US Environmental Protection Agency, Region 4, Atlanta, GA
- Natural Resources Conservation Service
- US Department of the Interior, National Park Service, Atlanta, GA
- US Geological Survey, Environmental Affairs Program, Reston, VA

As part of this early coordination effort, a response letter was received from the City of Sandy Springs, Public Works Department, and the Natural Resources Conservation Service (NRCS). Neither response contained specific observations for consideration during project development. Responses are included in Appendix B.

Because the project would cross and directly impact the Chattahoochee River, which is under the jurisdiction and authority of the NPS to manage as a part of the CRNRA, consultation with the NPS was started prior to beginning the NEPA analysis. Interagency meetings were held between NPS, Federal Highway Administration (FHWA), and GDOT to ascertain particular concerns of the NPS that should be addressed as part of the NEPA analysis. Consultation between NPS, FHWA, and GDOT has continued

throughout public involvement, alternatives development, project concept development, and NEPA analysis. The NPS is a cooperating agency to FHWA for the proposed federal action.

Concept Development Public Meetings

Two meetings were held with the purpose of presenting project alternatives to local public officials and the public. One meeting was held in each of the two cities, in their respective city administrative facilities. The meeting in Roswell was held on October 6, 2011, and the meeting in Sandy Springs on October 11, 2011. Representatives of the local government, businesses, and residents were in attendance and were presented with information packets including a welcome letter, project location map, description of the project, and a list of alternatives. Five individuals attended the Roswell meeting, and 14 individuals attended the Sandy Springs meeting, for a total of 19 participants. Of the 19 attendees, 16 provided written comments. Of the 16 comments received 15 were in support of the project and one person expressed conditional support. Copies of the comments are included in Appendix C, Public Involvement. A response to comments received from these meetings was not prepared.

Targeted Outreach

Direct outreach was initiated with local businesses whose operations could be directly affected by the construction of the proposed project. The CRNRA authorizes outfitters that provide kayak, canoe, paddle board, and float rentals for recreation within the Chattahoochee River, where the proposed bridge would be constructed. The businesses organize boating and tubing events and rely on direct access to the river to operate. Their potential to be impacted by the proposed project resulted in these businesses being contacted for their input into the project development process. The companies received personal invitation letters to attend the Public Information Open House (PIOH) held on October 29, 2013. The companies contacted included:

- AllSouth Tubing
- Chattahoochee Outfitters
- High Country Outfitters
- Urban Currents

In addition to these authorized outfitters the nonprofit organization Chattahoochee Riverkeeper was also sent a personal invitation to the October 29, 2013 PIOH. The Chattahoochee Riverkeeper organization is a well-known and respected advocate for protection and stewardship of the Chattahoochee River. Copies of letters sent as part of the targeted outreach are included in Appendix C, Public Involvement.

Public Information Open House

On October 29, 2013 a PIOH following guidelines and practices established by GDOT was held for the proposed project. The meeting was held at the Sandy Springs Administrative Complex. Notification of the meeting was provided by a legal advertisement in the local newspapers of both Roswell and Sandy Springs, and signs were posted in both cities near the project area. Attendees were provided with a welcome letter, project location map, and a project description. Comment cards were provided, and a

court reporter was available to record verbal comments. Displays were provided to show plans and design features for the pedestrian bridge alternatives.

A total of 21 people attended the PIOH. From those attending two comment forms were received. An additional online comment was received during the ten-day comment period following the PIOH, for a total of three comments. Of the comments received, all three were in support of the project. Copies of the advertisement, information packets, comments, and response letter are included in Appendix C, Public Involvement.

Summary of Public Outreach

Extensive outreach has been conducted for the proposed project to provide the public and stakeholders an opportunity to view proposed alternatives, provide comment, and express opinions. Outreach has taken several forms, including direct invitation and contact, and public forums. Overwhelmingly, those who commented about the project expressed support for the proposed improvements. A further discussion of public outreach, including a summary of concerns or topics expressed through the process, is included in Section V, Coordination and Comments.

5. Community Impacts / Environmental Justice

An area of potential community effects for a GDOT project can potentially take into account a wide range of effects, including displacements, reduced access to business or residences, and diminished community cohesion due to induced commercial development or induced traffic increases. Beneficial community effects, such as reduced congestion and improved safety, are also given consideration.

The area for potential community effects for this project was difficult to define owing to an absence of readily discernable potential adverse effects. Generally, the project would be considered to have the potential for only recreational benefits to communities near the proposed pedestrian bridge or residents of more distant communities who use and would use the multi-use trail and area parks. In addition to and prior to public involvement, GDOT implemented three other tools that are, as standard procedure, used to identify potentially affected communities: census analysis, coordination with local officials, and a field survey. Census analysis is used in particular to determine the probability of minority or low income populations. These populations are the focus of a number of laws and regulations known as Environmental Justice (EJ) whose primary purpose is to ensure that these groups are not disproportionately adversely affected by federal actions.

Census data was reviewed using the Environmental Protection Agency's (EPA) EJScreen tool using 2010 census data. Based on census data within a one mile radius of the bridge location, the minority population is 59 percent, compared to State of Georgia minority population of 46 percent. The low income population is 35 percent, compared to State of Georgia low income population of 37 percent. However, it must be noted that the census tracts are geographically much larger than the radius reviewed. The most GDOT could conclude from census analysis is that there is a reasonable probability that any communities that are identified by the other community identification efforts would be minority and/or low income.

Written correspondence requesting information or knowledge about location and concerns from EJ communities in proximity to the project location were submitted to both the cities of Roswell and Sandy Springs. Concept, planning, and status meetings held since project initiation have been attended by city staff. No information has been provided from local sponsors identifying the location of EJ communities, or concerns from EJ communities.

Field reconnaissance was conducted on both sides of the bridge along SR 9, Roberts Drive in Sandy Springs, and Azalea Road and Riverside Roads in Roswell. While representatives of minority populations were observed using recreational facilities in the vicinity of the proposed project, this observation in and of itself is not indication of a minority or low income community that could be affected by the proposed project. None of the residences that could be observed were readily identifiable as low income or minority communities.

Based on limited conclusions that could be reached with readily available data and observations, public involvement, consisting of two Public Information Open Houses (PIOH), became an important tool for identifying communities, with the expectation being that members of communities would bring to GDOT's attention concerns about the project that the project team could not possibly foresee. No one attending the PIOHs, or as discussed in Section 4, Public Outreach in comments received, provided any information or concerns from potential EJ communities.

Right-of-way and easement would be required from a residential property, but this property did not appear to be from a minority or low income resident. Even so, the right-of-way and easement would not result in displacement, change access, or incur any other readily identifiable direct effects. Neither would the project induce development or traffic changes that might encroach on communities and indirectly affect their quality of life. The project has minimal potential for visual effects on communities. The proposed project would improve and broaden access to recreational resources, businesses, and provide a safe connection for pedestrians and cyclists across a natural barrier. These benefits would be recognized by all communities in the area, including EJ communities. Based on the currently proposed project, anticipated benefits, and lack of readily identifiable direct or indirect effects, the proposed project would not have disproportionately high and adverse effects to minority and low income populations.

D. Effects on the Cultural Environment

1. Cultural Resources

In compliance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto, the proposed project has been surveyed for archaeological and historic resources, especially those on or eligible for inclusion in the National Register of Historic Places (NRHP). The purpose of the survey was to locate, identify, and evaluate the significance of any historic and archaeological resources within the project corridor. The survey boundary and methodology were established using the GDOT/FHWA Cultural Resource Survey Guidelines. These guidelines were established as a result of past interaction with the State Historic Preservation Officer (SHPO) and his staff and were agreed upon by FHWA and the SHPO.

2. Historic Resources

As a result of these efforts, initially one NRHP listed resource was identified within the proposed project's area of potential effect (APE), an archaeological resource, the former Ivy Mill (Archaeological Site 9FU228). Although the Ivy Mill site no longer contains intact buildings, and contains only structural remains, including former walls and some foundation material, the site was considered an NRHP listed resource and included in the Historic Resources Survey Report (HRSR) for the project. The SHPO concurred that the only eligible historic resource within the project's APE is the NRHP listed Ivy Mill on May 15, 2013. Because all proposed work would occur within the existing SR 9 right-of-way, which is not within the Ivy Mill resource boundary, the SHPO concurred with a No Historic Properties Affected determination on December 18, 2013 (see Appendix B).

Based on the length of time since the initial survey and report for the project (over five years), the HRSR has expired and a survey addendum required. During the survey addendum process it was discovered that the Roswell Historic District had been previously recommended and concurred with by SHPO for GDOT Project PI No. 721010, and the Ivy Mill Site had been incorporated into this District as a contributing feature. As part of GDOT Project PI No. 721010, the Roswell Historic District's NRHP boundary was extended south to the Chattahoochee River to encompass the Ivy Mill site. An HRSR Addendum for GDOT Project PI No. 0009640 was prepared in November 2019 identifying the Roswell Historic District within the APE for GDOT Project PI No. 000940 and clarifying the incorporation of the Ivy Mill Site into the District. An NHPA Addendum for GDOT Project PI No. 0009640 was also prepared to remove discussion of the Ivy Mill site as an individually eligible historic resource and identify the site as an eligible archaeology site only and recommend No Effect to the Roswell Historic District from GDOT Project PI No. 0009640. The SHPO concurred with the NHPA Addendum on April 20, 2020 (see Appendix B). The Roswell Historic District and Ivy Mill Site are shown on Figure 9 in Appendix A.

3. Archaeological Resources

The Ivy Mill (Archaeological Site 9FU228) is a NRHP listed resource within the proposed project's APE. The mill site is east of the proposed project location, and within the boundary of Vickery Creek Unit. The site no longer contains intact buildings, and although there is a resource boundary as shown on Figure 9, the larger approximated boundary consists of Riverside Road to the north, Big Creek to the east, the Chattahoochee River to the south, and the SR 9 right-of-way to the west. Previous archaeological investigations discussed below have determined the westernmost boundary of the site would not extend west of the SR 9 right-of-way.

Terrestrial and aquatic archaeological surveys were conducted within the project corridor in accordance with GDOT Archaeological Survey Guidelines developed by the GDOT Staff Archaeologists in consultation with DNR Historic Preservation Section Staff and concurred on by the FHWA and SHPO. These guidelines provide general survey boundaries and methodological approaches to archaeological surveys based on the type/scope of proposed highway projects and are followed during the initial identification of archaeological resources. These methodologies included an extended survey corridor (ESC) beyond the APE, with the exception of along the proposed project boundary with the Ivy Mill site.

Because of information known about this site from previous investigations, terrestrial survey along this boundary extended only to the SR 9 right-of-way limit.

No archaeological resources were identified from terrestrial surveys. Results of the aquatic archaeology survey identified one archaeological resource and two anomalies with undetermined eligibility. The archaeology resource (9FU633) is a bridge footing located west of the existing SR 9 bridge, and not within the project limits of the proposed project. This site was recommended ineligible for listing in the NRHP. Two magnetic anomalies were not further investigated due to poor river conditions. These locations are east of the proposed project corridor and would not be impacted by the proposed project. The SHPO concurred on findings from the terrestrial and underwater archaeology surveys on September 25, 2015 (see Appendix B).

Direct and Indirect Effects: With the understanding that the SR 9 right-of-way is not only the boundary for the Vickery Creek Unit of the CRNRA but also the westernmost boundary of the Ivy Mill site and the Roswell Historic District, the proposed project limits, including staging and construction, have been designed to occur within the SR 9 right-of-way. In addition, orange barrier fencing would be placed along the SR 9 right-of-way boundary to prevent encroachment into the Ivy Mill site and the Roswell Historic District. No physical destruction or damage to either site would occur. There would be no change in the character or physical features. No adverse visual elements would be introduced.

No indirect effects would occur. The Riverwalk Multiuse Trail runs parallel to the Ivy Mill site and through the Roswell Historic District, and some of the ruins can be seen from the trail. However, because of the mill's location within the CRNRA, its integrity and historic significance would be protected from future development or use. The proposed pedestrian bridge may result in more visitors to the park and access to the Riverwalk Multiuse Trail, but access to the site within Vickery Creek would be limited to the trail itself. There are existing interpretive signs along the trail that discuss the mill site, and the CRNRA would continue to develop educational and instructive signs and information for the site, but would not allow for any further access within the mill site ruins.

Cumulative Effects: Because no direct or indirect effects to eligible historic resources are anticipated, the preferred alternative would not contribute to cumulative effects on this resource.

4. Parklands/Recreation Areas/Wildlife Refuges

There are five parks/recreation areas located near the proposed project, and all on the north side of the Chattahoochee River: Don White Memorial Park, Riverside Park, Azalea Park, the Riverwalk Multiuse Trail, and the CRNRA. The CRNRA is managed by the NPS, and the remaining parks and multiuse trail are managed by the City of Roswell. Don White, Riverside, and Azalea Parks all offer parking, river access for either boats or kayaks/canoes, restrooms, and access to the Riverwalk Multiuse Trail or other nature trails near each park. The closest point of Don White Park to the proposed project area is approximately 3,400 feet to the east. Riverside Park is approximately 1,000 feet east of the proposed project area. Azalea Park begins west of the SR 9 bridge, and is approximately 250 west of the proposed project area.

The Riverwalk Multiuse Trail is a 12-foot wide, paved trail that runs parallel to the Chattahoochee River. The paved portion of the trail extends between Don White Park and the intersection of SR 120/Marietta Highway and Willeo Road, for a distance of approximately 3.3 miles. An additional 0.7 mile of crushed gravel multiuse trail ranging from six to eight feet wide extends south of Don White Park. Along the length of the Riverside Multiuse Trail there are several unpaved nature trails between the paved trail and the river. The trail alignment passes through all three parks and the CRNRA Vickery Creek Unit. Because of the trail's alignment parallel to the Chattahoochee River, it passes through the proposed pedestrian bridge project area.

The Vickery Creek Unit of the CRNRA is located adjacent to the proposed project area, with the SR 9 right-of-way as the western boundary of the park. In addition to the Vickery Creek Unit and 15 additional land units, the CRNRA also includes the 48-mile CRNWT, extending from Buford Dam south to the confluence of Peachtree Creek. The southernmost section of the Vickery Creek Unit, south of Riverside Road, contains the Ivy Mill site previously discussed. There are no unpaved trails in this lower section, and access to the Vickery Creek Unit is only along the paved Riverwalk Multiuse Trail.

Figure 10 in Appendix A depicts the location of these parks and trails in relation to the proposed project area.

Direct and Indirect Effects: There would be no direct impact to parks in the vicinity of the proposed project except within the Chattahoochee River (part of the CRNRA). All proposed construction and staging would occur within existing SR 9 right-of-way. Construction activities would not prevent or limit access to Azalea Park, Riverside Park, Vickery Creek Unit, or Don White Park.

The Chattahoochee River would be temporarily affected during construction. Two temporary rock jetties would be required for construction of the pedestrian bridge. A separate jetty would be constructed from each bank, but only one jetty would be constructed at a time. The first jetty would be removed prior to beginning construction of the second. Each jetty would be in place for approximately eight to nine months, including the time for removal. Phased implementation of separate jetties would allow uninterrupted access on the river during construction. A full width jetty would have required extensive engineering modifications to allow unrestricted river flow, and would have prevented use of the river through the construction area. The width of the river at the pedestrian bridge crossing is approximately 350 feet, and each jetty would extend approximately 170-180 feet into the river from each side, leaving approximately the same width on opposite side of the river for recreational users.

With placement of the rock jetty from the north bank, a section of the Riverwalk Multiuse Trail through the construction area would be temporarily closed for approximately eight to nine months. There is no parking or direct trail access at the location of the proposed pedestrian bridge. Although use along its entire length would be temporarily prevented, access to the trail would be available during construction, with the closest access to the trail from Azalea and Riverside Parks. Parking and direct trail access would remain open in these parks during construction. From Azalea Park, access to approximately two miles of the trail would remain open during construction. From Riverside Park, approximately 1.75

miles of the trail would remain open. After removal of the rock jetty, the closed section of the Riverside Multiuse Trail would be restored to existing condition.

Construction of a temporary trail to maintain continuity during construction is not practical for safety, constructability, and access reasons. To remain clear of construction activities, temporary trail alignment would be adjacent to the north side of Riverside Drive. There is a traffic signal and crosswalks at the entrance of Riverside Park to provide access to the north side of the road. However, this alignment would cross a local street, Indian Springs Drive, require construction of a temporary pedestrian bridge over Big Creek, and require use of several crosswalks over turn lanes, SR 9, and Azalea Drive to a point on the south side of Azalea Drive to access the existing trail. Construction of a temporary tunnel under the rock jetty is not considered safe, as large equipment would be used above the tunnel, and this alignment would require passage through the construction site.

Figure 11 in Appendix A shows the Riverside Multiuse Trail section to be closed, available access during construction, and potential alignment of an alternative route to maintain continuous use of the trail.

Coordination has occurred with officials with jurisdiction over the parks, recreation facilities, and outfitters using these resources. Coordination with the NPS began early in the NEPA process, before concept development. Coordination has included meetings to aid with concept development, environmental concerns from potential impacts, and NEPA process. Table 1 below is a summary of meetings held with the NPS or where NPS was in attendance.

Table 1 – Summary of Meetings with NPS

Meeting Date	Meeting Topic
7-7-2011	Concept Development Meeting
6-25-2012	Identification of Environmental Concerns and Coordination of NEPA Process with FHWA and NPS
6-20-2013	Introduction of the Use of Rock Jetties for Construction and Identification of Environmental Concerns
8-6-2015	Project Update and Verification of NEPA Process Between FHWA and NPS
4-20-2016	Project Update and NPS Mitigation Requirements
7-8-2016	Project Update and NPS Requirements for the GDOT Commitment Letter

The temporary closure of a section of the Riverside Multiuse Trail has been discussed with the former manager of Roswell Park Services, Mr. Rusty Pruitt. Mr. Pruitt had no major concerns with the temporary closure, but requested that signage notifying the public of the closure be placed in area parks prior to closing, and that the trail be repaired to its existing condition once the temporary rock jetties are removed.

As part of the NEPA early coordination for the project, outfitters providing rafting, tubing, kayaking, canoeing, and paddleboard services along this section of the Chattahoochee River, as well as

rowing clubs and associations, were contacted regarding proposed construction activities. These businesses will also be contacted prior to the start of construction so their patrons can be notified.

Commitment Letters have been prepared by GDOT and the City of Roswell to the NPS detailing notification, safety, construction, and monitoring requirements that would be enforced during construction.

Copies of the Meeting Minutes with the NPS are included in Appendix B. Copies of Commitment Letters from GDOT and the City of Roswell are included after the Environmental Commitments table.

With completion of the pedestrian bridge and anticipated improved connectivity between residential and recreational areas, increased participation and use of parks and the Riverwalk Multiuse Trail are anticipated. Existing facilities and opportunities in the parks could accommodate increased use without additional improvements.

Cumulative Effects: Improved access to parks and recreation areas would contribute to cumulative effects to these resources; however, these effects are anticipated to be beneficial.

5. Section 4(f) Applicability

Section 4(f) refers to the temporary and/or permanent use and constructive use of land from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or any historic site. Investigation of the project corridor has identified two recreation areas that would be impacted by the preferred alternative; the CRNRA and Riverwalk Multiuse Trail. There would be temporary impacts to recreational use on the river within the CRNRA during construction as a result of the rock jetties required for construction, and permanent use of areas within the CRNRA would occur as a result of bridge support bents. Once completed the pedestrian bridge bents would align with the existing SR 9 bridge supports, and not require additional activity to navigate through supports of both bridges, or otherwise introduce obstructions within the river that additionally hinder recreational activities. Because there would be no substantial impairment of the current activities, features, or attributes that qualify the resource for protection under Section 4(f), a *de minimis* determination would apply, and no further Section 4(f) Evaluation is required.

Section 4(f) requires concurrence from officials with jurisdiction over the property that the project would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). The NPS regards submittal of this concurrence in writing prior to approval of their own decision document for effects to the CRNRA as predecisional under NEPA. A NEPA EA is being prepared by the NPS for impacts from this project, the adjacent project PI No. 721010-, and mitigation associated with PI No. 721010-. However, in order to not hinder FHWA's NEPA determination for PI No. 0009640 the NPS provided a letter of intent for *de minimis* determination for impacts to the CRNRA on November 9, 2018 (see Appendix B).

A *de minimis* determination has also been received for impacts to the Riverwalk Multiuse Trail. The proposed project would temporarily block access to the trail through the proposed project area with placement of a temporary rock jetty. After removal of the jetty, the trail would be repaired to its existing

condition. The official with jurisdiction over the multiuse trail, the Roswell Parks Services Manager, agreed that impacts from the project would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f) on December 6, 2018 (see Appendix B).

E. Effects on the Natural Environment

Initial ecology surveys for the project were conducted in 2016. Since that initial survey changes in the project and permitting requirements resulting from current USACE procedures have required additional reporting in Ecology Addenda. Ecology Addendum I (2018) was prepared due to introduction of a construction access road for the project, and minor design modifications that slightly changed impacts to waters of the US. Addendum II (2020) was prepared because permitting and mitigation calculation requirements had changed from requirements reported in the 2018 Addendum I. Findings discussed in Section E reflect the current findings from Addendum II, and agency response and concurrence included in the appropriate section.

1. Water Quality

The project area is located in the Upper Chattahoochee Watershed. The United States Geological Survey (USGS) Hydrologic Unit Code (HUC) is 03130001. This watershed has been designated as a priority watershed by the US Environmental Protection Agency (EPA). There are no known water intakes in the vicinity of the proposed project.

The final 2012 Georgia Environmental Protection Division (GAEPD) 305(b)/303(d) list was reviewed for streams identified within the proposed project area. The unnamed perennial stream flowing into the Chattahoochee River on the south side of the river is not included on this list, but the Chattahoochee River is included for not supporting fishing due to fecal coliform violations potentially caused by urban runoff. The unnamed tributary and Chattahoochee River are not located within one mile upstream of, and within the same watershed as, a stream that has been classified by GAEPD as a "non-supporting" biota impaired stream.

Direct and Indirect Effects: No significant effects to the water quality in the project area are expected to occur as a result of the proposed project. Provisions in the construction contract and Commitment Letters from GDOT and City of Roswell would require the contractor to exercise every reasonable precaution during construction to prevent the pollution of streams in the project vicinity. Where possible, early revegetation of disturbed areas would be accomplished so as to hold soil movement to a minimum. Dumping of chemicals, fuels, lubricants, bitumens, raw sewage, or other harmful wastes into or alongside of streams or impoundments, or natural or manmade channels leading thereto, would be prohibited.

Additional contract provisions would require the use of temporary erosion control measures as shown on the construction plans or as deemed necessary during construction. These temporary measures may include the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control devices or methods, as applicable. These provisions are coordinated with the permanent erosion control features insofar as practical to assure economical,

effective, and continuous erosion control throughout the construction and post-construction periods and are in accordance with the 23 CFR, Part 650, Subpart B.

The proposed multiuse trail would introduce additional impervious surface in the area, and potentially result in greater stormwater runoff. However, the relatively small area of additional impervious surface (approximately 0.25 acre) compared to the area of impervious roadway in the vicinity is not anticipated to result in a significant amount of stormwater or adversely impact water quality. Also, the proposed transportation improvement is for pedestrian and not vehicular use. Therefore, many of the pollutants that result from vehicular use of roadways would not occur with the proposed project.

Cumulative Effects: The project is not anticipated to result in any reasonably foreseeable cumulative effects to water quality.

2. Waters of the U.S.

The proposed project corridor has been surveyed with respect to involvement with Waters of the U.S. as required by the provisions of Executive Order 11990 and subsequent federal regulations. In addition, due to the proximity of the CRNRA, surveys were also conducted in general compliance with NPS *Procedural Manual #77-1: Wetland Protection*.

As a result of these efforts two perennial streams and one wetland were identified within limits surveyed for the proposed alternatives. Based on field survey in February 2018, previously identified Wetland 3 was observed to no longer exist due to changing site conditions from ditching and culvert clean-out. Jurisdictional waters are shown on Figure 12.

Wetlands

Wetlands were given special consideration during the alternatives analysis for this project. One wetland was identified during environmental field surveys. Because of the proximity of the proposed project to NPS managed resources, two methodologies were utilized during the survey for wetlands. The first identified wetland sites that displayed the characteristics required for wetland definition as given in the 1987 Corps of Engineers Wetlands Delineation Manual:

- 1) prevalence of hydrophytic vegetation
- 2) hydric soils
- 3) permanent or periodic inundation or saturation.

As outlined in *Procedural Manual #77-1*, the second criterion utilizes the Cowardin et al. (1979) wetland classification system as the NPS standard for defining and classifying, and inventorying wetlands. Under the Cowardin definition, a wetland must have one or more of the following three attributes:

- 1) at least periodically, the land supports predominantly hydrophytes (wetland vegetation)
- 2) the substrate is predominantly undrained hydric soil, or
- 3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year.

The Cowardin wetland definition encompasses more aquatic habitat types than the definition (33 CFR 328.3) and delineation manual used by the Corps of Engineers for identifying wetlands subject to Section 404 of the Clean Water Act. The 1987 "Corps of Engineers Wetlands Delineation Manual" requires that all three of the parameters listed above (hydrophytic vegetation, hydric soil, wetland hydrology) be present in order for an area to be considered a wetland. The Cowardin wetland definition includes such wetlands, but also adds some areas that, though lacking vegetation and/or soils due to natural physical or chemical factors such as wave action or high salinity, are still saturated or shallow inundated environments that support aquatic life. The wetlands identified using these criteria are described below.

Wetland 4 (WL 4) is a forested wetland, approximately 3.5 acres in size, and located along the north bank of the Chattahoochee River and on both sides of SR 9. The tree stratum within the vegetative community consists of box elder (*Acer negundo*), red maple (*Acer rubrum*), river birch (*Betula nigra*), and sycamore (*Platanus occidentalis*). The understory consists of saplings of the canopy species, Chinese privet (*Ligustrum sinense*), false nettle (*Boehmeria cylindrica*), soft rush (*Juncus effusus*), common boneset (*Eupatorium perfoliatum*), smartweeds (*Polygonum spp.*), jewelweed (*Impatiens capensis*), marsh dayflower (*Murdannia keisak*), groundnut (*Apios americana*), and crossvine (*Bignonia capreolata*). Wetland hydrology indicators are soil saturation, water-stained leaves, drainage patterns, saturation visible on aerial imagery, and the FAC-neutral test. The primary hydric soil indicator is the presence of a depleted matrix. This wetland is a Kind A and Class 1 wetland due to the 50 to 60-year-old hardwood tree stratum and its location within the Chattahoochee River/Big Creek floodplain. This wetland may provide potentially suitable habitat for some protected species, although none were identified during the protected species survey.

The functions provided by this wetland are primarily the provision of wildlife habitat and flood water storage. In addition, the wetland provides some economic and cultural function resulting from the Riverwalk Multiuse Trail that passes through the wetland, and the proximity of the multiuse trail and interpretive signs for the Ivy Mill ruins.

Streams

Perennial Stream 1 (PS 1) is an unnamed perennial tributary to the Chattahoochee River and flows north from a three-foot diameter pipe under Roberts Drive, on the south side of the river. At the time of the survey the stream had a bankfull width of eight to ten feet and bankfull depth of two feet. The stream had low sinuosity, high entrenchment, somewhat unstable banks, low turbidity, and a sand/cobble/gravel substrate. Moderate water flow was observed during the survey. This stream is not designated as a trout stream. This stream is fully functional and may provide potentially suitable habitat for the state protected Chattahoochee crayfish (*Cambarus howardi*). Based on the project construction plans, the proposed project would not impact PS 1.

Perennial Stream 2 (PS 2) is the Chattahoochee River and flows east to west under the SR 9 bridges. At the time of the survey the stream had a bankfull width of approximately 350 feet and bankfull depth of 5 to 6 feet. It had moderate sinuosity, low entrenchment, stable banks, moderate turbidity, and a sand/silt/gravel substrate. Moderate water flow was observed. This stream is designated as a secondary trout stream. This stream provides potentially suitable habitat for the state protected Chattahoochee

crayfish (*Cambarus howardi*), bluestripe shiner (*Cyprinella callitaenia*), highscale shiner (*Notropis hypsilepis*), and Halloween darter (*Percina crypta*).

Direct Effects: As a result of the proposed project, effects would occur to WL 4 and PS2, as described in Tables 2 and 3 below, respectively.

Table 2 – Wetland 4 Impacts

Reason for Impact	Description	Permanent Impact (acre)	Temporary Impact (acre)
Fill	For trail approaches to bridge	0.001	--
Rock Jetty	To construct pedestrian bridge across the river, a temporary rock jetty would be required	--	0.05
Clearing	To construct the approach trail and provide access to the river for construction	--	0.08
Total		0.001	0.13

Table 3 – Perennial Stream 2 Impacts

Reason for Impact	Description	Permanent Impact (linear feet / acre)	Temporary Impact (linear feet / acre)
Bridge Bent	Six concrete filled, metal encased bents	20 / 0.002	--
Rock Jetty	To construct pedestrian bridge across the river, two temporary rock jetties would be required, one from each bank	--	88 / 0.442
Total		20 / 0.002	88 / 0.442

Measures to Avoid and Minimize Impacts

This project would be expected to produce some increased siltation within the wetlands and stream crossings during the construction phase. Environmental harm would be minimized by standard construction erosion and sedimentation control devices. Measures to minimize harm to wetlands, water quality, wildlife, and fish and game habitat include:

1. Preservation of roadside vegetation beyond the limits of construction where possible;
2. Early revegetation of disturbed areas so as to minimize soil erosion;
3. The use of slope drains, detention/retention structures, surface, sub-surface and cross drains, designed as appropriate or needed, so that discharge would occur in locations and in such a manner that surface and sub-surface water quality would not be affected (the outlets may require aprons, bank protection, silt basins and energy dissipaters);

4. Inclusion of construction features for the control of predicted erosion and water pollution in the plans, specifications and control pay items (GDOT Standard Specification 715 identifies the pollution control measures which may be used);
5. The dumping of chemicals, fuels, lubricants, bitumens, raw sewage, or other harmful wastes into or alongside streams or impoundments, or into natural or manmade channels leading thereto, would be prohibited.

The proposed pedestrian bridge would be constructed perpendicular to PS 2, therefore shifting the alignment to the east or west side would result in similar impacts to PS 2 and would increase impacts to WL 4. Impacts have been minimized by creating a temporary access with the minimum width necessary for the heavy equipment required for construction. Impacts to WL 4 have been minimized to the greatest extent possible by constructing the bridge in the existing right-of-way. In addition, orange barrier fence would be installed along the construction limits to reduce additional impacts during construction.

Other alternatives were considered to minimize temporary impacts for access to the proposed bent locations associated with the pedestrian bridge. The use of a barge is not considered a viable option due to the low water elevations near the edge of the river, constant fluctuations in water elevations at this location, and the lack of an adequate nearby boat ramp. In addition, since bedrock is close to the surface of the riverbed, driving piles into the riverbed for the installation of a temporary work bridge is not a viable option. Placement of equipment on the SR 9 bridge to construct the pedestrian bridge would require closure of at least two of the four lanes for an extended period of time. In this location, SR 9 is a major north-south commuter route, and closure of two of the four travel lanes for 16 to 18 months would result in commuter delays and congestion.

Mitigation

Unavoidable stream and wetland losses would be mitigated through purchase of credits in a United States Army Corps of Engineers (USACE) approved mitigation bank within the same or approved secondary HUC as the project's wetlands and streams. Impacts from the proposed project would require 108 2018 or 1,296 grandfathered stream credits and 0.10 2018 or 0.80 grandfathered wetland credits.

Impacts within the Chattahoochee River in this area are within a two meter depth, and the NPS considers streams to a depth of two meters "wetland". Therefore, for purposes of NPS mitigation permanent and temporary impacts are considered wetland impacts. NPS regulations require wetland impacts to be mitigated on NPS managed lands, preferably through restoration of existing wetlands with similar function and value. The NPS has identified a wetland system within one of the units managed as part of the CRNRA. The City of Roswell has coordinated with the NPS and would provide \$50,000 to the CRNRA to be used to improve and enhance this wetland system as mitigation for impacts from PI No. 0009640. The wetland system and proposed use of the fees paid by the City of Roswell are included in an NPS Statement of Findings for Floodplains and Wetlands (i.e. SOF). The SOF has been approved by the CRNRA.

Indirect and Cumulative Effects: This proposed transportation improvement is not anticipated to induce future growth or development that would impact wetlands and streams. Although improved connectivity between residential and recreational areas is anticipated, increased use by pedestrians would not adversely impact wetlands and streams. Pedestrian use is along the trail itself or recreational use on the Chattahoochee River. Both the City of Roswell and the CRNRA support and enforce preservation of natural areas along the Chattahoochee River, including protection of wetlands and streams. The location of a multiuse trail through these parks and natural areas is intended to enhance the user's experience through protection of natural areas. Therefore, increased recreational use is not anticipated to result in other reasonably foreseeable future actions to waters of the U.S. However, direct effects discussed above would contribute to cumulative effects to Waters of the U.S. in the Upper Chattahoochee Watershed.

3. Floodplains

A survey of the project corridor for floodplains as required by the provisions of Executive Order 11988 has identified a transverse crossing of the 100-year floodplain and regulatory floodway associated with the Chattahoochee River (see Figure 13 in Appendix A).

Fulton County is a participating member of the National Flood Insurance Program. Procedures for Coordinating Highway Encroachments on Floodplains with the Federal Emergency Management Agency would be followed.

Direct Effects: The approach sections of the proposed multiuse trail constructed on fill would be within areas designated as 100-year floodplain, but would not occur within the regulatory floodway. Construction of the project would require approximately 578 square feet, or approximately 325 cubic yards, of fill material in the floodplain to construct the multiuse trail approaches. The depth of soil would be approximately 15 feet. The project would be designed in such a way that it would have no significant encroachment. The pedestrian bridge bents would be permanent structures within the regulatory floodway, but their area and impact are considered nominal, with the average diameter of each bent approximately 4.5 feet. There would also be temporary effects within the floodplain and regulatory floodway resulting from construction of the rock jetties. However, the jetties would be in place for a total of approximately 18 months, and no permanent effects to the floodplain or regulatory floodway from the jetties are anticipated.

The project would not represent a significant risk to life or property; it would not have a significant impact on natural and beneficial floodplain values; it would not support incompatible floodplain development; and it would not interrupt or terminate a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route. The minor amount of fill would not alter the flood capacity of the floodplain and a No Rise Certification was prepared for the project. In accordance with GDOT policy, coordination was initiated with the Georgia Department of Natural Resources (DNR) Floodplain Management Unit on May 17, 2017. The DNR had questions requiring further coordination between the DNR and the bridge engineer, Heath and Lineback. At the conclusion of this coordination a request was again made to DNR on June 21, 2017 asking if any further action was required. No further requests or correspondence were received from DNR, and based on prescribed timeframes for

response in the May 17, 2017 correspondence coordination with DNR for floodplains was considered complete. The No Rise Certification and DNR coordination are included in Appendix B.

Indirect and Cumulative Effects: The proposed project is not anticipated to facilitate future development in the floodplain or within the regulatory floodway. The permanent fill associated with the pedestrian bridge construction would minimally contribute to cumulative effects on floodplains.

4. Threatened and Endangered Species

Prior to commencing field investigations, the US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website, the DNR Nongame Conservation Section (NCS) species occurrence website, the US Department of Agriculture (USDA) – Natural Resource Conservation Service (NRCS) soil survey, and the Roswell, Georgia US Geologic Survey (USGS) 7.5' topographic quadrangle were reviewed for baseline information. These databases were reviewed again in 2020 for preparation of Ecology Addendum II. Furthermore, on June 28, 2012 and January 29, 2015 EPEI sent requests to DNR and USFWS for information regarding known or potential occurrences of protected species within a three-mile radius of the proposed project. Responses from DNR were received on August 11, 2012 and March 9, 2015 and from USFWS on August 23, 2012 and February 17, 2015. Scientists and staff with CRNRA were contacted on September 25, 2012 for available information on known occurrences of protected species in the vicinity of the project. Responses from DNR and USFWS are included in Appendix B.

A field survey for listed protected species and suitable habitat was conducted on August 24, 2012. A protected aquatic species survey was conducted on October 14, 2012. Protected species survey for the state protected bay star-vine (*Schisandra glabra*) and the pink ladyslipper (*Cypripedium acaule*) were conducted on May 5, 2015, and for the state protected Georgia aster (*Symphotrichum georgianum*) on November 3, 2014.

In compliance with Section 7 of the Endangered Species Act, GDOT must identify the presence of threatened and endangered species, and their designated critical habitat as well as evaluate project impacts. Since approval of Ecology Addendum I in 2018, regional conditions for USACE permits have changed, and effected how mitigation credits are calculated (see Mitigation, page III-17). Ecology Addendum II was prepared in March 2020 to update mitigation credits. No change in impacts to Waters of the US have occurred since Ecology Addendum I. In addition to recalculating mitigation credits a review of the current federally threatened and endangered species in the area of the project was conducted for Ecology Addendum II. No new species were listed, but four species (Cherokee Darter [*Etheostoma scotti*], Gulf Moccasinshell [*Medionidus penicillatus*], Oval Pigtoe [*Pleurobema pyriforme*], and Purple Bankclimber [*Elliptioideus sloatianus*]) are no longer within the consultation range of the project. The current state and federally protected species identified by the USFWS IPaC website and the DNR website for Fulton County, Georgia are listed in Table 4.

The USFWS response reported a historic occurrence of the federally protected dwarf sumac (*Rhus michauxii*) approximately 3.5 miles northwest of the survey area. The federally protected species listed in the DNR correspondence as occurring within a three-mile radius of the survey area were the dwarf sumac and a historic record of the shinyrayed pocketbook (*Hamiota subangulata*).

Of the eight state protected species, the Georgia aster, Chattahoochee crayfish, bluestripe and highscale shiner, pink ladyslipper, bay star-vine, and halloween darter have a range that includes the area of the proposed project. Although there are no applicable regulations regarding state protected species, it is GDOT policy to notify the DNR Nongame Conservation Section of any possible impacts to these species.

Due to the presence of Chattahoochee crayfish and suitable habitat for Georgia aster, bluestripe shiner, highscale shiner, pink ladyslipper, bay star-vine, and halloween darter Special Provision 107.23H would be implemented to avoid effects to these species or habitat during construction. During construction temporary effects to habitat may occur as a result of clearing and temporary rock jetties. However, after construction habitat is anticipated to recover over a relatively short period of time, with no long term adverse effects.

Table 4 – Listed Species Known to Occur in Fulton County

Common Name	Scientific Name	Federal Status	State Status	Suitable Habitat	Species Present
Shinyrayed Pocketbook	<i>Hamiota subangulata</i>	E	E	No	No
Dwarf Sumac	<i>Rhus michauxii</i>	E	E	No	No
Georgia Aster	<i>Symphyotrichum georgianum</i>	None	T	Yes	No
Chattahoochee Crayfish	<i>Cambarus howardi</i>	None	T	Yes	Yes
Bluestripe Shiner	<i>Cyprinella callitaenia</i>	None	R	Yes	No
Highscale Shiner	<i>Notropis hypsilepis</i>	None	R	Yes	No
Pink Ladyslipper	<i>Cypripedium acaule</i>	None	U	Yes	No
Bay Star-vine	<i>Schisandra glabra</i>	None	T	Yes	No
Delicate Spike	<i>Elliptio arcata</i>	None	E	No	No
Halloween Darter	<i>Percina crypta</i>	None	T	Yes	No

E=Endangered, T=Threatened, R=Rare, U=Unusual

Direct Effects: Table 5 contains the recommended effects determination for each currently listed species.

Table 5 – Effect Determination for Listed in Fulton County

Common Name	Effect Determination
Shinyrayed Pocketbook	No effect
Dwarf Sumac	No effect
Georgia aster	No significant adverse effect
Chattahoochee Crayfish	No significant adverse effect
Bluestripe Shiner	No significant adverse effect
Highscale Shiner	No significant adverse effect
Pink Ladyslipper	No significant adverse effect
Bay Star-vine	No significant adverse effect
Delicate Spike	No effect
Halloween Darter	No significant adverse effect

Coordination with the USFWS under the Fish and Wildlife Coordination Act (FWCA) was initiated on November 10, 2016, and concluded with a response on November 21, 2016, and again on June 4, 2018 for Ecology Addendum I (2018), concluding with a response on June 29, 2018. No FWCA coordination was required for findings in Ecology Addendum II (2020). The FHWA made a determination of No Effect to federally protected species on November 14, 2016, June 4, 2018, and May 12, 2020. These correspondences are included in Appendix B.

Indirect and Cumulative Effects: Although use of multiuse trails and recreation areas in the vicinity of the project is anticipated to increase as a result of the project, an increase in use is not anticipated to result in effects to species habitat. The level of recreational activities on the Chattahoochee River that would resume after construction would not affect species habitat. Because the preferred alternative would not result in significant direct or indirect effects to protected species, it is not anticipated to contribute to cumulative effects.

5. Wildlife and Habitat

The Migratory Bird Treaty Act (MBTA) and the Executive Order on the Responsibility of Federal Agencies to Protect Migratory Birds (EO 13186) require the protection of migratory birds, their nests, and eggs. GDOT has adopted a policy of identifying bridges and large culverts which would be impacted by the proposed project that could serve as suitable migratory bird, nest, or egg habitat. No suitable large culverts and one suitable bridge (SR 9 over the Chattahoochee River) were identified within the survey area. Migratory bird nests were observed under the SR 9 bridge over the Chattahoochee River.

The Bald and Golden Eagle Protection Act (BGEPA) of 1940 provides for the protection of the bald eagle and the golden eagle by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds. The BGEPA defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." The bald eagle is not listed as "threatened" or "endangered" on the federal endangered species list, but it is federally protected by several pieces of legislation. During the field surveys, no individual bald or golden eagles, or nests were identified; however, the Chattahoochee River (PS 2) may provide suitable foraging habitat. According to the DNR database, the closest bald eagle nesting location is near Lake Allatoona approximately 15 miles northwest of the survey area within the South Canton, Georgia (SW) quarter quadrangle.

A survey for potential bat roosting habitat was conducted during the field survey on October 14, 2012. Bridges and culverts are often potential bat roosting locations. The box culverts must not be susceptible to flooding and have inner areas that are relatively dark with crevices and imperfections. Signs of bat roosts include visual, audible, and olfactory identification, presence of guano, or staining from guano or body oils. No suitable culverts and one suitable bridge (SR 9 over the Chattahoochee River) were identified within the survey area. During the field survey, no individual bat species or bat roosting signs were identified within the survey area.

Direct Effects: Because no construction would occur directly to the SR 9 bridge, there would be no direct impacts to migratory birds. Cranes and equipment needed to construct the pedestrian bridge would be approximately 20 to 60 feet from the SR 9 bridge during construction. No direct impact would occur to

the SR 9 bridge, and nests for migratory bird or any potential bat habitat would not be affected. Construction activities would occur primarily during daylight hours, and there would be periods of time when no construction activity would occur. Construction of the pedestrian bridge would provide a second structure in the area that could potentially be used as nesting habitat for both migratory birds and bat species.

Forested habitat that could be utilized for bat roosting is located within the project area and would be cleared for construction (approximately 0.05 acre) between the bridge and existing right-of-way. However, with undisturbed forested habitat adjacent to the project area that would remain, including within the Vickery Creek Unit, the project is not anticipated to significantly affect bat roosting habitat.

Since no known bald eagle nests are located within one mile of the proposed project and given the vast amount of foraging area within the Chattahoochee River versus the minimal impact that the proposed project would have on the river, the recommended biological determination is that the proposed project would not result in a "take."

Indirect and Cumulative Effects: The nature of this proposed transportation improvement is not anticipated to induce future growth or development that would impact wildlife or habitat. Although improved connectivity between residential and recreational areas is anticipated, increased use by pedestrians would not adversely impact wildlife or potential habitat. Pedestrian use would be predominately along the trail itself. Because the preferred alternative is not anticipated to directly or indirectly result in significant effects to wildlife and habitat, the project would not contribute to cumulative effects on these resources.

6. Invasive Species

In accordance with Executive Order 13112, a survey for populations of invasive species that may be spread during construction was conducted for this project. The invasive species for which the survey was conducted are those which have been identified by GDOT as having the highest priority due to environmental and economic impacts. Both the selected species and the management practices would be re-evaluated and revised as more information is obtained.

Four invasive plant species were found scattered throughout the survey area and have been reported in the University of Georgia's Early Detection and Distribution Mapping System (EDDMapS). The species identified are Chinese privet, mimosa (*Albizia julibrissin*), English ivy (*Hedera helix*), and marsh dayflower.

During the construction process, GDOT would take measures to prevent or minimize the spread of these species as appropriate for the time of the year. These measures would include removal and disposal of vegetative parts in the soil that may reproduce by root raking, burning on site any such parts and aboveground parts that bear fruit, controlling or eradicating infestations prior to construction, and cleaning of vehicles and other equipment prior to leaving the infested site. The measures used would be those which are appropriate for the particular species and the specific site conditions which exist on the project, as described in Georgia Standard Specifications Section 201, Clearing and Grubbing of Right-Of-Way.

Reseeding would be done in accordance with GDOT Special Provision Section 700 – Grassing. This Special Provision provides lists of native grasses that can be used for reseeding. The CRNRA has a list of “Native Seed and Plant Sources” which should be used to select native grasses species. A copy of the Native Seed and Plant Source memo from CRNRA is included in Appendix B.

F. Effects on the Physical Environment

1. Noise

In compliance with *23 USC Section 109(h) and (i)*, the FHWA established guidelines for the assessment of highway traffic-generated noise. These guidelines, published as *Part 772 of Title 23 of the Code of Federal Regulations* (23 CFR 772), provide procedures to be followed in conducting noise analyses that would protect the public health and welfare. Further, *Highway Traffic Noise: Analysis and Abatement Guidance* was issued in July 2010 (revised January 2011) by the FHWA. This transportation project has been assessed for impacts from noise in accordance with these FHWA guidelines, and the GDOT Highway Noise Abatement Policy for Federal-Aid Project (February 1, 2016). There are three project categories in *23 CFR 772* used to decide whether or not noise abatement should be considered in a formal study. These three project categories include:

- Type I – A federal-aid project that generally adds capacity or significantly alters the horizontal or vertical alignment.
- Type II – A federal-aid project to abate noise on an existing facility. Georgia does not have a Type II program.
- Type III – A federal or federal-aid highway project that does not meet the classifications of a Type I or Type II project.

This project has been determined to be a Type III project, and therefore does not require the preparation of a noise study or abatement of highway noise impacts.

Direct Effects: Although no noise impact would occur from use of a pedestrian multiuse trail and bridge, construction activities are anticipated to generate increased noise levels on a temporary basis. Minimizing construction noise is important; however, in the absence of standardized federal criteria for assessing construction noise impacts related to transportation projects (FHWA Construction Noise Handbook, 2006), it is necessary to primarily rely on the standards and requirements developed by local governments to determine the criteria to which contractors must adhere. In Georgia, contractors on all highway construction projects are required to adhere to GDOT Standard Specification Section 107.01 – Laws to Be Observed, which states in part, “The Contractor shall at all times observe and comply with all such laws, ordinances, codes, regulations, orders and decrees...” unless the necessary variance is obtained.

Construction would occur during daylight hours, eliminating potential noise disturbance during nighttime hours that would affect area residential land use. However, construction noise is not anticipated to be significant enough to alter or prevent recreational activities from occurring in area parks or along the Chattahoochee River.

Construction noise may affect wildlife in the area by altering roosting, nesting, or foraging activities. However, with construction limited to daylight hours, permanent impact to wildlife activities is not anticipated. Any effect to wildlife from noise would be temporary, and occur only during construction of the project.

Indirect and Cumulative Effects: The nature of this proposed transportation improvement is not anticipated to induce growth that would lead to increased noise related to vehicular traffic. Because the preferred alternative is not anticipated to directly or indirectly result in noise effects, it is not anticipated to contribute to cumulative noise effects to the project area.

2. Air

This project was evaluated for its consistency with state and federal air quality goals. This project is in an area where the State Implementation Plan (SIP) contains transportation control measures. The Clean Air Act (CAA) requires Transportation Plans and Transportation Improvement Programs (TIP) in areas not meeting the National Ambient Air Quality Standards to conform to the emissions budget of the SIP for air quality. The FY 2018-2023 TIP is the current adopted plan for the Atlanta area showing the region's highest transportation priorities. This project is identified in the Plan 2040 FY 2018-2023 TIP by reference number **FN-253**.

Direct Effects: Inclusion in a conforming plan serves as project level analysis for ozone (O₃); no further analysis of O₃ emissions is warranted.

Based on project type, it has been determined that this project would not increase traffic congestion or increase idle emissions and carbon monoxide (CO) concentrations, therefore, the project is consistent with state and federal air quality goals for CO.

On August 24, 2016, the EPA revoked the 1997 Primary Annual PM_{2.5} National Ambient Air Quality Standards that designated 24 counties and three partial counties in Georgia as non-attainment areas for fine particulate matter, called PM_{2.5}. This revocation of the 1997 designation became effective on October 24, 2016. Transportation Conformity for the PM_{2.5} standards in the State of Georgia is no longer required, and the State of Georgia is considered to be in attainment for PM_{2.5}, so no further analysis of PM_{2.5} emissions is warranted.

This project has been determined to generate minimal air quality impacts for CAA criteria pollutants and has not been linked with any special Mobile Source Air Toxics (MSAT) concerns. As such, this project would not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the No Build Alternative.

All phases of construction operations would temporarily contribute to air pollution. Particulates would increase slightly in the corridor as dust from construction collects in the air surrounding the project. The construction equipment would also produce slight amounts of exhaust emissions. The Rules and Regulations for Air Quality Control outlined in Chapter 391-3-1, Rules of GA EPD, would be followed during the construction of the project. These include covering earth-moving trucks to keep dust levels down, watering haul roads, and refraining from open burning, except as may be permitted by local regulations.

The EPA has listed a number of approved diesel retrofit technologies; many of these can be deployed as emissions mitigation measures for equipment used in construction. This listing can be found at: <http://www.epa.gov/cleandiesel/technologies/retrofits.htm>.

Indirect and Cumulative Effects: The nature of this proposed transportation improvement is not anticipated to induce growth that would lead to increased vehicular traffic affecting air quality. Because the preferred alternative is not anticipated to directly or indirectly result in air quality effects, it is not anticipated to contribute to cumulative air quality effects in the project area.

3. Climate Change

The issue of global climate change is an important national and global concern that is being addressed in several ways by the Federal government. The Transportation section is the second largest source of total greenhouse gas emissions (GHG) in the U.S. and the largest source of CO₂ emissions – the predominant GHG. In 2004, the transportation sector was responsible for 31 percent of all U.S. CO₂ emissions. The principal anthropogenic (human-made) source of carbon emissions is the combustion of fossil fuels, which account for approximately 80 percent of anthropogenic emissions of carbon worldwide. Almost all (98 percent) of transportation-sector emissions result from the consumption of petroleum products such as motor gasoline, diesel fuel, jet fuel, and residual fuel.

To date, no national standards have been established regarding greenhouse gases, nor has the EPA established criteria or thresholds for GHG emissions. On April 2, 2007, the Supreme Court issued a decision in *Massachusetts et al v. Environmental Protection Agency et al* that the EPA does have authority under the Clean Air Act to establish motor vehicle emissions standards for CO₂ emissions. The EPA is currently determining the implications to national policies and programs as a result of the Supreme Court decision. However, the Court's decision did not have any direct implications on requirements for developing transportation projects.

Recognizing these concerns, FHWA is working with other modal administrations through the Department of Transportation Center for Climate Change and Environmental Forecasting to develop strategies to reduce transportation's contribution to greenhouse gases – particularly CO₂ emissions – and to assess the risks to transportation systems and services from climate changes.

Because climate change is a global issue and the emissions changes due to project alternatives are very small compared to global totals, GHG emissions were not calculated for the alternatives considered. FHWA does not believe it is informative at this point to consider GHG gas emissions in a project level NEPA document. The climate impacts of CO₂ emissions are global in nature. Further, due to the interactions between elements of the transportation system as a whole, emissions analyses would be less informative than ones conducted at regional, state, or national levels. Because of these concerns, CO₂ emissions cannot be usefully calculated in this document in the same way that other vehicle emissions are addressed. As more information emerges and as policies and legal requirements evolve, approaches to climate change at both the project and policy level would be reviewed and updated.

4. Construction/Utilities

Construction of the proposed project would not create inconveniences to motorists, except along Riverside Road for brief periods during movement of equipment and material staging within the SR 9 right-of-way. Construction activities would be conducted in a manner that would maintain vehicular access and minimize conflict with traffic.

Construction activities are anticipated to have a greater effect on recreation use. Disruption of activities would be temporary, with no long term impacts. During construction the Riverside Multiuse Trail on the north side of the river would be blocked by the temporary rock jetty. The jetty would be in place approximately eight to nine months. However, access to the trail would remain from either Azalea Park or Riverside Park. The rock jetties from each bank would also block approximately half of the river width at the project area from recreational use. Only one rock jetty would be constructed at a time, with the jetty from the north bank constructed first. Construction of the jetty from the south bank would not begin until removal of the north bank jetty. The safety and convenience of the general public and residents of the area would be provided for at all times.

Other methods were considered to construct the pedestrian bridge and multiuse trail, with the understanding the proposed bridge design, a post-tensioned arch beam bridge, would require the use of cranes to place bents in the river. One option considered for crane location was stationing cranes on the SR 9 bridge. However, cranes would block one direction of traffic, narrowing travel lanes from four to two, for an extended time for this major north-south route between Roswell and Sandy Springs. The result would be severe congestion, particularly during the morning and afternoon peak commute times. Another option assessed was use of a floating barge for cranes. However, water depth in this part of the Chattahoochee River was determined to be insufficient to assume floating equipment. To maintain a sufficient water depth, permission from the USACE to release water from Lake Lanier through the Buford Dam would be required, and the release would be required continually for a period ranging from 16 to 18 months. Sinking a work barge to rest on the riverbed was considered too destructive to the river, and would also have required relocating and resinking the barge several times. Top-down construction from a work bridge was also considered. This method of construction would require numerous piles to be drilled and set in the riverbed for construction of the work bridge. For these reasons this option was considered too expensive and disruptive to the river to be a practical consideration.

Additional construction requirements related to notifications, safety, and monitoring are included in Commitment Letters from GDOT (dated August 8, 2018) and the City of Roswell (dated October 12, 2018) to the NPS. These letters are included as an attachment to the Environmental Commitments Table.

Any necessary relocation of utilities i.e. water, sewer, telephone, etc. would be accomplished with no long term interruption of services. All other required construction functions would be accomplished in a timely and orderly fashion so as to keep disruptions minimal, for short duration, and so as not to compromise safety.

G. Permits/Variations

1. Section 404

The proposed project would impact 108 linear feet (0.444 acre) of stream channel and 0.13 acre of wetland. These impacts would require a Section 404 permit and would be authorized under a Nationwide Permit 14 – Linear Transportation Projects. Mitigation is required for all impacts once the impact threshold of 0.10 acre of wetland or 100 linear feet of stream is reached. Unavoidable stream and wetland losses would be mitigated through purchase of credits in a USACE approved mitigation bank servicing HUC 03130001. Further, wetland impacts will be mitigated through enhancement of an existing degraded wetland habitat on NPS managed lands.

2. Metropolitan Rivers Protection Act

The Metropolitan Rivers Protection Act (MRPA) (Georgia Code 12-5-440 et seq., 1973) established a 2,000-foot corridor along both banks of the Chattahoochee River and its impoundments for the 48 miles between Buford Dam and Peachtree Creek. The act requires the ARC to adopt a plan to protect the Chattahoochee River Corridor and to review development proposals for consistency with the plan. The act requires local governments along the corridor to implement the plan by issuing permits based on ARC findings, monitoring land-disturbing activity in the corridor and enforcing the act and the plan. Under the act, land-disturbing activity in the corridor must comply with the adopted plan to be legal.

Coordination was initiated with both the cities of Roswell and Sandy Springs on June 28, 2013. Responses from both cities stated that the proposed project is exempt from requirements under MRPA. Appendix B contains correspondence relating to MRPA.

3. Stream Buffer Variance

The construction of the proposed multiuse trail would encroach upon the 25-foot buffer of PS 1. Therefore, the proposed project would require a stream buffer variance based on the requirements outlined in 391-3-7.05 under the Georgia Department of Natural Resources Environmental Protection Division, Erosion and Sedimentation Control Branch.

4. National Pollutant Discharge Elimination System

The NPDES was created by the federal Clean Water Act to control water pollution by regulating the discharge of pollutants to surface waters. In Georgia, any ground disturbing activities that exceed one acre are covered under the State's NPDES Permit. Ground disturbing activities exceeding one acre would occur for the proposed project. Therefore a Notice of Intent (NOI) to the NPDES General Permit will be submitted prior to construction.

IV. COORDINATION AND COMMENTS

During the early project development, a number of agencies, including local governments and local planning agencies, were contacted and asked for their comments on the proposed action. Copies of comments received from the responding agencies appear in Appendix B.

The City of Roswell will advertise the availability of this Environmental Assessment and request input from the public regarding the need for a public hearing. The advertisements will be placed in the local legal organ for 30 days. The City of Roswell will determine if a public hearing will be held after input is received from the public regarding the need for a public hearing.

Any comments concerning this environmental assessment should be addressed to the following:

Mr. Eric Duff	<i>or</i>	Mr. Moises Marrero
State Environmental Administrator		Division Administrator
Georgia Department of Transportation		Federal Highway Administration
600 West Peachtree Street		Atlanta Federal Center
16 th Floor		61 Forsyth Street, S.W.
Atlanta, GA 30308		Suite 17 T100
		Atlanta, GA 30303-3104

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

References:

National Park Service

National Park Service Procedural Manual #77-1: Wetland Protection, January 2012

Letter of NPS Concurrence for de minimis Section 4(f) finding for Chattahoochee River National Recreation Area, November 2018

Draft Combined Statement of Findings for Floodplains and Wetlands for 1) SR 9 from SR 120 to the Chattahoochee River, 2) Mitigation Trails for the SR 9 from SR 120 to the Chattahoochee River Project, and 3) SR 9 Pedestrian Bridge and Multi-Use Trail, Fulton County, Georgia For Chattahoochee River National Recreation Area, August 2018

Federal Emergency Management Agency

National Flood Insurance Program, Flood Insurance Rate Map (FIRM), Fulton County, Georgia and Incorporated Areas, Panel 63 of 490, Map No. 13121C0063F, June 18, 2010

Georgia Department of Transportation

Commitments Letter from GDOT to National Park Service, PI No. 0009640, Fulton County, SR 9 @ Chattahoochee River in Roswell – Enhancements, "SR 9 Pedestrian Bridge", August 8, 2018

City of Roswell, Georgia

City of Roswell Mitigation Efforts in support of Georgia Department of Transportation (GDOT) PI No. 721010, Roswell Historic Gateway Transportation Improvement Project and PI No. 0009640, SR 9 Pedestrian Bridge, October 2018

Letter of City of Roswell Park Service Concurrence for de minimis Section 4(f) finding for Riverside Multiuse Trail (draft), Date TBD

Edwards-Pitman

Air Quality: *Air Quality Screening Report, Chattahoochee River Bridge Multi-Use Trail, PI No. 0009640, Fulton County, January 2013*

Archaeology: *GDOT Archaeological Short Form for Negative Findings, Phase I Archaeological Survey of the SR 9 Pedestrian Bridge over the Chattahoochee River, Fulton County, Georgia, December 2012*

Addendum Phase I Terrestrial Survey and Aquatic Investigations for a Pedestrian Bridge over the Chattahoochee River, HP No. 120711-001, ARPA Permit No. CHAT 2015-01, PI No. 0009640, Fulton County, October 2015

No Change Memo: Phase I Archaeological Survey of the SR 9 Pedestrian Bridge over the Chattahoochee River, Fulton County, Georgia, July 2018

Ecology: *Ecology Resource Survey and Assessment of Effects Report, SR 9 Pedestrian bridge Over the Chattahoochee River, PI No. 0009640, Fulton County, June 2016*

Protected Aquatic Species Survey Report, State Route 9 Pedestrian Bridge over the Chattahoochee River, PI No. 009640, Fulton County, January 2013

Protected Species Survey Report for Bay Star-Vine (Schisandra glabra), Pink Ladyslipper (Cypripedium acaule), and Georgia Aster (Symphyotrichum georgianum), SR 9 Pedestrian Bridge over the Chattahoochee River, PI No. 0009640, Fulton County, June 2015

Northern Long-Eared Bat Survey Report for the SR 9 Pedestrian Bridge over the Chattahoochee River, PI No. 0009640, Fulton County, July 2014

Ecology Memorandum I to Ecology Resource Survey and Assessment of Effects Report and Request for FWCA Coordination, GDOT PI No. 0009640, Fulton County, SR 9 Pedestrian Bridge over the Chattahoochee River, May 2018

Ecology Addendum II to Ecology Resource Survey and Assessment of Effects Report, GDOT PI No. 0009640, Fulton County, SR 9 Pedestrian Bridge over the Chattahoochee River, March 2020

History: *Historic Resources Survey Report, State Route 9/Chattahoochee River Bridge Pedestrian and Bicycle Improvements, HP No. 120711-001, PI No. 0009640, Fulton County, April 2013*

Finding of No Historic Properties Affected, State Route 9/Chattahoochee River Bridge Pedestrian and Bicycle Improvements, HP No. 120711-001, PI No. 0009640, Fulton County, October 2013

No Historic Properties Affected Addendum, State Route 9/Chattahoochee River Bridge Pedestrian and Bicycle Improvements, HP No. 120711-001, PI No. 0009640, Fulton County, November 2019

Noise: *Noise Screening Assessment for Type III Projects, Chattahoochee River Bridge Multi-Use Trail, PI No. 009640, Fulton County, January 2013*

Section 4(f): *Section 4(f) Applicability White Paper, SR 9 Bridge over the Chattahoochee River, PI No. 0009640, Fulton County, June 2014*

Heath and Lineback Engineers

Cities of Roswell & Sandy Springs, SR 9/Chattahoochee River Bridge Pedestrian Improvements, Project Location and Bridge Type Study, PI No. 009640, Fulton County, December 2011

Appendix A

Figures

PI No. 0009640

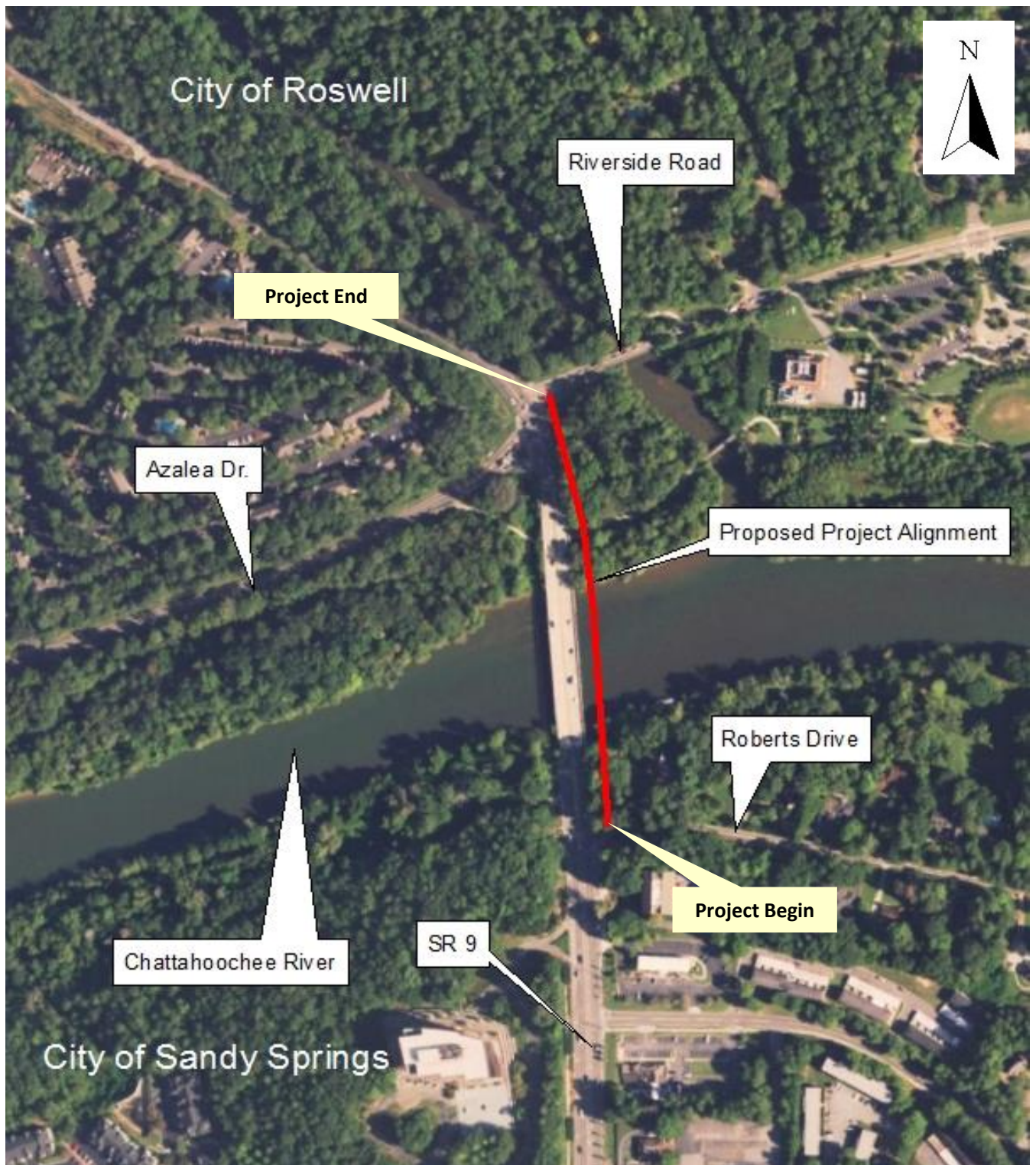
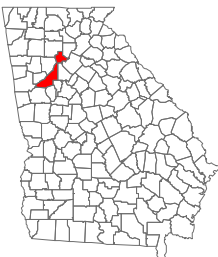


FIGURE 1
Project Location Map
GDOT P.I. No. 0009640, Fulton County



Legend

- Required ROW
- Property Line
- Trail on Grade
- Bridge

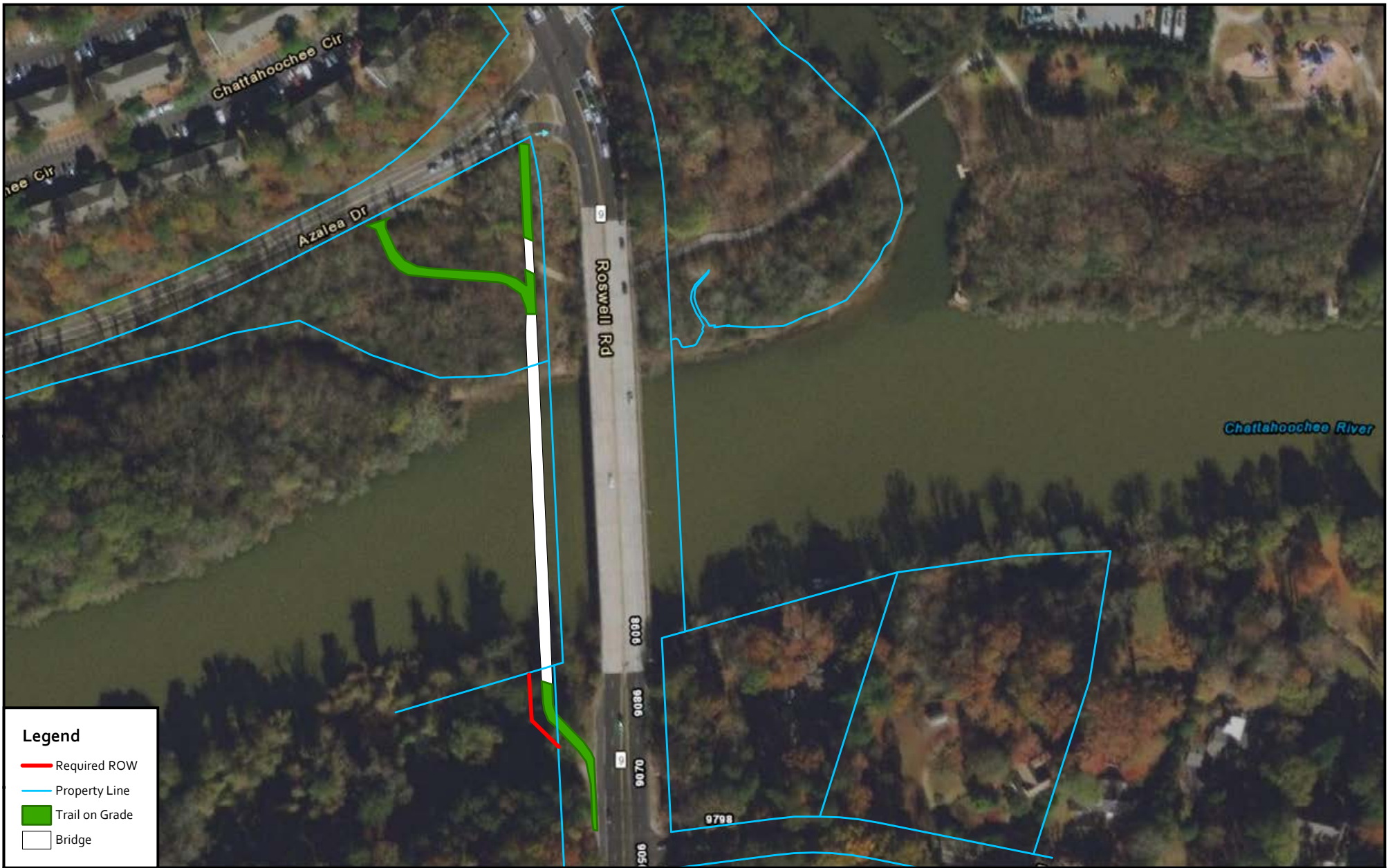


Source: ESRI World Imagery

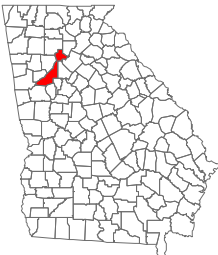
Figure 2
East Side Alignment
GDOT PI No. 0009640, Fulton County

0 100 200 400 Feet





- Legend**
- Required ROW
 - Property Line
 - Trail on Grade
 - Bridge



Source: ESRI World Imagery

Figure 3
West Side Alignment
GDOT PI No. 0009640, Fulton County

0 100 200 400 Feet



UDC Zoning District

Residential Districts

- AG-43 - Agricultural
- RS-87 - Single Family Estate
- RS-90 - Single Family Estate
- RS-16 - Single Family Suburban
- RS-12 - Single Family Suburban
- RS-9 - Single Family Small Lot
- RS-6 - Single Family Small Lot
- RS-4 - Single Family Small Lot
- R-CC - Residential Cottage Court
- R-TH - Residential Townhouse
- RM-2 - Residential Multi-Family
- RM-3 - Residential Multi-Family
- PRD - Planned Residential Development

Corridor and Node Districts

- PV - Parkway Village
- RX - Residential Mixed Use
- NX - Neighborhood Mixed Use
- CX - Commercial Mixed Use
- SH - Shopfront Mixed Use
- CC - Commercial Corridor
- CH - Commercial Heavy

Employment Districts

- OR - Office Residential
- OP - Office Park
- IX - Industrial Flex
- IL - Light Industrial

Downtown Historic Districts

- DR - Downtown Residential
- DX - Downtown Mixed Use
- DS - Downtown Shopfront
- DH - Downtown House

Civic and Open Space Districts

- CIV - Civic and Institutional
- REC - Parks and Recreation
- CON - Conservation and Open Space

NOTE : Building Height Permitted - The number labeled on the map indicates the number of stories permitted on that property. Example : 4
If no height is labeled on a property then the maximum stories permitted is 3.

Map Features

- RC-MRPA River Corridor
- HOD-Historic Overlay District
- NC-Neighborhood Conservation Dist.
- Streets
- City Limits
- Land Lot Lines
- Chattahoochee River

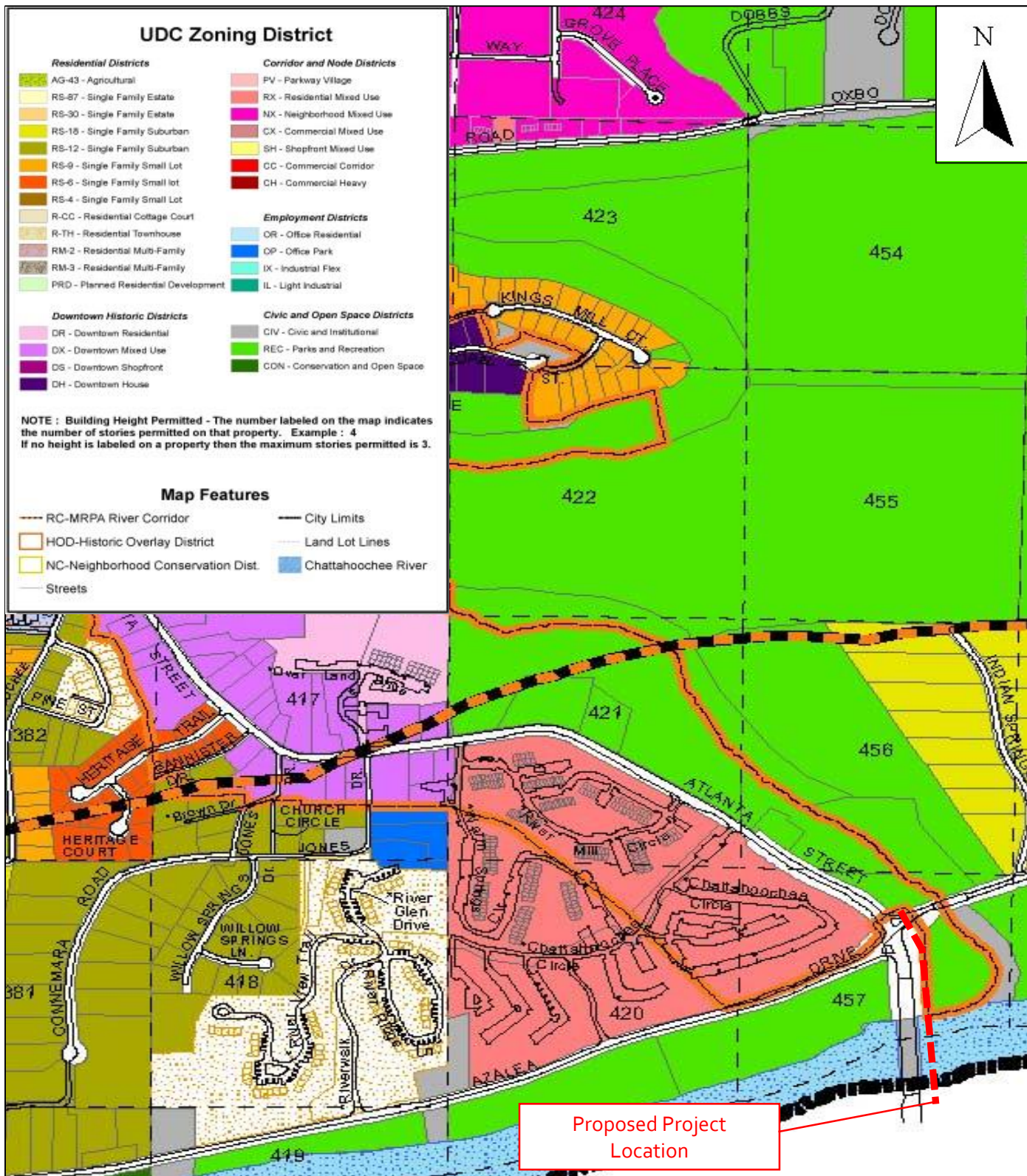


FIGURE 4
Roswell Existing Land Use Zoning
GDOT P.I. No. 0009640, Fulton County

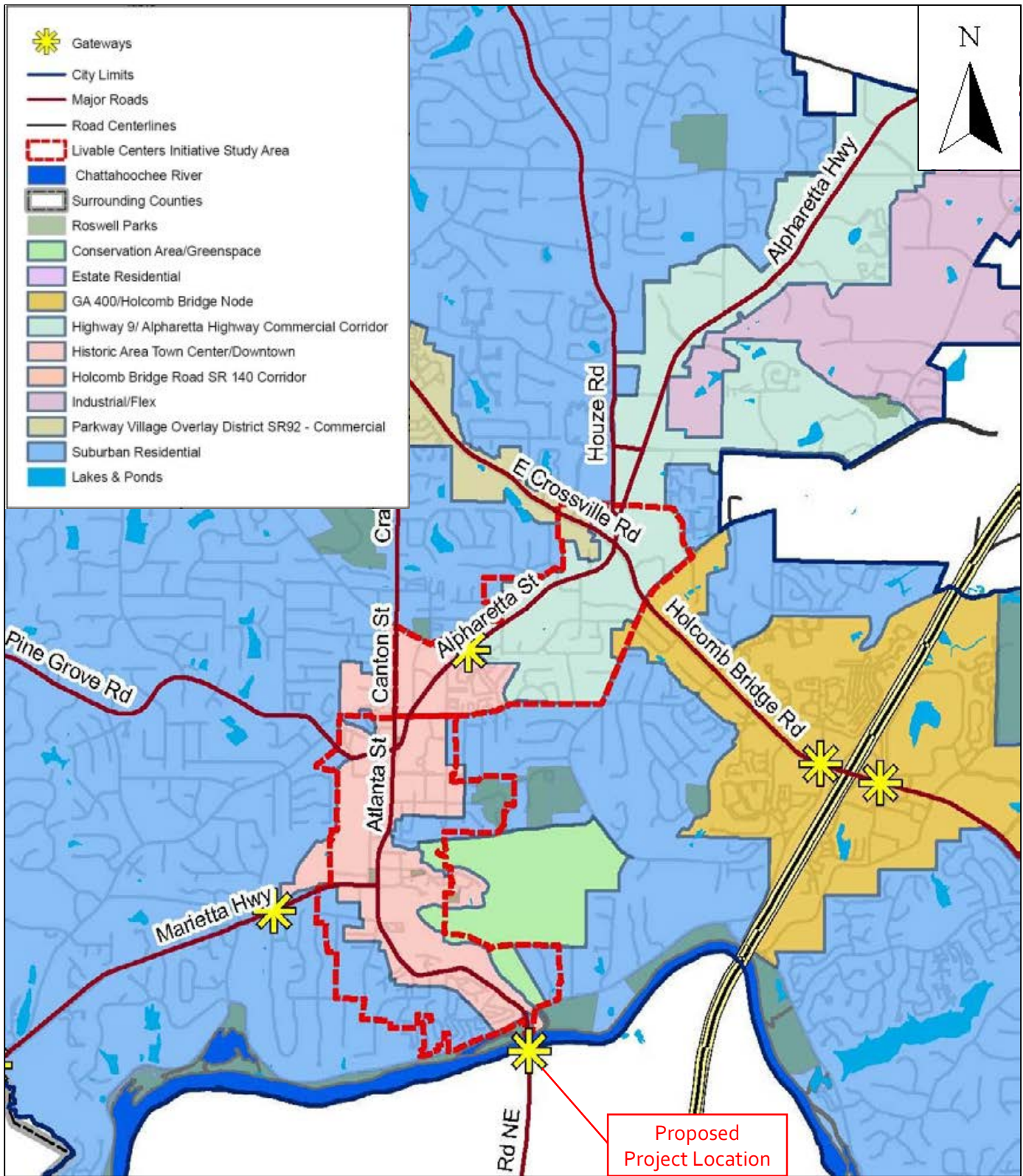


FIGURE 5
Roswell Future Land Use
 GDOT P.I. No. 0009640, Fulton County

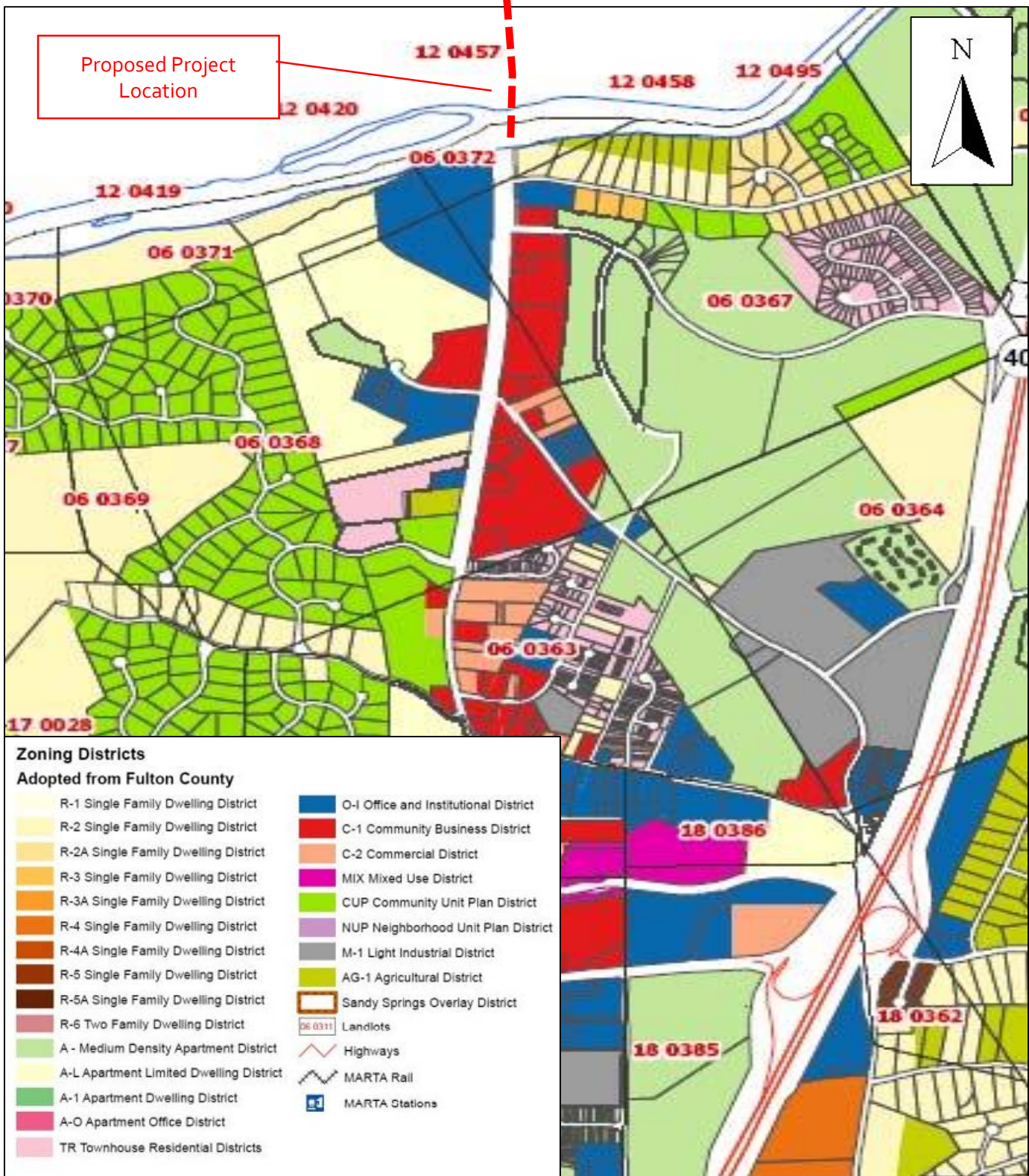


FIGURE 6
Sandy Springs Existing Land Use
 GDOT P.I. No. 0009640, Fulton County

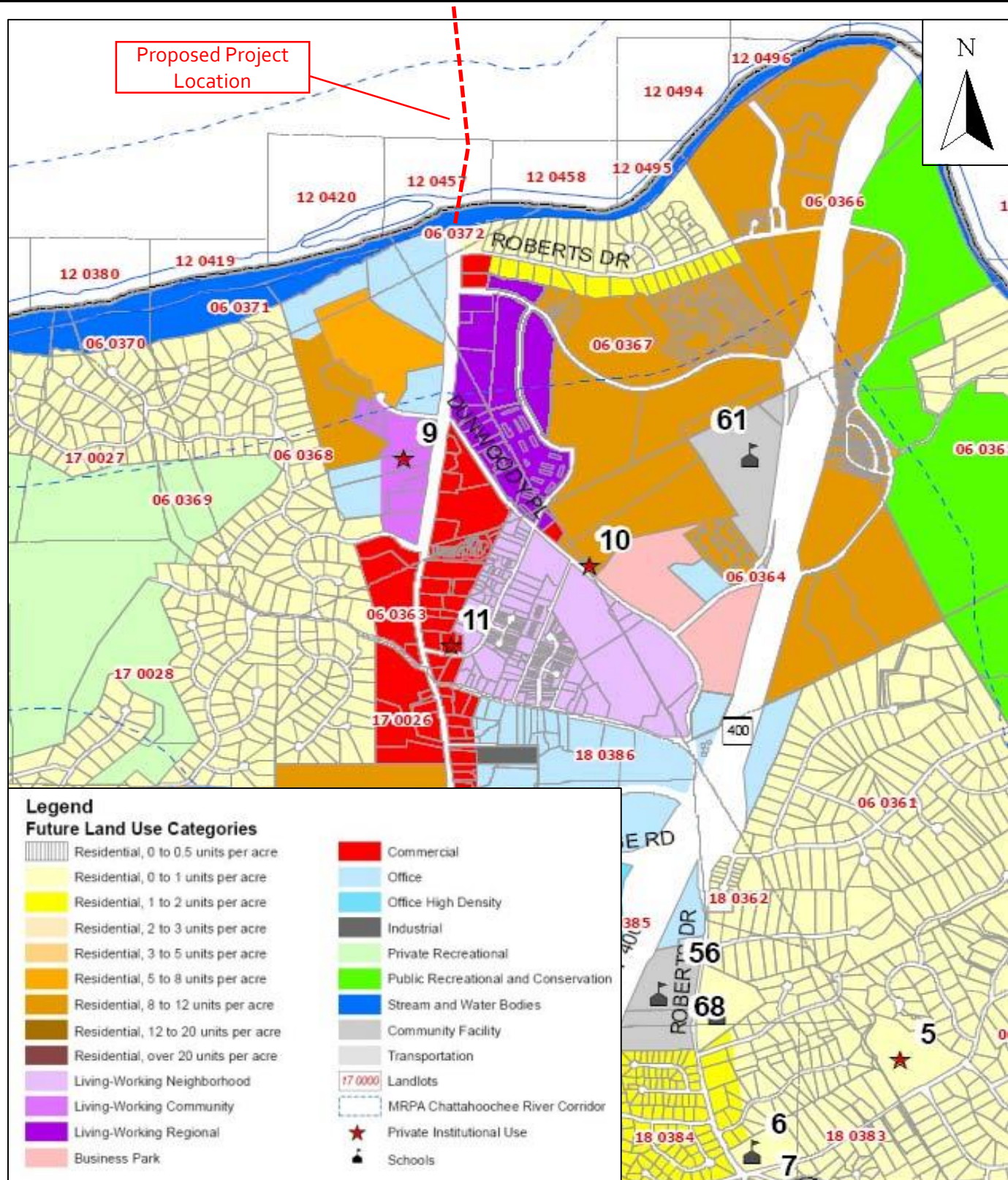


FIGURE 7
Sandy Springs Future Land Use
 GDOT P.I. No. 0009640, Fulton County

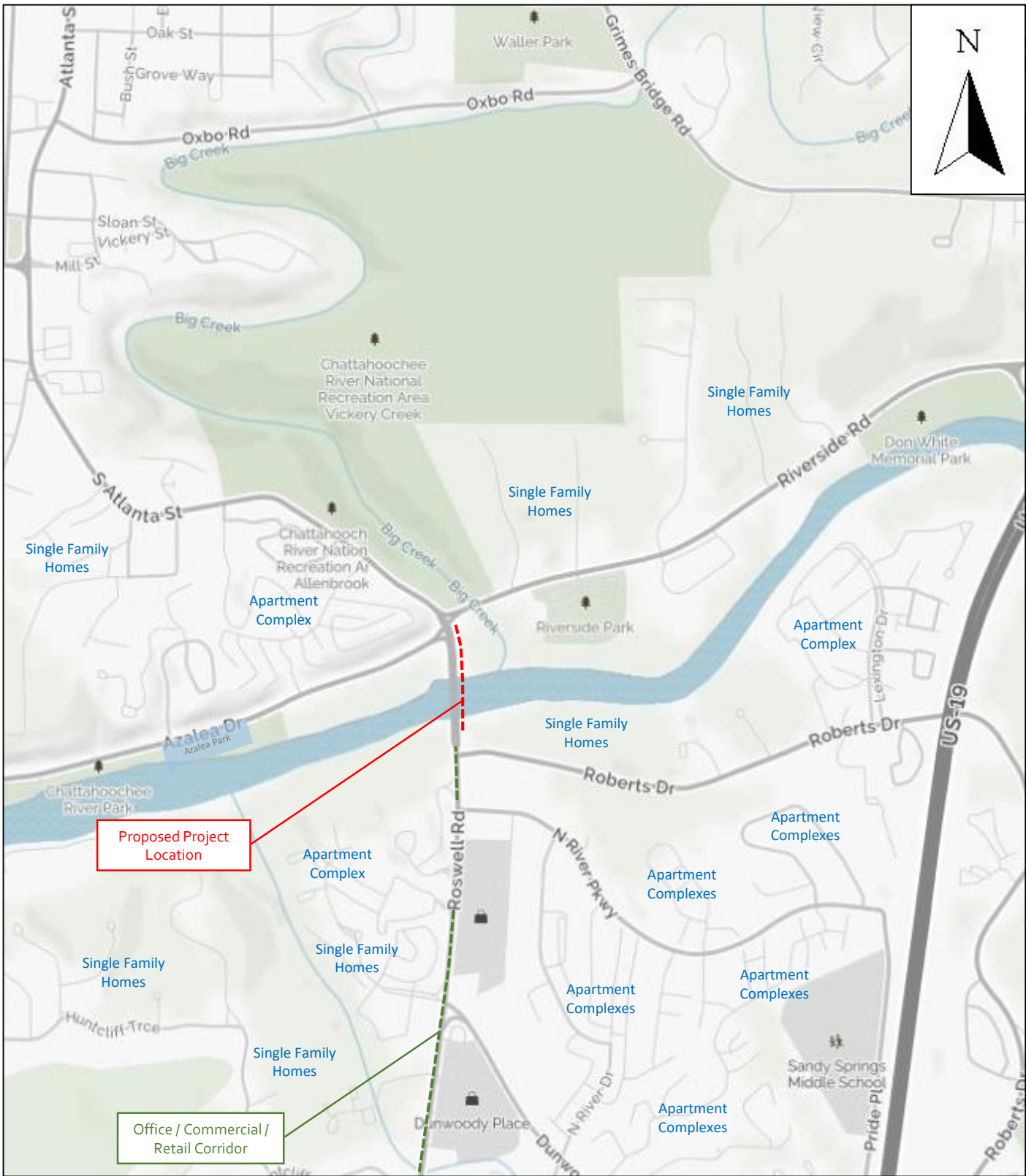
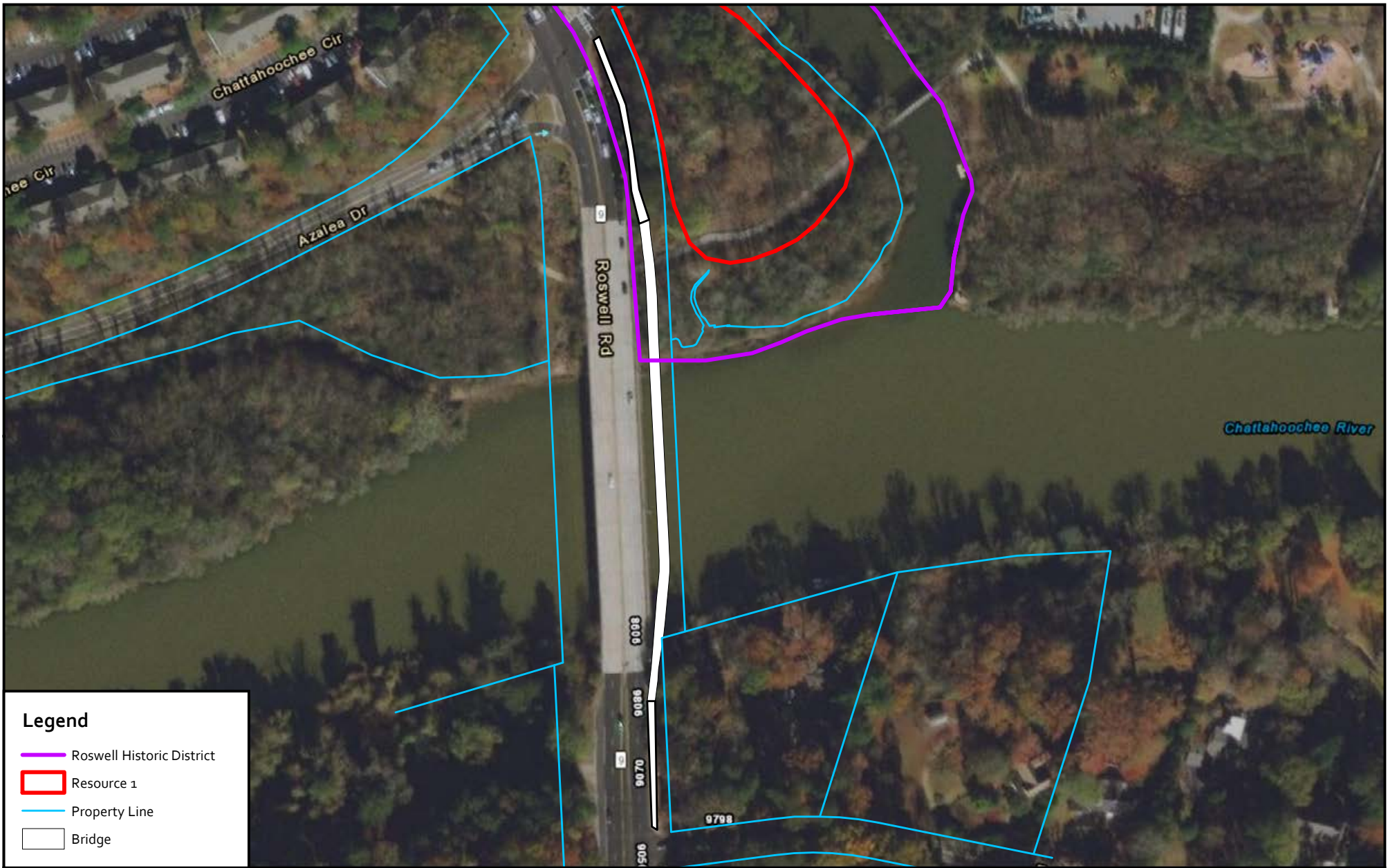




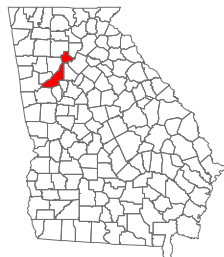


FIGURE 8
Parks, Recreation, and Residential Areas
 GDOT P.I. No. 0009640, Fulton County



Legend

-  Roswell Historic District
-  Resource 1
-  Property Line
-  Bridge



Source: ESRI World Imagery

Figure 9
Cultural Resources
PI No. 0009640, Fulton County

0 100 200 400 Feet



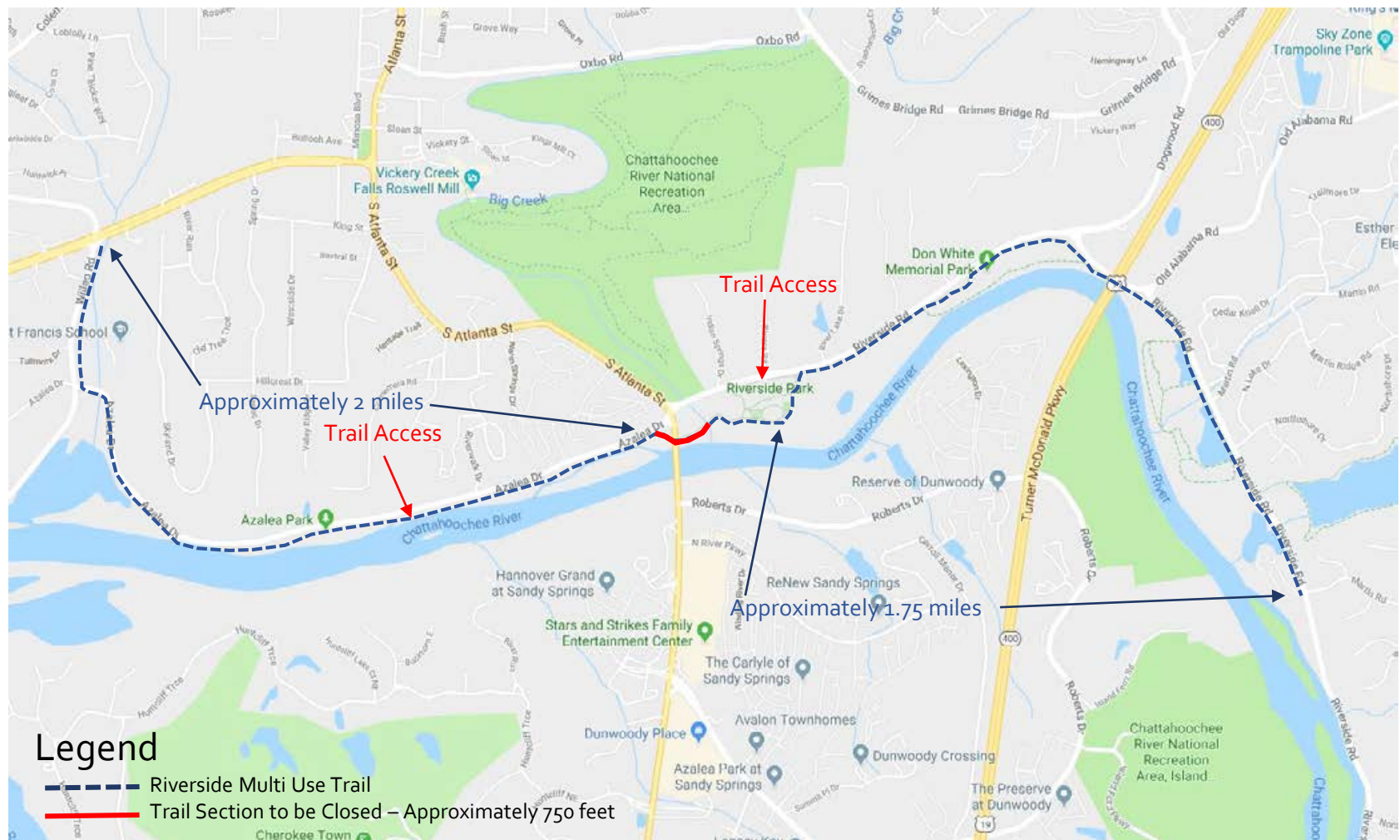


FIGURE 10
Riverside Multiuse Trail with Closed Section
GDOT P.I. No. 0009640, Fulton County

Not to Scale

Source: Mapquest



FIGURE 11
Proposed Alternative Riverside Multiuse Trail Alignment
 GDOT P.I. No. 0009640, Fulton County

Not to Scale

Source: Google Earth

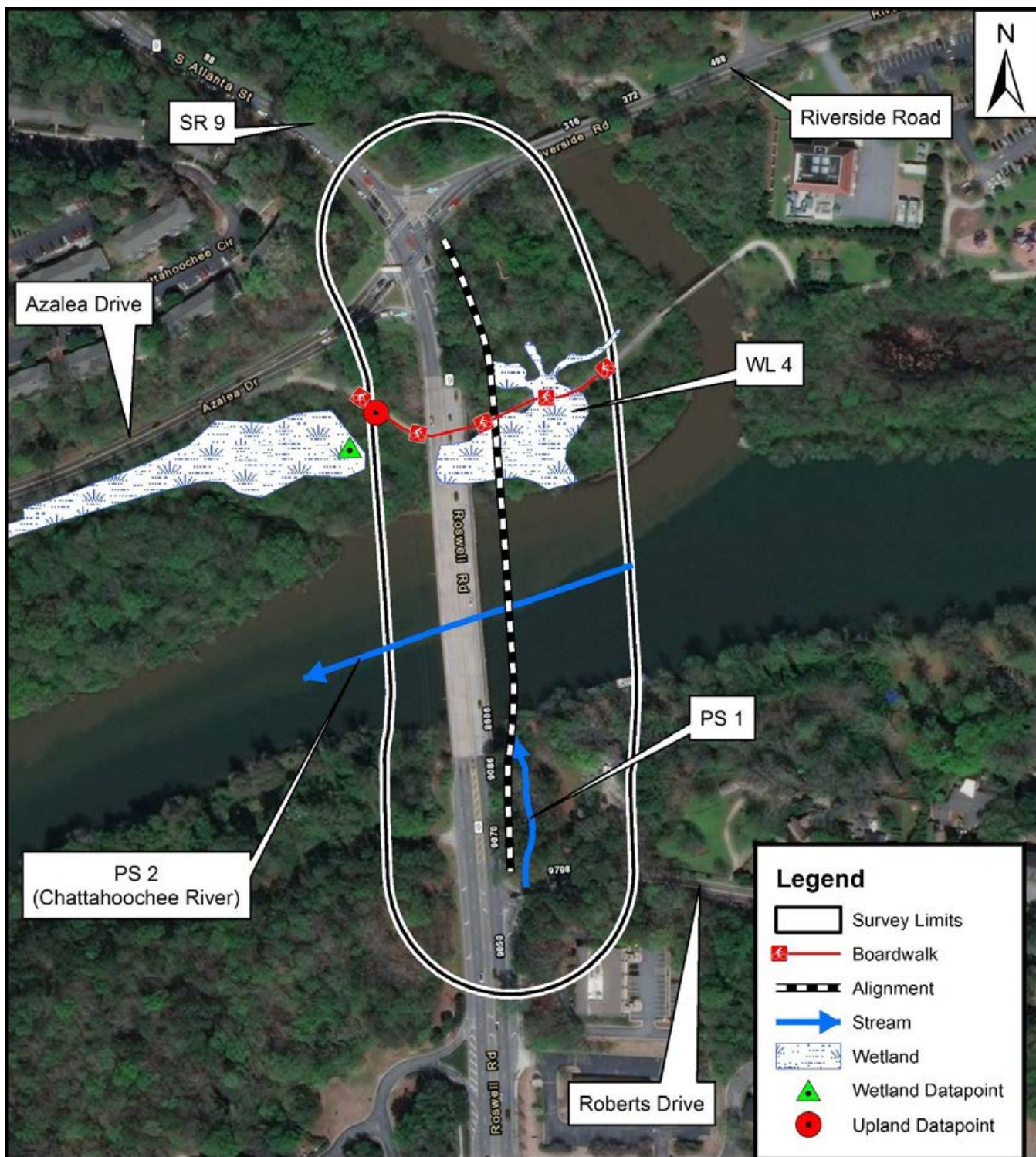


FIGURE 12
Waters of the U.S.
 GDOT P.I. No. 0009640, Fulton County

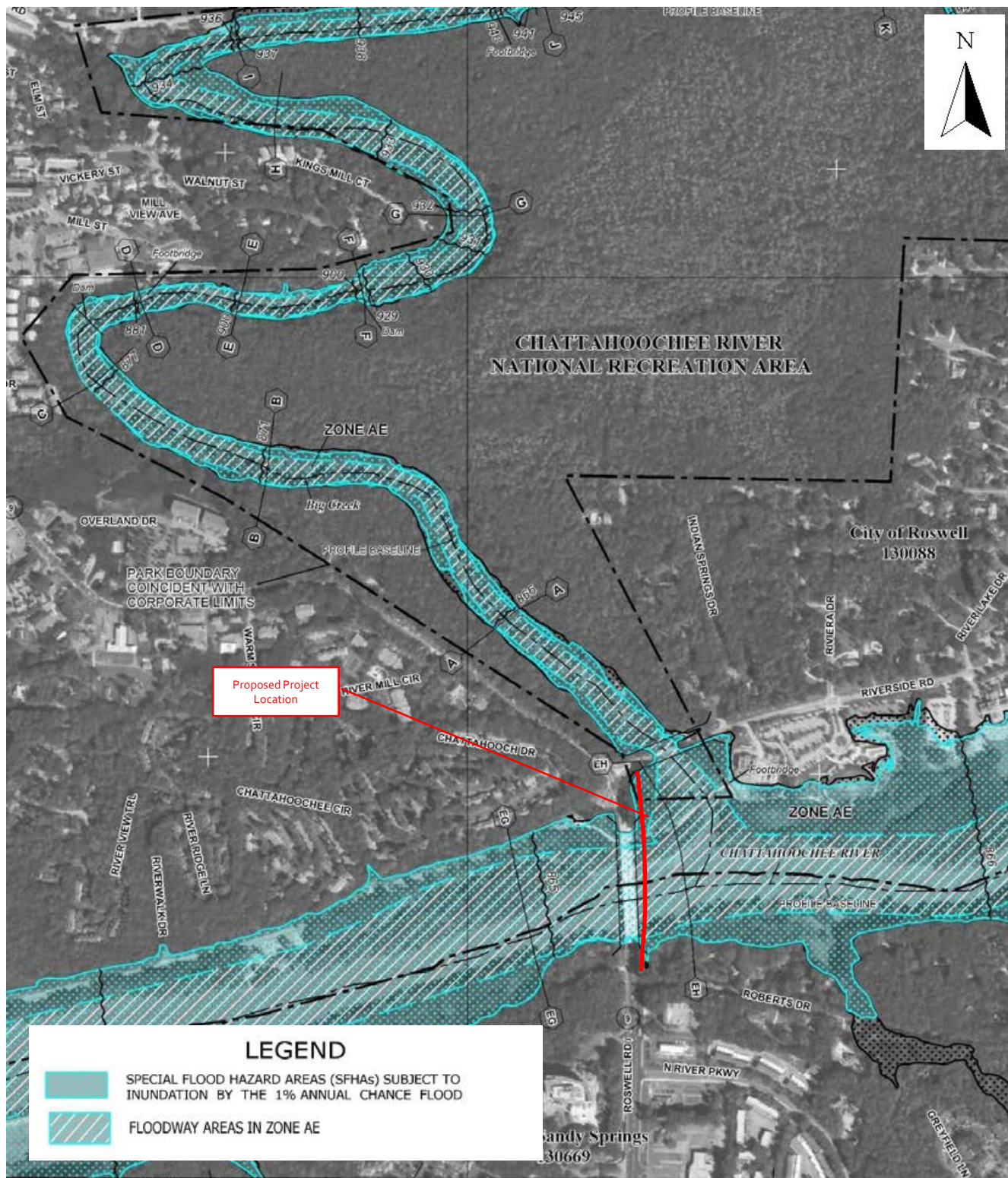


Figure 13
Floodplains
 GDOT P.I. No. 0009640 – Fulton County

Appendix B
Correspondence and
Report Coordination

PI No. 0009640

Correspondence and Report Coordination are in
Included in Reverse Chronological Order in the
Following Order:

- 1 – Air/Noise***
- 2 – Archaeology***
- 3 – Early Coordination***
- 4 – Ecology***
- 5 – History***
- 6 – National Park Service***
- 7 - Miscellaneous***

GF

Kelth Golden, P.E., Interim Commissioner



DEPARTMENT OF TRANSPORTATION

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

March 25, 2013

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: Jennifer Giersch

Dear Mr. Barry:

Re: Project No. N/A, Fulton County, P.I. No. 0009640 - Chattahoochee River Bridge Multi-
Use Trail

Please find enclosed the air quality and noise screening assessment for the above noted project. They are being sent to you for your information and files.

Should you need further information, please contact Miles Kemp at (404) 631-1127 or Amber Phillips at (404) 631-1117.

Sincerely,

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

Glenn Bowman, P.E.
State Environmental Administrator

GB/MK
Enclosures

cc: GF

RECORDS MANAGEMENT

MAR 29 2013

RECEIVED
GA DEPT. OF TRANSPORTATION

Memorandum



To: Siska Williams, GDOT Archaeologist

From: Lynn Marie Pietak

Date: July 9, 2018

RE: No Change Memo: Phase I Archaeological Survey of the SR 9 Pedestrian Bridge over the Chattahoochee River, Fulton County, Georgia, P.I. No. 0009640.

The proposed project consists of the construction of a pedestrian bridge on the State Route (SR) 9/Roswell Road Bridge to convey a multi-use trail over the Chattahoochee River in Fulton County, Georgia.

The original archaeological survey conducted for this project (Woodliff 2012) was reported on a Georgia Department of Transportation (GDOT) Archaeological Short Form for Negative Findings dated November 29, 2012 as no archaeological resources were identified, and which covered a relatively narrow Area of Potential Effect (APE) only. An *Addendum Survey and Aquatic Investigations for a Pedestrian Bridge over the Chattahoochee River, Fulton County, Georgia* was subsequently conducted when the survey area was altered to consider two design alternatives and construction impacts to the Chattahoochee River itself and an adjacent tributary, which required an underwater archaeology survey (Trudeau 2015). For that survey an APE and an expanded survey corridor (ESC) were examined for both the terrestrial and underwater survey. Recently, during Preliminary Field Plan Review (PFPR), it was ascertained that access was needed for trail construction. Addressing this addition is the purpose of the current document.

The following details the proposed project descriptions for the survey areas examined by Edwards-Pitman Environmental, Inc. during the two archaeological investigations.

Project Description 2012:

The GDOT, in cooperation with the Chattahoochee River National Recreation Area (CRNRA), is in the beginning stages of project development for the above noted project. The proposed project consists of a pedestrian bridge on the eastern side of the SR 9/Roswell Road bridge conveying a 12-foot wide multi-use trail over the Chattahoochee River. The project is designed to remain within existing GDOT-owned right-of-way (ROW) measuring 142 feet wide at the southern end and 165 feet wide at the northern end. The bridge and approaches would parallel, but not attach to, the existing SR 9 roadway bridge over the Chattahoochee River. The proposed trail will connect with existing sidewalk and paved trail sections. The north approach would tie into Riverside Drive east of the intersection of SR 9/Roswell Road and Azalea Drive/Riverside Road. The south approach would tie into the existing intersection of SR 9/Roswell Road and Roberts Drive. The total project length is approximately .2 mile, with a bridge length of approximately 625 feet. The project as designed will not occur on National Park Service (NPS) land. No ARPA

permit was required because federally-owned land is not involved and so no previously identified archaeological sites were affected or new sites discovered.

The expanded survey corridor or 100-foot buffer was waived for the original survey by former Archaeology Unit Team Leader, Jim Pomfret, so that work would not occur on NPS land (Woodliff 2012).

Addendum Project Description 2015:

Two pedestrian bridge alternatives are being considered, a western alternative (west of SR 9/Roswell Road) and an eastern alternative (east of SR 9/Roswell Road); however, only one of the alternatives will be selected for construction. The terrestrial and aquatic surveys are an addendum to the original Phase I survey conducted by EPEI in 2012 (Woodliff 2012). While the original 2012 survey investigated the eastern alternative, no underwater investigations were conducted at that time. As changes to the proposed construction efforts included the use of temporary rock jetties in the Chattahoochee River, this necessitated the inclusion of the NPS, and more specifically, the CRNRA, which required the need for an additional underwater archaeological investigation. CRNRA requested an underwater investigation be conducted within the Chattahoochee River so that the proposed temporary rock jetties would not impact any cultural resources, as well as along a portion of Vickery Creek/Big Creek in order to look for any submerged features associated with 9FU228, a nineteenth century historic mill site that is eligible for the NRHP under Criterion D. Additionally, a western alternative was developed and designed in order to vet all possibilities for the construction of the pedestrian bridge.

The west alternative would construct a 12-foot wide multi-use trail and pedestrian bridge over the Chattahoochee River, connecting the cities of Roswell and Sandy Springs, Georgia. The trail would consist of two access points connected with Riverside Road on the north side of the river. One access point would be at Azalea Drive, and a second further to the west connecting with the existing multi-use trail system running parallel to the river. The trail would intersect SR 9 on the south side of the river, north of and across from Roberts Drive. The bridge would be a precast pre-stressed arch beam design, requiring 11 support piers, six of which would be within the Chattahoochee River. The trail and bridge would be constructed within existing SR 9 ROW and Riverside Park on the north side of the river and within the river. On the south side of the river the trail would require approximately 7,616 square feet (.17 acre) of additional ROW for construction. The trail and bridge would be approximately 1,212 feet (.23 mile) long.

The east alternative would also construct a 12-foot wide multi-use trail and pedestrian bridge over the Chattahoochee River, connecting the cities of Roswell and Sandy Springs, Georgia. The trail would connect with Riverside Road on the north side of the river, and on the south side of the river. The bridge would be a precast pre-stresses arch beam design, requiring 13 support piers, six of which would be within the Chattahoochee River. The trail and bridge would be constructed within existing SR 9 ROW on the north side of the river and within the river. However, approximately 740 square feet (.02 acre) of additional ROW and 8,122 square feet (.19 acre) of construction easement would be required from the south side of the river for construction. The trail and bridge would be approximately 1,092 feet (.21 mile) long. The east alignment is the locally preferred alternative.

The underwater survey area includes an APE and an ESC as well, as noted above, with the APE defined as 50 meters west of the SR 9/Roswell Road bridge, and 215 meters east of the bridge, as well as approximately 90 meters from the mouth of the Vickery Creek/Big Creek upstream to just

past a recreational pedestrian bridge. The ESC extended the investigations on the Chattahoochee River an additional 100 feet both upstream and downstream of the APE.

Project Changes Since 2015:

As noted above, during PFPR GDOT provided a comment related to providing construction access for the project. Given the proposed location of the trail on the north bank of the river, and limited construction area to within only existing ROW, there would be no access to the area as the trail is constructed. The design team has proposed using the location of the existing multi-use trail on the west side of the bridge for construction access. It will be closed to the general public during construction. The access would connect with Riverside Drive. The existing trail alignment would be covered with gravel and be approximately 4.88 meters wide. After construction is completed, the multi-use trail would be repaired by the contractor to its current condition.

EPEI reviewed the new plans associated with the updated project description, including the adjustments listed above. The multi-use trail belongs to the City of Roswell and they accept the proposed plan. An overlay of the current plans and the 2015 EPEI APE/ESC illustrates that these areas have been previously covered by survey (Figure 1). No further documentation, coordination, or concurrence is necessary.

References Cited

Trudeau, Mary F.

- 2015 *Addendum Phase I Terrestrial Survey and Aquatic Investigations for a Pedestrian Bridge over the Chattahoochee River, Fulton County, Georgia*. Edwards-Pitman Environmental, Inc., Smyrna, Georgia. Submitted to the Georgia Department of Transportation, Atlanta, Georgia.

Woodliff, J. Dylan

- 2012 *Phase I Archaeological Survey of the SR 9 Pedestrian Bridge over the Chattahoochee River, Fulton County, Georgia*. GDOT Archaeological Short Form for Negative Findings. Edwards-Pitman Environmental, Inc., Smyrna, Georgia. Submitted to the Georgia Department of Transportation, Office, Atlanta, Georgia.

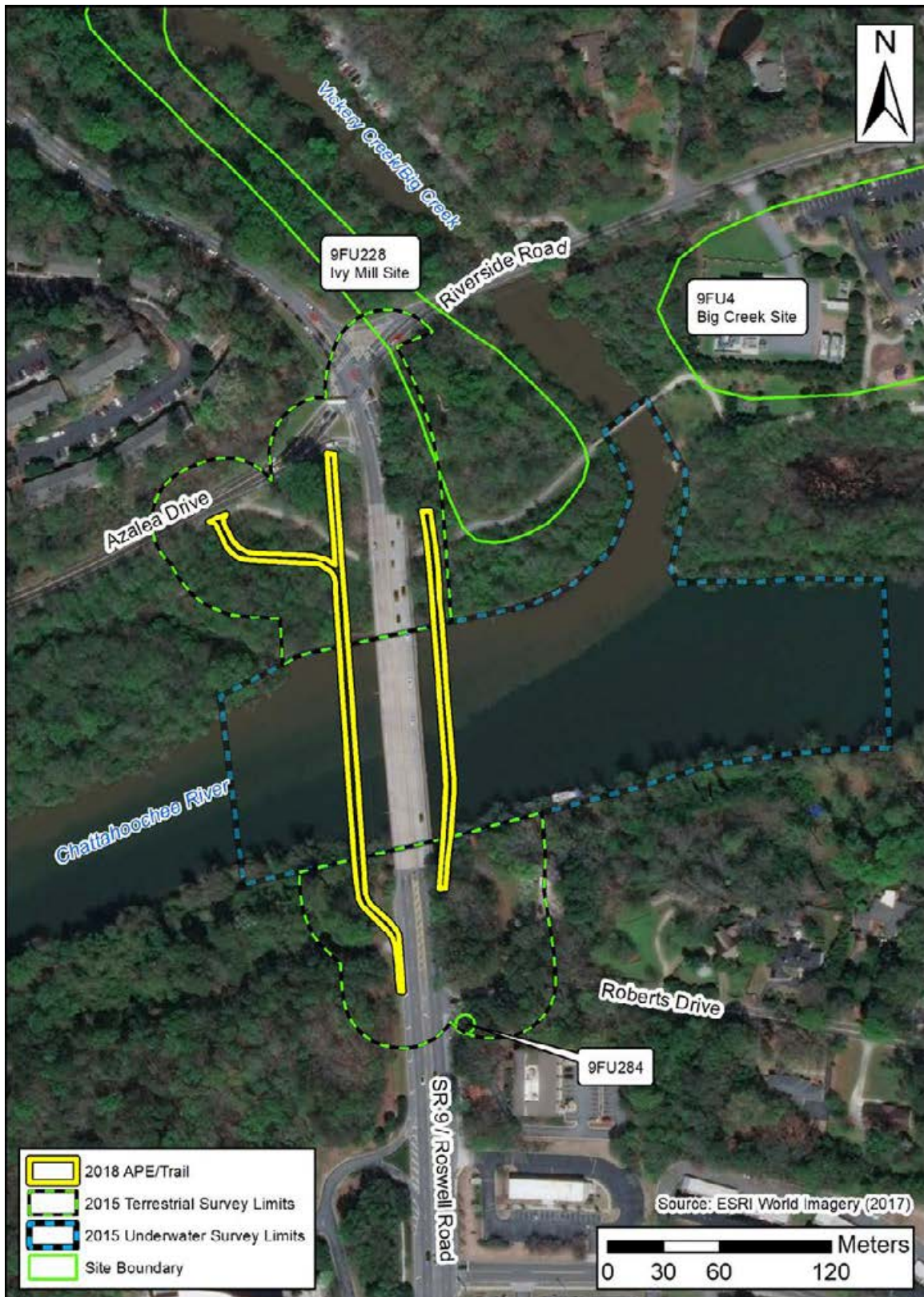


Figure 1. Project Location Map Showing 2015 Survey Limits and 2018 APE.

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

September 25, 2015

Hiral Patel, P.E.
State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 W. Peachtree St. NW, 16th Floor
Atlanta, Georgia 30308
Attn: Heather Mustonen

RE: Draft Archaeology Report
PI 0009640: Pedestrian Bridge over the Chattahoochee River
Fulton County, Georgia
HP-120711-001

Dear Ms. Patel:

The Historic Preservation Division (HPD) has received the draft archaeology report entitled, *Addendum Phase I Archaeological Survey and Aquatic Investigations for a Pedestrian Bridge over the Chattahoochee River, Fulton County, Georgia*, prepared by Edwards-Pitman Environmental, Inc. and dated August 2015. Our comments are offered to assist the Federal Highway Administration (FHWA) and the Georgia Department of Transportation (GDOT) in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information contained in the report, HPD concurs with the recommendation that archaeological site 9FU633 is not eligible for listing in the National Register of Historic Places (NRHP). Additionally, HPD continues to find that archaeological site 9FU284 is not eligible for listing in the NRHP and that archaeological site 9FU228 is eligible for listing in the NRHP under Criteria A and D (HP-910904-002).

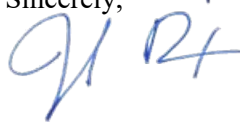
While the cover letter mentions that site 9FU228 is located within the proposed project's area of potential effects (APE), the report notes that the site is located outside of the current project's APE. As such, HPD concurs with the recommendation that no archaeological resources that are listed or eligible for listing in the NRHP will be affected by the current proposed project as defined in 36 CFR Part 800.4(d)(1). Regarding site 9FU228, which is located adjacent to the project area, please contact our office for additional comment should project plans be altered.

In accordance with ongoing discussions between HPD and GDOT regarding effects statements, HPD recommends including the submitted wording regarding no archaeological resources that are listed or eligible for listing in the NRHP being affected by the current proposed project within the final report for the subject project.

Please submit one electronic copy of the final report to HPD. Please ensure the electronic copy is an optical character recognition enabled .pdf. For your information, the electronic copy will be uploaded to the Georgia Archaeological Site File at the University of Georgia-Athens for permanent retention.

Please refer to project number **HP-120711-001** in any future correspondence regarding this project. If you have any questions, or if we may be of further assistance, please feel free to contact Leslie Johansen, GDOT Review Archaeologist, by phone at (770)389-7859 or email at Leslie.Johansen@dnr.state.ga.us.

Sincerely,



Jennifer Dixon, MHP, LEED Green Associate
Program Manager
Environmental Review & Preservation Planning

JAD:lej

cc: Rodney N. Barry, P.E., FHWA (Attn: Jennifer Giersch)
Jim Pomfret, GDOT
Dennis Cheek, GDOT

GDOT ARCHAEOLOGICAL SHORT FORM FOR NEGATIVE FINDINGS

Report Title: _____

Prime Consultant: _____

Sub Consultant: _____

GDOT Project No.: _____ P.I. No.: _____

GA SHPO HP#: _____

Draft Report Submitted on: ____/____/____

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT

County(ies):

USGS Quadrangle(s):

Project Description:

Area of Potential Effect (APE):

SURVEY CONDITIONS

Soil Descriptions:

Topography:

Land Use/Vegetation/Ground Cover:

Survey Limitations and Disturbance(s):

Survey Methods:

No. of STs: _____ No. of Transects: _____

- ☐ 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:

Previous Surveys:

Ref:

ATTACHMENT CHECKLIST

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

CONSULTANT INFORMATION

Archaeological Consultant: Edwards-Pitman Environmental, Inc.

Address: 1250 Winchester Pkwy Suite # 200

Smyrna, GA 30080

Phone No.: 770.333.9484

Principal Investigator: J. Dylan Woodliff

Project Archaeologist: J. Dylan Woodliff

CONSULTANT CERTIFICATION

I, the Principal Investigator: J. Dylan Woodliff do hereby certify that the Area of Potential Effect (as described on Page 1 of this form) for GDOT Project P.I. 0009640

has been thoroughly surveyed for archaeological resources and that no such resources were located or identified.

PI Signature: J. Dylan Woodliff

Comments:

EPEI consulted with GDOT Archaeology Unit Team Leader Jim Pomfret, who waived the survey of the expanded survey corridor for this project.

REVIEW

GDOT Archaeologist: Heather M. Juston

Date: 12 / 4 / 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: Jennifer Giersch)

Alabama-Coushatta Tribe of Texas, Eastern Band of Cherokee Indians, Muscogee (Creek)

Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe of Florida



July 23, 2013

Mr. Josh Earhart
NEPA Planner
Edwards-Pitman Environmental, Inc
1250 Winchester Pkwy
Smyrna, GA 30080

Re: Compliance with the Metropolitan River Protection Act
GDOT P.I. No. 0009640, Fulton County-SR 9 Pedestrian Bridge over the Chattahoochee River

Dear Mr. Earhart,

Thank you for contacting the City of Sandy Springs. After conducting research it is my understanding that the pedestrian bridge is allowed without a review for compliance with the Metropolitan River Protection Act (MRPA).

Based on the fact that this is a project with the Department of Transportation of the State of Georgia participation it is exempt from the requirements of the Act and Plan, as per **Georgia Code 12-5-451(6)**. This section of MRPA states that "this part" (meaning the Act) shall not apply to "any land or water use or land-disturbing activity which is undertaken or financed, in whole or in part, by the Department of Transportation of the State of Georgia."

If you have further questions or need additional information feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Barnett", is written over a blue line.

Michael Barnett, RLA
Chief Environmental Compliance Officer
Community Development Department



July 10, 2013

Mr. Josh Earhart
Edwards-Pitman Environmental, Inc.
1250 Winchester Pkwy.
Suite 200
Smyrna, GA 30080

Subject: Compliance with the Metropolitan River Protection Act
GDOT P.I. No. 0009640, Fulton County – SR 9 Pedestrian Bridge over the
Chattahoochee River

Dear Mr. Earhart:

Please be advised that the above referenced project is exempt from the Metropolitan River Protection Act. This is indicated in the Metropolitan River Protection Act Section 12-5-451 (6).

“Any land or water use or land-disturbing activity which is undertaken or financed, in whole or in part, by the Department of Transportation of the State of Georgia.”

If you have any other questions or need any further assistance, please contact me at jdeibel@roswellgov.com or 770-641-3783.

Sincerely,

City of Roswell

Jackie Deibel
Planner III



June 28, 2013

Mr. Michael Barnett, RLA
Chief Environmental Compliance Officer
Community Development Department
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350


Re: Compliance with the Metropolitan River Protection Act
GDOT P.I. No. 0009640, Fulton County - SR 9 Pedestrian Bridge over the Chattahoochee River

Dear Mr. Barnett:

The Georgia Department of Transportation in cooperation with the Chattahoochee River National Recreation Area (CRNRA) is in the beginning stages of project development for the above noted project. The proposed project consists of a pedestrian bridge conveying a 12-foot wide multi-use trail over the Chattahoochee River (see attached figure). The bridge and approaches would parallel, but not attach to, the existing SR 9 roadway bridge over the Chattahoochee River. The north approach would tie into Riverside Drive east of the intersection of SR 9 and Azalea Drive/Riverside Road. The south approach would tie into the existing intersection of SR 9 and Roberts Drive. The total project length is approximately 0.2 mile, with a bridge length of approximately 625 feet.

The design for the project is being developed concurrently with environmental documentation and in compliance with applicable environmental laws and regulations. As the contact with the City of Sandy Springs for review of projects in compliance with the Metropolitan River Protection Act (MRPA), please advise us if the proposed project is covered by the existing MRPA Corridor Plan, or if additional review is required. Your assistance is appreciated. If you have any questions or need additional information, please contact Josh Earhart at (770) 333-9484.

Sincerely,
Edwards-Pitman Environmental, Inc.


Josh Earhart
NEPA Planner

Attachment



SR 9/CHATTAHOOCHEE RIVER BRIDGE PEDESTRIAN & BICYCLE IMPROVEMENTS - ALTERNATE 2A

HL Heath & Lineback Engineers
INCORPORATED
2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393



June 28, 2013

Ms. Jackie Diebel
City of Roswell
38 Hill Street, Suite G-30
Roswell, Georgia 30075

Re: Compliance with the Metropolitan River Protection Act
GDOT P.I. No. 0009640, Fulton County - SR 9 Pedestrian Bridge over the Chattahoochee River

Dear Ms. Diebel:

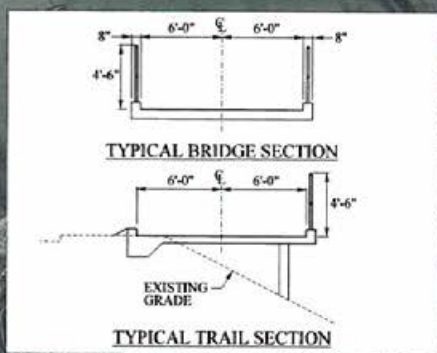
The Georgia Department of Transportation in cooperation with the Chattahoochee River National Recreation Area (CRNRA) is in the beginning stages of project development for the above noted project. The proposed project consists of a pedestrian bridge conveying a 12-foot wide multi-use trail over the Chattahoochee River (see attached figure). The bridge and approaches would parallel, but not attach to, the existing SR 9 roadway bridge over the Chattahoochee River. The north approach would tie into Riverside Drive east of the intersection of SR 9 and Azalea Drive/Riverside Road. The south approach would tie into the existing intersection of SR 9 and Roberts Drive. The total project length is approximately 0.2 mile, with a bridge length of approximately 625 feet.

The design for the project is being developed concurrently with environmental documentation and in compliance with applicable environmental laws and regulations. As the contact with the City of Roswell for review of projects in compliance with the Metropolitan River Protection Act (MRPA), please advise us if the proposed project is covered by the existing MRPA Corridor Plan, or if additional review is required. Your assistance is appreciated. If you have any questions or need additional information, please contact Josh Earhart at (770) 333-9484.

Sincerely,
Edwards-Pitman Environmental, Inc.


Josh Earhart
NEPA Planner

Attachment



SR 9/CHATTAHOOCHEE RIVER BRIDGE PEDESTRIAN & BICYCLE IMPROVEMENTS - ALTERNATE 2A

H & L Heath & Lineback Engineers
INCORPORATED
2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393



September 19, 2012



Mr. Josh Earhart
NEPA Planner
Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway
Suite 200
Smyrna, Georgia 30080

RE: *Early Coordination Request for GDOT P.I. No. 0009640, Fulton County – SR 9 Pedestrian Bridge over the Chattahoochee River*

Dear Mr. Earhart:

Thank you for the opportunity to advise of any known project area conditions of special concerns regarding the above-referenced project related to social, economic, or environment conditions. The City of Sandy Springs is unaware of any known archaeological or historical sites within the Sandy Springs portion of the project area. The site is within the Chattahoochee River Corridor and flood plain. The City has been advised there is an unnamed creek tributary into the Chattahoochee River on the east side of Roswell Road/SR 9.

Existing and future land use per the Sandy Springs 2027 Comprehensive Plan shows that west of Roswell Road/SR 9 adjacent to the river is currently zoned for Office use and remains that into the future. On the east side of Roswell Road/SR 9, parcels near the river and SR 9 are zoned residential R-2 with future land use of R0-1/R1-2, Residential with 0 to 2 units per acre. Heading south from project area is Land Use Node 14, Dunwoody Place, which is predominately located on the east side of Roswell Road/SR 9 and includes a Living-Working Regional future land use designation. Living-Working Regional land use supports a higher density mix of living and working environments with compact, pedestrian-oriented uses to protect environmental resources, provide accessible open space, balance transportation modes, increase housing choices, and improve prospects for civic interaction.

Regarding transportation infrastructure, the City acknowledges that providing bicycle/pedestrian access on only one side of a multi-lane, principal arterial will require treatments to permit safe crossings of Roswell Road/SR 9 by either pedestrians or bicyclists. The City currently has sidewalks on the east side of Roswell Road/SR 9 with no funded capital project to add sidewalks to the west side, though sidewalks are planned. The Sandy Springs Transportation Master Plan has identified sidewalks and bicycle lanes for Roberts Drive, which intersects Roswell Road on the east approximately 250 feet south of the existing vehicular bridges.

In consideration of both land use and transportation investment, the City of Sandy Springs continues to support locating the bridge on the east side of the existing vehicular bridges. This location provides

better connectivity to existing and future facilities and destinations. Roberts Drive provides direct access to the Chattahoochee River National Recreation Area Island Ford Park Headquarters. In addition, the proposed arch-beam style bridge construction will screen the existing girder bridge and provide a better view shed for those traveling on the Chattahoochee River.

Should you have any questions or need any additional information, please feel free to contact me at 770-206-2574 or kwalter@sandyspringsga.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'KWalter', with a horizontal line extending to the right.

Kevin J. Walter, PE
Public Works Director

CC: Mayor Eva Galambos
Bryant Poole, Assistant City Manager
Walt Rekuc, Capital Program Manager



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

RECEIVED
SEP 06 2012

September 4, 2012

BY
EDWARDS-PITMAN ENV.

Josh Earhart
Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway, Suite 200
Smyrna, GA 30080

**Re: Early Coordination Request for PI#0009640, SR9 Pedestrian Bridge over the
Chattahoochee River, Fulton County**

Dear Mr. Earhart:

This letter is in reference to your request for information on the possible impacts the proposed bridge 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 could be subject to this assessment. However, this project is completely contained within an US Census Bureau designated urban area (Atlanta, GA03817) and is thus exempt from this assessment. 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 me at (706) 546-2244 or dan.wallace@ga.usda.gov.

Sincerely,



DANIEL F. WALLACE
State Resource Inventory Coordinator

cc: Michael Watson, Assistant State Conservationist (FO), NRCS, Griffin, GA
Valerie Pickard, District Conservationist, NRCS, Marietta, GA
Greg Clark, Resource Soil Scientist, NRCS, Griffin, GA

August 24, 2012

Re: Early Coordination Request for GDOT P.I. No.0009640, Fulton County - SR 9 Pedestrian Bridge over the Chattahoochee River

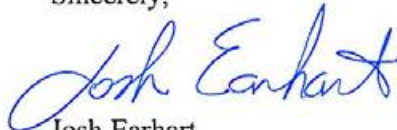
The Georgia Department of Transportation in cooperation with the Chattahoochee River National Recreation Area (CRNRA) is in the beginning stages of project development for the above noted project. The proposed project consists of a pedestrian bridge conveying a 12-foot wide multi-use trail over the Chattahoochee River (see Figure 1). The bridge and approaches would parallel, but not attach to, the existing SR 9 roadway bridge over the Chattahoochee River. The north approach would tie into Riverside Drive east of the intersection of SR 9 and Azalea Drive/Riverside Road. The south approach would tie into the existing intersection of SR 9 and Roberts Drive. The total project length is approximately 0.2 mile, with a bridge length of approximately 625 feet.

The design for the project is being developed concurrently with environmental documentation and in compliance with applicable environmental laws and regulations. This process, developed by the Georgia Department of Transportation to make our projects responsive to social, economic, and environmental concerns, offers you the opportunity to identify site specific conditions to be addressed in the environmental assessment.

Please advise us of any known project area conditions of special concern. With your assistance, we can give these issues due consideration and integrate them into the development of the project alignment and design.

Your assistance is appreciated. If you have any questions or need additional information, please contact Josh Earhart at (770) 333-9484.

Sincerely,



Josh Earhart
NEPA Planner

JE/at
Attachment

Early Coordination Mailing List
PI No. 0009640 Fulton County

Mr. Celso Puente
U.S. Geological Survey
12201 Sunrise Valley Drive, Mail Stop 423
Environmental Affairs Program
Reston, VA 20192

Lynn McIntyre
Chattahoochee Nature Center
9135 Willeo Road
Roswell, GA 30075

Ms. Jody Strickland
Georgia Forestry Commission
Forest Management
Box 819
Macon, GA 31202-0819

Jackie Diebel
Community Development Department
City of Roswell
38 Hill Street
Roswell, GA 30075

Ms. Linda Poythress
Regional Office of Environment, Environment Team
U.S. Department of Housing & Urban Development
Five Points Plaza Building, 40 Marietta Street
Atlanta, GA 30303

Jean Veeneman
Atlanta Junior Rowing Association
11975 S. Magnolia Circle
Johns Creek, GA 30005

Mr. Steven M. Wright
National Park Service, Planning & Compliance Division
Atlanta Federal Building, 1924 Building
100 Alabama Street SW
Atlanta, GA 30303

Executive Director Sally Bethea
Upper Chattahoochee Riverkeeper
3 Puritan Mill
916 Joseph E. Lowery Blvd. NW
Atlanta, GA 30318

Mr. Dan Wallace
National Resources Conservation Service
Stephens Federal Building
355 Hancock Avenue
Athens, GA 30601

Mayor Jere Wood
City of Roswell
38 Hill Street
Suite 115
Roswell, GA 30075

Mr. Heinz Mueller
U.S. Environmental Protection Agency, Region 4
Atlanta Federal Center
100 Alabama Street SW
Atlanta, GA 30303

Mayor Eva Galambos
City of Sandy Springs
7840 Roswell Road
Building 500
Sandy Springs, GA 30350

Mr. Douglas R. Hooker
c/o Allison Duncan
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Michael Barnett
Community Development Department
City of Sandy Springs
7840 Roswell Rd., Building 500
Sandy Springs, GA 30350



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

April 23, 2020

Mr. Moises Marrero, Georgia 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 Ecology Memorandum II to Ecology Resource Survey and Assessment of Effects Report,
GDOT PI No. 0009640, Fulton County
Pedestrian Bridge on State Route 9 over Chattahoochee River

Dear Mr. Marrero,

Please find attached the Memorandum II to the Ecology Resource Survey and Assessment of Effects Report for the above referenced project. Georgia Department of Transportation (GDOT) PI No. 0009640 would construct a pedestrian bridge over Chattahoochee River parallel to State Route (SR) 9, located south of Roswell, in Fulton County, Georgia. The total length of the project is approximately 0.21 mile. The attached report contains updates to federal and state protected species listed in the report and US Army Corps of Engineers (USACE) Standard Operating Procedures (SOPs) for required wetland and stream mitigation.

The project modifications occur within the previously evaluated environmental survey boundary (ESB), and no additional field work was required. The project changes do not alter the findings of no effect to the shinyrayed pocketbook (*Hamiota subangulata*) and dwarf sumac (*Rhus michauxii*). The proposed project is no longer within consultation range of the purple bankclimber (*Elliptioideus sloatianus*), Cherokee darter (*Etheostoma scotti*), gulf moccasinshell (*Medionidus penicillatus*), and oval pigtoe (*Pleurobema pyriforme*). Federal Highway Administration concurred with the previous "no effect" determination recommendations in an email dated June 4, 2018.

Impacts to Waters of the US have not changed. The US Fish and Wildlife Service (USFWS) gave Fish and Wildlife Coordination Act (FWCA) concurrence in a letter dated June 29, 2018.

The Department respectfully requests that your office make a determination of effect to the above federally listed species potentially occurring within the project area. Please copy the Department on your correspondence with the USFWS notifying them of your determination. In particular, please ensure that the GDOT ecologist and environmental analyst assigned to the project are copied on this correspondence.

Mr. Moises Marrero
PI No. 0009640, Fulton County
April 23, 2020

If you have any questions or need additional information, please contact GDOT Ecologist Sarah Kuhn at 404-631-1594 (skuhn@dot.ga.gov) or GDOT Senior Ecology Team Leader Hannah Pruett at 404-631-1321 (hpruett@dot.ga.gov).

Sincerely,



Eric Duff
State Environmental Administrator

ED/HP/rf

Enclosure

cc: Eka Okonmkpaeto, GDOT PM
(eokonmkpaeto@dot.ga.gov)
Kaelin Priger, GDOT Env. Analyst
(kpriger@dot.ga.gov)
Daryl Williams, GDOT ECB
Lisa Westberry, GDOT Mitigation
Michael Berry, EPD
Ra-Jendra Hunter, EPD

Eric Prowell, USFWS
Laci Pattavina, GADNR
Eric Somerville, EPA
GDOT IOEQ Inbox
(IOEQsubmittals@dot.ga.gov)
Rick Filer, EPEI Senior Ecologist
(rfiler@edwards-pitman.com)

**Memorandum II to Ecology Resource Survey
and Assessment of Effects**

State Route 9 Intersection Improvements

**Fulton County
PI No. 0009640**

April 2020

Prepared by:
Edwards-Pitman Environmental, Inc.
2700 Cumberland Parkway, Suite 300
Atlanta, GA 30339

Under Contract with:
Heath & Lineback Engineers, Inc.
2390 Canton Road
Marietta, GA 30066

Prepared For:
Georgia Department of Transportation
Office of Environmental Services
600 W. Peachtree Street NW
Atlanta, GA 30308

Report Author:



Rick Filer, Senior Ecologist

Consultant Reviewer:



Charlotte Estes, Senior Ecologist

GDOT Reviewer:



Sara Kuhn, GDOT Ecologist

From: [Priger, Kaelin M](#)
To: [Josh Earhart](#)
Subject: FW: 0009640 - Fulton, continuing Section 7 Coordination - No Effect
Date: Wednesday, May 13, 2020 8:46:54 AM

Hi Josh,

We now have our NE determination for 0009640 below.

Thanks,

Kaelin

From: Giersch, Jennifer (FHWA) <Jennifer.Giersch@dot.gov>
Sent: Tuesday, May 12, 2020 12:45 PM
To: Prowell, Eric <eric_prowell@fws.gov>
Cc: Kuhn, Sara M <SKuhn@dot.ga.gov>; Pruett, Hannah L <HPruett@dot.ga.gov>; Priger, Kaelin M <KPriger@dot.ga.gov>
Subject: 0009640 - Fulton, continuing Section 7 Coordination - No Effect

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Eric,

Hope this email finds you and your family safe and well!

The subject project provides for construction of a pedestrian bridge along SR 9 over the Chattahoochee River in Fulton County, Georgia. Please reference the project addendum, transmitted with the GDOT's letter dated April 23, 2020.

Consultation is being reopened due to minor project changes. Impacts to the Chattahoochee River have not changed, but due to the duration the construction jetties will have to remain in the water, the previous temporary impacts will now be mitigated as permanent impacts. The project is no longer within consultation range of the purple bankclimber, Cherokee darter and gulf moccasinshell. Based on the information provided to us by the GDOT, we have determined that the project will still have no effect to the federally protected shynyray pocketbook and dwarf sumac.

Please let us know if you need additional information.

Regards,
Jen Giersch
404.562.3653

From: Prowell, Eric [mailto:eric_prowell@fws.gov]
Sent: Friday, June 29, 2018 3:25 PM
To: Allen, Katy (FHWA) <Katy.Allen@dot.gov>

Cc: Perry, Verlin (Ryan) <VPerry@dot.ga.gov>; Niccoli, Ryan <RNiccoli@dot.ga.gov>; Pruett, Hannah L <HPruett@dot.ga.gov>; Giersch, Jennifer (FHWA) <Jennifer.Giersch@dot.gov>

Subject: Re: [EXTERNAL] GDOT PI 0009640 - Request to Reinitiate Coordination under the FHWA for Impacts to PS 2 - SR 9 Pedestrian Bridge over the Chattahoochee River

Hey Katy, Attached is your concurrence. If you have any questions or need additional information please let me know. Have a great weekend- Eric

**We've moved to the Athens Federal Building! Please note our new address below:

Eric Prowell
Fish and Wildlife Biologist
Georgia Ecological Services
US Fish and Wildlife Service
RG Stephens, Jr. Federal Building
[355 East Hancock Avenue, Room 320, Box 7](#)
[Athens, GA 30601](#)
Direct Line: 706-208-7509
Office Line: 706-613-9493

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

On Mon, Jun 4, 2018 at 1:49 PM, <Katy.Allen@dot.gov> wrote:

Eric, you should be in receipt of GDOT's 5/31/2018 Addendum #1 to the ERS AOE report for the subject. Coordination under FWCA was completed on November 21, 2016 regarding impacts of 30 linear feet [lf] permanent fill, and 82 lf of temporary fill impacts to the Chattahoochee River (PS 2). These impacts have changed to 20 lf of permanent fill, and 88 lf of temporary fill to PS2. These changes are associated with changes in the bridge bent design and construction methodology described on page 3 of the ERS AOE Addendum #1. We believe that these minor changes in impacts do not alter our previous conclusion that they are unavoidable and necessary to the project. Section 404 permit mitigation will be used to mitigate for these impacts.

We request your concurrence with this determination and that the form of mitigation to be provided is adequate.

Feel free to contact me if you require further information. Thank you for your consideration of this request.

We have also determined that our previous determination of no effect under Section 7 for impacts to federally protected mussel species is still valid.

Katy Allen, PE
Environmental Team Leader
FHWA Georgia Division
404-562-3657
Katy.Allen@dot.gov

You take every precaution - wash your hands, social distance, wear a mask. So, if you must drive, consider this ... higher speeds make for more serious crashes. To decrease the odds of a serious crash increase the distance between you and the vehicle in front of you. And slow down to the posted speed limit. Drive Alert Arrive Alive, Georgia.



United States Department of the Interior

Fish and Wildlife Service
RG Stephens, Jr. Federal Building
355 East Hancock Avenue, Room 320
Athens, Georgia 30601

June 29, 2018

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

Coastal Sub Office
4980 Wildlife Drive
Townsend, Georgia 31331



Mr. Jermaine Hannon
Acting Division Administrator.
Federal Highway Administration, Georgia Division
61 Forsyth Street, SW, Suite 17T100
Atlanta, Georgia 30303
ATTN: Ms. Katy Allen

RE: GDOT P.I. No. 0009640; FWS Log: 04EG1000-2018-CPA-0796

Dear Mr. Hannon,

Thank you for the opportunity to review Georgia Department of Transportation (GDOT) project PI 0009640. 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.).

On June 4, 2018, the Federal Highway Administration (FHWA) requested re-initiation of FWCA coordination with the Service. Coordination under FWCA was completed on November 21, 2016 regarding impacts of 30 linear feet [lf] permanent fill, and 82 lf of temporary fill impacts to the Chattahoochee River (PS 2). These impacts have changed to 20 lf of permanent fill, and 88 lf of temporary fill to PS2. These changes are associated with changes in the bridge bent design and construction methodology described on page 3 of the ERS AOE Addendum #1 (May 31, 2018).

We concur with your determination that these minor changes in impacts do not alter our previous conclusion that they are unavoidable and necessary to the project. GDOT's avoidance, minimization and mitigation efforts satisfy your agency's responsibilities under FWCA.

If you have any questions or require further information, please contact staff biologist Eric Prowell, at (706) 208-7509, or eric_prowell@fws.gov.

Sincerely,

Donald W. Imm, Ph.D.
Field Supervisor

cc. GDOT Ecology
File

From: [Allen, Katy \(FHWA\)](#)
To: [Eric Prowell \(eric_prowell@fws.gov\)](mailto:eric_prowell@fws.gov)
Cc: [Perry, Verlin \(Ryan\)](#); [Niccoli, Ryan](#); [Pruett, Hannah L](#); [Giersch, Jennifer \(FHWA\)](#)
Subject: GDOT PI 0009640 - Request to Reinitiate Coordination under the FHWA for Impacts to PS 2 - SR 9 Pedestrian Bridge over the Chattahoochee River
Date: Monday, June 4, 2018 1:50:12 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Eric, you should be in receipt of GDOT's 5/31/2018 Addendum #1 to the ERS AOE report for the subject. Coordination under FWCA was completed on November 21, 2016 regarding impacts of 30 linear feet [lf] permanent fill, and 82 lf of temporary fill impacts to the Chattahoochee River (PS 2). These impacts have changed to 20 lf of permanent fill, and 88 lf of temporary fill to PS2. These changes are associated with changes in the bridge bent design and construction methodology described on page 3 of the ERS AOE Addendum #1.

We believe that these minor changes in impacts do not alter our previous conclusion that they are unavoidable and necessary to the project. Section 404 permit mitigation will be used to mitigate for these impacts.

We request your concurrence with this determination and that the form of mitigation to be provided is adequate.

Feel free to contact me if you require further information. Thank you for your consideration of this request.

We have also determined that our previous determination of no effect under Section 7 for impacts to federally protected mussel species is still valid.

Katy Allen, PE
Environmental Team Leader
FHWA Georgia Division
404-562-3657
Katy.Allen@dot.gov



May 31, 2018

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 Ecology Memorandum I to Ecology Resource Survey and Assessment of Effects Report and
Request for FWCA Coordination;
GDOT PI No. 0009640, Fulton County;
SR 9 Pedestrian Bridge over the Chattahoochee River

Dear Mr. Barry:

Please find attached the *Ecology Memorandum I to Ecology Resource Survey and Assessment of Effects Report* for the above referenced project. The proposed project, PI No. 0009640, is a pedestrian and bicycle bridge located parallel to the existing State Route (SR) 9 roadway bridge over the Chattahoochee River immediately south of the City of Roswell, Fulton County, Georgia. The attached memorandum addresses minor changes associated with construction of the proposed project for the proposed bridge and rock jetty design, changes to waters of the US and National Park Service wetlands, and mitigation requirements.

The Federal Highway Administration (FHWA) made the determination of "no effect" on November 14, 2016 for the federally protected Cherokee darter (*Etheostoma scotti*), shyn-rayed pocketbook (*Hamiota subangulata*), Gulf moccasinshell (*Medionidus penicillatus*), oval pigtoe (*Pleurobema pyriforme*), and purple bankclimber (*Elliptoideus sloatianus*). The recommended biological determinations have not changed from what was previously reported and additional coordination is not requested at this time.

Fish and Wildlife Coordination Act (FWCA) consultation was concluded on November 21, 2016 for 30 linear feet (0.033 acre) of permanent fill impacts and 82 linear feet (0.459 acre) of temporary fill impacts to Perennial Stream (PS 2)/Chattahoochee River. The proposed project would now permanently fill 20 linear feet (0.002 acre) and temporarily fill 88 linear feet (0.442 acre) of PS 2. Due to the increase in temporary impacts associated with the rock jetty during construction, re-initiation of FWCA consultation would be required for PS 2.

The Department requests that your office initiate coordination with the USFWS under the Fish and Wildlife Coordination Act (FWCA) for the impacts listed above. Please copy the Department on your correspondence with the USFWS related to FWCA Coordination. In particular, please ensure that the GDOT ecologist and environmental analyst assigned to the project are copied on this correspondence, and please request that USFWS copy the same individuals in their responding correspondence. If you have any questions or need additional information, please contact Ryan Niccoli (404) 631-1112 (RNiccoli@dot.ga.gov) or Hannah Pruett (404) 631-1321 (HPruett@dot.ga.gov).

Sincerely,

Eric Duff
State Environmental Administrator

ED/HP/cl
Attachment

cc: Eka Okonmkpaeto, GDOT PM [EOkonmkpaeto@dot.ga.gov]
Ryan Perry, GDOT NEPA [VPerry@dot.ga.gov]
Daryl Williams, GDOT ECB
Lisa Westberry, GDOT Mitigation

Eric Somerville, EPA
Eric Prowell, USFWS
Ra-Jendra Hunter, EPD
Collin Lane, EPEI

Ecology Memorandum I to Ecology Resource Survey and Assessment of Effects Report

PI No. 0009640
Fulton County

May 2018

State Route 9 Pedestrian Bridge over the Chattahoochee River

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

Under Contract with:
Heath & Lineback Engineers, Inc.
2390 Canton Road
Marietta, Georgia 30066

For:
Georgia Department of Transportation
Office of Environmental Services
600 W. Peachtree Street NW
Atlanta, Georgia 30308

Report Author: Collin Lane
Collin Lane, Senior Ecologist

Consultant Reviewer: Charlotte Estes
Charlotte Estes, Senior Ecologist

GDOT Reviewer: Hannah Prietto for
Ryan Niccoli, GDOT Embedded Ecologist



United States Department of the Interior



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

November 21, 2016

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. Jennifer Giersch

RE: GDOT P.I. No. 0009640; FWS Log 04EG1000-2017-CPA-0121

Dear Mr. Barry:

Thank you for your November 10, 2016, electronic mail regarding Georgia Department of Transportation (GDOT) project PI 0009640. 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.).


Georgia Department of Transportation (GDOT) Project 0009640 proposes to construct a pedestrian and bicycle bridge parallel to the existing State Route 9 roadway bridge over the Chattahoochee River immediately south of the City of Roswell, Fulton County, Georgia.

GDOT's proposed project would construct a multi-use trail bridge over the Chattahoochee River parallel to the east side of the SR 9 roadway bridge in Fulton County between the cities of Roswell and Sandy Springs, Georgia. The northern terminus of the multi-use trail would end at Riverside Road, east of the intersection of Riverside Road/Azalea Drive and SR 9. The southern terminus would end at Roberts Drive, east of the intersection of Roberts Drive and SR 9. The total project length would be approximately 0.21 mile. The multi-use trail would be 12 feet wide with 2-foot wide shoulders, for a total bridge width of 16 feet. The 0.21 mile project length includes an approximately 625-foot arch beam bridge. The arches of the multi-use trail bridge would align with the SR 9 roadway bridge arches. As described in GDOT's Ecology Report dated October 12, 2016, the project would permanently fill 30 linear feet (0.033 acre) of stream, temporarily fill 82 linear feet (0.458 acre) of stream, permanently fill 0.011 acre of wetland, temporarily clear 0.075 acre, and temporarily fill 0.097 acre of wetland. These impacts would be caused by construction of the new bridge footers and the use of a jetty for construction purposes. We are unaware of the project timeline. If jetties will be in place for longer than six months, please assess whether this use constitutes a permanent impact and if this would require commensurate mitigation.

GDOT investigated options to minimize and avoid impacts to the stream resources. Further avoidance of resources was not practicable because of design constraints. We believe impacts have been minimized to the extent reasonable. We concur with your determination, that impacts to streams along the project corridor are unavoidable and necessary to implement the proposed project. GDOT's avoidance and minimization efforts satisfies your agency's responsibilities under FWCA.

If you have any questions or require further information, please contact staff biologist Carrie Straight, at 706-613-9493, ext. 227.

Sincerely,


Donald W. Imm, Ph.D.
for Field Supervisor

cc: David Hedeon, GDOT
file

From: [Giersch, Jennifer \(FHWA\)](#)
To: Carrie_Straight@fws.gov
Cc: [Pruett, Hannah L](#); [Meyers, Sharilyn](#); [Perry, Verlin \(Ryan\)](#)
Subject: FWCA and ESA Coordination for PI 0009640, Fulton County
Date: Monday, November 14, 2016 2:45:56 PM

Hello Carrie,

The subject project provides for construction of a pedestrian bridge adjacent to SR 9 over the Chattahoochee River in Fulton County, Georgia. Please reference the project Ecology Resource Survey and Assessment of Effects Report transmitted with the GDOT's letter dated October 12, 2016.

Based on the information provided, we have determined that the project will require 30 linear feet of permanent impacts for bridge bents, 2 additional linear feet of temporary impacts for cofferdam placement, and 80 linear feet of temporary fill impacts to construct stone jetties to access the bent locations. The GDOT has adequately evaluated measures to avoid and minimize these impacts, and the proposed mitigation will be commensurate with the level of impacts incurred. We request your concurrence with this determination.

Further, we have determined that the project will have no effect on the federally protected Cherokee darter, shinerhued darter, Gulf moccasinshell, oval pigtoe and purple bankclimber. Please let us know if you do not concur with this determination or if you need additional information.

Regards,

Jen Giersch

404.562.3653



October 12, 2016

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 Ecology Resource Survey and Assessment of Effects Report and
Request for No Effect Determination and FWCA Coordination
GDOT PI No. 0009640, Fulton County, SR 9 Pedestrian Bridge Over the Chattahoochee River

Dear Mr. Barry:

Please find attached *the Ecology Resource Survey and Assessment of Effects Report* for the above referenced project. The proposed project would construct a pedestrian and bicycle bridge parallel to the existing State Route (SR) 9 roadway bridge over the Chattahoochee River immediately south of the City of Roswell, Fulton County, Georgia. The attached report contains details on the following findings related to ecological resources.

Based on the Protected Aquatic Species Survey (October, 2012) the recommended biological determination is that the proposed project would have no effect on the federally protected Cherokee darter (*Etheostoma scotti*), shinerhued pocketbook (*Hamiota subangulata*), Gulf moccasinshell (*Medionidus penicillatus*), oval pigtoe (*Pleurobema pyriforme*), or purple bankclimber (*Elliptioideus sloatianus*). Due to the lack of suitable habitat observed during the Ecological Resources Survey (August, 2012) the recommended biological determination is that the proposed project would have no effect on the federally protected dwarf sumac (*Rhus michauxii*).

The proposed project requires consultation with US Fish and Wildlife Service (USFWS) under the Fish and Wildlife Coordination Act (FWCA) for temporary jetty impact to Perennial Stream (PS) 2 (Chattahoochee River).

The Department respectfully requests that your office make a determination of effect to the above federally listed species potentially occurring within the project area. Please copy the Department on your correspondence with the USFWS notifying them of your determination. The Department also requests that your office initiate coordination with the USFWS under the FWCA for the impact listed above. Please copy the Department on your correspondence with the USFWS related to FWCA Coordination. If you have any questions or need additional information, please contact Hannah Pruett (404) 631-1321 (hpruett@dot.ga.gov) or Sharilyn Meyers (404) 631-1594 (smeyers@dot.ga.gov).

Sincerely,

A handwritten signature in blue ink that reads "Eric Duff / sm".

Eric Duff
State Environmental Administrator

ED/SM/rf
Attachment

cc: Carlton Fisher, GDOT PM
Daryl Williams, GDOT ECB
Ryan Perry, GDOT NEPA

Lisa Westberry, GDOT Mitigation
Sophia Grant-Branklyn, EPD E&S Unit
Anna Yellin, WRD

Ecology Resource Survey and Assessment of Effects Report

September 2016

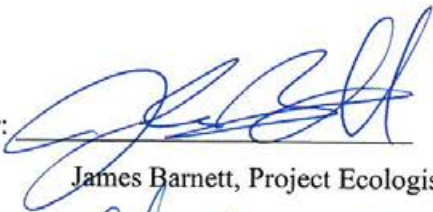
**PI No. 0009640, Fulton County
SR 9 Pedestrian Bridge Over the Chattahoochee River**

Prepared by:
Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway, Suite 200
Smyrna, GA 30080


Under Contract With:
Heath & Lineback Engineers, Inc.
2390 Canton Road
Marietta, GA 30066

For:
Georgia Department of Transportation
Office of Environmental Services
600 W. Peachtree Street, NW
Atlanta, GA 30308

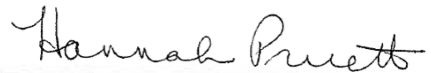
Report Author:


James Barnett, Project Ecologist

Consultant Reviewer:


Charlotte Estes, Senior Ecologist

GDOT Reviewer:





United States Department of the Interior

FISH AND WILDLIFE SERVICE
Georgia Ecological Services Field Office
355 East Hancock Avenue
Room 320
Athens, GA 30601
Phone: (706) 613-9493 Fax: (706) 613-6059



In Reply Refer To:
Consultation Code: 04EG1000-2020-SLI-2005
Event Code: 04EG1000-2020-E-03694
Project Name: SR 9 Pedestrian Bridge over Chattahoochee

April 20, 2020

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

This list identifies threatened, endangered, proposed and candidate species, as well as critical habitat, that may be affected by your proposed project. This list may change before your project is completed. Under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation.

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*). Projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html).

Wind energy projects should follow the wind energy guidelines <http://www.fws.gov/windenergy/> for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts of communication towers on migratory birds can be found under the "Bird Hazards" tab at: www.fws.gov/migratorybirds.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Georgia Ecological Services Field Office

355 East Hancock Avenue

Room 320

Athens, GA 30601

(706) 613-9493



MARK WILLIAMS
COMMISSIONER

RUSTY GARRISON
DIRECTOR

March 30, 2020

Rick Filer
Ecologists
Edwards-Pitman
2700 Cumberland Parkway
Suit 300
Atlanta, GA 30339

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near Pedestrian Bridge over Chattahoochee in Fulton County, GA.

Dear Rick Filer :

This is in response to your request of March 18, 2020. The following Georgia natural heritage database element occurrences (EOs) were selected for the current site using the local HUC10 watershed for elements whose range distribution is limited by aquatic systems and within 3 miles for all other EOs:

Pedestrian Bridge over Chattahoochee Point 1 (Site Center: -84.350373, 34.004485 , WGS84)

- GA *Cambarus howardi* (Chattahoochee Crayfish) 9.6 miles SW of site in Rottenwood Creek Huc 10 - 0313000111
- GA *Cambarus howardi* (Chattahoochee Crayfish) 4.8 miles E of site in Unnamed Perennial Streams in Huc 10 - 0313000109
- GA *Cambarus howardi* (Chattahoochee Crayfish) 4 miles S of site in Unnamed Creek Huc 10 - 0313000111
- GA *Cambarus howardi* (Chattahoochee Crayfish) 4.7 miles NE of site in Unnamed Tributary Huc 10 - 0313000110 Big Creek, Chattahoochee Upper North
- GA *Cambarus howardi* (Chattahoochee Crayfish) 14.3 miles NE of site in Unnamed Tributary to Big Creek Huc 10 - 0313000110
- GA *Cambarus howardi* (Chattahoochee Crayfish) 2.6 miles NE of site in Big Creek Huc 10 - 0313000110
- GA *Cambarus howardi* (Chattahoochee Crayfish) 18.9 miles NE of site in Unnamed Tributary to Cheatham Creek
- GA *Cambarus howardi* (Chattahoochee Crayfish) 18.5 miles NE of site in Kelley Mill Branch
- GA *Cambarus howardi* (Chattahoochee Crayfish) 6.3 miles SW of site in Sope Creek Huc 10 - 0313000111 Chattahoochee Upper North 1
- GA *Cambarus howardi* (Chattahoochee Crayfish) 20.7 miles E of site in Ivy Creek

WILDLIFE CONSERVATION SECTION

2065 U.S. HIGHWAY 278 S.E. | SOCIAL CIRCLE, GEORGIA 30025-4743
706.557.3213 | FAX 706.557.3033 | WWW.GEORGIAWILDLIFE.COM

GA *Cambarus howardi* (Chattahoochee Crayfish) in Chattahoochee River and Tributaries to the Chattahoochee River near the subject project

- GA *Cambarus howardi* (Chattahoochee Crayfish) 10.8 miles SW of site in Chattahoochee River
- GA *Cambarus howardi* (Chattahoochee Crayfish) [HISTORIC] 9.7 miles W of site in Sope Creek Huc - 10 0313000111
- GA *Cambarus howardi* (Chattahoochee Crayfish) 16.4 miles NE of site in Unnamed Tributary (Sawmill Branch) to Big Creek Huc 10 - 0313000110
- GA *Cambarus howardi* (Chattahoochee Crayfish) 10.9 miles SW of site in Little Nancy Creek Huc 10 - 0313000111 Chattahoochee River Upper North 1
- GA *Cambarus howardi* (Chattahoochee Crayfish) 9.7 miles SW of site in Poplar Creek Huc 10 - 0313000111

***Cyclonaias infucata* (Sculptured Pigtoe) [HISTORIC] in Chattahoochee River near the subject project**

- GA *Cyprinella callitaenia* (Bluestripe Shiner) [HISTORIC] <0.1 miles NE of site in Big (Vickery) Creek
- GA *Elliptio arctata* (Delicate Spike) [HISTORIC] 3.2 miles SW of site in Chattahoochee River Huc 10 - 0313000111

US *Hamiota subangulata* (Shinyrayed Pocketbook) [HISTORIC] in Chattahoochee River near the subject project

- Micropterus cataractae* (Shoal Bass) 15.1 miles NE of site in Chattahoochee River Huc 10 - 0313000109
- Micropterus cataractae* (Shoal Bass) 0.2 mile NW of site in Big/Vickery Creek Huc 10 - 0313000110
- Micropterus cataractae* (Shoal Bass) 13.2 miles E of site in Dick Creek
- Micropterus cataractae* (Shoal Bass) 3.1 miles SW of site in Chattahoochee River Huc 10 - 0313000111
- Micropterus cataractae* (Shoal Bass) 6.2 miles E of site in Chattahoochee River Huc 10 - 0313000109 Lower
- GA *Notropis hypsilepis* (Highscale Shiner) 4.7 miles NE of site in Unnamed Tributary to Big Creek Huc 10 - 0313000110
- GA *Notropis hypsilepis* (Highscale Shiner) <0.1 mile NE of site in Big Creek

- GA *Cypripedium acaule* (Pink Ladyslipper) 2.8 miles NE of site
- GA *Cypripedium acaule* (Pink Ladyslipper) 0.8 mile E of site
- Panax quinquefolius* (American Ginseng) 0.9 mile E of site
- Perimyotis subflavus* (Tri-colored Bat) 1.7 miles W of site
- Perimyotis subflavus* (Tri-colored Bat) 2.5 miles NE of site
- Perimyotis subflavus* (Tri-colored Bat) 2.6 miles S of site
- US *Rhus michauxii* (Dwarf Sumac) 2.3 miles SW of site
- US *Rhus michauxii* (Dwarf Sumac) [EXTIRPATED] 1.7 miles W of site
- US *Rhus michauxii* (Dwarf Sumac) [EXTIRPATED?] 2.9 miles W of site
- GA *Schisandra glabra* (Bay Star-vine) 2.9 miles SW of site
- GA *Schisandra glabra* (Bay Star-vine) 2.1 miles E of site
- GA *Schisandra glabra* (Bay Star-vine) 0.9 mile E of site
- GA *Schisandra glabra* (Bay Star-vine) 2.8 miles E of site
- GA *Symphyotrichum georgianum* (Georgia Aster) 1.6 miles W of site
- GA *Symphyotrichum georgianum* (Georgia Aster) 2.2 miles SW of site
- GA *Symphyotrichum georgianum* (Georgia Aster) 1.8 miles SE of site

[Conservation Lands] 2006001 1.4 miles W of site
 [Conservation Lands] 2006003 2.1 miles NE of site
Azalea Park on site
 Big Creek Park 2.5 miles NE of site
 Bulloch Hall 1.1 miles NW of site
 Chattahoochee Nature Center Mitigation 1.7 miles W of site
 Chattahoochee Nature Center 1.4 miles W of site
 Chattahoochee River Greenway 1 mile E of site
Chattahoochee River National Recreation Area (CRNRA) on site
 Crabapple Middle School 2.4 miles N of site
 Cultural Arts Center 1.1 miles N of site
 Don White Memorial Park 1 mile E of site
 East Roswell Recreation Center 2.9 miles E of site
 East Roswell Recreation Center/Cowert Property 2.8 miles E of site
 Foe Killer Creek Mitigation 2.7 miles NE of site
 Heart of Roswell Park 1.3 miles NW of site
 John Ripley Forbes Big Trees Forest Preserve 2.5 miles S of site
 Lakeview Park 1.1 miles NE of site
 Liberty Square 2.3 miles NE of site
 Morgan Falls 2.5 miles S of site
 Municipal Complex 1.1 miles N of site
 Northwoods Elementary 2.9 miles NE of site
 Old Mill Machine Shop 0.7 mile NW of site
 Old Mill Park 0.8 mile NW of site
 Old Mill Park 0.8 mile NW of site
 Riverside Park 0.1 mile E of site
 Roswell Area Park 2.2 miles N of site
 Roswell Cemetery 1.6 miles N of site
 Roswell North Elem School 2.3 miles NW of site
 Smith Plantation 1.3 miles N of site
 Terramont 2.5 miles E of site
 Town Square Park 0.9 mile NW of site
 Triangle War Memorial 1.3 miles NW of site
 Vickery Creek Founders Cemetery (CRNRA) 0.6 miles NW of site
 Waller Park Extension 0.8 mile N of site
 Waller Park Recreation Center 0.8 mile N of site
 Willeo Park 2 miles W of site
 Woodstock Soccer Complex 1.7 miles N of site
**Chattahoochee Upper North 1 (0313000111) [SWAP High Priority Watershed]
 on site**

Recommendations:

Federally listed species have been documented near the proposed project. To minimize potential impacts to federally listed species, we recommend consultation with the United States Fish and Wildlife Service. **For GDOT projects**, please refer to the Districts and Agency Contacts map available on the GDOT Ecology webpage to determine the appropriate contact. The contacts include: Carrie Straight at 706-208-7508 (Carrie_Straight@fws.gov), Eric Prowell at 706-208-7509 (Eric_Prowell@fws.gov), Peter Maholland at 706-208-7512



United States Department of the Interior

FISH AND WILDLIFE SERVICE
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In Reply Refer To:

March 18, 2020

Consultation Code: 04EG1000-2018-SLI-1321

Event Code: 04EG1000-2020-E-02997

Project Name: State Route 9 Pedestrian Bridge over the Chattahoochee River

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

This list identifies threatened, endangered, proposed and candidate species, as well as critical habitat, that may be affected by your proposed project. This list may change before your project is completed. Under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation.

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*). Projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html).

Wind energy projects should follow the wind energy guidelines <http://www.fws.gov/windenergy/> for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts of communication towers on migratory birds can be found under the "Bird Hazards" tab at: www.fws.gov/migratorybirds.

Attachment(s):

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Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Georgia Ecological Services Field Office

355 East Hancock Avenue

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Athens, GA 30601

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Georgia Ecological Services U.S. Fish & Wildlife Service
HUC 10 Watershed Report



0313000111

Sope Creek-Chattahoochee River

HUC 8 Watershed: Upper Chattahoochee

Counties:

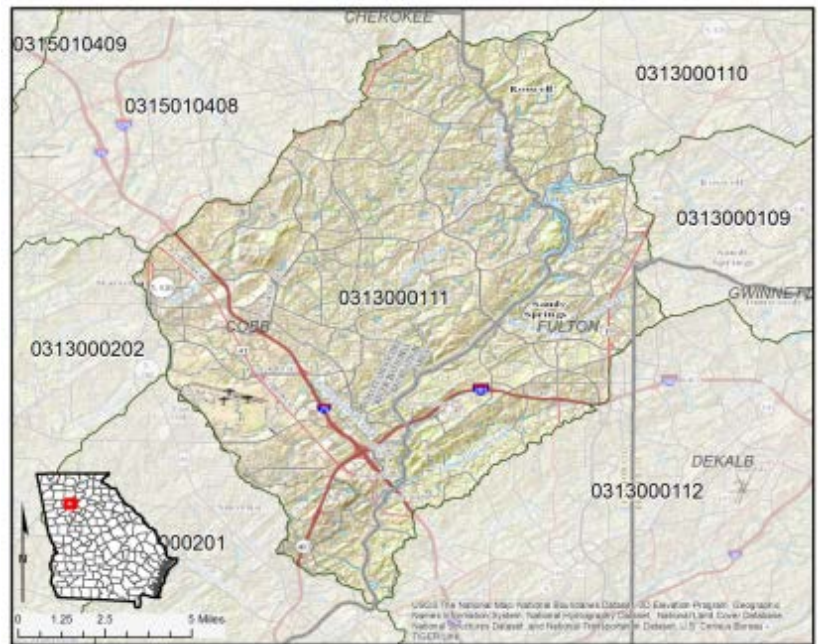
Cobb, Dekalb, Fulton

Major Waterbodies (in GA):

**Chattahoochee River, Sope Creek,
Rottenwood Creek, Long Island Creek,
Sewell Mill Creek, Willeo Creek, Morgan
Falls Reservoir**

Federal Listed Species:

**(historic, known occurrence, or likely to occur
in the watershed)**



E - Endangered, T - Threatened, C - Candidate, CCA - Candidate Conservation species, PE - Proposed Endangered, PT - Proposed Threatened, Pet - Petitioned, R - Rare, U - Uncommon, SC - Species of Concern.

Shinyrayed Pocketbook (*Hamiota subangulata*) US: E; GA: E

Historical Occurrence; Survey period: year round, when water temperatures are above 10° C and excluding when stage is increasing or above normal.

Monkeyface Orchid (*Platanthera integrilabia*) US: T; GA: T

Occurrence; Survey period: flowering 15 Jul - 31 Aug.

Dwarf (Michaux's) Sumac (*Rhus michauxii*) US: E; GA: E

Occurrence; Survey period: 1 Jun - 31 Oct.

Federal Candidate, Candidate Conservation, or Petitioned Species:

(likely or known to occur in the watershed)

Cave or close proximity to a cave (Caves)

Named cave; At least one cave or an area with 0.25 mi of a cave occurs in this watershed.

Delicate Spike (*Elliptio arctata*) US: Pet; GA: E

Occurrence; Survey period: year round, when water temperatures are above 10° C and excluding when stage is increasing or above normal.

Georgia Aster (*Symphotrichum georgianum*) US: CCA; GA: T

Occurrence; Survey period: flowering early Sep - early Nov. Use of a nearby reference site to more accurately determine local flowering period is recommended.

State Listed or Other At-risk Species:

Georgia Ecological Services U.S. Fish & Wildlife Service

HUC 10 Watershed Report



(likely or known to occur in the watershed)

Chattahoochee Crayfish (*Cambarus howardi*) GA: T

Occurrence; Please consult with GDNR for survey efforts.

Henslow's Sparrow (*Ammodramus henslowii*) GA: R

Occurrence; Please consult with GDNR for survey efforts.

Pink Ladyslipper (*Cypripedium acaule*) GA: U

Occurrence; Please consult with GDNR for survey efforts.

Mountain Witch-alder (*Fothergilla major*) GA: T

Occurrence; Please consult with GDNR for survey efforts.

Sweet Pinesap (*Monotropsis odorata*) GA: T

Occurrence; Please consult with GDNR for survey efforts.

Indian Olive (*Nestronia umbellula*) GA: R

Occurrence; Please consult with GDNR for survey efforts.

Bay Star-vine (*Schisandra glabra*) GA: T

Occurrence; Please consult with GDNR for survey efforts.

Any of the above species may occur in suitable habitat in this HUC 10 watershed. Survey dates are provided for reference only. Please coordinate with your lead federal agency, Georgia Department of Natural Resources, or USFWS to determine if surveys will help assess project impacts to species of concern.

Watershed Specific Concerns:

There are federally listed aquatic/wetland and terrestrial species that occur or could occur in this watershed. If the project contains suitable habitat for listed species, please contact your lead federal agency to determine the appropriate next step for those species to inform their NEPA and ESA decisions. Coordination with Georgia Department of Natural Resources may also be helpful in those decisions.

Bats/Caves: Please determine if your project will impact caves or cave-like habitats. Please coordinate with Georgia Department of Natural Resources if your project will impact these habitats. Our records indicate that there is at least one named cave or habitat within 0.25 mi of a cave in this watershed. This cave could represent hibernacula for non-federally listed bat species.

Monkeyface Orchid: This orchid occurs in seeps, springheads, seepy streambanks, or other swampy habitats. Many of the orchid species are highly sought after for ornamental or gardening purposes. Protecting locations of populations of Monkeyface Orchid is important to the recovery of this species. Avoidance of ditching, draining, or filling can help protect the hydrology of orchid habitats.

Dwarf Sumac: Dwarf Sumac commonly occurs on rocky ridges or river bluffs in open forest patches over mafic bedrock with high levels of calcium, magnesium, or iron. Flowering occurs from June through August and fruiting occurs from August through October. This species can be identified year-round, through its low-growing nature and hairy leaves and stems. If populations are found that are under threat of destruction, please contact our office to organize translocation efforts.

Georgia Ecological Services U.S. Fish & Wildlife Service

HUC 10 Watershed Report



Georgia Aster: There are occurrence records of candidate conservation species Georgia Aster in this watershed. Georgia Aster can be found in open forests or forest edges and right-of-ways. Use of prescribed fire or mowing in winter or early spring to create or maintain sunny openings, avoiding the use of herbicides, and avoiding clear-cutting and soil disturbance can help protect areas where this species occurs.

Priority Watershed: This watershed has been identified as a moderately significant high priority watershed for aquatic species. This indicates that the watershed contains important populations of high priority aquatic species or is an important watershed for aquatic organisms. For more information, please see the following fact sheet:

https://www.fws.gov/athens/transportation/pdfs/SWAP_Priority_Watershed_fact_sheet_2017.pdf

Species and Habitat Concerns

Bridges / Culverts / Structures: Bridges, culverts, and structures (barns, buildings, etc.) can be used by migratory bird species for nesting and roosting and by federally listed and sensitive bat species for roosting. To comply with the national programmatic agreement between FHWA, FRA, and FWS and to assess risk and potential impacts to species protected under the Endangered Species Act of 1973, as amended (16 U.S.C. § 1531 et seq.), or state protected bat species, inspections of all bridges, culverts, and structures will help determine if there is evidence of roosting bats. If an inspection is conducted, please fill out the "Georgia Bats in Bridges" datasheet and submit the data online to GA DNR (a website address is provided on the datasheet) and a scanned copy with any report to the lead federal agency. Please note that there is an updated version of the datasheet and new link to the website (<https://ee.kobotoolbox.org/x/#YVhJ>). Please follow any previous coordination with the Service and/or Georgia Department of Natural Resources related to activities impacting roosting bats or nesting migratory birds.

Erosion Control Netting: Monofilament or plastic mesh commonly used for slope stabilization can ensnare snakes and other wildlife, including listed species. The use of alternative natural fibers (e.g., coir, jute, or wood fiber) and moveable mesh strands can reduce impacts to wildlife.

Fish and Wildlife Coordination Act and additional Endangered Species Act Considerations

The Fish and Wildlife Coordination Act (FWCA) requires federal agencies to consider the effects of their water-related actions (that modify or control natural streams or waterbodies) on fish and wildlife resources. Many of the following recommendations are also specific to endangered or threatened aquatic species protected under the Endangered Species Act. The following may be applicable to proposed project actions.

Riparian Buffer, Streambank, and Stream Channel Protection

Minimize disturbance to stream banks and riparian areas during project work. Do not operate equipment in the stream channel or ford the channel during work. Service recommendations for riparian buffer protection are consistent with those of the Metropolitan North Georgia Water Planning District requiring maintenance of a 50 ft. undisturbed buffer and an additional 25 ft. impervious setback on all streams. Any staging areas, the storage of materials and equipment, borrow pits, or waste sites should not occur in buffer areas or other environmentally sensitive areas. Additionally, when impacts to streambanks and/or stream channel occur, the Service recommends a biotechnical approach to streambank and channel stabilization and restoration where feasible. The use of hard armoring of streambanks or channels should be minimized except where necessary for safety or the protection of structures or property.

Wetland Protection

Wetland losses diminish important wetland values including: the provision of habitat which wetland and terrestrial fauna need for reproduction and/or survival, the storage of storm and flood waters with resultant moderation of flow extremes to receiving waters, and the natural filtration processes that enhance water quality. Wetlands along riparian corridors can provide important connectivity for wildlife movement at the landscape-level. Bridge or culvert construction associated with wetland impacts can alter stream hydrology, degrade water quality, create fish passage barriers, and result in the loss of stream bottom habitat. Measures to avoid and reduce impacts to wetlands and wetland hydrology should be considered during project design.

Water Quality Protection

The Service recommends use of erosion control practices, post construction stormwater management, and other best management practices to protect water quality. The Service's recommendations can be found below.

Erosion and Sedimentation Sedimentation from construction sites is regulated through Georgia's Erosion and Sedimentation Act, which in most cases is administered by local jurisdictions that have been delegated enforcement authority. We recommend all projects ensure compliance with the Georgia Erosion and Sedimentation Act and

Georgia Ecological Services U.S. Fish & Wildlife Service
HUC 10 Watershed Report



0313000110 Big Creek

HUC 8 Watershed: Upper Chattahoochee

Counties:

Cherokee, Forsyth, Fulton

Major Waterbodies (in GA):

Big Creek, Foe Killer Creek, Cheatam Creek, Caney Creek

Federal Listed Species:

(historic, known occurrence, or likely to occur in the watershed)

E - Endangered, T - Threatened, C - Candidate, CCA - Candidate Conservation species, PE - Proposed Endangered, PT - Proposed Threatened, Pet - Petitioned, R - Rare, U - Uncommon, SC - Species of Concern.

Monkeyface Orchid (*Platanthera integrilabia*) US: T; GA: T

Potential Range (county); Survey period: flowering 15 Jul - 31 Aug.

Dwarf (Michaux's) Sumac (*Rhus michauxii*) US: E; GA: E

Potential Range (county); Please consult with GDNR for survey efforts.

Federal Candidate, Candidate Conservation, or Petitioned Species:

(likely or known to occur in the watershed)

Georgia Aster (*Symphyotrichum georgianum*) US: CCA; GA: T

Potential Range (county); Survey period: flowering early Sep - early Nov. Use of a nearby reference site to more accurately determine local flowering period is recommended.

State Listed or Other At-risk Species:

(likely or known to occur in the watershed)

Chattahoochee Crayfish (*Cambarus howardi*) GA: T

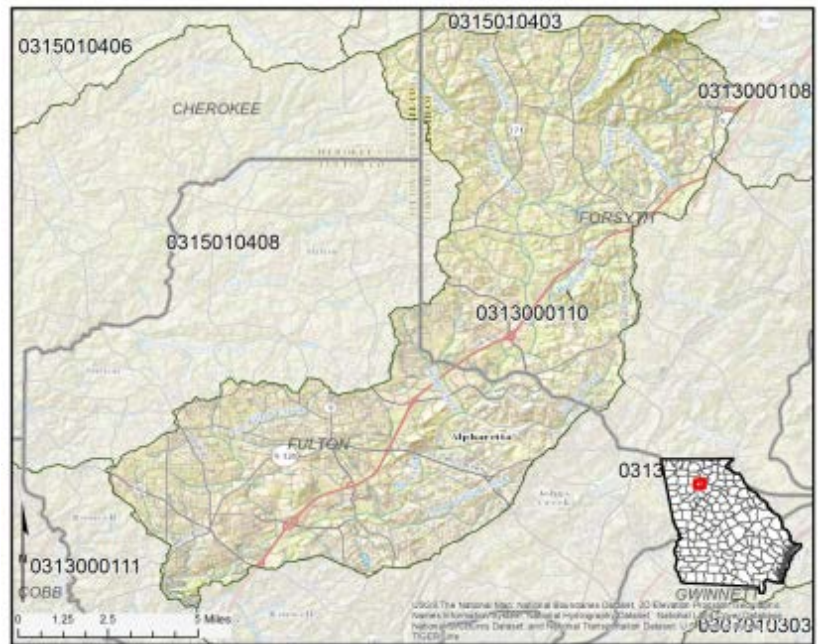
Occurrence; Please consult with GDNR for survey efforts.

Bluestripe Shiner (*Cyprinella callitaenia*) GA: R

Occurrence; Please consult with GDNR for survey efforts.

Highscale Shiner (*Notropis hypsilepis*) GA: R

Occurrence; Please consult with GDNR for survey efforts.



Georgia Ecological Services U.S. Fish & Wildlife Service

HUC 10 Watershed Report



Pink Ladyslipper (Cypripedium acaule) GA: U

Occurrence; Please consult with GDNR for survey efforts.

Barren Strawberry (Waldsteinia lobata) GA: R

Occurrence; Please consult with GDNR for survey efforts.

Any of the above species may occur in suitable habitat in this HUC 10 watershed. Survey dates are provided for reference only. Please coordinate with your lead federal agency, Georgia Department of Natural Resources, or USFWS to determine if surveys will help assess project impacts to species of concern.

Watershed Specific Concerns:

There are federally listed aquatic/wetland and terrestrial species that occur or could occur in this watershed. If the project contains suitable habitat for listed species, please contact your lead federal agency to determine the appropriate next step for those species to inform their NEPA and ESA decisions. Coordination with Georgia Department of Natural Resources may also be helpful in those decisions.

Monkeyface Orchid: This orchid occurs in seeps, springheads, seepy streambanks, or other swampy habitats. Many of the orchid species are highly sought after for ornamental or gardening purposes. Protecting locations of populations of Monkeyface Orchid is important to the recovery of this species. Avoidance of ditching, draining, or filling can help protect the hydrology of orchid habitats.

Dwarf Sumac: Dwarf Sumac commonly occurs on rocky ridges or river bluffs in open forest patches over mafic bedrock with high levels of calcium, magnesium, or iron. Flowering occurs from June through August and fruiting occurs from August through October. This species can be identified year-round, through its low-growing nature and hairy leaves and stems. If populations are found that are under threat of destruction, please contact our office to organize translocation efforts.

Georgia Aster: This watershed is within the range of candidate conservation species Georgia Aster. Georgia Aster can be found in open forests or forest edges and right-of-ways. Use of prescribed fire or mowing in winter or early spring to create or maintain sunny openings, avoiding the use of herbicides, and avoiding clear-cutting and soil disturbance can help protect areas where this species occurs.

Species and Habitat Concerns

Bridges / Culverts / Structures: Bridges, culverts, and structures (barns, buildings, etc.) can be used by migratory bird species for nesting and roosting and by federally listed and sensitive bat species for roosting. To comply with the national programmatic agreement between FHWA, FRA, and FWS and to assess risk and potential impacts to species protected under the Endangered Species Act of 1973, as amended (16 U.S.C. § 1531 et seq.), or state protected bat species, inspections of all bridges, culverts, and structures will help determine if there is evidence of roosting bats. If an inspection is conducted, please fill out the "Georgia Bats in Bridges" datasheet and submit the data online to GA DNR (a website address is provided on the datasheet) and a scanned copy with any report to the lead federal agency. Please note that there is an updated version of the datasheet and new link to the website (<https://ee.kobotoolbox.org/x/#YVhJ>). Please follow any previous coordination with the Service and/or Georgia Department of Natural Resources related to activities impacting roosting bats or nesting migratory birds.

Erosion Control Netting: Monofilament or plastic mesh commonly used for slope stabilization can ensnare snakes and other wildlife, including listed species. The use of alternative natural fibers (e.g., coir, jute, or wood fiber) and moveable mesh strands can reduce impacts to wildlife.

Fish and Wildlife Coordination Act and additional Endangered Species Act Considerations

The Fish and Wildlife Coordination Act (FWCA) requires federal agencies to consider the effects of their water-related actions (that modify or control natural streams or waterbodies) on fish and wildlife resources. Many of the following recommendations are also specific to endangered or threatened aquatic species protected under the Endangered Species Act. The following may be applicable to proposed project actions.

Georgia Ecological Services U.S. Fish & Wildlife Service

HUC 10 Watershed Report



0313000109

Suwanee Creek-Chattahoochee River

HUC 8 Watershed: Upper Chattahoochee

Counties:

Dekalb, Forsyth, Fulton, Gwinnett, Hall

Major Waterbodies (in GA):

Chattahoochee River, Suwanee Creek, Ivy Creek, Johns Creek, James Creek, Level Creek, Richland Creek, Berkeley Lake

Federal Listed Species:

(historic, known occurrence, or likely to occur in the watershed)



E - Endangered, T - Threatened, C - Candidate, CCA - Candidate Conservation species, PE - Proposed Endangered, PT - Proposed Threatened, Pet - Petitioned, R - Rare, U - Uncommon, SC - Species of Concern.

Shinyrayed Pocketbook (*Hamiota subangulata*) US: E; GA: E

Historical Occurrence; Survey period: year round, when water temperatures are above 10° C and excluding when stage is increasing or above normal.

Black Spored Quillwort (*Isoetes melanospora*) US: E; GA: E

Potential Range (geology); Please consult with GDNr for survey efforts.

Monkeyface Orchid (*Platanthera integrilabia*) US: T; GA: T

Potential Range (county); Survey period: flowering 15 Jul - 31 Aug.

Dwarf (Michaux's) Sumac (*Rhus michauxii*) US: E; GA: E

Potential Range (county); Survey period: 1 Jun - 31 Oct.

Federal Candidate, Candidate Conservation, or Petitioned Species:

(likely or known to occur in the watershed)

Georgia Aster (*Symphotrichum georgianum*) US: CCA; GA: T

Occurrence; Survey period: flowering early Sep - early Nov. Use of a nearby reference site to more accurately determine local flowering period is recommended.

State Listed or Other At-risk Species:

(likely or known to occur in the watershed)

Chattahoochee Crayfish (*Cambarus howardi*) GA: T

Occurrence; Please consult with GDNr for survey efforts.

Georgia Ecological Services U.S. Fish & Wildlife Service

HUC 10 Watershed Report



Pink Ladyslipper (*Cypripedium acaule*) GA: U

Occurrence; Please consult with GDNR for survey efforts.

Goldenseal (*Hydrastis canadensis*) GA: E

Occurrence; Please consult with GDNR for survey efforts.

Bay Star-vine (*Schisandra glabra*) GA: T

Occurrence; Please consult with GDNR for survey efforts.

Ozark Bunchflower (*Veratrum woodii*) GA: R

Occurrence; Please consult with GDNR for survey efforts.

Barren Strawberry (*Waldsteinia lobata*) GA: R

Occurrence; Please consult with GDNR for survey efforts.

Any of the above species may occur in suitable habitat in this HUC 10 watershed. Survey dates are provided for reference only. Please coordinate with your lead federal agency, Georgia Department of Natural Resources, or USFWS to determine if surveys will help assess project impacts to species of concern.

Watershed Specific Concerns:

There are federally listed aquatic/wetland and terrestrial species that occur or could occur in this watershed. If the project contains suitable habitat for listed species, please contact your lead federal agency to determine the appropriate next step for those species to inform their NEPA and ESA decisions. Coordination with Georgia Department of Natural Resources may also be helpful in those decisions.

Granite Outcrops: The geology in this watershed is favorable for granite outcrops harboring federally listed plants within this watershed. Listed granite outcrop species typically occur on exposed areas of granite or granitic-gneiss that have full sun exposure in the Piedmont physiographic province. All of these species occur in isolated "solution pits" (pools) that contain a thin layer of soil and will hold water in the spring when blooming and seeds are developed for Little Amphianthus and in the mid-summer storms for the spore-producing quillworts. During dry periods of the year, these pools will be completely dry with little to no plant life visible.

Monkeyface Orchid: This orchid occurs in seeps, springheads, seepy streambanks, or other swampy habitats. Many of the orchid species are highly sought after for ornamental or gardening purposes. Protecting locations of populations of Monkeyface Orchid is important to the recovery of this species. Avoidance of ditching, draining, or filling can help protect the hydrology of orchid habitats.

Dwarf Sumac: Dwarf Sumac commonly occurs on rocky ridges or river bluffs in open forest patches over mafic bedrock with high levels of calcium, magnesium, or iron. Flowering occurs from June through August and fruiting occurs from August through October. This species can be identified year-round, through its low-growing nature and hairy leaves and stems. If populations are found that are under threat of destruction, please contact our office to organize translocation efforts.

Georgia Aster: There are occurrence records of candidate conservation species Georgia Aster in this watershed. Georgia Aster can be found in open forests or forest edges and right-of-ways. Use of prescribed fire or mowing in winter or early spring to create or maintain sunny openings, avoiding the use of herbicides, and avoiding clear-cutting and soil disturbance can help protect areas where this species occurs.

Species and Habitat Concerns



MARK WILLIAMS
COMMISSIONER

DAN FORSTER
DIRECTOR

March 9, 2015

Lee Williams
Project 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 PI 0009640: Pedestrian and Bicycle Bridge, Fulton County, Georgia

Dear Lee Williams:

This is in response to your request of January 29, 2015. According to our records, within a three-mile radius of the project site, there are the following Natural Heritage Database occurrences:

- GA *Cambarus howardi* (Chattahoochee Crayfish) in the Chattahoochee River
- GA *Cyprinella callitaenia* (Bluestripe Shiner) [HISTORIC] less than 0.1 mi. NE of site in Big (Vickery) Creek
- GA *Cypripedium acaule* (Pink Ladyslipper) approx. 1.0 mi. E of site
- US *Hamiota subangulata* (Shinyrayed Pocketbook) [HISTORIC] less than 0.1 mi. S of site in the Chattahoochee River
- Micropterus cataractae* (Shoal Bass) approx. 0.5 mi. NW of site in Big/Vickery Creek
- GA *Notropis hypsilepis* (Highscale Shiner) less than 0.1 mi. NE of site in Big Creek
- Panax quinquefolius* (American Ginseng) approx. 1.0 mi. E of site
- Quadrula infucata* (Sculptured Pigtoe) [HISTORIC] 0.1 mi. S of site
- US *Rhus michauxii* (Dwarf Sumac) approx. 1.5 mi. W of site
- US *Rhus michauxii* (Dwarf Sumac) [EXTIRPATED?] approx. 3.0 mi. W of site
- GA *Schisandra glabra* (Bay Star-vine) approx. 2.5 mi. SE of site
- GA *Schisandra glabra* (Bay Star-vine) approx. 3.0 mi. E of site
- GA *Schisandra glabra* (Bay Star-vine) approx. 1.0 mi. E of site
- US *Symphytotrichum georgianum* (Georgia Aster) approx. 2.0 mi. W of site
- US *Symphytotrichum georgianum* (Georgia Aster) 2.5 mi. SW of site
- US *Symphytotrichum georgianum* (Georgia Aster) approx. 1.5 mi. W of site
- US *Symphytotrichum georgianum* (Georgia Aster) approx. 2.0 mi. SE of site
- BIG TREES NATURE PRESERVE [GDNR] approx. 3.0 mi. S of site
- CHATTAHOOCHEE RIVER GREENWAY [GDNR] approx. 1.0 mi. E of site

Chattahoochee River National Recreation Area [NPS] less than 0.1 mi. NE of site

* Entries above preceded by “US” indicates species with federal status in Georgia (Protected or Candidate). Species that are federally protected in Georgia are also state protected; “GA” indicates Georgia protected species.

Recommendations:

We have a record of a federally listed species, *Hamiota subangulata* (Shinyrayed Pocketbook) [HISTORIC] and an aquatic species of concern *Quadrula infucata* (Sculptured Pigtoe) [HISTORIC] on site in the Chattahoochee River. We also have a record of a federally listed species, *Rhus michauxii* (Dwarf Sumac) and several state listed species within three miles of the proposed project. The Endangered Species Act states that taking or harming of a listed species is prohibited. We recommend all requestors with projects located near federally protected species consult with the United States Fish and Wildlife Service. In southwest Georgia, please contact John Doresky (706-544-6999 or John_Doresky@fws.gov).

We have the following recommendations for the applicant to consider. Please minimize disturbance to stream banks, wetlands, and riparian zones during bridge rehabilitation. Conduct activities from a stable stream bank or reinforced platform that does not cause degradation or destabilization of stream banks. Prohibit operation of equipment in the channel or use of the channel as a ford. 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 stream during or after construction. No uncured concrete or water used to facilitate curing should be discharged directly into the stream; curing water should be pumped into filter bags (i.e., "dirt bags") or detention basins before coffer dams or other diversion structures are dismantled. These measures will help protect water quality in the vicinity of the bridge crossings as well as downstream.

Before any bridge work is initiated, please survey the bridge for roosting birds and bats. If any are present, please delay bridge work until the birds and/or bats are no longer using the site.

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,



Anna Yellin
Environmental Review Coordinator

Data Available on the Nongame Conservation Section Website

- Georgia protected plant and animal profiles are available on our website. These accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. Visit <http://www.georgiawildlife.com/node/2721>.
- Rare species and natural community information can be viewed 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>.
- Downloadable files of rare species and natural community data by quarter quad and county are also available. They can be downloaded from: <http://www.georgiawildlife.com/node/1370>.

Lee Williams

From: Straight, Carrie <carrie_straight@fws.gov>
Sent: Tuesday, February 17, 2015 3:56 PM
To: Lee Williams
Cc: Anna Yellin; J. Ryan Cook
Subject: Re: FW: Request for protected species occurrences, Fulton County, PI# 0009640

Lee,

I received your request for information for the pedestrian bridge at State Route 9 bridge over the Chattahoochee River project (PI 0009640), Fulton County, Georgia dated 29 January 2015.

The project is in the Upper Chattahoochee HUC 8 watershed and within the predicted range of endangered Dwarf Sumac (*Rhus michauxii*). If the project will extend beyond the existing managed right of way, please assess habitat for the potential of Dwarf Sumac. If appropriate habitat occurs in the project area for Dwarf Sumac, surveys should be conducted during flowering (June through August) or fruiting (August through October).

Since the original consultation, Northern Long-eared Bat (*Myotis septentrionalis*) has been removed from the predicted range of this project. If any habitat assessment or surveys have already been conducted, please include this information in the ecology report as additional information.

If the project will require the relocation of utility lines or any other service lines, please include the impacts (direct and indirect) on the above species from these additional activities.

If the construction activities will impact the existing bridge structure, please complete inspections of the bridge to determine if there is evidence of migratory bird species using the structure for nesting and to determine if the bridge is being utilized as a roost by bats. Survey bridge joints and crevices between the inclusive dates of May 15-August 15, please include indications of bat presence (guano and staining) even if bats are not present at the time of the survey.

The aquatic species currently listed in IPaC for Fulton County include endangered Gulf Moccasinshell (*Medionidus penicillatus*), endangered Oval Pigtoe (*Pleurobema pyriforme*), threatened Purple Bankclimber (*Elliptoideus sloatianus*), and endangered Shinyrayed Pocketbook (*Hamiota subangulata*), and threatened Cherokee Darter (*Etheostoma scotti*). Cherokee Darters are Etowah River watershed endemics and would not be expected in the project area. The project area is also outside of the range for the listed mussel species, since they have been extirpated from this section of the Chattahoochee River basin and have not been observed in more than 30 years.

Thank you for the opportunity to provide comments.

Carrie

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Carrie A. Straight, PhD

Fish and Wildlife Biologist
U.S. Fish & Wildlife Service
Georgia Ecological Services
105 Westpark Drive, Suite D
Athens, GA 30606

706.613.9493 x226
Fax 706.613.6059

On Thu, Jan 29, 2015 at 10:19 AM, Lee Williams <lwilliams@edwards-pitman.com> wrote:

Carrie and Anna,

I sent this request about 3 years ago and would like to request any updates to protected species occurrences within a 3-mile radius of the project. If you need any additional info, please let me know.

Thanks,

Lee W.

Lee Williams, Senior Ecologist

 Edwards-Pitman Environmental, Inc.

770.333.9484 (Atlanta, GA) | 803.764.6883 (Columbia, SC)



MARK WILLIAMS
COMMISSIONER

DAN FORSTER
DIRECTOR

August 11, 2012

Lee Williams
Project 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 Pedestrian and Bicycle Bridge over the Chattahoochee River, Fulton County, Georgia

Dear Lee Williams:

This is in response to your request of June 28, 2012. According to our records, within a three-mile radius of the project site there are the following Natural Heritage Database occurrences:

GA *Cambarus howardi* (Chattahoochee Crayfish) [HISTORIC?] in the Chattahoochee River
GA *Cyprinella callitaenia* (Bluestripe Shiner) [HISTORIC] 0.1 mi. NE of site in Big Creek
GA *Cypripedium acaule* (Pink Ladyslipper) approx. 1.0 mi. E of site
US *Hamiota subangulata* (Shinyrayed Pocketbook) [HISTORIC] on site in the
Chattahoochee River
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Panax quinquefolius (American Ginseng) approx. 1.0 mi. E of site
Quadrula infucata (Sculptured Pigtoe) [HISTORIC] on site in the Chattahoochee River
US *Rhus michauxii* (Dwarf Sumac) approx. 1.5 mi. W of site
GA *Schisandra glabra* (Bay Star-vine) approx. 3.0 mi. E of site
GA *Schisandra glabra* (Bay Star-vine) approx. 1.0 mi. E of site
Big Trees Nature Preserve [GA DNR] approx. 2.5 mi. S of site
Chattahoochee River Greenway [GA DNR] approx. 1.0 mi. E of site
Chattahoochee River National Recreation Area [National Park Service] on site

* Entries above preceded by "US" indicates species with federal status (Protected, Candidate or Partial Status). Species that are federally protected in Georgia are also state protected; "GA" indicates Georgia protected species.

Recommendations:

We have a record of a federally listed species, *Hamiota subangulata* (Shinyrayed Pocketbook) [HISTORIC] and an aquatic species of concern *Quadrula infucata* (Sculptured Pigtoe) [HISTORIC] on site in the Chattahoochee River. We also have a record of a federally listed species, *Rhus michauxii* (Dwarf Sumac) and several state listed species within three miles of the proposed project. The Endangered Species Act states that taking or harming of a listed species is prohibited. We recommend all requestors with projects located near federally protected species consult with the United States Fish and Wildlife Service. For southeast Georgia, please contact Strant Colwell (912-265-9336, ext.30 or Strant_Colwell@fws.gov). In southwest Georgia, please contact John Doesky (706-544-6999 or John_Doesky@fws.gov). In north Georgia, please contact Robin Goodloe (706-613-9493, ext.221 or Robin_Goodloe@fws.gov).

We have the following recommendations for the applicant to consider. Please minimize disturbance to stream banks, wetlands, and riparian zones during bridge rehabilitation. Conduct activities from a stable stream bank or reinforced platform that does not cause degradation or destabilization of stream banks. Prohibit operation of equipment in the channel or use of the channel as a ford. 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 stream during or after construction. No uncured concrete or water used to facilitate curing should be discharged directly into the stream; curing water should be pumped into filter bags (i.e., "dirt bags") or detention basins before coffer dams or other diversion structures are dismantled. These measures will help protect water quality in the vicinity of the bridge crossings as well as downstream.

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Sincerely,



Katrina Morris
Environmental Review Coordinator

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Lee Williams

From: Straight, Carrie <carrie_straight@fws.gov>
Sent: Tuesday, February 17, 2015 3:56 PM
To: Lee Williams
Cc: Anna Yellin; J. Ryan Cook
Subject: Re: FW: Request for protected species occurrences, Fulton County, PI# 0009640

Lee,

I received your request for information for the pedestrian bridge at State Route 9 bridge over the Chattahoochee River project (PI 0009640), Fulton County, Georgia dated 29 January 2015.

The project is in the Upper Chattahoochee HUC 8 watershed and within the predicted range of endangered Dwarf Sumac (*Rhus michauxii*). If the project will extend beyond the existing managed right of way, please assess habitat for the potential of Dwarf Sumac. If appropriate habitat occurs in the project area for Dwarf Sumac, surveys should be conducted during flowering (June through August) or fruiting (August through October).

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Thank you for the opportunity to provide comments.

Carrie

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Carrie A. Straight, PhD

Fish and Wildlife Biologist
U.S. Fish & Wildlife Service
Georgia Ecological Services
105 Westpark Drive, Suite D
Athens, GA 30606

706.613.9493 x226
Fax 706.613.6059

On Thu, Jan 29, 2015 at 10:19 AM, Lee Williams <lwilliams@edwards-pitman.com> wrote:

Carrie and Anna,

I sent this request about 3 years ago and would like to request any updates to protected species occurrences within a 3-mile radius of the project. If you need any additional info, please let me know.

Thanks,

Lee W.

Lee Williams, Senior Ecologist

 Edwards-Pitman Environmental, Inc.

770.333.9484 (Atlanta, GA) | 803.764.6883 (Columbia, SC)

Lee Williams

From: Pete_Pattavina@fws.gov
Sent: Thursday, August 23, 2012 2:35 PM
To: Lee Williams
Cc: Josh Earhart
Subject: Re: Request for protected species occurrences, Fulton County, PI# 0009640

Lee,

Your project lies within the potential range of the federally-threatened Michaux's sumac. There is a historic record of the species from approximately 3.5 miles to northwest of the coordinates you provided. You are also within the potential range of the Georgia aster, a candidate for Federal protection under the Endangered Species Act. The nearest record of Georgia aster is approximately 5.2 miles to the east of the coordinates that you provided.

Pete Pattavina
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
105 West Park Drive, Suite D
Athens, GA 30606
706-613-9493, ext. 236
(fax) 706-613-6059

"Lee Williams" <lwilliams@edwards-pitman.com>

06/28/2012 03:34 PM

To "Pete Pattavina" <Pete_Pattavina@fws.gov>, "Katrina Morris"
<Katrina.Morris@dnr.state.ga.us>
cc <jeahart@edwards-pitman.com>

Subject Request for protected species occurrences, Fulton County, PI# 0009640

Katrina and Pete,

On behalf of GDOT, we are requesting known protected species occurrences within a 3-mile radius of the proposed project. The project (PI# 0009640) would construct a pedestrian and bicycle bridge parallel to the existing SR 9 roadway bridge over the Chattahoochee River in Fulton County, GA. The total project length is approximately 0.2 miles in length. The project is located within the USGS Roswell, GA (SW) quarter quad and the approximate latitude and longitude for the proposed project is 34.004325, -84.350516. I have also attached a project vicinity map and survey area map for your reference.

Thanks,

Lee W.

Lee Williams, Ecologist
Edwards-Pitman Environmental, Inc.
1250 Winchester Pkwy, Suite 200
Smyrna, GA 30080
Ph: 770-333-9484
Fax: 770-333-8277

Lee Williams

From: Allyson_Read@nps.gov
Sent: Tuesday, September 25, 2012 3:56 PM
To: Lee Williams
Cc: Paula_Capece@nps.gov
Subject: Re: Protected species - SR 9 Pedestrian Bridge over Chattahoochee
Attachments: GADNR Response Letter.pdf; USFWS Response Letter.pdf; pic06741.jpg

Hello Lee,

I apologize that it's taken me awhile to address your request.

The only protected species that I would be concerned with finding in the area of the proposed pedestrian bridge is *Schisandra glabra*. We have done a lot of work around the Ivy Mill site and have not found it there, but I have not looked for it along the banks of the river between the boardwalk and the river or along the side of Roswell Road.

We do have historic records of shinyrayed mussel in the river at the Roswell Road Bridge.

Other than those two, I do not have any knowledge of other protected species in the area that would be impacted by the pedestrian bridge construction.

Let me know if you have any further questions.

-Allyson

Allyson Read
Biologist
Chattahoochee River National Recreation Area
1978 Island Ford Pkwy
Sandy Springs, GA 30350
(678)538-1326
(770)399-8087 - fax

"Lee Williams"
<lwilliams@edward
s-pitman.com> To
"Allyson Read"
09/19/2012 03:50 <allyson_read@nps.gov>
PM cc

Subject
Protected species - SR 9 Pedestrian
Bridge over Chattahoochee

Hey Allyson,

I am working on the Ecology Assessment for the new State Route 9 pedestrian bridge over the Chattahoochee and was wondering if you would mind helping me out a little. The word on the street is that you are a great source of info that I should take advantage of. I am curious if you know of any protected species occurrences within the vicinity of the bridge that we should identify and pay close attention to in order to avoid being affected by the project. I have attached the info that USFWS and GADNR provided me and these species will be addressed in the Ecology Assessment. Any information that you could provide would be greatly appreciated.

Thanks,

Lee W.

Lee Williams, Ecologist
Edwards-Pitman Environmental, Inc.
1250 Winchester Pkwy, Suite 200
Smyrna, GA 30080
Ph: 770-333-9484
Fax: 770-333-8277

(See attached file: GADNR Response Letter.pdf)(See attached file: USFWS Response Letter.pdf)(Embedded image moved to file: pic06741.jpg)

Description: Description: EPEI Logo

Lee Williams

From: Pete_Pattavina@fws.gov
Sent: Thursday, August 23, 2012 2:35 PM
To: Lee Williams
Cc: Josh Earhart
Subject: Re: Request for protected species occurrences, Fulton County, PI# 0009640

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Pete Pattavina
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
105 West Park Drive, Suite D
Athens, GA 30606
706-613-9493, ext. 236
(fax) 706-613-6059

"Lee Williams" <lwilliams@edwards-pitman.com>

06/28/2012 03:34 PM

To "Pete Pattavina" <Pete_Pattavina@fws.gov>, "Katrina Morris" <Katrina.Morris@dnr.state.ga.us>
cc <jeahart@edwards-pitman.com>

Subject Request for protected species occurrences, Fulton County, PI# 0009640

Katrina and Pete,

On behalf of GDOT, we are requesting known protected species occurrences within a 3-mile radius of the proposed project. The project (PI# 0009640) would construct a pedestrian and bicycle bridge parallel to the existing SR 9 roadway bridge over the Chattahoochee River in Fulton County, GA. The total project length is approximately 0.2 miles in length. The project is located within the USGS Roswell, GA (SW) quarter quad and the approximate latitude and longitude for the proposed project is 34.004325, -84.350516. I have also attached a project vicinity map and survey area map for your reference.

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Lee W.

Lee Williams, Ecologist
Edwards-Pitman Environmental, Inc.
1250 Winchester Pkwy, Suite 200
Smyrna, GA 30080
Ph: 770-333-9484
Fax: 770-333-8277

[attachment "Figure 1 - Project Vincinty.pdf" deleted by Pete Pattavina/R4/FWS/DOI] [attachment "Figure 2 - Survey Area.pdf" deleted by Pete
Pattavina/R4/FWS/DOI]





MARK WILLIAMS
COMMISSIONER

DAN FORSTER
DIRECTOR

August 11, 2012

Lee Williams
Project 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 Pedestrian and Bicycle Bridge over the Chattahoochee River, Fulton County, Georgia

Dear Lee Williams:

This is in response to your request of June 28, 2012. According to our records, within a three-mile radius of the project site there are the following Natural Heritage Database occurrences:

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US *Hamiota subangulata* (Shinyrayed Pocketbook) [HISTORIC] on site in the
Chattahoochee River
GA *Notropis hypsilepis* (Highscale Shiner) 0.1 mi. NE of site in Big Creek
GA *Notropis hypsilepis* (Highscale Shiner) approx. 1.0 mi. N of site in Big Creek
Panax quinquefolius (American Ginseng) approx. 1.0 mi. E of site
Quadrula infucata (Sculptured Pigtoe) [HISTORIC] on site in the Chattahoochee River
US *Rhus michauxii* (Dwarf Sumac) approx. 1.5 mi. W of site
GA *Schisandra glabra* (Bay Star-vine) approx. 3.0 mi. E of site
GA *Schisandra glabra* (Bay Star-vine) approx. 1.0 mi. E of site
Big Trees Nature Preserve [GA DNR] approx. 2.5 mi. S of site
Chattahoochee River Greenway [GA DNR] approx. 1.0 mi. E of site
Chattahoochee River National Recreation Area [National Park Service] on site

* Entries above preceded by "US" indicates species with federal status (Protected, Candidate or Partial Status). Species that are federally protected in Georgia are also state protected; "GA" indicates Georgia protected species.

Recommendations:

We have a record of a federally listed species, *Hamiota subangulata* (Shinyrayed Pocketbook) [HISTORIC] and an aquatic species of concern *Quadrula infucata* (Sculptured Pigtoe) [HISTORIC] on site in the Chattahoochee River. We also have a record of a federally listed species, *Rhus michauxii* (Dwarf Sumac) and several state listed species within three miles of the proposed project. The Endangered Species Act states that taking or harming of a listed species is prohibited. We recommend all requestors with projects located near federally protected species consult with the United States Fish and Wildlife Service. For southeast Georgia, please contact Strant Colwell (912-265-9336, ext.30 or Strant_Colwell@fws.gov). In southwest Georgia, please contact John Doresky (706-544-6999 or John_Doresky@fws.gov). In north Georgia, please contact Robin Goodloe (706-613-9493, ext.221 or Robin_Goodloe@fws.gov).

We have the following recommendations for the applicant to consider. Please minimize disturbance to stream banks, wetlands, and riparian zones during bridge rehabilitation. Conduct activities from a stable stream bank or reinforced platform that does not cause degradation or destabilization of stream banks. Prohibit operation of equipment in the channel or use of the channel as a ford. 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 stream during or after construction. No uncured concrete or water used to facilitate curing should be discharged directly into the stream; curing water should be pumped into filter bags (i.e., "dirt bags") or detention basins before coffer dams or other diversion structures are dismantled. These measures will help protect water quality in the vicinity of the bridge crossings as well as downstream.

Before any bridge work is completed, please survey the bridge for roosting birds and bats. If any are present, please delay bridge work until the birds and/or bats are no longer using the site.

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,

A handwritten signature in cursive script that reads "Katrina Morris".

Katrina Morris
Environmental Review Coordinator

Data Available on the Nongame Conservation Section Website

- Georgia protected plant and animal profiles are available on our website. These accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. Visit <http://www.georgiawildlife.com/node/2721>.
- Rare species and natural community information can be viewed 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>.
- Downloadable files of rare species and natural community data by quarter quad and county are also available. They can be downloaded from: <http://www.georgiawildlife.com/node/1370>.

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

April 20, 2020

Eric Duff
State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street NW, 16th Floor
Atlanta, Georgia 30308
Attn: Terri Lotti, History Team Leader

**RE: PI 0009640: Construct Pedestrian/Bike Bridge, SR 9/Roswell Road over
Chattahoochee River
Fulton County, Georgia
HP-120711-001**

Dear Mr. Duff:

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

Based on the information provided in the Assessment of Effects Addendum report prepared by Edwards-Pitman Environmental, Inc. and dated December 16, 2019, it appears to HPD that the boundary of the National Register of Historic Places (NRHP)-eligible expanded NRHP-listed Roswell Historic District is incorrectly depicted on the Plan Sheet provided and that project activities are occurring within the resource boundary. As such, it is HPD's opinion that the proposed project will have **no adverse effect** on the NRHP-eligible expanded NRHP-listed district, as defined in 36 CFR Part 800.5(d)(1), due to the minor physical impact to the district as a whole and the distance between the district's contributing features and construction-related activities.

Please refer to project number **HP-120711-001** in any future correspondence regarding this project. If we may be of further assistance, please contact Whitney Rooks, Environmental Review Historian, at (770) 389-7855 or Whitney.rooks@dnr.ga.gov.

Sincerely,



Jennifer Dixon, MHP, LEED Green Associate
Program Manager
Environmental Review & Preservation Planning

JAD/wmr

cc: Moises Marrero, P.E., FHWA, (Attn: Jennifer Giersch)
Holly Vine, Atlanta Regional Commission
Dennis Cheek, GDOT

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

DNR Historic
Preservation Div

2013 DEC -6 PM 2: 42

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #0009640

OFFICE Environmental Services

DATE December 3, 2013

FROM Matthew Kear

TO Files

SUBJECT GDOT Project P.I. #0009640, Fulton County: *HP-120711-001*
No Historic Properties Affected Report.

Attached is the No Historic Properties Affected report completed by Martha Teall of Edwards-Pitman Environmental, Inc. for the subject project. The Department has reviewed and concurs with the determinations in this report. This finding fulfills the Department's responsibilities under Section 106 of the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments for historic districts, buildings, structures or objects. A report which fulfills the Department's responsibilities under Section 106 for archaeological sites will be submitted separately.

MRK/

cc: Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Jennifer Giersch)

David Crass, Deputy SHPO, w/attachment
Atlanta Regional Commission, w/attachment

CONCUR:  DATE: 12.18.13
for David Crass, Deputy SHPO

cc: Anthony Tate, GDOT NEPA, w/attachment
Kimberly Nesbitt, GDOT Project Manager, w/attachment
Martha Teall, Edwards-Pitman Environmental, Inc.

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

DNR Historic
Preservation Div

2013 MAY -7 PM 3:07

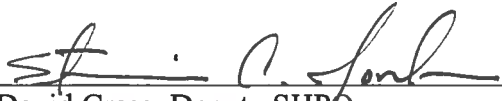
INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #0009640 **OFFICE** Environmental Services
DATE May 2, 2013
FROM Matthew Kear
TO Files
SUBJECT GDOT Project SR 9/Chattahoochee River Bridge Pedestrian & Bicycle
Improvements, Fulton County, P.I. #0009640:
Historic Resources Survey Report.

Attached is the Historic Resources Survey Report completed by Martha Teall of Edwards-Pitman Environmental, Inc. for the subject project. This document describes the Department's efforts to identify historic properties located within the proposed project's area of potential effects and the evaluation of all identified properties through the application of the Criteria of Eligibility to determine eligibility for inclusion in the National Register of Historic Places. The Department has reviewed and concurs with the determinations in this report.

MRK/

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

CONCUR:  DATE: 5.15.13
for David Crass, Deputy SHPO

cc: Carla Benton-Hooks, GDOT NEPA, w/attachment
Charner Rodgers-Register, GDOT Project Manager, w/attachment
Martha Teall, Edwards-Pitman Environmental, Inc.



NOTIFICATION

Initiation of Section 106 Process for

GDOT Project State Route 9/Chattahoochee River Bridge Pedestrian and Bicycle

Improvements, Fulton County

P.I. No. 0009640

July 9, 2012

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

The proposed project would construct a 12-foot wide, 625-foot long pedestrian and bicycle bridge over the Chattahoochee River parallel to State Route (SR) 9 (see attached Figure 1). Approaches to the bridge would be 12-foot wide multi-use trails with 2-foot wide shoulders connecting to the SR 9/Azalea Drive/Riverside Road intersection on the north side of the river and the intersection of Roberts Drive and SR 9 on the south side of the river. Total project length is 0.20 mile. Potential required ROW is undetermined at this time.

Because of the nature and scope of the undertaking, the APE is limited to the proposed ROW and viewshed of the proposed project, within which all construction and ground disturbing activity would be confined (refer to Figure 1). No potential for indirect effects outside of the proposed ROW and viewshed of the proposed project exists.

Section 106 of the National Historic Preservation Act requires the Federal Highway Administration and the Department, 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 this project.

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

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

Attn: Lisa Crawford

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification number P.I. No. 0009640 in your response. The potential consulting parties identified and invited to participate in the Section 106 process for this project are the National Parks Service (NPS), the Atlanta Regional Commission, Georgia SHPO, Roswell Historical Society, Sandy Springs Historic Preservation Society, and the Fulton County Board of Commissions. 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, 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) Nation 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.

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 are located within the proposed project's APE. No properties 50 years old or older were identified within the proposed project's APE in the 1995 Department of Natural Resources Fulton County Survey.

The proposed project 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 Georgia SHPO 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 project.

Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed project will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Lisa Crawford (770-333-9484 or lcrawford@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 Mark Holmberg mholmberg@heath-lineback.com or 770-424-1668 of Heath & Lineback Engineers.



United States Department of the Interior



IN REPLY REFER TO:
1.A.2. (SERO-PC)

NATIONAL PARK SERVICE
Southeast Regional Office
Atlanta Federal Center
1924 Building
100 Alabama St., SW.
Atlanta, Georgia 30303

NOV 09 2018

Mr. Moises Marrero
Division Administrator
Federal Highway Administration
61 Forsyth Street, SW
Suite 17T100
Atlanta, Georgia 30303

Dear Mr. Marrero:

The National Park Service (NPS), Southeast Regional Office (SERO) has reviewed the proposed State Route (SR) 9 improvements and the construction of a new 12-foot wide pedestrian bridge on the east side of the existing SR 9 vehicular bridge over the Chattahoochee River, Cobb County, Georgia. The NPS SERO offers the following comments for your consideration:

General Comments

We welcome this opportunity to cooperate with the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), and the City of Roswell in evaluating the proposed SR 9 improvements (GDOT PI No. 721010), the proposed pedestrian bridge on the east side of the existing SR 9 vehicular bridge over the Chattahoochee River GDOT PI NO. 0009640, and the proposed City of Roswell commitments in support of these GDOT projects. The proposed roadway and trail improvements will improve the aesthetics, operational characteristics, and safety aspects of the surrounding area.

Section 4(f) Comments

The proposed projects would require converting approximately 2.59 acres of the property within the boundaries of the Chattahoochee River National Recreation Area (CHAT) to roadway improvements. Through subsequent correspondence between the NPS, GDOT, and the City of Roswell, mitigation requirements and commitments have been identified. We have also received assurances that these projects will comply with the National Environmental Policy Act, Section 106 of the National Historic Preservation Act, Section 7 under the Endangered Species Act, Section 176(c) of the Clean Air Act, and Section 4(f) of the Department of Transportation Act.

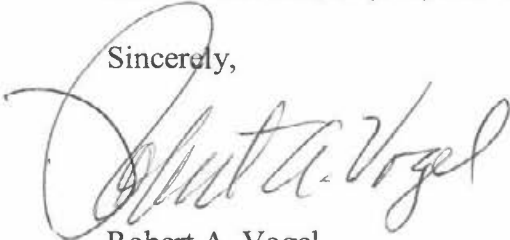
Summary Comments

The NPS has no objection to the approval of GDOT PI Nos. 721010 and 0009640, contingent on the subsequent full execution of the commitments as identified in the enclosed GDOT and City of Roswell commitment letters.

As a result, the NPS concurs that this project meets the impact criteria and associated determination requirements for a Section 4(f) de minimis finding in accordance with the Safe, Accountable, Flexible, Efficient, Transportation Equity Act as the proposed transportation use of the Section 4(f) resource, including consideration of impact avoidance, minimization, and mitigation or enhancement measures; does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

The NPS has a continuing interest in working with the FHWA, GDOT, and the City of Roswell to ensure that project impacts to resources of concern to NPS are adequately addressed. For continued consultation and coordination with the issues concerning the subject Section 4(f) resources, please contact William Cox, Superintendent, Chattahoochee River National Recreation Area, at (678) 538-1211.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert A. Vogel", is written over the word "Sincerely,".

Robert A. Vogel
Regional Director

Enclosures (3)

GDOT PI No. 721010 Section 4(f) Commitment Letter dated August 8, 2018
GDOT PI No. 0009640 Section 4(f) Commitment Letter dated August 8, 2018
City of Roswell Section 4(f) Commitment Letter dated October, 12, 2018

cc:

GDOT - Eric Duff
City of Roswell - Mayor Lori Henry



**Coordination Meeting with NPS/GDOT/Roswell
Commitment Letter/Concurrence Letter
(Teleconference)**

SR 9 Reversible Lane Removal (Historic Gateway) – PI 721010
/Chattahoochee Pedestrian Bridge – PI 0009640/ City's SR9 Mitigation project
July 8, 2016

Attendees:

Michelle Hirose – City of Roswell	Steven Wright – NPS
Rick O'Hara - GDOT	Ryan Perry - GDOT
Drew Pitman - PB (721010)	

Commitment Letter/Concurrence Letter

- All 3 projects (721010, 0009640, City's SR9 Mitigation project) will provide a commitment letter to NPS detailing mitigation for impacts to the NPS land. NPS will respond with 3 separate concurrence letters.
 - The commitment letter will be addressed to the Regional Director. **(ACTION ITEM: Steven Wright will provide the contact information for the Regional Director)**
 - PI 0009640 will not require a Hwy Deed Easement but will require mitigation for wetland impacts that will be addressed during the construction of PI 0009640. The 2 GDOT projects can run independently of each other and the City's SR9 Mitigation project. The mitigation plans will be detailed in the SOF and approved by NPS prior to construction.
 - The City's SR9 Mitigation project EA will address each of the 3 projects and will require a NPS FONSI.
- A SOF will be prepared by the City's consultant and will address the 3 projects. The SOF includes a wetland mitigation plan for each project. Each project will address the wetland mitigation plan during construction of the individual projects.
- Steven Wright confirmed that the NPS concurrence letters will be provided to GDOT and the City prior to the City's SR9 Mitigation EA (addressing all 3 projects) FONSI. NPS's response concurrence letters will contain "contingent upon..." language. These letters will be addressed to FHWA for the 2 GDOT projects (PI 721010 & PI 0009640) and to the Mayor of Roswell for the City's SR9 Mitigation project. NPS will copy the appropriate people on the concurrence letters.
- OES has reviewed the 721010 commitment letter and had one comment (change the signatory from OES to Albert Shelby in OPD). PB has already addressed this comment and will resubmit the letter to OPD once the Regional Director's contact information has been provided.
- Edwards-Pitman Environmental will prepare a commitment letter for 0009640 for submittal to OPD for review.
- The City is preparing the SR9 Mitigation project commitment letter and is coordinating with Mayor & Council for approval and signature.



Coordination Meeting with NPS/GDOT/Roswell for Environmental (Teleconference)

SR 9 Reversible Lane Removal (Historic Gateway) – PI 721010

/Chattahoochee Pedestrian Bridge – PI 0009640

April 20, 2016

Attendees:

Michelle Hirose – City of Roswell	Carleton Fisher - GDOT
Tim Bemisderfer – NPS	Josh Earhart – Edwards-Pitman (0009640)
Steven Wright – NPS	Claudia Bilotto – PB (721010)
Rick O'Hara - GDOT	Drew Pitman - PB (721010)

Mitigation

- The mitigation plan will be submitted to the Corps for review and comment. The Statement of Findings (SOF) required by NPS should be detailed enough to address Corps requirements.
- Corps has not had any past issues with NPS Mitigation Plans or requirements. Steven did not anticipate the Corps having any issues.
- NPS considers the Chattahoochee Ped Bridge and the Historic Gateway as one project that will require 1 SOF and 1 FONSI. The SOF and FONSI will need to include information from 3 Environmental Assessments:
 - PI 721010 (FHWA EA)
 - PI 0009640 (FHWA EA)
 - Mitigation commitments for wetland impacts from 721010 and 0009640, and for highway deed easement (NPS EA)
- Only the Historic Gateway EA will address mitigation for the highway deed easement.
- NPS language will need to be included in the wetland section of the FHWA EA documents
- NPS EA will only need to address mitigation commitments on NPS land.
- NPS will not commit to signing an MOA prior to the FONSI. The NPS considers this predetermination under NEPA. The NPS would prefer a commitment letter from GDOT, which would include stipulations from the MOA. The NPS would then submit a separate letter acknowledging the de minimis determination. Since the MOA is a detailed version of the mitigation requirements, NPS will accept this as part of the commitment letter for de minimis determination and the NPS Regional Director will reply with a concurrence letter.
- Roswell/PB/EPE anticipates NPS will be able to review the FHWA EAs in mid-June (Historic Gateway –PI 721010) and mid/late August (Chattahoochee Ped Bridge – PI 0009640)

- Roswell/PB/EPE will work on a timeline for document submissions and public involvement. NPS would like to hold one Public Hearing for both GDOT projects (PI 721010, PI 0009640) and the mitigation requirements if the timeline allows.
- The SOF document will need to be completed and approved by NPS prior to holding the 30 day public comment period for the NPS EA.
- Roswell is coordinating with GDOT and NPS to determine a path for the MOA or the Mitigation Letter.

MEETING MINUTES

August 6, 2015

Project: *State Route (SR) 9 Pedestrian Bridge and Multi-Use Trail,
Fulton County, PI No. 0009640*

Subject: *The purpose of the meeting was to verify the level of NEPA documentation and review process discussed at the stakeholder meeting in June of 2012.*

1. After introductions, a brief overview of the project was presented.
2. The level of NEPA documentation to satisfy both FHWA and NPS was verified to be an Environmental Assessment (EA). The NPS would accept a format for the EA that follows FHWA template. The NPS requested at least 30 days to review the draft EA after review of the document by FHWA. However, two decision documents would be required; one for FHWA and one for the NPS.
3. A Statement of Findings (SOF) document would be required if over 0.1 acre of wetland would be impacted.
4. A single public hearing event would satisfy requirements for both FHWA and the NPS. As part of the public hearing process the NPS may also require copies of the draft EA distributed at public locations to allow viewing and comment. NPS staff from the CRNRA and Regional Office would be invited to the Public Information Open House.
5. A recent project for replacement of the SR 20 bridge over the Chattahoochee between Forsyth and Hall Counties revealed several construction, monitoring, and safety concerns that were addressed in a Memorandum of Understanding (MOA) for construction activities. There are some similarities between the SR 20 bridge project and the SR 9 pedestrian bridge project. It was therefore recommended that an MOA be prepared for this project. Topics to be covered in the MOA include:
 - a. On site monitoring for erosion and sediment build-up on the construction side, the opposite bank, and downstream.
 - b. Triggering limits sediment accumulation, and associated restoration actions and responsibilities.
 - c. Securing the jetties to prevent pedestrian access and use for recreational purposes.
 - d. Restoration activities and responsibilities associated with removal of temporary jetties
 - e. Storm evacuation plans in the event of severe adverse weather conditions.
 - f. Outreach to property owners at the construction site and downstream of expectations for possible erosion, and restoration responsibility.
6. The SR 20 NEPA could be used as a resource to develop public outreach strategies to inform recreational users of the river of the proposed construction.

7. The hydrology study for the project should address impacts from the jetties to determine potential impacts. The study should consider heavy rain events and erosion and sediment build up from Big Creek.
8. Jetties should be designed to minimize erosion, including features such as rounded ends and placement at an angle rather than perpendicular to the river current.
9. Because construction would occur within the existing SR 9 right-of-way, no Highway Easement Deed would be required. However, placement of the bridge support piers in the river would require a Special Use Permit from the NPS.
10. Although not responsible for monitoring, maintenance, and restoration activities associated with any erosion, the NPS should be involved with these steps.
11. To streamline communication, any requests to the NPS from the consultant should be through the city of Roswell. Questions regarding NEPA requirements can be emailed directly to the NPS, but FHWA, GDOT, and local contacts should be copied.
12. Meet with area engineer, OES to discuss elements of SR 20 EA, lessons learned (action item).

Action Items:

- ✓ GDOT – Research and clarify who would be responsible for bridge maintenance and erosion restoration activities.
- ✓ Heath and Lineback – Add rock jetties to hydrology study to ascertain impacts and address potential erosion effects on site and downstream.
- ✓ GDOT/Edwards-Pitman – Coordinate a meeting with GDOT Area Engineers and NEPA staff to discuss the SR 20 project and MOA stipulations.
- ✓ Edwards-Pitman – Verify area of wetland impacts to determine if a Statement of Findings document would be required.

Attendees:

Katy Allen - Federal Highway Administration
Jennifer Giersch – Federal Highway Administration
Steven Wright – National Park Service – Southeast Region Office
Bill Cox – National Park Service – Chattahoochee River National Recreation Area
Tim Bemisderfer – National Park Service – Southeast Region Office
Deanna Greco – National Park Service – Chattahoochee River National Recreation Area
Eric Duff – GDOT – Office of Environmental Services
Carlton Fisher – GDOT – Office of Program Delivery
Rick O'Hara – GDOT – Office of Environmental Services
Heather Mustonen – GDOT – Office of Environmental Services
Mathew Kear – GDOT – Office of Environmental Services
Rob Dell Ross – City of Roswell
Michelle Hirose – City of Roswell
Mark Holmberg - Heath and Lineback Engineers
Josh Earhart – Edwards-Pitman Environmental, Inc.

Meeting Minutes
SR 9 Pedestrian Bridge Over the Chattahoochee River
Fulton County, PI 0009640
June 20, 2013, 11:00 AM

Attendees:

Bill Cox – Chattahoochee River National Recreation Area (CRNRA)
Bethany Serafine – NPS Area Office
Paula Capece – CRNRA
Richard Lutz – CRNRA
Scott Pfeninger – CRNRA
Charlie Jackson – CRNRA
Heather Mustonen – GDOT Office of Environmental Services (OES)
Jenelle Sams – GDOT OES
Franco DeMarco – City of Roswell
Mark Holmberg – Heath and Lineback Engineers
Josh Earhart – Edwards-Pitman Environmental, Inc.
cc Jennifer Giersch – Federal Highway Administration

Meeting Purpose:

The meeting was held to discuss the use of temporary rock jetties for construction of the pedestrian bridge.

Background

1. After introductions, Mark provided a brief overview of the project.
2. In the *Project Location and Bridge Type Study* (December 2011) prepared by Heath and Lineback an analysis of constructability considerations was included. Options considered the need for heavy equipment such as cranes and concrete trucks. Alternatives included location of the crane on the existing SR 9 bridge, use of a floating barge, and rock jetties.
3. Use of SR 9 for equipment staging would block at least two travel lanes for approximately 18 months. Because SR 9 is a major north-south transit corridor between Roswell and Sandy Springs, this option was not considered further.
4. Based on the weight of the crane and depth of the river in the project location, a floating barge would require additional release from Buford Dam to increase flow in the river. The barge would need to be floated for approximately 18 months. Another issue of concern is how to transport cement to the barge, since trucks could not be used.

Temporary Rock Jetties

1. Use of temporary rock jetties would provide access and be able to support the weight of both cranes and cement trucks. The initial concept would have placed both jetties at the same time, one from each bank, leaving an approximately 80-foot gap between the jetties for recreational uses in this section of the river. However, placement of the jetties in two phases would provide a wider area of the river for recreation use. Phase I would place the jetty from the south bank. Phase II would place the jetty from the north bank.
2. To allow cranes access for construction an offset of the jetty from the bridge alignment is preferred. The first design of the Phase II jetty would have placed the jetty inside the boundary of the Vickery Creek Unit and the listed Ivey Mill archaeological site. Version 2 kept the alignment within the existing SR 9 right-of-way beyond the boundary of the Ivey Mill site. Once beyond the Ivey Mill site boundary the jetty would shift slightly to offset the jetty from the bridge location within the river. The attached figures depict the location of the Phase I jetty and versions 1 and 2 of Phase II in relation to the Ivey Mill site, identified wetland, and the river.

3. The jetties would be approximately 30 to 60 feet wide at their base and extend approximately 3 feet above the normal pool height of the river. Gabion baskets are proposed for the base and sides of the jetties. Each jetty would be in place approximately 9 months.

Environmental Concerns

1. The area of impact within the river from the bridge piers and rock jetties footprint, as well as any other construction method proposed, should be studied further for archaeological resources due to the proximity of the project to the Ivey Mill site. Per GDOT policy this would likely require an underwater archaeology survey. The underwater archaeology survey is due to the fact that the NPS administers the bed and banks of the Chattahoochee River in the project area.
2. Version 2 of the Phase II jetty includes a small area along the shore outside the Ivey Mill site boundary. Additional archaeology study would be required of an area sufficient to include jetty construction and placement of erosion control measures.
3. A survey methodology for additional archaeology survey will be provided for review from both GDOT and the NPS prior to start. The methodology will be approved by GDOT and NPS prior to starting survey.
4. Any survey within the boundary of the Vickery Creek Unit would require an ARPA permit from the NPS.
5. A Short Form of No Findings for archaeology and a No Historic Properties Affected have been completed and approved. Due to changes in the required easements for construction, an addendum archaeology survey for the proposed jetty area will be required, along with an Assessment of Effects to account for potential impacts to the Ivey Mill site. The AOE will need to detail effects of the chosen construction method on the site.
6. No one present was aware of any previous underwater archaeology surveys that have been conducted in this section of the Chattahoochee River. GDOT will check with the GA Underwater State Archaeologist for any surveys that may have been conducted on this section of the River.

Safety Concerns

1. A phased approach for jetty placement would provide a larger area for recreation use on the river during construction. However there was concern that a faster flow would result from channeling around the jetty. Although this may not be an issue for rafters, kayakers, canoers, it may be a concern for certain uses such as rowing. Further analysis should be conducted to determine how much the flow would increase. To dissipate some of the increased flow, pipe culverts could be installed through the rock jetties.
2. Additional outreach was requested of the rowing clubs and rafting outfitters that use this section of the river. The CRNRA provided a contact for the rowing clubs, Mr. Charles Freed.
3. There should be some consideration for illuminating the jetties at night for safety purposes, either with reflectors or lights.

Alternative Construction Methods

1. A suggestion was made about placing the barge on pilings. While this would have an impact where the footings are located, increased flow in the river would not be required. However, cement transport to the barge would remain an issue. Also, the barge would have to be moved after placement of each bridge span. This would require relocation of the barge approximately seven times.
2. A range of viable alternatives will need to be selected for consideration in the EA. The method of construction should be one of the factors in the difference among alternatives (i.e. rock jetties versus barge), in addition to any other differences among the alternatives, such as bridge design.

Action Items:

1. **Heath & Lineback** – Further analysis of alternatives to the temporary rock jetties for use during construction.
2. **Heath and Lineback / Edwards-Pitman** – Further analysis of potential impacts that could result from use of the rock jetties.
3. **Edwards-Pitman** – Contact Charles Freed for additional input on the potential impacts to rowing clubs from construction, and to potentially coordinate further outreach.
4. **Edwards-Pitman** – Provide copies of the Bridge Type Study prepared by Heath and Lineback and the Section 4(f) White Paper to the NPS.
5. **GDOT** – Follow up with the Georgia State Underwater Archaeologist for previous studies conducted on this section of the Chattahoochee River.
6. **GDOT** - GDOT Archaeology will send a copy of the No Historic Properties Affected document to the NPS for their files.

Meeting Minutes
SR 9 Pedestrian Bridge Over the Chattahoochee River
Fulton County, PI 0009040
June 25, 2012, 1:30 PM

Attendees:

Jennifer Giersch – Federal Highway Administration (FHWA)
Andrew Brunner – Federal Highway Administration
Rick Slade – National Park Service (NPS)
Paula Capece – National Park Service
Carla Benton-Hooks – GDOT Office of Environmental Services
Charner R. Register – GDOT Office of Program Delivery
Robert Dell-Ross – City of Roswell
Walter Rekuc – City of Sandy Springs
Kristen Wescott – City of Sandy Springs
Mark Holmberg– Heath & Lineback
Patrick Peters– Heath & Lineback
Josh Earhart – Edwards-Pitman Environmental, Inc. (EP)
Audrey Thorp – Edwards-Pitman Environmental, Inc.

Meeting Purpose:

The meeting was requested to identify potential environmental concerns with both NPS and FHWA, and the role that NPS and FHWA will have in the review and approval of the special studies and the NEPA document.

1. After introductions, Mr. Holmberg gave an overview of the project including the differences between the West and East side Alternatives.
2. Ms. Capece stated that lighting is a unique issue to be addressed. She stated that low and shielding light with a low frequency would be preferable. Mr. Slade stated that there are national standards in place with NPS and there is research that can be used to determine the best lighting for the bridge. Mr. Rekuc suggested LED light. Sandy Springs has used LED for other projects and had good results with them. Mr. Slade stated that NPS is not adverse to any lighting type but the selection would depend on NPS research and standards. Mr. Slade suggested that the light selection for the pedestrian bridge can be used for the roadway bridge also.
3. Mr. Earhart asked if aquatic surveys done in the area would be suitable for this project. Mr. Slade stated that using previous surveys would be based on the time and location of those surveys. Ms. Giersch stated that FHWA considers studies to have a shelf life of approximately 5 years and the studies would need to be updated for newly listed protected species that could be in the area.
4. Ms. Giersch stated that a special provision for Migratory Birds could be necessary but current policy standards only apply to existing bridges. Due to the proximity of the roadway bridge, a special provision of migratory birds could be required that would use exclusionary devices or a shortened construction window.
5. Ms. Giersch asked how coordination with the Native American tribes is handled when NPS is involved. Mr. Slade stated that they usually contact the tribes but will now coordinate with EP to not duplicate efforts.
6. Ms. Giersch asked how public involvement would be coordinated between FHWA and NPS. Mr. Dell-Ross updated Ms. Giersch about the two public meetings already held and the PIOH that should occur in the upcoming months. Ms. Giersch inquired about the public reception so far. Mr. Dell-Ross and Mr. Rekuc stated that the elected officials agree on the project and alignment, but the public did not uniformly agree on an east or west side alignment. The public comments were not related to environmental issues.
7. Mr. Earhart asked if both a review time and Public Hearing Open House (PHOH) were needed of the draft EA. Mr. Slade stated that NPS procedures require a review period for 30 days and Mr. Earhart added that copies of the document could be left at public locations, such as libraries, for review. Mr. Slade stated that he would circulate the document to identified stakeholders. **Mr. Dell-Ross and Mr. Rekuc would post the document on their cities' website.**

Ms. Giersch added that the FHWA process, including advertising, meeting, and comment period is also approximately 30 days.

8. Ms. Giersch stated that the roles of NPS and FHWA should be clearly outlined for this project. Mr. Slade stated that NPS would want to co-lead with FHWA. This would involve both NPS and FHWA reviewing the special studies and EA. Two separate decision documents would be needed for final approval. Mr. Slade will check with regional NPS office to see how NPS and FHWA environmental reviews have been done in the past. Sandy Springs and Roswell cities would like to be kept informed of results of the special studies and requested copies of approved documents will be sent to both cities.
9. Ms. Giersch asked who would handle ecology permits. Mr. Dell-Ross and Ms. Wescott were unsure and it was determined that since the impacts are unknown at this time, this issue would be resolved later. However, the local sponsors would be ultimately responsible.
10. Ms. Wescott asked about a schedule for the NEPA process. Mr. Earhart suggested a timeframe of 18-24 months. Ms. Giersch stated that would be an aggressive time frame.
11. Ms. Giersch brought up the Section 4(f) document since impacts would be from the piers in the river, the northern approach to the bridge over the Ivy and Laurel Mill Historic ruins on the northeast bank, and the length of time the temporary rock jetties would be in place for construction. Ms. Giersch stated that legal sufficiency with FHWA could take up to 90 days. Ms. Giersch also suggested that all special studies documents should be attached in the appendices in the Section 4(f) document.
12. Mr. Slade discussed the importance of aesthetics for the bridge and stated that the current design is a great starting point. Mr. Slade has contacted an associate with the NPS that has worked on many bridges and sent **him the project's** initial design alternatives for his input. Mr. Holmberg stated that matching spans to the roadway bridge have been incorporated.
13. Mr. Slade discussed NPS reimbursement for their time spent on this project. Mr. Dell-Ross asked for the timing of payments and a ballpark figure. Mr. Slade stated that the total cost would be approximately \$40,000 and payment schedule could be arranged later. Mr. Dell-Ross inquired if any of the earmark funds could be used for this purpose. Ms. Register stated that she would look into the possibility.
14. Mr. Holmberg brought up the issue of construction area and access to the project site. A barge would be unlikely to work due to the shallow depth of the river. Mr. Earhart suggested working from the roadway bridge and diverting roadway traffic to avert Section 4(f) permanent impacts. Ms. Giersch suggested mats being used for the barge, similar to what is done in marsh areas. Rock jetties to extend from both banks and would span most of the river, with a 70-foot corridor between the jetties for water traffic would be. The most likely option, is for the rock jetties would be in place a minimum of two years for construction. To minimize impacts, access to the rock jetty from the north bank could use the footprint of the trail. This idea was not feasible due to the length of time that two of the four lanes would be closed. Ms. Giersch stated that what the contractor can and cannot do would need to be specifically outlined in the environmental documents' **special provisions**.
15. Mr. Slade was concerned about the loss of vegetation along the river banks. Much of the vegetation in the project area may be invasive species and construction may aid in removal of the invasive species. Most of the multi-use trail would be elevated and not require clearing. Mr. Slade stated that NPS could supply a list of native species that would be appropriate for revegetation. Measures for revegetation will be included in the EA.
16. Mr. Rekuc asked where the staging area would be. Mr. Slade stated that the most likely staging area would be northwest of the bridge, but it is likely environmentally sensitive. Ms. Wescott inquired as to whether shopping center parking lots, south of the bridge could be used for construction staging.
17. Ms. Register stated that in accordance with the GDOT Plan Development Process approval of the EA is required prior to conducting the Preliminary Field Plan Review. This requirement could not be waived.

Action Items:

1. NPS – Check with NPS Regional Office on review process with FHWA of the EA.
2. GDOT – Determine if federal funds can be used to compensate NPS for their consultation.
3. EP – Send copy of Special Provisions for Migratory Birds to NPS.
4. EP – Research previous studies for aquatic species in this section of the Chattahoochee.
5. NPS – Send EP copy of the Cultural Resources Study previously completed for the Ivy and Laurel Mill Site.
6. EP – Provide a copy of the Bridge Type Study prepared by Heath & Lineback Engineers to NPS.

Memorandum

To: File 2011.011
From: Mark Holmberg
CC: John Heath, Rob Dell-Ross
Date: 7-7-2011
Re: Project: SR 9 Pedestrian Bridge over Chattahoochee
P.I. No. 0009640 Concept Meeting at CRNRA-Island Ford

This meeting was held to discuss the National Park Service's requirements and preferences for the location of the pedestrian bridge over the Chattahoochee River along SR 9. The project managing is shared by the cities of Roswell and Sandy Springs, but will be led by Roswell:

1. Rob Dell-Ross opened up the meeting with a brief description of the project. He explained that the purpose of the project is to connect the multi-use trails along the Roswell side of the Chattahoochee to the Sandy Spring side. He spoke on how the project is envisioned to connect with the Gateway project running south from the Roswell square to the bridge. It was also noted that the project is federally funded with earmark money for "a SR 9 bridge over the Chattahoochee River".
2. The group discussed the merit of the bridge location (east or west of the roadway bridge).
 - a. Patty and Rick mentioned the fact that the parcel in the northeast corner is zoned as historic and that landing on that parcel would result in a longer process at a minimum and not be possible.
 - b. The general consensus of Michael, Patty, and Rick was that the State of Georgia owns the river bed. The NPS is charged with management of the river in accordance with the enabling Federal legislation.
 - c. Scott suggested looking into a possible sewer easement on the southeast quadrant that may be a crossing location. However, Rob questioned whether the FHWA would consider that location "SR 9".

- d. Rob suggested the possibility of a hawk signal at Roberts Dr and SR 9 for pedestrian crossing.
3. Patty mentioned the NPS's desire to enhance and promote the Ivy and Laurel Mills Historic Ruins.
4. NPS spoke about the importance of all parties following the National Environmental Policy Act (NEPA) procedures. They believe that most likely an Environmental Assessment (EA) will be required, but will confirm. The process was said to be approximately 12 months, and that the process would be easier for a crossing on the west side of the existing roadway bridge.

Action required:

1. HLE, in coordination with Roswell, Sandy Springs, GDOT, and NPS, will schedule a public meeting to collect citizen input on several alternates.
2. HLE and Josh Earhart, in coordination with OES, will request to be on the agenda for the standard GDOT FHWA meeting in September so that this project and the Gateway project may be presented jointly.

Attendees:

John Heath – Heath & Lineback Engineers
Mark Holmberg – Heath & Lineback Engineers
Patrick Peters – Heath & Lineback Engineers
Rick Slade – National Park Service
Patty Wissinger – National Park Service
Nancy Walther – National Park Service
Richard Lutz – National Park Service
Scott Pfeninger – National Park Service
Josh Earhart – Edwards-Pitman Environmental
Michael Hester - GDOT

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Russell R. McMurtry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

December 6, 2018

Mr. Rusty Pruitt
Park Services Manager
City of Roswell
38 Hill Street, Roswell, GA 30075

RE: Construction of the State Route (SR) 9/S Atlanta St pedestrian bridge and multi-use trail
P.I. Number 0009640, Fulton County

Dear Mr. Pruitt:

The Georgia Department of Transportation (GDOT) in coordination with the Cities of Roswell and Sandy Springs and the Federal Highway Administration has initiated a project to construct a pedestrian bridge supporting a multi-use trail over the Chattahoochee River, adjacent to the State Route (SR) 9/S Atlanta St bridge. The 14-foot wide trail would be constructed on a separate structure from the SR 9 bridge. The project would begin at Roberts Drive on the south side of the river in the City of Sandy Springs, and end at Riverside Drive on the north side of the river in the City of Roswell.

The construction of the project would require the temporary closure of an approximately 0.1 mile of the Riverside Multi-Use Trail from the west side of the SR 9 Bridge near Azalea Drive to just west of Big Creek on the east side of the Bridge. The closure would last for approximately 8 to 10 months, and the remainder of the trail would remain open. The attached figure shows the portion of the trail that would be temporarily closed and the portion that would remain open. Any damage to the trail that occurs during construction would be repaired before it is reopened.

As a recreation facility owned by the City of Roswell, the Riverside Multi-Use Trail is afforded special protections under Section 4(f) of the Department of Transportation Act (recodified in 49 U.S.C. 303 and 23 U.S.C 138). Under the provisions of Section 4(f), if the proposed project would result in adverse effects to the park or recreation facility, the transportation agency must conduct an evaluation to demonstrate that there is no prudent and feasible alternative to the use of the 4(f) property. Because this evaluation can be expensive and potentially result in project delays, an exemption is provided in cases where the official with jurisdiction over the park or recreation area concurs with a determination that the proposed project's impacts to the facility are not adverse. This concurrence enables FHWA to make a *de minimis* (minimal impact) finding, which satisfies the requirements of Section (4) and precludes the need for a Section 4(f) Evaluation.

The purpose of this letter is to request your concurrence with the determination that the proposed project will have "no adverse effects" to the Riverside Multi-Use Trail, thus allowing the FHWA to make a *de minimis* impact finding and allowing this project to proceed as planned.

A Summary of Project Impacts

As noted, the proposed project would require closure of a short section of the Riverside Multi-Use Trail for a temporary period of approximately 8 to 10 months. During this time, access to the trail on either side of the proposed project would be maintained. After removal of the rock jetty, the trail would be repaired to its existing condition.

Concurrence with the No Adverse Effects Determination

If you agree that the temporary closure would not adversely affect the recreational activities, features, and attributes that qualify the Riverside Multi-Use Trail for protection under Section 4(f), the Department requests that you sign and date this letter in the spaces below:

As the official with jurisdiction over Riverside Multi-Use Trail, I concur in a determination that the proposed transportation project as described in this letter and shown on the accompanying attachment would not adversely affect the activities, features, and attributes that qualify the trail for protection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a *de minimis* finding regarding impacts to the Riverside Multi-Use Trail, thus satisfying the requirements of Section 4(f).

Signature: _____

Date: _____

Jeff Smith
DEPUTY DIRECTOR, RRP/HEA

12/6/18

After signing and dating this letter, we ask that you return a copy to the attention of Ryan Perry at the Georgia Department of Transportation, One Georgia Center, 16th Floor, 600 West Peachtree Street NW, Atlanta, Georgia 30308. The Department appreciates your assistance in making this transportation project possible. Should you have any questions or concerns, please contact Mr. Perry at (404) 631-1271 or VPerry@dot.ga.gov.

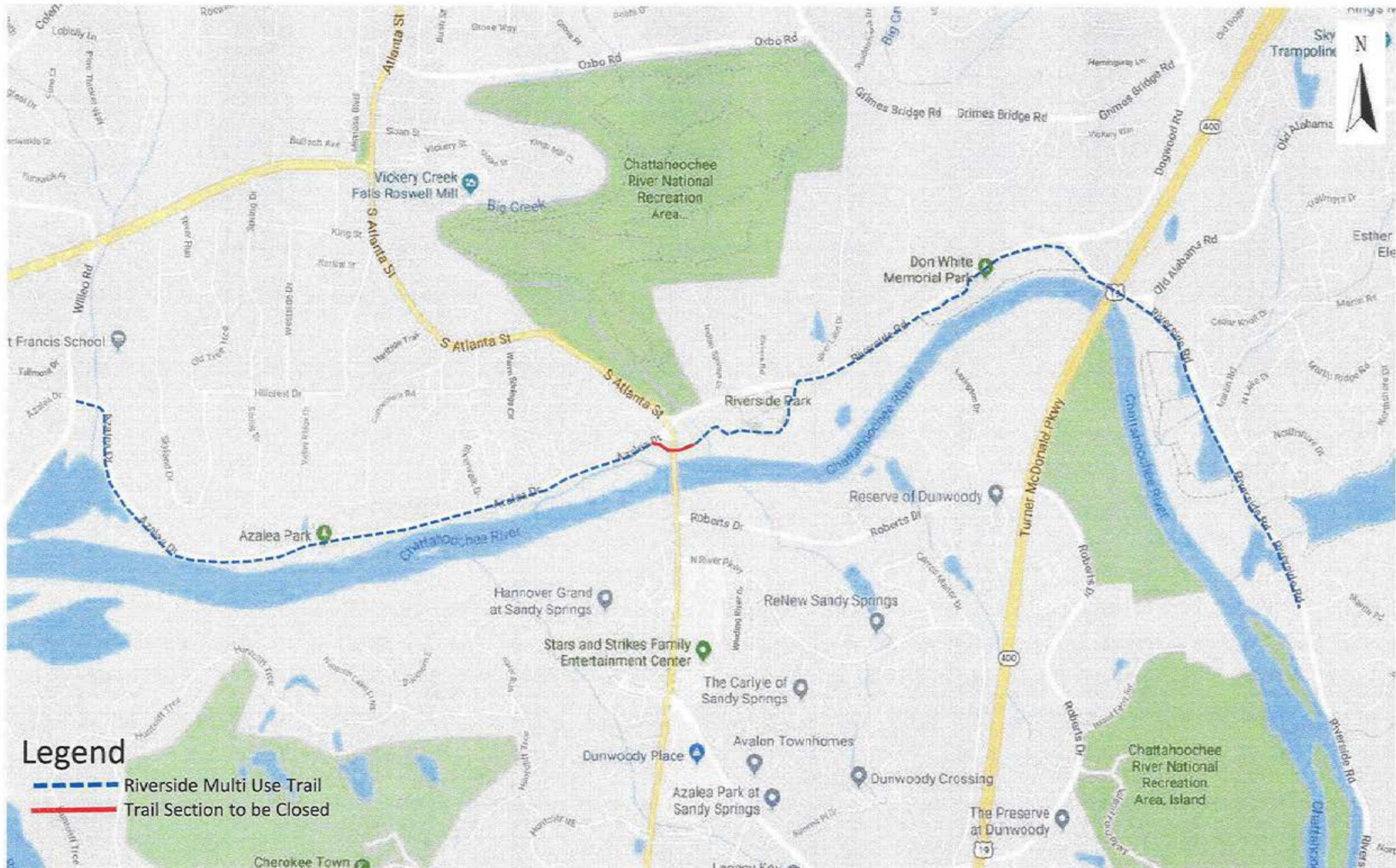
Sincerely,

Eric Duff / mon

Eric Duff
State Environmental Administrator

ED/epei/je

cc: Darrell DeJean, City of Roswell



Riverside Multi Use Trail

GDOT P.I. No. 0009640, Fulton County

Engineering "No-Rise" Certification

Pedestrian Bridge at SR 9 over Chattahoochee River
Fulton County, Georgia

This is to certify that I am a duly qualified engineer licensed to practice in the State of Georgia.

It is to further certify that the attached technical data supports the fact that the proposed construction of the Pedestrian Bridge at SR 9 over Chattahoochee River will not impact the 100-Year flood elevations, floodway elevations, and floodway widths on Chattahoochee River at published sections in the Flood Insurance Study for Fulton County, Georgia dated June 18, 2010 and will not impact the 100-Year flood elevations, floodway elevations, or floodway widths at unpublished cross-sections in the vicinity of the project outside of the right of way.

Attached are the following documents that support my findings:

Hydraulic & Hydrological Study dated November 2013

11/15/13

Date

Mark W. Holmberg

Signature

Seal:



From: [Josh Earhart](#)
To: [Tkacs, Thomas](#)
Subject: RE: PI# 0009640, Fulton County -- Floodplain Coordination
Date: Wednesday, June 21, 2017 9:11:06 AM

Hi Tom,

I was following up on your questions, requests, and discussions with Mark. I think I understand from Mark that based on your discussions with him and information provided he's addressed your concerns. But please let me know if I am misunderstanding, and anything else you are waiting on.

Once your questions have been addressed to your satisfaction, will you provide a written acknowledgment of the early coordination for impacts to floodplains, or will submittal of the information be the conclusion of coordination with GA DNR?

Thank you.

Josh Earhart |  Edwards-Pitman
Atlanta, GA | Main: 770.333.9484 | Direct: 678.932.2228
Certified Women-Owned Small Business
jearhart@edwards-pitman.com | www.edwards-pitman.com

From: Tkacs, Thomas [<mailto:Thomas.Tkacs@dnr.ga.gov>]
Sent: Tuesday, May 23, 2017 9:37 AM
To: Mark Holmberg <mholmberg@heath-lineback.com>
Cc: Josh Earhart <jearhart@edwards-pitman.com>; Patrick Peters <ppeters@heath-lineback.com>; Darrell DeJean <ddejean@roswellgov.com>; Martin, Marty (MMartin@SandySpringsga.gov) <MMartin@SandySpringsga.gov>; Blaize, Haydn <Haydn.Blaize@dnr.ga.gov>
Subject: RE: PI# 0009640, Fulton County -- Floodplain Coordination

Mark Holmberg and I discussed the project this morning. The following summarizes our discussion.
Current effective Flood Insurance Study (FIS) is dated 2013. According to MH, the "no rise" certificate is dated 2014.

MH is to add an alternative analysis section to the hydraulics report. The alternative analysis would document the selection of the temporary rock levee. This levee would facilitate bridge construction. The levee would be no more than ½ of the channel width at one time and would exceed the 10 year water surface elevation. It was not discussed, but I request a hydraulic analysis of the levees to verify that the addition of the levees to the river channel would not result in hazardous conditions for boaters.

Thank you for the opportunity to comment on this project during early coordination.

Thomas Tkacs

From: Mark Holmberg [<mailto:mholmberg@heath-lineback.com>]
Sent: Monday, May 22, 2017 4:45 PM
To: Tkacs, Thomas
Cc: Josh Earhart; Patrick Peters; Darrell DeJean; Martin, Marty (MMartin@SandySpringsga.gov)
Subject: RE: PI# 0009640, Fulton County -- Floodplain Coordination

The following file(s) can be downloaded via SendThisFile:

- Complete Report.pdf

Download Link: <https://www.sendthisfile.com/Q68fQOosPSiVvTszOul68DWv>

Hi Tom,

Per my telephone message today, I have attached a PDF file of our approved Hydrologic and Hydraulic study for the referenced project. The study contains a no rise certification.

The envision rock jetties referenced below are temporary and will be completely removed following construction. Construction time is estimated to last 18 months.

Please let know if you require additional information.

Mark W. Holmberg, P.E.



Heath & Lineback Engineers, Inc.

2390 Canton Road, Building 200

Marietta, GA 30066-5393

Voice: 770.424.1668

Direct: 678.569.2464

Fax: 770.424.2907

mholmberg@heath-lineback.com

www.heath-lineback.com

CONFIDENTIALITY NOTE: This email is for the sole use of the intended recipient. If you have received this email in error, please notify the sender and delete/destroy the original email. Thanks.

From: Patrick Peters

Sent: Monday, May 22, 2017 1:47 PM

To: Mark Holmberg <mholmberg@heath-lineback.com>

Subject: FW: PI# 0009640, Fulton County -- Floodplain Coordination

Mark, please see Josh's email below.

I will send Josh the hydraulic report sans calculations if you believe it will cover what DNR is requesting below – just let me know your thoughts.

Thanks,

Patrick

Patrick Peters, P.E. , LEED Green Associate

Heath-Lineback Engineers, Inc.

2390 Canton Road, Building 200

Marietta, GA 30066-5393

Voice: 770.424.1668 ext. 146

Fax: 770.424.2907

ppeters@heath-lineback.com

www.heath-lineback.com

::: 2011.011

From: Josh Earhart [<mailto:jearhart@edwards-pitman.com>]

Sent: Wednesday, May 17, 2017 2:56 PM

To: Patrick Peters <ppeters@heath-lineback.com>


Subject: FW: PI# 0009640, Fulton County -- Floodplain Coordination

Patrick,

Sorry to hit you with this, but I've started coordination for floodplain. DNR's response is below. My quick question is, wouldn't everything that DNR is asking for be in the Hydrology Study, in order for you guys to sign a No Rise?

If so, didn't you tell me that document was already submitted to DNR? If not, can I forward to them, if it answers their questions? I know you said its huge, but if the text is not that big, and the bulk of it is attachments and calculations, maybe I could just send that?

Thanks for any help.

Josh Earhart |  **Edwards-Pitman Environmental, Inc.**

Atlanta, GA | Main: 770.333.9484 | Direct: 678.932.2228

Certified Women-Owned Small Business

jearhart@edwards-pitman.com | www.edwards-pitman.com

From: Tkacs, Thomas [<mailto:Thomas.Tkacs@dnr.ga.gov>]
Sent: Wednesday, May 17, 2017 2:12 PM
To: Josh Earhart
Cc: Eka Okonmkpaeto (ekonmkpaeto@dot.ga.gov) (ekonmkpaeto@dot.ga.gov); vperry@dot.ga.gov; Blaize, Haydn
Subject: RE: PI# 0009640, Fulton County -- Floodplain Coordination

I added a couple of lines.

From: Tkacs, Thomas
Sent: Wednesday, May 17, 2017 2:03 PM
To: 'Josh Earhart'
Cc: Eka Okonmkpaeto (ekonmkpaeto@dot.ga.gov) (ekonmkpaeto@dot.ga.gov); vperry@dot.ga.gov; Blaize, Haydn
Subject: RE: PI# 0009640, Fulton County -- Floodplain Coordination

In response to GDOT's early coordination request for the above referenced project I offer the following comments.

[Tkacs, Thomas]

The Chattahoochee River is a detailed study stream in the Fulton County/Sandy Springs/Roswell Flood Insurance Studies. A regulatory floodway has been established and Base Flood Elevations have been determined.**[Tkacs, Thomas]** The Chattahoochee River is an AE Zone or high hazard floodplain. (Fulton County Flood Insurance Study (FIS), Flood Insurance Rate Map Panel 13121C0063G, Effective 09/18/2013)

The project description is below and will not be repeated here. Briefly, the project would construct a pedestrian bridge over the Chattahoochee River just downstream of the mouth of Big Creek**[Tkacs, Thomas]** and just upstream of the existing Hwy 9 bridge. **[Tkacs, Thomas]** In order to facilitate construction temporary rock jetties would be sequentially constructed from either side of the river. The rock jetties would be placed within the Chattahoochee River floodway.

A more detailed alternatives analysis is required so that DNR can evaluate the project relative to the need and purpose. EO 11988 requires that federal projects avoid direct and indirect floodplain impacts if a practicable alternative exists. No information was provided that addressed the bridge parameters such as the number of piers in the river and in the floodway, or whether the bridge would span the river, or whether the bridge would be above the floodplain, or if the new bridge were constructed below the base flood elevation, would the new bridge wash away during a base flood event and what impact that may have on the existing Chattahoochee River bridge immediately downstream.

Because the project as presented would require work within the floodway a "no-rise" certification must be prepared.

If there is a 100 year floodplain impact then the requirements of Executive Order 11988 would be implemented. EO 11988 requires that federal projects avoid direct and indirect floodplain impacts if a practicable alternative exists. EO 11988 describes an 8-step process. This process is outlined below.

1. Is action in the base floodplain (Special Flood Hazard Area)?
2. Hold early public review.
3. Document practicable alternatives.
4. Quantify impacts from the proposed action.
5. If impacts are unavoidable, minimize impacts.
6. Reevaluate alternatives.
7. Present findings and public explanation.
8. Implement action.

Thank you for the opportunity to review this proposal. If you have any comments or questions you may email me or call at 404-651-8478.

Thomas Tkacs

From: Josh Earhart [<mailto:jeahart@edwards-pitman.com>]
Sent: Wednesday, May 17, 2017 10:20 AM
To: Tkacs, Thomas
Cc: Eka Okonmkpaeto (ekonmkpaeto@dot.ga.gov) (ekonmkpaeto@dot.ga.gov); vperry@dot.ga.gov
Subject: PI# 0009640, Fulton County -- Floodplain Coordination

Dear Thomas Tkacs:

The Georgia Department of Transportation (GDOT) requests coordination with your agency concerning the potential floodplain encroachment associated with a proposed GDOT project, pursuant to Executive Order 11988 Floodplain Management. Per our coordination procedures, if by **June 7, 2017** we do not receive a response concluding coordination or requesting to extend coordination, we will consider this coordination complete.

The proposed project takes place in a regulatory floodplain. Please find a proposed project description below as well as a Floodplain Map indicating the project's location.

In addition, please note that the project's design and construction will comply with National Flood Insurance Program standards as required for Federal Aid Highway actions involving regulatory floodways. Guidelines set forth in the June 27, 1982 FEMA memorandum on "Procedures for Coordinating Highway Encroachments on Floodplains" will be followed.

We appreciate your help in this matter.

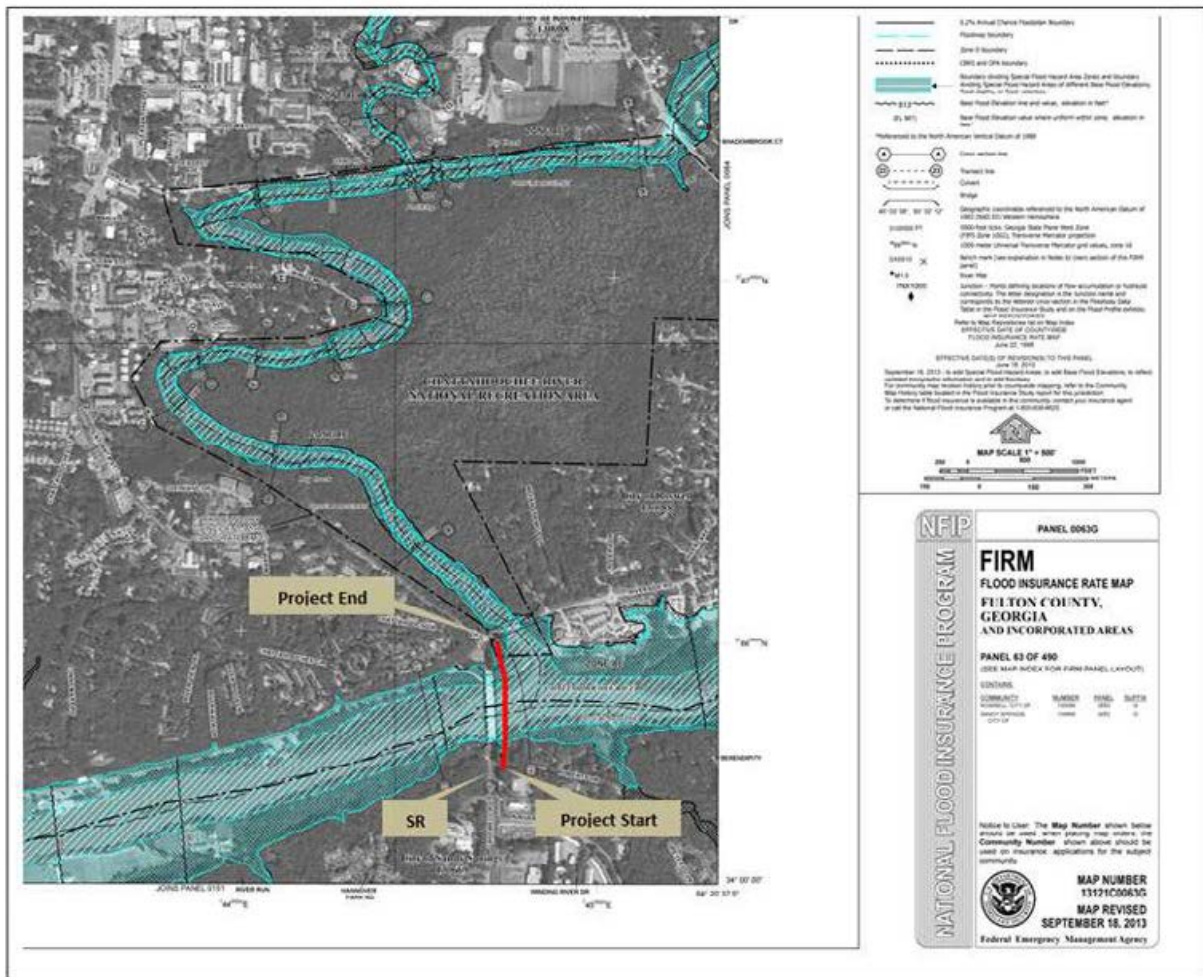
Project Description: The Preferred Alternative, or East Side Alignment, would construct a multi-use trail and pedestrian bridge over the Chattahoochee River on the east side of SR 9. The trail would begin at the intersection of SR 9 and Roberts Drive and end at the intersection of SR 9 and Riverside Road. The proposed multi-use trail would be 12 feet wide, narrowing to 10 feet at the southern terminus to connect with an existing sidewalk. The approach sections to the bridge would be constructed on fill, with a concrete retaining wall and stamped stone finish facing the Vickery Creek Unit of the Chattahoochee River National Recreation Area (CRNRA).

The pedestrian bridge would be separated from SR 9 a maximum of approximately 30 feet at the widest point. The pedestrian bridge would include lighting and three 20-foot wide refuge areas. The refuge areas would "bulb out" from either side of the trail on the bridge to allow pedestrians a place to stop and rest, and enjoy the river scenery out of the path of more active users along the trail. The multi-use trail and bridge would be constructed in compliance with ADA requirements.

Existing SR 9 right-of-way varies from approximately 150 to 170 feet. No additional right-of-way or easements would be required on the north side of the river. Due to the proximity of the Ivey Mill archaeological site and Vickery Creek Unit of the CRNRA construction would occur only within the approximately 60-foot wide area between SR 9 and the existing right-of-way limit. On the south side of the river the preferred alternative would require approximately 0.02 acre of additional right-of-way and 0.18 acre of construction easement.

Due to the width of the river at the project location, temporary rock jetties would be required for cranes to set bridge piles and bridge decking. Rock jetties were selected for construction from several alternatives analyzed in a bridge type study for the project. Other alternatives included floating or sunken work barges, and work from the existing SR 9 bridge. Two separate jetties would be constructed to minimize effects to recreational activities on the river during construction, and less impact to river flow. A jetty would be constructed from each side of the river. However, only one jetty be constructed at a time, and construction of the second jetty would not begin until the first jetty is removed.

Other alternatives considered included a West Side Alignment on the west side of the SR 9 bridge, and a No Build Alternative. The West Side Alignment was not selected as it would not provide connectivity to existing and planned sidewalks and multi-use trails preferred by local sponsors of the project. The No Build Alternative would not provide for a safe pedestrian crossing over the Chattahoochee River to connect with existing and proposed sidewalks and multi-use trails.



Josh Earhart |  Edwards-Pitman Environmental, Inc.
 Atlanta, GA | Main: 770.333.9484 | Direct: 678.932.2228
 Certified Women-Owned Small Business
jeahart@edwards-pitman.com | www.edwards-pitman.com



National Park Service
U.S. Department of the Interior

Chattahoochee River
National Recreation Area

1978 Island Ford Pkwy
Sandy Springs, GA 30350
678-538-1200 phone
770-392-7045 fax

NATIVE SEED AND PLANT SOURCES

Local Area Nurseries:

GPC Botanical Garden

Decatur Campus, 3251 Panthersville Rd.
Decatur, GA 30034
(678) 891-2668
www.gpc.edu/~decbt/

Ecoaddendum – 1, 3, 7 gallon ferns, grasses, perennials, trees and shrubs
743 B3 East College Avenue
Decatur, GA. 30030
www.ecoaddendum.org

Rock Spring Farm – native grasses, forbs, and ferns plugs/flats
82 Brighton Road, NE
Atlanta, GA 30309
404.626.8020
www.rockspringfarm.com

Towaliga Plants

13036 Hwy. 87
Juliette, GA 31046
478.994.6230
478.994.2415 FAX
towaligapl@aol.com

Other nurseries for mail order:

Shooting Star Nursery – native perennials, shrubs, trees, but very small stock
160 Soards Road
Georgetown KY 40324
Tel: 866-405-7979
(toll free) 502-867-7979

Ernst Conservation Seeds – native wildflower and grass seed mixes
9006 Mercer Pike, Meadville PA 16335
800.873.3321
www.ernstseed.com

Roundstone Native Seed - native wildflower and grass seed mixes, river cane seedlings
 9764 Raider Hollow Road
 Upton, KY 42784
 270.531.3034
 www.roundstone.com

Here are some seed mixes from **Ernst Conservation Seeds** that we have used along road sides and in parking areas.

<u>Site</u>	<u>Seed Mix #</u>	<u>Price 2010</u>	<u>Seeding/Planting Rate</u>
**SE Roadside Native Mix	187	\$42.58/ lb	15 lb/acre
Steep Slopes	181	\$13.75/lb	30 lb/acre or 1 lb/1,000 ft
Riparian	178	\$36.16/lb	15lb/acre or 1/3-1/2 lb/1,000 ft
Flood Plain	154	\$41.20/lb	15lb/acre or 1/3-1/2 lb/1,000 ft
Partially Shaded Roadside	140	\$57.98/lb	15lb/acre or 1/3-1/2 lb/1,000 ft

**Default mix

The seed and plant sources are listed for reference only. Any reputable supplier of native plant and seed stock may be used to purchase native plant species or similar native seed mixes.

Appendix C
Public Involvement
PI No. 0009640

Targeted Outreach to Boating Vendors

October 10, 2013

AllSouth Tubing
4349 Abbotts Bridge Road
Duluth, Georgia 30097

**Subject: GDOT Project PI No. 0009640, Fulton County,
Multi-Use Pedestrian Bridge**

To Whom It May Concern:

The Cities of Roswell and Sandy Springs, along with the Georgia Department of Transportation, will be holding a Public Information Open House (PIOH) for the above referenced project to construct a multi-use trail on a bridge across the Chattahoochee River, adjacent to SR 9.

The attached notice contains specific details about the location, date, and time of the meeting. We encourage you and your staff to attend this meeting and provide your comments about the project. We would also appreciate you distributing this information to your clients, members, or others who may have an interest in this project.

We hope you will be able attend this PIOH.

Sincerely,
Edwards-Pitman Environmental, Inc.

Josh Earhart
Sr. NEPA Planner

Attachment

October 10, 2013

Chattahoochee Outfitters
203 Azalea Drive
Roswell, Georgia 30075

**Subject: GDOT Project PI No. 0009640, Fulton County,
Multi-Use Pedestrian Bridge**

To Whom It May Concern:

The Cities of Roswell and Sandy Springs, along with the Georgia Department of Transportation, will be holding a Public Information Open House (PIOH) for the above referenced project to construct a multi-use trail on a bridge across the Chattahoochee River, adjacent to SR 9.

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We hope you will be able attend this PIOH.

Sincerely,
Edwards-Pitman Environmental, Inc.

Josh Earhart
Sr. NEPA Planner

Attachment

October 10, 2013

High Country Outfitters
3906B Roswell Road
Atlanta, Georgia 30342

**Subject: GDOT Project PI No. 0009640, Fulton County,
Multi-Use Pedestrian Bridge**

To Whom It May Concern:

The Cities of Roswell and Sandy Springs, along with the Georgia Department of Transportation, will be holding a Public Information Open House (PIOH) for the above referenced project to construct a multi-use trail on a bridge across the Chattahoochee River, adjacent to SR 9.

The attached notice contains specific details about the location, date, and time of the meeting. We encourage you and your staff to attend this meeting and provide your comments about the project. We would also appreciate you distributing this information to your clients, members, or others who may have an interest in this project.

We hope you will be able attend this PIOH.

Sincerely,
Edwards-Pitman Environmental, Inc.

Josh Earhart
Sr. NEPA Planner

Attachment

October 10, 2013

Urban Currents
2479 Peachtree Road, NE
Suite 1615
Atlanta, Georgia 30305

**Subject: GDOT Project PI No. 0009640, Fulton County,
Multi-Use Pedestrian Bridge**

To Whom It May Concern:

The Cities of Roswell and Sandy Springs, along with the Georgia Department of Transportation, will be holding a Public Information Open House (PIOH) for the above referenced project to construct a multi-use trail on a bridge across the Chattahoochee River, adjacent to SR 9.

The attached notice contains specific details about the location, date, and time of the meeting. We encourage you and your staff to attend this meeting and provide your comments about the project. We would also appreciate you distributing this information to your clients, members, or others who may have an interest in this project.

We hope you will be able attend this PIOH.

Sincerely,
Edwards-Pitman Environmental, Inc.

Josh Earhart
Sr. NEPA Planner

Attachment

October 10, 2013

Jean Venneman
11975 South Magnolia Circle
Johns Creek, Georgia 30005

**Subject: GDOT Project PI No. 0009640, Fulton County,
Multi-Use Pedestrian Bridge**

Dear Ms. Venneman:

The Cities of Roswell and Sandy Springs, along with the Georgia Department of Transportation, will be holding a Public Information Open House (PIOH) for the above referenced project to construct a multi-use trail on a bridge across the Chattahoochee River, adjacent to SR 9.

The attached notice contains specific details about the location, date, and time of the meeting. We encourage you and your staff to attend this meeting and provide your comments about the project. We would also appreciate you distributing this information to your clients, members, or others who may have an interest in this project.

We hope you will be able attend this PIOH.

Sincerely,
Edwards-Pitman Environmental, Inc.

Josh Earhart
Sr. NEPA Planner

Attachment

October 10, 2013

Sally Bethea
Executive Director and Riverkeeper
3 Puritan Mill
916 Joseph E. Lowery Boulevard, NW
Atlanta, Georgia 30318

**Subject: GDOT Project PI No. 0009640, Fulton County,
Multi-Use Pedestrian Bridge**

Dear Ms. Bethea:

The Cities of Roswell and Sandy Springs, along with the Georgia Department of Transportation, will be holding a Public Information Open House (PIOH) for the above referenced project to construct a multi-use trail on a bridge across the Chattahoochee River, adjacent to SR 9.

The attached notice contains specific details about the location, date, and time of the meeting. We encourage you and your staff to attend this meeting and provide your comments about the project. We would also appreciate you distributing this information to your clients, members, or others who may have an interest in this project.

We hope you will be able attend this PIOH.

Sincerely,
Edwards-Pitman Environmental, Inc.

Josh Earhart
Sr. NEPA Planner

Attachment

Josh Earhart

From: Barbara Russell <br30342@gmail.com>
Sent: Monday, March 25, 2013 2:43 PM
To: Becky Morrison
Cc: Annabell B.
Subject: RE: Pedestrian Bridge Installation

Dear Becky,

I just received a copy of an email sent to you by Annabell, our office manager. I want to change some of the information that she sent to you.

You are correct that our official season is from Memorial Day Weekend through Labor Day weekend when we are open 7 days a week; during this period we rent rafts, tubes, kayaks, standup paddle boards and canoes.

Before the beginning of the season and after the season, we rent rafts, stand up paddle boards, canoes and kayaks on weekends, weather permitting (temperatures reaching a high of 70 degrees).

Before the season and after the season, we rent tubes when the weather permits (temperatures reaching a high of 80 degrees).

I hope this information is helpful with your research. If you need additional information, please let me know.



Barbara Russell
General Manager
Chattahoochee Outfitters/Shoot the Hooch
203 Azalea Drive
Roswell, GA 30075
404-274-6912 cell
barbara@shootthehooch.com
www.shootthehooch.com

Mailing address:
3 Ivy Chase
Atlanta, GA 30342

From: Becky Morrison [<mailto:bmorrison@edwards-pitman.com>]
Sent: Monday, March 25, 2013 9:49 AM
To: sales@shootthehooch.com
Subject: Pedestrian Bridge Installation
Importance: High

Hi! I am hoping you can assist me. I work with Edwards-Pitman, an environmental compliance consulting firm. We are currently researching the installation of a pedestrian/biking footbridge over the Chattahoochee and its overall impact on the environment for a client of ours.

Part of my needed research is with regard to rafting and tubing only. I see that your full season is from Memorial Day to Labor Day, and on weather permitting weekends after Labor Day until the end of October.

Is this correct, and are there any other dates that you rent tubes or rafts?

Thank you very much for your assistance with this project.

Becky Morrison

Edwards-Pitman Environmental, Inc.

1250 Winchester Parkway, Suite 200

Smyrna, GA 30080

770-333-9484, ext. 165

bmorrison@edwards-pitman.com



Concept Development Public Meetings

October 6 & 11, 2011

✓ 2011.011.11. 009
Roswell & Spring Springs
PIM COMMENT SHEETS

Roswell Department of Transportation

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640



Please print responses.

Name

Joe Petramale

Address

235 Waverly Hall Drive
Roswell, GA 30075

Do you support the project?



For



Against



Conditional



Uncommitted

Comments

Excellent idea!

How did you hear about this meeting?



Radio



Newspaper



Signs



Word of Mouth

Was the location of the meeting convenient for you to attend?



Yes



No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?



Yes



No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel?



Yes



No

Do you understand the project after attending this meeting?



Yes



No

What is your preferred alternate?



Alt 1



Alt 2A



Alt 2B



No Build

Please share your suggestions on improving the way Roswell DOT conducts public meetings?

I think the best option would be a bridge that combined
parts of alternative 2A & 2B. I think an east alignment would
be better but the bridge should include both a connection to
Riverside drive & the gateway to the city. If obtaining right of way
at Ivy & Laurel Mills proves
too difficult then
alternative 1 would be ok

Mail To:

Mr. Steve D. Acenbrak
Director of Transportation
City of Roswell
38 Hill Street, Suite 235
Roswell, Georgia 30075

Roswell Department of Transportation

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640



Please print responses.

Name Michael N. Martin
 Address 9400 Coleman Rd Roswell, GA 30075
770-611-0836

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments Alternative 2B to align road with covered bridges at each end is coming visitors to Historic Roswell. Welcome to Sandy Springs School. Mash room mid span of campus floor, covered seating and lighted will give shelter, observation of Vista views, potential for events and attract photo enthusiasts. River is Roswell's resource to maintain and to share. This bridge will showcase one of Roswell's most prized possessions.

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Internet email from web site.

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☐ Alt 2A ☒ Alt 2B ☐ No Build

Please share your suggestions on improving the way Roswell DOT conducts public meetings?

Might consider refreshments like water with City logo on bottles, cookies, quick easy talk coming from work to hear your speech don't have time to catch a meal. Favorite local civic groups i.e. Women's Club of Roswell, Alasa's, Bille Roswell. It was surprised on how fun and for such a great project. I hope my impromptu design is considered.

Mail To:
 Mr. Steve D. Acenbrak
 Director of Transportation
 City of Roswell
 38 Hill Street, Suite 235
 Roswell, Georgia 30075

over →

Please disregard

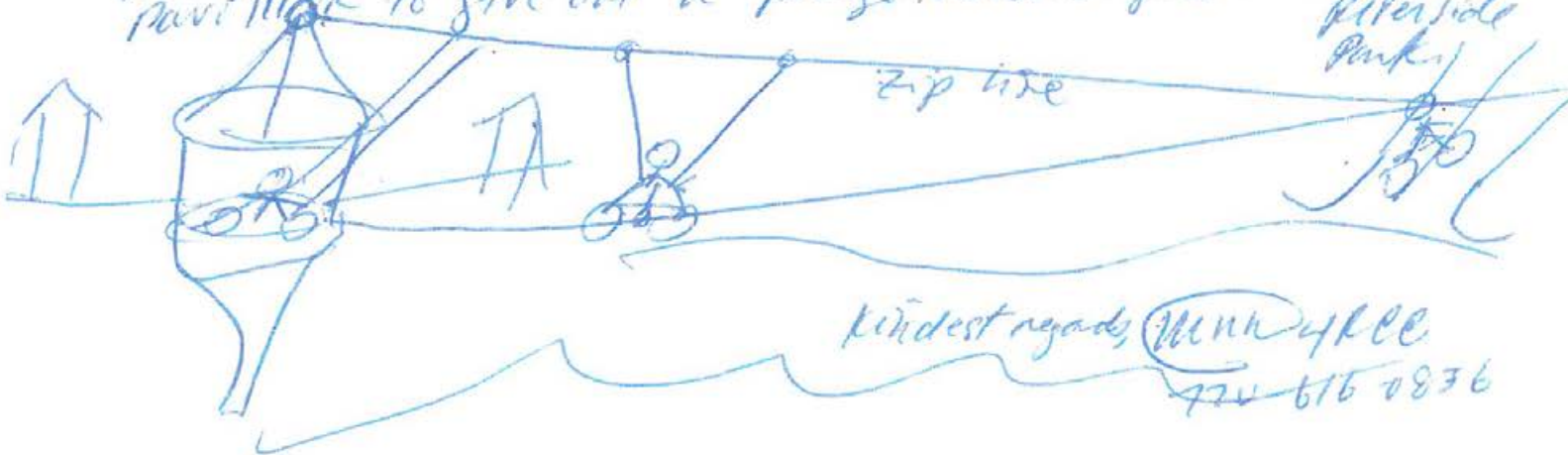
Mail to

916-395-2029 Banford

Mimi btb ent1 @ Yahoo.com

Mimi @ btb ent promo.com

Steve, Thinking of fund raiser events to
recoup project investment: Zip line from
Mushroom East to landing at Riverside Park.
Gate could be installed on leading of observation
deck midspan. Have cradle and harness for bike rider
to be launched and only run the \$500 fun flight
for bike bridge say dummy criterion week to give
photograph Lempunk, vendors at Riverside food sales
some city workers jobs - local papers news to
cover. Insurance only for the day of activity.
Other fundraisers: "Bike for Bridge Down Holcombe
Bridge." "Renz green on the greenway trail."
"Pedal for Pedestrian Bridge." Annual Polar Bear
Bike ride of lights down Canton Street. Holiday
event where bikers decorate bikes for the season
and parade across bridge to Riverside for Judges at
pavillion to give out a prize. Carol singers on stage at
Riverside Park.



Roswell Department of Transportation

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name Michael Hadden
Address 712 Creek View Lane
Roswell, GA 30075

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments Please introduce a covered bridge concept that
draws from the original bridge and the Vickery Creek Bridge.
The East path is the best option for both cities. Need
two connections on Roswell end (Riverside + Park Path)

How did you hear about this meeting? ☒ Facebook ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☒ Alt 2A ☒ Alt 2B ☐ No Build

Please share your suggestions on improving the way Roswell DOT conducts public meetings?

Mail To:

Mr. Steve D. Acenbrak
Director of Transportation
City of Roswell
38 Hill Street, Suite 235
Roswell, Georgia 30075

Roswell Department of Transportation

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name Cynthia McMillan
Address 880 BROOKSGLENDR
ROSWEEL GA 30075

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments Strongly support this for commercial
& commuting benefits

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☒ Word of Mouth

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☐ Alt 2A ☒ Alt 2B ☐ No Build

Please share your suggestions on improving the way Roswell DOT conducts public meetings?

Access to Roberts Dr. is a convenience
for bicycle commuters heading to Perimeter Area

Mail To:

Mr. Steve D. Acenbrak
Director of Transportation
City of Roswell
38 Hill Street, Suite 235
Roswell, Georgia 30075

Roswell Department of Transportation

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name Charles M. Miller
Address 330 Brookhaven Drive
Roswell GA 30076

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments Love IT!! Yes please do it

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☐ Alt 2A ☒ Alt 2B ☐ No Build

Please share your suggestions on improving the way Roswell DOT conducts public meetings?

Please move ahead quickly

Mail To:

Mr. Steve D. Acenbrak
Director of Transportation
City of Roswell
38 Hill Street, Suite 235
Roswell, Georgia 30075

Roswell Department of Transportation

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name JANET H Russell

Address 240 Willow Springs Dr

Roswell, GA 30075

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments _____

Two Bridges - ask me
why?

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth *Duh!*

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☐ Alt 2A ☐ Alt 2B ☐ No Build

Please share your suggestions on improving the way Roswell DOT conducts public meetings?

None of these -
2 bridges, please

Mail To:
Mr. Steve D. Acenbrak
Director of Transportation
City of Roswell
38 Hill Street, Suite 235
Roswell, Georgia 30075

*ask me
why?*

Roswell Department of Transportation

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name HAYDEN BRANCH
Address 260 HIGH BRANCH WAY
ROSWELL, GA 30075
HBRANCH.EE78@GTALUMNI.ORG

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments PREFER THE CROSSING EAST OF HIGHWAY 9 BRIDGE AND
TIE INTO RIVERWALK TRAIL. WOULD LIKE TO SEE
LINK ON ROBERTS DRIVE TO ISLAND FORD PARK.

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☒ Word of Mouth

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☐ Alt 2A ☒ Alt 2B ☐ No Build

Please share your suggestions on improving the way Roswell DOT conducts public meetings.

Mail To:

Mr. Steve D. Acenbrak
Director of Transportation
City of Roswell
38 Hill Street, Suite 235
Roswell, Georgia 30075

PUBLIC INPUT MEETING
PUBLIC/CITY OFFICIALS SIGN-IN SHEET
PROJECT: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River
PI. NO. 0009640
FULTON COUNTY

Please print

Name	Affiliation	email Address	Phone No.
MATT HOUSER	Shaw Group	Alpharetta	770.366.6734
Janet H Russell	Citizen	Roswell	770-9935804
S. Kleck	Citizen	Sandy Springs	
Dan Whisenand	Reporter	Roswell Road	404-917-2200-113
Neil Fleming	Citizen	Sandy Springs	404-608-0614
Bruce Dickinson	Citizen	Roswell	404-353-8008
Dianne Lewis	"	Ad	678-428-7442
STEVE ACENBRAH	CITY OF ROSWELL		770-594-6420
Barbara Russell	Chattahoochee Outfitters	9755 Roberts Dr	404-274-6912

Please print

[illegible]

Sandy Springs Public Works Department

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name PATRICK BARRY
Address 15 River Court Pkwy
SANDY SPRINGS, GA 30328

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments NO CURBS ON ROADS - cyclist can ride into the
GRASS & knocked off the bike.

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☒ Word of Mouth email

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☐ Yes ☒ No

If no, please suggest a time frame that is more convenient for you. 7pm

Were your questions answered by the DOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☒ Alt 2A ☒ Alt 2B ☐ No Build

→ the least expensive

Please share your suggestions on improving the way Sandy Springs DOT conducts public meetings?

Mail To:

Ms. Kristen Wescott
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

Sandy Springs Public Works Department

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No: 0009640

Please print responses.

Name JAN SAPERSTEIN
Address 3535 ROSWELL RD
SUITE 52
MARIETTA 30062

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments

ALT 2B ALLOWS FOR THE ~~DRIVER~~ USER TO
NOT HAVE TO CROSS ROSWELL RD. A CYCLIST CAN
USE ROBERTS DRIVE AND TRAVEL THROUGHOUT SS AND
AVOID ROSWELL RD.

How did you hear about this meeting? ☒ E-MAIL ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☐ Alt 2A ☒ Alt 2B ☐ No Build

Please share your suggestions on improving the way Sandy Springs DOT conducts public meetings?

Mail To:

Ms. Kristen Wescott
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

Sandy Springs Public Works Department

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name

Charles Sharper

Address

1500 Sunny Brook Farm Rd
Sandy Springs GA 30350

Do you support the project?

☒ For

☐ Against

☐ Conditional

☐ Uncommitted

Comments

I am a part-time Bike commuter
and would love to see the project become
a reality.

How did you hear about this meeting?

☐ Radio

☒ Newspaper

☐ Signs

☐ Word of Mouth

Was the location of the meeting convenient for you to attend?

☒ Yes

☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?

☒ Yes

☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel?

☒ Yes

☐ No

Do you understand the project after attending this meeting?

☐ Yes

☐ No

What is your preferred alternate?

☐ Alt 1

☐ Alt 2A

☐ Alt 2B

☐ No Build

Please share your suggestions on improving the way Sandy Springs DOT conducts public meetings?

I seems that the Bike path should Be built
1st on Roberts Drive then 2nd the Bike Path for
bridge path / I'd love to volunteer any way I could with
This Project.

Mail To:

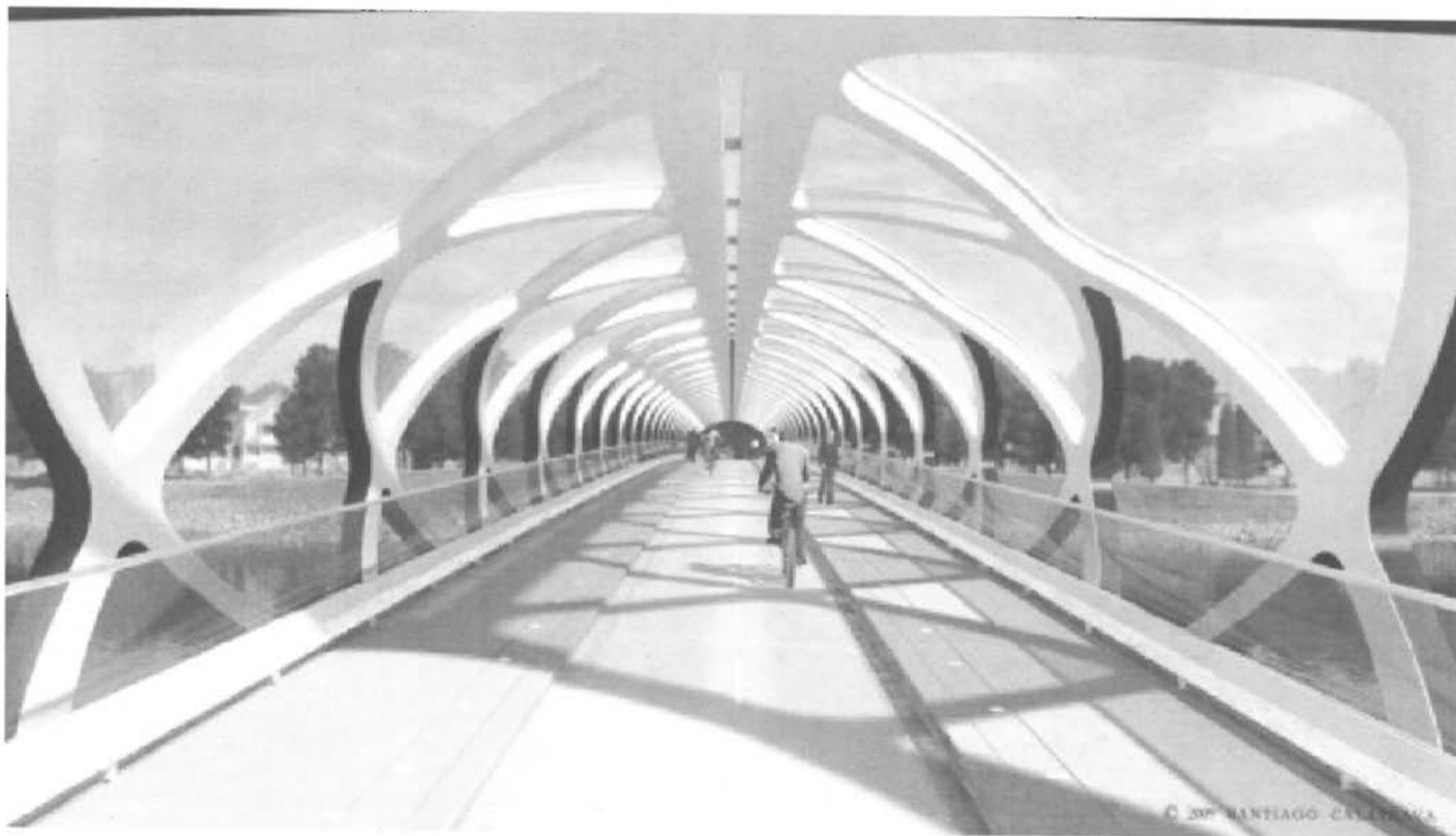
Ms. Kristen Wescott

City of Sandy Springs

7840 Roswell Road, Building 500

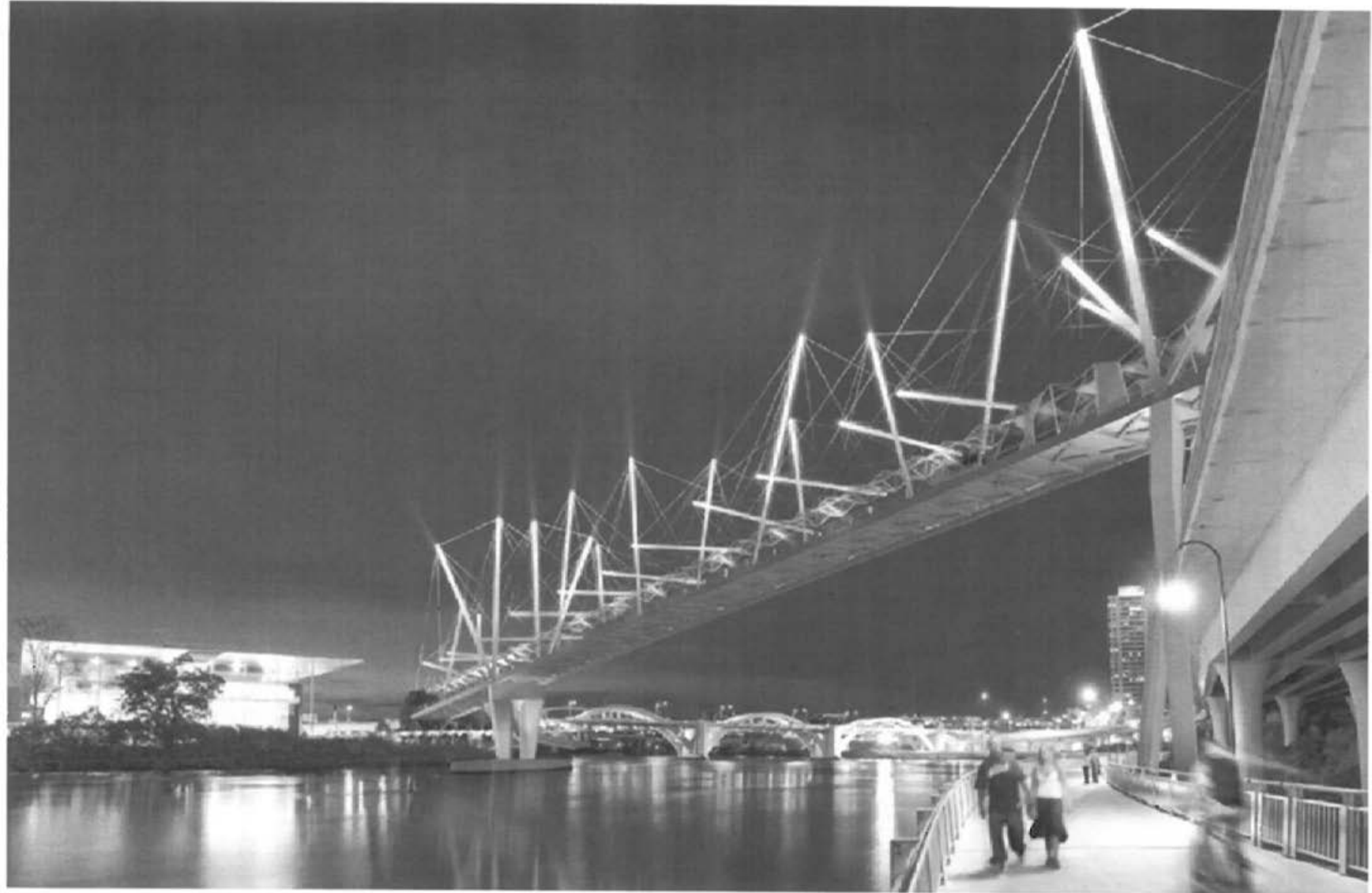
Sandy Springs, Georgia 30350

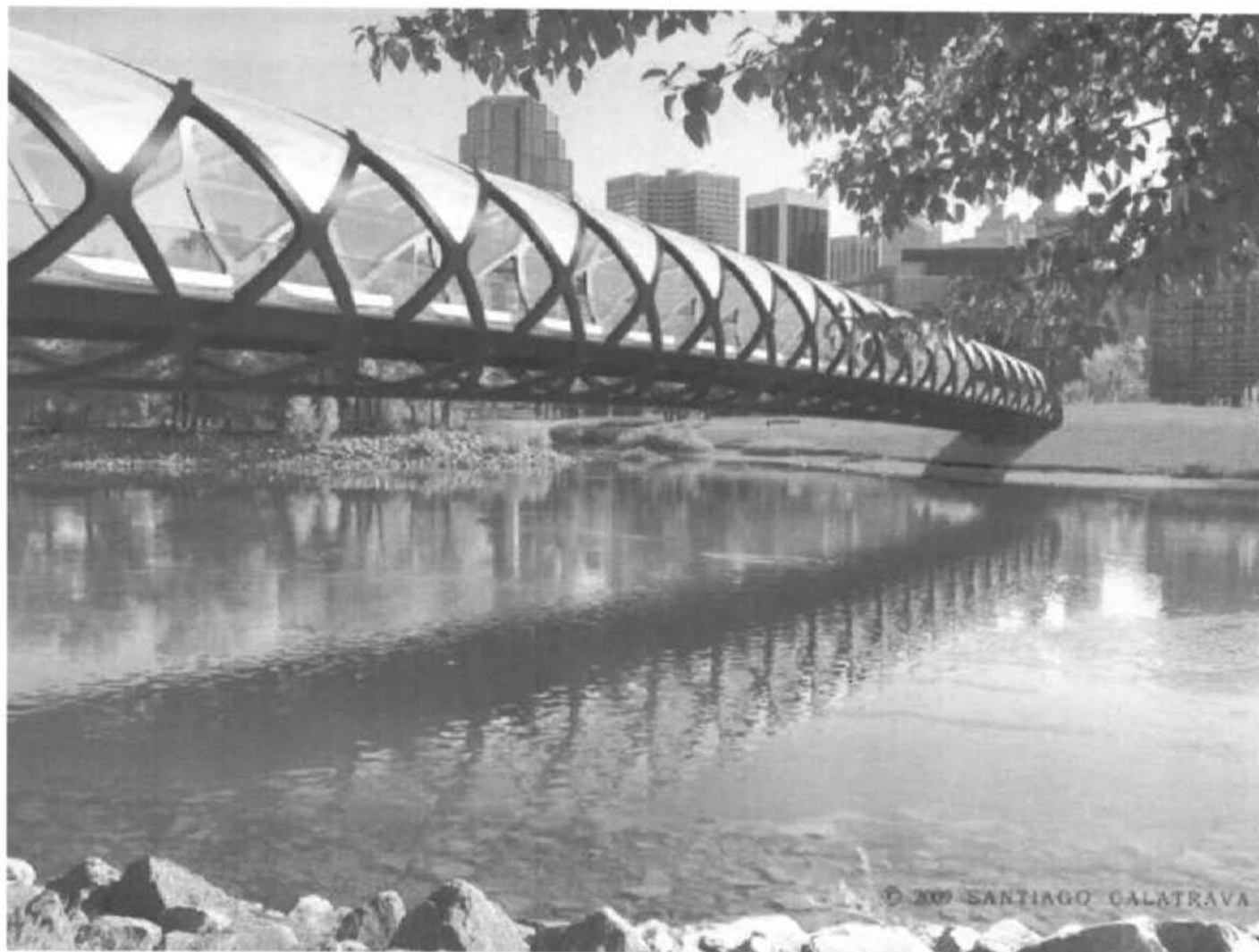
Joe Secondone











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Sandy Springs Public Works Department

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name

Address

Do you support the project?

☒ For

☐ Against

☐ Conditional

☐ Uncommitted

Comments

How did you hear about this meeting?

☐ Radio

☒ Newspaper

☐ Signs

☐ Word of Mouth

Was the location of the meeting convenient for you to attend?

☒ Yes

☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?

☒ Yes

☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel?

☒ Yes

☐ No

Do you understand the project after attending this meeting?

☒ Yes

☐ No

What is your preferred alternate?

☐ Alt 1

☐ Alt 2A

☐ Alt 2B

☐ No Build

Please share your suggestions on improving the way Sandy Springs DOT conducts public meetings?

Mail To:

Ms. Kristen Wescott

City of Sandy Springs

7840 Roswell Road, Building 500

Sandy Springs, Georgia 30350

Sandy Springs Public Works Department

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name Douglas Hickin Battalion Commander Sandy Springs F.D.

Address 7840 Roswell Rd
Sandy Springs, Ge. 30350

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments Will Fire/EMS/Rescue access be considered in the design? Might the Roswell and Sandy Springs Fire Departments be consulted? Will research be conducted on collapse of similar structures ie: Charlotte Motor Speedway pedestrian bridge?

How did you hear about this meeting? ☐ Radio ☒ Newspaper ☐ Signs ☐ Word of Mouth

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☐ Alt 2A ☐ Alt 2B ☐ No Build

Please share your suggestions on improving the way Sandy Springs DOT conducts public meetings?

Mail To:

Ms. Kristen Wescott
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

Sandy Springs Public Works Department

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name Neil Fleming
Address 211 GRANVILLE CT NE
Sandy Springs GA 30328

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments Combination of Alt 2A and 2B would tie into
existing park and tie into both Roswell and Sandy
Springs plans for expanding pedestrian trails and
bicycle space.

Recommend a "HAWK" style light in Sandy Springs
to facilitate crossing from east to west when southbound

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☒ Word of Mouth

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☐ Alt 1 ☒ Alt 2A ☒ Alt 2B ☐ No Build

Please share your suggestions on improving the way Sandy Springs DOT conducts public meetings?

Allow registered voters/residents to register for email
alerts on meetings. Many times I don't find out about
meeting purpose until last minute.

Mail To:

Ms. Kristen Wescott
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

Sandy Springs Public Works Department

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name Dianne Fries

Address 9840 Huntcliff Trace
SS, Ga 30350

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments _____

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☒ Word of Mouth ^{& email}

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the DOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

What is your preferred alternate? ☒ Alt 1 ☒ Alt 2A ☒ Alt 2B ☐ No Build

Please share your suggestions on improving the way Sandy Springs DOT conducts public meetings?

Must connect SS on the East side so you
don't cross Roswell Rd to get to Roberts to get to Island
Should never ride on Roswell Rd. Not Safe ford.

Mail To:

Ms. Kristen Wescott
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

Sandy Springs Public Works Department

Public Input Meeting Comment Card

Project: SR 9 Pedestrian and Bicycle Enhancements over Chattahoochee River

Fulton County, P.I. No. 0009640

Please print responses.

Name

James H. Russell

Address

2160 Willow Spgs Dr.

Roswell, Ga. 30078

770-993-

5806

Do you support the project?



For



Against



Conditional



Uncommitted

Comments

*Two bridges w/
connections to sidewalks
to Roswell & Azalea*

How did you hear about this meeting?



Radio



Newspaper



Signs



Word of Mouth

Was the location of the meeting convenient for you to attend?



Yes



No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?



Yes



No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel?



Yes



No

Do you understand the project after attending this meeting?



Yes



No

What is your preferred alternate?



Alt 1



Alt 2A



Alt 2B



No Build

Please share your suggestions on improving the way Sandy Springs DOT conducts public meetings?

Mail To:

Ms. Kristen Wescott
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

Public Information Open House

October 29, 2013

**CITY OF ROSWELL
CITY OF SANDY SPRINGS
GEORGIA DEPARTMENT OF TRANSPORTATION
TO HOLD PUBLIC INFORMATION OPEN HOUSE
FULTON COUNTY P.I. NO 0009640**

On October 29, 2013 at Sandy Springs City Hall, Building 500, Sandy Springs, GA 30350, the City of Roswell, the City of Sandy Springs, and the Georgia Department of Transportation will hold a Public Information Open House concerning P.I. 0009640, Fulton County.

P.I. 0009640, Fulton County is a proposal to construct a new bridge serving bicycles and pedestrians parallel to the existing SR 9 roadway bridge over the Chattahoochee River.

The purpose of this Open House is to provide the public with an opportunity to view the proposed project, ask questions, and comment on the proposal.

The Open House will be conducted between the hours of 5:00 p.m. and 7:00 p.m. The Open House will be informal and the public is invited to attend anytime during these hours. There will be no formal presentation.

Written statements will be accepted concerning this project until November 8, 2013. Written statements may be submitted to:

Mr. Mark Holmberg, P.E.
Heath & Lineback Engineers, Inc.
2390 Canton Road, Building 200
Marietta, GA 30066-5393

CITY OF ROSWELL

CITY OF SANDY SPRINGS AND

GEORGIA DEPARTMENT OF TRANSPORTATION

PUBLIC INFORMATION OPEN HOUSE

SR 9 AT CHATTAHOOCHEE RIVER

BICYCLE/PEDESTRIAN BRIDGE

TUESDAY, OCTOBER 29, 2013, 5-7 PM

SANDY SPRINGS CITY HALL

7840 ROSWELL ROAD, BUILDING 500

SANDY SPRINGS, GA



October 29, 2013

Thank you for attending the public information open house for the Georgia Department of Transportation project No. 0009640, the proposed construction of a pedestrian bridge over the Chattahoochee River at SR 9. In this handout package you will find a project description, location map, and comment card.

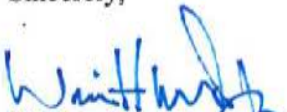
As you enter the room, you will notice displays of the proposed project. Representatives from the cities of Roswell and Sandy Springs, as well as the Georgia Department of Transportation (GDOT), who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a designated representative. There will be no formal presentation.


A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here, or send in written comments about the project until November 8, 2013. Written comments should be sent to Mr. Mark Holmberg P.E., design engineer with Heath and Lineback Engineers, 2390 Canton Road, Building 200, Marietta, Georgia 30066. Comments can also be made via the GDOT web at www.dot.ga.gov. Click on **Public Outreach** from the **Projects** dropdown menu at the top right side of the page. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let Roswell, Sandy Springs, and GDOT know your view of the proposed project.

The displays and plans will be available for review for ten days after the public information open house at the Roswell and Sandy Springs City Hall, 7840 Roswell Road, Building 500, Sandy Springs, Georgia 30350, and the Roswell City Hall, 38 Hill Street, Suite 235, Roswell, Georgia 30075. A copy of all comments received will be available for public review at these locations as soon as compilation is completed.

Again, thank you for attending this public information open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager Mark Holmberg, P.E. at 770.424.1668 or the GDOT NEPA Planner Anthony Tate at 404.631.1155 of the Office of Environmental Services.

Sincerely,


William Martin
City of Sandy Springs


Rob Dell-Ross
City of Roswell

MM/RDR/MH/EPEI/rje
Attachments

Project Description

SR 9 Pedestrian Bridge Over the Chattahoochee River GDOT PI No. 0009640, Fulton County

The proposed Georgia Department of Transportation (GDOT) project would construct a multi-use trail bridge over the Chattahoochee River parallel to the east side of the SR 9 roadway bridge in Fulton County between the cities of Roswell and Sandy Springs, Georgia. The northern terminus of the multi-use trail would end at Riverside Road, east of the intersection of Riverside Road/Azalea Drive and SR 9. The southern terminus would end at Roberts Drive, east of the intersection of Roberts Drive and SR 9. The total project length would be approximately 0.2 mile.

The multi-use trail would vary in width from 12 feet with 2-foot shoulders on the north end of the project, to 10 feet wide with no shoulders and handrails on the south end of the project. The 0.2 mile project length includes an approximately 625-foot arch beam bridge. The bridge width would include a 12-foot wide trail with 1-foot shoulders. The arches of the multi-use trail bridge would align with the SR 9 roadway bridge bents.

The multi-use trail would be constructed in compliance with the Americans with Disabilities Act (ADA). The north end of the trail and bridge would be constructed within existing GDOT right-of-way. On the southern end of the project, additional right-of-way or easements may be required for construction of the multi-use trail.

Project Location



Public Information Open House Comment Card

PI No. 0009640, Fulton County

October 29, 2013

Please print responses.

Name Janet H Russell

Address 260 Willow Spgs Dr

Roswell, Ga 30075

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments _____

Lights
Shelters - benches

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth

☒ Other _____

Was the location of the meeting convenient for you to attend? ☐ Yes ☒ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☐ Yes ☒ No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by GDOT personnel? ☐ Yes ☒ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

close to the project
would be nice

Mail To:

Mr. Mark Holmberg, P.E., Design Engineer
Heath & Lineback Engineers, Inc.
2390 Canton Highway, Building 200
Marietta, Georgia 30066

Public Information Open House Comment Card

PI No. 0009640, Fulton County

October 29, 2013

Please print responses.

Name Linda Bain

Address 2370 Kimbrough Ct

Sandy Springs 30350

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments great project which will enhance and
enable connectivity throughout the
region, but especially along the river for
residents in Sandy Springs and Cobb City

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☒ Word of Mouth

☒ Other City email, website

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:

Mr. Mark Holmberg, P.E., Design Engineer
Heath & Lineback Engineers, Inc.
2390 Canton Highway, Building 200
Marietta, Georgia 30066

Comments[review](#)[add](#)[update](#)[delete](#)*CommentReview*

***Comments Pending Responses for Project ID: 0009640
Open House Date: 10/29/2013***

First Name: Russell Last Name: Peak
E-Mail: hrpeak@gmail.com
Address: 1855 Branch Valley Dr
City: Roswell State: GA Zip: 30076
Category: General
Comment: This pedestrian bridge idea sounds good overall. The multi-use aspect of it seems less clear. For example, to accommodate bike riders and joggers/runners, the proposed bridge needs to provide good access to the existing bike/jogger trail on the Roswell side, while at the same time connecting walking pedestrians to their target street destinations. The big question is what does this connect to on the Sandy Springs side for bikes/joggers? I wonder if joggers/runners at least would be better served with a multi-use bridge (under the GA 400 bridge) to connect the Don White Park area (on Riverside Dr on river north-side) to the NPS Island Ford / trail area on river south-side. That would provide joggers/runners with a clear south-side destination and benefit. Such a project would be more beneficial to more recreational users at least IMHO. In any case I wish you well in your endeavors with this important project and look forward to hearing more about it.

[▶ return](#)[▶ edit](#)[▶ respond now](#)[▶ forward](#)



December 23, 2013

Linda Bain
2370 Kimbrough Court
Sandy Springs, GA 30350

Re: Project P.I. No. 0009640, Fulton County, Pedestrian Bridge and Multi-Use Trail over the
Chattahoochee River – Responses to Open House Comments

Dear Ms. Bain,

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the October 29, 2013 Public Information Open House (PIOH). Every written comment received and verbal comment given to the court reporter at the PIOH will be made part of the official record of the project.

A total of 21 people attended the PIOH. Of the three respondents who formally commented, three were in support of the project, none were opposed, none were uncommitted, and none expressed conditional support.

The attendees of the PIOH and those persons sending in comments afterwards raised the following questions and concerns. The cities of Roswell and Sandy Springs, along with the Georgia Department of Transportation (GDOT), have prepared this one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments summarized below (*in italics*) followed by our response.

- *Include lights, shelters, and benches in the project.*

Response: Lighting options are being considered in the design. Features such as shelters and benches will be considered in the design, based on available funds.

- *Great project overall. This project will improve connectivity in the area.*

Response: Thank you for your input and support of the proposed project. Your comments will be made a part of the official record of the project.

- *Multi-use trail bridge over Chattahoochee River near GA 400 bridge would serve more users and more recreational destinations by connecting Don White Park on the north side of the river to NPS Island Ford Unit.*

Response: The proposed project addresses a current need to provide safe crossing over the Chattahoochee River for bikers, joggers, and other non-recreational users that currently use the SR 9 bridge. The SR 9 bridge does not contain design features to accommodate safe travel across the bridge. And while the multi-use trail and

bridge would provide access and connectivity to recreational users, there is also a need to provide safe access for pedestrians on both sides of the river to residential areas, retail businesses, and restaurants. Also, the purpose of the funding for this project is to address safety on the existing SR 9 bridge. Providing additional connections outside the existing SR 9 bridge is not part of this project's scope.

- *What are the destination points on the Sandy Springs' side of the Chattahoochee River for bikers and joggers?*

Response: There is sidewalk on the east side of SR 9 on the Sandy Springs side of the river, and Sandy Springs is currently preparing a pedestrian plan that would include additional sidewalks and trails to connect to the SR 9 pedestrian bridge as well as provide a network of pedestrian facilities within the city. Recreation areas such as the Island Ford Unit of the CRNRA can be accessed from Roberts Drive in Sandy Springs.

Again, thank you for your comments concerning this project. Should you have any further questions, comments, or concerns, please contact the design engineer, Mark Holmberg, at (770) 424-1668.

Sincerely,



Rob Dell-Ross
City of Roswell


Marty Martin
City of Sandy Springs

RDR/MM/akt

cc: Kimberly Nesbit, GDOT Project Manager
Anthony Tate, GDOT OES



December 23, 2013

Russell Peak
1855 Branch Valley Drive
Roswell, GA 30076

Re: Project P.I. No. 0009640, Fulton County, Pedestrian Bridge and Multi-Use Trail over the
Chattahoochee River – Responses to Open House Comments

Dear Mr. Peak,

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the October 29, 2013 Public Information Open House (PIOH). Every written comment received and verbal comment given to the court reporter at the PIOH will be made part of the official record of the project.

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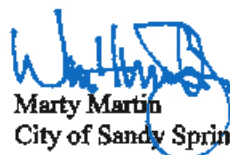
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Sincerely,



Rob Dell-Ross
City of Roswell



Marty Martin
City of Sandy Springs

RDR/MM/akt

cc: Kimberly Nesbit, GDOT Project Manager
Anthony Tate, GDOT OES



December 23, 2013

Janet Russell
260 Willow Springs Drive
Roswell, GA 30075

Re: Project P.I. No. 0009640, Fulton County, Pedestrian Bridge and Multi-Use Trail over the Chattahoochee River – Responses to Open House Comments

Dear Ms. Russell,

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Sincerely,



Rob Dell-Ross
City of Roswell

RDR/MM/akt


Marty Martin
City of Sandy Springs

cc: Kimberly Nesbit, GDOT Project Manager
Anthony Tate, GDOT OES