

APPENDIX B:
Correspondence

From: Steven_M_Wright@nps.gov [mailto:Steven_M_Wright@nps.gov]

Sent: Thursday, January 27, 2011 8:51 AM

To: Hart Bruce

Cc: Jim_David@nps.gov

Subject: RE: Ocmulgee Heritage Trail: Walnut Creek Extension

Bruce,

Due to the low level of anticipated controversy, a hearing or public meeting will not be necessary. In cases similar to this we issue a scoping newsletter and press release in a major newspaper along with the typical regulatory agency scoping letters. Attached are two examples we recently issued.

Steve

Steven M. Wright
National Park Service
Southeast Regional Office
Planning & Compliance Division
(404) 507-5710
(678) 428-8982 cell
(404) 562-3257 fax

(See attached file: draft_CARI news release_03june2010 - SER Comments
6-07-10.doc)

(See attached file: CARI Newsletter - Final.pdf)

"[Bruce Hart](mailto:Bruce.Hart@keagroup.com)bhart@keagroup.com"

To [Steven M. Wright](mailto:Steven.M.Wright@nps.gov) 01/26/2011 03:19 PM <TEProjects@maai.net>
Subject RE: Ocmulgee Heritage Trail: Walnut Creek Extension

Steven,

We will add the appropriate detail of the NPS wetlands to the EA. As we are moving forward with the development of the EA, I wanted to inquire if NPS has a preferred public outreach mechanism for this project. As I indicated below, previously Anita Barnett had indicated that NPS would not require a public hearing but that the EA would need to be made available to the public for review. One of the possibilities for public involvement that had been floated was the publication of a project article in the Ocmulgee National Monument's newsletter. If NPS feels this is appropriate, I will coordinate with the design consultant to develop an article for publication.

Thanks,

Bruce Hart
Ecology Group Leader
Kennedy Engineering & Associates Group LLC
678-904-8591 x26 Office
678-904-8596 Fax
bhart@keagroup.com

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

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
ACTING DIVISION DIRECTOR

April 29, 2010

Glenn Bowman, PE
State Environmental Administrator
Attn: Jonathan Cox
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
16th Floor
Atlanta, Georgia 30308

RE: Transportation Enhancement Project
Ocmulgee Heritage Trail - Walnut Creek Extension
Bibb County, Georgia
CSTEE 0008-00 (986): PI 0008986: TE 090811-001

Dear Mr. Bowman:

The Historic Preservation Division (HPD) has reviewed the Historic Resources Survey Report submitted to our office concerning the proposed Ocmulgee Heritage Trail - Walnut Creek Extension project in Bibb County, Georgia, as referenced above. Our comments are offered to advise on the effects of this undertaking for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided, it appears that no historic or archaeological resources are located within the proposed project's Area of Potential Effects (APE) due to a survey of the project area. However, should it be decided that a bridge will be necessary for completion of the trail; additional testing may be required to determine if bridge footing placement will have any impact on the deeply buried archaeological site.

Please refer to project number TE 090811-001 in any future correspondence concerning this project. If we may be of further assistance, please contact Dean Baker, Transportation Enhancements Reviewer, at 404-657-1043 or dean_baker@dnr.state.ga.us.

Sincerely,



Richard Cloues
Deputy State Historic Preservation Officer

RC:db

cc: Rodney N. Barry (Attn: Chetna Dixon)
Elaine Armster, Office of Program Delivery (Attn: Kelvin Mullins)
Melanie Nable, GDOT Office of Environmental Services
Tom Queen, District 3 Planning and Programming Engineer
Allison Stocum, River Valley Regional Commission
Linda Cooks, Moreland Altobelli and Assoc.

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

Tori Wheeler

From: Jim_David@nps.gov
Sent: Wednesday, November 04, 2009 4:13 PM
To: mnable@dot.ga.gov
Cc: Scott Williams; Larry Mills; Tori Wheeler
Subject: Re: OHT Walnut Creek (CEG #2008-0080)

We have reviewed the History Report for the Walnut Creek project and have no comments. We felt the document was fine as written.

Jim David
Superintendent
Ocmulgee National Monument
Phone 478-752-8257 ex 211
Fax 478-752-8259
jim.david@nps.gov

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PI# 008986 OFFICE Environment/Location

DATE April 30, 2010

FROM Environmental Services, Inc.

TO Files

SUBJECT GDOT Project CSTE-0008-00(986), Bibb County;
P.I. # 0008986 and HP #:
Finding of No Historic Properties Affected.

Attached is the Finding of No Historic Properties Affected document for the subject project. This finding fulfills the Department's responsibilities under Section 106 of the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments OR the Georgia Environmental Policy Act (GEPA) 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.

cc: Rodney N. Barry, P.E., PHWA, w/attachment (Attn: Jennifer Giersch OR Michele Lindberg OR Chelna Dixon OR Kelly Wade)
David Crass, Deputy SHPO, w/attachment
Regional Commission, w/attachment
ANY OTHER CONSULTING PARTY, w/attachment
Willard Steele, Seminole Tribe of Florida, w/attachment

CONCUR:  DATE: 6-15-10
David Crass, Deputy SHPO

CONCUR: _____ DATE: _____
Name: _____ Title: _____
National Park Service

cc: Melanie Nable, GDOT NEPA
Consultant
Project Manager



HISTORIC PRESERVATION DIVISION

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
ACTING DIVISION DIRECTOR

December 18, 2009

Glenn Bowman, PE
State Environmental Administrator
Attn: Jonathan Cox
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
16th Floor
Atlanta, Georgia 30308

RE: Transportation Enhancement Project
Ocmulgee Heritage Trail – Walnut Creek Extension
Bibb County, Georgia
CSTEE 0008-00 (986): PI 0008986: TE 090811-001

Dear Mr. Bowman:

The Historic Preservation Division (HPD) has reviewed the archaeological survey report submitted to our office concerning the proposed Ocmulgee Heritage Trail – Walnut Creek Extension project in Bibb County, Georgia, as referenced above. Our comments are offered to advise on the effects of this undertaking for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided, it appears that no archaeological resources are located within the proposed project's Area of Potential Effects (APE) due to a survey of the project area. However, should it be decided that a bridge will be necessary for completion of the trail, additional testing may be required to determine if bridge footing placement will have any impact on the deeply buried archaeological site.

Please refer to project number TE 090811-001 in any future correspondence concerning this project. If we may be of further assistance, please contact Ryan Kennedy, Review Archaeologist, at 404-651-6433 or ryan.kennedy@dnr.state.ga.us or Dean Baker, Architectural Review Officer, at 404-657-1043 or dean_baker@dnr.state.ga.us.

Sincerely,

Richard Cloues
Deputy State Historic Preservation Officer

RC:db
cc: Rodney N. Barry (Attn: Chetna Dixon)
Elaine Amster, Office of Program Delivery (Attn: Kelvin Mullins)
Tom Queen, District 3 Planning and Programming Engineer
Allison Slocum, River Valley Regional Commission
Linda Cooks, Moreland Altobelli and Assoc.

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

From: Scott Williams
To: Tori Wheeler;
Subject: FW: Heritage Trail Archeological Report
Date: Thursday, August 06, 2009 11:50:02 AM
Attachments: trip report redacted.pdf

See attached and let's discuss.

Thanks,

D. Scott Williams, P.E.
Design Group Manager

Cranston Engineering Group, P.C.
452 Ellis Street – Augusta, Georgia 30901
Phone: 706-722-1588
Fax: 706-722-8379
www.cranstonengineering.com

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

From: Guy_LaChine@nps.gov [mailto:Guy_LaChine@nps.gov]
Sent: Thursday, August 06, 2009 10:29 AM
To: Scott Williams
Cc: Jim_David@nps.gov; Lonnie_Davis@nps.gov; DCLARK@OUTOFTHE SKY.COM
Subject: Heritage Trail Archeological Report

Attached please find the report of NPS Archeologists regarding the construction of the Heritage Trail within the Ocmulgee National Monument. Please note that if the project does include the proposed pedestrian bridge over the small stream, NPS requests a review opportunity of all engineering design/drawings. Assuming that footers go no deeper than five and a half feet, there are no archeological issues.

(See attached file: trip report redacted.pdf)

Guy L. LaChine
Chief Ranger
Ocmulgee National Monument
1207 Emery Highway
Macon, GA 31217
478-752-8257 x213
FAX 752-8259

From: Scott Williams
To: Tori Wheeler;
Subject: FW: Ocmulgee Heritage Trail
Date: Monday, August 03, 2009 3:26:46 PM

D. Scott Williams, P.E.
Design Group Manager

Cranston Engineering Group, P.C.
452 Ellis Street – Augusta, Georgia 30901
Phone: 706-722-1588
Fax: 706-722-8379
www.cranstonengineering.com

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

From: Scott Williams
Sent: Thursday, July 23, 2009 10:19 AM
To: guy_lachine@nps.gov
Cc: Scott Williams
Subject: FW: Ocmulgee Heritage Trail

Guy,

Please see the email below that we discussed on Tuesday concerning the depth of the footings for the pedestrian bridge associated with the Walnut Creek Trail. If you should have any questions or need anything further, let me know.

Thanks,

D. Scott Williams, P.E.
Design Group Manager
Cranston Engineering Group, P.C.
452 Ellis Street – Augusta, Georgia 30901
Phone: 706-722-1588
Fax: 706-722-8379
www.cranstonengineering.com

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

From: Scott Williams
Sent: Thursday, July 10, 2008 3:39 PM
To: Steven_Kidd@nps.gov
Subject: RE: Ocmulgee Heritage Trail

Steven,

After speaking with our structural engineer further, the depth of the footing will be more like 4-5' deep instead of 6-8'. The original number I gave you was from the bridge deck not the ground elevation. Please take this into consideration on the estimate which your are sending.

Thanks,

D. Scott Williams, P.E.
Project Engineer
Cranston Engineering Group, P.C.
452 Ellis Street – Augusta, Georgia 30901
Phone: 706-722-1588
Fax: 706-722-8379
www.cranstonengineering.com

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

From: Steven_Kidd@nps.gov [mailto:Steven_Kidd@nps.gov]
Sent: Monday, June 30, 2008 1:07 PM
To: Scott Williams
Subject: Ocmulgee Heritage Trail

Hi Scott,

Thank you for the information regarding the footers for the bridge. One other question that I forgot to raise was the centerline of the proposed trail. Would you guys consider the bushhogged corridor that currently exists the actual route of the proposed trail? If not do you anticipate deviating from the cut trail considerably? Thank you for your time in this matter.

Steve

R. Steven Kidd
Section 106 Compliance
Southeast Archeological Center
Tallahassee, Florida 32310
(850)-580-3011 x141

From: Pomfret, Jim
To: "Lenor Bromberg"
Subject: FW: 106 Consultation for GDOT Project CSTE-0008-00(986), P.I. No. 0008986
Date: Wednesday, October 17, 2012 9:51:05 AM
Attachments: 0008986 CR NHPAAddendum 2012.08.17.pdf
0007636 ARCH SFNF 2008.05.13.pdf
0008986 Bibb, Approved Concept Report 7.29.10.pdf
P10008986 ARCH NPS archaeo report 2010.03.25.pdf
0007636 CR 106Notification 2008.01.18.pdf
P1 0008986 Hist NHPA 2010.05.13.pdf
0007636 ARCH SHPO 2008.07.18.pdf
0007636 ARCH Ph1SHPO 2008.07.08.pdf

fyi

Jim Pomfret
Archaeology Team Leader
Georgia Department of Transportation
Office of Environmental Services
600 West Peachtree Street, NW
Atlanta, GA 30308
Phone: 404.631.1256
Cell: 404.314.0669
Fax: 404.631.1916

From: Pomfret, Jim
Sent: Tuesday, August 21, 2012 4:39 PM
To: 'Emman Spain'; Sam Alexander; Eddie LaGrone; Robert Deere Jr.; Thomas Yahola; Anne Mullins (annemullins@semtribe.com); Elliott York; 'alisonswing@semtribe.com'; rthrower@pcl-nsn.gov; Charles Coleman (chascoleman@prodigy.net); aqtcultural@yahoo.com; Richard Allen (RichardAllen@cherokee.org); John Zachary (johnzachary@me.com); Tiger Hobia (tigerhobia@yahoo.com); Natalie Harjo (harjo.n@sno-nsn.gov)
Cc: Chetna.Dixon@dot.gov; 'TEProjects@maai.net'; Peek, Tyler
Subject: 106 Consultation for GDOT Project CSTE-0008-00(986), P.I. No. 0008986

Dear Tribal Partners,

On behalf of the Federal Highway Administration Georgia Division (FHWA), in keeping with a government-to-government relationship, I am forwarding Section 106 documentation for the above project. Project CSTE-0008-00(986), P.I. No. 0008986 would construct an extension to the existing Ocmulgee Heritage Trail in Macon, Georgia. The proposed project would be built using Transportation Enhancement and local funds and would extend the current Ocmulgee Heritage Trail from Walnut Creek to the Otis Redding Bridge (concept attached). The trail would be 6,500 feet long, 10-foot wide concrete, asphalt, or gravel, and will meander generally 30-100 feet from the Ocmulgee River bank. The trail would consist of 1.5-2 inches of asphalt over 4-6 inches graded aggregate base. Due to the sensitivity of the Ocmulgee National Monument, construction will primarily be tied to existing grades, minimizing areas of cut and fill. Approximately one mile of the project would be on Ocmulgee National Monument (National Park Service [NPS]) and approximately 0.25 mile would be on City of Macon and Norfolk Southern Railroad Company property. The portion of the project within the Ocmulgee National Monument is also within the Ocmulgee Old Fields Traditional Cultural Property (TCP) boundary.

The project was fully surveyed for archaeological resources in 2008 and 2009. The Otis Redding Loop portion of the trail (non-NPS portion) was surveyed in 2008 under GDOT PI Nos. 0007636 and 0007650. The Section 106 Notification from 2008, under PI No. 0007636 was sent on January 18, 2008 (attached). In July 2008, the draft report was sent to you, SHPO, and all consulting parties. A Short Form for Negative Findings (attached) was included in the report as an appendix and under PI No. 0007650. The transmittal letters associated with this portion of the project are attached.

In 2009 project PI No. 0008986 was developed as a Transportation Enhancement project to include both the Otis Redding Loop as well as an extension through NPS property to Walnut Creek. The NPS conducted their own archaeological survey of the portion of trail on their property. This report (attached) was concurred with by SHPO (attached), however it was never sent to the tribes for review and comment.

In 2009 a No Historic Properties Affected document (attached) was also submitted to SHPO and covered the entire project corridor (PI Nos. 0007636, 0007650, and 0008969). While this document identified five historic properties listed on the National Register of Historic Places (NRHP), it failed to mention the NRHP eligible Ocmulgee Old Fields TCP. Due to this omission, an addendum No Historic Properties Affected document is being submitted for review (draft attached).

The FHWA and GDOT look forward to continued consultation with you on the above project and we believe you should now have all required documentation associated with PI No. 0008986. Please review the enclosed Section 106 documentation and provide comments or concerns you may have with regard to the information contained therein. Your continued consultation in this project is appreciated. If you have any questions concerning the enclosed material or need additional information please contact the GDOT Tribal Liaison, Jim Pomfret at 404.631.1256 or jpomfret@dot.ga.gov.

Jim Pomfret
Archaeology Team Leader
Georgia Department of Transportation
Office of Environmental Services
600 West Peachtree Street, NW
Atlanta, GA 30308
Phone: 404.631.1256
Cell: 404.314.0669
Fax: 404.631.1916

Over the past decade, Georgia DOT has provided nearly \$860 million to assist cities and counties with the maintenance and improvement of local roads. For more information on our current Local Maintenance and Improvement Grant (LMIG) program.

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

From: Pomfret, Jim
To: "Lenor Bromberg"
Subject: FW: 106 Consultation for GDOT Project CSTE-0008-00(986), P.I. No. 0008986
Date: Wednesday, October 17, 2012 9:54:05 AM

Jim Pomfret
Archaeology Team Leader
Georgia Department of Transportation
Office of Environmental Services
600 West Peachtree Street, NW
Atlanta, GA 30308
Phone: 404.631.1256
Cell: 404.314.0669
Fax: 404.631.1916

From: Richard Allen [mailto:Richard-Allen@cherokee.org]
Sent: Friday, September 14, 2012 5:19 PM
To: Pomfret, Jim; 'Emman Spain'; Sam Alexander; Eddie LaGrone; Robert Deere Jr.; Thomas Yahola; Anne Mullins (annemullins@semtribe.com); Elliott York; 'alisonswing@semtribe.com'; rthrower@pci-nsn.gov; Charles Coleman (chascoleman@prodigy.net); aqttcultural@yahoo.com; John Zachary (johnzachary@me.com); Tiger Hobia (tigerhobia@yahoo.com); Natalie Harjo (harjo.n@sno-nsn.gov)
Cc: Chetna.Dixon@dot.gov; 'TEProjects@maal.net'; Peek, Tyler
Subject: RE: 106 Consultation for GDOT Project CSTE-0008-00(986), P.I. No. 0008986

Jim,

The Cherokee Nation defers to the Muscogee and Seminole Nations regarding this project.

Thank you.

Dr. Richard L. Allen
Policy Analyst
NAGPRA/Section 106 Contact
Cherokee Nation
P.O. Box 948
Tahlequah, Oklahoma 74465
(918) 453-5466 (office)
(918) 822-2707 (cell)
(918) 458-5898 (fax)

From: Pomfret, Jim [mailto:jpomfret@dot.ga.gov]
Sent: Tuesday, August 21, 2012 3:39 PM
To: 'Emman Spain'; Sam Alexander; Eddie LaGrone; Robert Deere Jr.; Thomas Yahola; Anne Mullins (annemullins@semtribe.com); Elliott York; 'alisonswing@semtribe.com'; rthrower@pci-nsn.gov; Charles Coleman (chascoleman@prodigy.net); aqttcultural@yahoo.com; Richard Allen; John Zachary (johnzachary@me.com); Tiger Hobia (tigerhobia@yahoo.com); Natalie Harjo (harjo.n@sno-nsn.gov)
Cc: Chetna.Dixon@dot.gov; 'TEProjects@maal.net'; Peek, Tyler
Subject: 106 Consultation for GDOT Project CSTE-0008-00(986), P.I. No. 0008986

Dear Tribal Partners,

On behalf of the Federal Highway Administration Georgia Division (FHWA), in keeping with a government-to-government relationship, I am forwarding Section 106 documentation for the above project. Project CSTE-0008-00(986), P.I. No. 0008986 would construct an extension to the existing Ocmulgee Heritage Trail in Macon, Georgia. The proposed project would be built using Transportation Enhancement and local funds and would extend the current Ocmulgee Heritage Trail from Walnut Creek to the Otis Redding Bridge (concept attached). The trail would be 6,500 feet long, 10-foot wide concrete, asphalt, or gravel, and will meander generally 30-100 feet from the Ocmulgee River bank. The trail would consist of 1.5-2 inches of asphalt over 4-6 inches graded aggregate base. Due to the sensitivity of the Ocmulgee National Monument, construction will primarily be tied to existing grades, minimizing areas of cut and fill. Approximately one mile of the project would be on Ocmulgee National Monument (National Park Service [NPS]) and approximately 0.25 mile would be on City of Macon and Norfolk Southern Railroad Company property. The portion of the project within the Ocmulgee National Monument is also within the Ocmulgee Old Fields Traditional Cultural Property (TCP) boundary.

The project was fully surveyed for archaeological resources in 2008 and 2009. The Otis Redding Loop portion of the trail (non-NPS portion) was surveyed in 2008 under GDOT PI Nos. 0007636 and 0007650. The Section 106 Notification from 2008, under PI No. 0007636 was sent on January 18, 2008 (attached). In July 2008, the draft report was sent to you, SHPO, and all consulting parties. A Short Form for Negative Findings (attached) was included in the report as an appendix and under PI No. 0007650. The transmittal letters associated with this portion of the project are attached.

In 2009 project PI No. 0008986 was developed as a Transportation Enhancement project to include both the Otis Redding Loop as well as an extension through NPS property to Walnut Creek. The NPS conducted their own archaeological survey of the portion of trail on their property. This report (attached) was concurred with by SHPO (attached), however it was never sent to the tribes for review and comment.

In 2009 a No Historic Properties Affected document (attached) was also submitted to SHPO and covered the entire project corridor (PI Nos. 0007636, 0007650, and 0008969). While this document identified five historic properties listed on the National Register of Historic Places (NRHP), it failed to mention the NRHP eligible Ocmulgee Old Fields TCP. Due to this omission, an addendum No Historic Properties Affected document is being submitted for review (draft attached).

The FHWA and GDOT look forward to continued consultation with you on the above project and we believe you should now have all required documentation associated with PI No. 0008986. Please review the enclosed Section 106 documentation and provide comments or concerns you may have with regard to the information contained therein. Your continued consultation in this project is appreciated. If you have any questions concerning the enclosed material or need additional information please contact the GDOT Tribal Liaison, Jim Pomfret at 404.631.1256 or jpomfret@dot.ga.gov.

Jim Pomfret



IN REPLY REFER TO:

United States Department of the Interior

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



SER-PC

APR 29 2011

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

Dear Mr. Barry:

As requested, the National Park Service (NPS), Southeast Regional Office (SERO) has reviewed the proposed Ocmulgee Heritage Trail, Walnut Creek Extension, CSTE-0008-00(986), P.I. Number 0008986, located in Bibb County, Georgia, as detailed in Georgia Department of Transportation's (GDOT) correspondence dated April 1, 2011. The NPS SERO offers the following comments for your consideration:

General Comments

We welcome this opportunity to cooperate with the Federal Highway Administration (FHWA) and the GDOT in evaluating the proposed Ocmulgee Heritage Trail, Walnut Creek Extension project. The Walnut Creek Extension would begin approximately 950 feet east of the Otis Redding Bridge at the future terminus of the Otis Redding Loop and would terminate approximately 670 feet from the intersection of Walnut Creek and the Ocmulgee River. The total length of the proposed trail is approximately 6,500 feet. The Walnut Creek Extension would serve to improve visitor access and recreational opportunities by providing continuity in the Ocmulgee National Monument (OCMU) trail system.

Section 4(f) Comments

The proposed project would convert approximately 52,800 square feet (1.21 acres) of the property within the boundaries of the OCMU to a multi-use trail. Through subsequent correspondence with the NPS OCMU Superintendent, mitigation requirements have been tentatively agreed to. We have also received assurances that this project 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

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 and GDOT 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 Jim David, Superintendent, Ocmulgee National Monument, at 478-752-8257, extension 211.

Sincerely,



David Vela
Regional Director
Southeast Region

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

December 21, 2009

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

Re: Coordination for Phase I Ecology Assessment; GDOT Project CSTEE-0008-00(986), Bibb County, PI # 0008986;
Ocmulgee Heritage Trail - Walnut Creek Extension

Dear Mr. Barry:

Please find attached the Phase I Ecology Assessment for the referenced project. The proposed project would consist of the construction of Ocmulgee Heritage Trail (OHT) - Walnut Creek Extension. This section of the OHT is intended to connect the proposed Otis Loop Trail section with a trail located in the Ocmulgee National Monument Park. The trail would be 10-ft wide and built of concrete. It would be located in the Upper Ocmulgee River watershed (HUC 03070103). Because the majority of the project falls on National Park Service (NPS) land, wetlands were delineated according to the NPS definition as well as according to the US Army Corps of Engineers (Corps) definition.

The attached report describes the following findings with regard to ecological resources:

- Project area is dominated by hardwood forest, but also contains small areas of maintained grass and utility easement.
- Two wetlands are present within the project corridor according to the NPS definition; neither one of these is jurisdictional according to the Corps.
- One stream is present within the project corridor and two streams are adjacent to the project corridor, but outside the proposed project limits.
- Although biological effect determinations are not made in Phase I Ecology Assessments, the report indicates that habitat is not present for the federally endangered red-cockaded woodpecker, wood stork, green pitcher plant, relict trillium; nor is habitat present for the sweet pitcher plant (state endangered), yellow flytrap (state rare); habitat is present for the fringed campion (federally endangered), but no individuals were observed on surveys conducted during the flowering period; habitat is present for Rafinesque's big-eared bat (state rare).

This Phase I report is being provided for your information and files. Quantified impacts to Waters of the US and biological effect determinations will be provided in the Phase II Ecology Assessment. At that time, concurrence on biological effect determinations will be requested under Section 7 of the Endangered Species Act. If you have any questions or need additional information, please contact Doug Chamblin at 404-631-1447 or Lisa Westberry at 404-631-1772.

Sincerely,

Handwritten signature of Glenn Bowman.

Glenn Bowman, P.E.
State Environment/Location Engineer

GB/RJW/hdc
Attachments

Cc: Brandon F. Smith, Environmental Services, Inc.
Leigh Priestley, GDOT Environmental Compliance Bureau
Kelvin Mullins, GDOT Project Manager

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 500 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

November 5, 2010

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

ATTN: Chetna Dixon

Re: Ecology Transmittal, GDOT Project CSTEE-0008-00(986), Bibb County, P.I. No. 0008986, Ocmulgee
Heritage Trail: Walnut Creek Extension

Dear Mr. Barry:

Please find attached the ecology report for the above referenced project. GDOT Project #CSTEE-0008-00(986) would consist of the construction of the Ocmulgee Heritage Trail (OHT): Walnut Creek Extension. This section of the OHT is intended to connect the proposed Otis Loop Trail section with a trail located in the Ocmulgee National Monument Park. The 10-foot wide trail would extend for 6,500 feet in length and would be constructed of either concrete, asphalt or gravel, dependent on budget limitations. The approximate midpoint of the project is located at latitude 32.834163° N and -83.611277° W. The project is located in the Upper Ocmulgee watershed (HUC 03070103). Because the majority of the trail lies on National Park Service (NPS) land, wetlands were delineated according to the NPS regulations. In addition, jurisdictional waters of the US were delineated according to the US Army Corps of Engineers (USACE) Wetlands Delineation Manual.

The attached report describes the following findings:

- The project would utilize a bridge structure in order to cross one unnamed perennial stream, resulting in minor impacts (12 linear feet) as a result of bridge footers being placed below the top of bank. A Clean Water Act Section 404 pre-construction notification (PCN) would be required under Regional Condition A6 due to the location of the project on NPS land. Additionally, the project's impacts would be within the allowable thresholds for a Section 404 Nationwide Permit 18, which would be sought in the PCN;
- The project would place a culvert in a NPS Wetland (W1) in order to cross the feature, resulting in 350 square feet of temporary construction impacts and 350 square feet of permanent impacts for a total of 700 square feet of wetland impacts. Based on the NPS's concurrence of the identification of this feature as a NPS wetland, NPS wetland impacts would be excepted from mitigation under the guidance set forth in the National Park Service Procedural Manual #77-1: Wetland Protection; February 2008;
- There would be one stream buffer encroachment, however, since it would be for the construction of a bridge structure over one unnamed perennial stream, this would be exempt from requiring a stream buffer variance under provisions set forth in the Georgia Erosion and Sedimentation Act of 1975 for "roadway drainage structures";

Bibb County, P.I. No. 0008986
November 5, 2010

- Under the Endangered Species Act of 1973 (ESA), the project would have no effect on any federal threatened or endangered species, or federal candidate species;
- Under the Migratory Bird Treaty Act, the project would have no significant impact on interior dwelling species, nor any nesting habitat related to bridges or culverts as the four bridges and one culvert identified are either not affected by the project or outside of the area of potential impacts;
- Under the Bald and Golden Eagle Protection Act, the project would have no effect on the bald eagle.

The most current listings of threatened and endangered species were used during the ecology survey. The Department respectfully requests concurrence of the no effects determination.

Thank you for your attention to this matter. If you should have any questions or need additional information, feel free to contact Rich Williams at (404) 631-1084

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/RJW/bh
Attachment

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

Sent: Wednesday, November 24, 2010 7:21 AM

To: Chamblin, Douglas; Westberry, Lisa; Pete_Pattavina@fws.gov; Williams, Rich

Cc: Chetna.Dixon@dot.gov

Subject: No Effect Determination: CSTE-0008-00(8986), PI 0008986-Ocmulgee Heritage Trail-Walnut Creek Extension

GDOT is pursuing the above referenced project. The proposed project would consist of connecting the proposed Otis Redding Loop Trail Loop section with a trail located in the Ocmulgee National Monument Park. Based on the information presented in the September 2010 Ecology Assessment, FHWA has determined that the proposed action would have no effect upon federally listed species for Bibb County, Georgia. If you have any comments or questions, please advise.

Thanks-

Chetna P. Dixon

Environmental Coordinator

FHWA-GA Division

61 Forsyth Street, Suite 17T100

Atlanta, GA 30303

404.562.3655 (phone)

404.562.3703 (fax)

email: Chetna.Dixon@dot.gov



Please consider the environment before printing this e-mail

www.keagroup.com

From: Steven_M_Wright@nps.gov [mailto:Steven_M_Wright@nps.gov]
Sent: Tuesday, January 25, 2011 2:07 PM
To: Hart Bruce
Cc: williams@dot.ga.gov; Chetna.Dixon@fhwa.dot.gov; Jim_David@nps.gov
Subject: Re: Ocmulgee Heritage Trail: Walnut Creek Extension

Bruce,

A review was conducted of the Ecology Assessment Phase I and Phase II Reports dated November 5, 2009, and September, 2010, respectively; for compliance with the National Park Service's (NPS) Director's Order 77-1, Wetland Protection. Based on the information provided in these reports, we concur that the project will be an excepted action and therefore excepted from NPS Wetlands Statement of Findings and related compensation requirements.

We request that the NPS wetlands discussion in the Phase II report be incorporated into the Environmental Assessment for the subject project to meet our obligations under Executive Order 11990, Protection of Wetlands.

If you have any additional questions, please contact me at 404-507-5710.

Steven M. Wright
National Park Service
Southeast Regional Office
Planning & Compliance Division
(404) 507-5710
(404) 562-3257 fax

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

January 4, 2011

Mr. Steven Wright
National Park Service
100 Alabama Street
1924 Building
Atlanta, Georgia 30303

Re: Ecology Assessment Phase I and Phase II Report Transmittal, GDOT Project CSTEE-0008-00(986),
Bibb County, P.I. No. 0008986, Ocmulgee Heritage Trail: Walnut Creek Extension

Dear Mr. Wright:

Please find attached the two ecology reports for the above referenced project. GDOT Project #CSTEE-0008-00(986) would consist of the construction of the Ocmulgee Heritage Trail (OHT): Walnut Creek Extension. This section of the OHT is intended to connect the proposed Otis Loop Trail section with a trail located in the Ocmulgee National Monument Park. The 10-foot wide trail would extend for 6,500 feet in length and would be constructed of concrete, asphalt or gravel, dependent on budget limitations. The approximate midpoint of the project is located at latitude 32.834163° N and 83.611277° W. The project is located in the Upper Ocmulgee watershed (HUC 03070103). Because the majority of the trail lies on National Park Service (NPS) land, wetlands were delineated according to the NPS regulations. In addition, jurisdictional waters of the US were delineated according to the US Army Corps of Engineers (USACE) Wetlands Delineation Manual.

The attached Phase II Ecology Assessment report describes the following findings:

- The project would utilize a bridge structure in order to cross one unnamed perennial stream, resulting in minor impacts (12 linear feet) as a result of bridge footers being placed below the top of bank. A Clean Water Act Section 404 pre-construction notification (PCN) would be required under Regional Condition A6 due to the location of the project on NPS land. Additionally, the project's impacts would be within the allowable thresholds for a Section 404 Nationwide Permit 18, which would be sought in the PCN;
- The project would place a culvert in a NPS Wetland (W1) in order to cross the feature, resulting in 350 square feet of temporary construction impacts and 350 square feet of permanent impacts for a total of 700 square feet of wetland impacts. Based on the NPS's concurrence of the identification of this feature as a NPS wetland, NPS wetland impacts would be exempted from mitigation under the guidance set forth in the National Park Service Procedural Manual #77-1: Wetland Protection; February 2008;
- There would be one stream buffer encroachment, however, since it would be for the construction of a bridge structure over one unnamed perennial stream, this would be exempt from requiring a stream buffer variance under provisions set forth in the Georgia Erosion and Sedimentation Act of 1975 for "roadway drainage structures";
- Under the Endangered Species Act of 1973 (ESA), the project would have no effect on any federal threatened or endangered species, or federal candidate species;

Bibb County, P.I. No. 0008986
January 4, 2011

- Under the Migratory Bird Treaty Act, the project would have no significant impact on interior dwelling species, nor any nesting habitat related to bridges or culverts as the four bridges and one culvert identified are either not affected by the project or outside of the area of potential impacts;
- Under the Bald and Golden Eagle Protection Act, the project would have no effect on the bald eagle.

The most current listings of threatened and endangered species were used during the ecology survey.

The Georgia Department of Transportation (Department) respectfully requests NPS concurrence of the wetlands delineated according to NPS regulations. In addition, the Department requests NPS concurrence that the proposed impacts to NPS W1 would not require mitigation under the guidance set forth in the National Park Service Procedural Manual #77-1: Wetland Protection; February 2008.

Thank you for your attention to this matter. If you should have any questions or need additional information, feel free to contact Doug Chamblin at (404) 631-1447 or Rich Williams at (404) 631-1084.

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/RJW/bh
Attachment

cc: Rodney Barry, P.E., FHWA (Attn: Chetna Dixon)

From: [Mark McClain](#)
To: ["Brandon Smith"](#)
Cc: ["Tori Wheeler"](#); [Hart Bruce](#); ["Tish Stults"](#); ["Regina Schuster"](#); ["Jeanne Kerney"](#)
Subject: RE: Bibb PI# 0008986 Ecology Addendum Approval
Date: Monday, June 20, 2011 12:45:36 PM
Attachments: [jmae001.png](#)

Hello Brandon and Bruce,

For clarification, the approval is for the Ecology Addendum only.

Mark

From: Mark McClain [mailto:mmcclain@maai.net]
Sent: Monday, June 13, 2011 11:57 AM
To: 'Brandon Smith'; teprojects@maai.net
Cc: 'Tori Wheeler'; 'Bruce Hart'
Subject: RE: Bibb PI# 0008986

Hello Brandon and Bruce,

The Addendum for the Bibb 8986 Ocmulgee Heritage Trail: Walnut Creek Extension project has been approved by GDOT and forwarded to FHWA for their review and approval. If you have any questions, please do not hesitate to contact me. Thank you.

Mark

From: Brandon Smith [mailto:bsmith@ESINC.CO]
Sent: Friday, June 10, 2011 10:07 AM
To: teprojects@maai.net
Cc: mmcclain@maai.net; Tori Wheeler; Bruce Hart
Subject: Bibb PI# 0008986

Please find attached the Ecology Phase II addendum, QAQC form, and FHWA transmittal letter for your review and use. This package has been reviewed by Bruce Hart of KEA Group. Thanks let me know if you require any modifications.



**ENVIRONMENTAL
SERVICES, INC.**

Brandon Smith | Senior Manager / Asst. Vice President

PLEASE NOTE OUR NEW ADDRESS, EFFECTIVE MONDAY, JANUARY 30, 2011:

Mailing Address - P.O. Box 2383, Savannah, GA 31402

Physical/Shipping Address - 131 Hutchinson Island Road, Suite 100, Savannah, GA 31421

912-236-4711 Phone | 912-236-3668 Fax | 912-596-3743 Cell

[ESI Website](#) | [Read ESI News](#) | [Follow Us on Twitter](#) | [ESI Green News Blog](#)

PHASE II: ECOLOGY ADDENDUM

CSTEE-0008-00(986)
BIBB COUNTY
OCMULGEE HERITAGE TRAIL IMPROVEMENTS
WALNUT CREEK EXTENSION
P.I. #0008986

PREPARED BY:
ENVIRONMENTAL SERVICES, INC. (ESI)
PO BOX 2383
SAVANNAH, GEORGIA 31402

JUNE 10, 2011

PREPARED BY: 
BRANDON F. SMITH, ESI

REVIEWED BY: _____

Introduction

The Phase II Ecology Report for CSTEE-0008-00(986), BIBB COUNTY, P.I. NO. 0008986 was prepared in September 2010 and subsequently transmitted to the Federal Highway Administration (FHWA) in November 2010 and to the National Park Service (NPS) in January 2011. The below summarized clarification for Fish and Wildlife Coordination Act (FWCA) need, or lack thereof, serves as an addendum to the September 2010 Phase II Ecology Report. All other information including project design plans, outlined within the September 2010 Phase II Ecology Report remains valid. This addendum serves only to specifically state FWCA coordination needs necessitated by the project with the U.S. Fish and Wildlife Service (USFWS).

Project Description

The Walnut Creek Extension project is the second phase of the Ocmulgee Heritage Trail (OHT) improvements located between Otis Redding Bridge and the Ocmulgee National Monument Park (ONMP), adjacent to the northeast bank of the Ocmulgee River, in the eastern part of the City of Macon, Bibb County, Georgia. The Walnut Creek Extension would begin approximately 950 feet east of the Otis Redding Bridge at the future terminus of the Otis Redding Loop Trail and would terminate approximately 670 feet from the intersection of Walnut Creek and the Ocmulgee River. The total length of the proposed trail is approximately 6,500 feet. The OHT is a riverside trail and park system designed to provide a recreational resource within a setting suitable to enjoy the natural and culturally significant surroundings. This section of the OHT is intended to connect the proposed Otis Loop Trail section with a trail located in the ONMP.

FWCA Coordination

The FWCA provides the basic authority for the USFWS's involvement in evaluating impacts to fish and wildlife from proposed water resource development projects. It requires that fish and wildlife resources receive equal consideration to other project features. It also requires Federal agencies (i.e., NPS and FHWA) that construct, license or permit water resource development projects to first consult with the Service (and the National Marine Fisheries Service in some instances) and State fish and wildlife agency regarding the impacts on fish and wildlife resources and measures to mitigate these impacts.

Stream 1 (S1) is a low quality, warm water, unnamed perennial stream that is primarily fed by storm water conveyance structures associated with Interstate 16 and other upstream developments. S1 flows directly into the Ocmulgee River in the northern portion of the project. The proposed project includes a pedestrian bridge that would cross over S1. Coordination under the FWCA is not required for this stream as the proposed bridge construction would result in channel loss less than 100 feet.

Stream-2 (S2): S2 is the Ocmulgee River and is located just outside and to the southwest of the limits of study; however given its proximity to the project it is described

Phase II Ecology Report Addendum
PI#0008986
Bibb County
June 09, 2011

- 2 -

and included in the Phase II report. The Ocmulgee River is a warm water, perennial and traditionally navigable water (TNW) by USACE standards. S2 is the receiving water for the above referenced onsite S1. The proposed project does not propose any impacts to the waterway or its' associated 25' riparian buffer. Coordination under the FWCA is not required for this stream as no impacts are proposed.

Stream-3 (S3): S3 is Walnut Creek and is located just outside and to the southeast of the southeastern most project study area terminus. However, given its proximity to the project it is described and included in the Phase II report. Walnut Creek is a warm water, perennial stream by USACE standards and could be considered a TNW during normal to above normal flow periods. S2 is the receiving water for S3. The proposed project does not propose any impacts to the waterway or its' associated 25' riparian buffer. Coordination under the FWCA is not required for this stream as no impacts are proposed.



Bibb County Engineering Department

DAVID P. FORTSON, P.E.
COUNTY ENGINEER

F. CHARLES BROOKS, P.E., R.L.S.
ENGINEER IV

WM. KEITH BRASWELL, R.L.S.
ENGINEER III

780 THIRD STREET
MACON, GEORGIA 31201
PHONE: 478-621-6660
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JEFFERY D. SMITH, E.L.T., C.P.E.S.C.
ENGINEER III

WILLIAM C. CAUSEY, R.L.S.
ENGINEER III

JAMES L. JOINSON, E.L.T.
ENGINEER III

DANNY TAVAKOL
ENGINEER II

February 13, 2013

Mitchell B. Murchison
Cranston Engineering Group, P.C.
452 Ellis Street
Augusta, Georgia 30901

RE: Hydraulic and Hydrological Study for OHT - Walnut Creek
Proposed pedestrian bridge

Dear Mr. Murchison,

Bibb County hereby concurs with the findings of the hydrology/hydraulic study of the effects resulting from the construction of the project referenced above. We understand the findings of the study indicate there will be no significant rise in the existing base flood elevation of Walnut Creek, within Bibb County.

Please let me know if you have any questions regarding this matter.

Sincerely,

Charles Brooks, P.E., R.L.S.
Engineer IV

Cc: Chairman Sam Hart



Cranston Engineering Group, P.C.

ENGINEERS - PLANNERS - SURVEYORS

452 ELLIS STREET, AUGUSTA, GEORGIA 30901
POST OFFICE BOX 2546, AUGUSTA, GEORGIA 30902
TELEPHONE 706-722-1288
FACSIMILE 706-722-8370
mail@cranstonengineering.com

MEMORANDUM

TO: File (CEG # 2008-0080)

FROM: D. Scott Williams *DSW*

DATE: November 21, 2011

SUBJ: Ocmulgee Heritage Trail; Walnut Creek Extension; Bibb PI 0008986; CEG# 2008-0080

A survey of the corridor for this project has identified a transverse crossing of the 100-year floodplain associated with the Ocmulgee River. The proposed project is entirely within the 100-year floodplain.

The proposed project would involve activities in the regulatory floodplains of the Ocmulgee River. These activities are defined as the construction of approximately 1.2 miles of trail, a footbridge, and a culvert. Construction of the project could require the placement of a negligible amount of fill material, in the floodplain, but the project would primarily be closely tied to existing grades. The project would be designed to have negligible effect on the floodplain. Procedures for Coordinating Highway Encroachments on Floodplains with the Federal Emergency Management Agency (FEMA) are being followed, and the Bibb County Engineering Department (local floodplain management) is aware of the project. This project will involve coordination with Bibb County Engineering Department and possibly FEMA in order to obtain a No-Rise Certificate. Again, this coordination will follow "Procedures for Coordinating Highway Encroachment on Floodplains."

Cranston Engineering Group has begun coordination on this floodplain issue and will be completing a quantitative evaluation in the future. With negligible alteration of existing grades, it is the engineer's opinion that the project would not represent a substantial risk to life or property; it would not have a substantial impact on natural and beneficial floodplain values; it would not support incompatible floodplain development; and it would not interrupt or terminate a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route, as the project is in an undeveloped area along the Ocmulgee River, mostly within a national park.

FEMA "NO RISE" CERTIFICATION

FOR

OHT - WALNUT CREEK

BIBB COUNTY, GEORGIA

Prepared for

City of Macon
Parks and Recreation Department
150 Willie Smokey Glover Drive
Macon, Georgia 31201

Prepared by



Cranston Engineering Group, P.C.
ENGINEERS - PLANNERS - SURVEYORS

452 ELLIS STREET, AUGUSTA, GEORGIA 30901
POST OFFICE BOX 2546, AUGUSTA, GEORGIA 30908
TELEPHONE 706-722-1588
FACSIMILE 706-722-8379
mail@cranstonengineering.com

December 11, 2012

2008-0080

ENGINEERING "NO-RISE" CERTIFICATION

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 proposed improvements within the 100-year floodplain associated with the OHT Walnut Creek project, will not increase the 100-year flood elevations, floodway elevations and floodway widths on the Ocmulgee River, Bibb County, Georgia at published sections in the Flood Insurance Study for Bibb County, Georgia dated April 2, 2007 and will not increase the 100-year flood elevations, floodway elevations, and floodway widths at unpublished cross-sections in the vicinity of the proposed development.

12/11/2012

(Date)

Mitchell B. Murphison

(Signature)

PROFESSIONAL ENGINEER

(Title)

452 ELLIS STREET

(Address)

AUGUSTA GA 30901

(City)

(State)

(Zip Code)

706-722-1588

(Phone)

SEAL:



To model the hydraulic effect of the proposed fill within the floodway, the original HEC-2 runs were obtained from the FEMA archives. This archived data was input into HEC-2 and the output was checked against the published FIS profiles dated April 2, 2007 and the Floodway Data tables. The existing data was checked and re-checked with no input errors found, but the results data for sections 16.5 and 16.6 calculated different from the published results. The proposed improvements will be located between sections ‘H’ and ‘I’ as identified in the published profiles for the Ocmulgee River. This portion of the HEC-2 model was used as a basis for the corrected effective model and the proposed conditions model.

It is widely known that field cross-sections and topographical information was not easily obtainable for the original hydraulic runs of the majority of the studied rivers and creeks. A significant portion of this information was gathered using the best available information including USGS Quadrangle maps and other forms of data. Therefore, new and updated cross-sections were generated using topographical information obtained from field survey information and Bibb County GIS data where needed. Existing cross-sections 14, 15, 16, 16.5, and 16.6 are sections in the HEC-2 model. Section 16 corresponds to ‘H’ on the profile and 16.5 corresponds to ‘I’. These two sections were updated with new topography and kept at approximately the same river location. The reach length distances were updated based on scaled distances from the published FEMA FIRM maps for these and adjacent sections. Section 16.3 represents the location of the proposed pedestrian bridge. The bridge was modeled as a section of fill within the 16.3 cross-section.

After input of the new information the results from HEC-2 for the 100 and 500-year storm events are considered to be actual condition elevations and are the points of comparison for the proposed conditions.

The proposed improvements are located within the regulated floodway of the Ocmulgee River. Due to regulations on the improvements within this regulated area, the proposed improvements can not create a rise greater than 0.1 foot in the 100-year WSEL or an increase in floodway width of more than 1 foot. The pedestrian bridge was modeled in Section 16.3 as inundated fill. It was done this way knowing that it would be inundated by approximately 10 feet during the 100-year storm event and the open areas would be negligible. Table 1 shows the WSEL comparison between actual field conditions and the proposed conditions for the 100-year storm event.

The regulatory floodway is generated by the HEC-2 program through the implementation of user input encroachments. The previous method used to set the encroachments was Method 4 which allows the user to set a maximum target rise in the WSEL and uses equal conveyance for each overbank. Method 4 was also used for the proposed conditions in this model and the results comparison can be seen in Table 1 below.

Table 1

X-Section ID	Corrected Effective Model			Proposed Model		
	Natural WSEL	Floodway WSEL	Floodway Width	Natural WSEL	Floodway WSEL	Floodway Width
14.0 (F)	297.06	297.06	783.80	297.06	297.06	783.80
15.0 (G)	300.21	300.55	426.89	300.21	300.55	426.89
16.0 (H)	301.72	302.13	2624.08	301.72	302.13	2624.08
16.3	301.94	302.46	678.90	301.92	302.41	678.74
16.5 (I)	301.72	302.25	386.07	301.75	302.25	386.08
16.6	302.16	302.76	419.81	302.19	302.76	419.82

Note: HEC 2 Output from 100-YR Flow Calculations
(All Elevations are shown in NGVD 1929)

Keith Golden, P.E., Commissioner



DEPARTMENT OF TRANSPORTATION

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

May 1, 2012

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

ATTN: Chetna Dixon

Dear Mr. Barry:

Re: Project CSTE-0008-00(986), Bibb County, Ocmulgee Heritage Trail – Walnut Creek
Extension

Dear Mr. Barry:

Please find enclosed the revised air assessment for the above referenced project. These are being sent to you for your information and files.

Should you need further information, please contact Keisha Jackson at (404) 631-1160 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/lj/rs
Enclosures

cc: Elaine Armster (letter only)
General File (letter, report)
Project File (letter, report)
Reading File (letter only)

**AIR QUALITY IMPACT ASSESSMENT ADDENDUM
CSTEE-0008-00(986), BIBB COUNTY
OCMULGEE HERITAGE TRAIL – WALNUT CREEK EXTENSION
PI # 0008986
September 2011**

Introduction

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

Transportation conformity is required for Federal transportation projects in areas that have been designated by the U.S. Environmental Protection Agency (EPA) as not meeting the NAAQS. These areas are called nonattainment areas if they currently do not meet air quality standards or maintenance areas if they have previously violated air quality standards, but currently meet them and have an approved maintenance plan. On January 5, 2005, The US EPA designated a 20+ county metro Atlanta non-attainment area for fine particulate matter, called PM 2.5. This designation became effective on April 5, 2005, 90 days after EPA's published action in the Federal Register. Transportation Conformity for the PM 2.5 standards applies as of April 5, 2006, after the one year grace period provided by the Clean Air Act. Metropolitan PM 2.5 nonattainment areas are now required to have a transportation improvement program (TIP) and long range transportation plan (LRTP) that conforms to the PM 2.5 standard.

In addition to PM 2.5 assessments, Mobile Source Air Toxics (MSAT) assessments are required statewide for most federal transportation projects. Based on the example projects defined in the FHWA guidance "*Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents*," dated September 30, 2009, the construction of a multi-use trail would be classified as a project with *No Meaningful MSAT Impact*.

Project Description

The proposed project would construct a 10-foot wide concrete or asphalt trail approximately 6,500 feet long within the Ocmulgee Heritage Trail (OHT). OHT is a riverside trail and park system owned by the NPS and located approximately 1 mile southeast of Macon, Georgia. The purpose of this phase of the trail system is to extend the trail from the proposed Otis Loop section of the Ocmulgee Heritage Trail to connect with existing trails of the Ocmulgee National Monument. The proposed project would require no right-of-way or easement.

Air Assessment Addendum
Project CSTE-0008-00(986), Bibb County
PI No. 0008986
September 2011

Air Quality Assessment

Ozone

This project is in an area where the State Implementation Plan contains transportation control measures. The Clean Air Act requires Transportation Plans and Transportation Improvement Programs in areas not meeting the National Ambient Air Quality Standards to conform to the emissions budget of the State Implementation Plan for air quality. The FY 2012-2015 TIP is the current adopted plan for the Atlanta region showing the region's highest transportation priorities. It was adopted by the Macon-Bibb County Planning and Zoning Commission (MBCPZC) on June 1, 2011 and was approved by US DOT on June 30, 2011.

This project is identified in the Macon MBCPZC Fiscal Year 2012-2015 TIP by reference number MCN-TEA-1 with PI # as "Lump Sum".

Carbon Monoxide (CO)

The project was evaluated for the potential to result in increased CO concentrations in the project area. Based on project type it has been determined that this project would not increase traffic congestion or increase idle emissions and CO concentrations therefore the project is consistent with state and federal air quality goals for CO.

PM 2.5 Qualitative Analysis

This project has been evaluated by an interagency group consisting of FHWA, EPA, EPD and the MPO and was found to be exempt from the PM2.5 hot spot requirements on June 12, 2009. Documentation and correspondence are included in Attachment 1.

Mobile Source Air Toxics

The purpose of this project is to construct a multi-use paved trail. This project has been determined to generate minimal air quality impacts for CAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will 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.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Air Assessment Addendum
Project CSTE-0008-00(986), Bibb County
PI No. 0008986
September 2011

Incomplete or unavailable information for project-specific MSAT health impacts analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, <http://www.epa.gov/ncea/iris/index.html>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, <http://pubs.healtheffects.org/view.php?id=282>) or in the future as vehicle emissions substantially decrease (HEI, <http://pubs.healtheffects.org/view.php?id=306>).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupported assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable. The results produced by the EPA's MOBILE6.2 model, the California EPA's Emfac2007 model, and the EPA's DraftMOVES2009 model in forecasting MSAT emissions are highly inconsistent. Indications from the development of the MOVES model are that MOBILE6.2 significantly underestimates diesel particulate matter (PM) emissions and significantly overestimates benzene emissions.

Air Assessment Addendum
Project CSTE-0008-00(986), Bibb County
PI No. 0008986
September 2011

Regarding air dispersion modeling, an extensive evaluation of EPA's guideline CAL3QHC model was conducted in an NCHRP study (http://www.epa.gov/scram001/dispersion_alt.htm#hyroad), which documents poor model performance at ten sites across the country - three where intensive monitoring was conducted plus an additional seven with less intensive monitoring. The study indicates a bias of the CAL3QHC model to overestimate concentrations near highly congested intersections and underestimate concentrations near uncongested intersections. The consequence of this is a tendency to overstate the air quality benefits of mitigating congestion at intersections. Such poor model performance is less difficult to manage for demonstrating compliance with National Ambient Air Quality Standards for relatively short time frames than it is for forecasting individual exposure over an entire lifetime, especially given that some information needed for estimating 70-year lifetime exposure is unavailable. It is particularly difficult to reliably forecast MSAT exposure near roadways, and to determine the portion of time that people are actually exposed at a specific location.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (<http://pubs.healtheffects.org/view.php?id=282>). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (<http://www.epa.gov/risk/basicinformation.htm#g>) and the HEI (<http://pubs.healtheffects.org/getfile.php?u=395>) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine a "safe" or "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than safe or acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the

Air Assessment Addendum
Project CSTE-0008-00(986), Bibb County
PI No. 0008986
September 2011

uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Construction

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 Georgia Department of Natural Resources' Environmental Protection Division, 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: www.epa.gov/otaq/retrofit/retroverifiedlist.htm.

Conclusion

This project was evaluated for its consistency with state and federal air quality goals, including CO, Ozone, PM_{2.5} and MSATs as part of this assessment. Results indicated that the project is consistent with the State Implementation Plan for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards.

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2012 – 2015

**FOR THE
MACON AREA TRANSPORTATION STUDY**

**PREPARED BY:
MACON-BIBB COUNTY PLANNING AND ZONING COMMISSION**

KEN NORTH, PLANNER

**IN COOPERATION WITH
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION
GEORGIA DEPARTMENT OF TRANSPORTATION**

June 2011

“ The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration.”

PROJECT NAME : TRANSPORTATION ENHANCEMENTS		PROJECT #:				
PROJECT DESCRIPTION: LUMP SUM		P.I. NOS: LUMP SUM				
		TTP#: MCN-TEA-1				
		COUNTY: BIBB				
LENGTH (MI)	# OF LANES-EXISTING: N/A	PLANNED: N/A				
TRAFFIC VOLUMES (ADT)	N/A (C008) N/A	(C035)				
LOCAL RD. #	ST.-US. #	FUNDING L220				
COMMENTS/REMARKS:						
PROJECT PHASE	\$ SOURCE	FY 12	FY 13	FY 14	FY 15	TOTAL
PRELIMINARY ENGR. (000'S)		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY (000'S)		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION (000'S)	FED./LOCAL	\$489	\$489	\$489	\$489	\$1,956
PROJECT COST (000'S)		\$489	\$489	\$489	\$489	\$1,956
FEDERAL COST (000'S)		\$391	\$391	\$391	\$391	\$1,564
STATE COST (000'S)		\$0	\$0	\$0	\$0	\$0
LOCAL COST (000'S)		\$98	\$98	\$98	\$98	\$392
DOT DISTRICT	3 CONGRESSIONAL DIST:	8		RDC MG		
Fund 1 For P 1 1:	Fund 2 For P 1 2:	Fund 3 For P 1 3:				
PROJECT LOCATION						

NO MAP AVAILABLE

From: Hester, Michael [mhester@dot.ga.gov]
Sent: Friday, June 12, 2009 10:59 AM
To: Tori Wheeler
Cc: Nable, Melanie
Subject: FW: PM Determination, Exempt projects, Atlanta, Chattanooga and Macon
Attachments: PM 2.5 Exempt Sheet_6-1-09.xls

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

From: Wood.Amanetta@epamail.epa.gov [mailto:Wood.Amanetta@epamail.epa.gov]
Sent: Friday, June 12, 2009 10:54 AM
To: Kelly.Wade@dot.gov
Cc: adh@adem.state.al.us; Heath, Andrew; Alan.Jones@state.tn.us;
andrew.edwards@dot.gov;
angela.midgett@state.tn.us; annette.eason@dot.state.ga.us; Cook, Cora; Wilkinson,
Christa;
colby_bob@mail.chattanooga.gov; cornelius.davis@dot.gov; couchw@dot.state.al.us;
daponte@grta.org; dave.harris@dot.gov; david.schilling@dot.gov;
dhaynes@atlantaregional.com;
Smith.Dianna@epamail.epa.gov; dtussing@mbpz.org; eolivares@atlantaregional.com;
james_kelly@dnr.state.ga.us; Crane, Jason; Jeffery.Anoka@dot.gov;
Jennifer.Giersch@dot.gov;
North, Joel; jon_morton@mail.dnr.state.ga.us; JOrr@atlantaregional.com;
jo.meadows@catoosa.com; Katy.Allen@dot.gov; Jackson, Keisha;
Sheckler.Kelly@epamail.epa.gov;
Fowler, Krystal; KKim@atlantaregional.com; Latoya.Jones@dot.gov;
Sheckler.Kelly@epa.gov;
marc.corrigan@state.tn.us; Hester, Michael; Michele.Lindberg@dot.gov; Trigueros,
Marco;
Peevy, Phillip M.; Reksten_E@mail.chattanooga.gov; rgoodwin@grta.org;
Rhodes_K@mail.chattanooga.gov; RRW@adem.state.al.us; Woods, Reuben; Shakshuki,
Soli;
syamala@hallcounty.org; Kassa Jr., Tamrat; Mitchell, Ulysses;
Victor.Otero@dot.gov;
vryle@co.bibb.ga.us; Crawford, Zanda M
Subject: Re: PM Determination, Exempt projects, Atlanta, Chattanooga and Macon
Hello Kelly,

Thanks for sending this for our review. We have completed our review and agree that these

project(s) appear to be exempt per 93.126 or 93.128 of the Transportation Conformity Rule and

thus are exempt from PM 2.5 hotspot requirements.

Amanetta Wood, Environmental Scientist

U.S. Environmental Protection Agency, Region 4 Air, Pesticides and Toxics Management Division

61 Forsyth Street, S.W.

Atlanta, Georgia 30303

Email: wood.amanetta@epa.gov

Phone: (404) 562-9025

Fax: (404) 562-9019

<Kelly.Wade@dot.

gov>

To

Hello Interagency Members,

FHWA, GA Division has determined that the following project is exempt from PM 2.5 Hot Spot requirements.

<<PM 2.5 Exempt Sheet_6-1-09.xls>>

Please review and provide comments back by COB 6/26/09.

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

Kelly Wade

Environmental Specialist

Federal Highway Administration

61 Forsyth Street, SW

Suite 17T100

Atlanta, GA 30303

Phone: 404-562-3584

Fax: 404-562-3703

Kelly.Wade@fhwa.dot.gov(See attached file: PM 2.5 Exempt Sheet_6-1-09.xls)

Help GDOT serve you better. Visit <http://www.howmyservice.dot.ga.gov> and rate the service you received from Team GDOT.

PM 2.5 Exempt Projects 6-1-2009

County	Project #	P.I. #	MPO	Proj. Mgr.	NEPA	Project Status (Document Type & Approval Date)	Let Date	Project Description	Conformity Exempt Status (40 CFR 91.26 or 49 CFR 91.23)
Bibb	CSTEE-0006-00(086)	8988	Macon Non-Attainment Area	Tom Queen	Melanie Noble	Environmental Assessment in progress	Not Scheduled	Section of trail to connect to and extend the Ocmulgee Heritage Trail. The trail will stretch from the proposed Old Loop section to the Ocmulgee National Monument Park between Interstate 16 and the Ocmulgee River. The trail will be approximately 10 feet wide concrete or asphalt and approximately 5,000 feet long.	Exempt
Fulton	CSTEE-0006-00(059)	0006059	Atlanta Non-Attainment Area	Callieon Fisher	Chady Traskewy	SAFONSU approved under PI 751300 & 751310 on June 13, 2005.	Local Let	Abernethy Road Linear Greenpace Park consists of the construction of a linear park which would include a multi-use trail along both sides of Abernethy Road, playground facilities, landscape improvements, seating and pedestrian and security lighting.	Exempt
Gwinnet	CSSTP-0006-00(837), S1P00-0006-00(195), CSSTP-0006-00(837), and CSNRP-007-00(617)	171344, 171382, 000837, and 0007617	Atlanta Non-Attainment Area	Neil Kender	Laura Rich	Reevaluation	Local let	The Western Gwinnet Parkway project would construct a 10-foot wide bicycle/pedestrian trail on the west side of Peachtree Industrial Boulevard from the intersection of Peachtree Industrial Boulevard and Summerchase Drive to the intersection of Peachtree Industrial Boulevard and Rogers Bridge. The proposed project would be designed in accordance with the current Americans with Disabilities Act (ADA) requirements. The typical section would maintain the existing roadway facility and add a paved 10-foot wide bi-laned trail on the west side of Peachtree Industrial Boulevard, either behind existing curb and gutter or 15 feet from the edge of pavement where curb and gutter does not exist. All construction would take place within the existing right-of-way for Peachtree Industrial Boulevard. Right-of-way width along Peachtree Industrial Boulevard varies between 150 and 200 feet. PI 171344 was original found exempt with limits from the intersection of Peachtree Industrial Boulevard (PIB) and Summerchase Drive to Howell's Ferry Road. It now extends along PIB from Howell's Ferry Road to Pleasant Hill Road. PI 171502 now covers the section of roadway from Summerchase Drive to Howell's Ferry Road. PI Numbers 000837 and 0007617 will cover the project from Pleasant Hill Road to Rogers Bridge Road.	Exempt
Walker	CSSTP000600328	0005328	Chattanooga Non-Attainment Area	NA	Alexis-John	Construction	May-09	The installation of approximately 3 miles of new sidewalks and installation of sidewalk accessibility ramps at existing sidewalks located within the City of Chickamaugh, Georgia City limits.	Exempt

**Noise Screening Assessment for Type III Projects
OCMULGEE HERITAGE TRAIL – WALNUT CREEK EXTENSION
Bibb County
P1 0008986**

September 2011

Introduction

In compliance with 23 USC Section 109(h) and (i), the Federal Highway Administration (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 will protect the public health and welfare. In accordance with the Noise Control Act of 1972, coordination of this regulation with the Environmental Protection Agency has been completed. Further, *Highway Traffic Noise: Analysis and Abatement Guidance* (Guidance) was issued in July 2010 (revised January 2011) by the FHWA.

Purpose

The purpose of this memo is to demonstrate that this project meets the definition of a Type III project and does not require a noise study or abatement of highway noise impacts.

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. Type III projects do not require the preparation of a noise study or abatement of highway noise impacts.

Project Description

The proposed project would construct a 10-foot wide concrete or asphalt trail approximately 6,500 feet long within the Ocmulgee Heritage Trail (OHT). OHT is a riverside trail and park system owned by the NPS and located approximately 1 mile southeast of Macon, Georgia. The purpose of this phase of the trail system is to extend the trail from the proposed Otis Loop section of the Ocmulgee Heritage Trail to connect with existing trails of the Ocmulgee National Monument. The proposed project would require no right-of-way or easement (see Project Location Map).

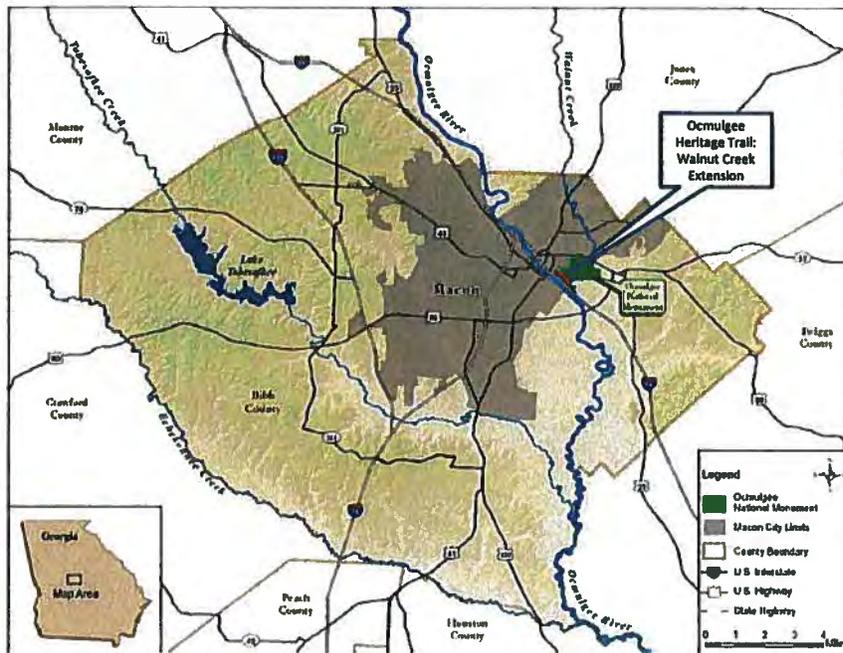
Type III Project Determination

If any portion of a project is determined to be a Type I project as defined in the Guidance, then the entire project area as defined in the NEPA document is a Type I project. Therefore, if any of the criteria below can be selected, the proposed project is a Type I project and thus is subject to a noise analysis

- The construction of a highway on new location
The physical alteration of an existing highway where there is either:
 - Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
 - Substantial Vertical Alteration. A project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor
- The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a (high occupancy vehicle (HOV) lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane
- The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane
- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange
- Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane, except for when the auxiliary lane is a turn lane
- The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

Conclusion

Since none of the above conditions for a Type I project were met, the subject project meets the criteria for a Type III project established in 23 CFR 772. Therefore, the project requires no analysis for highway traffic noise impacts. If changes to the proposed project result in reclassification to a Type I project, a noise analysis will be required.



Source: ESRI

<p>Project Location Map</p>	<p>Ocmulgee Heritage Trail: Walnut Creek Extension CSTEE-0008-00(986), P.I. No. 0008986</p>
------------------------------------	--



Cranston Engineering Group, P.C.
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THOMAS H. ROBERTSON, PE, AICP, RLS
JAMES B. CRANFORD, JR., PE
DENNIS J. WELCH, PE
D. SCOTT WILLIAMS, PE

August 30, 2012
Revised September 14, 2012

Ms. Carla Benton-Hooks
Transportation Environmental Planner
Georgia Department of Transportation
Office of Environmental Services
One Georgia Center, 600 West Peachtree Street, NW
16th Floor
Atlanta, Georgia 30308

Re: OHT: Amerson Waterworks Park, Bibb County
Project No. CSHP-0007-00(636)
PI No. 0007636
Our File No. 2007-0023

Dear Ms. Benton-Hooks:

This letter is in response to the Federal Highway Administration's (FHWA) review comments on the draft Environmental Reevaluation dated August 23, 2012. We have taken all comments received under consideration and have made changes where necessary. The revisions to the document are outlined below and numbered in accordance with the original comment. Also, for your reference we have included a copy of the original comments.

1. Greensheets: Please provide a status D1 and D3.
The Greensheets have been updated to include the current status D1 and D3.
2. Greensheets: Please provide a copy of documentation of coordination with various agencies regarding the No-Rise Certification. Please submit a copy of the hydraulic/hydrology study for review.
A copy of both the hydraulic/hydrology study and the Bibb County Engineering Department (Local Issuing Authority) concurrence letter are now included in Attachment 6 – Reference Material.
3. The document indicates construction is scheduled for 2012. Please verify the timeframe that construction. Please provide documentation (e.g., copy of the TIP sheet) demonstration the year the project is programmed.
A copy of the latest TIP sheets is now included in Attachment 6 – Reference Material.
4. **The document and the concept report indicate portions of the proposed project will be constructed with compacted gravel (e.g., nature trail). It appears that the project as**

proposed may not meet the full intent of the Americans with Disabilities Act (ADA) requirements. Budget constraints do not justify constructing facilities that may not comply with ADA requirements. Please schedule a meeting or conference call with us to discuss further.

The compacted gravel trails have been designed to meet the intent of the ADA draft guidelines for such facilities as covered in the *Draft Final Accessibility Guidelines for Outdoor Developed Areas* dated October 19, 2009 by the United States Access Board and the *Designing Sidewalks and Trails for Access* publication obtained from FHWA website. The draft guidelines document by the US Access Board has not been formally adopted, but it is the best available guidelines for such facilities. We have included the applicable sections of these documents in Attachment 6 – Reference Material. Links to the complete documents are included below.

Draft Final Accessibility Guidelines for Outdoor Developed Areas:

<http://www.access-board.gov/outdoor/draft-final.htm>

Designing Sidewalks and Trails for Access:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/pdf.cfm

In addition to these guidance documents we have also included in Attachment 6 a copy of our gravel trail detail, which will be used for the subject trails, and the applicable section from GDOT Specification Section 800 which covers the size requirements for #89 stone. This detail and material will provide for a firm, stable, and slip resistant surface in accordance with the *Designing Sidewalks and Trails for Access* publication. Reference pages 15-7 through 15-11 provided.

5. The document indicates the project now incorporates the River Overlook Project (PI 0008950). Please advise if the appropriate environmental studies were completed on PI 0008950. If so, please provide copies of the studies and associated concurrence correspondence. In addition, if an environmental document was prepared for PI 0008950, please submit a copy for review.
Environmental impacts for the River Overlook Project (PI 0008950), which is located completely within the project limits of Amerson Water Works Park, were assessed under P.I. 0007636. The CE for P.I. 0007636 failed to describe the Overlook project because it was scheduled to be constructed with separate funding under a different, though as yet unidentified, P.I. number (subsequent to the CE approval, the project was assigned P.I. 0008950). Although the Overlook Project is not mentioned in the approved CE, OES (NEPA) has checked the project files for P.I. 0007636 and confirmed that it is identified in all of the original special study reports. Section VII of the CE Reevaluation has been revised to explain the above.
6. Page 2 of 5: Waters of U.S./State Waters-Please include a table disclosing previous impacts and current impacts.
An impact table covering both existing and proposed impacts has been added to Page 2 of 6.
7. Page of 2 of 5: The document states, "The final design incorporated the step design alternative which resulted in fewer impacts." Please advise how the canoe launch will be accessible to all.
Based on the nature of the feature (a canoe/tubing launch/take-out) and the site conditions, providing ADA access at this location is not feasible. The take-out is located at the confluences of the Ocmulgee River and Bowman Creek. At this location, as is the case throughout the park, the banks of the river are extremely

Ms. Carla Benton-Hooks
September 14, 2012
Page 3

steep, and the differential height from the top to bottom is 20 feet. In order to provide ADA access, a 270' ramp would be required. Due to the site constraints, construction of such a ramp is not feasible and would alter the nature of the setting and purpose of the facility.

8. Page 3 of 5: Floodplains: Please disclose the amount of floodplains that will be impacted by the proposed project.
A discussion concerning the impacts to the floodplains including the total floodplain area located within the project limits has been added to Page 3 of 6.
9. Attachment 3: Please include a copy of the FHWA's email to U.S. Fish and Wildlife Service initiating FWCA. In addition, please include a copy of FHWA's email regarding the ESA determination.
Copies of the FHWA emails to U.S. Fish and Wildlife Service initiating FWCA and regarding the ESA determination are included in the revised reevaluation. A brief discussion of the process was added under the "Protected Species" section on page 3 of 6 of the Effect Evaluation.
10. Public Involvement: Was there a transcript of the public meeting? If so, please provide for review.
This was an informal public information meeting which was not required, and no official transcript was produced.

We believe we have sufficiently addressed all comments from FHWA. If you should have any questions regarding our responses or need anything further, please do not hesitate to contact our office.

Sincerely,

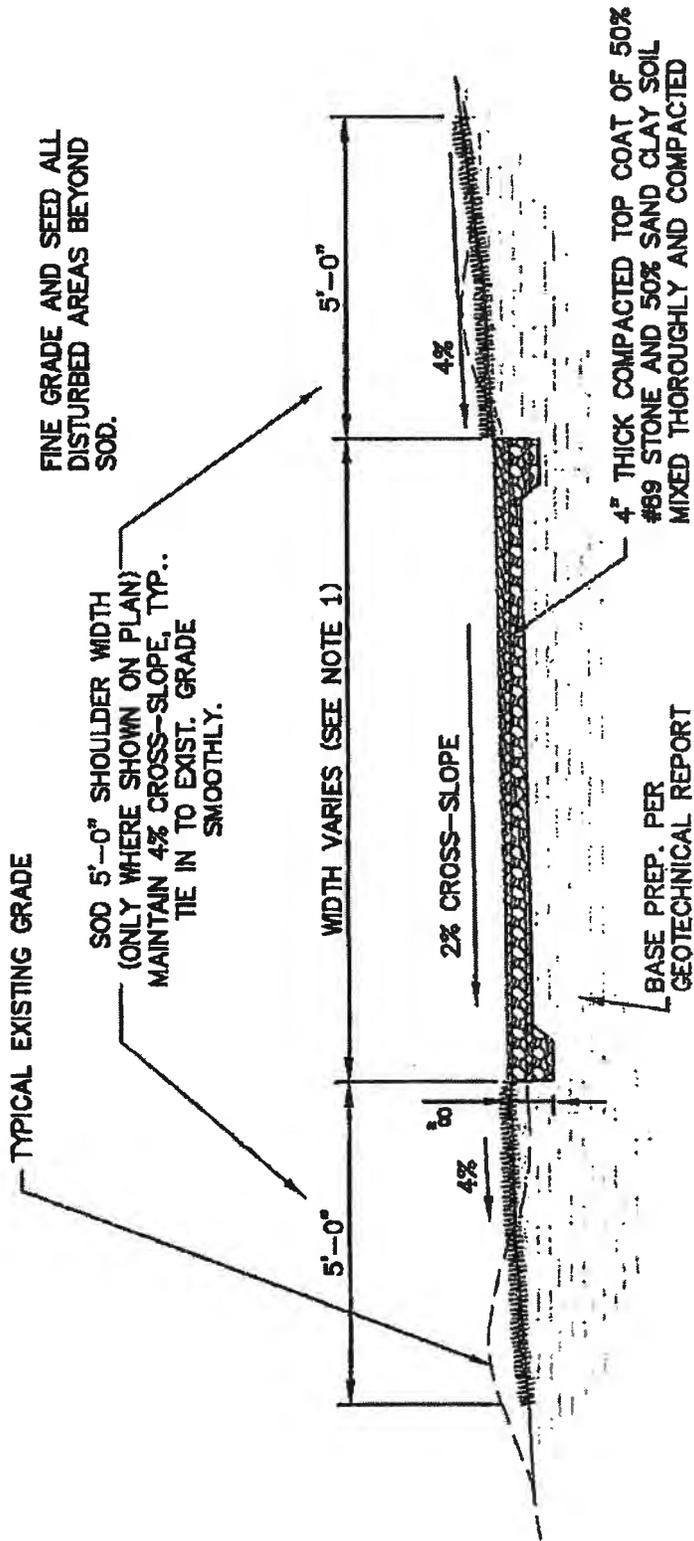
CRANSTON ENGINEERING GROUP, P.C.



D. Scott Williams, PE

DSW/tdj

Q:\AA-CORRESPONDENCE\2007\007-0023 - Corvelgo Trail - General Consultation 2007\Environmental Reevaluation\Environmental Reevaluation 8-14-12\20070023_2012-8-14_Rev02 FHWA Comment Response.doc



1. WIDTH VARIES, SEE ROAD, TRAIL, PARKING LOT - TYPICAL SECTION INFORMATION TABLE (THIS SHEET).

GRAVEL TRAIL - TYPICAL SECTION #5

N.T.S.

Text of Draft Final Accessibility Guidelines

**AMERICANS WITH DISABILITIES ACT AND ARCHITECTURAL BARRIERS ACT
ACCESSIBILITY GUIDELINES**

ABA CHAPTER 1: APPLICATION AND ADMINISTRATION

Add new defined terms to F106.5 as follows:

F106.5 Defined Terms

Camping Facility. A *site*, or portion of a *site*, developed for outdoor recreational purposes that contains *camping units*.

Camping Unit. An outdoor *space* in *camping facilities* used for camping that contains *outdoor constructed features*, parking *spaces* for recreational vehicles or other vehicles, tent pads or tent platforms, or camp shelters.

Outdoor Constructed Features. Picnic tables, fire rings, grills, fireplaces, wood stoves, trash and recycling receptacles, water hydrants, utility and sewage hookups, outdoor rinsing showers, benches, telescopes, and periscopes provided at outdoor recreation *facilities*.

Picnic Facility. A *site*, or portion of a *site*, developed for outdoor recreational purposes that contains *picnic units*.

Picnic Unit. An outdoor *space* in *picnic facilities* used for picnicking that contains *outdoor constructed features*.

Trail. A pedestrian route developed primarily for outdoor recreational purposes. A pedestrian route developed primarily to connect elements, spaces, or facilities within a site is not a trail.

Trailhead. An outdoor *space* developed to serve as an access point to a *trail*. The junction of two or more *trails*, where no other access point is provided to the *trails*, is not a *trailhead*.

Viewing Area. An outdoor *space* developed for viewing a landscape or point of interest such as a mountain range, a valley, or a waterfall.

Amend the following existing defined terms in F106.5 to remove the examples:

F106.5 Defined Terms

Circulation Path. An exterior or interior way of passage provided for pedestrian travel.

Walk. An exterior prepared surface for pedestrian use.

1017 Trails

1017.1 General. Trails shall comply with 1017.

EXCEPTIONS: 1. Where an entity determines that a condition in 1019 does not permit full compliance with a specific requirement in 1017 on a portion of a trail, that portion of the trail shall comply with the specific requirement to the maximum extent feasible. The entity shall document the basis for the determination, and shall maintain the documentation with the records for the construction or alteration project.

2. Where an entity determines that it is impracticable for an entire trail to comply with 1017, the trail shall not be required to comply with 1017. The entity shall document the basis for the determination, and shall maintain the documentation with the records for the construction or alteration project.

Advisory 1017.1 General Exception 1. Exception 1 can be applied to specific requirements in 1017 on a portion of a trail where full compliance with the requirement cannot be achieved due to any of the conditions in 1019.

Advisory 1017.1 General Exception 2. An entity should first apply Exception 1 to determine the portions of a trail where full compliance with the specific requirements in 1017 cannot be achieved. An entity should then evaluate the entire trail, taking into account the portions of the trail that can and cannot fully comply with the requirements in 1017 and the extent of compliance where full compliance cannot be achieved to determine whether it would be impracticable for the entire trail to comply with 1017. The determination is made on a case-by-case basis.

1017.2 Surface. The surface of trails and their related passing spaces and resting intervals shall be firm and stable.

Advisory 1017.2 Surface. A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentations.

1017.3 Clear Tread Width. The clear tread width of trails shall be 36 inches (915 mm) minimum.

EXCEPTION: The clear tread width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1220 mm) long minimum and 36 inches (915 mm) wide minimum.

1017.4 Passing Spaces. Trails with a clear tread width less than 60 inches (1525 mm) shall provide passing spaces complying with 1017.4 at intervals of 1000 feet (300 m) maximum. Where the full length of the trail does not comply with 1017, the last passing space shall be located at the end of the trail segment complying with 1017. Passing spaces and resting intervals shall be permitted to overlap.

Advisory 1017.4 Passing Spaces. Entities should consider providing either a 60 inches (1525 mm) minimum clear tread width, or passing spaces at shorter intervals if the clear tread width is less than 60 inches (1525 mm), where a trail is:

- Heavily used;
- A boardwalk; or
- Not at the same level as the ground surface adjoining the trail.

Where the full length of the trail does not comply with 1017, placing the last passing space at the end of the trail segment complying with 1017 enables a person using a wheelchair to turn around and exit the trail.

1017.4.1 Size. The passing space shall be either:

1. A space 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum; or
2. The intersection of two trails providing a T-shaped space complying with 304.3.2 where the base and the arms of the T-shaped space extend 48 inches (1220 mm) minimum beyond the intersection. Vertical alignment at the intersection of the trails that form the T-shaped space shall be nominally planar.

1017.5 Obstacles. Tread obstacles on trails and their related passing spaces and resting intervals shall comply with 1017.5.

1017.5.1 Concrete, Asphalt, or Boards. Where the surface is concrete, asphalt, or boards, tread obstacles shall not exceed ½ inch (13 mm) in height measured vertically to the highest point.

1017.5.2 Other Surfaces. Where the surface is other than specified in 1017.4.1, tread obstacles shall not exceed 2 inches (50 mm) in height measured vertically to the highest point.

Advisory 1017.5 Tread Obstacles. The vertical alignment of joints in concrete, asphalt, or board surfaces can be tread obstacles. Natural features, such as tree roots and rocks, within the trail tread can also be tread obstacles. Where possible, tread obstacles should be separated by a distance of 48 inches (1220 mm) minimum so persons who use wheelchairs can maneuver around the obstacles.

1017.6 Openings. Openings in the surface of trails and their related passing spaces and resting intervals shall comply with 302.3.

EXCEPTION: Openings shall be permitted to be to be a size that does not permit passage of a ¾ inch (19 mm) sphere where openings that do not permit the passage of a ½ inch (6.4 mm) sphere cannot be provided due to the conditions in 1019.

1017.7 Slopes. The slopes of trails shall comply with 1017.7.

1017.7.1 Running Slope. No more than 30 percent of the total length of a trail shall have a running slope steeper than 1:12. The running slope of any segment of a trail shall not be steeper than 1:8. Where the running slope of a segment of a trail is steeper than

1:20, the maximum length of the segment shall be in accordance with Table 1017.7.1, and a resting interval complying with 1017.8 shall be provided at each end of the segment.

Table 1017.7.1 Running Slope and Resting Intervals

Running Slope of Trail Segment		Maximum Length of Segment
Steeper than	But not Steeper than	
1:20	1:12	200 feet (61 m)
1:12	1:10	30 feet (9 m)
1:10	1:8	10 feet (3050 mm)

Advisory 1017.7.1 Running Slope. Running slope can also be expressed as a percentage (grade).

1017.7.2 Cross Slope. The cross slope shall comply with 1017.6.2.

1017.7.2.1 Concrete, Asphalt, or Boards. Where the surface is concrete, asphalt, or boards, the cross slope shall not be steeper than 1:48.

1017.7.2.2 Other Surfaces. Where the surface is other than specified in 1017.7.2.1, the cross slope on other surfaces shall not be steeper than 1:20.

1017.8 Resting Intervals. Resting intervals shall comply with 1017.8.

1017.8.1 Length. The resting interval length shall be 60 inches (1525 mm) long minimum.

1017.8.2 Width. Where resting intervals are provided within the trail tread, resting intervals shall be at least as wide as the widest segment of the trail tread leading to the resting interval. Where resting intervals are provided adjacent to the trail tread, the resting interval clear width shall be 36 inches (915 mm) minimum.

1017.8.3 Slope. Resting intervals shall have a slope complying with 1017.8.3.

1017.8.3.1 Concrete, Asphalt, or Boards. Where the surface is concrete, asphalt, or boards, the slope shall not be steeper than 1:48 in any direction.

1017.8.3.2 Other Surfaces. Where the surface is other than specified in 1017.8.3.1, the slope on other surfaces shall not be steeper than 1:20 in any direction.

1017.8.4 Turning Space. Where resting intervals are provided adjacent to the trail tread, a turning space complying with 304.3.2 shall be provided. Vertical alignment between the trail tread, turning space, and resting interval shall be nominally planar.

Designing Sidewalks and Trails for Access

Part I of II: Review of Existing Guidelines and Practices

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**Designing Sidewalks
and Trails for Access**

**Part I of II:
Review of Existing
Guidelines and Practices**

Acknowledgment: Julie Kirschbaum was the project coordinator for this report, and for the last two years, has focused on the development of this document.

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RECREATION TRAIL DESIGN

such as equestrians, who may have specific needs;

- Providing sufficient separation for users traveling at different speeds. For example, if volume and space permits, bicyclists and pedestrians should have different lanes or areas;
- Providing the necessary amenities for all trail users. For example, bicyclists require bicycle parking or lockers, equestrians require hitching posts and water troughs, and off highway vehicle (OHV) users require a testing circle or "landing" at the trailhead to determine if their equipment is operating correctly, and
- Considering the needs of people with disabilities within all of the user groups that are permitted on the trail. For example, individuals with disabilities may use a hand cycle or tricycle design that may not be compatible with some bicycle parking or lockers of limited width.

Similarly, an individual who uses a wheelchair may ride a horse but may be unable to dismount in order to go around or under obstacles.

15.4 Trail surfaces

In many situations, the condition of the surface is the most important factor in determining how easily a person with a disability can travel along a recreation trail. Surfaces that are very soft or filled with obstacles are difficult for all trail users and often exclude people with disabilities. The accessibility of the trail surface is determined by a variety of factors including:

- Surface material;
- Surface firmness and stability;
- Surface slip resistance;
- Changes in level and tread obstacles; and
- Size and design of openings.

15.4.1 Surface material

There are various surface materials that can be used in outdoor environments. Recreation trail surfaces are most commonly composed of naturally occurring materials such as packed soil, grass, or rock. Some trails may use crushed stone or native soils mixed with soil stabilizing agents. However, surfaces ranging from concrete to sand may be used depending on the designated user types, the anticipated volume of traffic, the climate, and the conditions in the surrounding environment. High use trails passing through developed areas or fragile environments are commonly surfaced with asphalt, concrete, or soils mixed with stabilizing agents to maximize the longevity of the trail surface, minimize the maintenance requirements, and limit the environmental impact of the trail.

Selection of a trail surface material should be based on the type of user groups, the distance of the trail, the type of setting or experience desired, and the

characteristics of the natural environment. The surfacing material on the trail significantly affects which user groups will be capable of negotiating the terrain. Soft surfaces, such as dry sand or pea gravel, are more difficult for all users to negotiate and present particular hazards for those using wheeled devices including road bicycles, walkers, and wheelchairs not designed for rugged terrain. In contrast, other users, such as equestrians, joggers, and some people who walk with assistive devices, prefer surfaces that are not paved or very hard. Ultimately, trail designers must consider the needs of users in conjunction with the local conditions in order to determine the most appropriate surface material(s) for a trail.

15.4.2 Surface firmness, stability, and slip resistance

The firmness, stability, and slip resistance of the trail surface affects all users, but it is particularly important for people using mobility devices such as canes, crutches, wheelchairs or walkers.

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Firmness is the degree to which the surface resists deformation by indentation when, in this case, a person walks or wheels across it. A firm surface would not compress significantly under the forces exerted as a person walks or wheels on it.

Stability is the degree to which the surface remains unchanged by contaminants or applied force, so when the contaminant or force is removed, the surface returns to its original condition. A stable surface would not be significantly altered by a person walking or maneuvering a wheelchair on it.

Slip resistance is based on the frictional force necessary to permit a person to ambulate without slipping. A slip resistant surface does not allow a shoe heel, wheelchair tires, or a crutch tip to slip when ambulating on the surface.

All recreation trails should be surfaced with a material that is firm and stable.

When a person walks or wheels across a surface that is not firm and stable, energy that would normally cause forward motion instead deforms or displaces the surface, so the energy is lost through slipping.

Providing a firm and stable surface does not mean that only paved trails are acceptable. Gravel, crushed stone, crushed packed soil, and other natural materials can provide surfaces that are firm and stable (Table 15-1). To provide a firm and stable surface, the base material should be laid over a geotextile fabric to prevent vegetation growth. The base material must be compacted with the correct moisture content similar to the preparation of a roadbed. Finally, the proper trail surfacing material should be used. Depending on the distribution of particle sizes and the clay content of the material, a surface stabilizer may be needed to create a firm and stable surface.

Providing a slip resistant surface is also desirable, although not always possible to achieve on recreation trails. Brushed concrete and asphalt are slip resistant under dry conditions. Many soil

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Table 15-1. Firmness, Stability, and Slip Resistance for a Variety of Common Trail Surfacing Materials

Surface Material	Firmness	Stability	Slip Resistance (dry conditions)
Asphalt	firm	stable	slip resistant
Concrete	firm	stable	slip resistant*
Soil with Stabilizer	firm	stable	slip resistant
Packed Soil without Stabilizer	firm	stable	not slip resistant
Soil with High Organic Content	soft	unstable	not slip resistant
Crushed Rock (3/4" minus) With Stabilizer	firm	stable	slip resistant
Crushed rock without Stabilizer	firm	stable	not slip resistant
Wood Planks	firm	stable	slip resistant
Engineered Wood Fibers that comply with ASTM F1951	moderately firm	moderately stable	not slip resistant
Grass or Vegetative Ground Cover	firm	stable	resistant
Engineered Wood Fibers that do not comply with ASTM F1951	moderately firm	moderately stable	not slip resistant
Wood Chips (bark, cedar, generic)	soft	unstable	not slip resistant
Pea Gravel or 1-1/2" Minus Aggregate	moderately firm to soft	moderately stable to unstable	not slip resistant
Sand	soft	unstable	not slip resistant

*A broom finish significantly improves the slip resistance of concrete.

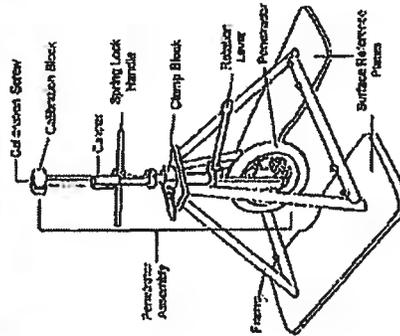


Figure 15-4. A rotational penetrometer is a portable measurement device for determining firmness and stability of trail surfaces.

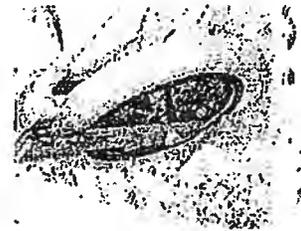


Figure 15-5. This rotational penetrometer is testing the firmness and stability of sand.

stabilization products that are mixed with natural surfacing materials will also create a surface that is slip resistant under typical weather conditions. The U.S. Access Board (1994a) Technical Bulletin #4 addresses slip resistance in further detail.

If a firm and stable surface cannot be provided throughout the trail, the following recommendations should be considered for short distances:

- For travel over a very limited distance [less than 0.16 km (0.1 miles)] on a relatively level trail (less than 5 percent slope), a moderately firm surface may be used; and
- For travel that is primarily linear [less than 0.8 km (0.5 miles) in length], and relatively level (less than 5 percent slope), a firm but moderately stable surface may be used.

Until recently, there was not a simple, objective method for measuring trail surface firmness and stability in the field.

To address this issue, the National Institutes of Health funded a research project to develop a portable surface measurement tool. This device, the rotational penetrometer, measures surface firmness by pressing an indenter into the surface with a specified amount of force and recording the amount of displacement into the surface.

The device measures the stability of the surface by then rotating the indenter back and forth while the force is applied and recording the total amount of displacement of the indenter into the surface. The U.S. Access Board funded additional research to determine the physiological effects of surface firmness and stability on trail users. The studies led to recommendations for an objective definition of trail surface firmness (Table 15-2) and stability (Table 15-3) (Axelson, P.W. & Chesney, D., 1999). For more information about the rotational penetrometer, contact Beneficial Designs, Inc.

Ideally, all surfaces should be firm and stable under most weather conditions.

Section 800—Coarse Aggregate

TABLE 800.1 - SIZES OF COARSE AGGREGATES

SIZE NO	NOMINAL SIZE SQUARE OPENINGS		AMOUNTS FINER THAN EACH LABORATORY SIEVE (SQUARE OPENINGS), %, BY WEIGHT													
	(1)	mm	2 1/2"	2"	1 1/2"	1"	3/4"	3/8"	No. 4	No. 8	No. 16	No. 30	No. 40	No. 60	No. 80	No. 100
3	2-1	50 - 25	100	90-100	37-70	25-100	19-100	12.5-100	9.5-100	4.75-100	2.36-100	1.18-100	0.6-100	0.3-100	0.15-100	0.075-100
357	2-No. 4	50 - 4.75	100	95-100	35-70	35-70	19-100	12.5-100	9.5-100	4.75-100	2.36-100	1.18-100	0.6-100	0.3-100	0.15-100	0.075-100
4	1 1/2-No. 4	37.5 - 19	100	100	90-100	20-55	00-15	00-5	00-5	00-5	00-5	00-5	00-5	00-5	00-5	00-5
467	1 1/2-No. 4	37.5 - 4.75	100	100	95-100	35-70	35-70	19-100	12.5-100	9.5-100	4.75-100	2.36-100	1.18-100	0.6-100	0.3-100	0.15-100
5	1-1/2	25 - 12.5	100	100	100	90-100	20-55	00-10	00-5	00-5	00-5	00-5	00-5	00-5	00-5	00-5
58	1-3/8	25 - 9.5	100	100	100	90-100	40-75	15-35	00-15	00-5	00-5	00-5	00-5	00-5	00-5	00-5
57	1-No. 4	25 - 4.75	100	100	100	95-100	40-75	15-35	00-15	00-5	00-5	00-5	00-5	00-5	00-5	00-5
6	3/4-3/8	19 - 9.5	100	100	100	100	90-100	20-55	00-15	00-5	00-5	00-5	00-5	00-5	00-5	00-5
67	3/4-No. 4	19 - 4.75	100	100	100	100	90-100	20-55	00-15	00-5	00-5	00-5	00-5	00-5	00-5	00-5
68	3/4-No. 8	19 - 2.36	100	100	100	100	90-100	20-55	00-15	00-5	00-5	00-5	00-5	00-5	00-5	00-5
7	1/2-No. 4	12.5 - 4.75	100	100	100	100	100	90-100	40-70	00-15	00-5	00-5	00-5	00-5	00-5	00-5
78	1/2-No. 8	12.5 - 2.36	100	100	100	100	100	90-100	40-75	00-15	00-5	00-5	00-5	00-5	00-5	00-5
8	3/8-No. 8	9.5 - 2.36	100	100	100	100	100	100	85-100	10-40	0-10	0-5	0-5	0-5	0-5	0-5
89	3/8-No. 16	9.5 - 0.75	100	100	100	100	100	100	85-100	10-40	0-10	0-5	0-5	0-5	0-5	0-5
9	No. 4-No. 16	4.75 - 1.18	100	100	100	100	100	100	85-100	10-40	0-10	0-5	0-5	0-5	0-5	0-5

(1) In inches, except where otherwise indicated. Numbered sieves are those of the United States Standard Sieve Series.

Section 209—Subgrade Construction

209.1 General Description

This work includes placing, mixing, compacting, and shaping the top 6 in (150 mm) or the Plan-indicated thickness of the roadbed in both excavation and embankment areas.

This work also includes subgrade stabilization, select material subgrade, and shoulder stabilization.

209.1.01 Definitions

General Provisions 101 through 150.

209.1.02 Related References

A. Standard Specifications

Section 109—Measurement and Payment

Section 412—Bituminous Prime

Section 803—Stabilizer Aggregate

Section 810—Roadway Materials

Section 815—Graded Aggregate

B. Referenced Documents

GDT 7

GDT 20

GDT 21

GDT 24a

GDT 24b

GDT 59

GDT 67

209.1.03 Submittals

General Provisions 101 through 150.

209.2 Materials

A. Subgrade Materials

If the Plans do not show the source of material for subgrade, the Engineer will direct the Contractor according to the Specifications, or implement a Supplemental Agreement to ensure a satisfactory subgrade.

If the existing roadway excavation or borrow materials are not suitable or available for stabilizing the subgrade, use the quantity of stabilizer materials defined below in Subsection 209.2.B.

B. Subgrade Stabilizer Materials

Material	Section
Type I Stabilizer Aggregate	<u>803.2.01</u>
Type II Stabilizer Aggregate	<u>803.2.02</u>

Section 209—Subgrade Construction

Material	Section
Class IIB3 or Better Soil	<u>810.2.01.A.1</u>
Type III Stabilizer Aggregate	<u>803.2.03</u>
Type IV Stabilizer Sand	<u>803.2.04</u>

C. Select Material Subgrade

Material	Section
Class IIB3 or Better Soil	<u>810.2.01.A.1</u>
Graded Aggregate	<u>815</u>

D. Shoulder Stabilization

Material	Section
Shoulder Stabilization	<u>803.2.02, Type II</u>

209.2.01 Delivery, Storage, and Handling

General Provisions 101 through 150.

209.3 Construction Requirements

209.3.01 Personnel

General Provisions 101 through 150.

209.3.02 Equipment

General Provisions 101 through 150.

209.3.03 Preparation

General Provisions 101 through 150.

209.3.04 Fabrication

General Provisions 101 through 150.

209.3.05 Construction

A. Subgrade Construction

Construct subgrade as follows:

1. Plow, harrow, and mix the entire surface of the in-place subgrade to a depth of at least 6 in (150 mm).
2. After thoroughly mixing the material, bring the subgrade to Plan line and grade and compact it to 100 percent of the maximum laboratory dry density.
3. If the subgrade needs to be stabilized, or if a subsequent contract provides for base construction, do not apply density requirement at this stage.
If a subsequent Contract provides for base construction, eliminate mixing and compact the in-place subgrade to 95 percent of the laboratory maximum dry density.
4. Ensure that the subgrade can firmly support construction equipment before placing subsequent layers of base and paving materials. The subgrade must support construction equipment without excessive movement regardless of compaction.

Section 209—Subgrade Construction

5. Rework unstable areas of subgrade to a moisture content that will provide stability and compaction. The Engineer may direct the Contractor to proof roll the subgrade with a loaded dump truck.
6. Compact the subgrade using a sheepsfoot roller.

Where the subgrade soils are predominantly sands, the Engineer may permit the use of vibratory rollers.

B. Subgrade Stabilization

Construct a stabilized subgrade according to Plans or as directed:

1. Undercut and dispose of the amount of subgrade material that will be displaced with the aggregate or selected material according to the Engineer's direction.
2. Leave material off the subgrade in fill sections requiring stabilization.
3. Place the amount of material specified in Subsection 209.2.B. on the subgrade as specified on the Plans or established by the Engineer.
4. Thoroughly incorporate the material into the existing subgrade to a depth of 6 in (150 mm), or as indicated on the Plans. Plow, disk, harrow, blade, and then mix with rotary tillers until the mixture is uniform and homogeneous throughout the depth to be stabilized.
5. Finish the stabilized subgrade to the Plan line, grade, and cross-section. Compact it to 100 percent of the maximum laboratory dry density as defined in Subsection 209.3.06.
Plant mixing is permitted as an alternative to the mixed-in-place method.
6. Eliminate the mixing and scarifying method before compaction in undercut areas where Type III Stabilizer Aggregates are specified, unless otherwise specified by the Engineer.

C. Select Materials Subgrade

Place select materials as follows:

1. Place a uniform blanket of select material consisting of Class I or II soil or graded aggregate on the prepared subgrade (according to Plan dimensions or as directed by the Engineer).
2. Use the select material reserved from the grading or borrow operations. If material is not available through this source, obtain it from other sources.
3. Finish and compact the material according to Subsection 209.3.05.A.

D. Shoulder Stabilization

Stabilize the shoulder as follows:

1. Spread the stabilizer aggregate at the rate and to the dimensions indicated on the Plans.
2. Mix the aggregate with the in-place shoulder material thoroughly to the Plan depth.
3. Compact the area thoroughly and finish it to Plan dimensions.
4. Prime the stabilized area according to Section 412 when a paving course is required on the shoulders.

E. Finishing Subgrade

When finishing subgrade use the following procedure:

1. Leave the underlying subgrade in cuts and fills low enough to accommodate the additional material when the work requires either subgrade stabilization, select material subgrade, or stabilization for shoulders.
2. Test short sections in curb and gutter areas might be necessary to obtain the proper elevation.
3. Blade the surface of the completed subgrade to a smooth and uniform texture.

Section 209—Subgrade Construction

209.3.06 Quality Acceptance

The Department will test representative samples of compacted material to determine the laboratory maximum dry density using GDT 7, GDT 24a, or GDT 67 as applicable.

The Department will determine in-place density of the compacted subgrade according to GDT 20, GDT 21, or GDT 59, as applicable.

Ensure that the centerline profile conforms to the established elevations with an acceptable tolerance of ± 0.5 in (± 13 mm). The acceptable tolerance under a template conforming to the designated cross section shall be ± 0.25 in (± 6 mm).

Have the Department test the maximum dry density using methods according to Subsection 209.3.05.A. When base construction is not in the same Contract, the tolerances may be 1 in (25 mm), 0.5 in (13 mm), and 95 percent respectively.

209.3.07 Contractor Warranty and Maintenance

General Provisions 101 through 150.

209.4 Measurement

A. Subgrade Construction and Finishing Subgrade

The Department will make no separate measurement or payment for the work described in this Section.

B. Subgrade Stabilization

Subgrade stabilization materials, as defined in Subsection 209.3.05.B is measured by the ton (megagram), cubic yard (meter), or square yard (meter) of the specified thickness if none of the existing Roadway Excavation and/or Borrow Materials are suitable and available for stabilizing the subgrade.

C. Select Material Subgrade

Select materials, conforming to Subsection 209.3.05.C are measured by the cubic yard (meter) in the hauling vehicle, per ton (megagram) according to Subsection 109.01, or by the square yard (meter) of the specified thickness when roadway excavation and/or borrow materials are not available or suitable for this Item.

D. Shoulder Stabilization

Shoulder stabilization is measured by the cubic yard (meter) or ton (megagram) as specified in Subsection 209.4.B.

209.4.01 Limits

General Provisions 101 through 150.

209.5 Payment

A. Subgrade Construction

The Department will make no separate payment for subgrade construction or for finishing subgrade.

B. Subgrade Stabilization

Subgrade stabilization complete and accepted according to Subsection 209.3.05.B will be paid for at the Contract Unit Price per cubic yard (meter), per ton (megagram), or per square yard (meter). This price is full compensation for furnishing the materials, hauling, placing, mixing, compacting, and finishing the stabilized subgrade.

C. Select Material Subgrade

Select material complete, accepted, and measured according to Subsection 209.4.C will be paid for at the Contract Unit Price per cubic yard (meter), per ton (megagram), or per square yard (meter). This price is full compensation for furnishing the material where required, hauling, placing, mixing, compacting and finishing the select material subgrade.

Section 209—Subgrade Construction

D. Shoulder Stabilization

This Item will be measured by Subsection 209.4.B. and paid for according to Subsection 209.5.B. This Item also includes furnishing and applying bituminous prime.

Payment will be made under:

Item No. 209	Stabilizer materials (class), (type), (thickness)	Per ton (megagram), cubic yard (meter), or square yard (meter)
Item No. 209	Select material subgrade (class), (type), (thickness)	Per ton (megagram), cubic yard (meter), or square yard (meter)
Item No. 209	Stabilizer aggregate for shoulders	Per ton (megagram), or cubic yard (meter)

209.5.01 Adjustments

General Provisions 101 through 150.

Section 803—Stabilizer Aggregate

803.1 General Description

This section includes the requirements for stabilizer aggregate, Types I through III, and Type IV stabilizer sand.

803.1.01 Related References

- A. Standard Specifications
Section 800 - Coarse Aggregate
- B. Referenced Documents
 AASHTO T 27
 AASHTO T 96
GDT 63

803.2 Materials

803.2.01 Type I Stabilizer

A. Requirements

Use the appropriate type, class, and grade of stabilizer aggregate.

Use material of uniform quality that meets the requirements of Section 800, Class A or B aggregate. Crushed concrete may be used provided it meets the requirements of Section 800 that are applicable to Group 2 aggregates. Ensure the material meets the following gradation:

Sieve Size	% Passing by Weight
1-1/2 in (37.5 mm)	100
1 in (25 mm)	80-100
No. 8 (2.36 mm)	0-5

B. Fabrication

General Provisions 101 through 150.

C. Acceptance

Use the following test:

Test	Method
Sieve analysis	AASHTO T 27

D. Materials Warranty

General Provisions 101 through 150.

803.2.02 Type II Stabilizer Aggregate

A. Requirements

Use material that meets the requirements of Section 800, Class A or B aggregate. Crushed concrete may be used provided it meets the requirements of Section 800 that are applicable to Group 2 aggregates.

The aggregate shall:

- Not contain overburden soil or disintegrated rock
- Have a sand equivalent value of at least 20 for material passing the No. 10 (2 mm) sieve
- Meet these gradation requirements:

Sieve Size	% Passing by Weight
2 in (50 mm)	100
1-1/2 in (37.5 mm)	95-100

Section 803—Stabilizer Aggregate

Sieve Size	% Passing by Weight
No. 10 (2 mm)	15-45
No. 200 (75 µm)	0-12

B. Fabrication

General Provisions 101 through 150.

C. Acceptance

Test type II stabilizer as follows:

Test	Method
Sieve analysis	AASHTO T 27
Sand equivalent	GDT 63

D. Materials Warranty

General Provisions 101 through 150.

803.2.03 Type III Stabilizer Aggregate

A. Requirements

Use material that meets the requirements of Section 800, Class A or B aggregate. Crushed concrete may be used provided it meets the requirements of Section 800 that are applicable to Group 2 aggregates.

Ensure the stabilizer aggregate does not contain soil or decomposed rock and that the Sand Equivalent value of the material passing the No. 10 sieve is not less than 20.

The aggregate shall meet these gradation requirements:

Sieve Size	% Passing by Weight
6 in (150 mm)	100
2 in (50 mm)	25-75
No. 10 (2 mm)	15-35

B. Fabrication

General Provisions 101 through 150.

C. Acceptance

Test Type III stabilizer as follows:

Test	Method
Sieve analysis	AASHTO T 27
Percent wear	AASHTO T 96

D. Materials Warranty

General Provisions 101 through 150.

803.2.04 Type IV Stabilizer Sand

A. Requirements

Make Type IV stabilizer sand from either natural sand, manufactured sand, or any combination of natural and manufactured sands.

1. If using manufactured sand, make the sand from Class A or B crushed stone, gravel, slag, or synthetic aggregate that meets Section 800 requirements.
2. Type IV stabilizer sand shall have a sand equivalent of at least 35 for material passing the No. 10 (2 mm) sieve and shall also meet these gradation requirements.

Sieve Size	% Passing by Weight
No. 10 (2 mm)	60-100

Section 803—Stabilizer Aggregate

No. 60 (250 μ m)	5-40
No. 200 (75 μ m)	0-20

B. Fabrication

General Provisions 101 through 150.

C. Acceptance

Test Type IV stabilizer as follows:

Test	Method
Sieve analysis	AASHTO T 27
Sand equivalent	<u>GDT 63</u>

D. Materials Warranty

General Provisions 101 through 150.

Section 800—Coarse Aggregate

800.1 General Description

This section includes requirements for coarse aggregate. All aggregate shall be the specified type, class, and grade, and shall meet the requirements for the intended use.

800.1.01 Related References

A. Standard Specifications

Section 424—Bituminous Surface Treatment

B. Referenced Documents

AASHTO	ASTM	
T 11	C 277	C 295
T 27	C 289	C 588
T 98	C 294	E 30
T 104		G 23

GDT 104

GDT 129

GDT 133

OPL 2

800.2 Materials

800.2.01 Coarse Aggregate

A. Requirements

The Contractor shall use the type, group, class, and grade of coarse aggregate specified. For coarse aggregate sources, see OPL 2.

1. Coarse Aggregate Types

Type	Characteristics
Crushed stone	Sound, durable rock particles.
Gravel	Sound, durable rock without damaging coatings.
Air-cooled blast furnace slag	Sound, durable particles with uniform density and quality, or other slags that have a good service record. Dry slag shall weigh at least 70 lb/ft ³ (1120 kg/m ³) compacted and shall contain less than 30% glassy particles by weight. Do not use slag as aggregate for Portland cement concrete.
Synthetic aggregate	Sound, durable, expanded clay, shale, or other manufactured product.

2. Coarse Aggregate Groups

- a. Group I: Limestone, dolomite, marble, or any combination thereof. Ensure Group I aggregates meet the abrasion requirement for Class A stone when used in Portland cement concrete of any type or class.
- b. Group II: Slag, gravel, granitic and gneissic rocks, quartzite, synthetic aggregate, or any combination thereof.

3. Classes

Aggregates are classified by physical properties that determine how they are used.

- a. Do not blend aggregates that meet abrasion requirements with aggregates that do not meet requirements.
- b. "Class A" and "Class B" aggregate used in Portland cement concrete, asphaltic concrete, and bituminous surface treatment shall meet these limits:

Section 800—Coarse Aggregate

Percent Wear AASHTO T 96 ("B" Grading)		
	Class A	Class B
Group I Aggregates	0-40	41-55
Group II Aggregates	0-50	51-60

- c. "Class B" aggregates used in all applications other than Portland cement concrete, asphaltic concrete, or bituminous surface treatment shall meet these limits:

Percent Wear AASHTO T 96 ("B" Grading)	
	Class B
Group I Aggregates	41-55
Group II Aggregates	51-65

4. Soundness

Test coarse aggregate used in Portland cement concrete, bituminous surfaces, bituminous bases, aggregate bases, or surface treatment with five alternations of the magnesium sulfate soundness test.

- a. Use aggregate with a weight loss of less than 15 percent.
- b. The 15 percent soundness loss for a Class "CS" concrete is waived if it has a 5-year service record.
- c. If the material meets all the requirements except for the 15 percent soundness requirement, the material may be used in Zones 3 and 4 (see Subsection 424.3.05, "Construction Requirements") under the following conditions:
 - 1) The aggregate in bituminous courses and in all types and classes of Portland cement concrete construction, except as stated in Group I, has a satisfactory five-year service record under similar service and exposure.
 - 2) The Engineer's investigation shows that it equals or exceeds the quality of approved aggregate (in cases where the material's uniformity changes at the source, or does not have a five-year service record).

5. Grades

Use coarse aggregate that is well graded within the limits and sizes specified in Table 800.1.

6. Detrimental Substances

- a. Detrimental substances include shale, weathered or decomposed rock, friable particles, or any substance that may be detrimental for the use intended..
- b. Do not use any aggregate that can cause a deleterious reaction.
- c. Do not use aggregates that contain Chrysotile (defined as fibrous serpentinite) as a temporary or permanent unbound surfacing for roads, nor as stabilizer for soil used as subgrade, base, or surface course.
- d. Detrimental substances shall not exceed the following limits:

1) For Portland Cement Concrete:

Substance	Max % Allowed
Mica schist—Materials defined in ASTM C 294 as phyllite or schist. Use <u>GDT 104</u> to analyze these materials.	5
Materials that pass the No. 200 (75 µm) sieve.	1.5
Flat and elongated pieces (with lengths more than five times the average thickness).	10
Sulphur content computed as sulfide sulphur (for bridge-type structures)—If the sulphur content exceeds 0.01%, do not use the aggregate unless it passes a petrographic analysis and a weathering test equivalent to 6 months or more of exposure.	0.01
Other local detrimental substances. (Any Combination)	2.0
NOTE: Do not use aggregate in Portland Cement concrete that is capable of producing a deleterious reaction when combined with Portland Cement.	

2) For Asphaltic Concrete:

Section 800—Coarse Aggregate

Substance	Max. % Allowed
Mica schist—Materials defined in ASTM C 294 as phyllite or schist. Use <u>GDT 104</u> to analyze these materials. (Use this requirement for Interstate Construction only.)	10
Flat or elongated particles (with lengths more than five times the average thickness).	10
Glassy particles (slag).	30
Other local detrimental substances. (Any combination)	2.0

3) For Bituminous Surface Treatment:

Substance	Max. % Allowed
Mica schist—Materials defined in ASTM C 294 as phyllite or schist. Use <u>GDT 104</u> to analyze these materials.	10
Material finer than No. 200 (75 µm) sieve.	
#5 Stone	0.5
#6 Stone	0.7
#7 Stone	0.7
#80 Stone	1.0
Flat and elongated particles (with lengths more than five times the average thickness).	10
Glassy particles (slag).	30
Other local detrimental substances. (Any combination)	2

- e. Ensure that gravel used in asphaltic concrete and bituminous surface treatment meets the following additional requirements:
- Consists of siliceous particles.
 - A minimum of 85%, by count, of the material retained on the No. 4 (4.75 mm) sieve has one or more fractured faces.
 - The fracture is for the approximate average diameter or thickness of the particle.

B. Fabrication

General Provisions 101 through 150.

C. Acceptance

Test as follows:

Test	Method
Material that passes the No. 200 (75 µm) sieve	AASHTO T 11
Sulphur content	ASTM E 30, Leco method
Weathering	ASTM G 23
Petrographic analysis	ASTM C 295
Soundness (magnesium sulfate)	AASHTO T 104
Percent wear	AASHTO T 96
Aggregate gradation	AASHTO T 27
Reactivity	ASTM C 227, C 289, and C 566
Schist or phyllite	<u>GDT 104</u>
Flat and elongated particles	<u>GDT 129</u>
Friable Particles	<u>GDT 133</u>

Section 800—Coarse Aggregate

D. Materials Warranty

General Provisions 101 through 150.

Section 800—Coarse Aggregate

TABLE 800.1 - SIZES OF COARSE AGGREGATES

SIZE NO	NOMINAL SIZE SQUARE OPENINGS		AMOUNTS FINER THAN EACH LABORATORY SIEVE (SQUARE OPENINGS), %, BY WEIGHT													
	(1)	mm	2 1/2"	2"	1 1/2"	1"	3/4"	3/8"	No. 4	No. 8	No. 16	No. 30	No. 40	No. 60	No. 80	
3	2-1	50 - 25	100	90-100	35-70	00-15	---	---	---	---	---	---	---	---	---	---
357	2-No. 4	50 - 4.75	100	95-100	---	35-70	---	---	---	---	---	---	---	---	---	---
4	1 1/2 No. 4	37.5 - 19	---	100	80-100	20-55	00-15	---	---	---	---	---	---	---	---	---
467	1 1/2 No. 4	37.5 - 4.75	---	100	85-100	---	35-70	---	---	---	---	---	---	---	---	---
5	1-1/2	25 - 12.5	---	---	100	80-100	20-55	00-10	---	---	---	---	---	---	---	---
56	1-3/8	25 - 8.5	---	---	100	90-100	40-75	15-35	---	---	---	---	---	---	---	---
57	1-No. 4	25 - 4.75	---	---	100	95-100	---	25-60	---	---	---	---	---	---	---	---
6	3/4-3/8	19 - 9.5	---	---	---	100	90-100	20-55	00-15	---	---	---	---	---	---	---
67	3/4-No. 4	19 - 4.75	---	---	---	100	90-100	20-55	00-10	---	---	---	---	---	---	---
68	3/4-No. 8	19 - 2.36	---	---	---	100	90-100	30-65	05-25	00-10	0-5	---	---	---	---	---
7	1/2-No. 4	12.5 - 4.75	---	---	---	---	100	80-100	40-70	00-15	00-5	---	---	---	---	---
78	1/2-No. 8	12.5 - 2.36	---	---	---	---	100	80-100	40-75	05-25	00-10	0-5	---	---	---	---
8	3/8-No. 8	9.5 - 2.36	---	---	---	---	---	100	85-100	10-40	0-10	0-5	---	---	---	---
89	3/8-No. 16	9.5 - 1.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---
9	No. 4-No. 16	4.75 - 1.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---

(1) In inches, except where otherwise indicated. Numbered sieves are those of the United States Standard Sieve Series.

APPENDIX C:
Concept Report

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

TE PROJECT CONCEPT REPORT

GDOT Project Number: CSTEE-0008-00(986)

GDOT P.I. Number: 0008986

FEDERAL FUNDS: \$600,000.00 MATCHING FUNDS: \$150,000.00

FISCAL YEAR PROPOSED: 2010

PROJECT SPONSOR: City of Macon

CONTACT PERSON: Ben Hamrick, Business Manager, Macon-Bibb County Parks & Recreation, 478-751-9286

Date of Report: January 22, 2010

The undersigned have reviewed the concept report:

Date _____ State Environmental/Location Engineer

Date _____ State Traffic Engineer

2/25/10 David B. Miller
Date _____ District Engineer

Date _____ State Transportation Planning Administrator

Date N/A _____ State Bridge Engineer

This project concept is contained in the Regional Transportation Program (RTP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTP and/or STIP.

(Information copies have been provided to the following offices: Engineering Services, Maintenance, Road Design, Urban Design, Bridge Design, and Right-of-Way. Their comments are welcomed.)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

TE PROJECT CONCEPT REPORT

GDOT Project Number: CSTE-0008-00(986)

GDOT P.I. Number: 0008986

FEDERAL FUNDS: \$600,000.00 MATCHING FUNDS: \$150,000.00

FISCAL YEAR PROPOSED: 2010

PROJECT SPONSOR: City of Macon

CONTACT PERSON: Ben Hamrick, Business Manager, Macon-Bibb County Parks &
Recreation, 478-751-9286

Date of Report: January 22, 2010

The undersigned have reviewed the concept report:

Date State Environmental/Location Engineer

Date State Traffic Engineer

Date District Engineer

2-16-2010 *Quayle J. Alexander*
Date State Transportation Planning Administrator

Date *N/A*
State Bridge Engineer

This project concept is contained in the Regional Transportation Program (RTP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTP and/or STIP.

(Information copies have been provided to the following offices: Engineering Services, Maintenance, Road Design, Urban Design, Bridge Design, and Right-of-Way. Their comments are welcomed.)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

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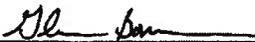
FISCAL YEAR PROPOSED: 2010

PROJECT SPONSOR: City of Macon

CONTACT PERSON: Ben Hamrick, Business Manager, Macon-Bibb County Parks & Recreation, 478-751-9286

Date of Report: January 22, 2010

The undersigned have reviewed the concept report:

<u>2/15/2010</u>	<u></u>
Date	State Environmental/Location Engineer
_____	_____
Date	State Traffic Engineer
_____	_____
Date	District Engineer
_____	_____
Date	State Transportation Planning Administrator
_____	_____
Date	<u>N/A</u> State Bridge Engineer

This project concept is contained in the Regional Transportation Program (RTP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTP and/or STIP.

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

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GDOT Project Number: CSTE-0008-00(986)

GDOT P.I. Number: 0008986

FEDERAL FUNDS: \$600,000.00 MATCHING FUNDS: \$150,000.00

FISCAL YEAR PROPOSED: 2010

PROJECT SPONSOR: City of Macon

CONTACT PERSON: Ben Hamrick, Business Manager, Macon-Bibb County Parks &
Recreation, 478-751-9286

Date of Report: January 22, 2010

The undersigned have reviewed the concept report:

Date	State Environmental/Location Engineer
<u>2-19-10</u>	<u><i>Kurtmenk</i></u>
Date	State Traffic Engineer
Date	District Engineer
Date	State Transportation Planning Administrator
Date	<u><i>N/A</i></u>
Date	State Bridge Engineer

This project concept is contained in the Regional Transportation Program (RTP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTP and/or STIP.

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

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FISCAL YEAR PROPOSED: 2010

PROJECT SPONSOR: City of Macon

CONTACT PERSON: Ben Hamrick, Business Manager, Macon-Bibb County Parks &
Recreation, 478-751-9286

Date of Report: January 22, 2010

The undersigned have reviewed the concept report:

_____	_____
Date	State Environmental/Location Engineer
_____	_____
Date	State Traffic Engineer
_____	_____
Date	District Engineer
_____	_____
Date	State Transportation Planning Administrator
_____	_____
Date	State Bridge Engineer

This project concept is contained in the Regional Transportation Program (RTP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTP and/or STIP.

(Information copies have been provided to the following offices: Engineering Services, Maintenance, Road Design, Urban Design, Bridge Design, and Right-of-Way. Their comments are welcomed.)

TE PROJECT COMMON NAME:

Ocmulgee Heritage Trail - Walnut Creek Extension

TE PROJECT LOCATION:

Located in Macon, Georgia, between the Ocmulgee River and Interstate 16

TE PROJECT CONCEPT [DESCRIPTION]:

The project is to be built using Transportation Enhancement and local funds and is called the Ocmulgee Heritage Trail, Otis Redding Bridge to Walnut Creek, which will extend south between Interstate 16 and the Ocmulgee River to Walnut Creek, where it can connect to existing trails of the Ocmulgee National Monument.

PROPOSED TYPICAL SECTION:

The trail will be approximately 6,500 feet long, 10'-wide concrete, asphalt, or gravel and will meander generally between 30' and 100' from the river bank and will not penetrate the 25' Stream Buffer. Current budget limitations dictate that the trail be composed of asphalt, but if the budget changes in the future the trail material may change as well. The trail will consist of 1.5-2" of asphalt over a 4-6" graded aggregate base. There will be footbridges or culverts along the way to cross over natural drainage ways. Due to the sensitive area of Ocmulgee National Monument, construction will primarily be closely tied to existing grades, minimizing areas of cut and fill, and per guidelines established by the Environmental Assessment report. The project will conform to the requirements of the Americans with Disabilities Act (ADA).

MAJOR STRUCTURES:

None

PERMITS REQUIRED:

NPDES

LEVEL OF ENVIRONMENTAL ANALYSIS:

Environment Assessment per National Park Service requirements

SECTION 4(f)/SECTION 106 INVOLVEMENT:

Although the proposed project would occur on National Park lands, there would be no substantial impairment of the current activities, features, or attributes that would qualify the area for protection under Section 4(f), and there would be no substantial indirect effects to the resource. Therefore, no Section 4(f) Evaluation is required.

OTHER KNOWN OR SUSPECTED ENVIRONMENTAL ISSUES:

N/A

LEVEL OF PUBLIC INVOLVEMENT:

N/A

DESIGN STANDARDS TO BE USED:

AASHTO, GDOT and ADA

DESIGN VARIANCES REQUIRED:

Design Variances to omit shoulders on footbridge and omit shoulders on path under canopy

OTHER GDOT PROJECTS IN IMMEDIATE VICINITY OF TE PROJECT:

None

CONCEPT TEAM MEETING HELD AND PERSONS PRESENT:

N/A

FIELD REVIEW HELD:

To be held after environmental report approved

RAILROAD INVOLVEMENT:

The proposed trail passes under a Norfolk Southern Railroad trestle towards the beginning of the trail. The crossing will be handled in a manner similar to the same type of crossing that was installed on the opposite side of the Ocmulgee River under TE project PI 0000122, Ocmulgee Heritage Trail: Gateway Trail. The railroad canopy, as detailed on sheet 2 in the attachments, will be installed to protect trail pedestrians from objects that may fall from the tracks overhead. The canopy will be on a track system to allow for temporary removal for maintenance purposes.

UTILITIES:

This property is owned by the City of Macon and the Department of the Interior. However, there are existing utility easements to Georgia Power and Macon Water Authority on the City of Macon property. These utilities will remain intact and coordination with the utilities will be for easement encroachment purposes. The GA Power line crosses the proposed trail approximately perpendicular and crosses the river. The Macon Water line is a sewer line that runs generally parallel but not adjacent to the proposed trail. Contacts for utilities are as follows:

GA Power:	Max Shoupe	478-784-5827
Macon Water Authority:	Tony Rojas	478-464-5622

COMMENTS: None

ATTACHMENTS:

Project Area Map, Project Layout, Existing and Proposed Typical Sections, Cost Estimate

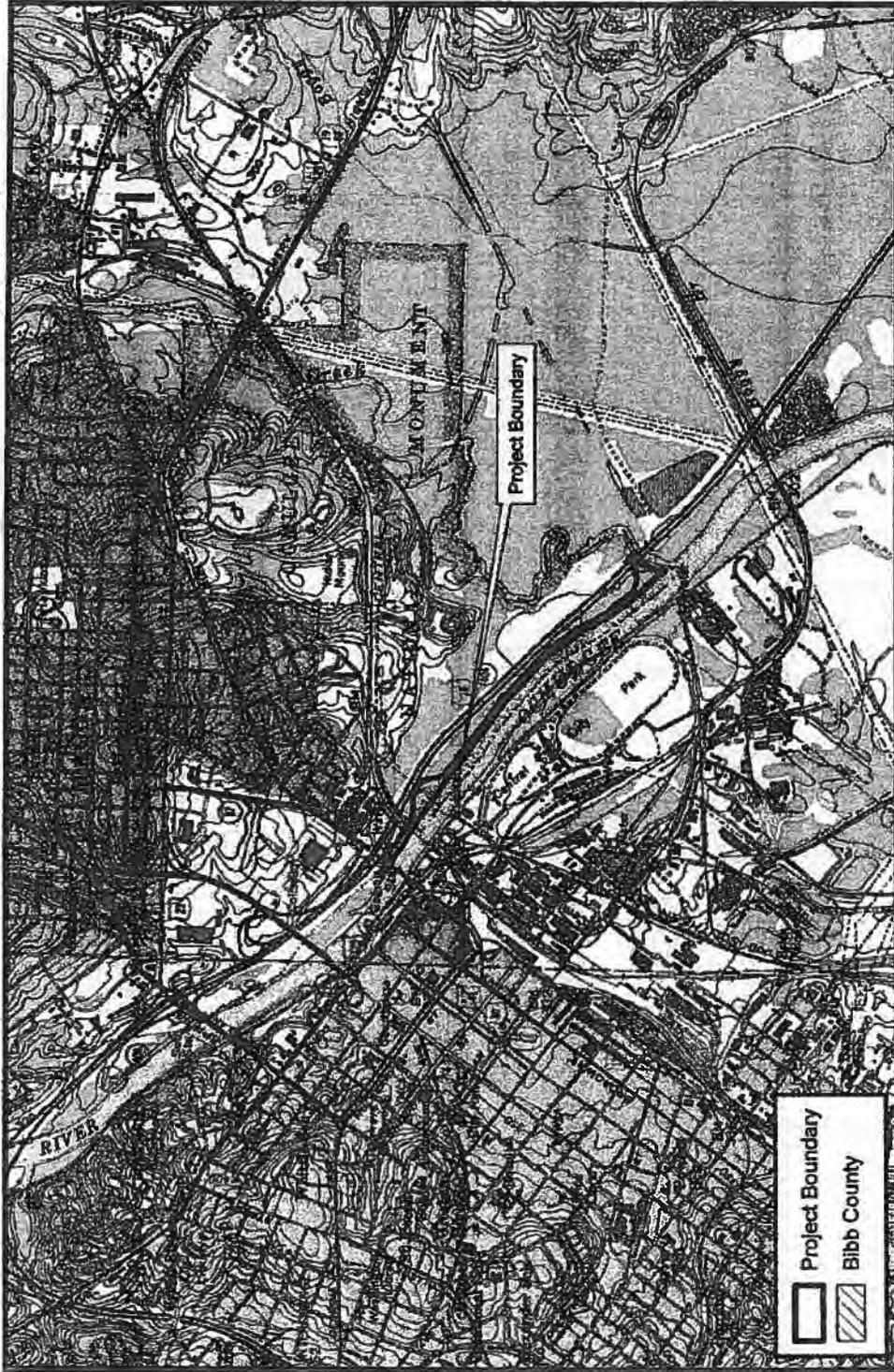
Ocmulgee Heritage Trail - Walnut Creek Extension

Preliminary Cost Estimate, CSTEB-0008-00(986), P.I.#0008986

January 22, 2010

ITEM	QTY	UNIT	SIZE	UNIT PRICE	TOTAL
HARDSCAPE					
General Conditions	Lump Sum				\$ 100,000.00
Misc. Work, Site Clean-up	Lump Sum				\$ 25,000.00
Grading/Drainage	Lump Sum				\$ 125,000.00
Asphalt Walkway	6,125	SY	1 1/2" - 2" Asphalt with 4"-6" base	\$ 40.00	\$ 245,000.00
Canopy and Bollards	Lump Sum				\$ 45,000.00
Footbridges	Lump Sum				\$ 120,000.00
LANDSCAPE					
Understory Privet Removal					\$ 60,000.00
Sod					\$ 26,000.00
Seeding					\$ 3,750.00

Total \$ 749,750.00



Project Boundary

Bibb County

Project Boundary

Bibb County

0 1,000 2,000 Feet

Figure 1. Project Location Map

CST-EE-0008-00 (886)
 PR# 0008898
 Bibb County
 Ocmulgee Heritage Trail
 Walnut Creek Extension

Source(s): USGS Topographic Survey, Monro East & Monro West, GA Quadrangles

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

FILE P.I. No. 0008986
CSTEE-0008-00(986) Bibb
Ocmulgee Trail

OFFICE Thomaston

FROM Bill Rountree

DATE February 25, 2010

TO Brent Story (Concept Reports)
W/Attachments

SUBJECT **Signed Concept Cover Sheet
W/Comments**

We have reviewed the concept report on the above project and concur with the recommendation for approval with the comments listed below:

Kerry Gore, District Three Utilities Engineer:

On the above project, we anticipate no utility conflicts except for the easements issue mentioned in the report. However, we cannot finalize this statement until we see developed plans.

Mike England, District Three Traffic Engineer:

We concur with the scope of the project as described within the report. We will provide further comment as plans are developed for impacts and or requirements for access to state right-of-way.

APPENDIX D:
Agency Coordination Meeting Notes

Sign-In Sheet
Environmental Permitting Kickoff Meeting

08-080

NAME	ORGANIZATION	PHONE	E-MAIL
Scott Williams	CRAWSTON ENGINEERING GROUP	(706) 772-1588	elsw11@msrcrawstonengineering.com
Melanie Nable	CDOT/OEL	404.699.4436	mnable@dot.ga.gov
Jim David	NPS-Ocmulgee NM	478.752-8257x11	jim_davde@nps.gov
Steven M. Wierhoff	NPS/SEED	404-582-5122	Steven.M.Wierhoff@nps.gov
Toni Queen	GAOT	706.646.6982	tqueen@dot.ga.gov
DAVID CLARK	NEWTECH	478.230.9155	dclark@outofthosky.com
Katy Allen	FHWA	404-562-3657	katy.allen@fhwa.dot.gov
BEN HAMMICK	City of Suwanee Parks & Recreation	478-951-4286	ben.hamrick@suwanee.ga.us

Sign-In Sheet
Environmental Permitting Kickoff Meeting

08-080

NAME	ORGANIZATION	PHONE	E-MAIL
Bill HODGES	Ocmulgee Heritage Trail Tech Comm.	478-743-7175	HODGESWMF@AOL.COM
Bill CAUSEY	CITY OF MACON PUBLIC WORKS DEPT.	478-751-9257	bill.causey@macon.ga.us
Jim Mangi	Mangi Environmental	703 760 4801 x222	jmangi@mangi.com
Jen Karanian	Mangi Environmental	703-760-4801 x23D	jkaranian@mangi.com

**OCMULGEE HERITAGE TRAIL
ENVIRONMENTAL ASSESSMENT (EA) KICKOFF MEETING**

March 4, 2008

Introduction (see sign-in sheet)

- Primary purpose of meeting is to address the environmental documentation relationship between National Park Service (NPS) and Georgia Department of Transportation (GDOT).
- Can one combined document serve the project needs?
 - GDOT is the lead agency, so it should be handled like a GDOT EA but include additional NPS requirements and have an additional signature line.
 - From NPS perspective, it just needs to meet Director's Order (DO) 12 requirements.
 - Also needs to address wetland protection (DO 77-1) and impairment of resources. Wetlands determinations will need to be based on the NPS Guidelines of a single criteria being present instead of the typical three as the Corps and GDOT require.
 - Threatened or endangered species assessment will need to cover both Federal and State listed species in accordance with NPS requirements.
 - Public involvement:
 - DOT always has public involvement, whereas NPS sometimes just publishes an announcement.
 - This project probably won't be controversial and will only require one combined public hearing/open house after the draft EA is approved. No separate scoping open house will be done. All present agreed with this path forward.
 - Special studies:
 - Ecology, archaeology and history will be required by the GDOT.
 - NPS would require that information in the EA (summarize the special studies).
 - NPS does not wish to review the special studies
 - Studies will be submitted separately and will not be included in the EA. NPS will be copied on final drafts of special studies. Melanie Nable of GDOT will handle this coordination.
 - Steven Wright of NPS will provide Melanie Nable of GDOT with any NPS requirements/guidelines for the special studies.
 - Section 4(f):
 - Depends on who's going to maintain the trail once it's built - It will be NPS property.
 - In the past, FITWA has constructed and NPS has maintained - no 4(f) required.
 - It was agreed by all parties present that no Section 4(f) would be required.

- This project will be funded as a "TE" project (no longer "HPP") - should make it a little easier (still federal dollars, doesn't affect much).
- This project will now have its own separate PI #, not PI# 0007636.
- NPS environmental screening form topics: something the NPS provides that would help with the EA (used by NPS as checklist). Steven Wright of NPS will provide this document to Melanie Nable of GDOT. Melanie will provide FHWA with a copy of this document.
- Almost the entire project area is owned by NPS (after railroad), a small portion near the Otis Redding Bridge is owned by a combination of Agencies - Macon Water Authority, Georgia Power Company, and Norfolk Southern Railroad.
- Archaeological data:
 - NPS consultants have done some testing in the past; archaeological site seems to be 20-30 ft below the surface. Steven Wright of NPS will provide Melanie Nable of GDOT with copies of any existing reports for this area. Melanie will also research any other GDOT studies which may have been completed as part of I-16 for this area.
 - Research existing data and talk to SHPO, additional field work may not be required.
 - Not much ground disturbance taking place. Minimal grading within 1-2 feet of surface plus the footings for pedestrian bridge.
- NPS General Management Plan (GMP) is from the 1960s, not useful.
- Construction easements were discussed, and it was determined that no easements would be required for access during construction.
- A sub-section shall be added to EA which discusses both indirect and cumulative effects of the project.
- NPS will require a minimum of three weeks to review the draft EA before it is sent out to the public.
- Section 106 Early Notification/Coordination letter will be completed using GDOT standard formats.
- Ecology early coordination will also be required.

GDOT Project CSTEE-0008-00(986)
Bibb County, PI. NO. 0008986

OHT - Walnut Creek Ext. (within NPS property)

Please print

Name	Affiliation	Email
Mike Ford	ocmulgee Heritage Trail	CMFN@Aol.com
Tori Wheeler	Cranston Engineering Group	twheeler@cranstonengineering.com
Ben Hamrick	City of Wetmore P & R	ben.hamrick@cityofwetmore.com
Blake Lisenby	Counsel, Ocmulgee Trail	blisenby@sell-methon.com
Scott Williams	Cranston Engineering Group	swilliams@cranstonengineering.com
Guy Lachine	NPS Ocmulgee NM	guy-lachine@nps.gov
Audra Barnett	SERO OPS	Audra.Barnett@nps.gov
Brian Smart	MAA1 TE PROGRAM	bsmart@maai.net
Chris Kingsbury	MA/TE	ckingsbur@maai.net
Melanie Nobile	GDOT/NEPA	mnobile@dot.ga.gov
Jonathan Cox	GDOT/NEPA	jocox@dot.ga.gov
Chetna Dixon	PIU/A	Chetna.Dixon@piu.dot.ga.gov
Kelvin Mullins	GDOT PROGRAM DELIVERY	Kmullins@dot.ga.gov

**OCMULGEE HERITAGE TRAIL: WALNUT CREEK EXTENSION
CSTEE-0008-00(986); BIBB PI # 0008986
REINTRODUCTION MEETING MINUTES**

May 12, 2010 - 10:00 am
GDOT Office of Environmental Services
Atlanta, Georgia.

- Introductions – See sign-in sheet attached
- Project Overview
 - An overview of the entire Ocmulgee Heritage Trail system was provided as well as the concept for this phase.
 - The overall trail system is maintained for the most part by the City of Macon or their contractor – Ocmulgee Heritage Trail, LLC. The portion of the trail proposed to be constructed on Ocmulgee National Monument property will be maintained by the local NPS.
 - This proposed phase is approximately 6,500 linear feet of asphalt trail between Interstate 16 and the Ocmulgee River in Macon, GA.
 - Most of the property for this phase is on National Park Service property (Ocmulgee National Monument), which begins approximately at the Norfolk Southern Railroad. The remainder is owned by the City of Macon and Norfolk Southern Railroad.
 - National Park Service requires and EA for projects on their property, otherwise a Categorical Exclusion would have been the appropriate level of documentation for this project.
- Project History
 - Project Kick-off Meeting – March 4, 2008
- Concept Report
 - Approved 3/12/10
 - Design Deviation Statement filed 3/31/10
- Special Studies
 - Air Assessment – Approved 8/11/09
 - Send copies of this to NPS with Draft EA if not before.

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Reintroduction Meeting
May 12, 2010

- Noise Assessment – Approved 6/16/09
 - Send copies of this to NPS with Draft EA if not before.
- Archaeological Survey Report – SHPO Concurrence 12/18/09
 - No archaeological impacts as determined by SEAC based on depths of disturbance as proposed.
- Phase I Ecology Assessment – Approved 12/21/09
 - NPS needs a copy of the Phase I ecology assessment.
 - A Phase II ecology assessment will be required for this project.
 - Ecological Impacts (2 NPS wetlands and 1 stream) have a potential to be exempt from DO-77-1 and -2, but Anita feels that they probably won't qualify for NPA exemption due to the fact that the trail is paved.
 - Impacts must be reviewed by the Water Resources Division of the National Park Service.
- Historic Resources Survey Report – Approved 3/18/10 (FHWA email)
4/29/10 (SHPO letter)
 - NPS has no concerns with Section 4(f).
 - No Historic Properties Affected document – resubmitted 4/29/10
 - NPS has concern that it is not “no historic property affected”, it should be “no historic property adversely affected”. May possibly need to change to Assessment of Effects instead of NHPA document, but will wait for review to determine.
 - If it is determined that an AOE is needed in lieu of the NHPA, then contact should be made with Tommy Jones in the regional NPS office to obtain a template.
- Environmental Assessment
 - Draft EA (First Draft at 90% complete)
 - The draft EA will be submitted to Moreland Altobelli once completed, who will then submit to GDOT/FHWA. FHWA will send to NPS for review.
 - Threshold and intensity definitions need to be discussed with National Park Service before DEA is finalized.

- A conference call will be set up to discuss formatting and language of the draft EA.
- GDOT signs the DEA, but NS does not. NPS does however sign the FONSI.
- The draft EA will be released publicly after it has been approved by all review parties.
 - National Park Service does not require a public hearing, it just needs to be made available to the public for review in certain areas (website, local libraries, newsletter to park "friends", copies at ONMU, area GDOT office, etc).
 - GDOT is on board with this route as this project is considered an amenity and it would possibly be a waste of time to have someone set up an open house if there is no controversy.
 - Parties involved will reconvene at later date to coordinate details on this.
- Right-of-Way (Memorandum of Understanding between NewTown Macon and National Park Service/Department of the Interior)
 - Not sure what route will be appropriate for this project concerning right-of-way. May possibly require highway easement deed or just a special use permit.
 - No matter what route is found to be appropriate, no action can be taken on ROW until after FONSI is approved and signed.
- Cooperating Agency documentation has been sent by NPS to FHWA.
- Once bridge plans are completed they should be sent to MAAJ so that they can be submitted to GDOT bridge office.
- Plan is to have design plans in for review by approximately April 2011.

**OCMULGEE HERITAGE TRAIL: WALNUT CREEK EXTENSION
CSTEE-0008-00(986); BIBB PI # 0008986
CONFERENCE CALL MINUTES**

May 19, 2010 - 9:00 am

- The following parties attended this conference call:
 - National Park Service (Anita Barnett & Guy Lachine)
 - Georgia Department of Transportation (Jonathan Cox, Ruthie Jones, Kelvin Mullins, Elaine Armster)
 - Federal Highway Administration (Chetna Dixon & Michele Lindberg)
 - Moreland Altobelli & Associates (Chris Kingsbury & Brian Smart)
 - Mangi Environmental (Meghan Morse)
 - Cranston Engineering Group, PC (Scott Williams & Tori Wheeler)
- Environmental Assessment Document
 - The methodology section has been included in table form.
 - The following thresholds have been defined: negligible, mild, moderate – definitions have been taken from other NPS projects and altered to fit this one.
 - Meghan will go back and apply some “lessons learned” from the Kennesaw project she worked on with Anita to this EA.
 - Meghan will be emailing the threshold definitions to Anita for review.
 - Anita would like to see “beneficial” and “adverse” added to the definitions.
 - Anita stressed that while the “No Historic Properties Affected” document is fine, it needs to be clear in the EA that a historic property is affected, just not in an adverse manner.
 - Impairment statements have been included in the EA.
 - The FONSI will be a joint document, in the same manner as the EA.
- Ecology Issues
 - Anita has asked about the wetlands exception possibility around NPS but has not received an answer yet.

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Conference Call
May 19, 2010

- Anita still feels that the exception will not be granted because of the trail material and maintenance.
- Cranston may contact Anita directly to discuss mitigation when it's time.
- Right-of-Way Issues
 - Anita is waiting on someone within NPS to advise on the ROW issue.
 - Normally FHWA doesn't typically approve special-use permits because it has to be for the life of the trail, trail needs to be open at all times.
 - Guy stated that the intention was that the trail would only be used during daylight hours, but the gate will not be closed at night unless problems arise.
- A question was raised about the life of the project. FHWA will look into this and coordinate with Kelvin & Elaine. The life of the project should also be mentioned in the DEA once determined.

MEETING NOTES (FINAL)
 CSTEE-0008-00(986)
 County: Bibb
 P.I. No. 0008986
 Ocmulgee Heritage Trail – Walnut Creek Extension

Date: April 5, 2012

Location/Time: GDOT OES/9:00 AM – 9:50 AM

Attendees:

Name	Company	Phone	E-Mail
Chetna Dixon	FHWA	404-562-3655	Chetna.dixon@dot.gov
Michele Palicka	FHWA	404-562-3703	Michele.palicka@dot.gov
Tyler Peck	GDOT/OPD	706-646-6668	tpeck@dot.ga.gov
Ruthie Jones	GDOT/ROW	404-657-8476	rujones@dot.ga.gov
Jeanne Kerney	MAAI	770-263-5945	jkerney@maai.net
Jonathan Cox	GDOT/OES	404-631-1197	jccox@dot.ga.gov
Bruce Hart	KEA Group	678-904-8591 x26	bhart@keagroup.com

The following were items discussed at the meeting:

- Jonathan Cox started the meeting with a request for introductions.
- Jonathan stated that the Draft EA had been reviewed by FHWA (Chetna Dixon) with comments provided in 2011. He indicated that it was his understanding that most of the comments had been addressed with the exception of FHWA's request for additional detail about the right-of-way (ROW)/right-of-entry (ROE) for the FHWA TE-funded trail construction within the boundary of the NPS Ocmulgee National Monument (ONM).
- Jeanne Kerney described the coordination that has occurred among GDOT OES/OPD/ROW, MAAI, NPS, and FHWA in order to provide documentation that for FHWA and NPS ROE.
- Jeanne Kerney stated that the project design firm met with the project sponsor, City of Macon, and NPS ONM personnel in early March 2012 about another project. During that meeting, NPS inquired about the ROE status of this project. The outcome of that meeting was a commitment by NPS ONM that they would coordinate with other NPS staff to obtain the documentation required by FHWA to address the ROE issue.
- Jeanne and Michele Palicka discussed coordination leading up to a meeting with NPS to discuss the ROE issue; NPS did not attend this meeting, however. Michele corresponded with the NPS ROW specialist, the NPS contact indicated that no additional coordination was needed based on previous coordination that had occurred.
 - FHWA will coordinate with NPS at the time the Draft EA is submitted to FHWA for review.
- Discussion followed with Michele and Chetna stating that FHWA requires assurance that NPS will operate the trail at least as long as the FHWA "lifespan" threshold of 20 years; this could be accomplished by using a Special Use Permit (SUP). Michele indicated that GDOT would need to determine the appropriate type of permit for GDOT's adequate rights. GDOT will make the determination of adequate rights and discuss the matter with FHWA.
- Jonathan state that two points of demonstration are needed:
 - Demonstration that GDOT and FHWA have coordinated with NPS on the ROE issue.
 - Demonstration from NPS that the trail will remain open for at least as long as FHWA "lifespan" threshold
- Chetna did not forward the Draft EA to NPS for review based on FHWA's review of the document in late summer 2011 (and the basis for FHWA comments in a letter dated September 20, 2011). Bruce Hart stated that the Draft EA has been revised based on the comments with the exception of the ROE issue. Chetna stated that she will review the revised Draft EA. When FHWA has completed their review of the Draft EA, she will transmit the document to NPS with a letter to NPS clarifying the current status of the ROE and requesting additional coordination between FHWA and NPS. Chetna inquired about the current environmental schedule and if it has accommodated time spans for NPS review. Tyler and Jeanne confirmed that the current schedule includes NPS review; therefore, Chetna requested that this schedule be forwarded to her so she can request matching review time spans from NPS (attached are notes from a meeting held 1/16/12, the notes include the DEA/FONSI schedule).

Bibb County, P.I. No. 0008986
Meeting - April 5, 2012
Notes - Final

- Jeanne informed the group the project is scheduled for let in March 2014; this schedule was based on receiving a Finding of No Significant Impact (FONSI) determination by June 2013. Chetna stated that schedule is still reasonable.
- There being no additional comments or questions the meeting was concluded.

Action Items:

- The revised Draft EA, with the ROE issue outstanding, will be transmitted to Jonathan by Friday, April 13.
- The current environmental schedule will be sent to Chetna for her preparation of the Draft EA transmittal letter to NPS (see attached notes from meeting held 1/16/12).
- FHWA Georgia Division will contact FHWA-IHQ to determine if other TE funds are being spent on NPS land.
- FHWA will coordinate with NPS at the time the Draft EA is transmitted to FHWA for review.
- GDOT will make the determination of adequate rights and discuss the matter with FHWA.
- Upon FHWA approval of the Draft EA, Chetna will transmit the Draft EA to NPS for review and request continued coordination with NPS on the ROE.

This is my understanding of items discussed and decisions reached. Please contact me if there are changes or additions.

Submitted by,

KENNEDY ENGINEERING & ASSOCIATES GROUP

Bruce Hart

Attachment

TELECONFERENCE MEETING NOTES (FINAL)
 CSTEE-0008-00(986)
 County: Bibb
 P.L. No. 0008986
 Ocmulgee Heritage Trail – Walnut Creek Extension

Date: April 12, 2012

Location/Time: Teleconference/9:00 AM – 9:15 AM

Attendees:

Name	Company	Phone	E-Mail
Chetna Dixon	FHWA	404-562-3655	Chetna.dixon@dot.ga.gov
Jeanne Kerney	MAAI	770-263-5945	jkerney@maai.net
Jonathan Cox	GDOT/OES	404-631-1197	jcox@dot.ga.gov
Bruce Hart	KEA Group	678-904-8591 x26	bhart@keagroup.com

The following were items discussed at the meeting:

- Chetna Dixon indicated that she wanted to clarify the FHWA requirements for FEMA no-rise certification coordination based on her review of the minutes from the 1/16/12 meeting between MAAI and KEA Group. These minutes were provided to the participants of the FHWA/GDOT project meeting held on 4/5/12.
- Chetna described the process of the no-rise certification relative to the advancement of the Draft EA and Final EA/FONSI. Analysis regarding impacts to floodplains should determine and disclose the appropriate documentation (e.g., no rise certificate, CLOMR, or LOMR) needed in the Draft EA. However, the Final EA/FONSI must disclose the appropriate documentation needed (e.g. no rise certification, CLOMR, LOMR) as well as the evaluation of practical alternatives that had been evaluated and a discussion of what types of impacts to the floodplain would occur if the project was constructed.
- Bruce Hart noted that Cranston Engineering, the project engineer of record, has prepared a memorandum stating the project is located within the 100-year floodplain of the Ocmulgee River and that the project would involve activities within the regulatory floodway of the Ocmulgee River. The memorandum concludes that coordination has begun to obtain a no-rise certification and that the quantitative evaluation will be prepared in the future. Bruce also described that this memorandum is attached to the Draft EA as supporting documentation to the floodplains discussion within the Draft EA. Chetna stated that this type of documentation is adequate for the Draft EA and reiterated that disclosure of appropriate documentation (no-rise certification, CLOMR, or LOMR) will be required for the Final EA/FONSI.
- Chetna stated that FEMA mapping may have changed in this area and that this recent update should be relayed to Cranston Engineering as they evaluate impacts to floodplains. Chetna noted a project that she has been involved with in which the design had to be modified to accommodate the current mapping as the previous design used outdated information.
- Chetna described a floodplain/transportation training that was held recently in Atlanta and suggested that Bruce contact Mike Murdoch with GDOT OES, who attended the training. Chetna noted that the training provided updates on the current regulations as well as the use of appropriate language relative to the current regulations (23 CFR 650.113).
- Chetna reiterated that the Final EA/FONSI should include a discussion of the practical alternatives that were evaluated in determining impacts to floodplains.
- There being no additional comments or questions the meeting was concluded.

Action Items:

- Convey to Cranston Engineering the recent changes to FEMA maps that may have occurred within the project area.
- Bruce to contact Mike Murdoch and discuss the floodplain/transportation training relative to the no-rise certification for this project.
 - Bruce spoke with Mike on 4/12/12 about the training. Mike indicated that the current regulations require a no-rise certification for both floodway and floodplain such that the proposed project would not increase the Base Flood Elevation greater than one foot. Mike was unaware of any specific language requirements or changes to language templates regarding the new regulations.

Bibb County, P.I. No. 0008986
Teleconference Meeting - April 12, 2012
Notes -- Final

This is my understanding of items discussed and decisions reached. Please contact me if there are changes or additions.

Submitted by,

KENNEDY ENGINEERING & ASSOCIATES GROUP

Bruce Hart