

ENVIRONMENTAL COMMITMENTS TABLE
 PI#: 0012722, County: Chatham

Date Updated: 12/5/2014 | Stage: CE Approval
 Transmittal Date for Plans Reviewed by OES (if applicable): N/A

Review
 If no commitments, NEPA may approve for all.

The GDOT project manager (PM) asserts that these commitments are feasible.
 GDOT PM: [Signature]
 Signature/Date: 12/8/2014

The engineer of record (EOR) asserts that plans incorporate or will incorporate commitments if applicable.
 EOR: [Signature]
 Signature/Date: 12/15/14

Air/Noise: MK 12/4/14 Arch: SW 12/2/14
 Eco: HP 12/3/14
 NEPA: DB 12/8/14 Hist: DA 12/3/14

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

Resource Name	Permitted Construction Activity	Refer to	Name and Date of Report or Transmittal	Correctly Shown?	
				Plan Sheet	ERIT
A-1 Wetland (WL) 1	No Impact	C-1	October 2014 Ecology Assessment of Effects Report	No	No
A-2 WL 2	"	"	"	"	"
A-3 Intermittent Stream (IS) 3	"	"	"	"	"
A-4 IS 3 Buffer	"	"	"	"	"
A-5 WL 4	"	"	"	"	"
A-6 WL 5	"	"	"	"	"
A-7 Ephemeral Channel (EC) 6	"	"	"	"	"
A-8 EC 6 Buffer	"	"	"	"	"
A-9 Perennial Stream (PS) 7 (at SR 21)	"	"	"	"	"
A-10 PS 7 Buffer (at SR 21)	"	"	"	"	"
A-11 PS 7 (at I-95)	"	"	"	"	"
A-12 PS 7 Buffer (at I-95)	"	"	"	"	"
A-13 PS 8	"	"	"	"	"
A-14 PS 8 Buffer	"	"	"	"	"
A-15 IS 9	"	"	"	"	"
A-16 IS 9 Buffer	"	"	"	"	"
A-17 Wetland 10	"	"	"	"	"
A-18 Wetland 11	"	"	"	"	"
A-19 Wetland 12	"	"	"	"	"
A-20 Wetland 13	"	"	"	"	"
A-21 Wetland 14	"	"	"	"	"
A-22 SW 15	"	"	"	"	"
A-23 State Water (SW) 15 Buffer	"	"	"	"	"
A-24 SW 16	"	"	"	"	"
A-25 SW 16 Buffer	"	"	"	"	"
A-26 Wetland 17	"	"	"	"	"
A-27 OW 18	"	"	"	"	"
A-28 OW 18 Buffer	"	"	"	"	"
A-29 OW 19	"	"	"	"	"

Estimated Costs are for planning purpose only, in current dollars as of date updated.

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A-30	OW 19 Buffer	"	"	"	"	"	"	"
A-31	Wetland 20	"	"	"	"	"	"	"
A-32	PS 21	"	"	"	"	"	"	"
A-33	PS 21 Buffer	"	"	"	"	"	"	"
A-34	OW 22	"	"	"	"	"	"	"
A-35	OW 22 Buffer	"	"	"	"	"	"	"
A-36	IS 23	"	"	"	"	"	"	"
A-37	IS 23 Buffer	"	"	"	"	"	"	"
A-38	IS 24	"	"	"	"	"	"	"
A-39	IS 24 Buffer	"	"	"	"	"	"	"
A-40	Wetland 25	"	"	"	"	"	"	"
A-41	SW 26	"	"	"	"	"	"	"
A-42	SW 26 Buffer	"	"	"	"	"	"	"
A-43	SW 27	"	"	"	"	"	"	"
A-44	SW 27 Buffer	"	"	"	"	"	"	"
A-45	Wood stork	Construction activities within suitable foraging habitat, such as within the wetland areas; shallow, seasonally flooded roadside ditches; and small open waters of the project area such that harm to the wood stork is avoided	B-1	October 2014 Ecology Assessment of Effects Report and Special Provision 107.23G October 2, 2014	"	"	"	"

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

Special Provision	Purpose	Est. Cost	SP's Latest Date
B-1 SP 107.23.G	For the protection of wood stork	Negligible	October 2, 2014

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

ERIT Comment or Design Feature	Description	Est. Cost	Correctly Shown?
C-1 ERIT Comment	The contractor shall ensure that no construction-related activities (such as the use of easements, staging, construction, vehicular use, borrow or waste activities, sediment basins, and trailer placement), other than those shown on the approved plans, occur within the boundary of this resource. See Section A for applicable resources.	\$0	Yes

D. Necessary Permits, Buffer Variances and Mitigation Credits

Permit, Variance, etc.	Add'l Info (permit expiration date, number of credits needed, etc...)	Est. Cost	Acquired?
D-1 Notice of Intent (NOI) for NPDES	The Office of Bidding Administration and Construction Contractor will submit a NOI to the NPDES General Permit following award of the contract but prior to construction.	Negligible	Will be acquired following letting

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

Commitment	Responsible party	Est. Cost	Status

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E-1	During	For any lane closures, it will be the responsibility of the Contractor to coordinate with the local governments, school board, and emergency services personnel for any proposed weekend bridge closure and detours.	GDOT Innovative Delivery/Design-Build Contractor	Negligible	Incomplete
E-2	Pre	The project area is to be studied for the feasibility of BMPs. If feasible, Georgia DOT and the Construction Contractor will submit the MS4 permit following award of the contract but prior to construction.	GDOT Innovative Delivery/Design-Build Contractor	Negligible	Incomplete

Total Estimated Cost \$0

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

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

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

SPECIAL PROVISION

Chatham County

P.I. # 0012722

Section 107 – Legal Regulations and Responsibility to the Public

Add the following to Subsection 107.23:

G. Protection of Federal Protected Environmentally Sensitive Species

The following conditions are intended as a minimum to protect this species and its habitat during any activities that are in close proximity to the known location(s) of these species.

1. The Contractor shall advise all project personnel employed to work on this project about the potential presence and arrival of wood storks (*Mycteria americana*) to the area and that there are civil and criminal penalties for harming, harassing, or killing these species which are protected under the Endangered Species Act of 1973.
2. All construction activities shall cease upon the sighting of a wood stork within 100 yards of the project area. Construction activities shall not resume until the wood stork has not been observed in the project area or within 100 yards of the project area for at least 30 minutes.
3. In the event any incident occurs that causes harm to wood storks the Contractor shall report the incident immediately to the Project Engineer who in turn shall notify the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services (404) 631-1101.

In addition, in the event of possible harm to wood storks, all activity within 100 yards of the incident shall cease pending consultation by the Department with the U. S. Fish and Wildlife Service and Federal Highway Administration (FHWA).

4. Following project completion, a report summarizing any incidents with wood storks shall be submitted by the Contractor to the:
 - a. Project Engineer;
 - b. Georgia Department of Transportation, Office of Environmental Services, 600 West Peachtree Street NW, Atlanta, GA 30308.

All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Categorical Exclusion

I. General Information

P.I. No. 0012722
County Chatham
STIP/TIP No. 2015-GDOT-01
Funded Years Right-of-Way: N/A; Construction: LUMP 2015
Funding ROW- N/A; CST-M240
Codes
Project Name State Route (SR) 21 at Interstate 95 (I-95) Diverging Diamond Interchange
Project Limits Along SR 21 from Hendley Road, through the I-95 interchange, terminating at SR 30. Includes ramp reconfiguration of I-95 southbound on ramp and I-95 northbound ramp off ramp. The project length is approximately one mile. Refer to Figure 1, Project Location Map.

II. Need and Purpose (See Attachment 1)

III. Project Description

Existing Facility: The existing facility consists of a full-diamond interchange at SR 21 and I-95. The current roadway of SR 21 consists of three lanes in each direction. Approaching the interchange, one lane in both directions is tapered into either a right or left turn lane for entry onto I-95. There are no existing sidewalks within the vicinity of the interchange.

Proposed Project: Improvements to the interchange would include the conversion of the existing interchange to a diverging diamond interchange (DDI) and the widening the existing three-lane route of SR 21 to four lanes with three travel lanes and one turn lane in each direction under the I-95 bridge. The third through lane in each direction would be created along the underpass segment of the DDI by creating a new lane on the east side of the roadway. Widening would occur to the inside of the roadway, making use of the 40-foot median which currently exists along the project corridor. The additional lanes created by the DDI configuration would terminate at SR 30 northbound (NB) and Hendley Road southbound (SB). In addition, triple left turn lanes from the NB I-95 off-ramp would be implemented; dual right turn lanes would remain for I-95 SB traffic on eastbound (EB) SR 21 towards the City of Savannah. The proposed project would not require additional right-of-way or easement.

IV. Class of Action – Categorical Exclusion (CE)

A. Actions Requiring Concurrences Prior to CE Approval (See Correspondence, Attachment 2)	Yes	N/A	If Yes, Date of Concurrence
Section 106/Assessment of Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Section 106/Memorandum of Agreement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Draft Individual Section 4(f) Evaluation (<i>Final submitted with CE</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<i>De Minimis</i> Acknowledgment/Requirements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Protected Species/No Effect	<input checked="" type="checkbox"/>	<input type="checkbox"/>	10/21/14 and 10/27/14
Protected Species/Section 7 Consultation with USFWS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	10/28/14
Protected Species/Section 7 Consultation with NMFS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Essential Fish Habitat Coordination with NMFS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
FWCA/USFWS Coordination for Longitudinal Stream Encroachments, Existing Culvert Extensions (+100 feet), or New Culvert Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
PM _{2.5} Interagency Concurrence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
USCG Navigable Water Determination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

B. Public Involvement
A public hearing open house is not required. A public information open house was held on August 12, 2014 at the Georgia Tech Savannah Campus from 5 pm to 7 pm. The results of this information meeting are contained in Attachment 1 Effects Evaluation and Attachment 4 Public Information Open House Materials.

V. Effects Evaluation

The effects evaluation form categories are defined as follows:

1. Involvement: A resource is affected by the proposed project (e.g., the project impacts a wetland).
2. No Involvement: A resource is within the Area of Potential Effect, but the project would not affect the resource (e.g., a wetland is located in the project area but is not impacted by the project).
3. None: The resource does not exist within the Area of Potential Effect (e.g., no wetlands are located in the project area).

A. Social Environment	Involvement	No Involvement	None	See Attachment
1. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Community Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Churches and Institutions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Parks/Recreation Areas/Wildlife Refuges	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Title VI/E.O. 12898	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Public Controversy Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Public Involvement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 and 4
9. Economic Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

B. Cultural Environment	Involvement	No Involvement	None	See Attachment
1. Historic Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2
2. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2

C. Natural Environment	Involvement	No Involvement	None	See Attachment
1. Waters of the U.S./State Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2 and 3
2. Water Quality/303(d) List	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1
3. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Essential Fish Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 and 3
5. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Protected Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2 and 3
8. Invasive Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 and 3
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 and 3
10. Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Environmental Commitments Table

D. Physical Environment	Involvement	No Involvement	None	See Attachment
1. Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3
2. Air	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 and 3
3. Energy/Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Construction/Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1
5. USTs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
6. Hazardous Waste Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

E. Permits/Variations/Commitments Required	Yes	No	See Attachment
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
8. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
10. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Commitments Table

F. Section 4(f) Applicability	Yes	No	See Attachment
1. <i>De Minimis</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Programmatic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Individual	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Section 6(f) Applicability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Prepared By:

Bonnie L. Bynum

Bonnie L. Bynum
NEPA & Natural Resources Dpt. Mgr.
ARCADIS

12-05-14

Date

Reviewed By:

Robin Stevens

Robin Stevens
Senior NEPA Specialist
ARCADIS

12-05-14

Date

Concurred By:

Hiral Patel - SP

Hiral Patel, P.E.
State Environmental Administrator
Georgia Department of Transportation

12/8/14

Date

Approved By:

Rodney N. Barry

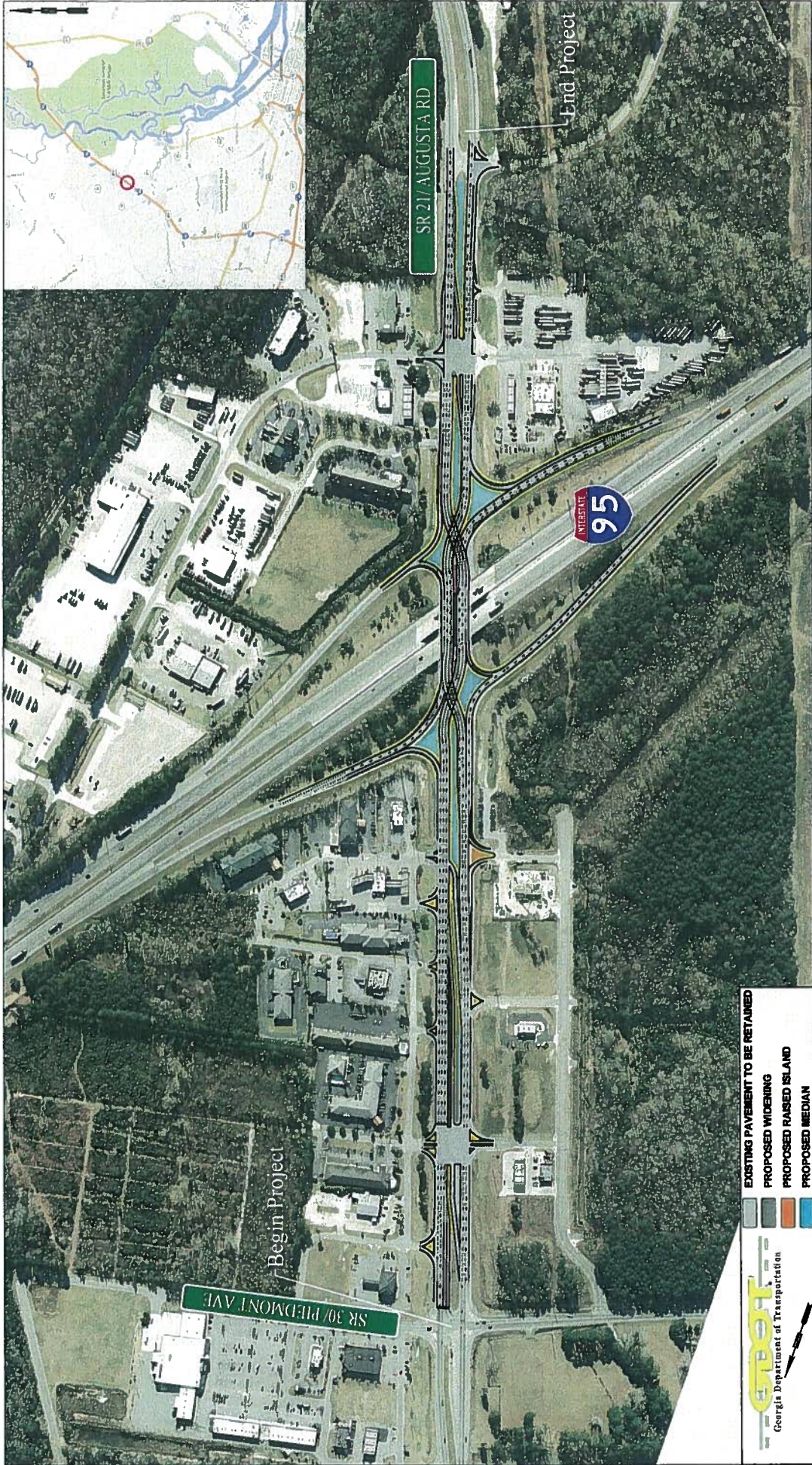
Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration

12-21-14

Date

Attachments appear in the following order:

1. Effects Evaluation
2. Correspondence
3. Report Coordination
4. Public Information Open House Materials



State Route (SR) 21 at Interstate 95 (I-95) Diverging Diamond Interchange (DDI) Project
 PI 0012722, Chatham County

Figure 1 Project Location Map

CATEGORICAL EXCLUSION
ATTACHMENT 1 – EFFECTS EVALUATION
PI NO. 0012722
CHATHAM COUNTY

II. Need and Purpose

State Route 21 is an urban principal arterial that connects downtown Savannah (Chatham County) to the northern suburban areas in Effingham County. SR 21 in Chatham County was identified for corridor improvements and minor interchange improvements. The operational improvements are needed based on the significant vehicular delay occurring at this interchange. The proposed project has been included in the Georgia DOT (GDOT) Operational Improvement Lump Sum Program from the Office of Traffic Operations.

The purpose of this proposed project is to provide a short-term, cost-effective, and quick improvement to the operations of the SR 21 at I-95 interchange. The Office of Traffic Operations performed an engineering study of the interchange to determine if a diverging diamond interchange (DDI) configuration would improve operations along SR 21. A capacity analysis concluded that the DDI reconfiguration would improve operations at the interchange in the short term over a 10-year project life, reducing the intersection delay and travel times from the ramps and along the SR 21 mainline as shown in Tables 1 and 2. These improvements would also increase the operational efficiency of the intersection, by reducing the potential for queuing on the I-95 mainline at the SR 21 exit ramps.

Table 1. Overall Intersection Delay (seconds) and Level of Service for Design Year (2025)

Intersection	AM Peak		PM Peak	
	No Build	Build DDI	No Build	Build DDI
SR 21 @ NB Ramp	147 (F)	20 (B)	108 (F)	79 (E)
SR 21 @ SB Ramp	72 (E)	20 (B)	55 (E)	19 (B)

Table 2: Travel Time Estimates for Design Year (2025)

Roadway Segment	AM Peak		PM Peak	
	No Build	Build DDI	No Build	Build DDI
SR 21 Southbound from SR 30 to Hendley Road	1.4 min	1.3 min (-7%)	1.4 min	1.2 min (-14%)
SR 21 Northbound from Hendley Road to SR 30	1.3 min	1.2 min (-8%)	2.6 min	3.0 min (+15%)
I-95 Northbound Exit Ramp to SR 21 @ SR 30	10.5 min	2.8 min (-73%)	4.9 min	3.9 min (-20%)

V. Effects Evaluation

A. Social Environment

8. Public Involvement

A public information open house (PIOH) was held by GDOT on August 12, 2014 between the hours of 5 p.m. and 7 p.m. at the Georgia Tech Savannah Campus. The purpose of the meeting was to present the proposed action to the public. Outreach efforts consisted of:

- Meeting announcement signs placed at the ramp termini of I-95 and SR 21;
- PIOH advertisement in the "*Effingham Herald*" and "*Savannah Morning News*" local newspapers; and
- Television morning and evening news announcement.

Approximately 51 people attended the meeting. Of the 13 comments received at the meeting and during the 10-day comment period, 8 comments were in favor of the project, 1 was conditionally in favor of the project, 4 were uncommitted and 1 was against the project. Comments received included utility relocations, signal timing, the improvement is only a temporary fix, and concerns about congestion at cross streets beyond the limits of the proposed project. The handout materials, all comments received and the response letter to citizens has been included in Attachment 4.

C. NATURAL ENVIRONMENT

1. Waters of the U.S./State Waters

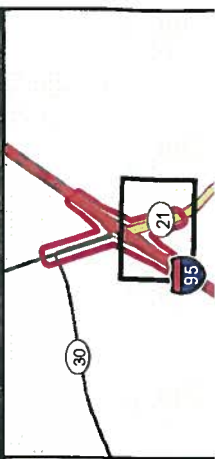
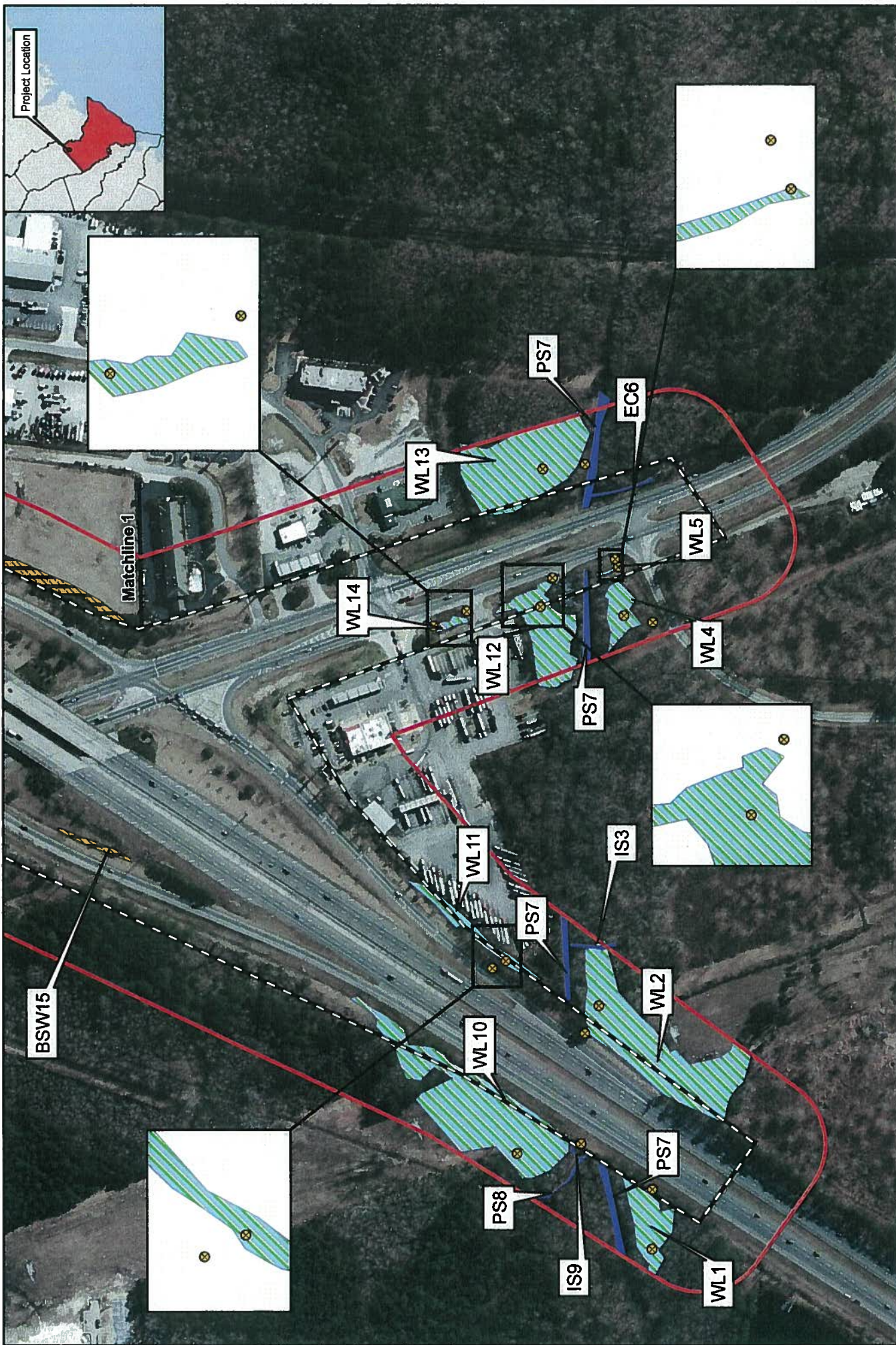
The proposed project corridor has been surveyed for Waters of the U.S. and State Waters under the Clean Water Act, Executive Order 11990, Georgia Erosion and Sedimentation Act, and other federal and state regulations. As a result of the survey efforts, 12 wetlands, three perennial streams, four intermittent streams, one ephemeral channel and three open waters were identified in the proposed project corridor. Figures 2a-c show the locations of all identified waters.

a. Wetlands

Twelve wetland sites were identified in the project corridor during field surveys. These wetland sites displayed the characteristics required for wetland definition as given in the 1987 Corps of Engineers Wetlands Delineation Manual:

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

Areas were considered wetlands if they exhibited evidence of all three of the above wetland parameters. Table 3 describes the wetland sites identified along with the area of impact anticipated from project implementation.



Legend

- Stream
- Open Water
- Wetland
- Survey Area
- State Water
- Matchlines
- Data Point
- Project Limit

0 187.5 375 750 Feet

1:4,500

Figure 2-A: Aerial State and Federal Waters Map
State Route 21 at Interstate 95 Diverging Diamond Interchange
P.I. No. 0012722
Chatham County, Georgia

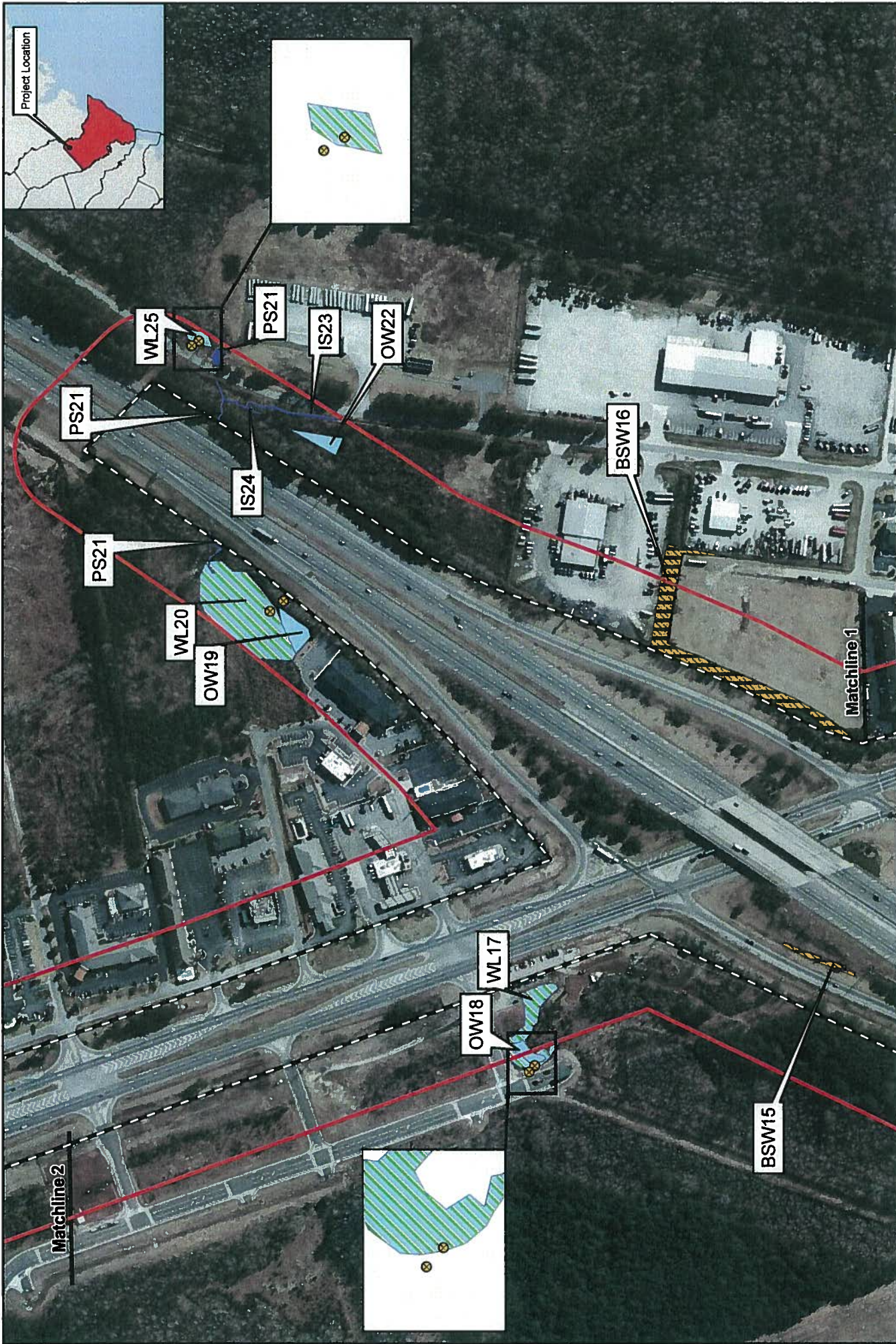


Figure 2-B: Aerial State and Federal Waters Map
 State Route 21 at Interstate 95 Diverging Diamond Interchange
 P.I. No. 0012722
 Chatham County, Georgia

Source: ESR/Imacervy Basemap

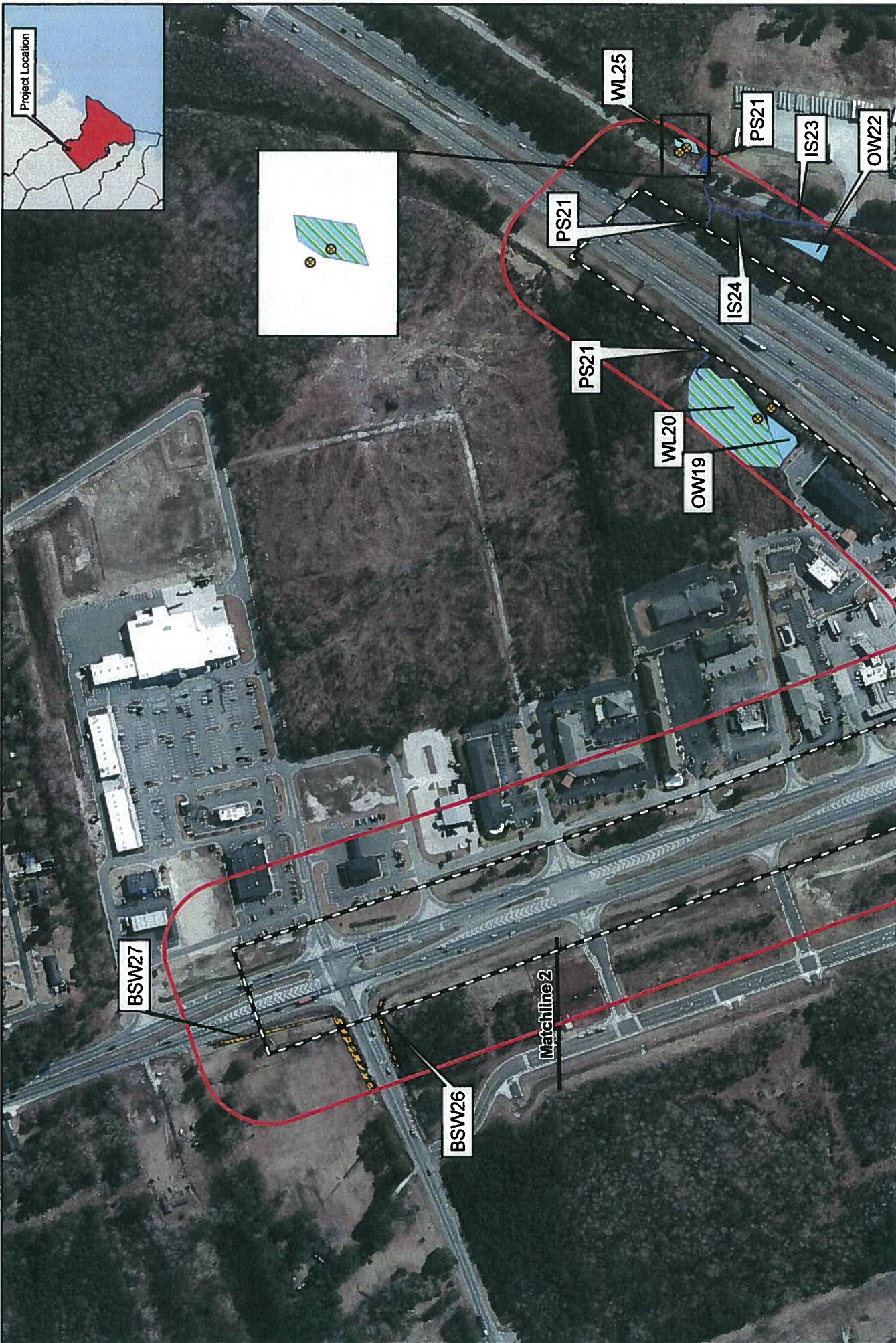


Figure 2-C: Aerial State and Federal Waters Map
 State Route 21 at Interstate 95 Diverging Diamond Interchange
 P.I.No. 0012722
 Chatham County, Georgia

Source: ESRI Imagery BaseMap



Table 3. Summary of Wetland Impacts

Wetland (WL) Site	Area of Temporary Impact (acres)	Area of Permanent Impact (acres)
WL 1	0	0
WL 2	0	0
WL 4	0	0
WL 5	0	0
WL 10	0	0
WL 11	0	0
WL 12	0	0
WL 13	0	0
WL 14	0	0
WL 17	0	0
WL 20	0	0
WL 25	0	0

The maximum acreage of potential permanent wetland impact, determined by measuring within the proposed construction limits/ROW, is zero acres. No temporary impact is anticipated. Please refer to the October 2014 Ecology Report (on file at GDOT) for full description of wetlands in the project area

b. Streams

Seven streams and one ephemeral channel were identified in the project corridor during field surveys. The streams exhibited a defined channel and showed evidence of water flow at times other than major storm events. The ephemeral channel lacked channel structures and would only flow as a result of storm events. Table 4 describes these resources identified along with the area of impact anticipated by implementation of the project. All resources in Table 4 are considered both jurisdictional and buffered state waters. Table 5 represents non-jurisdictional but buffered state waters in the project area (refer to October 2014 Ecology Report for full description of streams in the project area).

Table 4. Summary of Stream Impacts

Stream Location	Resource No./Type	303(d) List?	Length of Temp Impact (feet)	Length of Permanent Impact (feet)
Along NB side of I-95, outside of construction limits.	Intermittent Stream (IS) 3	No	0	0
East of SR 21, directly opposite of Hendley Road, outside of construction limits.	Ephemeral Channel (EC) 6	No	0	0
Near the southern terminus, flows beneath I-95 and SR 21, outside of construction limits.	Perennial Stream (PS) 7	No	0	0
West of I-95, outside of construction limits.	PS 8	No	0	0
West of I-95, outside of construction limits.	IS 9	No	0	0
Piped beneath I-95 near northern terminus, outside of construction limits.	PS 21	No	0	0
West of O'Leary Road, east of I-95, outside of construction limits.	IS 23	No	0	0
West of O'Leary Road, east of I-95, outside of construction limits.	IS 24	No	0	0

The maximum linear feet of potential permanent stream or ephemeral channel impact, determined by measuring within the proposed construction limits/ROW, are zero linear feet. No temporary impact is anticipated.

Table 5. Summary of Non-Jurisdictional Buffered State Waters (BSW)

Stream Location	Resource No./Type	303(d) List?	Length of Temp Impact (feet)	Length of Permanent Impact (feet)
Median of SB on-ramp to I-95 from SR 21, outside of construction limits.	BSW15	No	0	0
I-95 NB on-ramp from SR 21, outside of construction limits.	BSW16	No	0	0
Roadside ditch at SR 30 and SR 21, outside of construction limits.	BSW26	No	0	0
Roadside ditch at SR 30 and SR 21, outside of construction limits.	BSW27	No	0	0

No impacts to buffered state waters are proposed within the construction limits/ROW. No temporary impact is anticipated. The project would not impact the buffer associated with any of these resources. Please refer to the October 2014 Ecology Report for full resource description.

c. Open Waters

Three open waters were identified in the project corridor during field surveys. Open waters in the project corridor are constructed detention basins. Table 6 describes the open waters identified along with the area of impact anticipated by implementation of the project. All resources in Table 6 are considered both jurisdictional and state waters (refer to the October 2014 Ecology Report for full resource description).

Table 6. Summary of Open Waters

Open Water	Area of Temporary Impact (acres)	Area of Permanent Impact (acres)
OW 18	0	0
OW 19	0	0
OW 22	0	0

The maximum acreage of potential open water impact, determined by measuring within the proposed construction limits/ROW, is zero acres. No temporary impact is anticipated.

d. Avoidance and Minimization

Measures During Planning

During the planning and design phase, all potential environmental impacts were considered and attempts were made to avoid or minimize impacts to potentially sensitive areas to the greatest extent practicable. The proposed alignment was planned with environmental considerations based upon aerial photography, traffic studies, topographic maps, soil survey maps, floodplain maps, cultural/historical resource investigations, and a jurisdictional waters delineation. The proposed project has been designed in an effort to avoid impacts to all environmental resources within the project area.

The project would not be expected to produce increased siltation within wetlands during the construction phase as all identified wetlands are located beyond the limits of construction activity. Environmental harm would be minimized by standard sedimentation, erosion, and hydrological control measures.

Measures During Construction

1. Preservation of roadside vegetation beyond the limits of construction, where possible;
2. Early re-vegetation of disturbed areas to minimize soil erosion;
3. The use of slope drains, detention/retention structures, or surface, subsurface, and cross drains, designed as appropriate or needed, so that discharge would occur in locations and in such a manner that surface and subsurface water quality would not be affected (the outlets may require aprons, bank protection, silt basins, and energy dissipaters);
4. Inclusion of construction features for the control of predicted erosion and water pollution in the plans and specifications and contract pay items (Georgia Standard Specifications,

Sections 161 through 171 and 700 through 715, identify the pollution control measures that may be used);

5. The dumping of chemicals, fuels, lubricants, bitumens, raw sewage, and other harmful waste into or alongside of streams or impoundments, or into natural or manmade channels leading thereto, would be prohibited;
6. Compliance with terms of the National Pollutant Discharge Elimination System (NPDES) permit for construction activities to include preparation and submittal of project Notice of Intent and Notice of Termination. The NPDES permit also requires preparation and implementation of an Erosion, Sedimentation, and Pollution Control (ES&PC) Plan and a Comprehensive Monitoring Program. Best Management Practices (BMPs) outlined in the ES&PC Plan must be consistent with, and no less stringent than, practices set forth in the Manual for Erosion and Sedimentation Control in Georgia.

c. Mitigation

No impacts to jurisdictional waters would occur as a result of the construction of the proposed project; therefore, no Section 404 permit or compensatory mitigation would be required.

2. Water Quality/303(d) List

The proposed project is located within the Lower Savannah River Watershed (HUC 03060109). Waters in this watershed provide important drinking, recreational, industrial, commercial, and navigational uses. Georgia Environmental Protection Division (EPD) classifies portions of waters within this watershed as impaired for only partially meeting or failing to meet their designated water use classifications of fishing, drinking water and/or coastal fishing.

Currently, the storm water is collected in roadside ditches and is routed to wetland areas that flow into St. Augustine Creek in the southeast and southwest quadrants of the project. Because this project would be let to construction under a Design-Build contract, the selected Contractor would propose the drainage system or may maintain the existing outfall locations and continue to route storm water runoff to the wetland areas that flow into St. Augustine Creek. Appropriate Best Management Practices (BMPs) would be utilized in conjunction with this drainage system and outfalls.

Precautions would be taken to minimize impacts to water resources and water quality in the project area. Under the provisions of the Georgia Erosion and Sedimentation Act, the project is required to include measures to control erosion and sedimentation, including silt fencing, hay bales, check dams, and other measures deemed appropriate. All land-disturbing activities must comply with state and local erosion and sediment control and stormwater management regulations. Provisions in the construction contract would require the contractor to utilize BMPs during construction to prevent the pollution and sedimentation of streams in the project vicinity. Where possible, early revegetation of disturbed areas would be accomplished to minimize soil movement. The use of spill pans on stream crossings to trap runoff pollutants would be analyzed during the design phase. Dumping of chemicals, fuels, lubricants, bitumens, raw sewage, or other harmful wastes into or alongside streams, impoundments, and natural or manmade channels would be prohibited.

According to BMPs, contract provisions would also require the use of temporary erosion control measures as shown on the construction plans or as deemed necessary during construction. These temporary measures may include the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control features insofar as practical to ensure economical, effective, and continuous erosion control throughout the construction and post-construction periods, and to ensure compliance with the Federal-Aid Policy Guide, Part 650, Subpart B.

4. Essential Fish Habitat

In compliance with the Magnuson-Stevens Fishery Conservation and Management Act, GDOT must identify unavoidable adverse impacts to Essential Fish Habitat (EFH). According to NMFS, EFH includes all types of aquatic habitat—wetlands, coral reefs, seagrass, rivers—where fish spawn, breed, feed, or grow to maturity. Essential Fish Habitat can be found in the following Georgia counties: Camden, Glynn, McIntosh, Liberty, Bryan, and Chatham. The closest EFH is approximately 8.75 miles southeast of the project area in the Savannah River. No EFH is located within the immediate project area. Therefore, the proposed project would have no effect on EFH.

7. Protected Species

Under the provisions of the Endangered Species Act of 1973 (ESA), as amended, federal law requires that actions likely to adversely affect a species classified as federally protected be subject to review by the United States Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS), as appropriate. Lists of threatened and endangered species potentially occurring in Chatham County were obtained from the GDNR Natural Heritage Program and from USFWS Information, Planning, and Conservation (IPaC) System (updated September 9, 2014). A list of protected species known to occur within a three-mile radius of the project area was requested from GDNR on February 5, 2014 (see Attachment 2). According to the response dated March 5, 2014, GDNR indicated that the following state and federal-protected species have known occurrence records within three miles of the project survey area: shortnose sturgeon (*Acipenser brevirostrum*) and West Indian manatee (*Trichechus manatus*). Coordination with USFWS (Chris Coppola) received on July 18, 2014 anticipated no effect to listed marine species, shorebirds, or bird and reptile species endemic to longleaf pine and sandhill ecosystems. For the federally threatened wood stork, only wetlands, streams, and ditches that hold standing water were indicated as areas of concern as potential foraging habitat (see Attachment 2). Table 7 provides a list of species known to occur within Chatham County (refer to the October 2014 Ecology Report for full species description).

Table 7. Protected Species Known to Occur within 3-miles of Project Area for Chatham County

Species Name	Common Name	Federal Status	State Status	Project Effect on Species Determination
<i>Eubalaena glacialis</i>	North Atlantic right whale	E	E	No Effect
<i>Trichechus manatus</i>	West Indian manatee	E	E	No Effect
<i>Drymarchon corais couperi</i>	Eastern indigo snake	TR	TR	No Effect
<i>Ambystoma cingulatum</i>	frosted flatwoods salamander	TR	TR	No Effect
<i>Notophthalmus perstriatus</i>	striped newt	C	TR	No Effect

<i>Caretta caretta</i>	loggerhead sea turtle	TR	E	No Effect
<i>Chelonia mydas</i>	green sea turtle	TR	TR	No Effect
<i>Dermochelys coriacea</i>	leatherback sea turtle	E	E	No Effect
<i>Gopherus polyphemus</i>	gopher tortoise	C	TR	No Effect
<i>Lepidochelys kempii</i>	Kemp's ridley sea turtle	E	E	No Effect
<i>Calidris canutus rufa</i>	red knot	PTR	R	No Effect
<i>Charadrius melodus</i>	piping plover	TR	TR	No Effect
<i>Mycteria americana</i>	wood stork	TR	E	May Affect, Not Likely to Adversely Effect
<i>Picoides borealis</i>	red-cockaded woodpecker	E	E	No Effect
<i>Acipenser brevirostrum</i>	shortnose sturgeon	E	E	No Effect
* <i>Acipenser oxyrinchus</i>	Atlantic sturgeon	E	E	No Effect
<i>Lindera melissifolia</i>	pondberry	E	E	No Effect

Legend: C=Candidate; E=Endangered; NA=Not Applicable; PTR=Proposed Threatened; R=Rare; TR=Threatened
 *Carolina and South Atlantic Distinct Population Segments are listed as Endangered by the NMFS

Field surveys were conducted on March 19-22, 2014 to identify federally and state listed protected species or potential habitat for protected species within the project corridor. No federal-listed, state-listed or candidate species or their suitable habitats were identified within the proposed study area. Suitable foraging habitat for the wood stork was identified. Based on this information, the project may affect, not likely to adversely effect the wood stork and would have no effect on any other federally-protected species. Informal Section 7 coordination with the USFWS concurred with this determination on October 28, 2014 (see Attachment 2). FHWA provided a no-effect determination on October 21, 2014 and through an addendum to that determination on October 27, 2014 for all other species listed in Table 7 (see Attachment 2).

8. Invasive Species

In accordance with Executive Order 13112, a survey for populations of invasive species that may be spread during construction was conducted for this project. The invasive species for which the survey was conducted are those identified by the GDOT as having the highest priority because of environmental and economic impacts caused by those species. These designated species represent "Category One" invasives by the Georgia Exotic Pest Plant Council. Category One species are defined as exotic plants that pose a serious problem in Georgia's natural areas by extensively invading native plant communities and displacing native species. Identified Category One invasive plant species within the project limits include Chinese privet, Japanese honeysuckle (*Lonicera japonica*), mimosa (*Albizia julibrissin*), and Chinese tallowtree (*Triadica sebifera*). Locations of these species were recorded in the Early Detection & Distribution Mapping System (EDDMaps) database. No colonies greater than 1,000 square feet were observed within the project area.

Seasonally appropriate measures would be taken during project construction to prevent or minimize the spread of these species. These measures would include removing and disposing of vegetative parts in the soil that may reproduce by root raking prior to moving the soil, burning on site any such parts and aboveground parts that bear fruit, controlling or eradicating infestations prior to construction, and cleaning vehicles and other equipment prior to leaving the infested site. The measures used would be those that are appropriate for the particular species and the specific site conditions on the project as described in Georgia Standard Specifications Section 201, *Clearing and Grubbing of Right-of-Way*.

9. Wildlife and Habitat

A habitat evaluation was conducted during field surveys to determine quality of migratory bird habitats within the project area. The majority of natural habitats in the project area are fragmented by clearing, roads, or land development. No areas of contiguous forested habitat are present within the project survey area.

The I-95 bridge over SR 21 is the only structure within the project area that could potentially provide migratory bird nesting habitat; however, neither migratory birds, nor evidence of nesting was observed in or on the bridge during the field survey. No improvements are proposed for the I-95 bridge over SR 21; however, widening would take place along the portion of SR 21, as well as its associated shoulders below the bridge. No work is proposed to the bridge; therefore, the proposed project would have anticipated no effect to migratory birds or their preferred habitat. Based on this determination, a project-specific contract provision would not be required for migratory birds.

No suitable nesting habitat for the wood stork is present, since the project is located within a highly urbanized area, devoid of contiguous patches of medium to tall trees located in three to five feet of standing water. Sustainable foraging habitat is present within the wetland areas, which includes shallow, seasonally flooded roadside ditches; and small open waters of the project area. Special Provision 107.23G would be implemented for the proposed project to minimize take (i.e., harm or harassment) of wood stork during project construction.

Critical Habitat defines a specific geographic area that includes physical and biological features essential to the conservation of a federal-listed species and may require special management and protection. The frosted flatwoods salamander, green sea turtle, North Atlantic right whale, and West Indian manatee have designated Critical Habitat; however, no Critical Habitat for these species is designated in Chatham County. Critical Habitat for the piping plover is designated for Chatham County and is located approximately 25 miles southeast of the project area. In addition, designated Critical Habitat for the frosted flatwoods salamander is located approximately 10 miles east and approximately 8.5 miles northeast of the project area in Jasper County, South Carolina. No designated Critical Habitat is present in the project area. The proposed project would have no effect on designated Critical Habitat.

D. PHYSICAL ENVIRONMENT

1. Noise

In accordance with the guidelines provided in 23 Code of Federal Regulations (CFR) 772 (FHWA's Procedures for Abatement of Highway Traffic Noise and Construction Noise), the proposed project is a Type III project as defined in FHWA's Highway Traffic Noise Policy and Guidance; therefore, the project does not require a noise study or abatement of highway noise impacts. If changes to the proposed project result in reclassification to a Type I project, a noise analysis would be required.

2. Air

This project was evaluated for its consistency with state and federal air quality goals. Results indicated that the project is consistent with the State Implementation Plan (SIP) for the attainment of clean air quality in Georgia and is in compliance with state and federal air quality standards. The complete Air Quality Impact Assessment conducted for this project is available in the project file by contacting GDOT.

Ozone

The project is located outside of the ozone non-attainment area. Therefore, no project-level analysis for ozone is required.

Carbon Monoxide (CO)

Georgia is in attainment for CO; however, CO is also a concern in areas where signalized intersections (due to idling vehicles) are operating at a Level-of-Service (LOS) D, E, or F in the project design year (20-year design horizon).

The LOS is a standard means of classifying traffic conditions associated with various traffic volume levels and traffic flow conditions. There are six levels of service at which a roadway can operate, represented by the letters "A" through "F". Each level is defined by a maximum value for the ratio of traffic volume (V) to facility capacity (C) as shown in Table 8. The LOS for signalized intersections is determined by calculating the average control delay per vehicle for the intersection, i.e., the average amount of time it takes a vehicle to get through the intersection.

Table 8. Level of Service

Level of Service	Definition
A	volume is well below capacity and traffic is flowing freely
B	volume is steady, the presence of other vehicles begins to be noticeable
C	steady traffic flow, speeds and maneuverability are more closely controlled by traffic volumes
D	approaching an unsteady flow in which speed and maneuverability are severely restricted
E	traffic flow is reduced to a slow but relatively uniform speeds, and traffic volume is equal to or nearly equal to capacity and maneuverability is extremely difficult
F	volume greatly exceeds the capacity and lengthy delays occur

The project was evaluated for the potential to result in increased CO concentrations in the project area. The state of Georgia and the US Environmental Protection Agency (USEPA) have set the maximum acceptable CO concentrations at 35 ppm for a one-hour period, and a 9 ppm for a continuous eight-hour period. The highest one-hour concentration was 2.5 ppm in the 2025 design year. This value is lower than the maximum allowable National Ambient Air Quality Standards (NAAQS) for the one-hour and eight-hour concentrations. Therefore, the project is consistent with state and federal air quality goals for CO and is consistent with the SIP for air quality.

Particulate Matter 2.5 (PM 2.5)

On January 5, 2005, the U.S. Environmental Protection Agency (USEPA) designated Chatham County as being a PM2.5 attainment area. Qualitative PM2.5 assessments are only required for projects of air quality concern within the PM2.5 non-attainment area. Therefore, an assessment is not required.

Mobile Source Air Toxics (MSATs)

In addition to the criteria air pollutants that must meet the NAAQS, USEPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

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 December 6, 2012, the SR 21 at I-95 interchange improvements would be classified as a project with *low potential MSAT effects*.

Qualitative MSAT Assessment

For both the build and no build alternative, the amount of MSAT emitted would be proportional to the Vehicle Miles Traveled (VMT), assuming that other variables, such as fleet mix, are the same for each alternative. The VMT estimated for the Build Alternative is the same as the No-Build alternative, because there is no additional capacity increase in the transportation network (see Table 9).

Table 9. Vehicle Miles Traveled

SR 21 Roadway Segment	Roadway Length (mi)	ADT/VMT	Existing 2014	No-Build 2035**	Build 2035
SR 30 Piedmont Avenue to Travelers Way	0.44	ADT	44,150	60,580	60,580
		VMT*	19,426	26,655	26,655
Travelers Way to I-95 Southbound Ramps	0.13	ADT	45,790	62,820	62,820
		VMT*	5,953	8,167	8,167
I-95 Southbound Ramps to I-95 Northbound Ramps	0.16	ADT	35,935	49,320	49,320
		VMT*	5,750	7,891	7,891
I-95 Northbound Ramps to O'Leary Road	0.17	ADT	26,080	35,820	35,820
		VMT*	4,434	6,089	6,089

*VMT is calculated by multiplying the roadway length by the total daily traffic

** Air Quality was analyzed for Build Year 2025; delay was studied only through 2025 (as shown in Table 1)

Because the estimated VMT under both of the alternatives is the same, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

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 EPD, would be followed during the construction of the project. These include covering earth-moving trucks to keep dust levels down, watering haul roads, and refraining from open burning, except as may be permitted by local regulations.

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

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 SIP for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards. The Air Quality Impact Assessment full report is on file at GDOT.

4. Construction/Utilities

Construction of the proposed project would take approximately 16 to 18 months. Construction would create some unavoidable inconveniences to motorists, but construction activities would be conducted in a manner that would maintain access to the existing roadways and minimize conflicts with traffic. Every attempt would be made for the project to be constructed while traffic is maintained on existing roads. As this project is to be Let to Construction under a Design-Build contract, it will be the responsibility of the Contractor to coordinate with the local governments, school board, and emergency services personnel should it be determined that any closures of traffic lanes is needed. The safety and convenience of the general public and residents of the area would be provided for at all times.

Traffic flow would be maintained throughout construction of the proposed project. Some delays in traffic movement might occur during construction, but delays would be minimized to the extent possible. Roadway construction inevitably creates some inconvenience to motorists and adjacent property owners; however, all construction activities would be conducted so that access to adjacent properties and intersecting roads could be maintained.

Any necessary relocation of utilities (water, sewer, telephone, etc.) would be accomplished with no long-term interruption of services. All other construction functions would be accomplished in a timely and orderly fashion to keep disruptions minimal and to avoid compromising safety.

5. USTs

Gas stations exist on both sides of SR 21 within the project limits. However, as currently proposed, the interchange reconfiguration would have no construction activity on or ROW acquisition from any gas stations. Additionally, review of ROW along the corridor did not identify the presence of monitoring wells on the gas station parcel or within the ROW. Therefore, no involvement with USTs or monitoring wells is anticipated.

E. Permits/Variations/Commitments Required

6. Coastal Zone Management Coordination

The proposed project will not construct (modify or remove) a public facility or other structure, acquire, utilize or dispose of land or water resources that might significantly affect the coastal zone. As a result, it is consistent with the state management program under Coastal Zone Management Act (CZMA).

7. National Pollutant Discharge Elimination System (NPDES)

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

9. Other Permits

In January 2012, the EPD issued the GDOT first Municipal Separate Storm Sewer System (MS4) Permit (General NPDES Permit No. GAR041000 (Permit). The Permit regulates new and existing point source discharges of stormwater from roadways owned and operated by GDOT to waters of the State of Georgia. The proposed project must meet the requirements of the Permit which includes the incorporating permanent water quality control and detention measures (BMPs) into the design where appropriate and where those BMPs have not been determined to be infeasible based on the infeasibility criteria identified in Section 1.4 of the GDOT Guidelines for Design of Post-Construction BMPs (GDOT Guidelines) issued August 23, 2013.

The project area is being studied for the feasibility of including BMPs into the project. Final determination will be made and disclosed in a Re-evaluation of the project if it is advanced to a Design-Build construction contract.

CATEGORICAL EXCLUSION

ATTACHMENT 2

CORRESPONDENCE

P.I. No. 0012722, Chatham County



HISTORIC PRESERVATION DIVISION

**MARK WILLIAMS
COMMISSIONER**

**DR. DAVID CRASS
DIVISION DIRECTOR**

MEMORANDUM

TO: Hiral Patel, P.E.
State Environmental Administrator
Office of Environmental Services
Georgia Department of Transportation
Attn: Teresa Lotti

FROM: Stephanie Jordan *SCJ*
Transportation Projects Coordinator
Historic Preservation Division

RE: Receipt of Early Coordination Information

Project Title: PI 0012722
Operational Improvements to I-95 Northbound Off-Ramp

Project Number: HP-140310-006

County: Chatham

DATE: March 12, 2014

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

SCJ:

cc: Jennifer Giersch, FHWA
Jim Pomfret, GDOT
Dennis Cheek, GDOT
Grant Hudson, EPEI

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

June 9, 2014

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

RE: Project State Route (SR) 21 at Interstate 95 (I-95) Diverging Diamond Interchange (DDI),
Chatham County, P.L.#0012722: Finding of No Historic Properties Affected

Dear Mr. Hudson:

The Department has reviewed the revised draft No Historic Properties Affected report for the above-mentioned project. Please return four (4) revised copies to the attention of Derek Anderson (404-631-1060 or DeAnderson@dot.ga.gov) of the Office of Environmental Services at the following address upon completion:

Georgia Department of Transportation
Office of Environmental Services
One Georgia Center
600 West Peachtree Street, NW, 16th Floor
Atlanta, Georgia 30308

If you have any questions or need further information regarding this report, please contact Derek Anderson or Terri Lotti (404-631-1284 or tlotti@dot.ga.gov) of the Office of Environmental Services. We appreciate your assistance in this matter.

Sincerely,

Handwritten signature of Hiral Patel in black ink.

Hiral Patel, P.E.
State Environmental Administrator

HP/DNA
Attachment

cc: Samuel Pugh, GDOT, NEPA, w/attachment
Andrew Hoenig, GDOT Project Manager, Office of Program Delivery



NOTIFICATION

Initiation of Section 106 Process for GDOT Project P.I. # 0012722, Chatham County

March 6, 2014

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

The proposed project is being designed to relieve congestion along I-95. Northbound off-ramp traffic from Interstate 95 (I-95) to State Route (SR) 21 backs up on the I-95 mainline creating significant blockage on I-95 in the northbound direction. Operational improvements are proposed to convert the existing full-diamond interchange to a diverging diamond interchange. Additional improvements are proposed along the I-95 entrance and exit ramps, as well as along SR 21 from SR 30 to Hendley Road. The proposed project corridor extends approximately 4,600 feet from the intersection of SR 21 and SR 30 southeast along SR 21 until the intersection of SR 21 and Hendley Road. Along I-95, the project corridor extends approximately 4,500 feet and encompasses the northbound and southbound interstate travel lanes and associated interchange entrance and exit ramps (see Figure 1). The proposed project would require additional ROW. The exact amount of required ROW has not yet been determined.

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

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

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

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

Attn: Grant D. Hudson

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification number (P.I. 0012722) in your response. The potential consulting parties identified and invited to participate in the Section 106 process for the project are the Coastal Georgia Regional Commission, Georgia SHPO, the Georgia Historical Society, and the Chatham County Commission. If you are aware of other organizations or individuals interested in cultural resources in the project area not already identified, please forward their names to the Department.

Also, on behalf of the Federal Highway Administration Georgia Division (FHWA), in keeping with a government-to-government relationship and in compliance with 36CFR800, the following tribal governments are invited to participate in the Section 106 process for this project: Shawnee Tribe, Absentee Shawnee Tribe, Eastern Shawnee Tribe, Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe of Florida, and the Thlopthlocco Tribal Town. Responses to this Notification regarding tribal concerns should be addressed to the attention of Mr. Jim Pomfret, the Department's American Indian liaison.

Existing information on previously identified historic properties has been checked to determine if any are located within the APE of this undertaking. This review of existing information revealed that no properties listed in or nominated for listing in the NRHP, no National Historic Landmarks and no bridges determined eligible for inclusion in the National Register in the updated Georgia Historic Bridge Survey (GHBS) are located within the proposed project's APE.

No properties 50 years old or older were identified within the proposed project's APE in the 1994 Department of Natural Resources (DNR) Chatham County Survey or the Natural, Archeological and Historic Resources GIS Survey Web site (NAHRGIS).

Even though no properties 50 years old or older were identified within the APE of the proposed project, because buildings or structures were identified within the APE by consulting aerial photography and topographic maps, the proposed project will be field surveyed for both historic properties and archaeological sites and the Criteria of Eligibility will be applied to any identified properties in consultation with the Georgia SHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the NRHP.

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

will be provided to all consulting parties for comment when completed. The Department also wishes to know of any past, present or future local developments or zoning plans which may result in indirect or cumulative impacts to archaeological sites and historic structures as they relate to the proposed project.

Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed project will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Grant D. Hudson (770-333-9484 or ghudson@edwards-pitman.com); archaeological resource concerns, including cemetery and other human burials, can be addressed to Jim Pomfret (404-631-1256 or jpomfret@dot.ga.gov) of this office. Questions concerning general design or location issues may be addressed to Karon Ivery (912-427-5711) of the Department's Jesup (District #5) Office.

FINDING OF NO HISTORIC PROPERTIES AFFECTED

STATE ROUTE (SR) 21 AT INTERSTATE 95 (I-95) DIVERGING DIAMOND INTERCHANGE (DDI), CHATHAM COUNTY

P.I. # 0012722

HP # 140310-006

Description of the Undertaking

GDOT Project 0012722 is federally funded. Therefore, Section 106 compliance is being processed through the Federal Highway Administration (FHWA).

The proposed project is being designed to relieve congestion along Interstate 95 (I-95). Northbound off-ramp traffic from I-95 onto State Route (SR) 21 backs up on the I-95 mainline creating significant blockage on I-95 in the northbound direction. Operational improvements are proposed to convert the existing full-diamond interchange to a diverging diamond interchange (DDI). Additional improvements are proposed along the I-95 entrance and exit ramps, as well as along SR 21 from SR 30 to Hendley Road. The proposed project corridor extends approximately 4,600 feet from the intersection of SR 21 and SR 30 southeast along SR 21 until the intersection of SR 21 and Hendley Road. Along I-95, the project corridor extends approximately 4,500 feet and encompasses the northbound and southbound interstate travel lanes and associated interchange entrance and exit ramps (see Figure 1). At the time of the writing of the Notification letter, the amount of required right-of-way (ROW) for the proposed project was not known. Since this time, it has been determined that the proposed project would be constructed entirely within the existing ROW with no additional ROW required.

The area of potential effects (APE), as defined in 36 CFR 800.16(d), is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if any such properties exist. Based on this definition, the nature and the scope of the undertaking, the guidance in the GDOT/FHWA Cultural Resources Survey Guidelines and past experience with similar projects, the Department has evaluated and defined the APE for this proposed project. Because of the nature and scope of the undertaking, the area of potential direct effects consists of the project view shed and the existing ROW of the proposed project, within which all construction and ground disturbing activity would be confined (refer to Figure 1). No potential for indirect effects is anticipated by implementation of the proposed project.

Identification of Historic Properties

Existing information on previously identified historic properties was checked to determine if any are located within the APE of this undertaking. This review included National Register listed properties, pending National Register nominations, National Historic Landmarks, and the updated Georgia Historic Bridge Survey (GHBS). No properties listed in or nominated for listing in the National Register, National Historic Landmarks or bridges determined eligible for inclusion in the National Register were identified within the proposed project's

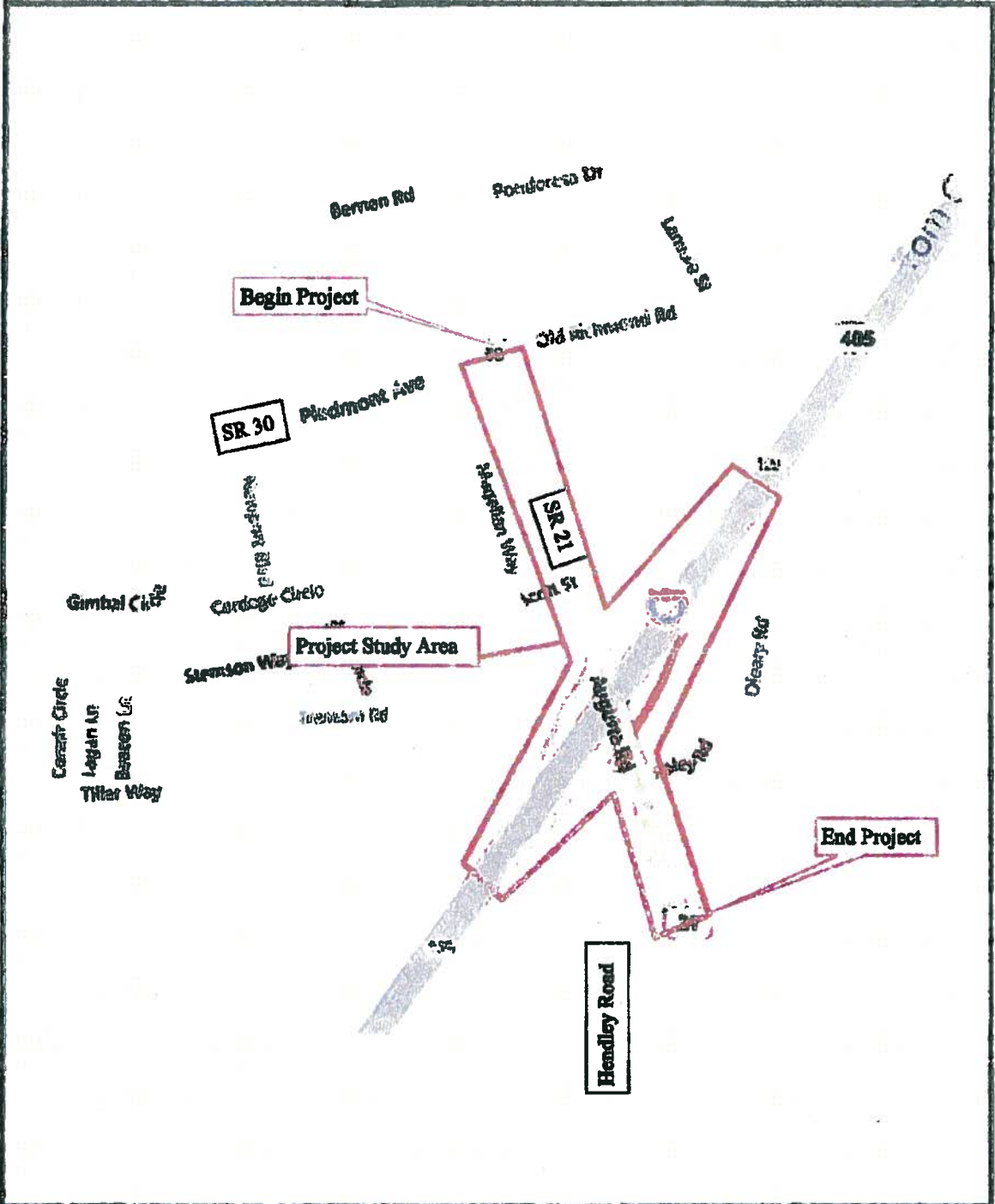


Figure 1
Project Location Map
 GDOT Project P.I. No. 0012722
 Chatham County, Georgia



Source: Bing Maps

NOT TO SCALE

APE. The Department of Natural Resources (DNR) Chatham County survey dated 1994 and the Natural, Archeological and Historic Resources GIS Survey Web site (NAHRGIS) were also consulted, and no historic resources were identified within the proposed project's APE.

In addition to the Georgia SHPO, other potential consulting parties were identified based on the nature of the undertaking and the guidance in the GDOT/FHWA Cultural Resource Survey Guidelines. The other potential consulting parties invited to participate in the Section 106 process were the Coastal Georgia Regional Commission, the Georgia Historical Society, and the Chatham County Commission. The consulting parties were informed of our efforts to identify historic properties by consulting existing information and the results of those efforts and asked to provide information on any unidentified National Register listed or eligible properties within the project's APE by a Notification dated March 6, 2014. A response was received from the Georgia SHPO by a memorandum dated March 12, 2014. No other responses were received from the Department's invitation to become a consulting party in the Section 106 process (see Notification and Correspondence in Appendix).

Even though the DNR survey did not identify any properties 50 years old or older within the APE, because buildings and structures were visible on aerial photography and topographic maps, the proposed project was field surveyed for historic properties.

As a result of these efforts, no property listed in or considered eligible for listing in the National Register was identified within the proposed project's APE. No property 50 years old or older was identified.

Determination

Based on the results of our historic property identification efforts, no properties listed in or considered eligible for listing in the National Register were located within the APE of this undertaking. Therefore, there is a finding of No Historic Properties Affected for this undertaking in accordance with 36 CFR 800.4(d)(1).

GDOT ARCHAEOLOGICAL SHORT FORM FOR NEGATIVE FINDINGS

Phase I Archaeological Survey of the I-95 at SR 21 Diverging Diamond Project, Chatham County,
Georgia

Report Title: _____

Prime Consultant: Arcadis U.S., Inc.

Sub Consultant: Edwards-Pitman Environmental, Inc.

GDOT Project No.: N/A P.I. No.: 0012722

GA SHPO HP#: 140310-006

Draft Report Submitted on: 5 / 6 / 14

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT

County(ies):

Chatham

USGS Quadrangle(s):

Port Wentworth (1993) 7.5' Topographic Quadrangle, UTM Zone 17N

Project Description:

Please see attachments.

Area of Potential Effect (APE):

The APE for the project includes the maximum length and width of the proposed construction. All proposed impacts will occur within the existing right-of-way (ROW), the limits of which are indicated by the boundaries of the APE. No temporary or permanent easements are required for this project. An additional 100-foot expanded survey corridor (ESC) was also examined beyond the APE.

SURVEY CONDITIONS

Soil Descriptions:

Soil profiles in the project area consisted of 0-10 centimeters of dark grayish brown humic sand overlying mottled gray and strong brown clay subsoil. Soil types in the project area include Oclilla complex, Cape Fear soils, Pooler fine sandy loam, Pelham loamy sand, Ogeechee loamy sand, and Wahee sandy loam (USDA 1974).

Topography:

The project area is located on a broad ridge between Little Hearst Branch and Black Creek.

Land Use/Vegetation/Ground Cover:

Land use in the project area includes commercial properties and vacant, wooded parcels. Vegetation consists of mixed pines and hardwoods, grass, and ornamental shrubs within the developed areas.

Survey Limitations and Disturbance(s):

All areas of the project were accessible for survey. Disturbances include underground utilities, graded existing ROWs, areas of fill to raise the interchange corridor, paved and gravelled parking lots, and previous construction.

Survey Methods:

The field survey for the project was accomplished by pedestrian coverage of the proposed APE and ESC, and included visual inspection of all areas and shovel testing at 30-meter intervals along transects spaced 30 meters apart. All excavated soil was screened through .25-inch hardware cloth to enhance artifact recovery. In all, 319 shovel tests were excavated and 51 locations were marked as no digs.

No. of STs: 319 No. of Transects: 16

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

ARCHAEOLOGICAL BACKGROUND RESEARCH

Previously Recorded Sites:

Fifteen previously recorded sites, 9CH876, 945, 946, 958, 1004, 1055, 1057, 1071, 1072, 1073-1076, 1079, and 1169, are located within 1-kilometer of the project area. None of the 15 sites are within the APE or ESC for the current project. The closest site to the project area is 9CH1055, located approximately 200 meters to the northeast. See attachments for a table with details regarding these 15 sites.

Previous Surveys:

There were three surveys previously conducted in the project area. These include the Archaeological Assessment of NaviGator System for Hurricane Evacuation, Southeast Georgia (GDOT 1990), the Archaeological Assessment of Project F-041-2(32), Chatham-Effingham Counties (Rotenstein 1985), and the Archaeological Evaluation of Project NH-95-1(124), Chatham and Effingham Counties (Fernandez-Sardina 1993).

Ref:

Please see attachment.

ATTACHMENT CHECKLIST

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

CONSULTANT INFORMATION

Archaeological Consultant: Edwards-Pitman Environmental, Inc.

Address: 1615 Wayne Street

Columbia, SC 29201

Phone No.: (803) 764-6883

Principal Investigator: Ryan O. Sipe


Project Archaeologist: _____

CONSULTANT CERTIFICATION

I, the Principal Investigator: Ryan O. Sipe do hereby certify that the Area of


Potential Effect (as described on Page 1 of this form) for GDOT Project P.I. No. 0012722

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

PI Signature: 

Comments:

REVIEW

GDOT Archaeologist:  Date: 06 / 23 / 2014

Comments:

Draft Accepted as Final

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

- Cc: Dr. David Crass, Director and Deputy SHPO
- Mr. Rodney Barry, P.E., FHWA (Attn: Jennifer Giersch)
- Poarch Band of Creek Indians, Muscogee (Creek) Nation, Muscogee (Creek) National Council, Absentee-Shawnee Tribe of Oklahoma, Shawnee Tribe

CLEAR

Bynum, Bonnie

From: Katy.Allen@dot.gov
Sent: Tuesday, October 21, 2014 2:52 PM
To: Christopher_Coppola@fws.gov
Cc: Meyers, Sharilyn; Pruett, Hannah L; Jennifer.Giersch@dot.gov; Pugh, Samuel
Subject: GDOT PROJECT PI0012722, Diverging Diamond Interchange - SR 21 @ I-95

Follow Up Flag: Follow up
Flag Status: Flagged

We have reviewed the October 17, 2014 Ecology Assessment of Effects report submitted by GDOT and based our determinations of effect on the information presented in that report. This project has no right-of-way phase and construction is in long-range.

- West Indian Manatee – Due to an absence of suitable habitat (the project does not involve coastal or marine habitat), we have determined that the proposed action will have no effect to this species.
- Loggerhead sea turtle - Due to an absence of suitable habitat (the project does not involve coastal or marine habitat), we have determined that the proposed action will have no effect to this species.
- Green sea turtle - Due to an absence of suitable habitat (the project does not involve coastal or marine habitat), we have determined that the proposed action will have no effect to this species.
- Leatherback sea turtle - Due to an absence of suitable habitat (the project does not involve coastal or marine habitat), we have determined that the proposed action will have no effect to this species.
- Kemp's ridley sea turtle - Due to an absence of suitable habitat (the project does not involve coastal or marine habitat), we have determined that the proposed action will have no effect to this species.
- Red knot (Federal proposed species) – No suitable habitat is present since the project is not located in a shoreline environment; therefore, we have determined that the proposed action will have no effect to this species.)
- Piping plover - No suitable habitat is present since the project is not located in a shoreline environment; therefore, we have determined that the proposed action will have no effect to this species.) The project is not located within critical habitat for this species. Therefore, the proposed action will have 1 upon designated critical habitat for the piping plover.
- Red-cockaded woodpecker - Due to an absence of suitable habitat, we have determined that the proposed action will have no effect to this species.
- Eastern indigo snake - Due to an absence of suitable habitat, we have determined that the proposed action will have no effect to this species.
- Frosted flatwoods salamander - Due to an absence of suitable habitat, we have determined that the proposed action will have no effect to this species.
- Shortnose sturgeon – No suitable habitat is present since the project is not located within an area of coastal estuaries, bays, rivers, or streams large enough to support the species. Therefore, we have determined that the proposed action will have no effect to this species.
- Atlantic sturgeon - No suitable habitat is present since the project is not located within an area of coastal estuaries, bays, rivers, or streams large enough to support the species. Therefore, we have determined that the proposed action will have no effect to this species.
- Pondberry – No sandhill ponds or limesink depressions occur in the project area. Therefore, we have determined that the proposed action will have no effect to this species.

Wood Stork: Due to the presence of suitable foraging habitat for the wood stork, we believe that the proposed action may affect, but is not likely to adversely affect this species and request to consult with you informally under Section 7 ESA. GDOT proposes to implement a special provision to protect this species during construction. We request your

concurrence with this determination based upon the protection to be afforded to the wood stork by this special provision.

If you have any questions, feel free to contact me.

Thank you

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

Phone: 404-562-3657 Fax: 404-562-3703

Bynum, Bonnie

From: Katy.Allen@dot.gov
Sent: Monday, October 27, 2014 9:35 AM
To: Christopher_Coppola@fws.gov
Cc: Pruett, Hannah L; Jennifer.Giersch@dot.gov; Pugh, Samuel
Subject: PI 0012722 Diverging Diamond Interchange - Addendum to Determination of Effect
Email dated 10/21/2014

This is an addendum to the email I sent regarding PI 0012722.

Based on the information contained in the October 17, 2014 Ecology AOE Report, FHWA has determined that the proposed action will have *no effect* upon the North Atlantic right Whale due to an absence of marine habitat in the project area.

We have also determined that the proposed action will have *no effect* upon the striped newt and gopher tortoise, federal candidate species due to an absence of suitable habitat in the project area.

To clarify a typo in the 10/21/2014 email, the proposed action will have *no effect* to the federally protected piping plover.

If you have any questions, please contact me.

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

Phone: 404-562-3657 Fax: 404-562-3703

Bynum, Bonnie

From: Coppola, Christopher <christopher_coppola@fws.gov>
Sent: Thursday, October 30, 2014 3:12 PM
To: Katy Allen
Cc: Meyers, Sharilyn; Pruett, Hannah L; Giersch, Jennifer; Pugh, Samuel
Subject: Re: GDOT PROJECT PI0012722, Diverging Diamond Interchange - SR 21 @ I-95
Attachments: 2015-I-0152 Informal S7 Chatham PI 0012722 SR 21 at I-95.pdf

Katy,

Attached, please find the Service's concurrence letter for project effects to the wood stork.

Thank you,

Chris

On Tue, Oct 21, 2014 at 2:52 PM, <Katy.Allen@dot.gov> wrote:

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If you have any questions, feel free to contact me.

Thank you

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

Phone: 404-562-3657 Fax: 404-562-3703

Christopher Coppola
Fish and Wildlife Biologist

Georgia Ecological Services
Townsend, Georgia 31331

912-832-8739 extension 6



United States Department of the Interior

Fish and Wildlife Service

105 West Park Drive, Suite D

Athens, Georgia 30606

Phone: (706) 613-9493

Fax: (706) 613-6059

West Georgia Sub-Office

Post Office Box 52560

Fort Benning, Georgia 31995-2560

Phone: (706) 544-6428

Fax: (706) 544-6419

Coastal Sub-Office

4980 Wildlife Drive

Townsend, Georgia 31331

Phone: (912) 832-8739

Fax: (912) 832-8744

October 28, 2014

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
61 Forsyth Street, S.W.
Atlanta, Georgia 30103-3104
Attention: Katy Allen, P.E.

RE: USFWS Log Number 2015-I-0152

Dear Mr. Barry:

Thank you for your e-mail correspondence initiating informal consultation for Georgia Department of Transportation (GDOT) project P. I. 0012722. The proposed project would improve the intersection of State Route (SR) 21 and Interstate 95 in Chatham County, Georgia. The proposed project is located in the Lower Savannah River Watershed, Hydrologic Unit Code (HUC) 03060109. These comments are provided in accordance with the provisions of the Endangered Species Act of 1973 (ESA), as amended; (16 U.S.C. 1531 *et seq.*)

The proposed project would reconstruct the existing interchange creating a diverging diamond interchange at SR 21 and Interstate 95. The existing interchange does not sufficiently manage traffic volume. Additional lanes will be constructed on SR 21. The field surveys of the project corridor identified suitable habitat for species listed under the ESA. While the proposed project would not directly impact aquatic habitats; these habitats maybe utilized as foraging habitat for the wood stork (*Mycteria americana*). Foraging wood storks may be harassed by the proposed project action; however, the special provisions adequately minimize this risk.

Based on the information provided in GDOT's October 2014 ecology assessment, including the associated Special Provisions for the protection of the wood stork, we concur with your determination of "not likely to adversely affect" for the wood stork. The requirements of section 7 of the ESA have been satisfied and no further consultation is required. However, obligations under section 7 of the ESA must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or critical habitat in a manner not previously considered; (2) this action is subsequently modified in a manner which was not considered in this assessment; or (3) a new species is listed or critical habitat determined that may be affected by the identified action.

We appreciate the opportunity to comment on your project. If you have any additional questions, please write or call our Coastal Georgia Sub Office staff biologist, Christopher Coppola, at 912-832-8739 extension 6.

Sincerely,



Strant T. Colwell
Coastal Georgia Supervisor

cc: GDOT, Atlanta, Georgia, Hiral Patel



Ms. Anna Yellin
Environmental Review Coordinator
Georgia Department of Natural Resources
Wildlife Resource Division
Nongame Conservation Section
2065 US Hwy 278 SE
Social Circle, GA 30025-4743

Subject: **Interchange Improvements at SR 21 and I-95
Chatham County, Georgia
GDOT Project Number CSSTP-0008-00(480)
P.I. No. 0009418**

Dear Ms. Yellin:

On behalf of the Georgia Department of Transportation (GDOT), ARCADIS is in the process of conducting an evaluation of potential impacts to natural resources for the proposed interchange improvement project corridor located in Chatham County, Georgia.

The proposed project corridor extends approximately 4,600 feet from the intersection of State Route (SR) 21 and SR 30 southeast along SR 21 until the intersection of SR 21 and Hendley Road. Along Interstate 95 (I-95), the project corridor extends approximately 4,500 feet and encompasses the northbound and southbound interstate travel lanes and associated interchange entrance and exit ramps.

The project is being designed to relieve congestion along I-95. Northbound off-ramp traffic from I-95 to SR 21 backs up on the I-95 mainline creating significant blockage on I-95 in the northbound direction. Operational improvements are proposed to convert the existing full-diamond interchange to a diverging diamond interchange. Additional improvements are proposed along the I-95 entrance and exit ramps, as well as along SR 21 from SR 30 to Hendley Road.

I am writing to respectfully request your assistance in providing information on the known locations of federal and state listed species within the immediate project area, as well as known occurrences within three-miles of the project area. The entire corridor is located on the *Port Wentworth, GA*, USGS 7.5 Minute Topographic Quadrangle. The approximate midpoint of the project corridor is located at Latitude: 32.191218° N, and Longitude: -81.194756° W.

ARCADIS US, Inc.
2410 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666
www.arcadis-us.com

INFRASTRUCTURE

Date:
February 5, 2014

Contact:
William L. Medlin, PWS

Contact Number:
770-384-6594

Email:
William.medlin@arcadis
-us.com

Our ref:
TM1400001



GEORGIA
DEPARTMENT OF NATURAL RESOURCES

WILDLIFE RESOURCES DIVISION

MARK WILLIAMS
COMMISSIONER

DAN FORSTER
DIRECTOR

March 5, 2014

Claire Ike
Ecologist
ARCADIS U.S., Inc.
2410 Paces Ferry Road
Suite 400
Atlanta, GA 30339

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near PI 0012722 SR 21 at I-95 Interchange Improvements, Chatham County, Georgia

Dear Ms. Ike:

This is in response to your request of February 5, 2014. According to our records, within a three-mile radius of the project site, there are the following Natural Heritage Database occurrences:

- US *Acipenser brevirostrum* (Shortnose Sturgeon) approx. 2.0 mi. E of site in the Savannah River Migration Corridor
- US *Acipenser brevirostrum* (Shortnose Sturgeon) approx. 2.5 mi. E of site in the Lower Savannah River
- US *Trichechus manatus* (Manatee) in tidal waters
 - Nyssa biflora* - (*Nyssa aquatica*, *Taxodium distichum*) Tidal Forest (Tidal Hardwood Swamp Forest) 0.4 mi. NE of site
 - Pinus elliotii* var. *elliotii* / *Serenoa repens* - *Ilex glabra* Woodland (Slash Pine Flatwoods) approx. 2.0 mi. SW of site
 - Quercus laurifolia* / *Carpinus caroliniana* / *Justicia ovata* Forest (Diamondleaf Oak Bottomland Forest) approx. 1.0 mi. NW of site
 - Quercus phellos* - *Quercus (pagoda, similis)* - *Pinus taeda* / *Chasmanthium laxum* Forest (South Atlantic Willow Oak Flatwoods Forest) approx. 0.5 mi. E of site
 - Taxodium distichum* - *Nyssa aquatica* - *Nyssa biflora* / *Fraxinus caroliniana* / *Itea virginica* Forest (Atlantic Coastal Plain Bald-cypress - Water Tupelo Blackwater Small Stream Swamp Forest) approx. 3.0 mi. SW of site
- Savannah NWR [USFWS] approx. 2.0 mi. E of site
- Savannah River [High Priority Stream] approx. 2.0 mi. E of site

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

Recommendations:

We have no records of high priority species or habitats within the project area. We do have records for the federally endangered *Acipenser brevirostrum* (Shortnose Sturgeon) and *Trichechus manatus* (Manatee). However, because this is an interchange project in the footprint of the existing roadways, it should not cause negative impact to rare species. Please consider the following recommendations when carrying out the project.

We are concerned about streams and other habitats that could be impacted by the proposed road improvement project. We recommend that stringent erosion control practices be used during construction activities and that vegetation is re-established on disturbed areas as quickly as possible. Silt fences and other erosion control devices should be inspected and maintained until soil is stabilized by vegetation. Please use natural vegetation and grading techniques (e.g. vegetated swales, turn-offs, vegetated buffer strips) that will ensure that the road or ROW does not serve as a conduit for storm water or pollutants into the water during or after construction. These measures will help protect water quality in the vicinity of the project as well as in downstream areas.

This project occurs near the Savannah River, a high priority stream. As part of an effort to develop a comprehensive wildlife conservation strategy for the state of Georgia, the Wildlife Resources division developed and mapped a list of streams that are important to the protection or restoration of rare aquatic species and aquatic communities. High priority waters and their surrounding watersheds are important for aquatic biodiversity conservation, but do not receive any additional legal protections. We now have GIS ESRI shapefiles of GA high priority waters available on our website (<http://www.georgiawildlife.com/node/1377>). Please contact this office if you would like additional information on high priority waters.

Disclaimer:

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

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our

web site (<http://www.georgiawildlife.com/node/1376>) or by contacting our office. If I can be of further assistance, please let me know.

Sincerely,



Anna Yellin
Environmental Review Coordinator

Data Available on the Nongame Conservation Section Website

- Georgia protected plant and animal profiles are available on our website. These accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. Visit <http://www.georgiawildlife.com/node/2721>.
- Rare species and natural community information can be viewed by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: <http://www.georgiawildlife.com/conservation/species-of-concern?cat=conservation>.
- Downloadable files of rare species and natural community data by quarter quad and county are also available. They can be downloaded from: <http://www.georgiawildlife.com/node/1370>.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Georgia Ecological Services Field Office
105 WESTPARK DRIVE, WESTPARK CENTER SUITE D
ATHENS, GA 30606
PHONE: (706)613-9493 FAX: (706)613-6059

Consultation Tracking Number: 04EG1000-2014-SLI-1397

September 09, 2014

Project Name: SR 21 @ I-95 DDI

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need assistance regarding potential impacts to federally proposed, listed, and candidate species and federally-designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information.

The Endangered Species Act prohibits "take" of a listed species of fish or wildlife, where take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect a listed species and/or to degrade habitat such that the action kills or injures a listed species by significantly impairing essential behavioral patterns, such as breeding, feeding or sheltering.

Development activities that increase impervious surface and stormwater runoff can degrade habitat for federally-protected aquatic species by:

- Requiring culverts or other instream structures that block fish passage and reduce stream channel and bank stability;

- Increasing turbidity in stream systems during land-disturbing activities;
- Causing long term declines in water quality due to increased concentrations of herbicides, pesticides, sediment, and other pollutants in stormwater flowing from the site; and/or
- Altering downstream hydrology in stream systems due to increased stormwater runoff, with resulting downstream channel scour, reduced bank stability, and increased long-term sedimentation and turbidity.

We recommend that proponents of urban development projects contact us early in the design process to discuss construction and maintenance best management practices that will minimize impacts of development on rare fish and other aquatic species. In general, we recommend the following measures for post-construction stormwater management, road and utility crossings, and grading, in addition to adequate sediment and erosion control, protection of riparian buffers, and control of stormwater during construction.

Stormwater Runoff

- Infiltrate excess stormwater generated by the development.
- Design and implement structural and non-structural BMPs so that all runoff from impervious surfaces is directed to on-site stormwater controls.
- Use numerous distributed stormwater BMPs located as close as possible to runoff-generating sources. A distributed stormwater management system is less prone to environmentally damaging failure than a system that relies on a single facility to serve an entire site.

Road Crossings (recommendations meet Corps requirements for use of NWP 14)

- Bridge any stream with a drainage area equal to or greater than 20 sqmi.
- Cross streams with a drainage area smaller than 20 sqmi and larger than 0.2 sqmi with bridges, bottomless culverts, or embedded box or pipe culverts. Multi-barrel culverts should be designed using box culverts, preferably with a bottomless center barrel(s).
- Accommodate bank-full flows at all road crossings, and culvert floodplains, where present, to allow sheetflow of stormwaters.
- Embed all culverts (except bottomless) 25% of their diameter or rise and place them at the existing channel slope.
- Design all stream crossings to maximize infiltration of stormwater runoff generated by roadways.

Utility Crossings

- Use isolation crossing methods and limit open trench work to periods outside the goldline darter spawning period

Grading

- Limit the surface area of erodible material at one time to 17 acres
- Leave at least 30% of all areas of a site that contain slopes equal to or greater than 25% over a contiguous area of at least 5000 sqft ungraded.

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

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

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: SR 21 @ I-95 DDI

Official Species List

Provided by:

Georgia Ecological Services Field Office
105 WESTPARK DRIVE
WESTPARK CENTER SUITE D
ATHENS, GA 30606
(706) 613-9493

Consultation Tracking Number: 04EG1000-2014-SLI-1397

Project Type: Transportation

Project Description: Interchange (geometric) improvement



United States Department of Interior
Fish and Wildlife Service

Project name: SR 21 @ I-95 DDI

Project Counties: Chatham, GA



United States Department of Interior
Fish and Wildlife Service

Project name: SR 21 @ I-95 DDI

Endangered Species Act Species List

There are a total of 18 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	Status	Has Critical Habitat	Condition(s)
frosted flatwoods salamander (<i>Ambystoma cingulatum</i>) Population: Entire	Threatened	Final designated	
Striped newt (<i>Notophthalmus perstriatus</i>)	Candidate		
Birds			
Piping Plover (<i>Charadrius melodus</i>) Population: except Great Lakes watershed	Threatened	Final designated	
Piping Plover (<i>Charadrius melodus</i>) Population: Great Lakes watershed	Endangered	Final designated	
Red Knot (<i>Calidris canutus rufa</i>)	Proposed Threatened		
Red-Cockaded woodpecker (<i>Picoides borealis</i>) Population: Entire	Endangered		
Wood stork (<i>Mycteria americana</i>) Population: AL, FL, GA, MS, NC, SC	Threatened		
Fishes			



United States Department of Interior
Fish and Wildlife Service

Project name: SR 21 @ I-95 DDI

Atlantic sturgeon (<i>Acipenser oxyrinchus oxyrinchus</i>) Population: South Atlantic DPS	Endangered		
Shortnose sturgeon (<i>Acipenser brevirostrum</i>) Population: Entire	Endangered		
Flowering Plants			
pondberry (<i>Lindera melissifolia</i>)	Endangered		
Mammals			
North Atlantic right Whale (<i>Eubalaena glacialis</i>) Population: Entire	Endangered	Final designated	
West Indian Manatee (<i>Trichechus manatus</i>) Population: Entire	Endangered	Final designated	
Reptiles			
Eastern Indigo snake (<i>Drymarchon corais couperi</i>) Population: Entire	Threatened		
Gopher tortoise (<i>Gopherus polyphemus</i>) Population: eastern	Candidate		
Green sea turtle (<i>Chelonia mydas</i>) Population: Except where endangered	Threatened	Final designated	
Kemp's Ridley sea turtle (<i>Lepidochelys kempii</i>) Population: Entire	Endangered		
Leatherback sea turtle (<i>Dermochelys</i>)	Endangered	Final designated	



United States Department of Interior
Fish and Wildlife Service

Project name: SR 21 @ I-95 DDI

<i>coriacea</i> Population: Entire			
Loggerhead sea turtle (<i>Caretta caretta</i>) Population: Northwest Atlantic Ocean DPS	Threatened	Final designated	



United States Department of Interior
Fish and Wildlife Service

Project name: SR 21 @ I-95 DDI

Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Birds	Critical Habitat Type
Piping Plover (<i>Charadrius melodus</i>) Population: except Great Lakes watershed	Final designated
Reptiles	
Loggerhead sea turtle (<i>Caretta caretta</i>) Population: Northwest Atlantic Ocean DPS	Final designated

Figueroa, Danny

From: Ike, Claire
Sent: Friday, July 18, 2014 4:07 PM
To: Levy, Alex
Subject: FW: Chatham County; PI 0012422 SR 21 @ I-95 Interchange Improvements

From: Coppola, Christopher [christopher_coppola@fws.gov]
Sent: Friday, July 18, 2014 2:43 PM
To: Ike, Claire
Subject: Re: Chatham County; PI 0012422 SR 21 @ I-95 Interchange Improvements

Claire,

Thank you for the opportunity to provide early comments on the proposed project. The lists of species that may occur that in the project area of effect generated from the Service's Information, Planning and Conservation System (IPAC) website at <http://ecos.fws.gov/ipac/> appears to be comprehensive.

Most of the species on the IPAC list occur elsewhere in the county. I do not anticipate based on the scope off the project that there would be effects to marine species (sea turtles, manatees, sturgeon, and whales), beach birds (piping plover and red knot) or to gopher tortoises and indigo snakes, or red-cockaded woodpeckers. Wetlands, streams, and ditches that hold water may provide foraging opportunities for wood storks (*Mycteria americana*). Margins of sandhill ponds and limesinks provide habitat for pondberry (*Lindera melissifolia*). This species is best surveyed for during its flowering and fruiting periods (late February through mid-March and August through October).

Thank you. If you have additional questions I will be happy to provide assistance.

Chris

On Tue, Jul 1, 2014 at 11:10 AM, Ike, Claire <Claire.Ike@arcadis-us.com> wrote:

Good morning Mr. Coppola,

I am writing to you to request USFWS species coordination for an interstate interchange project in Chatham County, GA. The project is located at the intersection of State Route 21 and Interstate 95. The approximate midpoint of the project corridor is located at Latitude: 32.191218° N, and Longitude: -81.194756° W.

Please find enclosed the formal coordination letter with a project location map attached and USFWS IPaC list for Chatham county.

Let me know if you need any additional information or if there is anything I can do to assist you.

Thank you very much,

Claire Ike | Ecologist |

ARCADIS U.S., Inc. | 2410 Paces Ferry Road, Suite 400 | Atlanta, GA, 30339

O: 770-431-8666 | D: 770-384-6596 | F: 770-435-2666

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Check out the result of Global Shapers [here!](#)

ARCADIS, Imagine the result

Please consider the environment before printing this e-mail

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--
Christopher Coppola
Fish and Wildlife Biologist

Ike, Claire

From: Ozier, Jim <Jim.Ozier@dnr.state.ga.us>
Sent: Thursday, February 06, 2014 10:03 AM
To: Medlin, William
Subject: RE: Chatham County; PI 0009418 SR 21 @ I-95 Interchange Improvements

Will, the nearest documented bald eagle nests are:

Nest, but not confirmed active 2.3 miles at 123 degrees

Active nest 3.6 miles at 200 degrees

Please let me know if I can be of additional assistance.

Jim Ozier
Wildlife Biologist / Program Manager
Nongame Conservation Section
Wildlife Resources Division
Georgia Department of Natural Resources
116 Rum Creek Drive
Forsyth, GA 31029
478-994-1438 office
404-291-8124 cell

From: Medlin, William [<mailto:William.Medlin@arcadis-us.com>]
Sent: Wednesday, February 05, 2014 4:27 PM
To: Ozier, Jim
Cc: Ike, Claire
Subject: Chatham County; PI 0009418 SR 21 @ I-95 Interchange Improvements

Hi Jim,

ARCADIS is in the process of conducting an ecological investigation for a proposed interchange project located in Chatham County, GA. We have coordinated with Ms. Anna Yellin for Element Occurrence data within 3 miles of the project study area. Can you provide information about the approximate bearing and distance between the project study area and the nearest know bald eagle nesting site(s)?

Attached is a map of the project study area for your reference.

Thank you very much.

Sincerely,
-Will

William L. Medlin, PWS, ENV SP | Ecologist | William.Medlin@arcadis-us.com
ARCADIS U.S., Inc. | 2410 Paces Ferry Road, Suite 400 | Atlanta, Georgia 30339
T: 770.384.6594 | M: 864.710.6143
www.arcadis-us.com

Levy, Alex

From: Levy, Alex
Sent: Wednesday, September 03, 2014 11:30 AM
To: Levy, Alex
Subject: Proximity request for wood stork rookeries

From: Keyes, Tim [<mailto:Tim.Keyes@dnr.state.ga.us>]
Sent: Tuesday, August 26, 2014 8:58 AM
To: Ozier, Jim; Levy, Alex
Cc: Yellin, Anna
Subject: RE: Proximity request for wood stork rookeries

Alex,

Your closest colonies are all coastal – all S or SSE of project area, Most of the closest sites are small colonies that are active in some years and inactive in others.

Burnt Pot Island 17.5 miles
Skidaway Landings 1 – 19.8 miles
Skidaway Landings 2 – 20.6 miles
Ossabaw Middle Place – 27 miles

There are also coastal colonies on St Catherines Island and of course Harris Neck NWR (39 miles)

The interior colonies in Screven and Jenkins counties are much further away and NW.
Big Dukes (67 miles), Chew Mill (68 miles) and Jacobson's Landing (46 miles)

Tim Keyes
Wildlife Biologist, Nongame Conservation
Wildlife Resources Division
(912) 262-3191 | M: (912) 222-0424
Facebook Twitter Instagram
Buy a hunting or fishing license today!

A division of the
GEORGIA DEPARTMENT OF NATURAL RESOURCES

From: Ozier, Jim
Sent: Tuesday, August 26, 2014 7:55 AM
To: Levy, Alex; Keyes, Tim
Cc: Yellin, Anna
Subject: Re: Proximity request for wood stork rookeries

Alex - I am forwarding your request to Tim Keyes who monitors stork rookeries.

Jim Ozier

Program Manager/Wildlife Biologist,
Nongame Conservation
Wildlife Resources Division
(478) 994-1438 | M: (404) 291-8124
Facebook Twitter Instagram
Buy a hunting or fishing license today!

A division of the
GEORGIA DEPARTMENT OF NATURAL RESOURCES

On Aug 25, 2014, at 5:26 PM, "Levy, Alex" <Alex.Levy@arcadis-us.com> wrote:

Greetings Jim:

Could you assist us in responding to a Georgia DOT request for reporting the approximate distance and direction to the nearest-known wood stork rookery(s) relative to the interchange of SR 21 and I-95 in City of Port Wentworth, approximately 10.0 miles northwest of Savannah, Georgia?

I'm guessing that Big Dukes NA would be the closest record, unless there are rookeries in the Savannah NWR, at Ft. Stewart, or elsewhere in the vicinity.

Project midpoint is approximately located at latitude 32.121°N, longitude -81.194°W.

Sincere thanks,
Alex

Alexander Levy | Senior Ecologist | alex.levy@arcadis-us.com

Chair, TRB Committee on Ecology and Transportation
<http://www.itre.ncsu.edu/ADC30>

ARCADIS U.S., Inc. | 2410 Paces Ferry Road, Suite 400 | Atlanta, GA 30339
O. 770.384.6595 | M. 404.423.0311 | F. 770.435.2666
www.arcadis-us.com

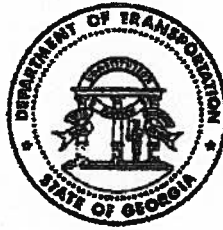
CATEGORICAL EXCLUSION

ATTACHMENT 3

REPORT COORDINATION

P.I. No. 0012722, Chatham County

Kelth Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

October 17, 2014

Mr. Rodney N. Barry, P.E., Division Administrator
Federal Highway Administration
Suite 17T10061 Forsyth Street, S.W.
Atlanta, Georgia 30303-3104
ATTN: Jennifer Giersch

Re: Ecology Assessment of Effects Report Transmittal for Georgia Department of Transportation Project P.I. No. 0012722, Chatham County; State Route 21 at Interstate 95 Diverging Diamond Interchange

Dear Mr. Barry:

The Georgia Department of Transportation (GDOT) has identified the need to implement improvements to the interchange at State Route (SR) 21 and Interstate 95 (I-95) in Chatham County, Georgia. The proposed project would convert the existing full-diamond intersection to a diverging diamond interchange (DDI). Total project length is approximately 0.9 mile. The approximate midpoint of the project is located at latitude 32.191° N and longitude -81.195° W.

Please find attached the Ecology Assessment of Effects Report for the above referenced project. This report describes ecological investigations of the project study area. Surveys for jurisdictional waters of the U.S., waters subject to state buffer regulations, and protected species (state and federal) were conducted throughout the project study area and are presented below.

- Twenty-three jurisdictional resources (one ephemeral channel, four intermittent streams, three perennial streams, three open waters, and 12 wetlands) and four non-jurisdictional buffered state waters are located within the project study area;
- No Section 404 permit or Stream Buffer Variance will be required for this project. This project will not require compensatory mitigation.
- Fourteen federally protected species are listed in Chatham County: Atlantic sturgeon (*Acipenser oxyrinchus*), shortnose sturgeon (*Acipenser brevirostrum*), North Atlantic right whale (*Eubalaena glacialis*), West Indian manatee (*Trichechus manatus*), eastern indigo snake (*Drymarchon corais couperi*), frosted flatwoods salamander (*Ambystoma cingulatum*), loggerhead sea turtle (*Caretta caretta*), green sea turtle (*Chelonia mydas*), leatherback sea turtle (*Dermochelys coriacea*), Kemp's ridley sea turtle (*Lepidochelys kempi*), piping plover (*Charadrius melodus*), wood stork (*Myotis septentrionalis*), red-cockaded woodpecker (*Picoides borealis*), and pondberry (*Lindera melissifolia*). Suitable foraging habitat for the wood stork was identified. No suitable habitat for any other species was identified within the project area. The project may affect, but is not likely to adversely affect the wood stork and will have no effect on other federal-protected species.
- The proposed federally threatened red knot (*Calidris canutus rufa*) is listed in Chatham County; however, neither the species nor its suitable habitat was found within the project area. The proposed project would have no effect on the red knot.
- The federal candidate species gopher tortoise (*Gopherus polyphemus*) and striped newt (*Notophthalmus perstriatus*) are listed in Chatham County; however, neither species nor their suitable habitat was found within the project area. The proposed project would have no effect on the gopher tortoise or striped newt.
- No state protected species were observed during field survey.
- Georgia DOT Special Provision 107.23 would be implemented during construction to protect wood stork and its habitat.
- Neither bald eagle nor its foraging or nesting habitat is present within the project area. The project would not result in a "take" of bald eagle.
- Migratory bird nesting habitat was identified within the project area at the I-95 bridge over SR 21; however, no nests or evidence of nesting was observed. As no construction or rehabilitation is proposed for the aforementioned bridge, the proposed project would have no effect on migratory birds or their habitat.
- The project would have no effect to bats or their suitable habitat.
- Critical Habitat is not present within the project area; however, is designated for Chatham County. The proposed project would have no effect to Critical Habitat.
- Essential Fish Habitat (EFH) is not present within the project area; however, is designated for Chatham County. The proposed project would have no effect to EFH.

P.I. No. 0012722
Chatham County, Georgia
October 17, 2014
Page 2

The Department respectfully requests your concurrence with the listed biological determinations. If you should have any questions or need additional information, please contact Hannah Pruett (404-631-1321 or HPrutt@dot.ga.gov) or Sharilyn Meyers (404-631-1594 or SMeyers@dot.ga.gov) with the GDOT Office of Environmental Services.

Sincerely,



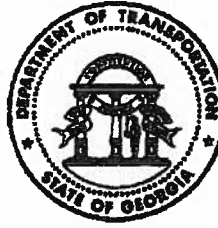
Hiral Patel, P.E.
State Environmental Administrator

HP/HDC/mbr
Attachment

Cc:

Chris Coppola, USFWS
Andrew Hoenig, GDOT Project Manager
Sam Pugh, GDOT NEPA
Eugene Hopkins, GDOT ECB
Lisa Westberry, GDOT Mitigation
Jan Sammons, EPD
Dewey Richardson, EPD
Chris Coppola, USFWS
Anna Yellin, GDNR
Eric Somerville, EPA

Keith Golden, P.E., Commissioner



DEPARTMENT OF TRANSPORTATION

One Georgia Center, 800 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

August 7, 2014

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

ATTN: Jennifer Giersch

Dear Mr. Barry:

Re: Project No. N/A, Chatham County, P.I. No. 0012722 – SR 21 from SR 30 to I-95; Including Interchange

Please find enclosed the noise assessment for the above noted project. It is being sent to you for your information and files.

Should you need further information, please contact Miles Kemp at (404) 631-1127 or Soli Shakshuki at (404) 631-1093.

Sincerely,

Hiral Patel, P.E. /SVC

Hiral Patel, P.E.
State Environmental Administrator

HP/MK
Enclosures

cc: GF

Keith Golden, P.E., Commissioner



DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 831-1000

September 26, 2014

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

ATTN: Jennifer Giersch

Dear Mr. Barry:

Re: Project # N/A, Chatham County, P.I. No. 0012722 -- SR 21 from SR 30 to I-95 Including SR 21/I-95
Diverging Diamond Interchange

Please find enclosed the air assessment for the above noted project. It is being sent to you for your information and files.

Should you need further information, please contact Miles Kemp at (404) 631-1127 or Soli Shakshuki at (404) 631-1093.

Sincerely,

Hiral Patel, P.E. / SW

Hiral Patel, P.E.
State Environmental Administrator

HP/MK
Enclosures

cc: GF

CATEGORICAL EXCLUSION

ATTACHMENT 4

PUBLIC INFORMATION OPEN HOUSE MATERIALS

P.I. No. 0012722, Chatham County



August 12, 2014

Thank you for attending the Public Information Open House for the proposed State Route (SR) 21 at Interstate 95 (I-95) Diverging Diamond Interchange (DDI) project, PI Number 0012722. Our goal is two-fold: 1) to provide you with information on the proposed project and 2) to provide an opportunity for you to give us your comments on the proposed project. In this handout package, you will find a description of the project, a location map, and a comment card.

As you enter the room, please take a look at the project display. Georgia Department of Transportation (Georgia DOT) representatives, wearing nametags, are available to discuss the project and answer your questions. There will be no formal presentation.

We hope you will take the opportunity to tell Georgia DOT what you think. Listed below are several ways to comment on the project. Your comments are important to us and, should you provide comments by one of the methods noted below, we will respond to you in writing usually within the next 45 days. All comments will become part of the project's official record.

While you are attending the open house, you can provide your comments today by filling out the comment card provided with this handout and dropping it in the comment box, or you may choose to provide your verbal comments to the court reporter who will transcribe your comments.

You can also provide your comments by Tuesday, August 26, 2014 by using either of the following methods:

- Online at www.dot.ga.gov.
 1. Click *Information Center* on the upper right side of the page;
 2. Click *Public Outreach* in the Public Events block;
 3. From the menu, select the county in which the proposed project is located and click *Go*;
 4. Then select 8/12/14 PIOH for I95/SR21 DDI, 0012722;
 5. Lastly, click *Comment* and follow the instructions to leave your comments.
- Mail in your comment card to Ms. Hiral Patel, P.E., Georgia Department of Transportation, 600 West Peachtree Street NW, 16th Floor, Atlanta, Georgia 30308.

The project displays and plans will be available for review for ten days after this open house at the *Information Center* at www.dot.ga.gov, described above. Hardcopies will also be available at the Georgia DOT District 5, Savannah Area Office (Area 5) located at 630 W. Boundary Street, Savannah, GA 31401. Following the ten-day public comment period, a copy of all comments received will be available by request at the Atlanta address listed above.

Again, thank you for attending this open house. If you should have any questions or need additional information, feel free to contact the project manager, Andrew Hoernig, at 404-631-1757 or the environmental analyst, Sam Pugh, at 404-631-1167 of the Office of Environmental Services.

Sincerely,

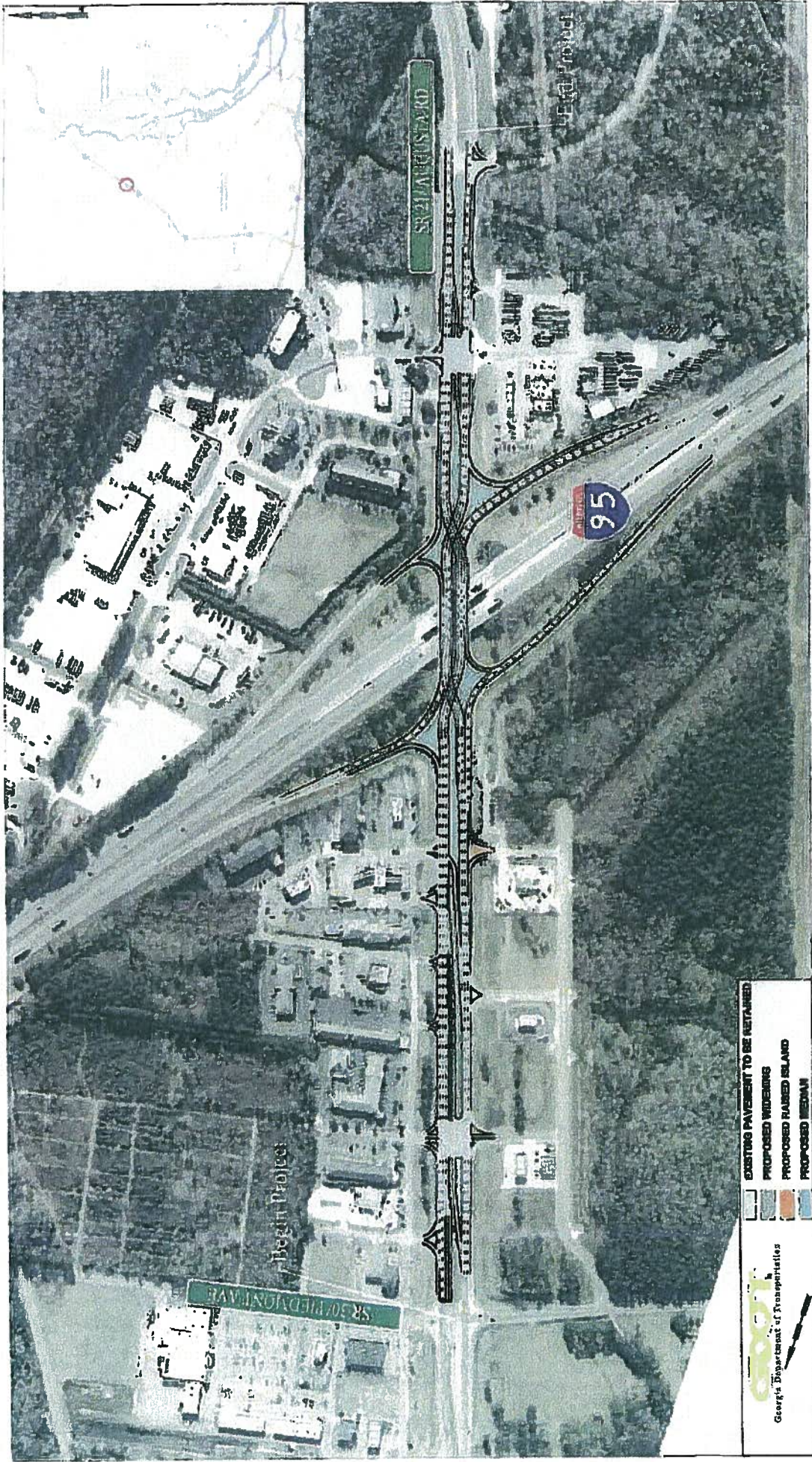
Handwritten signature of Hiral Patel in black ink.

Hiral Patel, P.E.
State Environmental Administrator
Georgia Department of Transportation

Why We Are Here: To discuss the proposed operational improvements proposed at the I-95 and SR 21 interchange. Currently, the northbound off-ramp traffic from I-95 to SR 21 backs-up onto the mainline of I-95, impeding travel on I-95 northbound. The reconfiguration of this interchange should improve travel time and throughput of vehicles at this interchange. You will also have the opportunity to see a visualization of how a diverging diamond interchange (DDI) works, how to navigate through a DDI, and pose any questions or comments you may have to GDOT staff regarding the proposed improvement.

Project Description: The proposed project consists of operational improvements to the interchange of SR 21 at I-95. The existing full-diamond interchange in this location would be converted to a diverging diamond interchange (DDI) which utilizes the existing roadway underneath the bridge, while providing operational improvements. Existing SR 21 in the vicinity of the interchange consists of three lanes in each direction (two through lanes and one right-turn lane for entry onto I-95) with an approximately 40-foot grassed median. There are no existing sidewalks within the vicinity of the interchange. The existing I-95 exit ramps onto SR 21 consist of dual left-turn lanes and a single right-turn lane. The exit ramps are controlled by traffic signals that are coordinated with the intersection of SR 21 with SR 30 to the north. The existing right-of-way (ROW) along SR 21 varies from approximately 60 to 120 feet.

The proposed improvements would convert the SR 21/I-95 interchange to a DDI configuration, and would include widening SR 21 to four lanes (three travel lanes and one left turn lane) in each direction in the interchange area. Widening would occur to the inside of the roadway, making use of the existing 40-foot median. The entire project would be constructed within existing ROW; no additional ROW would be required. The additional (new) lanes along SR 21 at the interchange would terminate as a left-turn only lane at SR 30 to the north and a right-turn only lane at Hendley Road to the south. In addition, the northbound I-95 exit ramp onto SR 21 would be widened to include three left-turn lanes and a single right-turn lane. The southbound I-95 exit ramp would not be modified by the project. The total project is approximately 0.9 mile.



**State Route (SR) 21 at Interstate 95 (I-95) Diverging Diamond Interchange (DDI) Project
 PI 0012722, Chatham County**

Comment Card

Please print responses.

Name _____

Address _____

Do you support the project? Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments _____

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth

Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

Comment Card

Please print responses

Name Phoe Penn
Address ~~1000 Peachtree Street NE~~
One Glenlake Park Way, Ste 800
Atlanta GA

Do you support the project Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments _____

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Please provide further information regarding utilities (Relo),
more specific plans. taken p of stop lights, proposed
placement of base boards

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

Comment Card

2

Please print responses.

Name DONNA BLALOCK
Address 232 CLEARWATER CR
PW 31407

Do you support the project? Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments

WOULD LOVE FOR THE TO BE STRIPING CONDUCTED
NOW TO IMPROVE THE INTERSECTIONS. BY KNOCKING
OUT SOME EMERGENCY LANES, WE COULD HAVE
ANOTHER LANE OF TRAVEL. CITY OF ATLANTA
DOES IT ALL OF THE TIME

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

THE OPEN HOUSE WAS GREAT. EVERYONE VERY
HELPFUL.

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

Comment Card

Please print responses.

Name Danielle Williams
Address (McDonalds Hwy 21 Port Wentworth GA)
2100 Peachtree Street
Atlanta GA 30303

Do you support the project Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments

• Timing of lights at two intersections for properties
access from side streets to Hwy 21
• Move info on utilities and project timing and road closures

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth

Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 18th Floor
Atlanta, Georgia 30308

Comment Card

Please print responses.

Name Nina Gompels - McDonald's owner operator
Address 2809A Roger Lacey Ave
Savannah, GA 31404

Do you support the project Choose an item. (check your response)

- For
- Against
- Conditional
- Uncommitted

General Comments

How directionals are marked
Does it effect the blue DOT exit signs for businesses
- will they be changed/moved
would like longer light turning from ~~east~~ westbound
into the Pilot/McDonald's
utilites & closures ?!

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? generally Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:
 Ms. Hiral Patel, P.E., State Environmental Administrator
 Georgia Department of Transportation
 600 West Peachtree Street, NW - 16th Floor
 Atlanta, Georgia 30308

Comment Card

Please print responses.

Name Jennifer Garner
Address 437 Nellie Rd
Rincon, GA 31326

Do you support the project Choose an item. (check your response)

- For
- Against
- Conditional
- Uncommitted

General Comments

I still believe that this may be a temp. fix. I don't see how it will speed up time, when there are still 4 red lights. This project will take almost two years to complete. We need a fix now! Why is there no proposal for a road from Jimmy Debach to Hwy 30. This would help tremendously and take a load of traffic in the other direction.

The only thing I see you are doing is adding a third lane changing traffic patterns.

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth Other _____

Was the location of the Open House convenient for you to attend?

- Yes
- No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?

- Yes
- No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?

- Yes
- No

Do you understand the project after attending this meeting?

- Yes
- No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

We need a fix now! Not two years later, which by the way the traffic is going to be completely worse during your construction. Do something else.

Mall to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

6

Comment Card

Please print responses.

Name APD Mark Blaschak
Address 24 Transom Rd
Port Wentworth, GA 31407

Do you support the project Choose an item. (check your response)

- For
- Against
- Conditional
- Uncommitted

General Comments Concerned that drivers may turn into wrong
travel lane instead of crossing to the left side of roadway causing
head-on collisions. Also, myself & others that live in the
area believe the intersection of SR21/SR30 is dangerous
WB SR30 @ light has 3 lanes Left, Straight, + Right. EB 30 has
2 lanes Left + Straight + Right. WB SR30 Traffic often turns instead of
EB Traffic. Multiple Near Misses Each Day

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Current Open House was subpar. Signs were hard
to read on side of the road

Mail to:
 Ms. Hiral Patel, P.E., State Environmental Administrator
 Georgia Department of Transportation
 600 West Peachtree Street, NW - 16th Floor
 Atlanta, Georgia 30308

Comment Card

Please print responses.

Name DAVID BRAGE
Address 6404 Hwy. 21
Port Wentworth, GA. 31407

Do you support the project? Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments

Think it's a good idea as a short
term solution - Fly over better

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Everything was fine at this meeting

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

Comment Card

Please print responses.

Name JEFFREY HOUGHTON
Address 11 GIMBAL CIR
PT. WENTWORTH GA 31407

Do you support the project Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments I BELIEVE THIS TO BE A TWO-PART PROBLEM
1) VOLUME & 2) TIMING.

THE DIVERGING DIAMOND WILL HELP THE TIMING OF THE
LIGHTS BUT DOES NOT SOLVE THE PROBLEM OF VOLUME.
CONNECTING HIGHWAY 30 & JIMMY DELDACH BLVD WILL SOLVE
THE BIGGER PROBLEM OF VOLUME AT THIS INTERSECTION
I HAVE ANOTHER CONCERN ON BACK.

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

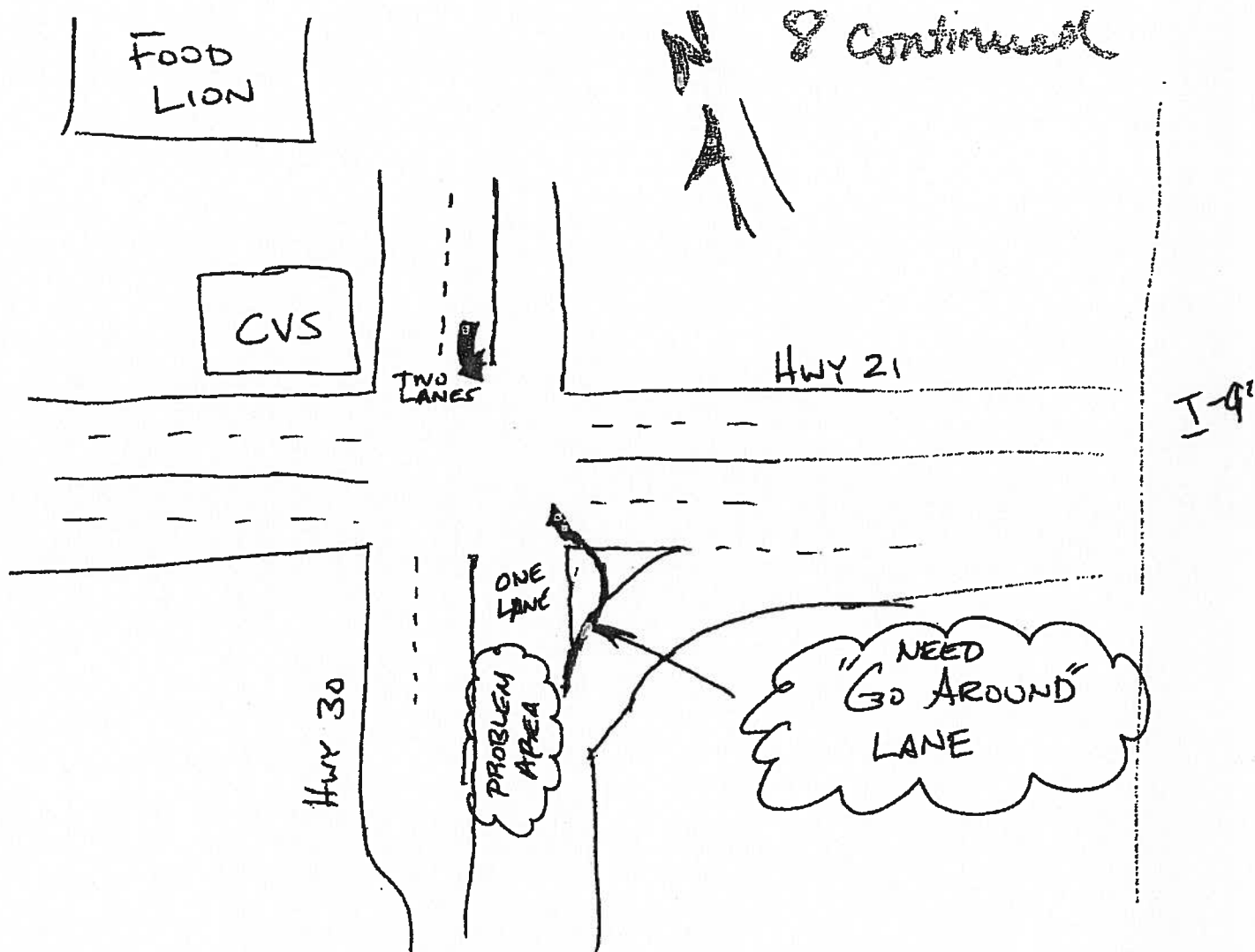
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308



THERE IS A HUGE PROBLEM IN THE LATE AFTERNOON AT THE END ~~OF~~ HWY 30, WITH LEFT TURNING CARS BACKING UP TRAFFIC WHILE WAITING FOR CARS TO CROSS HWY 21 COMING FROM FOOD LION. THERE NEEDS TO BE A "GO AROUND" LANE IN THE CURRENT LANE DIVIDER TO ALLOW CARS TO GO AROUND THE CARS WAITING FOR ONCOMING TRAFFIC TO CLEAR TO TURN LEFT ON TO HWY 21. IT IS NOT UNCOMMON TO WAIT 3 LIGHT CYCLES ~~TO~~ TO CROSS 21 FROM HWY 30 DUE TO LEFT TURNING CARS HAVING TO WAIT FOR TRAFFIC TO CLEAR. ONE ^{RED} LIGHT CYCLE WILL BUILD UP ENOUGH CARS COMING FROM FOOD LION THAT IT WILL SOMETIMES TAKE THE ENTIRE GREEN LIGHT TO CLEAR THE LANE SO THAT LEFT TURNING CARS CAN TURN - ALLOWING CARS BEHIND IT TO CROSS 21. A "GO AROUND" LANE WILL SOLVE THIS PROBLEM. PM THIS IS A DAILY PROBLEM FROM 5:30 TO 7:00 !!

Comment Card

Please print responses.

Name Jeremy Blalock
Address 232 Clearwater Circle
Port Wentworth, GA 31407

Do you support the project? Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments Traffic is a huge issue in this area, mainly due to volume.
The plan is good. However, may I suggest an alternative. Please see back attachment →

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

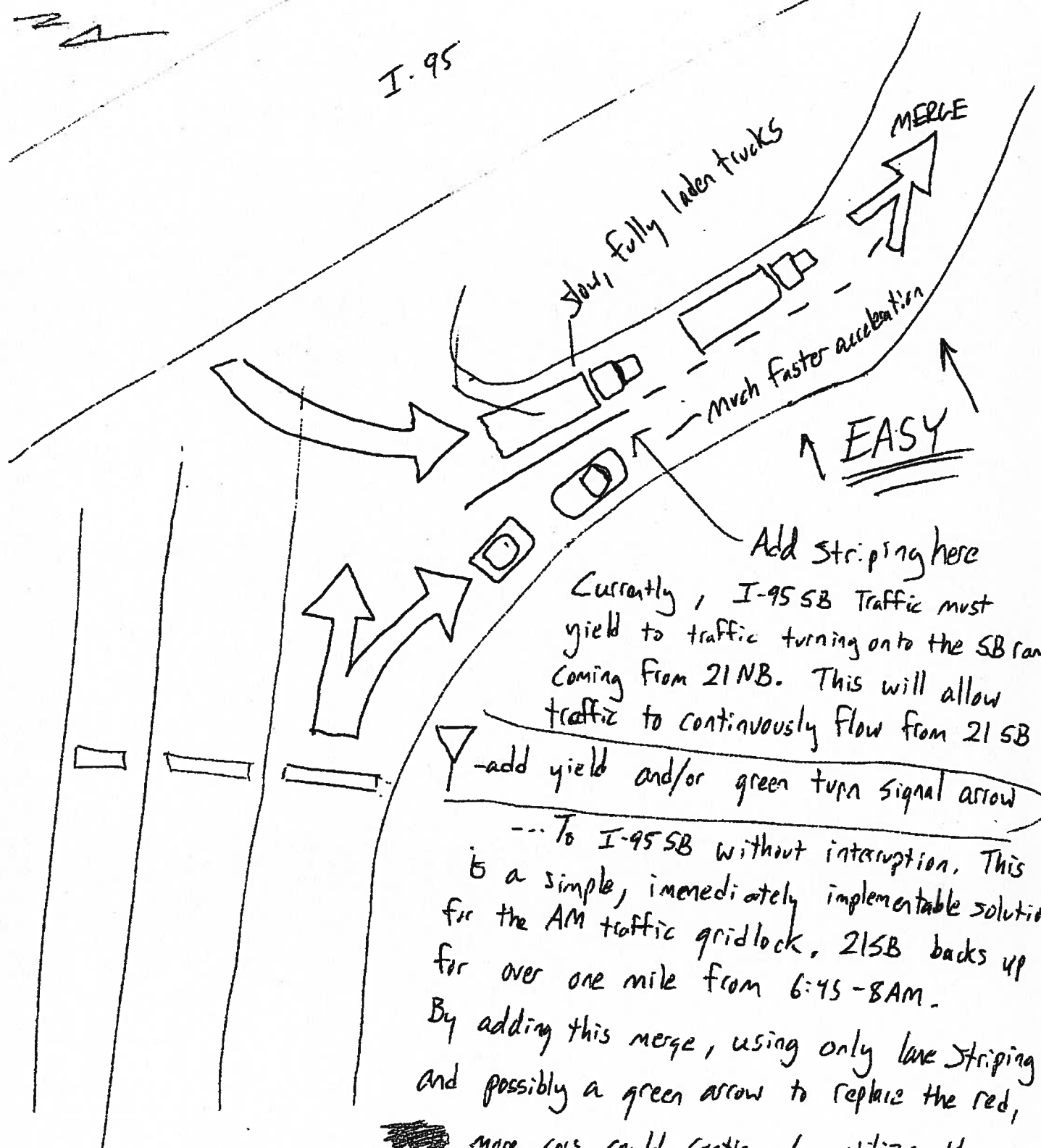
Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Nice job

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

9 continued



I-95

slow, fully laden trucks

MERGE

much faster acceleration

EASY

Add striping here

Currently, I-95 SB Traffic must yield to traffic turning onto the SB ramp coming from 21 NB. This will allow traffic to continuously flow from 21 SB ...

-add yield and/or green turn signal arrow

... To I-95 SB without interruption. This is a simple, immediately implementable solution for the AM traffic gridlock, 21 SB backs up for over one mile from 6:45-8AM. By adding this merge, using only lane striping and possibly a green arrow to replace the red, ~~more~~ more cars could continuously utilize the on ramp and would significantly alleviate AM gridlock.

Jeremy@ninja.cat.us
 - Engineer, Gulfstream Aerospace

Comment Card

Please print responses.

Name Adam Ivory
Address consultant - CDM Smith

Do you support the project? Choose an item. (check your response)

- For
- Against
- Conditional
- Uncommitted

General Comments We are working on the CORE MPO Freight Study and we received a comment during our Freight Advisory Committee meeting that truckers may avoid the PDI due to weaving hazards which may occur.

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth Other _____

Was the location of the Open House convenient for you to attend? Yes No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

Comment Card

Please print responses.

Name Dale Montgomery
Address 32 Transom Rd. Port Wentworth, GA 31407

Do you support the project? Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments Our church is nearing construction near Hendley Rd and Hwy 21. We would favor improvements to the traffic flow and also easy access onto Hwy 21. We have plans of opening a school there and easy accessibility for parents is very important to us.

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

All of the pictures and simulations were helpful.
Keep up the good work!

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

Georgia Department of Transportation | Public Information Open House Handout

PI#(s): 0012722, County: Chatham

Comment Card

Work GA Dept. of
Collections / Coastal
State Prison

Please print responses.

Name _____

Address _____

From (Drive Hwy 21 from Lincoln
to Gulfstream Road - Daily - IN
Lincoln, GA Drive Gulfstream to Jimmy Deloach to #95
to Hwy 21 Home - mounted with headlight
Back up too far!

Do you support the project? Choose an item. (check your response)

- For
- Against
- Conditional
- Uncommitted

General Comments

My only wish is that in the interim something cannot be done to speed
up the line sitting in traffic at 21 & 95. Adjust the red light now - It
would probably help some. Anything would be an improvement

When I first started working it only took me 20 min to get to work - now 45 to 55
minutes!

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

The meeting was informative. Staff were very helpful.

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

Comment Card

Please print responses.

Name ROGER E. LAFOND, JR
Address 103 MIDDLETON DRIVE
RANCON, GA

Do you support the project? Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments THE INTERACTIVE DISPLAY WAS EXCELLENT
IN SHOWING HOW TRAFFIC WILL FLOW MORE SMOOTH
BETTER THRU THE INTERCHANGE.

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

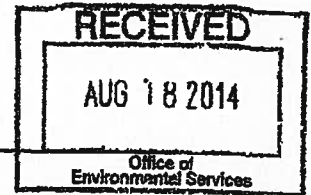
Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

I DO NOT SEE HAVE NO SUGGESTIONS TO PROVIDE.

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

(14) during 10 day comment period



Georgia Department of Transportation | Public Information Open House Handout
PIN(s): 0012722, County: Chatham

Comment Card

Please print responses.

Name WAYNE KNIGHT
Address 222 PARTRIDGE CT
RINCON, GA 31326

Primary P.I. # 0012722
Add'l P.I. Nos. _____
NEPA Analyst D. Borchardt
Recipient: _____
Copies: OH _____ Aest. OH _____
NEPA _____ A/N _____ Arch _____
Eco _____ Hist _____
ORIGINAL TO GEN. FILES

Do you support the project? Choose an item. (check your response)

- For Against Conditional Uncommitted

General Comments UNLESS THE TRAFFIC LIGHT TIMING
TO REFLECT AM / PM TRAFFIC FLOW HAS
MAJOR CHANGES THIS WILL NOT HELP. I'D RATHER
HAVE A LWP DESIGN WITH NO TRAFFIC LIGHTS

How did you hear about this Open House? (check) Radio Newspaper Signs Word of Mouth
 Other

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

UNABLE TO ATTEND

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

Comments

15



Comment Review

Comments Pending Responses for Project ID: 0012722

Open House Date: 08/12/2014

First Name: Baron **Last Name:** Durden
E-Mail: baron@durden.org
Address: 130 Harvest Dr.
City: Springfield **State:** FL **Zip:** 31329
Category: Traffic Operations
Comment: I-95/SR-21 cross over/dimand cross way. Do not know where the report came from that it only take 18 mins to get though. I travel everyday to and from HWY 21 to I-95 getting to I-95 from 21 from Rincon takes 5-20 min depending on hitting the lights and traffic. From I-95 to 21 I wait daily 15-35 min to get onto 95. They need to make a road from HWY 30 to Dimmy De. This will pull about 85% of car that take 30 to 21/95. as most get onto I-95 south. I like the dimond cross over but that alone will not help much. Flyover will be better if there is no other plans to add a contaction to Jimmy D. Also someone should look in to light timing. Everyone come East on 21 in the AM and west in the PM however I catch every light from Rincon to I-95 and they keep adding more light and a new school just going to make thing even worse. Who ever approved a school to be build on 21 must not travel 21 in Port Wentworth. Thanks for your time.



Comments



CommentReview

**Comments Pending Responses for Project ID: 0012722
Open House Date: 08/12/2014**

First Name: Baron **Last Name:** Durden
E-Mail: baron@durden.org
Address: 130 Harvest Dr.
City: Springfield **State:** FL **Zip:** 31329
Category: Traffic Operations
Comment: I-95/SR-21 cross over/dimand cross way. Do not know where the report came from that it only take 18 mins to get though. I travel everyday to and from HWY 21 to I-95 getting to I-95 from 21 from Rincon takes 5-20 min depending on hitting the lights and traffic. From I-95 to 21 I wait daily 15-35 min to get onto 95. They need to make a road from HWY 30 to Dimmy De. This will pull about 85% of car that take 30 to 21/95. as most get onto I-95 south. I like the dimond cross over but that alone will not help much. Flyover will be better if there is no other plans to add a contaction to Jimmy D. Also someone should look in to light timing. Everyone come East on 21 in the AM and west in the PM however I catch every light from Rincon to I-95 and they keep adding more light and a new school just going to make thing even worse. Who ever approved a school to be build on 21 must not travel 21 in Port Wentworth. Thanks for your time.





November 3, 2014

«Address»

Re: P.I. No. 0012722, Chatham County, SR 21 at I-95 Diverging Diamond Interchange – Responses to Open House Comments

Dear «Salutation»:

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the August 12, 2014 Public Information Open House (PIOH) Meeting. Every written comment received and verbal comment given to the court reporter at the PIOH will be made part of the official record of the project. A total of 51 people attended the PIOH. Of the 14 respondents who formally commented, 8 were in support of the project, 1 was opposed, 4 were uncommitted, and 1 expressed conditional support.

The attendees of the PIOH and those persons sending in comments afterwards raised the following questions and concerns. The Georgia Department of Transportation (GDOT) has prepared this one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments summarized below (*in italics*) followed by our response.

- *“Please provide information regarding utility relocations.”*

Some utility relocations are expected. Utilities impacted by construction will be relocated. The extent of utility relocations will not be identified until the final design phase which is scheduled to be complete in the Fall of 2015. As the project progresses, the Georgia DOT Project Manager, Andrew Hoenig may be contacted for utility questions and concerns at 404-631-1757.

- *“Please provide information regarding placement/replacement of blue highway signs showing businesses at the exit.”*

Signs within the project limits will be maintained during construction and any relocation of the blue highway signs will be completed in compliance with Georgia DOT standard specifications. The extent of these relocations will not be identified until the final design phase.

- *“Consider restriping SR 21 now to remove the emergency lane and create an additional travel lane.”*

The restriping for an additional travel lane is part of the proposed project. Minor repaving and pavement widening will be necessary to create this additional lane. Therefore, early restriping is not feasible in advance of the interchange reconfiguration. The Georgia DOT District Traffic Engineer, has been made aware of this request for further consideration. Any additional questions should be directed to Cynthia Phillips, District 5 Traffic Operations at (912) 530-4410.

- *“Construction will take too long. Also, why is there no proposal for a new road from the Jimmy Deloach Connector to SR 30?”*

Construction of the proposed project is expected to take 18 months and open to traffic in the Spring of 2017. Currently a new connector roadway is not in the Georgia DOT's workplan. Public request for a connector roadway should be initiated through the Chatham County-Savannah Area Metropolitan Planning Commission, Attention: Mark Wilkes, PE., Director of Transportation; Telephone Number: 912-651-1477 or by mail, 110 East State Street, P.O. Box 8246, Savannah, GA 31410-8246.

- *“This is a good short term fix, but a “fly-over” configuration should be considered for longer term issues.”*

Diverging diamond interchanges are used to optimize the existing roadway infrastructure. A diverging diamond interchange is considered a cost effective solution with low environmental impacts, which still brings benefit for the traveling public. Construction of this project would not preclude future interchange improvements at I-95 and SR 21.

- *“SR 30 at SR 21 is dangerous due to the lane configuration for straight and left turning movements; consider a right turn or “go-around” lane.”*

The purpose of this project is to improve operations at the interchange. Reconfiguration of SR 21 and SR 30 in conjunction with the DDI project would potentially increase environmental impacts, increase project costs, and likely delay the implementation of the DDI project. The traffic analysis report that was prepared for this project does recommend that GDOT evaluate improvements for the intersection of SR 21 and SR 30, as part of a separate project. This comment has been provided to the Georgia DOT District Traffic Engineer and a separate intersection study will be completed to determine if operational improvements are warranted.

- *“Truckers may avoid the Diverging Diamond Interchange due to weaving movements through the interchange.”*

While the completion of the Jimmy Deloach Connector is expected to reduce the amount of trucks utilizing the I-95 and SR 21 interchange, the diverging diamond interchange has been designed to accommodate the wider heavy trucks. Additionally, appropriate signage will be used to notify drivers which lanes to use for each destination (e.g., I-95 NB, I-95 SB, SR 21 NB, and SR 21 SB). This is expected to reduce weaving movements.

- *“How will the directional marking be placed at the Diverging Diamond Interchange, as there is concern travelers will be in the wrong lane through the diverging diamond?”*

Motorists will be provided directional guidance through a combination of raised channelizing islands to keep drivers in the correct lane, pavement markings and messages, post-mount signs and advanced overhead signage giving directions to I-95 NB, I-95 SB, SR 21 NB, SR 21 SB.

- *“Concern that travel time will not improve with four red lights in the project area. Also a longer light would be preferable at the westbound SR 21 signal into the Pilot/McDonalds business.”*

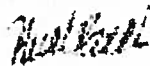
Signal timing will be adjusted with fewer phases allowing for more green time through the interchange. The adjusted timing will provide optimal performance within the corridor for the predominant movements at the I-95 and SR 21 ramps.

- *"Commenter suggested an interim striping project on the I-95 southbound on-ramp from SR 21 to allow for two lanes of traffic flow onto the ramp that would merge to one lane before entering I-95."*

The interim restriping suggested above is incorporated into the proposed DDI interchange and ramp reconfiguration. Georgia DOT considers the DDI project as fast moving and will be let to construction in May of 2015. While restriping may be perceived as a quick action, it does require a traffic control plan and evaluation of the traffic signals at the ramp. For these reasons, it is unlikely that this interim restriping could be in place prior to awarding the interchange project to a contractor.

Again, thank you for your comments concerning this project. Should you have any further questions, comments, or concerns, please call the project manager, Andrew Hoenig, at 404-631-1757 or the environmental analyst, David Borchardt, at (404) 631-1184.

Sincerely,



Hiral Patel, P.E.
State Environmental Administrator

HP/blb

cc: Andrew Hoenig, GDOT Project Manager
General Files

This letter was sent to the following:

Address	Salutation
Ms. Angie Penn One Glenlake Parkway, Suite 500 Atlanta, GA 30328	Ms. Penn
Ms. Donna Blalock 232 Clearwater Creek Port Wentworth, GA 31407	Ms. Blalock
Ms. Danielle Williams 260 Peachtree Street Atlanta, GA 30303	Ms. Williams
Ms. Nina Gompels 2809A Roger Lacey Avenue Savannah, GA 31404	Ms. Gompels
Ms. Jennifer Garner 437 Nellie Road Rincon, GA 31326	Ms. Garner
APO Mark Blaschale 24 Transom Road Port Wentworth, GA 31407	Mr. Blaschale
Mr. David Bragg 6404 Highway 21 Port Wentworth, GA 31407	Mr. Bragg
Mr. Jeffrey Houghton 11 Gimbal Circle Port Wentworth, GA 31407	Mr. Houghton
Mr. Jeremy Blalock 232 Clearwater Circle Port Wentworth, GA 31407	Mr. Blalock
Mr. Dale Montgomery 32 Transom Road Port Wentworth, GA 31407	Mr. Montgomery
Mr. Roger Lafond, Jr. 103 Middleton Drive Rincon, GA 31326	Mr. Lafond
Mr. Wayne Knight 202 Partridge Court Rincon, GA 31326	Mr. Knight
Mr. Baron Durden 130 Harvest Drive Springfield, FL 31329	Mr. Durden
Mr. Adam Ivory Consultant - CDM Smith Rincon, GA	Mr. Ivory
	Madam/Sir <i>No letter sent - No address or name provided</i>

Comments

[review](#) [add](#) [update](#) [delete](#)

CommentReview

Comments Pending Responses for Project ID: 0005829
Open House Date: 12/18/2014



First Name: John Last Name: Hurlebaus
E-Mail: jlhboro@gmail.com
Address: 1519 Cambridge Rd
City: Statesboro State: GA Zip: 30461
Category: Design

Comment: I am concerned about the choke-point that will be created on US Hwy 80 between Grimshaw Rd and Cambridge Rd. Eastbound US 80 will merge from two lanes to one lane where some traffic will be slowing down to turn right on Grimshaw, some traffic will be trying to turn eastbound on US 80 from Grimshaw, some traffic will be slowing down to get into the left turn lane to turn on Cambridge, some traffic will be trying to turn eastbound on US 80 from Cambridge and some traffic will be trying to pass on the right to merge and continue eastbound on US 80.... with all of this occurring in a curve on US 80. Please consider merging eastbound US 80 traffic from two lanes to one lane west of Grimshaw Rd.

[▶ return](#) [▶ edit](#) [▶ respond now](#) [▶ forward](#)