DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SAVANNAH DISTRICT
4751 BEST ROAD, SUITE 140
COLLEGE PARK, GEORGIA 30337-5600

June 16, 2022

Regulatory Division
SAS-1999-12220

15-DAY PUBLIC NOTICE
Savannah District

The District Engineer has received a proposal to modify the boundaries of compensatory mitigation sites approved as compensation for completed impacts to aquatic resources previously authorized by Federal and/or State permits. The comment period for the proposed work will close 15 days from the date of this public notice. Written comments, including suggestions for modifications or objections to the proposed work, stating reasons thereof, are being solicited from anyone having interest in this proposal, and must be submitted to be received on or before the last day of the comment period. Written comments concerning the modification request must reference the Permittee's name and the Regulatory File Number and be forwarded to the U.S. Army Corps of Engineers (Corps) at the above address or to the email address indicated at the end of this notice.

Authority: A public notice regarding this request for amendment to the approved mitigation sites is being evaluated under Title 33 Code of Federal Regulations (CFR) Part 320, and 40 CFR Part 230.

Regulatory File Number: SAS-1999-12220

Permittee: Mr. Brad Johnson, Chairman
Walton County Water and Sewerage Authority
P.O. Box 880
Loganville, Georgia 30052

This public notice does not imply, on the part of the Corps or other agencies, either favorable or unfavorable opinion of the work to be performed but is issued to solicit comments regarding the factors on which final decisions will be based.

Background: A Clean Water Act, Section 404 Individual Permit was issued to the Walton County Water and Sewerage Authority (WCWSA; Permittee) on February 19, 2004, authorizing the construction of an earth embankment dam to create a 1,370 acre pump-storage water supply reservoir on Hard Labor Creek in eastern Walton County (centered at approximately latitude 33.6817, longitude -83.6322), and a pumping station on the Apalachee River with a raw water pipeline to the reservoir to serve Walton County, the City of Winder (including Barrow County), and Oconee County. The permit authorization was subsequently modified on April 24, 2008, January 26, 2010, May 20, 2013, and February 25, 2019. As authorized, the project resulted in permanent adverse

impacts to 90,816 linear-feet of stream and 49-acres of wetlands associated with the construction of the reservoir dam and impoundment. As a component of the approved project compensatory mitigation plan, the permittee was authorized to perform riparian protection along approximately 140,000 linear feet of perennial and intermittent stream channels, in addition to wetland and stream restoration and preservation, on five (5) permittee responsible mitigation (PRM) sites. As a condition of the approved compensatory mitigation, WCWSA was required to record Declarations of Conservation Covenants and Restrictions (RCs) for the perpetual protection of the PRM sites.

Description of Proposed Modification: The Georgia Department of Transportation (GDOT) is planning to construct a new 4.9-mile segment of a two-lane State Route (SR) 83 Connector to provide an alternate route around the historic downtown of the City of Monroe in Walton County. As currently considered, this roadway alignment would encroach into abutting portions of two of the above-referenced PRM sites ("Parcels 4 and 5"). The proposed typical section along the SR 83 Connector would consist of two 12-foot lanes (one travel lane in each direction) with ten-foot outside shoulders (four feet paved). The boundaries of the subject PRM site RCs were originally established based on the stream centerline. Based on the area needed for the proposed road right-of-way and existing easements, a total of 223 linear feet along the stream centerline/common parcel boundary line and associated RCs would need to be removed from the existing RC areas. This encroachment corresponds to a total of approximately 0.273-acre of Parcel 4 and 0.250-acre of Parcel 5 (centered at approximately latitude 33.7616, longitude -83.6914) within the respective RC-protected areas that would be needed to accommodate the proposed road project.

As part of the early project planning, GDOT completed a review of Practical Alternatives for the proposed roadway construction, dated October 4, 2012. This review identified the following project alternatives, which are further detailed within the enclosed excerpt:

1) The currently proposed alternative;
2) No-build alternative;
3) Alternative located north of Old Monroe-Madison Highway;
4) Alternative tying into Old Monroe-Madison Highway, including widening of Old Monroe-Madison Highway; and
5) Alternative south of the preferred alternative.

GDOT eliminated the no-build Alternative 2, as it would not meet the need and purpose for the project. Alternative 3 was eliminated due to the extensive number of parcel and displacement impacts associated with the project, as well as greater overall impacts to aquatic resources. Alternatives 4 and 5 were eliminated due to greater

impacts to both historic properties and aquatic resources than the currently proposed alternative.

GDOT also considered minor iterations of the proposed alignment with respect to the existing RCs, including a shift to the south which would also incur impacts to the RC parcels. Shifting to the north to avoid the RC parcels would introduce a safety issue due to creating a reverse curvature to the roadway alignment to shift the roadway around the RC parcels, in turn requiring further realignment to avoid greater impacts to private properties. The Permittee contends that GDOT's proposed alternative is the most reasonable and practicable alternative, and avoidance of the RC parcels is therefore not feasible.

As a condition of the amendment of the existing RCs, the Permittee would secure 5,352 legacy stream credits from an approved commercial compensatory mitigation bank(s) or in-lieu fee mitigation provider to off-set the portion of the mitigation areas proposed to be removed. The Permittee has indicated that the proposed "replacement mitigation" would offset the loss of 223 linear feet of high-functional capacity perennial stream on the two PRM sites at a 2:1 ratio (1.5:1 for the original ratio in addition to a 0.5:1 multiplier for temporal loss) based on the application of the Savannah District's Standard Operating Procedure for Compensatory Mitigation (version 2.0, October 2021).

Other Governmental Authorizations: The modification will not require authorization under Section 404 of the Clean Water Act.

Environmental Resource Review: Preliminary review indicates that: 1) An environmental impact statement will not be required; 2) No species of fish, wildlife, or plant (or their critical habitat) listed as endangered or threatened under the Endangered Species Act of 1973 (PL 93-205) will be affected; and, 3) No cultural or historical resources considered eligible or potentially eligible for listing on the National Register of Historic Places will be affected according to a website review of known listed properties. Additional information may change any of these preliminary findings.

Other Evaluation Factors: The Corps is soliciting comments from the public, Federal, State, and local agencies and officials, Indian tribes, and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors. Comments are used in the evaluation of the proposed mitigation site modification(s) pursuant to 33 CFR Parts 325 and 328, and 40 CFR Part 230.

Comment Period: Anyone wishing to comment on this proposal should submit comments in writing to: Commander, U.S. Army Corps of Engineers, Savannah District, Attention: Adam White, 4751 Best Road, Suite 140, College Park, Georgia 30337-5600, no later than **15 days** from the date of this notice. Submittal of comments via email, to the address listed below, is also acceptable. Please refer to the Permittee's name (Walton County Water and Sewerage Authority) and the assigned Regulatory file number (SAS-1999-12220) in your comments.

The Corps is particularly interested in receiving comments related to the proposal's probable impacts on the affected aquatic environment and the secondary and cumulative effects. Please note that all comment letters received are subject to release to the public through the Freedom of Information Act.

If you have any further questions concerning this public notice, please contact Adam F. White, Project Manager, Piedmont Branch at 678-422-2730, or adam.f.white@usace.army.mil.

3 Encls
1. Practical Alternative Report Monroe Connector STP00-0000-00(411) Walton County P.I. No.: 0000411
2. Construction Plan, SR 83 Connector from SR11 to SR83, Drawing No. 13-0003 - Parcel 4 RC Extinguishment Area (0.273 acre)
3. Construction Plan, SR 83 Connector from SR11 to SR83, Drawing No. 13-0003 - Parcel 5 RC Extinguishment Area (0.25 acre)

PRACTICAL ALTERNATIVE REPORT

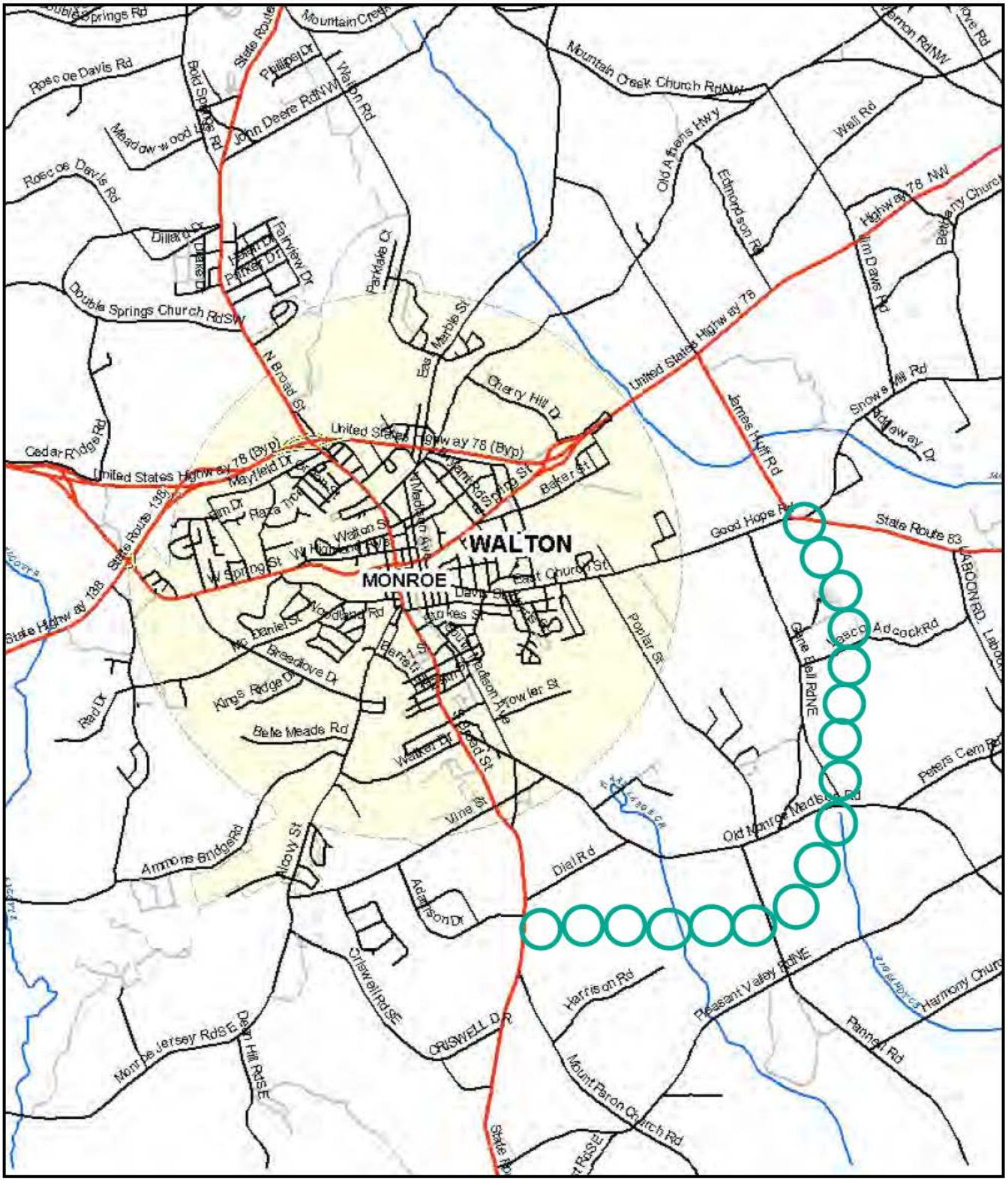
GENERAL PROJECT LOCATION/DESCRIPTION

The Monroe Connector Project STP00-0000-00(411) P.I. No. 0000411 in Walton County, Georgia would construct a new location, 4.7-mile connector that would provide an alternate route around the historic downtown of the City of Monroe. The connector would begin at State Route (SR) 11 approximately 0.5 mile south of the city limits, extend east of the city, and end at SR 83. Physical construction would terminate at SR 83; however, the connector would tie into the existing intersection of James Huff Road and SR 10/US 78 and include additional turn lanes extending to approximately 1,200 linear feet (LF) north of SR 83. The midpoint of the project corridor is latitude 33.779151° N and longitude 83.658831° W. The proposed typical section along the Monroe Connector would consist of two 12-foot lanes (one travel lane in each direction) with 10-foot outside shoulders (6.5 feet paved). A single 12-foot right- and left-turn lane would be provided at intersection locations. The existing segment of James Huff Road/SR 83 would remain as a two-lane roadway for approximately 0.73 mile from SR 83 at Monroe Connector and would remain as a four-lane roadway with 12-foot travel lanes with a combination of a raised and depressed median for approximately 0.48 mile, north of the two-lane section, leading to SR 83 at SR 10/US 78. The proposed project is approximately 25,208 LF (4.7 miles) based on the current (April 2012) project design. The total disturbed area for the project is approximately 81 acres.

The Atlanta Regional Commission (ARC) adopted the Envision 6 Regional Transportation Plan (RTP) for the Atlanta metropolitan area in September 2007. The plan addresses current and expected travel demands on the region's transportation system through the year 2030. The RTP is the direct result of a comprehensive, cooperative, and continuous process conducted by ARC, local governments, and Georgia DOT in cooperation with the Federal Highway and Federal Transit Administrations. The Envision 6 RTP recommends constructing the Monroe Bypass to the east of the City of Monroe in Walton County, and the project is programmed in the Fiscal Year (FY) 2008–2013 Transportation Improvement Program under reference number WA-003.

In addition, the proposed project was identified as a need in the Northeast Georgia Regional Development Center's Joint City-County Comprehensive Plan 2006-2026 for Walton County (approved August 2007). According to the plan, the proposed Monroe Bypass (now the SR 83 Connector) would improve increasing congestion in downtown Monroe due to truck and commuter traffic.

Location Map



Please refer to Attachment A for an Alternatives Map and Attachment B Typical Sections and Design Sheets and Attachment C State and Federal Waters.

NEED AND PURPOSE

The Monroe Connector is needed to remove truck traffic out of and around the downtown historic district of the City of Monroe. There are nine separate historic districts and five individual buildings currently listed on the National Register of Historic Places (NRHP) within the city limits. Additionally, the crash data exceeds the State Wide Average for accident rates on similar facilities. The City of Monroe desires economic development within the city and the county. The alternate route is needed to make Walton County a more desirable location for industry, as demonstrated within the City of Monroe and Walton County future land uses plans.

The purpose of the project is to provide an alternative route for truck traffic that currently uses SR 11 through the City of Monroe's historic district from Interstate 20 (I-20) heading north to SR 316 and/or I-85. The proposed bypass would allow trucks and commuters using SR 11 from I-20 and SR 316 an alternative to the already congested downtown. Eliminating the truck traffic through Downtown Monroe would restore some of the roadway capacity; thereby, promoting economic development for the city. Additionally it would minimize stop and go traffic conditions, subsequently helping to reduce the incidence and severity of crashes related to the truck traffic. The City of Monroe envisions the historic downtown to be a downtown business district that is desirable to small businesses, which is pedestrian friendly and would draw local residents or visitors to the area. The land use immediately adjacent to the corridor is listed as an employment center on the Walton County Future Land Use Map. Getting the trucks out of the downtown streets and onto a route that is efficient for truck movement could be desirable for industry or warehousing which would bring economic growth to the City as well as the County. Returning downtown Monroe to a commercial business district and maintaining the historic nature of the area could stimulate the economy by attracting visitors and promoting a pedestrian friendly environment.

EXISTING ROADWAY

SEGMENT	POSTED SPEED	TYPICAL SECTION	AVERAGE RIGHT-OF-WAY WIDTH
James Huff Rd/SR 83 at Good Hope Road north to project tie-in	45	Four-lane divided highway	80-150 feet

EXISTING MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH (ft)	WIDTH (ft)	SUFF. RATING	STREAM/ WETLAND AREA*
Not Applicable				

PROPOSED ROADWAY

PROJECT	DESIGN SPEED	TYPICAL SECTION	AVERAGE RIGHT-OF-WAY WIDTH
STP00-0000-00(411)	55 mph	Consist of two 12-foot lanes with 6.5-foot paved shoulder, 3.5-foot grassed shoulder and ditch. Shoulders will include 16-inch rumble strip. One 12-foot right and left turn lanes will be added at intersecting roads.	150-200 ft

PROPOSED MAJOR STRUCTURES

PROJECT	FEATURES INTERSECTED/TYPE	APPROXIMATE LENGTH (ft)	APPROXIMATE WIDTH (ft)	STREAM/ WETLAND AREA*
STP00-0000-00(411)	double 6' x 6' box culvert	113	12	Stream 2
STP00-0000-00(411)	double 48" pipe	126	8	Stream 3
STP00-0000-00(411)	double 7' x 7' box culvert	168	14	Stream 5
STP00-0000-00(411)	double 54" pipe	115	9	Stream 6
STP00-0000-00(411)	84" pipe and storm sewer manhole	120	7	Stream 7
STP00-0000-00(411)	36" pipe	135	3	Stream 7
STP00-0000-00(411)	single 42" pipe	137	3.5	Stream 9
STP00-0000-00(411)	single 6' x 6' box culvert	122	6	Stream 10
STP00-0000-00(411)	double 24" pipe	24	4	Stream 11
STP00-0000-00(411)	single 48" pipe	135	4	Stream 13
STP00-0000-00(411)	double 6' x 6' box culvert	115	12	Stream 16
STP00-0000-00(411)	double 48" pipe	130	8	Stream 19
STP00-0000-00(411)	double 48" pipe	130	8	Steam 20
STP00-0000-00(411)	triple 6' x 6' box culvert	210	18	Stream 23

*Stream and Wetland number designations are per the Approved Ecology Resource Survey Report (November 2011) and Draft Ecology Assessment of Effects Report (April 2012, in progress).

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

Wetland and hydric soil boundaries, floodplains, parks and recreational facilities, known or suspected historical and archaeological sites, existing ROW, possible underground storage tanks (USTs)/landfills/hazardous waste sites, and areas of possible endangered species habitat were delineated on the aerial photography prior to laying out an alignment. Also identified on the aerial photography were other "controls," such as churches, cemeteries, schools, hospitals, and any other noise-sensitive areas. Only at this point was the proposed alignment developed with every attempt made to avoid sensitive ecological, historical, and archaeological areas. In the event that avoidance was not possible, every attempt was made to minimize harm to such resources. The proposed alignment, once laid out on aerial photography, was field checked and additional refinements were made to further minimize harm to both the natural and built environments.

The PAR looks at the following alternatives, according to the draft Concept Report (2012):

1. Current alignment (preferred)
2. No build scenario
3. Alignment north of Old Monroe Madison Highway
4. Alignment tying into Old Monroe Madison Highway, including widening of Old Monroe Madison Highway
5. Alignment south of the preferred alignment

Although these five alternatives were considered for the proposed project, Alternatives 3 through 5 were eliminated due to the increased construction and ROW costs, significant adverse impacts to historic resources, and stream/wetland impacts; therefore, only the preferred alternative and no build scenario were advanced to the impact analysis completed in Table 1. Desktop impact analysis was completed using digital data from the following resources through Geographic Information System (GIS) dataset layers: US Geologic Survey (USGS) topography, National Wetlands

Inventory (NWI), US Department of Agriculture (USDA) – Natural Resource Conservation Service (NRCS) soil survey, and USGS National Hydrography Dataset (NHD).

CURRENT BEST FIT ALTERNATIVE (ALTERNATIVE 1)
Wetlands Minimization Alternative

Project STP00-0000-00(411), P.I. No. 0000411 would begin at SR 11 approximately 0.5 mile south of the city limits, extend east of the city, and end at SR 83. Physical construction would terminate at SR 83; however, the connector would tie into the existing intersection of James Huff Road and SR 10/US 78. The proposed typical section along the SR 83 Connector would consist of two 12-foot lanes (one travel lane in each direction) with 10-foot outside shoulders (6.5 feet paved). At intersection locations, single 12-foot right- and left-turn lanes would be provided. The existing segment of James Huff Road/SR 83 would remain as a two-lane roadway for approximately 0.73 mile from SR 83 at SR 83 Connector and would remain as a four-lane roadway with 12-foot travel lanes with a combination of a raised and depressed median for approximately 0.48 mile, north of the two-lane section, leading to SR 83 at SR 10/US 78. The total length of this alternative is approximately 4.7 miles.

The majority of the study corridor is comprised of rural agricultural, silvicutural, and rural residential land use, with moderate suburban land use and industrial (warehousing) development being located near the corridor's mid-point at US 78. Remaining upland natural areas are comprised of mixed mesophytic habitat associations within the Piedmont physiographic region. In order of relative dominance, upland habitats within the project study area are characterized by mixed loblolly pine woodlands; actively-grazed pasture; old field with herbaceous and early successional woody vegetation; and secondary successional broad-leaf deciduous woodland and forested plant community associations. Suburban residential, including parks and recreation areas; urban impervious surface, including roadways and commercial and institutional developments; and roadside and utility-line edge/scrub characterize the dominant anthropogenic land use types. Two streams within one-mile of the project study area, Big Sandy Creek and Jacks Creek, are listed for exceeding acceptable fecal coliform levels on the Georgia Environmental Protection Division (GA EPD) draft 2012 Integrated 305(b)/303(d) List of Waters. No additional environmentally sensitive areas were identified within the project corridor. No federal or state listed protected species or their suitable habitats were identified during field reconnaissance.

Total impacts for Alternative 1, according to the April 2012 project plans, include: 0.77 acre of wetland; 2,068 linear feet of stream; no archeological resource impacts; no historic property impacts; and no residential and/or commercial displacements.

Typical Section Overview Under Alternative 1		
Segment	**Length (mi)**	**Proposed Typical Section**
Total project length	4.7	Two 12-foot lanes with 6.5-foot paved shoulder, 3.5-foot grassed shoulder and ditch. Shoulders will include 16-inch rumble strip. One 12-foot right and left turn lanes will be added at intersecting roads.

OTHER ALTERNATIVES CONSIDERED

ALTERNATIVE 2 (no build scenario):

Project STP00-0000-00(411), P.I. No. 0000411 would not be built. The total length of the alternative would be 0 miles.

The no build scenario would not meet the need and purpose of the proposed project; therefore, Alternative 2 was eliminated from consideration.

ALTERNATIVE 3 (north of Old Monroe Madison Highway):
Project STP00-0000-00(411), P.I. No. 0000411 includes a crossing to the north of Pannell Road and requires a series of minimum radius reverse curves. The alignment crosses Poplar Street, Blassingame Road, and Gene Bell Road and ties into the existing intersection of SR 83 and Good Hope Road.

Alternative 3 was eliminated from consideration due to the number of parcel and displacement impacts, resulting in higher project costs (construction and ROW). This alignment would impact 42 residential and commercial parcels and require six displacements. According to desktop research of the Georgia's Natural, Archaeological, and Historical Resources GIS (NAHRGIS) database for this alternative, there is a low to medium occurrence risk of archeological artifacts and no historical property impacts. Ecological impacts determined by desktop analysis for Alternative 3 include approximately 1.83 acres of wetland and 6,468 linear feet of stream.

ALTERNATIVE 4 (tying back into Old Monroe Madison Highway, with widening of Old Monroe Madison Highway):
Project STP00-0000-00(411), P.I. No. 0000411 includes a new alignment of the SR 83 connector from SR 11 to Old Monroe Madison west of Poplar Street and from Old Monroe Madison west of Gene Bell Road to existing SR 83 intersection with Good Hope Road. The existing section of Old Monroe Madison between Polar Street and Gene Bell Road would require widening to accommodate the required shoulder and turn lanes.

Alternative 4 was eliminated from consideration due to greater impacts to historic properties, according to NAHRGIS. This alignment would adversely impact one historic property on Old Monroe Madison Highway. Ecological impacts determined by desktop analysis for Alternative 4 include approximately 1.94 acres of wetland and 3,379 linear feet of stream.

ALTERNATIVE 5 (south of preferred alignment):
Project STP00-0000-00(411), P.I. No. 0000411 includes a new alignment from SR 11 to SR 83 which runs south of Dial Road, Pannell Road, and Old Monroe Madison. The proposed alignment would tie into the existing intersection of SR 83 and Good Hope Road.

Alternative 5 was eliminated from consideration due to greater impacts to historic properties, according to NAHRGIS. This alignment would adversely impact three historic properties near Pannell Road. Ecological impacts determined by desktop analysis for Alternative 5 include approximately 6.74 acres of wetland and 2,863 linear feet of stream.

***NOTE: The Georgia DOT, in its representations of preliminary concepts, strives to show as nearly as possible the route and right-of-way requirements of projects. Because of the preliminary nature of these location studies, certain information cannot be finalized until completion of the design stage of the Georgia DOT's project development process. In areas where existing facilities are to be improved and are in need of vertical and/or horizontal realignment, Georgia DOT tries to present a "worst case" of impacts, in anticipation of a reduction of these impacts and right-of-way requirements at the detailed design stage.**

TABLE 1: ALTERNATIVE ANALYSIS						
FACTOR	**ALTERNATIVE 1 (BEST FIT ALTERNATIVE)**	**ALTERNATIVE 2 (NO BUILD)**	**ALTERNATIVE 3**	**ALTERNATIVE 4**	**ALTERNATIVE 5**	**INFORMATION SOURCE**
Length (miles)	4.7	0	3.7	3.4	4.7	Draft 2012 Concept Report
Typical Sections	Two 12-foot lanes with 6.5-foot paved shoulder, 3.5-foot grassed shoulder and ditch. Shoulders will include 16-inch rumble strip. One 12-foot right and left turn lanes will be added at intersecting roads.	NA	Two 12-foot lanes with 6.5-foot paved shoulder, 3.5-foot grassed shoulder and ditch. Shoulders will include 16-inch rumble strip. One 12-foot right and left turn lanes will be added at intersecting roads.	Two 12-foot lanes with 6.5-foot paved shoulder, 3.5-foot grassed shoulder and ditch. Shoulders will include 16-inch rumble strip. One 12-foot right and left turn lanes will be added at intersecting roads.	Two 12-foot lanes with 6.5-foot paved shoulder, 3.5-foot grassed shoulder and ditch. Shoulders will include 16-inch rumble strip. One 12-foot right and left turn lanes will be added at intersecting roads.	Draft 2012 Concept Report
Displacements						
Residential	0	0	42	0	0	Draft 2012 Concept Report
Commercial	0	0	6	0	0	
Mobile Homes (occupied)	0	0	0	0	0	
Historic	0	0	0	1	3	
Total (residential & commercial)	0	0	48	1	3	
Other Impacts						
Misc.	NA	NA	NA	NA	NA	NA
Historic Resource Impacts	0	0	0	1	3	Draft 2012 Concept Report
Archeological Impacts	low to medium risk	0	low to medium risk	low to medium risk	low to medium risk	Desktop Review of NARHGIS

TABLE 1: ALTERNATIVE ANALYSIS (continued)							
FACTOR		**ALTERNATIVE 1 (BEST FIT ALTERNATIVE)**	**ALTERNATIVE 2 (NO BUILD)**	**ALTERNATIVE 3**	**ALTERNATIVE 4**	**ALTERNATIVE 5**	**INFORMATION SOURCE**
Other Impacts (continued)							
Wetlands	**Impacts**	0.77 acre	0	1.83	1.94	6.74	Draft 2012 Ecology Assessment of Effects Report (Alt 1), desktop analysis (Alt 3,4,5)
	# of Impacts	3	0	4	3	7	
	Estimated Mitigation Credits	6.1	0	15	16	55	
Non-Exempt State Water Buffers		26,550 square feet	0	*	*	*	
Streams	**Impacts**	2,068 linear feet	0	6,468 linear feet	3,379 linear feet	2,863 linear feet	
	# of Impacts	13	0	12	9	6	
	Estimated Mitigation Credits	10,534.2	0	48,000	21,000	18,000	
Cost Estimates							
Construction		$15,452,660	0	*	*	*	Draft 2012 Concept Report (Alt 1), desktop analysis (Alt 3,4,5)
Mitigation	**Wetland**	$36,600	0	$90,000	$96,000	$330,000	
	Stream	$632,052	0	$2,880,000	$1,260,000	$1,080,000	
	Total	$668,652	0	$2,970,000	$1,356,000	$1,410,000	
Right-of-Way		$6,075,826	0	*	*	*	Draft 2012 Concept Report
Total ($)		$22,197,138	0	*	*	*	NA

* Cannot assess this factor for Alternatives 3, 4, and 5 based on limited amount of information available.

COMPARISON OF WATERS OF THE US IMPACTS BY ALTERNATIVE

The preferred alternative (Alternative 1) was field surveyed for waters of the US in 2009. The project underwent multiple project revisions, including truncating the project corridor down to a 4.7 mile connector. Table 2 provides a resource-by-resource breakdown of impacts to waters of the US resulting from Alternative 1.

Alternative 1 (the currently proposed alternative) would impact a total of 0.77 acre of wetlands and 2,068 linear feet of stream, per the April 2012 project plans. Thirteen streams and three wetlands would be permanently impacted by Alternative 1. Impacts to four streams, three wetlands, and one open water were avoided by Alternative 1. Impacts were assessed using preliminary construction limits and design.

With exception of Alternative 2 (No Build), which does not meet the project need and purpose, Alternative 1 appears to be the build alternative that minimizes impacts to wetlands based on the desktop review and calculations among Alternatives 1, 3, 4, and 5.

TABLE 2: IMPACTS TO WATERS OF THE US

Resource Type	Resource #	Impacts
Waters within STP00-0000-00(411)		
Alternative 1 (Preferred)		
Wetland	1	0
Stream (P)	2	113 LF culvert, 11 LF riprap
Stream (I)	3	126 LF culvert, 15 LF riprap
Wetland	4	0.02 acre fill
Stream (P)	5	168 LF culvert, 4 LF riprap
Stream (P)	6	115 LF culvert, 18 LF riprap
Stream (P)	7	255 LF culvert, 30 LF riprap
Wetland	8	0
Stream (I)	9	137 LF culvert, 30 LF riprap
Stream (P)	10	122 LF culvert, 21 LF riprap
Stream (I)	11	24 LF culvert, 6 LF riprap
Stream (I)	12	0
Stream (P)	13	135 LF culvert, 30 LF riprap
Stream (P)	14	0
Wetland	15	0.29 acre fill
Stream (P)	16	115 LF culvert, 9 LF riprap
Wetland	17	0
Open Water	18	0
Stream (I)	19	13 LF culvert, 184 LF fill, 19 LF riprap
Stream (I)	20	119 LF fill
Stream (I)	21	0
Wetland	22	0.46 acre fill
Stream (P)	23	249 LF
Stream (I)	24	0
Alternative 3		
Wetland	N/A	1.83 acres*
Stream	N/A	6,468 LF*
Alternative 4		
Wetland	N/A	1.94 acres*
Stream	N/A	3,379 LF*
Alternative 5		
Wetland	N/A	6.74 acres*
Stream	N/A	2,863 LF*

Note: I = Intermittent, LF = linear feet, P = Perennial
*Values are approximate and based on preliminary construction limits and design

RECOMMENDATIONS: The Currently Proposed Alternative (Alternative 1) is recommended because of the lack of cultural resource (historic property) impacts, reduced ecological impacts, as well as lower ROW and construction costs.

Attachments: (A) Project Alternatives Map;
(B) Design Sheets and Typical Sections
(C) State and Federal Waters

PREPARED BY: Melissa Rottenberg, Project Ecologist
ARCADIS

ATTACHMENT A:

PROJECT ALTERNATIVES

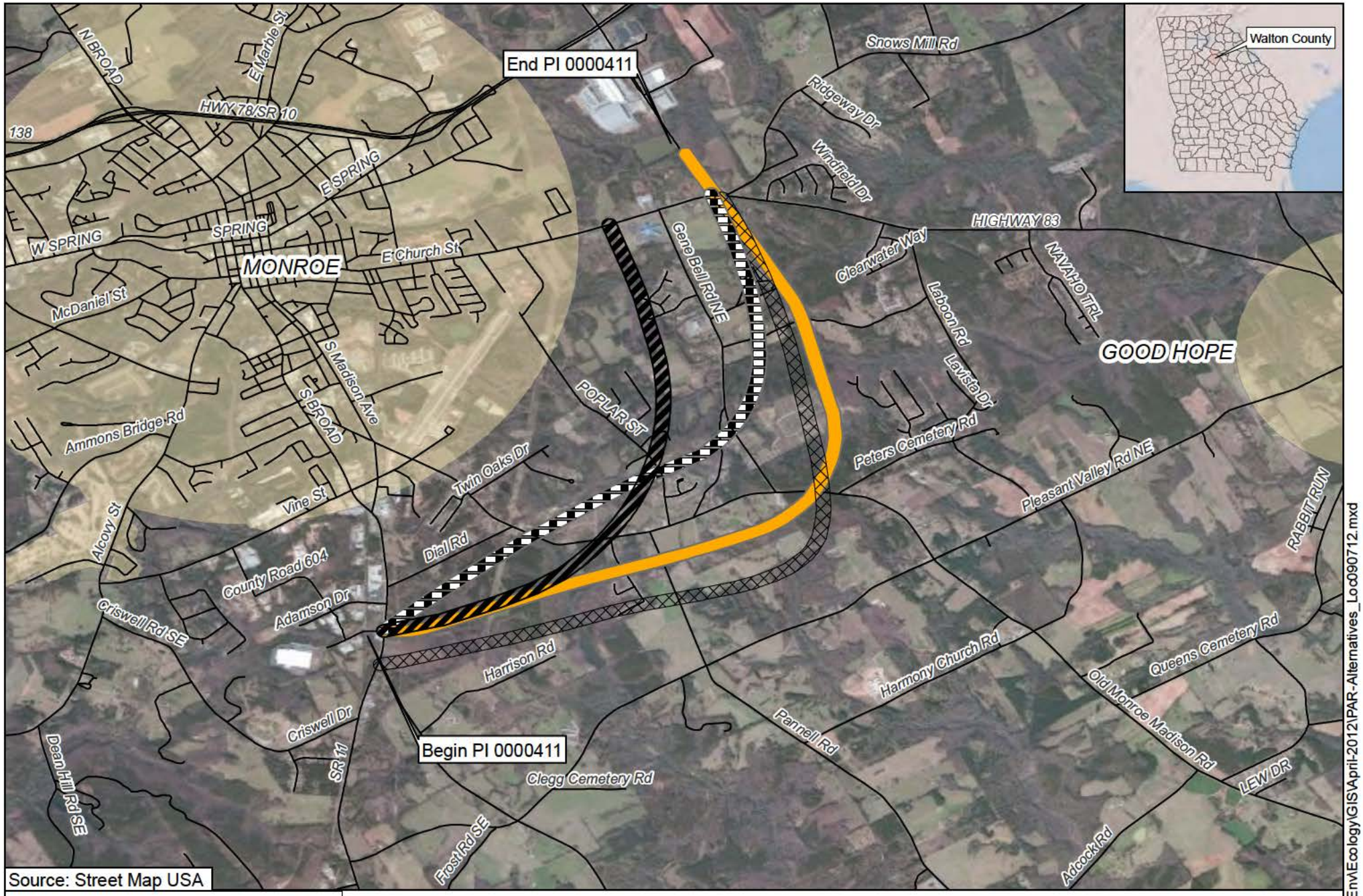


Figure 1: Alternatives Location Map
Monroe Connector
Walton County, GA
Project No. STP00-0000-00(411)
P.I. No. 0000411

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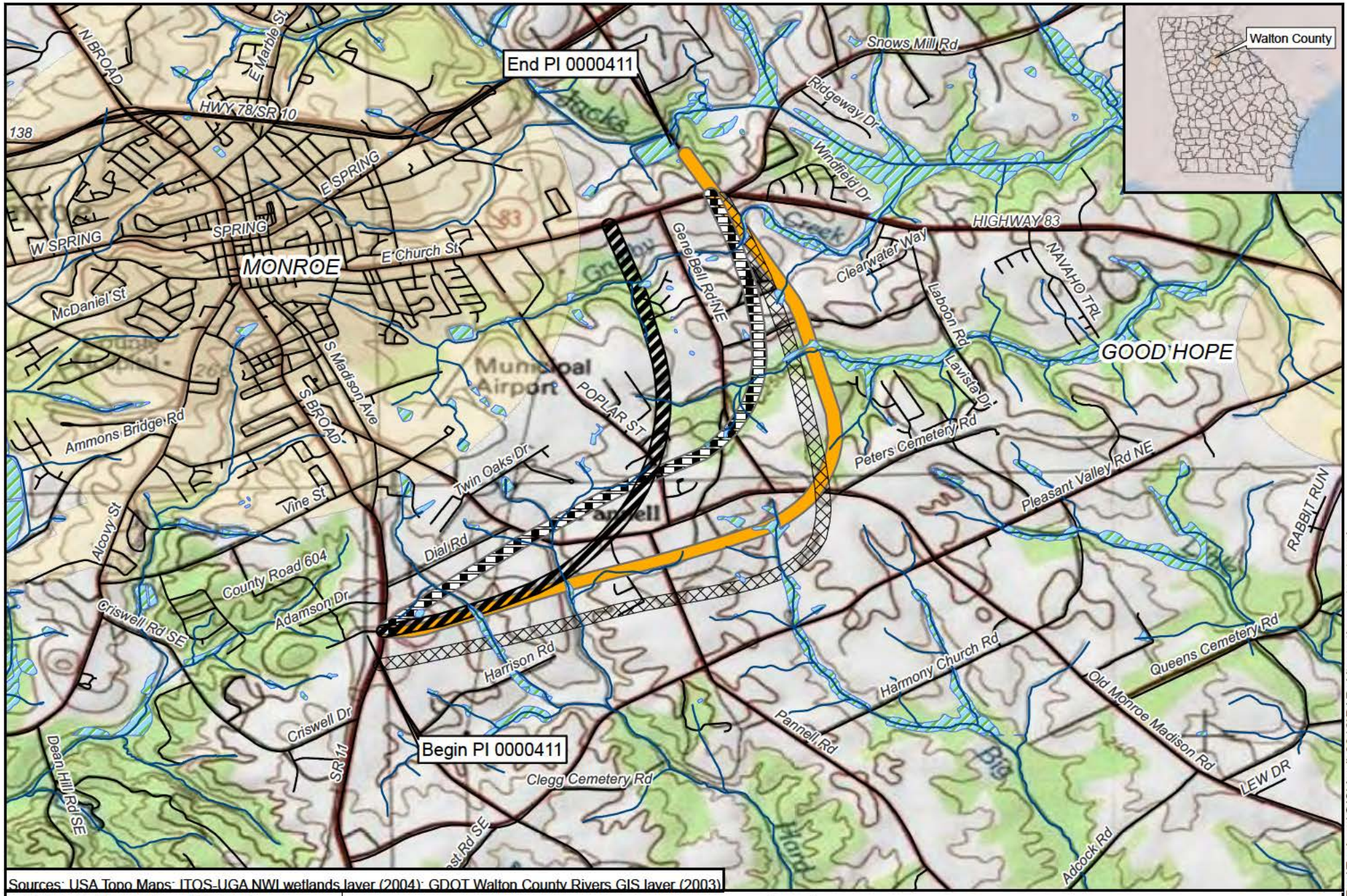


Figure 3: Alternatives Wetlands and Streams Map
Monroe Connector
Walton County, GA
Project No. STP00-0000-00(411)
P.I. No. 0000411

1 inch = 0.8 miles

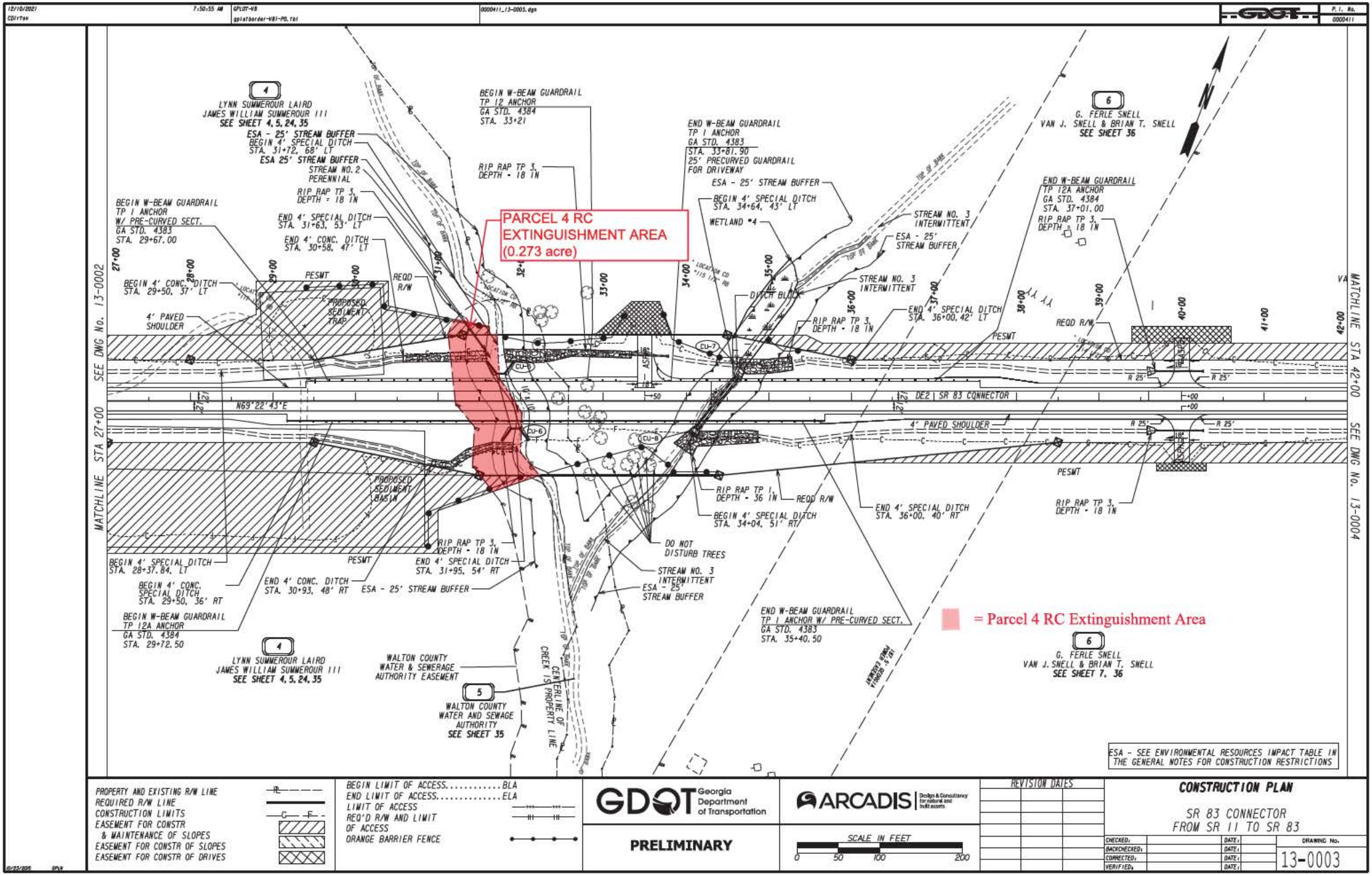
0 0.5 1 Miles

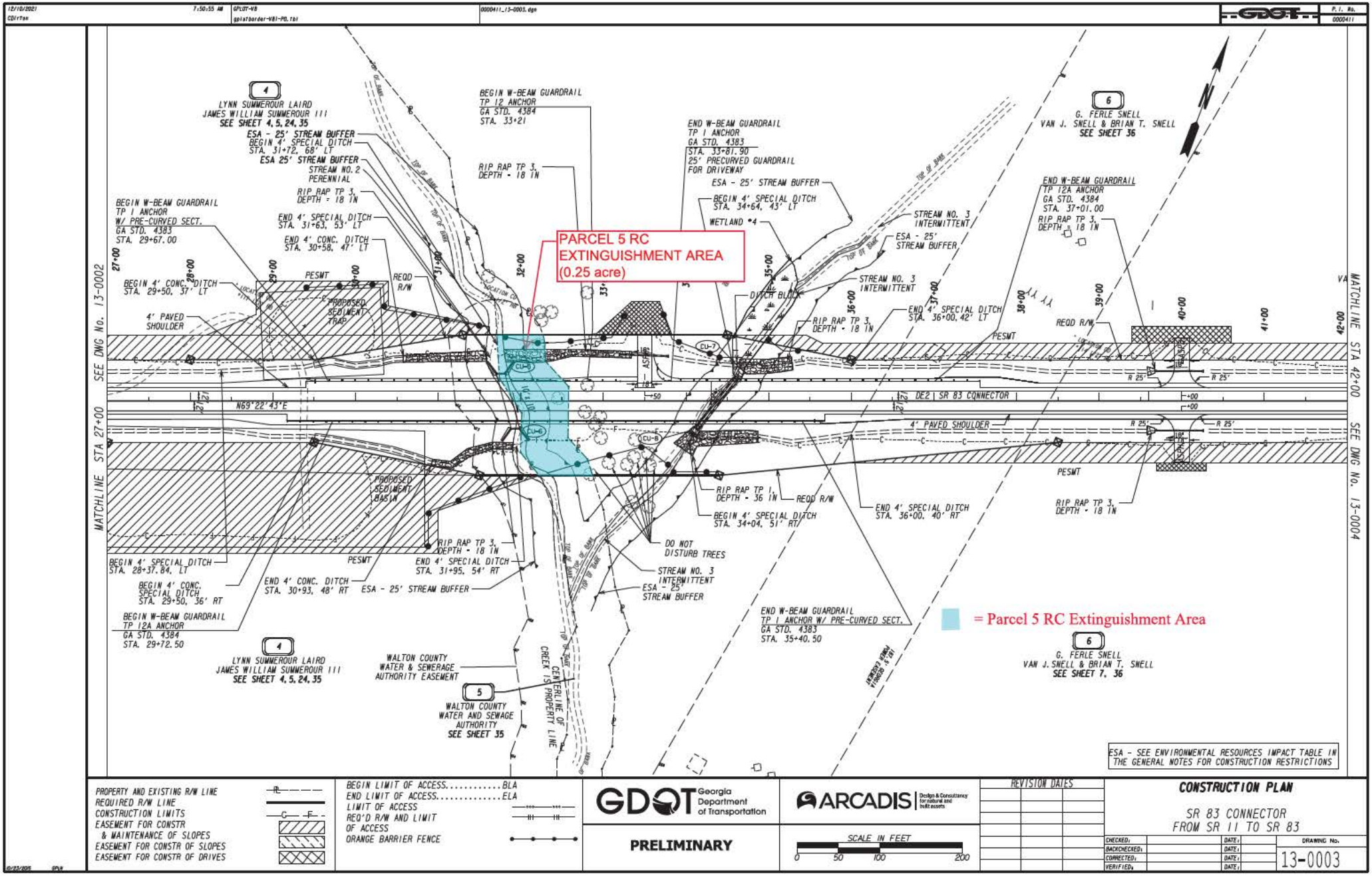
N W E S

Alternative 4
Alternative 3
Alternative 5
Alternative 1
Cities
NWI Wetlands
Walton County Streams

Note: Alternative 2: No Build

Path: G:\Trfi63152\Env\Ecology\GIS\April-2012\PAR-Alternatives_st-wet.mxd


PARCEL 4 RC
EXTINGUISHMENT AREA
(0.273 acre)
= Parcel 4 RC Extinguishment Area
MATCHLINE STA 27+00 SEE DWG No. 13-0002
MATCHLINE STA 42+00 SEE DWG No. 13-0004
BEGIN W-BEAM GUARDRAIL TP 1 ANCHOR W/ PRE-CURVED SECT. GA STD. 4383 STA. 29+67.00
BEGIN 4' CONC. DITCH STA. 29+50, 37' LT
4' PAVED SHOULDER
PROPOSED SEDIMENT TRAP
PROPOSED SEDIMENT BASIN
BEGIN 4' SPECIAL DITCH STA. 28+37.84, LT
BEGIN 4' CONC. SPECIAL DITCH STA. 29+50, 36' RT
BEGIN W-BEAM GUARDRAIL TP 12A ANCHOR GA STD. 4384 STA. 29+72.50
LYNN SUMMEROUR LAIRD
JAMES WILLIAM SUMMEROUR III
SEE SHEET 4, 5, 24, 35
ESA - 25' STREAM BUFFER
BEGIN 4' SPECIAL DITCH STA. 31+72, 68' LT
ESA 25' STREAM BUFFER
STREAM NO. 2 PERENNIAL
RIP RAP TP 3, DEPTH = 18 IN
END 4' SPECIAL DITCH STA. 31+63, 53' LT
END 4' CONC. DITCH STA. 30+58, 47' LT
PESMT
REQD R/W
END 4' CONC. DITCH STA. 30+93, 48' RT
ESA - 25' STREAM BUFFER
RIP RAP TP 3, DEPTH = 18 IN
END 4' SPECIAL DITCH STA. 31+95, 54' RT
WALTON COUNTY WATER & SEWERAGE AUTHORITY EASEMENT
WALTON COUNTY WATER AND SEWAGE AUTHORITY
SEE SHEET 35
BEGIN W-BEAM GUARDRAIL TP 12 ANCHOR GA STD. 4384 STA. 33+21
RIP RAP TP 3, DEPTH = 18 IN
END W-BEAM GUARDRAIL TP 1 ANCHOR GA STD. 4383 STA. 33+81.90
25' PRECURVED GUARDRAIL FOR DRIVEWAY
ESA - 25' STREAM BUFFER
BEGIN 4' SPECIAL DITCH STA. 34+64, 43' LT
WETLAND #4
STREAM NO. 3 INTERMITTENT
ESA - 25' STREAM BUFFER
DITCH BLOCK
RIP RAP TP 1, DEPTH = 36 IN
REQD R/W
BEGIN 4' SPECIAL DITCH STA. 34+04, 51' RT
DO NOT DISTURB TREES
STREAM NO. 3 INTERMITTENT
ESA - 25' STREAM BUFFER
END W-BEAM GUARDRAIL TP 1 ANCHOR W/ PRE-CURVED SECT. GA STD. 4383 STA. 35+40.50
CENTERLINE OF CREEK IS PROPERTY LINE
G. FERLE SNELL
VAN J. SNELL & BRIAN T. SNELL
SEE SHEET 36
END W-BEAM GUARDRAIL TP 12A ANCHOR GA STD. 4384 STA. 37+01.00
RIP RAP TP 3, DEPTH = 18 IN
END 4' SPECIAL DITCH STA. 36+00, 42' LT
REQD R/W
PESMT
END 4' SPECIAL DITCH STA. 36+00, 40' RT
RIP RAP TP 3, DEPTH = 18 IN
4' PAVED SHOULDER
DE2 | SR 83 CONNECTOR
N69°22'43"E
G. FERLE SNELL
VAN J. SNELL & BRIAN T. SNELL
SEE SHEET 7, 36
ESA - SEE ENVIRONMENTAL RESOURCES IMPACT TABLE IN THE GENERAL NOTES FOR CONSTRUCTION RESTRICTIONS
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES
BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W AND LIMIT OF ACCESS
ORANGE BARRIER FENCE
GDOT Georgia Department of Transportation
PRELIMINARY
ARCADIS Design & Consultancy for natural and built assets
SCALE IN FEET
0 50 100 200
REVISION DATES
CONSTRUCTION PLAN
SR 83 CONNECTOR
FROM SR 11 TO SR 83
CHECKED:
BACKCHECKED:
CONNECTED:
VERIFIED:
DATE:
DRAWING No.
13-0003


PARCEL 5 RC
EXTINGUISHMENT AREA
(0.25 acre)
= Parcel 5 RC Extinguishment Area
BEGIN W-BEAM GUARDRAIL
TP 12 ANCHOR
GA STD. 4384
STA. 33+21
END W-BEAM GUARDRAIL
TP 1 ANCHOR
GA STD. 4383
STA. 33+81.90
25' PRECURVED GUARDRAIL
FOR DRIVEWAY
BEGIN W-BEAM GUARDRAIL
TP 1 ANCHOR
W/ PRE-CURVED SECT.
GA STD. 4383
STA. 29+67.00
BEGIN W-BEAM GUARDRAIL
TP 12A ANCHOR
GA STD. 4384
STA. 29+72.50
END W-BEAM GUARDRAIL
TP 1 ANCHOR W/ PRE-CURVED SECT.
GA STD. 4383
STA. 35+40.50
END W-BEAM GUARDRAIL
TP 12A ANCHOR
GA STD. 4384
STA. 37+01.00
LYNN SUMMEROUR LAIRD
JAMES WILLIAM SUMMEROUR III
SEE SHEET 4, 5, 24, 35
G. FERLE SNELL
VAN J. SNELL & BRIAN T. SNELL
SEE SHEET 36
WALTON COUNTY
WATER & SEWERAGE
AUTHORITY EASEMENT
WALTON COUNTY
WATER AND SEWAGE
AUTHORITY
SEE SHEET 35
ESA - 25' STREAM BUFFER
BEGIN 4' SPECIAL DITCH
STA. 31+72, 68' LT
STREAM NO. 2
PERENNIAL
RIP RAP TP 3,
DEPTH = 18 IN
END 4' SPECIAL DITCH
STA. 31+63, 53' LT
END 4' CONC. DITCH
STA. 30+58, 47' LT
BEGIN 4' CONC. DITCH
STA. 29+50, 37' LT
4' PAVED
SHOULDER
PROPOSED
SEDIMENT
TRAP
PESMT
REQD
R/W
PROPOSED
SEDIMENT
BASIN
BEGIN 4' SPECIAL DITCH
STA. 28+37.84, LT
BEGIN 4' CONC.
SPECIAL DITCH
STA. 29+50, 36' RT
END 4' CONC. DITCH
STA. 30+93, 48' RT
END 4' SPECIAL DITCH
STA. 31+95, 54' RT
ESA - 25' STREAM BUFFER
WETLAND #4
STREAM NO. 3
INTERMITTENT
ESA - 25'
STREAM BUFFER
DITCH BLOCK
BEGIN 4' SPECIAL DITCH
STA. 34+64, 43' LT
STREAM NO. 3
INTERMITTENT
END 4' SPECIAL DITCH
STA. 36+00, 42' LT
RIP RAP TP 3,
DEPTH = 18 IN
REQD R/W
PESMT
4' PAVED SHOULDER
DE2 | SR 83 CONNECTOR
N69°22'43"E
RIP RAP TP 1,
DEPTH = 36 IN
REQD R/W
BEGIN 4' SPECIAL DITCH
STA. 34+04, 51' RT
END 4' SPECIAL DITCH
STA. 36+00, 40' RT
DO NOT
DISTURB TREES
STREAM NO. 3
INTERMITTENT
ESA - 25'
STREAM BUFFER
CENTERLINE OF
CREEK IS PROPERTY LINE
TOP OF BANK
RIP RAP TP 3,
DEPTH = 18 IN
REQD R/W
PESMT
4' PAVED SHOULDER
RIP RAP TP 3,
DEPTH = 18 IN
R 25'
MATCHLINE STA 27+00
SEE DWG No. 13-0002
MATCHLINE STA 42+00
SEE DWG No. 13-0004
ESA - SEE ENVIRONMENTAL RESOURCES IMPACT TABLE IN
THE GENERAL NOTES FOR CONSTRUCTION RESTRICTIONS
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES
BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W AND LIMIT
OF ACCESS
ORANGE BARRIER FENCE
GDOT Georgia Department of Transportation
PRELIMINARY
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SCALE IN FEET
0 50 100 200
REVISION DATES
CONSTRUCTION PLAN
SR 83 CONNECTOR
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13-0003