



# US 64

North Carolina Department of Transportation  
Highway Division 14  
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Address Label

## US 64 Improvements

NCDOT proposes improvements to a 1.5-mile portion of US 64 from 0.3 mile west of NC 281 at Lake Toxaway to Indian Creek in Transylvania County. The project consists of straightening the roadway alignment, providing standard-width travel lanes and shoulders, and adding a westbound climbing lane. For more information about this project, contact:

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### Project Description

The North Carolina Department of Transportation (NCDOT) proposes to improve a 1.5-mile portion of US 64 from 0.3 mile west of NC 281 at Lake Toxaway to Indian Creek in Transylvania County. The project consists of straightening the roadway alignment, providing standard-width travel lanes and shoulders, and adding a westbound climbing lane.

### Why is it Needed?

This part of US 64 near Lake Toxaway has narrow lane and shoulder widths, many sharp curves, limited sight distance, and a design speed that is lower than the posted speed limits. Wide vehicles, such as tractor-trailer trucks, cross the road centerline into the opposing travel lane when moving through several sharp curves. The crash rates in the project area are higher than the average statewide crash rates for areas with similar road conditions. The purpose of the project is to improve safety and traffic flow by correcting roadway deficiencies and constructing a climbing lane to enable motorists to pass slower-moving cars or trucks.

Beginning with a Feasibility Study in 1989, NCDOT has been working to upgrade portions of US 64 between Cashiers in Jackson County and Rosman in Transylvania County. Some of the improvements have been completed under Projects R-2409A and R-2409B. Planning and design are nearly complete for R-2409C between Lake Toxaway and Indian Creek.

Planning and design are in progress for R-2409D to evaluate improving an adjoining 2.1-mile stretch of US 64 to the east between Indian Creek and Flat Creek Valley Road (SR 1147).

### The Environment

NCDOT is evaluating the project's effects on the human and natural environment. The project is being designed in a way that it does not have an adverse effect on the human or natural environment. One notable resource in the area is Gorges State Park, located at the western end of the project on the south side of US 64. The park encompasses over 7,000 acres of rugged terrain in southwestern Transylvania County and is the only state park west of Asheville.

The Federal Highway Administration (FHWA) is considering a Section 4(f) de minimis determination for impacts to Gorges State Park. A 4(f) de minimis finding means that this project will have an impact on the resource, but that the FHWA, in consultation with NCDOT and the officials with jurisdiction over the resource, has made a preliminary determination that the impacts are so minor that they will not adversely affect the resource's character, activities, or attributes. The FHWA will consider public comments before making its final determination.



### CONTACT US

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Please send your comments and questions by August 9, 2013. A comment form is enclosed for your use.

Maps displaying the location and design of the project are available on NCDOT's website at:

<http://www.ncdot.gov/projects/publicmeetings/>

## The Environment (Continued)

Due to numerous curves and steep terrain, there is no feasible alternative that will avoid the park. The project would require permanent land and temporary construction easements from the park property (approximately 1.0 acre).

NCDOT proposes to reduce effects on water quality by strictly following erosion control methods during construction. Native, non-invasive plants will be used to stabilize the slopes after construction in the area of the park boundaries.

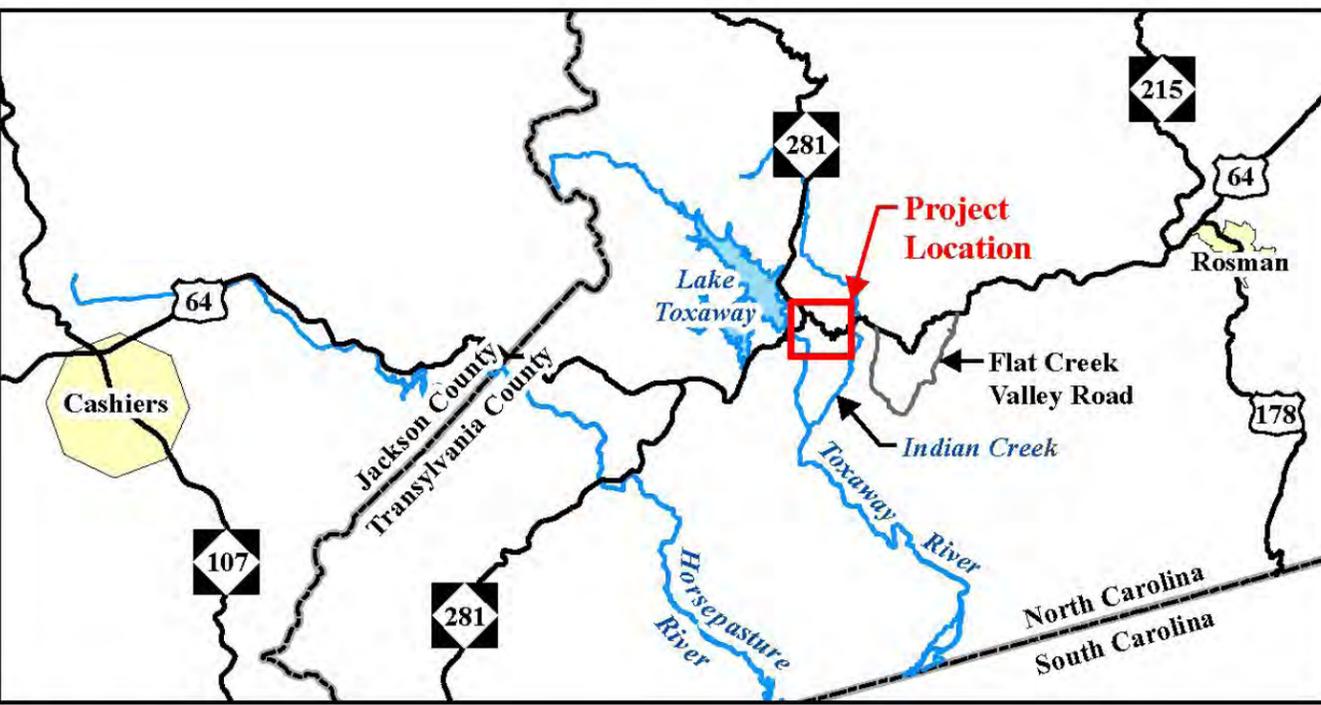
NCDOT will work with park officials to ensure the park's property boundaries directly join the highway right of way so that no private parcels remain in between.

## Project Schedule

Environmental Document	Summer 2013
Right of Way Acquisition	Fall 2013
Construction	Late 2014

\* Schedules are subject to funding.

## US 64 Vicinity Map



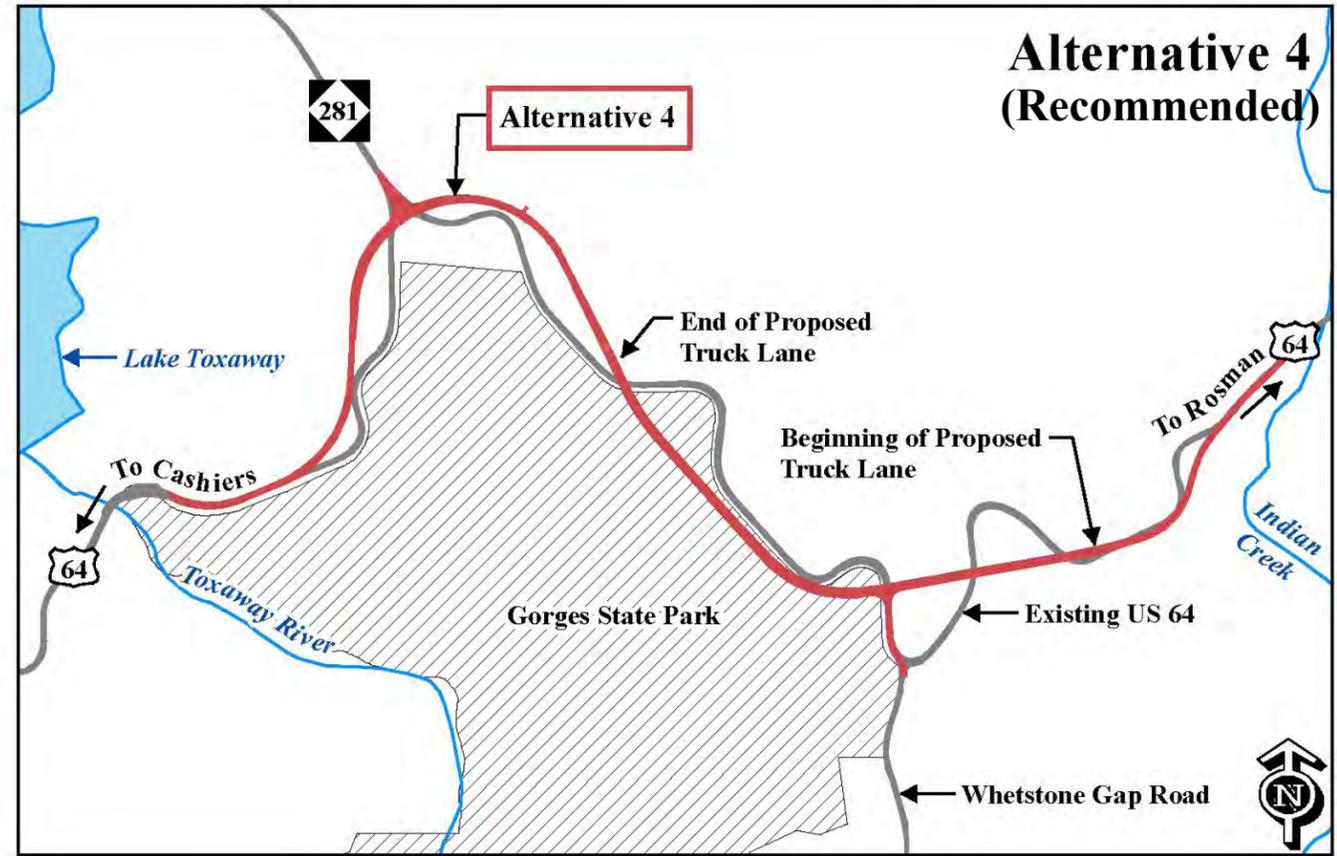
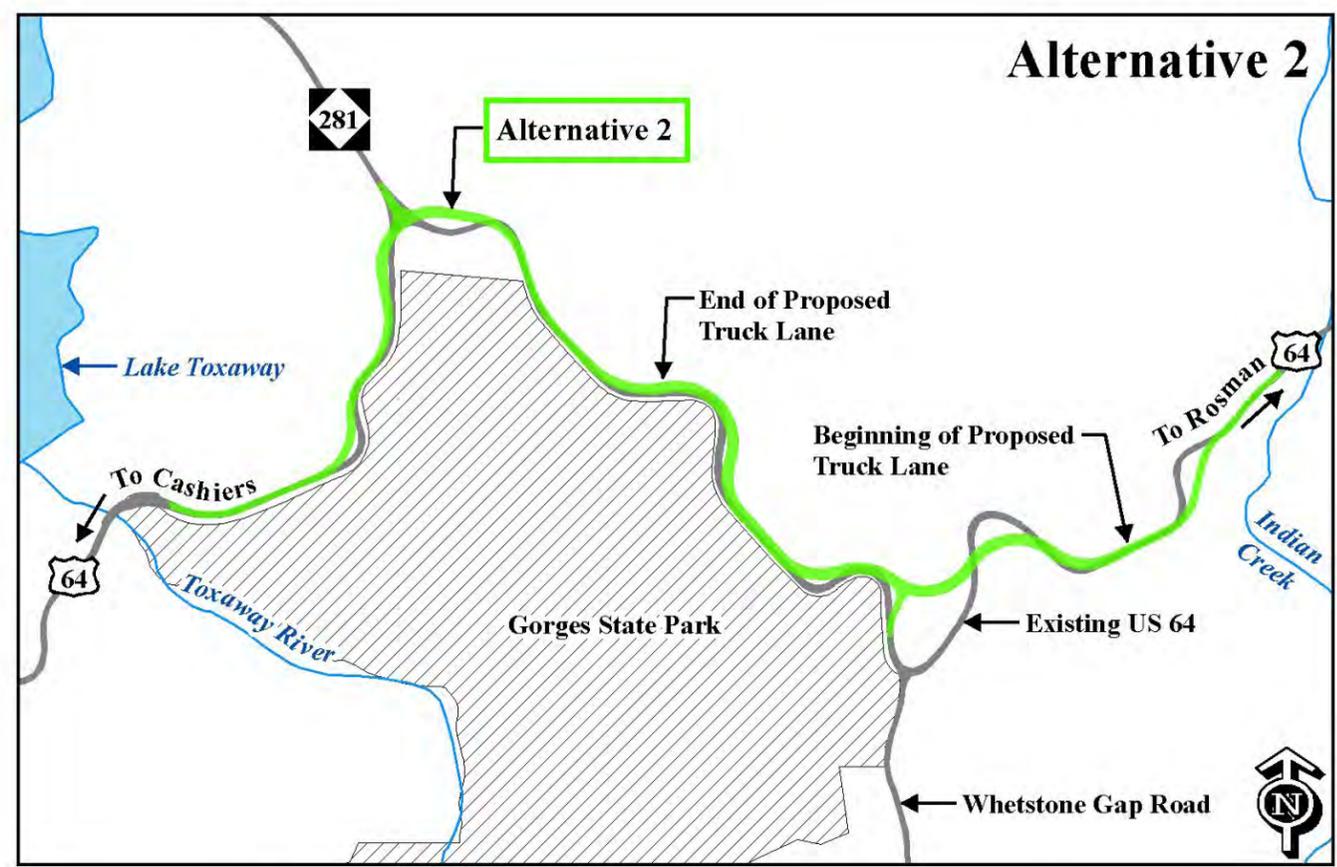
## Alternatives

Four alternatives were evaluated early in the study. Two of these (Alternatives 1 and 3) were eliminated because of engineering factors or substantial environmental impacts. Alternatives 2 and 4 are being studied in detail because they have more desirable design features and impact fewer environmental resources.

Alternative 2 realigns portions of the roadway to provide flatter horizontal curves and achieves a minimum design speed of 30 mph.

Alternative 4 corrects more of the alignment, straightens curves, and increases the design speed to 40 mph.

Alternative 4 is recommended because it better meets the purpose of the project by correcting more alignment deficiencies, has a higher design speed, and has fewer disruptions to traffic during construction.







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