

# **RECORD OF DECISION**

**United States Department of Transportation  
Federal Highway Administration**

**US 64 Improvements - Asheboro  
Randolph County**

**From West of SR 1424 (Stutts Road) to  
US 64 East of the US 64/Presnell Street Intersection**

**Federal-aid Project No. NHF – 64 (19)  
State Project No. 8.1571401  
WBS No. 34450.1.1  
TIP Project R-2536**

**December 2007**

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## 1. Decision

This Record of Decision (ROD) identifies the selected alternative for the proposed US 64 Improvements in Randolph County, North Carolina. In accordance with the National Environmental Policy Act (NEPA) and the requirements set by the Council of Environmental Quality (CEQ) (40 CFR 1505.2), this ROD identifies: 1) the selected alternative; 2) all alternatives considered by the Federal Highway Administration and the factors (e.g. environmental consequences, cost, and social and economic impacts) that were considered during evaluation of the alternatives; 3) measures adopted to avoid and minimize harm; 4) monitoring and enforcement programs for the implementation of mitigation measures; and, 5) comments on the Abbreviated Final Environmental Impact Statement (FEIS).

The proposed action will improve the 14-mile US 64 corridor in the Asheboro vicinity in Randolph County in central North Carolina by constructing a new bypass south of the City of Asheboro. The proposed project is identified as Project Number R-2536 in the North Carolina Department of Transportation's (NCDOT's) 2007-2013 State Transportation Improvement Program. It is designated as a component of the US 64 Intrastate Corridor. The Thoroughfare Plan for the City of Asheboro, which was adopted by the City in January 1999 and the NCDOT on March 4, 1999, prioritized the proposed action.

As part of this action, the NCDOT also proposes to improve the access to the North Carolina Zoological Park located southeast of the project study area. The proposed US 64 Bypass is a four-lane, median-divided facility with full access control on new location. The project study area includes the southern portion of the City of Asheboro and adjacent unincorporated areas of Randolph County. The study area is bounded on the north by existing US 64, on the east by the Progress Energy electric transmission line and the North Carolina Zoological Park, on the south by Harvey's Mountain and several residential subdivisions, and on the west by Secondary Route (SR) 1326 and SR 1424.

The purpose of the US 64 improvements is three-fold: 1) to improve traffic flow and levels of service on existing US 64; 2) to reduce congestion and thereby improve safety on existing US 64; and 3) to enhance high speed regional travel on the US 64 Intrastate Corridor. An additional purpose of the proposed project is to improve access to the North Carolina Zoological Park.

Seven interchanges are proposed along the US 64 Bypass corridor at existing US 64 West of Asheboro, NC 49, US 220 Bypass (future I-73/74), the Zoo Connector, NC 159, NC 42 and existing US 64 East of Asheboro. The Zoo Connector is proposed as a two-lane parkway facility. A bridge will carry NC 159 over the Zoo Connector. Special aesthetic design features for the bridge and surrounding landscape will provide an enhanced entrance to the North Carolina Zoological Park.

A complete description of the anticipated impacts is included in the Draft Environmental Impact Statement (DEIS), dated July 23, 2002, and the FEIS, dated March 12, 2007.

The FEIS identifies Alternative 29 as the preferred alternative for the project. Alternative 29 provides a four-lane divided freeway on new location and includes a new two-lane parkway connection to the North Carolina Zoological Park

## **2. Alternatives Considered**

Alternatives considered in the Environmental Impact Statement included the No-Build Alternative, Transportation Systems Management (TSM) Alternative, Multi-Modal Alternative, Improve Existing US 64 and NC 159 Alternative, Build Alternatives north of the City of Asheboro, and Build Alternatives south of the City of Asheboro. The No-Build, TSM, Multi-Modal, and Improve Existing US 64 and NC 159 Alternatives were determined not to meet the purpose and need for the project. Build alternatives north of the City of Asheboro were considered but were eliminated because they would impact densely developed areas, encroach on water supply watersheds associated with Lake Lucas and Lake Bunch, and eliminated access improvements to the North Carolina Zoological Park.

Planning studies identified forty-four (44) preliminary alternative corridors for evaluation. Nine build alternative corridors were selected for detailed study from the forty-four preliminary corridor segments. Planning and design studies were conducted on the nine preliminary alternative corridors and the results of these studies are discussed in the DEIS, the Reevaluation of the DEIS, and FEIS. Two Citizens Informational Workshops were held on September 30, 1998 and on June 17, 1999. In addition, several small group meetings were held to solicit input. A special public education and outreach program was designed for a Hispanic community that would be affected by all nine build alternatives. An informal Pre-Hearing Open House was held in Asheboro on May 8, 2003 to inform the public about the alternatives. A formal Corridor Public Hearing was held on May 22, 2003 in Asheboro. A transcript of the Corridor Public Hearing is included in Appendix A of the ROD.

The NEPA / 404 Merger Team met on May 12, 2004 to evaluate the alternatives. The Merger Team is made up of representatives from the U.S. Army Corps of Engineers, the N.C. Department of Environment and Natural Resources, the FHWA, and the NCDOT. These agencies set policy and guidance through "An Interagency Agreement Integrating Section 404/NEPA" (May, 1997) which is generally referred to as the NEPA/404 Merger Agreement. This agreement describes a phased approach to the coordination process where a "Project Merger Team" is assembled at the beginning of a selected highway project and reviews a series of four concurrence points as project development progresses. The Merger Team reviews the project with respect to each concurrence point and provides written concurrence before the next step in the project's development is initiated. After evaluation of public input and data on impacts, the Merger Team selected Alternative 29 as the Least Environmentally Damaging Practicable Alternative

(LEDPA). Alternative 29 is the LEDPA, and therefore is the environmentally preferred alternative.

## 2.1 Basis for Selection

Alternative 29 was selected as the Preferred Alternative for the following reasons:

- It was selected May 12, 2004 as the LEDPA by the Federal Highway Administration (FHWA), NCDOT, US Army Corps of Engineers (USACE), North Carolina Department of Environment and Natural Resources-Division of Water Quality (NCDENR-DWQ) and other federal and state regulatory and resource agencies.
- The preliminary design of Alternative 29 has minimized community impacts and avoids the controversial and serious neighborhood impacts of Alternatives 1 and 13.
- It has the fourth fewest number of stream crossings, with 23 crossings, among a range of 18 to 26 crossings for the nine alternatives.
- It affects the smallest area of wetlands.
- It has the fourth lowest noise receiver impacts of the nine alternatives considered.
- It is supported by local governments, including the City of Asheboro.
- It is supported by many citizens who spoke at the public hearing and later submitted a petition in opposition to the orange alignment (Alternatives 1 and 13) and supported the green alignment (Alternatives 2, 4, 10, 14, 22, 29, and 33).

The Corridor Public Hearing was attended by approximately 350 persons. A total of 22 people spoke at the hearing and 60 people submitted written comments after the hearing. Only four comments were received that expressed opposition to all alternatives. Alternatives 1 and 13 were strongly opposed by residents because the orange segment on both alternates passed through the Crystalwood and Kennedy Country Estates residential subdivisions located off of NC Route 42. The alignment of Alternatives 1 and 13 would divide the neighborhoods located on the east side of NC 42 and add further impacts by construction of a half-cloverleaf interchange on the west side of NC 42. These impacts are described in the FEIS on page xv (**S.8, Areas of Controversy**), page 24 (**2.10, Public Involvement**, third full paragraph), and page 39 (**3.3.1, Summary of Public Comments**, first paragraph).

Minutes of the NEPA/Section 404 Merger Team meeting for LEDPA Concurrence Point # 2a and #3 are included in Appendix B.

## 2.2 Description of the Selected Alternative

Alternative 29 begins at US 64 west of Asheboro, approximately 0.5 miles east of the US 64/SR 1424 (Stutts Road) intersection. The corridor proceeds south across Cable Creek, SR 1193 (Old Hwy 49), and NC 49 about 1 mile west of the NC 49/SR 1193 intersection.

The corridor curves to the southeast to cross Taylor's Creek and Mack Road about 0.3 miles north of the Mack Road/Danny Bell Road intersection. From Mack Road, the corridor turns easterly to cross the Little River and US 220 Bypass (future I-73/74) where Southmont Drive crosses over US 220 Bypass. The corridor continues eastward across US 220 Business about 0.5 mile south of Crestview Church Road, then continues to the southeast to about halfway between US 220 Business and NC 159. At this point, the corridor curves northeast and crosses Staleys Farm Road then NC 159 about 0.1 mile south of the NC 159/Staleys Farm Road intersection. Continuing northeast, the corridor crosses Old Cox Road, Richland Creek, SR 2824 (Pine Hill Road), and NC 42 about 1 mile east of the NC 42/Browsers Chapel Road intersection. It then curves northward, crossing Squirrel Creek and SR 2604 (Luck Road), ending at US 64 east of Asheboro about 0.6 miles east of the US 64/Presnell Street intersection. The roadway's total length is 13.68 miles.

The Zoo Connector is proposed to be a two-lane, parkway-type, controlled-access roadway. The Zoo Connector will connect to the proposed US 64 Bypass with a trumpet-type interchange about 0.8 mile west of NC 159, providing adequate weave distance between the two interchanges. From the new bypass, the Zoo Connector will proceed southeast across Tantraugh Branch and Staleys Farm Road (there will be no access between the Zoo Connector and Staleys Farm Road). As it nears NC 159, the Connector will curve toward the south, crossing North Prong Richland Creek with a bridge, and proceeding southward parallel to NC 159. Near the North Carolina Zoo, the Connector curves to the east and then crosses under NC 159. East of NC 159, it connects to NC 159 Spur, which is the main entrance to the NC Zoo. A half-diamond interchange is proposed at the NC 159 crossing, with ramps constructed on the east side of NC 159. The Zoo Connector will cross under NC 159 with a stone arch bridge, which will create a more aesthetic entrance into the North Carolina Zoological Park.

The exhibits in Appendix E show the project location, alternatives considered, and the typical sections for the US 64 Bypass and Zoo Connector. The typical section proposed for the US 64 Asheboro Bypass consists of four 12-foot wide travel lanes and a 70-foot median, with 12-foot shoulders on both sides of the travel lanes. Ten (10) feet of the outside shoulders and four feet of the inside shoulders adjacent to the travel lanes will be paved. The typical section for the Zoo Connector consists of two 12-foot travel lanes with 8-foot shoulders.

Actions taken since selection of Alternative 29 as the preferred alternative include:

- Updated projected traffic volumes from year 2025 to year 2030.
- Revised interchange layout at NC 49 to provide adequate capacity for year 2030 traffic and developed ramp designs and service roads that are compatible with designation of NC 49 between Asheboro and Charlotte as a Strategic Highway Corridor.
- Added bridges at West Chapel Road and Pastureview Road to minimize disruption of neighborhood travel patterns.
- Adjusted vertical profiles and slopes to minimize impacts to streams.

- Adjusted designs to minimize impacts for Merger Point No. 4A meeting.
- Extended control of access along NC 49, NC 159, and NC 42 in accordance with current NCDOT interchange design policy.
- Conducted two additional surveys of Alternate 29 for Schweinitz's sunflower.

### 2.3 Cost Estimates

The cost estimate for Alternative 29, which includes both the US 64 Bypass and the Zoo Connector, was updated during preparation of the FEIS based on refinements to its preliminary design and recent construction cost bid data. The March 2006 estimated cost of construction of Alternative 29 is \$286,400,000, excluding right-of-way acquisition and utility relocation costs. The right-of-way cost for Alternative 29 was updated in May 2006, and is estimated to be \$33,510,000, bringing the project's estimated total cost to \$319,910,000.

Table 1 provides a comparison of 2006 right-of-way and construction cost estimates for Alternative 29 versus cost estimates developed in 2001 during preparation of the Draft EIS. The DEIS costs were developed based on cost data from year 2001 average bid prices and property values. Table 1 below shows the comparison between cost estimates based on year 2001 prices that were used in the DEIS and updated estimates based on 2006 prices used in the FEIS.

**Table 1: Cost Estimates for Alternative 29**

	DEIS	FEIS
Construction Cost	\$ 193,320,252 <sup>1</sup>	\$ 286,400,000 <sup>2</sup>
Right of Way Cost	\$ 24,386,000 <sup>1</sup>	\$ 33,510,000 <sup>2</sup>
Total Cost	\$ 217,706,252 <sup>1</sup>	\$ 319,910,000 <sup>2</sup>

1. Based on construction estimates and right of way / utility estimates dated 2001

2. Based on construction estimates and right of way / utility estimates dated 2006

### 2.4 Summary of Impacts

Evaluation criteria assessed included community cohesion, relocations, community facilities and services, environmental justice, economics, land use and transportation, noise, air, farmland, utilities, visual, hazardous materials, floodway/floodplain, protected land, historical, cultural, and archeological impacts. Natural environmental impacts were assessed including soils, geological, biotic, wildlife, protected species and water resources. All of the criteria listed above were assessed through a GIS land suitability analysis mapping process conducted for the alternative studies. These studies are documented in the DEIS and FEIS. A summary of impacts associated with Alternative 29 is shown in Table 2.

**Table 2: Summary of Impacts – Selected Alternative**

<b>FACTORS</b>	<b>ALTERNATIVE 29</b>
Length (Miles)	14
Interchanges	7
Railroad Crossing	0
Construction Cost (Includes E & C)	\$286,400,000
Right-of Way Cost	\$33,510,000
Total Cost	\$319,910,000
Residential Relocations	187
Business Relocations	34
Schools Impacted	0
Parks Impacted	0
Churches Impacted	1
Cemeteries Impacted	0
Electric Transmission Lines Crossed	3
Water Lines Crossed	3
Eligible Architectural Historic Sites	0
Eligible Archaeological Historic Sites	3
Stream Crossings	23
Stream Impacts (linear feet)	29,896
Leaking Underground Storage Tank Sites	0
Noise Receiver Impacts <sup>1</sup>	38
Number of Exceedances of Carbon Monoxide Ambient Standards	0
Deciduous Forest (acres)	561.8
Evergreen Forest (acres)	31.4
Mixed Forest (acres)	52.0
Bare/Transitional (acres)	33.9
Cultivated (acres)	25.6
Pasture (acres)	98.6
Residential/Community (acres)	193.4
Total Wetland Impacts <sup>2</sup> (acres)	3.3
Federally Listed Species Habitat	0
Floodplains (Acres)	12.24

1-Noise receiver impacts include Category B (Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals) and category C (Developed lands, properties, or activities not included in Categories A or B).

2-Total wetland impacts include Low Elevation Seep Wetlands, Forested Wetlands, and Emergent Wetlands

### 3. Section 4(f) Statement

Section 4(f) of the Department of Transportation Act, as amended (23 USC 138), states that the FHWA shall not approve any program or project which requires the use of publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge or any land from a historic site unless there is no feasible and prudent alternative and the

action includes all possible planning to minimize harm. With the exception of archaeological sites, there are no known resources affected by Alternative 29 that are protected under the auspices of Section 4(f). The historic architecture intensive survey for the project found one resource, the Cox Brown farm, eligible for the National Register of Historic Places but Alternative 29 is more than one mile away from the farm and will have no effect on the site.

Section 4(f) applies to all archaeological sites that are on or eligible for inclusion on the National Register of Historic Places and that warrant preservation in place. Section 4(f) does not apply if the FHWA, after consultation with the State Historic Preservation Office (HPO), determines that the archaeological resource is important chiefly because of what can be learned through data recovery and has minimal value for preservation in place (23 CFR 771.135(g)). On March 20, 2006, the NCDOT submitted a draft archaeological survey report to the HPO and recommended three sites as eligible for listing in the National Register of Historic Places under Criterion D. The HPO determined that the three eligible archaeological sites affected by the proposed improvement are valuable for data recovery but do not warrant preservation in place. Therefore, the requirements of Section 4(f) do not apply to this project. A copy of the letter dated April 7, 2006 from the HPO is included in Appendix C.

#### **4. Measures to Minimize Harm**

Measures to minimize harm through coordination, avoidance, minimization, mitigation and environmental commitments are discussed in detail in Chapter 4 of the Draft EIS, in the Summary and Chapters 1 and 2 of the FEIS, and in the Special Project Commitments (Green Sheets) included in Appendix D of this document. Avoidance and minimization measures were discussed and agreed upon by the NEPA / Section 404 Merger Team (Concurrence Point 4A). The measures to minimize harm are summarized below.

##### **4.1 Relocations**

Alternative 29 impacts 187 residences, 34 businesses, and one church. Some of the displacements occur where extension of access control resulted in landlocked property due to loss of access, primarily at interchanges on NC 49, NC 159, and NC 42. Additional displacements resulted from the addition of the grade-separation at West Chapel Road (SR 1424) and from the modification of the NC 49 interchange. Several service roads were added during preparation of the FEIS to minimize residential and business impacts. During final design, further evaluation of service roads will be undertaken to lessen residential and business acquisitions resulting from extension of access control along crossroads.

NCDOT has determined that there are comparable replacement housing and suitable business sites available within the study area for displaced homeowners, tenants, and businesses. NCDOT will provide relocation assistance to residences and businesses displaced during acquisition of right of way in accordance with the Federal Uniform

Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646) and the North Carolina Relocation Assistance Act (GS-133-5 through 133-18).

## **4.2 Cultural Resources**

The Project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended and implemented by the Advisory Council on Historic Preservation's Regulations, 36 CFR Part 800. This section requires federal agencies to take into account the effect of their undertakings on properties included in or eligible for inclusion on the National Register of Historic Places (NRHP) and to afford the Advisory Council a reasonable opportunity to comment on such findings.

### **4.2.1 Archaeology**

An intensive archaeological survey of Alternative 29 was conducted from June through August 2005. Eighty-two (82) archaeological sites were discovered within the Alternative 29 corridor. Of these, three sites are recommended as eligible for listing in the National Register of Historic Places, under Criterion D, Data. These are site 31RD1398, site 31RD1399, and site 31RD1426/1426\*\* (\*\* denotes historic component). The first two sites are prehistoric, while the third site, 31RD1426/1426\*\* is eligible for the National Register of Historic Places for the historic data it contains, although there is a prehistoric component at the site. The survey results were coordinated with the HPO, Office of State Archaeology. It was determined through consultation with the HPO that the project as currently proposed will have an adverse effect on the three eligible sites. Therefore, a Memorandum of Agreement (MOA) was developed for implementing mitigation involving data recovery at the site(s) upon acquisition of right-of-way and prior to commencement of construction activities. The HPO concurred with the survey findings, recommendations of eligibility for the three sites, and proposed mitigation, as indicated in their letter dated April 7, 2006, and the Memorandum of Agreement signed by the NCDOT, FHWA, and the State Historic Preservation Officer. A commitment to perform this mitigation is included in the Project Commitments, or "green sheet" included in Appendix D. A copy of the MOA is also included in Appendix C.

### **4.2.2 Historic Architecture**

A survey of historic architectural resources within the nine preliminary project corridors identified one property, the Cox-Brown Farm, as eligible for listing in the NRHP. This property is located adjacent to Alternatives 1, 2, 13, and 14 at the intersection of NC 159 (Zoo Parkway) and Crestview Church Road. Because Alternative 29 is located nearly one mile south of the Cox-Brown Farm, the property will not be affected by the project.

## **4.3 Noise Impacts**

The Traffic Noise Model (TNM), version 2.5 (FHWA, 2004) was used to predict traffic noise generated by the project. Receptor locations were modeled at 25, 50, 100, 200, 400, 800, and 1,600 feet from the proposed roadway location to estimate worst-case future noise level contours. All Category B receptors located within the 66 decibel noise contour and any Category C receptors located within the 71 decibel noise contour were considered to be potentially impacted by noise. A total of 36 Category B receptors (all residences) and two Category C receptors (businesses) will be impacted by the project.

Noise abatement was determined to be impractical at several locations due to presence of driveways or where receptors are isolated. A noise barrier analysis was conducted for the Twelve Tree Road area, just west of US 220, where a concentration of impacted receptors was located. Noise reductions of 10.9 to 5.0 decibels were achievable with a wall ranging in height from 12 to 22 feet, with an average height of 19 feet. The wall, at 1,417 feet in length, will benefit 13 residential receptors at a cost of \$393,120. The cost per benefited receptor is \$30,240. The NCDOT threshold for noise abatement in this area is \$36,500 per benefited receptor, indicating that a noise barrier is warranted. A noise barrier is proposed by NCDOT along the Twelve Tree Road area to mitigate noise impacts.

#### **4.4 Natural Resources Impacts**

Avoidance and minimization measures associated with wetland and stream impacts were discussed and agreed upon by the NEPA / Section 404 Merger Team (Concurrence Point 4A). The Concurrence Point 4A meeting is discussed in Section 2.9, Agency Coordination, of the FEIS.

##### **4.4.1 Wetlands**

The U.S. Army Corp of Engineers (USACE) regulates the discharge of fill and dredged material into "Waters of the U.S.," including wetlands, under Section 404 of the Water Pollution Control Act of 1977, commonly known as the Clean Water Act. The occurrence of wetlands was determined using the three parameter approach as outlined in the Corps of Engineers' Wetland Delineation Manual (1987).

All jurisdictional wetlands are associated with streams and tributaries. Alternative 29 will impact 3.3 acres of wetlands. This is a reduction of 0.8 acres from that estimated for the DEIS, which was achieved by bridging in lieu of box culverts at three streams. Jurisdictional wetland and stream impacts will be further minimized to the extent practicable during final design of the project. Fill slopes will be held to 2:1 at streams and wetlands along the main line. Compensatory mitigation will be provided for all unavoidable impacts to these valuable natural systems. The NCDOT will first evaluate and develop on-site mitigation opportunities. When all on-site opportunities are exhausted, compensatory wetland mitigation for the remaining impacts will be provided by the North Carolina Department of Environment and Natural Resources, Ecosystem Enhancement Program, pursuant to the tri-party Memorandum of Agreement between the

USACE, the NCDWQ, and the NCDOT. A Mitigation Plan for wetland impacts will be developed by NCDOT during the Section 404 / Section 401 permitting process.

#### **4.4.2 Streams**

In accordance with Section 404 regulations, the USACE, along with the NCDWQ under 15A NCAC 2H.0506, regulates impacts to perennial and intermittent streams in North Carolina. The project's impacts to regulated surface waters are anticipated to be 29,896 linear feet under the permitting jurisdiction of the USACE.

In order to reduce impacts to wetlands and streams, fill slope ratios of 2:1 in wetland areas and in the vicinity of streams is proposed. Bridges were added in lieu of box culverts at crossings of Vestal Creek, North Prong Richland Creek, and Little River to minimize linear impacts to streams. As a result of these and other minimization efforts, stream impacts under the jurisdiction of the USACE were reduced to 29,896 linear feet from 30,817 linear feet of streams. The reductions total 921 feet of stream impacts.

A mitigation plan for stream impacts will be developed by NCDOT during the Section 404 / 401 permitting process. When all on-site mitigation opportunities are exhausted, compensatory mitigation will be provided by the NCDENR Ecosystem Enhancement Program pursuant to the tri-party Memorandum of Agreement between the USACE, NCDENR and NCDOT (July 2003).

Construction related impacts associated with the proposed action will be minimized through erosion and sediment control measures as described in the Federal Aid Policy Guide Part 650B and the North Carolina Administrative Code. NCDOT's Best Management Practices for Protection of Surface Waters and Design Standards for Sensitive Waters will be incorporated into the design and construction of the project. All practicable measures have been taken to minimize environmental harm.

#### **4.4.3 Floodplains**

Regulatory floodplain encroachment was evaluated for Alternative 29 (Preferred) pursuant to Executive Order 11988, Flood Management, and 23 CFR Part 650.105(q). Alternative 29 crosses 23 major streams and their associated floodplains. Designated floodplains associated with Little River and Vestal Creek will be impacted by the proposed Bypass. The floodplains associated with North Prong Richland Creek will be impacted by the Zoo Connector. However, these three streams will be bridged and no significant encroachments are anticipated. The NCDOT will coordinate with the Federal Emergency Management Agency (FEMA) during the final design phase.

### **5. Monitoring and Enforcement Program**

Coordination will be maintained with all regulatory and resource agencies during final design, permitting, right-of-way acquisition, and construction to ensure that avoidance, minimization, and compensatory mitigation measures will be initiated. Follow-up

surveys for Schweinitz's sunflower will be conducted within two years of construction and if a population is found within construction limits, the NCDOT will enter into Section 7 consultation with the US Fish and Wildlife Service. Actions will be taken to avoid downstream impacts to the Cape Fear Shiner in accordance with the Special Project Commitments in Appendix D. The NCDOT and FHWA will enforce all pertinent specifications and contract provisions in accordance with the intent of the FEIS and the welfare of the public.

## **6. Environmental Commitments**

Environmental commitments are shown in Appendix D, Special Project Commitments (Green Sheets).

## **7. Comments on the Final EIS**

The FEIS for the project was approved on March 12, 2007 and circulated to environmental regulatory and resource agencies for comments. Chapter 4 of the FEIS, incorporated by reference, includes a full list of agencies and organizations that received copies of the document.

The final statement is in conformance with the applicable provisions of 23 CFR 771 and satisfactorily covers the anticipated environmental impacts, including physiographic and cultural effects.

Correspondence was received from the following agencies between the FEIS completion date and the date this Record of Decision was completed.

### **Federal Agencies**

U.S. Environmental Protection Agency – May 18, 2007

### **State Agencies**

North Carolina Department of Administration – May 11, 2007

North Carolina Department of Environment and Natural Resources – May 10, 2007

North Carolina Department of Environment and Natural Resources – Division of Water Quality – April 30, 2007

North Carolina Wildlife Resources Commission – May 7, 2007

Copies of the agencies letters are included in **Appendix C**. Substantive comments from these agencies and responses to those comments from the North Carolina Department of Transportation are included below.

**U.S. Environmental Protection Agency – May 18, 2007**

**Comment:** *Many of EPA's comments and environmental concerns on the November 2002 Draft Environmental Impact Statement (EIS) have been addressed during the Merger process meetings and in the FEIS (Pages 29 to 34). EPA's primary concerns regarding noise and visual impacts, stream and wetland impacts, and potential indirect and cumulative impacts have been largely addressed.*

**Response:** Comment noted.

**Comment:** *EPA continues to have some concerns in regard to avoidance and minimization efforts and identified environmental commitments (Special Project Commitments/Green sheets: pages 1 to 3.) The Merger team agencies have agreed to minimal bridge lengths of 165 feet at Little River, Vestal Creek, and North Prong Richland Creek. We recommend that these minimum bridge length commitments should be identified specifically in the project commitments. Furthermore, it is unclear if Table S.1, page xv, has been changed to reflect these minimization efforts. Stream impacts including both USACE and N.C. Division of Water Quality (DWQ) mitigable have not been broken out in Table S.1 as was done in the DEIS. This should be identified in the ROD.*

*EPA requests that the minimum bridge lengths of 165 feet for Little River, Vestal Creek and North Prong Richland Creek be included in the Record of Decision (ROD) environmental commitments.*

**Response:** Minimum bridge length commitments have been identified specifically in the project commitments included in Appendix D of the ROD. Table S.1, page xv in the FEIS, has not been changed from the table that appeared in the DEIS. The purpose of showing Table S.1 is to document the comparison of Alternate 29 impacts with comparable impact data for the other eight build alternatives that were evaluated in the DEIS. This table provides a comparison of all nine alternatives based on the level of detail in the preliminary plans at that time. Alternate 29 has since been refined and an update of impacts based on current plans is included in the ROD as Table 2. In response to comments from the U. S. Army Corps of Engineers representative at the Merger 4a meeting that stream impacts should only be listed based on DWQ classification, the USACE/DWQ stream impacts were not broken out in the FEIS.

**Comment:** *Proposed Interchanges at NC 159 and NC 42. EPA requests that NCDOT and FHWA further explore avoidance and minimization design efforts for this proposed interchange, including compressed 'clover leafs' or 'diamonds' or a Single Point Urban Interchanges (SPUI).*

**Response:** The proposed interchange design at NC 159 was designed to minimize weaving conflicts and signing problems with the adjacent Zoo Connector interchange to the west. The advantage of the partial cloverleaf type layout at NC 159 is that it increases the longitudinal distance between entrance ramps and exit ramps at the Zoo Connector and NC 159 interchanges, which improves traffic operations. Also, this layout avoids

impacting the Crossroad Rest and Retirement Home and the Crossroad Village property located along Old Cox Road. A standard diamond interchange or Single Point Urban Interchange (SPUI) would not fit this situation because either type would introduce undesirable traffic weaving movements and impact the retirement home facilities. Also, either of these interchange types would cause the proposed relocation of Staleys Farm Road to be shifted further to the south, resulting in additional residential relocations and neighborhood disruptions.

The proposed interchange at NC 42 is a standard diamond layout with space for adding future loops in the northeast and southwest quadrants if warranted in the future. This interchange is the preferred type from the standpoint of driver expectancy and familiarity, signing, design speed, and traffic operation. Usage of the SPUI is limited to densely developed urban areas where high traffic volumes and highway capacity level of service on the ramps and crossroad are critical issues.

NCDOT will continue to seek ways to minimize impacts to streams and ponds at these two interchanges during final design. Where practical, the area within interchange quadrants will be left natural and streams left in their natural streambed.

**Comment:** *Additional Avoidance and Minimization Measures for Streams and Wetlands*  
*Following the field review meeting in May of 2004, EPA concurred with other agencies regarding the low/medium quality of the forested wetland near Tantraugh Branch. However, EPA notes that the avoidance and minimization efforts signed by Merger team members include a commitment that fill slopes be held to 2:1 at streams and wetlands along the mainline and at grade separations. This environmental commitment does not appear in the "Green sheets" of the FEIS nor does it appear to be represented on the Environmental Features Maps (the light green 'fill' lines within the red right-of-way lines).*

**Response:** A commitment that fill slopes will be held to 2:1 at streams and wetlands along the mainline and at grade separations has been added to the project commitments included in Appendix D of the ROD. The Environmental Features Maps have been checked to assure that 2:1 fill slopes were incorporated at streams and wetlands along the mainline and at grade separations.

**Comment:** *EPA requests that NCDOT and FHWA further consider the proposed interchange design at NC 49.....Unlike the 'free-flowing' design needed for the interchange with US 220, NC 49 is a two-lane rural connector with a reduced speed limit. EPA is unclear on how specifically the interchange design was modified to minimize impacts to Taylor's Creek and the UT to Taylors Creek (See Figure 1.2c, Appendix E of the FEIS or Figure C, Environmental Features Map provided May 25, 2006).*

**Response:** Although NC 49 is currently a two-lane road, traffic projections for design year 2030 clearly justify providing directional type ramps for the Raleigh to Charlotte

traffic and return movements. Long range planning studies conducted by the NCDOT Transportation Planning Branch have identified the need to improve the US 64 and NC 49 corridor to expressway or freeway standards as a means of relieving overloaded traffic conditions on I-40 and I-85. In response to the Strategic Highway Corridor Study of US 64 and NC 49, the design of the NC 49 interchange was upgraded to provide for full control of access for all ramp movements. The proposed stream impacts to Taylors Creek and Taylor UT02 are similar to impacts anticipated for the previous diamond type interchange; however, the directional ramp in the southeast quadrant results in increased stream impacts to Taylors Creek. The location of these two streams was considered in laying out the revised ramps so that impacts were minimized. In addition, the vertical alignments were revised to carry NC 49 over the US 64 Bypass, which resulted in lowering the proposed mainline profile grade-line, reduced fill heights, and a shorter culvert at the tributary to Taylors Creek labeled TAYL\_UT03-06.

**Comment:** *EPA made a general comparison of stream impacts per mile of the new location highway between this proposed project and other new location projects... Using the more conservative comparison to the western average of 907 linear feet per mile, the proposed project has USACE mitigable stream impacts of 1,663.7 linear feet per mile. This average impact represents an approximate 54.5% increase in stream impacts for similar 4-lane division highways in western N.C. EPA believes that a great deal of the additional impact is from the preliminary design of the interchanges proposed at NC 49 and NC 42, as well as the interchanges west and east of Asheboro, at US 220, at NC 159, and for the Zoo Parkway connectors.*

**Response:** Stream impacts are due to the heavy rolling topography in the project area and the numerous small streams that must be crossed. Care was taken during layout of the US 64 Bypass location to cross streams at a right angle. Figures 1.2a – 1.2i in the FEIS illustrates that, for the most part, stream crossings on the main line are at a right angle. The interchange ramps, primarily those at existing US 64 West and NC 49, do add to the stream impacts but the crossings are unavoidable. NCDOT has committed to minimize stream impacts, where practical, within interchange quadrants during final design.

**Comment:** *Stream and Wetland Mitigation. From EPA's knowledge of the project study area, there appears to be substantial opportunities for on-site stream mitigation in Randolph County due to past agricultural activities. Please also contact Ms. Kathy Matthews, EPA Wetlands Program, for any on-site mitigation field reviews.*

**Response:** NCDOT agrees that there are substantial opportunities for on-site stream mitigation. Several sites were presented by NCDOT staff during the Merger 4a meeting. NCDOT will contact Ms. Matthews when on-site mitigation field reviews are scheduled.

**Comment:** *Noise Abatement. Page XIII describes 36 impacted residences and 2 businesses. This is far fewer than what is cited in Table S.1, Page XV. EPA requests that this information be clarified. EPA also requests that NCDOT and FHWA perform a final analysis of noise abatement measures following the completion of the final roadway*

*plans and the design public hearing as identified in the project environmental commitments.*

**Response:** The data in Table S.1 is from the DEIS and presents results developed in 2002 based on the nine preliminary build alternatives. As noted in pages 10-13 in the FEIS, Alternative 29 has been refined and a more precise noise analysis has been prepared using the newer Traffic Noise Model (TNM) analysis procedures. A Final Design Noise Study will be prepared by NCDOT based on final design plans.

**Comment:** *Indirect and Cumulative Impacts.* One of EPA's remaining environmental concerns regarding this Strategic Highway Corridor (SHC) project is the number and type of some of the interchanges proposed by NCDOT and FHWA. NCDOT and FHWA are predicting accelerated cumulative effects to natural resources where urban/commercial development is planned at these interchanges. EPA notes that major drainage systems are located near almost every interchange...However, with the exception of the termini interchanges and the US 220 interchange, EPA Believes that strong consideration should be given to minimizing the direct impact to streams and wetlands as well as other natural resources at these locations and discourage indirect and cumulative impacts from accelerated urban/commercial development at these locations.

**Response:** Both the City of Asheboro and Randolph County have strong land use and zoning procedures in effect to guide type and location of development. Detailed corridor plans are under development by the Piedmont Triad Council of Governments to guide growth along the US 64 Bypass corridor. Major employment centers are planned for the area adjacent to interchanges located at US 64 West, NC 49, and US 220. All three interchanges will have full control of access along the ramps and mainline approaches. The planned full control of access will limit opportunities for strip development, while encouraging planning for larger multi-use developments with adequate provision for stormwater detention, sedimentation and erosion control plans, buffers, and watershed protection. The other four interchanges are located in residential areas or on land that is zoned rural residential and commercial/industrial development is not expected at these interchanges.

**Comment:** *Terrestrial Forest Impacts/Air Quality.* EPA is concerned for the loss of almost a square mile of terrestrial forest habitat in an area that is designated as moderate non-attainment for Ozone under the 8-hour Ozone standard. Furthermore, EPA is concerned for the short-term but potentially very severe impacts from burning vegetative debris from clearing and grubbing (Reference page XVI of the FEIS). EPA requests that FHWA and NCDOT seriously explore alternative means of vegetative debris 'disposal' including chipping and recycling or composting.

**Response:** The Asheboro area is now designated as a marginal non-attainment area. State regulations and NCDOT construction specifications governing burning require that the construction contractor obtain a permit for any burning associated with the construction.

**Comment:** *Mobile Source Air Toxics (MSAT's)*. For the US 64 Asheboro Bypass/Zoo Connector, EPA does not believe that future emissions of MSATs resulting from this proposed project will, by themselves, have a significant impact on human health and the environment.

**Response:** Comment noted.

#### **North Carolina Wildlife Resources Commission – May 7, 2007**

**Comment:** *We have reviewed the data provided in the EIS. At this time we concur with the FEIS for this project*

**Response:** Comment noted.

#### **North Carolina Department of Environment and Natural Resources – Division of Water Quality - April 30, 2007**

**Comment 1:** *This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, the NCDWQ will continue to work with the team.*

**Response:** Comment noted.

**Comment 2:** *The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by SA NCAC 2H.G506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.*

**Response:** The project will impact approximately 29,896 linear feet of intermittent and perennial jurisdictional streams and 3.3 acres of jurisdictional wetlands.

**Comment 3:** *Environmental assessment alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NC DWQI Stormwater Best Management Practices, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.*

**Response:** NCDOT will incorporate appropriate Best Management Practices (BMPs) from NCDOT's toolbox approved in 2007 by DWQ for stormwater runoff into the project design.

**Comment 4:** *Prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization*

*of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H 0506(h)}, mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.*

**Response:** NCDOT has selected Alternative 29 as the preferred alternative, which incorporates avoidance and minimization of impacts to streams and wetlands to the greatest extent practical. It is anticipated that a total of 3.3 acres of wetlands and 29,896 linear feet of intermittent and perennial streams will be impacted by the project. NCDOT will provide all appropriate documentation to DWQ prior to issuance of a Water Quality Certification.

**Comment 5:** *In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506(h), mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.*

**Response:** It is anticipated that the project will impact a total of 29,896 linear feet of intermittent and perennial streams. NCDOT will provide all appropriate documentation to DWQ prior to issuance of a 401 Water Quality Certification.

**Comment 6:** *Future documentation, including the 401 water Quality certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.*

**Response:** NCDOT will provide all appropriate documentation to DWQ prior to issuance of a 401 Water Quality Certification.

**Comment 7:** *DWQ is very concerned with sediment and erosion impacts that could result from this project. NCDOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce these impacts.*

**Response:** Stormwater runoff rates will increase due to the additional impervious roadway surface area. This is an unavoidable, long-term impact resulting from construction of the bypass. The project also has the potential to degrade temporarily the quality of water in the surrounding streams due to soil erosion during construction. Precautions will be taken to minimize impacts to water resources and water quality. These measures include implementation of an erosion and sedimentation control plan, specified provisions for waste materials and storage, stormwater management measures, and appropriate road maintenance measures. The NCDOT's *Best Management Practices for the Protection of Surface Waters* and other sediment control guidelines will be strictly enforced. Design elements such as berms, swales, and other features may be considered

and incorporated where appropriate to mitigate for the potential input of toxins and nutrients into surface waters.

**Comment 8:** *NCDOT is respectfully reminded that all impacts, including but not limited to, dredging, fill, excavation and clearing, to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.*

**Response:** No riparian buffers will be impacted by the project. All anticipated impacts to wetlands and streams will be included in the 401 Water Quality Certification Application.

**Comment 9:** *Bridges shall be provided at the crossings over Little Creek, Vestal Creek and North Prong Richland Creek with minimum lengths totaling 165 feet over each stream as agreed to in the May 25, 2006, Concurrence Point No. 4A Merger Project Team Meeting. Where streams must be crossed, the DWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, DOT should not install the bridge bents in the creek, to the maximum extent practicable.*

**Response:** Bridge structures will be provided at the three listed locations in accordance with the project commitments. Adjacent wetlands at a fourth stream crossing were determined to be low quality by the Merger Team and bridging was not considered justified by the team. At other minor stream crossings, appropriate culvert placement procedures will be observed.

**Comment 10:** *Sediment and erosion control measures should not be placed in wetlands and streams.*

**Response:** NCDOT's BMPs for the Protection of Surface Waters and Sedimentation Control guidelines will be followed during project construction.

**Comment 11:** *Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation*

**Response:** NCDOT does not plan on obtaining borrow material from wetlands or placing waste material in wetlands.

**Comment 12:** *The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.*

**Response:** NCDOT will provide all appropriate documentation to DWQ prior to issuance of a 401 Water Quality Certification.

**Comment 13:** *Based on the information presented in the document, the magnitude of impacts to wetlands and streams will require an Individual Permit (IP) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.*

**Response:** NCDOT will provide all appropriate documentation to DWQ prior to issuance of a 401 Water Quality Certification.

**Comment 14:** *Bridge supports (bents) should not be placed in the stream when possible.*

**Response:** The three streams proposed to be bridged are relatively small streams and NCDOT does not intend to place any bridge bents in the stream bed on this project.

**Comment 15:** *Whenever possible, the DWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges allow for human and wildlife passage beneath the structure, do not block fish passage and do not block navigation by canoeists and boaters.*

**Response:** Bridges will be provided at the three streams listed in the Project Commitments. At the other minor streams where box culverts are proposed, spanning structures will be considered during preparation of designs for Merger Concurrence Point No. 4B. Bottomless culverts and/or arch culverts will be evaluated where soil conditions and cost estimates are favorable.

**Comment 16:** *Bridge deck drains should not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NC DWQ Stormwater Best Management Practices.*

**Response:** NCDOT does not plan to discharge water from deck drains directly into the stream on this project. NCDOT will implement the most current BMP measures for pre-treatment of stormwater before it enters the stream.

**Comment 17:** *If concrete is used during construction, a dry work area should be maintained to prevent direct contact between curing concrete and streamwater. Water*

*that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.*

**Response:** All BMPs for the Protection of Surface Waters will be implemented during placement of concrete during project construction.

**Comment 18:** *If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevation. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.*

**Response:** Comment noted.

**Comment 19:** *Placement of culverts and other structures in waters, streams, and wetlands shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in disequilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by DWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NC DWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.*

**Response:** Appropriate culvert and structure placement procedures will be observed.

**Comment 20:** *If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation and/or sills where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.*

**Response:** Appropriate pipe and culvert designs will be implemented.

**Comment 21:** *If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3494/Nationwide Permit No 6 for Survey Activities.*

**Response:** Comment noted.

**Comment 22:** *Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.*

**Response:** Appropriate sediment and erosion control measures will be implemented.

**Comment 23:** *All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities Manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.*

**Response:** NCDOT will implement the most current BMP measures during construction.

**Comment 24:** *While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NG-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform on-site wetland delineations prior to permit approval.*

**Response:** Wetlands were delineated by qualified personnel in November and December, 1999, and the wetland boundaries were confirmed with the USACE and other agencies during a site visit on February 22, 2000.

**Comment 25:** *Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.*

**Response:** NCDOT will implement the most current BMP measures during construction.

**Comment 26:** *Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.*

**Response:** All appropriate measures will be taken to protect streams and aquatic life.

**Comment 27:** *Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.*

**Response:** Appropriate measures will be taken to preserve and reestablish riparian vegetation to the maximum extent possible.

## 8. Conclusion

Based on the above information, Federal Highway Administration has determined that the FEIS for this project is in accordance with 23 CFR 771 and selects the Preferred Alternative from that document.

12/6/07

Date

Clarence W. Coleman, Jr.

for John F. Sullivan III, P. E., Division Administrator

Federal Highway Administration

**APPENDIX A**

**CORRIDOR PUBLIC HEARING  
TRANSCRIPT**

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OFFICIAL PUBLIC HEARING TRANSCRIPT  
FOR THE ASHEBORO BYPASS (R-2536)  
National Guard Armory in Asheboro, NC  
May 22, 2003

Okay. Thank you. We'll be beginning now.

Good evening and I'd like to welcome you to this evening's public hearing to consider the location for the US 64 Bypass of Asheboro, starting west of Asheboro, somewhere near Stutts Road, and going to east of Asheboro, somewhere near Rocky Knoll Road. And to include a connector to the North Carolina Zoo as well.

My name is Carl Goode and I'm the Manager of the Office of Human Environment for the Department of Transportation and I'll be your moderator for this evening's public hearing.

Before I continue I'd like to introduce to you a number of other people who are with us this evening. All of whom either have or will have a role to play in this project and here to try to answer your questions. We'll be around when we finish the formal proceedings if you have any additional questions that are easier to answer one on one, so we'll have people still here.

First of all we have our Board of Transportation Member from this part of North Carolina Mr. G. R. Kindley. Mr. Kindley's down here. From our division office in Aberdeen we have our Division Construction Engineer Mr. Tim Johnson. Tim's in the back there. We also have Mr. John McDonald here who's our Local Resident Engineer. From our Project Development Branch, people who are overseeing the preparation of the environmental document for this project, we have Mr. Brian Yamamoto and Brian's back there and Mr. John Conforti. From our Roadway Design Unit we have Jimmy Goodnight, Dean Noland, Tim Goins, and Mr. John Braxton. From our Right of Way Branch, representing this area of right-of-way and these are the people that are actually responsible for purchasing property later and I know some of you are looking for them. We have Mr. Brad Bass and Mr. Ted Rabens. From our Location and Surveys Unit, people responsible or actually doing underground surveying, we have Mr. Harold Boles and Mr. Pat Tuttle. From my office, the instrumental in setting all this up, we have Mr. Ed Lewis, local guy from Asheboro. And from a private engineering firm, Earth Tech, who are actually putting together the preliminary design and the environmental document, we have Ms. Pam Townsend, Glenda Gibson, Mr. Roger Lewis, and Yvonne Howell.

Okay, so these folks are around and be glad to answer questions later. Most of them were here a couple of weeks ago when we had our all day session and so some of you have seen them before. We're certainly glad for you to come out this evening. I know it's a rainy night but in a way I'm glad because there's no air condition in this building. It would've been a hot day. We would've had a rough time tonight but I do appreciate you coming out tonight and hope you will participate in the proceedings.

49 Now, did everyone get a handout? Now, some of you I know there was an extra sheet  
50 that's separate from the handout and I know some of you did not get those when you  
51 came in early. So if you need a handout or an extra summary sheet if you'd raise your  
52 hand we'd be glad to get those out to you.

53

54 Okay, we normally include those with a handout but they were inadvertently left out so  
55 we just brought them along separately, but they are important and contain a lot of  
56 important information for you.

57

58 Speaker: (Inaudible)

59

60 If you would, please turn to your handout. I need to go through some of the information  
61 in there with you. Can't hear me?

62

63 Speaker: No.

64

65 Okay, this is about as loud as it'll go before it starts squealing. I don't think any of us  
66 wants that to happen.

67

68 Okay, if you would turn to your handouts there's, again there's some information we  
69 need to go through. Okay the primary purposes for this project are to reduce the  
70 congestion on the current US 64 in the Asheboro area through Asheboro, improve safety,  
71 reduce the number of accidents on US 64 in Asheboro, and to improve access to the  
72 North Carolina Zoological Park. There's already congestion in this area and the  
73 projected traffic for the next 20 years indicated that this will continue to increase and so  
74 it's one of the primary needs for the project.

75

76 Now tonight's hearing is one step in our process for and it makes you, the public, a part  
77 of our overall process. We've had several public meetings in the past. Last 4 to 5 years  
78 there have been several. We had a large one a couple of weeks ago and these, as we  
79 progress during a project or to get public input into our overall planning process.  
80 Tonight's hearing is a formal session. It is recorded and so we'll be taking your  
81 comments regarding the location of the project.

82

83 Right now we have nine possible alternatives that we're looking at. Reasonable and  
84 feasible alternatives. actually it's two basic corridors with crossovers, it varies places and  
85 gives nine potential alternatives from those two. And we're seeking your input to help us  
86 select the corridor and the final location for this project. Now we certainly encourage  
87 you to participate. That's our purpose for being here tonight and we hope you will take  
88 part in these proceedings and you can do that in a couple of ways. First of all you can  
89 speak here tonight. We have a sign-up sheet to register to speak. We'll take those people  
90 first in the order they signed up. After that list is through you may speak or we'll give  
91 you the opportunity to speak again. At the rear of your handout there's a comment sheet.  
92 You can submit written comments using that sheet or any other letter form that you wish.  
93 You do that 30 days following tonight's hearing. My name and address are there and you  
94 can submit written comments, you can give spoken comments here tonight, or you can do  
95 both. The written comments are considered exactly the same as those spoken. So feel  
96 free to do either or both. We encourage you to do so.

97

98 Now there are a couple little ground rules that we want to follow to make this hearing go  
99 a little bit better. First of all this is a public hearing for you to speak. It's not a public  
100 debate and I'm certainly not going to debate with you. I couldn't win that one anyway so  
101 there's no need for me to try, but it's for you to speak and for us to hear what you have to  
102 say. That we'll try to answer any questions, especially broad questions if we can. If  
103 they're property specific we'd probably prefer you meet with us after the hearing so that  
104 we can go to the maps with you and show you individually. From the same token we ask  
105 that you not debate among yourselves. I know some of you may have different opinions  
106 and certainly with this many alternatives everybody's gonna want it somewhere else and  
107 that's fine. That's what we're here to hear, but please give the courtesy to those speaking  
108 the same courtesy as you would like if you were speaking. And with that things will go  
109 fine and we'll be okay.

110

111 Now once we get all the comments in and we prepare a transcript of tonight's hearing,  
112 like I say this is being recorded and it will be transcribed, we will have an internal  
113 meeting, where we'll go over each and every comment and try to incorporate those that  
114 we can into the project and try to address any concerns, questions, or resolve any issues  
115 that we can. After this, the project team will meet to recommend an alternative to be  
116 built. This is called a LEDPA (Least Environmentally Damaging Practical Alternative).  
117 That's a mouth full for just choosing the best corridor or we think.

118

119 Now this is not a unilateral decision by the Department of Transportation. The team is  
120 comprised of federal agencies, environmental agencies, regulatory agencies like the  
121 Army Corps of Engineers, the Environmental Protection Agency, US Fish and Wildlife,  
122 the State Division of Water Quality, the Air Quality people with state agencies, and local  
123 officials. And they each have their own laws they have to look at in terms of the  
124 wetlands, stream crossings, various plants and animals, and things like this that they have  
125 to concern and their laws that protect these. And they will recommend the best  
126 alternative that everybody agrees upon. That's sent to the Secretary for final approval,  
127 the Secretary of Transportation, and then we'll announce that with a news release and  
128 probably a news letter to tell you what that was done, what came from that meeting.  
129 That, we're saying right now, should happen before the end of the year. Hopefully it'll  
130 happen before that, but with all those people involved it's difficult to know exactly how  
131 everything will come out. Sometimes they go real quickly and smoothly, sometimes  
132 there's additional information that we have to gather, but we're saying by the end of the  
133 year. I know that's a question many of you have asked.

134

135 This is a federal aid project, 80% federal/20% state funds, and you can see the  
136 relationship there and how that works. And again there's a little more information there  
137 about the project needs. There is a lot of congestion that's expected to increase. The  
138 accident rates for this particular stretch of highway, existing stretch, is above the state  
139 average now. There is a lot of congestion going to the zoo at certain times up NC 159  
140 and this is a part of the North Carolina Intrastate System as adopted by the General  
141 Assembly in 1989.

142

143 Now, as I said, there are nine potential alternatives for this and we'll briefly go through  
144 those on the maps. The bypass is typically a four-lane median-divided roadway, 12 foot

145 travel lanes two in each direction, and 70 foot grassed median between them with 12 foot  
146 shoulders. And for the zoo connector that's suppose to be a two-lane roadway with 12  
147 foot travel lanes and 8 foot shoulders.

148

149 Now the tentative schedule is to begin right-of-way acquisition in January 2007,  
150 construction 2009. Now that's not necessarily for the entire project that 's just for the  
151 first part of the project. That's subject to change. The final breakdown for this project  
152 schedules have not been determined yet. This is, I think, for the southern part between  
153 US 220 and the zoo connector.

154

155 Now the next sheet has a colored map and that's just like the map up here on the wall,  
156 considerably smaller, but it does give you an idea of what we're looking at and I'll go  
157 through the map on the wall in just a moment.

158

159 The next sheet show what we call a typical section and a typical section we just cut a  
160 slice out of the road turn it on its side, that's sort of what it would look like, and you can  
161 see the top is for the bypass and it's two 12 foot lanes with the shoulders, 70 foot medians  
162 and the bottom is the picture of the zoo connector, which is a two-lane roadway, one lane  
163 in each direction.

164

165 The extra little sheet you got there shows a comparison of the nine alternatives. We  
166 started with 44 alternatives and by process of elimination we're down to nine. So that's  
167 why the numbers are 1-4 up to 33. They have no significance as according to their order.  
168 Alternate 1 is not necessarily our preferred alternative. At this point sometimes we don't  
169 have a preferred alternative. So there just numbers, you have to start with one and go up  
170 and that's just how it fell out. But you can see the length. All of them are roughly 14  
171 miles, give or take, all of them have 7 proposed interchanges. You can see the costs  
172 going from \$199 million up to about \$218 million. Everywhere in between, see the  
173 residential relocations, for those about 110 to 156 and then business relocations. Shows  
174 the number of stream crossings, number of acres of forest, shows the total wetland  
175 impacts, and several other things, flood plains and things like that. But these are some of  
176 the criteria that we use to evaluate these alternatives and these criteria along with safety,  
177 traffic service, and added to that is public opinion, are primarily what we use to make a  
178 determination to select an alternative.

179

180 Now on the last sheet of your comment sheet as I said before, of your handout, is a  
181 comment sheet. It's got my name, address, and phone number and email and all the  
182 information on there and we'll accept written comments for the next 30 days. a minimum  
183 of 30 days.

184

185 With that I'd like to go to the map and briefly go through the project. Let me give you  
186 some general information about the map and all of you have a smaller copy of this in  
187 your handout. But obviously there is Asheboro. Here's the existing US 64. This is US  
188 220 Bypass. That's 220 Business there. NC 159 through here. And NC 49 goes that  
189 direction towards Charlotte. The zoo is down here. Here we have Harvey's Mountain  
190 and then there are several other landmarks located on there. And this all goes to nine  
191 alternatives. but I would probably just hit the high spots here of the main alternatives and  
192 then the crossovers there. Realize that these bands here are about 1200 feet wide and the

193 proposed right-of-way is about 300 feet. The preliminary design is what we have on the  
194 wall here. There's just so many of them in this case it's difficult to go through them all  
195 here tonight and that's one of the reasons we have the pre-hearing workshop a couple of  
196 weeks ago all day and gave you a chance to ask questions about your individual property  
197 and things like that.

198

199 Once we select an alternative we'll begin the Final Environmental Impact Statement and  
200 once that's completed we will come back with maps, like on the wall there, with the  
201 selected alternative and have another hearing. This one is primarily to select the location.  
202 We'll come back with the actual footprint later. It will be very, very similar to what's on  
203 the wall now. It'd just be showing one instead of nine. So, that's where we'd go.

204

205 The project begins west of Asheboro near Stutts Road which is right there and both of  
206 these alternatives head south. All of them are to the south of town. Both of them will  
207 cross NC 49 and there will be an interchange there for NC 49. This bypass will be a  
208 controlled access facility. That means there'll be no access to it. There'll be no  
209 driveways or anything like that to it only the interchanges can get on it. Much the same  
210 as an interstate would be. So there will be an interchange at NC 49. The project then  
211 goes toward the southeast. Crosses the Little River here and here it crosses US 220  
212 Bypass and there of course will be an interchange there, but that will be since US 220 is a  
213 freeway like this is proposed to be it'll be a freeway interchange. So the only access will  
214 be from one road to the other. It won't be any local access there. Continue east and here  
215 this is Crestview Church Road here, but in this area here is where we start with the zoo  
216 connector. There'll be an interchange there with regards to which alternative we have  
217 and that will provide a new connector going into the zoo and that only has one  
218 alternative. All we are looking there is exactly the same. One alternative is going to the  
219 zoo. Then the project turns back toward the northeast. Each alternative will have an  
220 interchange with 159. One here, one here. Head more northerly here they kind of split  
221 out but the green one here has an interchange with NC 42 as will the orange one. Both of  
222 them will have interchanges with NC 42 and right here near Luck Road all the  
223 alternatives come back together so from there northward there is only one alternative and  
224 that goes into US 64. East of town, just East Presnell Street and there'll be an  
225 interchange there then interchange on both ends with US 64. So, with these you can go  
226 there, you go can there, you can go that way, but there are nine different alternatives. We  
227 tried to color code them. Then we tried to put them off to the side as to what each one of  
228 them is. This was difficult. We've spent a lot of time trying to figure out how to show  
229 these so that it'd be fairly clear. So the colors Alternative 1 match up pink, green, blue,  
230 whatever color that is purple or something magenta or something, orange, and then the  
231 light blue and so on down the line. So, you can follow each one according to the colors  
232 and you do have that color code in your handout along with the map. So, you can figure  
233 each one.

234

235 Now I need to go over a little bit of right-of-way information with you. Just give you a  
236 brief outline. We do have some pamphlets at the back that you can get explains in a little  
237 more detail and we do have the Right-of-Way Agents here with us. But once a route is  
238 selected, approved, and the design is complete a Right-of-Way Agent the right-of-way  
239 will be staked on the ground exactly where the proposed right-of-way is to be. The  
240 affected property owners will be contacted by a Right-of-Way Agent. He will explain the

241 plans to you. The property owner will be advised exactly how he will be affected. He  
242 will inform you of your rights and our procedures and he'll ask you some questions about  
243 your property and try to get as much information as he can about it. He cooperates much  
244 the same as a real estate agent would do in determining the value of your property. He  
245 then will make a professional appraisal or will hire local fee appraisers to make an  
246 appraisal of your property at the current market value at its highest and best use. Again  
247 this is done much the same as a real estate transaction would be. It's not tax value but it's  
248 the current market value. And that is the amount that will be offered in exchange for  
249 compensation for the property. During this process the DOT likes to treat all owners and  
250 tenants equally. We must fully explain the owners rights, must pay just compensation in  
251 exchange for property rights, must furnish relocation advisory assistance if that's  
252 required, and must initiate any legal action that the settlement cannot be reached.

253  
254 Now if your relocatee, that is if your project is to be your home or your residence or  
255 business is to be purchased as a part of this project, the agent will also give you  
256 information regarding comparable housing if you so desire. He'll explain the procedures,  
257 offer you moving aid. In this process your moving expenses may be paid. There are also  
258 other payment that can be made for if you qualify for such things as closing costs,  
259 increases in mortgage rates, additional value of a comparable house. Again at the next  
260 hearing this will be explained again, but that's sort of a general overview.

261  
262 Now with that I want to open the floor up to you for your comments. I would ask you to  
263 use one of our microphones. We'll have this one set-up. We'll have this one here. We  
264 encourage you to use our microphone because otherwise the tape recorder can't hear you  
265 and the other people in here can't hear you as well. So if you would come up and use  
266 that. Our first speaker is Lee Roberts. Is Mr. Roberts here? Emma Jean Jones?

267  
268 Emma Jean Jones: I didn't want to talk until I heard something being told  
269 about where it was going to be and just when do we find out these things.

270  
271 Moderator: Okay. What was your..?

272  
273 Emma Jean Jones: Is it on? I was just interested in knowing where these lines  
274 are and who is going to pick them out. How we're going to know where they're coming  
275 close to our land and when will this be decided and what say so will we have about it?

276  
277 Moderator: Okay. The process I went over earlier is in your handout,  
278 but there is a project team made up of federal and state agencies, environmental agencies,  
279 and DOT, and Federal Highway who look at all the data, including public comments and  
280 they try to, well, they determine what is the best alternative for the environment, for cost,  
281 for impact on the residents, and a number of things. So that could be any one of these  
282 nine possible alternatives and they will meet sometime this summer. If they can make a  
283 decision then we'll have an answer, we'll announce that shortly thereafter. If they need  
284 additional information we'll try to get that and come back and meet again, but hopefully  
285 we'll know something by the end of the year. Hopefully before that, but certainly we  
286 anticipate no later than that.

287

288 Emma Jean Jones: So we don't know anything about it until the meeting this  
289 summer? We hear all these rumors about it's going this way and it's going that way, but  
290 we won't know anything  
291  
292 Moderator: Well, we don't know, but those are just...(inaudible)  
293  
294 Emma Jean Jones: Does the land owners? Do they get a choice or is just a  
295 definite official?  
296  
297 Moderator: Well, this, tonight is for you to give us your comments as to  
298 what you might prefer or your comments of the project and that helps in us making a  
299 choice.  
300  
301 Emma Jean Jones: Well of course my comments will be that I don't want it on  
302 my land and I think all the other land owners would think that. That's why we would like  
303 to know.  
304  
305 Moderator: Okay. Well as soon as we find out we'll let you know, but  
306 we don't know yet.  
307  
308 Emma Jean Jones: Alright. Thank you.  
309  
310 Moderator: Thank you. Mary Robinson?  
311  
312 Mary Robinson: Hi. I'm Mary Robinson. The residents and landowners on  
313 Henley Drive and Forest Valley Road off of Highway 42 object to the Highway 64  
314 coming through our back doors analysis. We are on the number one and thirteen route of  
315 proposed highway. That's the orange path. We selected our property because it was  
316 wooded, private, and quite. We enjoy watching the owls hunting from a small private  
317 bridge and from treetops. Aren't owls on the protected species list? If so, what do you  
318 plan to do for the owls loss of habitat? We also have white-tailed deer, raccoons,  
319 possums, rabbits, blue birds, poisonous and nonpoisonous snakes that live on our  
320 surrounding property. A creek runs through this area with an abundance of flora, fauna,  
321 wild ferns, azaleas, geraniums; and much more grow freely in this small wetland  
322 environment. We are concerned about our small children's safety, the environment, the  
323 loss of animal habitat, noise pollution, and loss of property value.  
324  
325 We invite you to come to our eastside neighborhood for a  
326 7:00 PM meeting at Eastside Fire Department to explain how the state is planning this  
327 route. We'd like to see an enlargement of just how close this road would come to our  
328 back doors. We want to know how little or how much land you're planning to take from  
329 each of us and how you plan on protecting the environment, animal habitat, noise  
330 pollution, and our children's safety. We encourage you to meet with us at 7:00 outside  
331 on the lawn if it's not raining for an open discussion on this issue. We are willing to meet  
332 with your group on any day but we suggest May 29. Thank you very much.  
333  
334 (Applause)  
335

336 Moderator: Thank you Mam. Charlie Browne?

337

338 Charlie Browne: Mr. Goode I'm gonna yield the majority of my time to Steven  
339 Schmidly as I believe our comments will be substantially similar. I think he's the next  
340 speaker on your list.

341

342 Steven Schmidly: Good evening. My name is Steven Schmidly. I'm an attorney  
343 from here is Asheboro and I represent at least several property owners that have property  
344 affected by this proposed project. Specifically I represent Charlie Browne, who just  
345 referred to me, as it relates to the impact of this project on his property and on what can  
346 only be described as the community resource that is privately owned by Mr. Browne. I  
347 am speaking about Scott Rush Baseball Field, which is located off of Mack Road, off of  
348 level on Mr. Browne's property. And while it's privately owned it's truly a community  
349 resource. There are so very few baseball fields for us baseball lovers to ever think about  
350 finding a place to play or practice. They're resourced to the young folks in this  
351 community, both boys and girls, but in this case boys to have an opportunity to play the  
352 game that is important to them and to their lives and if you take those and choose  
353 alternatives that will take those kind of resources without getting an appropriate weight to  
354 the value of that resource, I think you're making a terrible mistake. This is not just a  
355 practice field. You read the Draft Environmental Impact Statement concerning this  
356 project and you would think this is some practice field of a baseball field. It is a full  
357 pledged facility. It is a grass infield with underground watering and irrigation. It  
358 measures 330 to left field, 385 to center field, and 310 to right field with about a 25-30  
359 foot wall. It has brick backside along with the screen and brick dugouts. It is truly a  
360 beautiful place surrounded by beautiful property in a community that will forever be  
361 changed if this project is built. It is used, not just by Mr. Browne, but it's used by two  
362 separate baseball teams on a full-time basis that play from May through November. It's  
363 used by the Asheboro Adult league for it's practices and games and it's available to our  
364 schools for their use for practice in connection with school ball. It has been identified  
365 and will be listed as a recreational facility in the joint Randolph County Commissioners  
366 Randolph Tourism Development listing as it relates to recreational facilities in the  
367 county.

368

369 Alternatives 1, 2, 4, and 13 and 14 directly impact the facility and cannot be justified  
370 under any imagination. The other alternatives impact the rest of the property and also in  
371 my opinion it cannot be justified. As it relates specifically to issues that I would like to  
372 see addressed in the Final Environmental Impact Statement there are several and I'll try  
373 to be as brief as I can. I will also submit these in writing. First of all I would encourage  
374 DOT to break from their standard and seriously look at what are the true economic  
375 benefits and decrements of the construction of highways. Look at indirect impact and  
376 effects and don't just say "well everybody's going to be benefited by this because there's  
377 going to be an increase in property values on the benefits side" and then say, as DOT has  
378 on so many environmental documents "we can't estimate the economic costs because that  
379 economic cost is just too hard to put our fingers around." Objective studies of economic  
380 benefits of highways simply have not been done by NCDOT and they should be done in  
381 connection with this project because this project is very short sided and the reason it's  
382 short sided is demonstrated by North Wilkesboro, North Carolina. Where NCDOT went  
383 and built a bypass around North Wilkesboro and now, folks, they're building another

384 bypass around the bypass because they created such growth with the first bypass that was  
385 built. (Applause) I would urge NCDOT to do a comprehensive, long-term look. If your  
386 traffic projections are right the proposed alternatives that you submit to these folks are  
387 not going to be adequate in 7 or 9 years when this project will be built. And if it's not,  
388 then NCDOT is cheating all these folks and cheating the tax payers and the citizens of  
389 Randolph County.

390

391 I would also urge NCDOT to break with what I have seen in the past about it's  
392 environmental documents and actually tell these folks the truth, both about the benefits  
393 and the costs of those projects. Use accurate, average, daily traffic counts. They're  
394 available to you. They don't have to be projected. Looking at the Draft EIS, in this case,  
395 it appears that projections based on a map 5 years ago. But in the Final EIS you can  
396 address appropriate levels.

397

398 Cumulative Impacts of this project are going to affect, not just the corridor, but the entire  
399 area surrounding this project. Both cumulative impacts are going to also be involved  
400 with other projects at NCDOT are constructing in this area. They're identified in the  
401 Draft Environmental Impact Statement and the effect of all of those cumulative impacts  
402 on the environment and on the nature of why and the conditions of the folks of Randolph  
403 County should be studied in this Environmental Impact Statement. That's what the law  
404 requires and that's what NCDOT should do.

405

406 Finally, as you talk about a cost benefit analysis I ask you to seriously consider the total  
407 cost of this project, not only to the environment, but to the community facilities. To a  
408 change in the nature of this community as you apply it to the benefits of this project. I  
409 ask that the NCDOT look at the true impact on local county and municipal governments  
410 as it relates to this project. There have been studies throughout South Carolina, Virginia,  
411 and the New England state's that show that highway construction projects actually costs  
412 municipalities and counties money because of having to provide services to areas where  
413 they do not make those numbers up in tax evaluation increases. I would ask that NCDOT  
414 analyze the project effects on net tax revenues on this county based upon the projected  
415 induced growth issues as well as the projected income revenue issues that may come. I  
416 ask that this project be reevaluated quite honestly and that any alternative chose be one  
417 that one does not impact the Browne property. Although I think all of the corridors do,  
418 but secondly that truly and accurately reflect what the cost of this project is for this entire  
419 community, both by way of the environment and by way of community resources. Thank  
420 you.

421

422 (Applause)

423

424 Charlie Browne: Adding to what Steve has said Scott Rush Park truly, after I built  
425 it, took on an identity of its own. The park is famous throughout the east coast of the  
426 United States; teams from South Carolina, Massachusettes, New Jersey have played there.  
427 There's about \$500,000 invested in that park and not one cent of that money is public  
428 money. What an irony it would be if the public and public money is responsible for  
429 destroying it. Thank you.

430

431 (Applause)

432

433 Moderator: William Liest?

434

435 William Liest: My name is William Liest and I live off of Highway 42. I'm 1.4  
436 miles south of that infamous intersection of Dixie Drive and Highway 42. I live in  
437 Winningham Forest in a new development there and I stand to speak, I've asked the  
438 moderator to point to the places which I speak and he's occupied for the moment so I'll  
439 continue. I rise to speak against Alternative 1, as it's shown on the map here. Alternative  
440 1 is shown on your maps in red but up here it's in orange. And I stand to speak against  
441 that alternative and in favor of Alternative 2, which is that area there. My objection to  
442 the entire red section of Alternative 1 is that it lurches so far northward toward the  
443 existing Highway 64 or Dixie Drive, that it loses it's character as a bypass. Now if  
444 you're gonna bypass something, bypass it. Don't come back within a mile of it. And this  
445 does that. (Applause)

446

447 The purpose of the proposed bypass is to get traffic with all of its negative impacts of  
448 collisions, and hazards, and pollutions, and noise away from Dixie Drive and out into the  
449 country where it won't be so noticeable. While most of the proposed bypass on the map I  
450 think makes it somewhat graceful arch that is logical around Asheboro. When you get to  
451 the Alternative 1 that comes up here what you see is something that looks like an angry  
452 snake that suddenly lurches in towards Dixie Drive in a logical pattern and ceases to be  
453 quite so much a bypass. In fact, Alternative 1 moves the bypass  $\frac{3}{4}$  of a mile closer to  
454 Dixie Drive than does Alternative 2 which is represented in the green. That's  $\frac{3}{4}$  mile of  
455 green space, of quite residential streets, of open fields and over hanging pine trees that  
456 make up the character of Highway 42. When you leave Dixie Drive and turn down 42  
457 south you know that you have entered back into North Carolina, which is home. And it  
458 feels good, it looks beautiful, and it's worthy of being preserved. Bring the bypass  $\frac{3}{4}$   
459 mile closer into town you might as well pave everything between that point and Wal-  
460 Mart because it's all going to be commercial and business and the beautiful nature side of  
461 it's not going to be there. Alternative 1 may be called the bypass, but I'm a retired  
462 preacher and what some people see as a bypass I see as a trespass, well, almost. It's not  
463 quite that bad. (Applause)

464

465 As for the residents who live in Winningham Forest and I'll ask Mr. Goode if he will  
466 point to Winningham Forest. Winningham Forest is the development right at that  
467 interchange on Alternative 1 and that interchange really impacts the one and the only  
468 entrance into that lovely development of Winningham Forest. The only entrance there is  
469 within feet of that interchange. How are the people living on those two streets in  
470 Winningham Forest ever going to have safe access to Highway 42 if Alternative 1 would  
471 be adopted? As for the residents living in Winningham Forest Alternative 1 proposes  
472 that interchange, as we said, at Kennedy Country and Graceland Drive. that would  
473 negatively impact our access to our property from Highway 42 and needless to say it  
474 would impact our property value significantly as well.

475

476 In summary I would say Alternative 1 and it's orange or red is an unnecessary  $\frac{3}{4}$  mile  
477 intrusion into the established lives of a group of citizens who's quality of life does not  
478 need to be disturbed by a marauding highway. This bypass can, as is proposed on this  
479 map so clearly illustrated, this bypass can just as easily and more logically be located

480 farther south as set forth in the state's plan as Alternative 2. I speak against Alternative 1  
481 and favor of Alternative 2. Thank you.

482

483 (Applause)

484

485 Moderator: Thank you Mr. Liest. Could we keep the secondary conversation  
486 down a little bit? It's hard enough to hear in here as it is and with everybody talking it's  
487 even more difficult. Okay, we've got some vehicles outside that are not in parking  
488 spaces and they're blocking some people in so they're asking to be moved. Apparently  
489 some people need to leave but the only information I got is a Buick Century, a Ford  
490 Excursion, a Honda Accord, and a Chrysler Sebring. So if you recognize any of those, if  
491 you would move those. There are some people out there waiting to go somewhere. Mr.  
492 John Ogburn?

493

494 John Ogburn: Thank you Mr. Goode and on behalf of Mayor Gerrell and the  
495 Asheboro City Council, including Thomas Baker, who's our representative on the Rural  
496 Transportation Organization and Mr. Kindley, welcome and also welcome to DOT staff  
497 and thanks all ya'll for coming out tonight. I have a proclamation that I'm going to read  
498 into the record please.

499

500 "Where as the North Carolina Department of Transportation and  
501 the Federal Highway Administration has approved the Draft Environmental Impact  
502 Statement for US 64 Bypass. And whereas the highway project is a vital economic  
503 interest to Asheboro and central Randolph County and where as the project includes the  
504 North Carolina Zoo connector making the proposed highway with North Carolina world  
505 renown Zoological Park. And whereas it is crucial that North Carolina Department of  
506 Transportation quickly select a corridor so both Asheboro and Randolph County can  
507 begin to implement land use regulations will protect the corridor and say this is a North  
508 Carolina badly needed resources. And whereas a quick selection of a corridor will help  
509 alleviate the worries of those citizens affected by the project as well as those not affected.  
510 Now therefore be it proclaim of the expert City Council fully supports the US 64 Bypass  
511 and urges the North Carolina Department of Transportation to move with deliberate  
512 speed and select a final corridor for this much needed project and begin. This the 22nd  
513 day of May 2003, David Gerrell, Mayor and I'll leave that Mr. Goode for the record."  
514 Thank you.

515

516 (Applause)

517

518 Moderator: Thank you Mr. Ogburn. Cynthia Pierce?

519

520 Cynthia Pearce: Okay. I live on Old 49 west of Asheboro. This is area that would  
521 be effected by, as shown on the map by the red and the pink, coming from 64 going to  
522 new 49. I live on the area that is shown by the pink part of that corridor. I live on a farm.  
523 I am the fourth generation on that farm. So this is pretty personal to me because we're  
524 directly in that corridor. This is our heritage and our inheritance. My brother and my  
525 sister and my parents feel that way and the fifth generation coming behind us feel that  
526 way also. And through the years we've seen across our state farmland after farmland  
527 that's been taken up and made into development and highways and you know this

528 concerns me. I know we need good transportation, but it does concern me that all of  
529 these farms seem to be being made into other things. If children who own this land  
530 decide to do that I still think it's sad, but when children want to keep this land I do think  
531 it's a real shame if they aren't able to do that.

532

533 The part of land that I own is a hay field. It's rectangular in shape  
534 and the drawing that's on the wall shown by the engineer drawing would make this  
535 bypass loop to go smack dab right down the middle of it length wise. So that would  
536 completely wipe away that entire portion of the land. It also comes through other parts of  
537 that family farm.

538

539 Part of what has made our state in Randolph County a good place  
540 to live has been the farm land and the rural area and so as more and more highways come  
541 into this area. You know some see it as progress and we do want to make sure that we  
542 don't go backwards, but at the same time as we change, and change so rapidly, it's no  
543 longer the place that we think is such a good place to live. Something else another point  
544 that I would like to make of course is that 64 comes into Asheboro and goes straight  
545 through it. This is suppose to be a loop to bypass Asheboro to take supposedly a lot of  
546 traffic off of Dixie Drive, but the part that this corridor was supposedly alive doesn't even  
547 affect Dixie Drive. If 64 were widened, made better, which I understand might be plans  
548 for later on down the road, and I do agree with your comment that it's all a little bit close  
549 and I've seen that happen before. You bypass and then you have to bypass the bypass.  
550 But this corridor truly seems to be unnecessary because 64 traffic going around Asheboro  
551 or to the zoo would go straight into Asheboro, hit 220 Bypass, and then be able to  
552 connect onto that loop at that point without ever being on Dixie Drive. So that seems to  
553 be a more practical and cost efficient way to take care of traffic as it pertains to the west  
554 part of Asheboro. It certainly would take less land, which is one of our precious natural  
555 resources and less life would be disrupted because of it. Thank you.

556

557 Moderator: Thank you Ms. Pierce. Yeah please, please be quite back there so  
558 other people can hear. Jerry Brookshire?

559

560 Jerry Brookshire: I have quite a bit prepared to say but Ms. Robinson came up earlier  
561 than I did and she's a neighbor of mine so I'll just add a couple of things to what she's  
562 already said. I'm a home owner like many of you here and the area that we're concerned  
563 about ourselves is this area I call Sun Valley Acres, which is about .9 of a mile south of  
564 64 and just east of 42. The points I'd like to add to Ms. Robinson's comments are that  
565 current plans, as we understand them, would indicate that some of the home owners in  
566 this area would lose either their entire properties or, in some cases, corner sections of  
567 their properties by the bypass right-of-way. In the latter case the property values and the  
568 quality of life would be seriously reduced and to our understanding there is no provision  
569 by the state to fairly address this loss. Many of the home owners who find themselves in  
570 this predicament would rather have their entire properties in compass and have to relocate  
571 and they believe that relocation is the lesser of the evils when it comes to that type of  
572 situation.

573

574 From our perspective it would appear, as some others have already  
575 stated, that the southerly route for the bypass would me a most desirable option.

576 Basically as far south as we can get it the better off we are as a community, as a county.  
577 So I'm in opposition to Alternative 1 and 13 specifically and I'm sure a number of you  
578 are in opposition to others as well. And believe that a more southerly route would better  
579 provide for future commercial and industrial expansion, again before the new bypass is as  
580 congested as the old one, would provide better for the retention of the natural habitat for  
581 wildlife. And Ms. Robinson mentioned the wetlands, the barn owls, the pileated  
582 woodpeckers, the things I haven't seen until I moved here in 1990 for 30 years. When I  
583 came here they were here. Our concern is that they will not be if either Alternative 1 or  
584 13 is taken. In other words we believe there are better, longer, range alternatives than  
585 either 1 or 13. We would also encourage the DOT to consider all of the variables in their  
586 decision making process and not just the least cost opportunity. Thank you.

587  
588 (Applause)

589  
590 Moderator: Thank you Mr. Brookshire. Jim Holloway? Jim Holloway?  
591 Okay.

592  
593 Jon Holloway: Thank you Carl. My name is Jon Holloway. My family and I live  
594 on Emerald Rock Road which is the western part of 64 that will be taken. Unfortunately  
595 we're on all the papers here. They're going to take us no matter what it would assume to  
596 be. My comments would be that I chose to live where I live for two reasons. Beside my  
597 father, who is 75 years old and built a home with his own two hands who passed on his  
598 skills to me to do the same. This, where you have this beginning on 64 to me would  
599 appear best to be farther west. You get away from a 7 degree grade of going up 64.  
600 You're also going to miss a lot of houses from this proud homeowners I am sitting with.  
601 And also I feel that a farther, most southern route we can take would be the best way to  
602 go. But for me personally, if you would please consider the, Department of  
603 Transportation, beginning this farther west 64, away from Emerald Rock Road, farther  
604 west to reduce the 7 degree grade which of course would also reduce costs and begin this  
605 where we're going to take less people's homes. Also, I would like to urge you to keep in  
606 mind of the Carrington Hills area, which is approximately 1/2 mile east of Emerald Rock  
607 Road. And the way you have this direction it would effect this severely as well. Thank  
608 you.

609  
610 (Applause)

611  
612 Moderator: Thank you Mr. Holloway. Gary McBride?

613  
614 Gary McBride: Hello I'm Gary McBride. My sister spoke earlier, Cynthia Pierce,  
615 and I'm part of the family that she spoke of and we are in the corridor that is shown on  
616 the map as the pink section. This is a farm that has been handed down for quite  
617 sometime from family to family and it's something that we've really look forward to  
618 having ourselves and passing it on to our other family members. And I know that that's  
619 something that each and every one of you are concerned about tonight as far as your  
620 property. So, I won't dwell on that too much.

621  
622  
623 One thing that I have heard though, and it has been a reoccurring  
thing. I have not heard yet some person say this corridor needs to be closer into the city.

624 Everyone who has made mention of any alternative route has made mention to the fact  
625 that the corridor needs to further out away from the city. Now I know that the property  
626 they were speaking of would affect me, but I have the same opinion. If you look on the  
627 west side of Asheboro it appears that the corridor in the pink sector is closer to Asheboro  
628 than any other corridor they have chosen. Now the section that's in the red also has some  
629 of my family and friends and I don't want it to go that way either but I'd go on them than  
630 me. So, but anyway I think that the western sector should be move further out.

631

632 Also if you'll think in terms businesses and relocation of  
633 businesses that farm is something that is a business to me. I was a business owner in  
634 Asheboro for several years and I have sold that business and now the farm out there is  
635 producing the majority of my income for me. So if you're talking about relocation of  
636 businesses it would have to be relocated also because if you cut through that farmland the  
637 acreage that it takes leaves me with only a small amount of acreage that I can use for  
638 income producing acreage and that would not be sufficient for income. So it would  
639 require relocation of another business.

640

641 Also on the corridor, in the pink sector, I think they have shown a  
642 bridge that would be passing over the bypass and it appears to me like the excavation and  
643 granite they would have to do in the cost of that bridge would be significant and would  
644 merit studying moving this road further out. So thank you very much.

645

646 (Applause)

647

648 Moderator: Thank you Mr. McBride. Elizabeth Nixon?

649

650 Elizabeth Nixon: Good evening. My name is Elizabeth Nixon. Six years ago my  
651 husband and I sunk our whole savings in a house. And according to the map, it's going  
652 right through our living room and we have reached the age of retirement we can count on  
653 our hands. He recently lost his job of 22 years. He has no income and the way job  
654 situations are I don't know if he can get one and like I said we've put years into this  
655 house. We sunk our love in it, we've planted flowers in it, and so people  
656 don't...(inaudible) we have to give up all that and we have no promise of having further  
657 income except social security. And everybody knows how that might run. So I know  
658 there's going to be a lot of people that's going to lose their house, but these people are  
659 not looking about the people that they're going to take their houses. They're whole life is  
660 sunk into it. I just wanted to base my opinion on that. Thank you.

661

662 (Applause)

663

664 Moderator: Thank you Ms. Nixon. Ron Hyler?

665

666 Ron Hyler: Thank you. My name is Ron Hyler. I live on the east end of  
667 Trogdon Hill Road. If you look at the map it's pretty much a done deal. All my  
668 neighbors over here are gone pretty much. We're not, we don't have a choice. There's  
669 no alternatives. The only thing I have a problem with is I'm like everybody else. There  
670 is no doubt that you need to bypass Dixie Drive. I mean there's no doubt about that. But  
671 if you're going to bypass, why not go pass Ramseur because it's already built up right

672 there on Trogdon Hill with bloom is with a new church, a trailer sale place, and more  
673 industry will come out that way. So what you're going to end up having is a bypass for a  
674 bypass and it's going to cost us all later on down the road. Personally I'm the young  
675 person in our neighborhood. I've only been there 15 years. I mean that's the rest of them  
676 have been there a lot longer. It's probably more tied to them to not want to move. I just  
677 remodeled my house, spent a lot of money. They can take it, I don't, you know but I just  
678 don't see the point in spending lots of money, building a road and it's already going to  
679 come back into a commercial area. And that's just what I wanted to say. Thank you.

680

681 (Applause)

682

683 Moderator: Thank you Mr. Hyler. Charles Delk?

684

685 Charles Delk: Hi. I'm Charles Delk. My family and I live on Crystal Wood  
686 Road which is, we're in the orange section of Alternative 1 and 13. I didn't really have  
687 any specific thing to talk about when I came here tonight. I had a few ideas running  
688 through my head, but most of them have been covered by some very eloquent neighbors  
689 of mine who I didn't see were on the list. Basically all I've got to say is that I stand in  
690 support of them and I oppose the Alternates 1 and 13 because they impact the Crystal  
691 Wood Road and Sun Valley area. In my case, they do not take my house but it looks to  
692 me like the right-of-way comes right up on my back porch. So, I would much rather  
693 them take my home than to be in the position I'm in. So we've still got questions about  
694 that as far as how that impacts us and our property values and what the state will do for  
695 us. And I'm sort of like the retired Reverend here I think the, that orange splitter there  
696 looks a little out of place on this map myself. It doesn't look like the part of the natural  
697 progression of the loop to me. So, that's all I got to say and I'm just supporting the  
698 people on Crystal Wood Road and the ones impacted by the 1 and 13 Alternative. Thank  
699 you.

700

701 (Applause)

702

703 Moderator: Thank you Mr. Delk. Okay, that concludes the list of those who  
704 signed up prior to the meeting, those who preregistered. At this time I open the floor up  
705 to anyone else who would like to make comments for the record. Yes Sir? If you would  
706 please use the microphone and state your name for the record.

707

708 Frank Gibbs: Good evening. My name is Frank Gibbs and I'm one of those  
709 people who live up there in Winningham Forest. We just built a home up there and it's  
710 not even two years old. But you know that doesn't bother me so much as just looking at  
711 this map. I'm kind of curious about something. What do you notice about all of those  
712 loops? What do they really center on? They center really on getting around Asheboro or  
713 do they center on that zoo? Now Asheboro has the zoo. But we are not the zoo. The  
714 people of Asheboro are Asheboro not that zoo. And I really wonder why through all of  
715 this there has never been any kind of a plan to go to the north of Asheboro and around.  
716 Take a look at what's up in there with the housing etc., compared to what is south of 64.  
717 Now what I'm saying to you is I think we ought to take a look at this a little bit harder  
718 look and think about, well how about let's have a cost effective, what it would take to go

719 to the north rather than bring it all the way down in the south with all these homes down  
720 there just to accommodate the zoo. Thank you.

721

722 (Applause)

723

724 Moderator: Do we have any others? Yes Mam?

725

726 Jackie (Inaudible): Hi. My name is Jackie (Inaudible). We live right off of 42 on Fleta  
727 Brown Road. We're pretty much getting run over. There aren't any other options. I just  
728 want to say that I wish you wouldn't run us over, get that on record since no one else did  
729 from our area. I also want to say that many of us in here take it very personally. The  
730 property that we live on is our home. Nobody wants it to run any of us over. We all say  
731 go that way, go that way, don't run me over but we are all victims here. I think the  
732 problem started long ago when the City Council took no, had a very short sight, had a  
733 vision for what was good for Asheboro and allowed a lot of businesses to build on 64  
734 putting in new intersections and new lights just to make it a dangerous thoroughfare. So  
735 we're victims of short sightedness or greed, maybe is another word. I also think that a  
736 loop, any loop is really not the only option. I feel that if we work together with the  
737 businesses along 64 we could figure out a way to widen 64. The people on 64 built their  
738 businesses there and impacted that whole zone, turned it into a commercial area. I feel  
739 that it's their fault that it's congested and dangerous at this point, so I feel like I don't  
740 want to have to pay for their lack of planning. So just for the record. Thank you.

741

742 (Applause)

743

744 Moderator: Thank you Mam. Do we have others? Okay, come ahead and then  
745 you come after her.

746

747 Ann (Inaudible): My name is Ann (Inaudible) and we happen to be living right  
748 where the zoo connector road is coming through. So I tend to agree with the gentleman  
749 who said that the loop is being made for the convenience of the zoo. We have also been  
750 told right out of Raleigh that it has been a political thing to get this connector road to the  
751 zoo and that they're going to put it through no matter what because that's what the zoo  
752 wants. I also understand the zoo has an aerial photo where they have flown over and they  
753 want this gorgeous, beautiful scenic route into the zoo at the expense of our wildlife and I  
754 just don't think it's right. I think Highway 64 should be widened. Also the state's going  
755 to spend a lot of money to build the zoo connector road over that mountain when they  
756 only have a one mile stretch from where the loop is going through over Zoo Parkway.  
757 They can widen Zoo Parkway for a whole lot less tax payer's money than that connector  
758 over that mountain. (Applause)

759

760 Timmy (Inaudible): Hello. My name is Timmy (Inaudible). I apologize for me  
761 missing the first public meeting here. My house is actually on Luck Road where it comes  
762 in right there that last carolina blue right there. So I know that my house is going to be  
763 taken. My biggest concern for me. I don't mind selling the house. I don't mind. My  
764 biggest concern for me is I've got a 2 year old daughter, I've got a 4 year old son and I  
765 know by the time this thing takes place they're going to be in school somewhere. So I  
766 know that once they buy my house or whatever then here I am got to try to find another

767 place to relocate and try to get my kids in the same school. And another thing that  
768 worries me is my house is not paid for so the interest rates right now are real low so I  
769 thinking I'm worried 5 years from now or 9 years from now the interest rate is not going  
770 to be 5.5 or 4.73 so I'm going to have to buy another house. So, and I know they're not  
771 going to do it for one person, but I mean I would love if I know my property's going to  
772 be taken somewhere down the road in the next year or two that where I can relocate  
773 before I get my kids in school. (Applause) And that's my biggest concern about the  
774 whole project. Like I say I don't mind selling the house. So that's just what I wanted to  
775 say.

776  
777 (Applause)

778  
779 Moderator: Thank you Sir. Do we have others? Sure. Come right here.

780  
781 Dwight Hall: My name is Dwight Hall and I live on Trogdon Hill Road. Mr.  
782 Hyler is one of my neighbors and like he said he's the youngest one. He's just been there  
783 15 years. I'm one of the youngest. I've just been there 35 years. There's people that's  
784 on that road that's been there for over 60 years and it's their home. But this is not the  
785 first time they've had there home questioned because a few years back they were going to  
786 widen 64 Highway. In the mean time, my home burnt down. So we built it back because  
787 they said they were going to go behind our house to put 64 in and take Trogdon Hill off  
788 of 64. This is a proposal to take more traffic to Asheboro more efficiently. So they  
789 started blasting my house and they blowed my house up building the road. So we built it  
790 back again. Now they're saying we're in the light blue and they going to blow it up.  
791 They're going to take it and if there's no alternative that one is in stone everybody on that  
792 end, on the end that goes out and the end that starts has lost their property. I raised my  
793 children there. My mother has an apartment on my home. She's lived in that apartment  
794 for 10 years and she's 83 years old. My neighbor across the street is been living where  
795 she's been living over 50 years. These are people's homes. Which is more important?  
796 The zoo, the traffic, the commercial business, or what people's considered a home for  
797 over half a century? The state says that they're going to do this to benefit Asheboro. So  
798 far I've not seen that much benefit from widening 64. Soon as they widen 64 they moved  
799 everything out to the mall. All the car dealerships started building on 64. They're  
800 moving out toward Ram Sewer. Now Ramseur is a commercial town. It's on 64.  
801 They're not going to bypass Ramseur. Why? That traffic's coming from Raleigh, it's  
802 coming through Ram Sewer just like it's coming to Asheboro.

803  
804 Audience Member: The zoo.

805  
806 Dwight Hall: The zoo. Thank you.

807  
808 (Applause)

809  
810 Moderator: Okay. Thank you Sir. Do we have others? Any other comments  
811 for the record?

812  
813 Okay again remember all of us will be around. Yes Sir? Sure  
814 come right here.

815

816 Tony (Inaudible): Thank you. My name is Tony (Inaudible). I moved to Asheboro  
817 about 12 years ago. I use to be a Coca-Cola deliveryman. I recognize a lot of faces in  
818 here from business. You probably remember me delivering Coca-Cola's to your place. It  
819 was at that time that I fell in love with Asheboro. I decided to move my 2 children down  
820 here to raise them here because Asheboro is a lovely place full of good people and that's  
821 why I'm here and it was one of the best decisions I've ever made. And I just wanted you  
822 to know that.

823

824 But as far as this bypass goes it's very complicated. But  
825 what disturbs me is we got a 14 mile stretch of highway here that's approximately going  
826 to cost \$200 million dollars. And I'm with Frank. Why couldn't they go north? If they  
827 would have went north, that is like about 7 miles of highway. Now my map is not that  
828 good but if you divide that in half we probably could've did it for about \$100 million  
829 dollars. Maybe we could save \$100 million dollars if we would've went north. I know  
830 it's probably out of the question to go north now because of the zoo. The zoo is a  
831 beautiful, wonderful place and it's a great attraction and the bypass we do need. I agree.  
832 5-9 routes is going to take my home and I'm willing to sacrifice that. I'm willing to  
833 sacrifice the memories that I have raised my children up in this home for the bypass. But  
834 we have to make a rash decision. I live at Kenly Court, which is in the green section on  
835 the eastside. I've heard a lot of people come up here talking about routes 1 and 13. I  
836 agree with you. The owls and the woodpeckers, they are things that are nice to sit out on  
837 the back porch and listen to at night. We also have those in the green section at Kenly  
838 Court off of Fleta Brown there. I speak out for Kenly Court and the green section that we  
839 would like to say that. The reason I'd like to say that now after looking at this total cost  
840 sheet, routes 1 and 13 are the least expensive. By going those two routes we can save  
841 anywhere from \$8 million to \$18 million dollars. I just ask that we may take that extra  
842 money we save and build that new ball field or even give the money to the people that are  
843 all around routes 1 and 13. Give them extra money for their homes. And that's all I have  
844 to say.

845

846 (Applause)

847

848 Moderator: Thank you Sir. Anyone else like to offer comments to the spoken  
849 record? Yes Sir?

850

851 Chuck (Inaudible): My name is Chuck (Inaudible). I've been listening tonight and it's  
852 quite obvious that all of you folks are going to be inconvenienced, lose money. As  
853 Charlie Brown says a community resource is going to be gone. All because of one thing  
854 and that is the political power of the North Carolina Zoo. It is not being done for any  
855 other reason, period. Now as the gentleman spoke right before I did talking about the  
856 money situation, the state is hurting for money right now, but when it comes to politics  
857 your money is their money, your land is their land. So, you have to realize when you're  
858 fighting a political entity, you have a very, very hard fight. So remember the zoo is the  
859 primary reason for this bypass, period. Thank you.

860

861 (Applause)

862

863 Moderator: Anyone else for the record? Yes, yes Sir?

864

865 Glenn Craven: Hello. My name is Glenn Craven. Oh, I'm sorry. I had the wrong  
866 one. My name is Glenn Craven. I live down on 643 (Inaudible) Country Drive. I'm in  
867 the orange section where the preacher talked about awhile ago and the other man did to  
868 down on Grace Land right below being the next new development. We're in the  
869 Winningham Estates settlement and after I drive a truck everyday, 5 days a week  
870 throughout Asheboro, Randolph County. As I was driving out to the road I got to  
871 thinking the other day about how they're wanting to build this 14 mile stretch to go  
872 through people's housing developments, farmlands, and mess all that kind of stuff up that  
873 everybody has been use to here in Randolph County for all these years. What I think,  
874 like they say, has boiled down to is to make a highway that is convenient to access to the  
875 North Carolina Zoo. And I haven't got anything against the zoo. I think the zoo is a  
876 good thing for Randolph County. It can bring in tourists and help the money, economy,  
877 and myself. I'm effected by this just like you are. Well they say they might want to take  
878 my house too. But I did think, the other day, as I was driving down the road how we  
879 might be able to change this to where it wouldn't effect the 14 mile stretch like they have  
880 proposed right now. I had looked at this and thought about it and wrote it down on a  
881 piece of paper last night on the comment/question section thing. Instead of building a  
882 new bypass on the east side of Highway 64 and taking away valuable farmland and  
883 housing developments use another route to Highway 64 east, but come in from the west  
884 side. From the bridge on Albemarle Road, near Days Inn over 220 Bypass is 2.5 miles to,  
885 let me get back to where I wrote this down at, 2.5 miles to go north on 220 Bypass to  
886 Presnell Street. Albermarle Road now runs into the 64 and 49 interchange on the west  
887 side of town. From Presnell Street, widen this to a five lane road to Highway 64 East, it  
888 comes out at the intersection of Brady Dodge from the west side. This is a state road SR  
889 2345. It is 3.8 miles long from the bridge over the 220 Bypass out to the Presnell Street  
890 interstate to Highway 64 there at Brady Dodge. And instead of using the 14 miles road of  
891 stretch it can be eliminated down to 3.8 miles, which would...(inaudible). An example of  
892 this would be like the highway in Winston up the 52, where they have built the highway,  
893 we might say through the main part of town and it's taken away a lot of the excess traffic.  
894 The businesses can still go on but traffic can go through Winston on that Highway 52 at  
895 65 MPH and by doing this also. Another route could be, they might put a road in down  
896 around the Seagrove area to come into the zoo for the zoo purposes to help the zoo out.  
897 That way everybody here tonight like myself wouldn't be affected by their land being  
898 taken away or looking at a new interstate out there in your front yard. Thank you.

899

900 (Applause)

901

902 Glenn Craven: Also one more comment I had as I was filling out this paper last  
903 night I just happened to glance. There was a Courier Tribune laying on my dining room  
904 table, I guess where my wife had laid it down, and the NC Zoo has upcoming Australian  
905 exhibit that's planning to go in down at the zoo and this is going to cost \$6.5 million  
906 dollars and it's to bring in more elephants, rhinos, and kangaroos too. If I was spending  
907 \$6.5 million dollars I'd want a bunch of people to come down to see it at the zoo too and  
908 I can see why they want the traffic to come in to it. And I just thought I'd mention this  
909 too. Thank you.

910

911 (Applause)

912

913 Moderator: Okay. Do we have any other comments? Yes, yes Mam?

914

915 Penny Robins: My name is Penny Robins and I live on Virgil Hill Road. It's  
916 going take, there's 5 out of the 9, that is going to take our house. Which is fine I guess. I  
917 really don't want it to, but I guess if it's going to it's going to. My point in turn and what  
918 I want to say for the record is we came up here the other night and asked what the reason  
919 was why they couldn't do the blue instead of the purple taking the Virgil Hill Road the  
920 Bell Simmons Road. And they said it was because there was a new development, or a  
921 well established, that has developed over on Pastureview Road. Pastureview Road's fine  
922 I don't have nothing against anybody who lives there, but my family or my husband's  
923 family has been in this community for 80-90 years. We got people sitting here that's  
924 been there just as longer. People that's been right there with them longer than that  
925 probably. But when you take a new development, that's only been there 7-8 years, Terry  
926 and I have been married 15 years, so we've been there 15 years on Virgil Hill Road. I  
927 can't see taking something like that for a community that's only been there 5-7 years.  
928 That's all I've got to say.

929

930 (Applause)

931

932 Moderator: Okay, anymore comments? Again you have a comment sheet to  
933 submit written comments for the next 30 days. Those will be the same as spoken  
934 comments. I see none. If we have no others, thank you very much for your participation  
935 and we'll close this hearing. Thank you.

936

937

Hearing Adjourned

938

939

940

941

Carl B. Goode, Jr., P. E., Moderator  
Office of Human Environment

942

943

944

CBG/jrc

945

May 22, 2003

**APPENDIX B**

**LEDPA MERGER MEETING MINUTES**

# MEMO

July 22, 2004

**To:** Meeting Attendees  
**Copy:** Project File  
**From:** Yvonne G.G. Howell, P.E.  
**Subject:** Meeting Minutes – Merger Team Field Meeting, Concurrence Points 2A and 3: US 64 Improvements, Asheboro, Randolph County; TIP No. R-2536

**Meeting Date:** May 12, 2004 10:00 am

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**Meeting Location:** Asheboro Field and Randolph County Office Building Training Room  
Asheboro, NC

**Attendees:** Emily Lawton – FHWA  
Richard Spencer – USACE  
Chris Militscher – USEPA  
Gary Jordan – USFWS  
Travis Wilson – NCWRC  
Beth Barnes – NCDENR – DWQ  
Sarah McBride – SHPO  
Rex Badgett – NDDOT – Division 8  
Art King – NCDOT – Division 8  
Jerome Nix – NCDOT – Hydraulics Unit  
Rachelle Beauregard – NCDOT – ONE  
Carla Dagnino – NCDOT – ONE  
Drew Joyner - NCDOT – TIP Program Manager  
John Conforti - NCDOT – PD&EA  
Roger Lewis - Earth Tech  
Ron Johnson – Earth Tech  
Yvonne Howell – Earth Tech

**Minutes:**

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The team met at the Randolph County Office Building at 10:00 am to receive handouts and be briefed on the sites to be visited during the day. Following brief introductions, it was agreed that Little River, Tantraugh Branch, North Prong Richland Creek, and Vestal Creek would be visited. A lunch break would happen between site visits, and the team would have a final meeting in the First Floor Training Room at the Randolph County Office Building to discuss the sites and review Concurrence Points 2A and 3.

**Little River.** A wildlife crossing was requested at this site based on the stream banks, surrounding topography, and character of the entire area. In addition, fencing was mentioned as a means of encouraging wildlife passage under the bridge and deterring wildlife from crossing the new road. There would be no other opportunities for wildlife crossing between Mack Road and US 220 Bypass.

US Fish and Wildlife Service and NC Wildlife Resource Commission requested 30 feet (from top of bank to toe of end bent slope) as a minimum width and 8 feet as the minimum vertical clearance for a wildlife crossing. The team visited the Alt. 13/14 Little River sites but declined to visit the Alt. 29 site after being informed that the vegetation and topography are typical along Little River. The team agreed that the recommended wildlife crossing treatments would apply at the three proposed Little River crossings (Alts. 13, 14, and 29).

**Tantraugh Branch:** Alternatives 13 and 14 were discussed prior to visiting this site. The proposed culvert under the Zoo Connector passes below several ramps; a bridge or bridges are not feasible at this site due to the proximity of the ramps to each other. The team walked through the Alt. 29 Seepage Wetland confirming this to be a low quality wetland. The adjacent Forested Wetland was identified as higher quality and more desirable for minimization efforts. The team continued across Tantraugh Branch. It was determined that the Forested Wetland to this point was typical of that found along Tantraugh Branch (on Alts. 13 and 14) and the team agreed to proceed to the next site. The team determined a bridge would not be requested at this site.

**North Prong Richland Creek:** The team walked to this site and in reviewing the preliminary cost information, the bridge would be less expensive than the culvert, so a bridge was requested. The bridge estimated did not include wildlife crossing width.

**Vestal Creek:** The team reviewed preliminary cost information for this crossing and determined they would request a bridge at this site based on the closeness of costs. The team did not visit this site.

Following the site visits, the team met at the Randolph County Office Building to review the project study area aerial and discuss Concurrence Point #2A and #3. Fencing for the purpose of encouraging wildlife to use the bridge rather than crossing the new roadway was further discussed. Wildlife Resource Commission mentioned 1500 feet of fencing at all four quadrants of the Little River crossing, including one-way gates and/or deer leaps to prevent animals being trapped on the roadway side of the fence. This length (1500 feet) is flexible and should be further investigated during final design. After brief discussion, the team concurred with Point #2A, agreeing to a bridge at Little River, North Prong Richland Creek, and Vestal Creek, as detailed in the attached concurrence form. The team also chose Alternative 29 based on Concurrence Point #2A bridges and the quantities of stream impacts quoted in the meeting handout (attached), as detailed in the attached concurrence form.

*These minutes are the writers' interpretation of the events and discussions that took place during the meeting. If there are any additions and/or corrections, please respond in writing within seven (7) days.*

*If you have any additions, deletions, or changes to this memorandum, please notify Yvonne Howell at (919) 854 6213 or by email at [yvonne.howell@earthtech.com](mailto:yvonne.howell@earthtech.com).*

**E-MAILING LIST**

Emily Lawton – emily.lawton@fhwa.dot.gov  
Richard Spencer – Richard.K.Spencer@usace.army.mil  
Chris Militscher – militscher.chris@epa.gov  
Gary Jordan – gary\_jordan@fws.gov  
Travis Wilson – travis.Wilson@ncwildlife.org  
Beth Barnes – beth.barnes@ncmail.net  
Sarah McBride – sarah.mcbride@ncmail.net  
Rex Badgett – jsbadgett@dot.state.nc.us  
Art King – agking@dot.state.nc.us  
Jerome Nix – jnix@dot.state.nc.us  
Rachelle Beauregard – rbeauregard@dot.state.nc.us  
Carla Dagnino – cdagnino@dot.state.nc.us  
Drew Joyner – djoyner@dot.state.nc.us  
John Conforti – jgconforti@dot.state.nc.us  
Roger Lewis – roger.lewis@earthtech.com  
Ron Johnson – ron.johnson@earthtech.com  
Yvonne Howell – yvonne.howell@earthtech.com

Jimmy Goodnight – jgoodnight@dot.state.nc.us  
Tim Goins – tdgoins@dot.state.nc.us  
Brian Yamamoto – byamamoto@dot.state.nc.us  
Felix Davila – felix.davila@fhwa.dot.gov

# Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 2A: Approximate lengths of bridges on Detailed Study Alternatives

Project Name/TIP Description: Proposed Asheboro Southern Bypass, US 64 west to US 64 east. Four lane freeway on new location, in Randolph County.

TIP Project No: R-2538  
Federal Aid Project No: NHF-64(19)  
State Project No: 8.1571401  
WBS No: 34450.1.1

All alternatives are full control of access with interchanges at the following: US 64 west, NC 49, US 220 Bypass, NC Zoo Connector, NC 159, NC 42, and US 64 east.

These following approximate lengths of bridges by Alternative and resource indicate the bridge lengths proposed:

Alternative 13: BRIDGES OF 3 SPANS @ 55 FEET EACH (165 FEET TOTAL)  
WITH 2 @ 30 FEET WILDLIFE CROSSINGS @ EACH LOCATION FOR  
LITTLE RIVER, VESTAL CREEK, & NORTH PRONG RICHLAND CREEK. (30 FEET IS

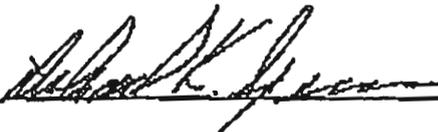
Alternative 14: MEASURED FROM TOP OF BANK TO TOE OF FILL SLOPE).  
(SAME AS 13)

Alternative 29:

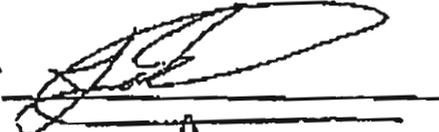
(SAME AS 13)

The Project Team has concurred on this date of May 12, 2004, with the approximate length of bridges on each detailed study alternative as stated above.

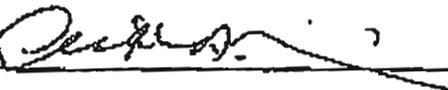
USACE



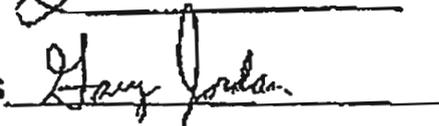
NC DOT



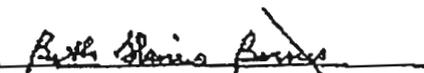
USEPA



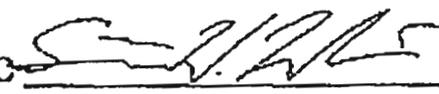
USFWS



NCDWQ



NCWRC



SHPO



FHWA



# Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 3: Least Environmentally Damaging Practicable Alternative (LEDPA)

Project Name/TIP Description: Proposed Asheboro Southern Bypass, US 64 west to US 64 east. Four lane freeway on new location, in Randolph County.

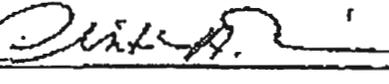
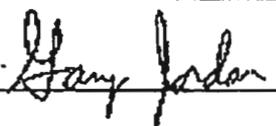
TIP Project No: R-2538  
Federal Aid Project No: NHF-64(19)  
State Project No: 8.1571401  
WBS No: 34450.1.1

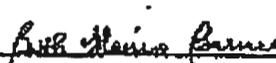
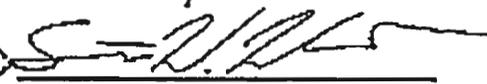
The Least Environmentally Damaging Practicable Alternative for the proposed project is:

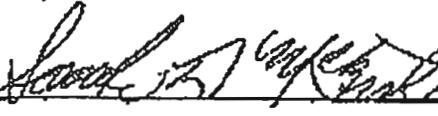
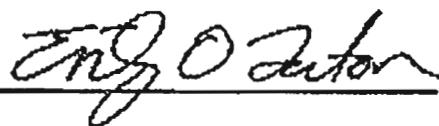
## Alternative # 29

The Project Team has concurred on this date of May 12, 2004, that the above mentioned alternative is the Least Damaging and Practicable Alternative (LEDPA).

USACE  NCDOT 

USEPA  USFWS 

NCDWQ  NCWRC 

SHPO  FHWA 

**APPENDIX C**

**AGENCY COMMENTS**



North Carolina  
Department of Administration

Michael F. Easley, Governor

Britt Cobb, Secretary

May 11, 2007

Ms. Jennifer Evans  
N.C. Dept. of Transportation  
Planning & Environmental Branch  
Transportation Building-1534 MSC  
Raleigh, NC 27699

RECEIVED  
Division of Highways

MAY 15 2007

Preconstruction  
Project Development and  
Environmental Analysis Branch

Dear Ms. Evans:

Re: SCH File # 07-E-4220-0325; FEIS; US 64 Improvements in the Asheboro area including improved access to the NC Zoological Park, Randolph County; TIP #R-2536

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

Ms. Chrys Baggett  
Environmental Policy Act Coordinator

Attachments

cc: Region G

Mailing Address:  
1301 Mail Service Center  
Raleigh, NC 27699-1301

Telephone: (919)807-2425  
Fax (919)733-9571  
State Courier #51-01-00  
e-mail [Chrys.Baggett@ncmail.net](mailto:Chrys.Baggett@ncmail.net)

Location Address:  
116 West Jones Street  
Raleigh, North Carolina



North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

MEMORANDUM

TO: Chrys Baggett  
State Clearinghouse

FROM: Melba McGee ✓  
Environmental Review Coordinator

SUBJECT: 07-0325 FEIS Proposed Improvements to US 64 in Asheboro,  
Randolph County

DATE: May 10, 2007

Secretary's Office  
DOA  
MAY 10 2007  
RECEIVED

The Department of Environment and Natural Resources has reviewed the proposed information. The attached comments are for the applicant's information.

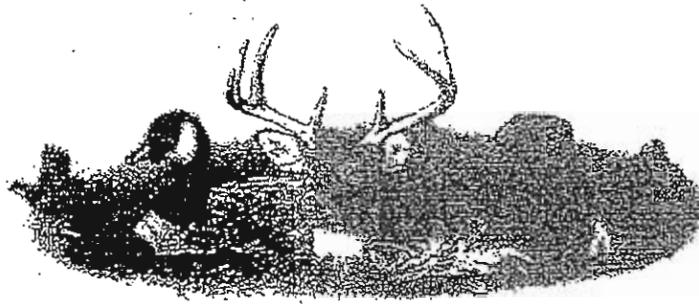
Thank you for the opportunity to review.

Attachments

1601 Mail Service Center, Raleigh, North Carolina 27699-1601  
Phone: 919-733-4984 \ FAX: 919-715-3060 \ Internet: [www.enr.state.nc.us/ENR/](http://www.enr.state.nc.us/ENR/)

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**North Carolina Wildlife Resources Commission**

Richard B. Hamilton, Executive Director

**MEMORANDUM**

**TO:** Melba McGee  
Office of Legislative and Intergovernmental Affairs, DENR

**FROM:** Travis Wilson, Highway Project Coordinator  
Habitat Conservation Program

**DATE:** May 7, 2007

**SUBJECT:** North Carolina Department of Transportation (NCDOT) Final Environmental Impact Statement (FEIS) for the proposed improvements to US 64 in Asheboro, Randolph County North Carolina. TIP No. R-2536, SCE Project No. 07-0325.

Staff biologists with the N. C. Wildlife Resources Commission have reviewed the subject FEIS and are familiar with habitat values in the project area. The purpose of this review was to assess project impacts to fish and wildlife resources. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

NCDOT proposes to construct the US 64 improvements as a four-lane, median-divided facility with full control of access on new location, with a two lane two mile long parkway facility connecting the NC Zoo. The preferred alternative for this project is 14 miles in length, impacting 29,896 linear feet of jurisdictional streams and 3.3 acres of jurisdictional wetlands.

We have reviewed the data provided in the FEIS. At this time we concur with the FEIS for this project. Thank you for the opportunity to comment. As a member of the Merger team we will continue our involvement in future coordination for this project. If we can be of any further assistance please call me at (919) 528-9886.

cc: Gary Jordan, U.S. Fish and Wildlife Service, Raleigh  
Polly Lespinasse, DWQ, Raleigh  
Richard Spencer, USACE, Washington



Michael F. Easley, Governor

William G. Ross Jr., Secretary  
North Carolina Department of Environment and Natural Resources

Alan W. Klumek, P.E. Director  
Division of Water Quality

April 30, 2007

## MEMORANDUM

**To:** Melba McGee

**From:** Polly Lespinasse, Division of Water Quality, Mooresville Regional Office

**Subject:** Comments on the Final Environmental Impact Statement Related to Proposed US 64 Improvements from US 64 Just East of SR 1424 (Stutts Road) to US 64 0.6 Miles East of SR 2345 (Presnell Street) for a Distance of Approximately 14 Miles, Randolph County, Federal Aid Project No. NHF-64(19), State Project No. 8.1571401, WBS No. 34450.1.1, TIP Project No. R-2536, DENR Project Number 07-0325, Due Date 05/07/2007

This office has reviewed the referenced document dated March 2007. The Division of Water Quality (DWQ) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact Waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional wetlands, streams, and other surface waters. The DWQ offers the following comments based on review of the aforementioned document:

### Project Specific Comments:

1. This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, the NCDWQ will continue to work with the team.

### General Comments:

2. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
3. Environmental assessment alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NC DWQ *Stormwater Best Management Practices*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
4. Prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.

*for*  
North Carolina  
Naturally

North Carolina Division of Water Quality  
Internet: n2o.enr.state.nc.us

610 East Center Avenue, Suite 301  
Mooresville, NC 28115

Phone: (704) 663-1699  
Fax: (704) 663-6040

6. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506(h)), mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.
6. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
7. DWQ is very concerned with sediment and erosion impacts that could result from this project. NC DOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
8. NC DOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Bridges shall be provided at the crossings over Little Creek, Vestal Creek and North Prong Richland Creek with minimum lengths totaling 165 feet over each stream as agreed to in the May 25, 2006, Concurrence Point No. 4A Merger Project Team Meeting. Where streams must be crossed, the DWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, DOT should not install the bridge bents in the creek, to the maximum extent practicable.
10. Sediment and erosion control measures should not be placed in wetlands or streams.
11. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
12. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
13. Based on the information presented in the document, the magnitude of impacts to wetlands and streams will require an Individual Permit (IP) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
14. Bridge supports (bents) should not be placed in the stream when possible.
15. Whenever possible, the DWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges allow for human and wildlife passage beneath the structure, do not block fish passage and do not block navigation by canoeists and boaters.

16. Bridge deck drains should not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NC DWQ *Stormwater Best Management Practices*.
17. If concrete is used during construction, a dry work area should be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
18. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
19. Placement of culverts and other structures in waters, streams, and wetlands shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by DWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NC DWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.
20. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation and/or sills where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
21. If foundation test borings are necessary, it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3494/Nationwide Permit No. 6 for Survey Activities.
22. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
23. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
24. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

Ms. Melba McGee  
Page Four

25. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
26. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
27. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

The NCDWQ appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Polly Lespinasse at (704) 663-1699.

cc: Richard Spencer, US Army Corps of Engineers, Wilmington Field Office  
Felix Davila, Federal Highway Administration  
Chris Milltscher, Environmental Protection Agency  
Travis Wilson, NC Wildlife Resources Commission  
Gary Jordan, US Fish and Wildlife Service  
Sonia Gregory, DWQ Central Office  
File Copy



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

RECEIVED  
Division of Highways

May 18, 2007

MAY 24 2007

Preconstruction  
Project Development and  
Environmental Analysis Branch

Gregory J. Thorpe, Ph.D.  
Environmental Management Director  
Project Development and Environmental Analysis Branch  
North Carolina Department of Transportation  
1548 Mail Service Center  
Raleigh, North Carolina 27699-1548

Subject: US 64 Improvements-Asheboro (Zoo Connector) Randolph County  
Final EIS; TIP R-2536  
CEQ No.: 20070148; FHW-E40796-NC

Dear Dr. Thorpe:

The U.S. Environmental Protection Agency (EPA) Region 4 has reviewed the subject document and is commenting in accordance with Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA). The North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA) are proposing to make improvements to US 64 Asheboro Bypass in Randolph County. The proposed 14-miles of new roadway improvements will address future congestion in Asheboro along the US 64 corridor as well as provide improved access to the North Carolina Zoological Park. This project has been in the NEPA/Section 404 Merger process and EPA has been actively involved during project planning.

Many of EPA's comments and environmental concerns on the November 2002 Draft Environmental Impact Statement (EIS) have been addressed during the Merger process meetings and in the FEIS (Pages 29 to 34). EPA's primary concerns regarding noise and visual impacts, stream and wetland impacts, and potential indirect and cumulative impacts have been largely addressed. EPA recommended Alternatives 1 or 13 (LO-Lack of Objections) in its November 25, 2002, letter on the DEIS. Based upon input from other agencies during the Merger process and subsequent commitments to minimize impacts to streams and wetlands through bridging, EPA concurred on Alternative 29 as the Least Environmental Damaging Practicable Alternative (LEDPA) on May 12, 2004. Alternative 29 (Preferred) includes 145 residential relocations, 14 business relocations, 1 impacted church, 135 noise receptor impacts, approximately 642.2 acres of terrestrial forest impact, 4.1 acres of wetland impacts and approximately 23,292 linear feet of U.S. Army Corps of Engineers (USACE) mitigable stream impacts. EPA notes that potential impacts from relocations (i.e., From 160 to 145 residential and 24 to

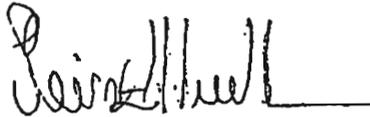
14 business relocations) have been substantially reduced by NCDOT and FHWA since the issuance of the DEIS.

EPA continues to have some concerns in regard to avoidance and minimization efforts and identified environmental commitments (Special Project Commitments/Green sheets; pages 1 to 3). The Merger team agencies have agreed to minimal bridge lengths of 165 feet at Little River, Vestal Creek, and North Prong Richland Creek. We recommend that these minimum bridge length commitments should be identified specifically in the project commitments. Furthermore, it is unclear if Table S.1, page xv, has been changed to reflect these minimization efforts. Stream impacts including both USACE and N.C. Division of Water Quality (DWQ) mitigable have not been broken out in Table S.1 as was done in the DEIS. This should be identified in the ROD.

EPA's remaining environmental concerns and our specific comments are attached to this letter (See Attachment A).

In summary, although many of our environmental concerns have been addressed, we continue to have some remaining concerns, as indicated above and in the attached specific comments. We recommend that these concerns be addressed in the ROD and during the ongoing Merger process. EPA will continue its Merger involvement for this project through the hydraulic and permit review stages, including the detailed avoidance and minimization efforts for stormwater management and the use of Best Management Practices (BMPs). Should you have any questions about EPA's comments, please contact Mr. Christopher Militscher on my staff at (919) 856-4206 or by e-mail at: militscher.chris@epa.gov.

Sincerely,



Heinz J. Mueller  
Chief, NEPA Program Office

Attachment - Attachment A

Cc: K. Jolly, USACE Wilmington District  
J. Sullivan, FHWA-NC P. Benjamin, USFWS-Raleigh  
J. Hennessy, NCDENR-DWQ

ATTACHMENT A  
US 64 Improvements- Asheboro Bypass/Zoo Connector, Randolph County  
TIP# R-2536

Specific Comments on FEIS

Proposed Interchanges at NC 159 and NC 42

EPA acknowledges the additional traffic projections and forecasts regarding Annual Average Daily Traffic (AADTs) for NC 159 and NC 42 provided in the FEIS on pages 30 and 31. EPA does not disagree with this overall assessment. However, EPA recognizes the proposed interchange design at NC 42 that includes an expanded diamond configuration (Figure 1.2j Appendix E, FEIS). EPA requests that NCDOT and FHWA further explore avoidance and minimization design efforts for this proposed interchange, including compressed 'clover-leaves' or 'diamonds' or a Single Point Urban Interchanges (SPUI). EPA further acknowledges the design efforts that were made for the proposed interchange at NC 159 (Figure 1.2g, Appendix E, FEIS). This 'half-diamond or half-clover' design does appear to minimize impacts to the human environment and the unnamed tributary (UT) #08 to Tantraugh Branch. NCDOT estimates potential 'ramp' impacts at NC 159 including 2 additional residential relocations and 250 linear feet of stream impact and at NC 42 including 6 additional residential relocations and 400 linear feet of stream impact.

Additional Avoidance and Minimization Measures for Streams and Wetlands

EPA notes the NCDOT comments regarding the quality of the system at Tantraugh Branch on page 33 of the FEIS. Following the field review meeting in May of 2004, EPA concurred with other agencies regarding the low/medium quality of the forested wetland near Tantraugh Branch. However, EPA notes that the avoidance and minimization efforts signed by Merger team members include a commitment that fill slopes be held to 2:1 at streams and wetlands along the mainline and at grade separations. This environmental commitment does not appear in the "Green sheets" of the FEIS nor does it appear to be represented on the Environmental Features Maps (the light green 'fill' lines within the red right-of-way lines).

EPA requests that the minimum bridge lengths of 165 feet for Little River, Vestal Creek and North Prong Richland Creek be included in the Record of Decision (ROD) environmental commitments.

EPA requests that NCDOT and FHWA further consider the proposed interchange design at NC 49. Recognizing the NC 49 interchange 're-design' efforts identified in Appendix B of the FEIS on Concurrence Point 4A, Avoidance and Minimization measures form, EPA estimates the 'free-flowing' interchange at NC 49 appears to be approximately 1,800' x 1,800' in size or approximately 74.3 acres (right-of-way limits to right-of-way limits). This interchange has multiple impacts sites to both Taylors Creek and an UT to Taylors Creek. Unlike the 'free-flowing' design needed for the interchange

with US 220, NC 49 is a two-lane rural connector with a reduced speed limit. EPA is unclear on how specifically the interchange design was modified to minimize impacts to Taylors Creek and the UT to Taylors Creek (See Figure 1.2c, Appendix E of the FEIS or Figure C, Environmental Features Map provided May 25, 2006).

EPA made a general comparison of stream impacts per mile of new location highway between this proposed project and other new location projects. The BASELINE stream impact for new location projects is approximately 473 linear feet per mile for eastern N.C. and 907 linear feet per mile for western N.C. The proposed US 64-Asheboro Bypass is near the 'dividing line' for EPA's impact analysis. Using the more conservative comparison to the western average of 907 linear feet per mile, the proposed project has USACE mitigable stream impacts of 1,663.7 linear feet per mile. This average impact represents an approximate 54.5% increase in stream impacts for similar 4-lane divided highways in western N.C. EPA believes that a great deal of the additional impact is from the preliminary design of the interchanges proposed at NC 49 and NC 42, as well as the interchanges west and east of Asheboro, at US 220, at NC 159, and for the Zoo Parkway connectors.

#### Stream and Wetland Mitigation

EPA acknowledges the environmental commitment regarding the development of a mitigation plan for jurisdictional impacts to streams and wetlands and that this plan will be developed during the Section 404 and Section 401 permit application processes. NCDOT also proposes to evaluate opportunities for on-site mitigation and has indicated that mitigation for all remaining jurisdictional stream and wetland impacts will be through the Ecosystem Enhancement Program (EEP). From EPA's knowledge of the project study area, there appears to be substantial opportunities for on-site stream mitigation in Randolph County due to past agricultural activities. Please also contact Ms. Kathy Matthews, EPA Wetlands Program, for any on-site mitigation field reviews.

#### Noise Abatement

The FEIS addresses a proposed noise wall at the residential area along Twelve Tree Drive adjacent to US 220. The noise wall is expected to benefit 12 receptors. EPA found that the noise impact information is different between page XIII of the FEIS and the summary impact table. Page XIII describes 36 impacted residences and 2 businesses. This is far fewer than what is cited in Table S.1, Page XV. EPA requests that this information be clarified. EPA also requests that NCDOT and FHWA perform a final analysis of noise abatement measures following the completion of the final roadway plans and the design public hearing as identified in the project environmental commitments. Impacted noise receptors for this project are substantial (i.e., 135 total receptors per Table S.1) and consideration for all reasonable noise abatement measures should be considered during the final design for the proposed bypass.

### Indirect and Cumulative Impacts

EPA has reviewed the information on indirect and cumulative impacts summary as provided on Pages 13-14 of the FEIS. EPA notes, "that cumulative effects to natural resources are not anticipated to be substantial, as the project will not change the rate of development in the Asheboro area, except at the interchanges". One of EPA's remaining environmental concerns regarding this Strategic Highway Corridor (SHC) project is the number and type of some of the interchanges proposed by NCDOT and FHWA. NCDOT and FHWA are predicting accelerated cumulative effects to natural resources where urban/commercial development is planned at these interchanges. EPA notes that major drainage systems are located near almost every interchange (US 64 west of Asheboro and Cable Creek and tributaries; NC 49 and Taylors Creek and tributaries; US 220 and Little River tributaries, NC 159 and Tantraugh Branch and tributaries; Zoo Parkway and South Prong Richland Creek; NC 42 and Squirrel Creek tributaries; and US 64 east of Asheboro and Gabriel's Creek). NCDOT and FHWA have made a strong case for supporting these interchanges based upon future traffic projections on some of the local roadways. However, with the exception of the termini interchanges and the US 220 interchange, EPA believes that strong consideration should be given to minimizing the direct impact to streams and wetlands as well as other natural resources at these locations and discourage indirect and cumulative impacts from accelerated urban/commercial development at these locations.

### Terrestrial Forest Impacts/Air Quality

EPA notes that terrestrial forest impacts are significant for a 14-mile project (i.e., 561.8 acres of deciduous forest, 31.4 acres of evergreen forest and 49.0 acres mixed forest: 642.2 acres total). Compared to the BASELINE average per mile for other N.C. western new location projects of 26.8 acres/mile, this project will impact 45.8 acres/mile of terrestrial forests. EPA is concerned for the loss of almost a square mile of terrestrial forest habitat in an area that is designated as moderate non-attainment for Ozone under the 8-hour Ozone standard. Furthermore, EPA is concerned for the short-term but potentially very severe impacts from burning vegetative debris from clearing and grubbing (Referencing page XVI of the FEIS). EPA requests that FHWA and NCDOT seriously explore alternative means of vegetative debris 'disposal' including chipping and recycling or composting.

### Mobile Source Air Toxics (MSATs)

EPA acknowledges that the FEIS addresses MSATs in the form of FHWA's Interim Guidance (Pages 15-20). EPA has previously provided NCDOT and FHWA with detailed comments on other projects concerning this type of qualitative assessment that is being inserted into various NEPA documents. For the US 64 Asheboro Bypass/Zoo Connector, EPA does not believe that future emissions of MSATs resulting from this proposed project will, by themselves, have a significant impact on human health and the environment.

**MEMORANDUM OF AGREEMENT  
BETWEEN  
THE FEDERAL HIGHWAY ADMINISTRATION,  
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION,  
AND  
NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER  
FOR  
TIP R-2536, Proposed Corridor for the Asheboro Southern Bypass  
State Project No. 8.1571401      Federal Aid Project No. NHF-64(19)  
RANDOLPH COUNTY, NORTH CAROLINA**

**WHEREAS**, the Federal Highway Administration (FHWA) has determined that the proposed corridor for the Asheboro Southern Bypass (the Undertaking) will affect archaeological sites 31RD1398, 31RD1399 and 31RD1426/1426\*\*, properties determined eligible for listing in the National Register of Historic Places; and

**WHEREAS**, FHWA has consulted with the North Carolina State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

Whereas, in accordance with 36 CFR Part 800, the North Carolina Department of Transportation (hereafter NCDOT) acknowledges and accepts the advice and conditions outlined in the Advisory Council on Historic Preservation's (hereafter Council) "Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites," published in the Federal Register (FR Doc. 99-12055) on May 17, 1999; and

Whereas, the consulting parties agree that the recovery of significant information from the archaeological sites listed above may be done in accordance with the published guidance: and

Whereas, the consulting parties agree that it is in the public interest to expend funds for the recovery of significant information from these archaeological sites to mitigate the adverse effects of the project; and

Whereas, the consulting parties concur, to the best of their knowledge and belief, that no Native American Tribes or Native Hawaiian organizations attach religious or cultural importance to the affected property, and that no objections from such groups have been raised to the work proposed; and

Whereas, to the best of our knowledge and belief, no human remains, associated or unassociated funerary objects or sacred objects, or objects of cultural patrimony as

defined in the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001), are expected to be encountered in the archaeological work;

Now, therefore, FHWA and NCDOT shall ensure that the following terms and conditions will be implemented in a timely manner and with adequate resources in compliance with the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470).

## STIPULATIONS

1. The NCDOT will develop Data Recovery Plans (hereafter DRPs) for Sites 31Rd1398, 31Rd1399, and 31Rd1426/1426\*\*, all of which will be affected by the subject project, in consultation with the North Carolina State Historic Preservation Office (hereafter HPO).
2. The NCDOT will ensure that each DRP is implemented after Right-of-Way is acquired or once Right-of-Entry is secured from the property owners and prior to construction activities within the site location as shown in the DRP.
3. As they are developed, each individual DRP will be forwarded for review by the HPO.
4. Upon completion of each Data Recovery effort, the NCDOT will prepare and forward a Management Summary to the HPO detailing the results of the Data Recovery field investigations. The Management Summary will contain sufficient information to demonstrate that the field investigation portion of the DRP has been implemented.
5. Upon receipt of the Management Summary, the HPO will respond within ten (10) days to the recommendations contained within the document.
6. Upon acceptance of the recommendations contained in the Management Summary, the HPO will issue the NCDOT documentation that the Data Recovery field investigations have been completed.
7. The analysis and report preparation, detailing Sites 31Rd1398, 31Rd1399, and 31Rd1426/1426\*\* will be completed by the NCDOT, or their consultants, within twelve (12) months after completion of each site's fieldwork schedule.

## OTHER TERMS AND CONDITIONS

Modification, amendment, or termination of this agreement as necessary shall be accomplished by the signatories in the same manner as the original agreement. Disputes regarding the completion of the terms of this agreement shall be resolved by the signatories. If the signatories cannot agree regarding a dispute, any one of the signatories may request the participation of the Council to assist in resolving the dispute.

This agreement shall be null and void if its terms are not carried out within five (5) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms.

**Federal Highway Administration:**

*for*   
\_\_\_\_\_  
John F. Sullivan, III, P.E.  
Division Administrator

Date: 8/16/06

**State Historic Preservation Office:**

  
\_\_\_\_\_  
Jeffrey J. Crow  
Director

Date: 8/14/06

**North Carolina Department of Transportation:**

  
\_\_\_\_\_  
Carl B. Goode, P.E.  
Manager, Human Environment Unit

Date: 8/8/06



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

June 12, 2006

John F. Sullivan, III, P.E.  
Division Administrator  
Federal Highway Administration  
310 New Bern Avenue, Suite 410  
Raleigh, NC 27601-1418

Mr. Sullivan,

Re: Notification of Adverse Effect Finding for Archaeological Sites 31Rd1398, 31Rd1399, and 31Rd1426/1426\*\*, Memorandum of Agreement, and Data Recovery Plan for Archaeological Sites 31Rd1398, 31Rd1399, and 31Rd1426/1426\*\*, US 64 Asheboro Bypass, TIP No. R-2536, Federal Aid Project No. NHF-64(19), State Project No. 8.1571401, Randolph County, Division 8.

The above-referenced project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's regulations for compliance (36CFR800). Please consider this correspondence as notification of the adverse effect finding required by the Council in 36CFR800.6(a)(1) of the 2000 revisions to 36CFR800. According to these regulations, the lead Federal Agency official must notify the Council when adverse effects are found. This notification does not offer a formal invitation to the Council for their participation in the consultation process because none of the circumstances specified in 36CFR800.6(a)(1)(I)(A)-(C) exist for this project.

After consultation with the North Carolina State Historic Preservation Office (NCSHPO), it was determined that the subject project will have an adverse effect on Archaeological Sites 31Rd1398, 31Rd1399, and 31Rd1426/1426\*\*, which are recommended as eligible for the National Register of Historic Places per Criterion D. Forthcoming will be a Memorandum of Agreement regarding the implementation of Data Recovery investigations for Archaeological Sites 31Rd1398, 31Rd1399, and 31Rd1426/1426\*\*, to be signed and subsequently forwarded to the NCSHPO. Should you have any questions, please contact me at 919-715-1561.

Regards,

Matt Wilkerson  
Archaeology Supervisor  
Human Environment Unit

MTW/bpo

cc: Peter Sandbeck, HPO  
Brian Yamamoto, PDEA

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
HUMAN ENVIRONMENT UNIT  
1583 MAIL SERVICE CENTER  
RALEIGH NC 27689-1583

TELEPHONE: 919-715-1500  
FAX: 919-715-1522

WEBSITE: [WWW.NCDOT.ORG](http://WWW.NCDOT.ORG)

LOCATION:  
PARKER LINCOLN BUILDING  
2728 CAPITAL BOULEVARD, SUITE 168  
RALEIGH, NC 27604



North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Office of Archives and History
Division of Historical Resources
David Brook, Director

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

April 7, 2006

MEMORANDUM

TO: Matt Wilkerson
Office of Human Environment
NCDOT Division of Highways

FROM: Peter Sandbeck [Handwritten signature]

SUBJECT: Draft Archaeological Survey Report for the Proposed Asheboro Southern Bypass
(US 64), TIP # R-2536, Federal Aid No. NHF-64 (19), WBS No. 34450.1.1,
Randolph County, ER 97-9373

Thank you for your letter of March 20, 2006 transmitting the draft survey report by Scott Seibel of Environmental Services, Inc. for the above project. As requested, we have conducted an expedited review of the report for purposes of determining the eligibility of the eighty-two newly recorded archaeological sites.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for listing in the National Register of Historic Places under criterion D:

- 31RD1398: This Early and Middle Archaic quarry and lithic reduction site contains intact stratigraphy that is likely to yield important information regarding quarrying activities in the Slate Belt.
31RD1399: This Late Paleoindian and Early Archaic lithic reduction and habitation site contains intact subsurface features and intact stratigraphy that is likely to yield important information regarding the relationship between quarry sites and lithic reduction sites.
31RD1426&1426\*\*: This late 18th through 20th century domestic farmstead site contains intact deposits that are likely to yield important information regarding Quaker and yeoman farmsteads in the piedmont.

If these sites will be affected by the proposed bypass project, appropriate mitigation measures should be developed in consultation with the staff of the Office of State Archaeology.

Table with 4 columns: ADMINISTRATION RESTORATION SURVEY & PLANNING, Location, Mailing Address, Telephone/Fax

The following properties have been determined not eligible for listing in the National Register of Historic Places under criterion D:

31RD1357, 31RD1358, 31RD1359, 31RD1360, 31RD1361, 31RD1362, 31RD1363, 31RD1364, 31RD1365, 31RD1366\*\*, 31RD1367, 31RD1368, 31RD1369, 31RD1370, 31RD1371, 31RD1372\*\*, 31RD1373, 31RD1374, 31RD1375, 31RD1376, 31RD1377, 31RD1378, 31RD1379, 31RD1380, 31RD1381&1381\*\*, 31RD1382, 31RD1383, 31RD1384, 31RD1385, 31RD1386, 31RD1387, 31RD1388, 31RD1389, 31RD1390, 31RD1391, 31RD1392, 31RD1393, 31RD1394, 31RD1395, 31RD1396, 31RD1397, 31RD1400, 31RD1401, 31RD1402, 31RD1403\*\*, 31RD1404, 31RD1405&1405\*\*, 31RD1406, 31RD1407, 31RD1408, 31RD1409, 31RD1410, 31RD1411, 31RD1412, 31RD1413, 31RD1414, 31RD1415, 31RD1416, 31RD1417, 31RD1418, 31RD1419, 31RD1420, 31RD1421, 31RD1422, 31RD1423, 31RD1424, 31RD1425, 31RD1427, 31RD1428, 31RD1429, 31RD1430, 31RD1431, 31RD1432, 31RD1433, 31RD1434, 31RD1435, 31RD1436, 31RD1437 and 31RD1438.

None of these sites retain sufficient stratigraphic integrity to yield information important to history or prehistory.

We look forward to receipt of a revised draft report. Specific comments that should be addressed in the revised draft are attached for the authors' use.

The above-comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Scott Seibel, Environmental Services, Inc.

bc: Claggett/Hall  
106  
County

**APPENDIX D**

**SPECIAL PROJECT COMMITMENTS**

## PROJECT COMMITMENTS

US 64 IMPROVEMENTS  
Asheboro Vicinity  
Randolph County, North Carolina

From US 64 Just East of SR 1424 (Stutts Road) to  
US 64 0.6 Mile East of SR 2345 (Presnell Street)

**Federal-Aid Project No. NHF – 64 (19)**  
**State Project No. 8.1571401**  
**WBS No. 34450.1.1**  
**TIP Project R-2536**

In addition to the General Nationwide Permit Conditions, Section 404 Individual Permit (IP) Special Conditions, State Stormwater Permit, Section 401 Water Quality Certification (WQC) Conditions, Regional Conditions, NCDOT's Guidelines for Best Management Practices for Protection of Surface Waters, NCDOT's Guidelines for Best Management Practices for Bridge Demolition and Removal, and General Certification Conditions, the following special commitments were agreed to by the NCDOT:

- Drainage and hydrological studies will be conducted to identify and design major drainage structures.
- Traffic control plans will be developed to maintain traffic during the construction phase.
- Surveys for wells within and adjacent to the proposed right-of-way limits will be conducted.
- Geotechnical investigations will be conducted to recommend techniques and materials to overcome any soil limitations along the selected alternative.
- The provision of service roads to specific properties will be determined, as needed, during the property acquisition phase through contact and negotiations with property owners.
- The NCDOT will coordinate with the City of Asheboro regarding the proposed greenway crossing at Vestal Creek to ensure that the design plans for the bypass will accommodate the greenway.
- A search for geodetic control monuments will be conducted during development of the project's construction plans.

Other actions, which must be completed prior to the start of project construction, include but are not limited to the following:

- Preparation of an erosion control plan incorporating the NCDOT's *Best Management Practices for Protection of Surface Waters*.
- Coordination with municipalities and public utilities for relocation and reconfiguration of utility systems will be conducted.
- The Relocation Assistance Program will be implemented.
- Approval of all required permits and certifications as outlined in Section 4.11, pages 4-70 and 4-71 of the DEIS will be obtained prior to construction.

#### ***Project Development & Environmental Analysis Branch – Natural Environment Unit***

Follow-up surveys to determine suitable habitat for Schweinitz's sunflower within the Preferred Alternative construction limits will be conducted during the appropriate flowering season within two (2) years prior to project construction. If a population of the species is found, the NCDOT will enter into Section 7 consultation with the US Fish and Wildlife Service.

The Mitigation Plan for jurisdictional impacts to streams and wetlands will be developed by the NCDOT during the Section 404/Section 401 permit application processes. Once on-site opportunities are exhausted, compensatory mitigation will be provided by the NCDENR Ecosystem Enhancement Program pursuant to the tri-party Memorandum of Agreement between USACE, NCDENR, and NCDOT (July 2003).

#### ***Project Development & Environmental Analysis Branch – Human Environment Unit***

The NCDOT committed to maintaining trees along the southeast edge of the historic Cox-Brown Farm property and extending a tree line along a new ramp and right-of-way line, to visually shield the historic property from the view of bypass Alternatives 1, 2, 13, and 14. *Alternative 29 was selected as the Preferred Alternative. It is located nearly one mile south of the Cox-Brown Farm. None of the trees on the farm or in the adjacent wooded tract would be affected by the project. Therefore, selection of Alternative 29 fulfills this project commitment.*

A noise attenuation barrier was determined to be reasonable and feasible at the residential area along Twelve Tree Drive adjacent to the US 220 Bypass. A final decision on the installation of noise abatement measures will be made upon completion of the final roadway design and design public hearing for the project.

As stipulated in a tri-party Memorandum of Agreement (MOA) between the NCDOT, the FHWA, and the SHPO, Data Recovery Plans will be prepared for archaeological sites 31RD1398, 31RD1399, and 31RD1426/1426\*\* (\*\* denotes historic component) and submitted to the State Historic Preservation Office for review. The NCDOT will ensure that each Data Recovery Plan is implemented after right-of-way is acquired or once right-of-entry is secured from property owners and prior to construction activities within the site locations. The NCDOT will abide by all other stipulations pertaining to the data recovery efforts listed in the MOA signed by the NCDOT on June 26, 2006.

***Roadway Design Unit, Division 8, and Roadside Environmental Unit***

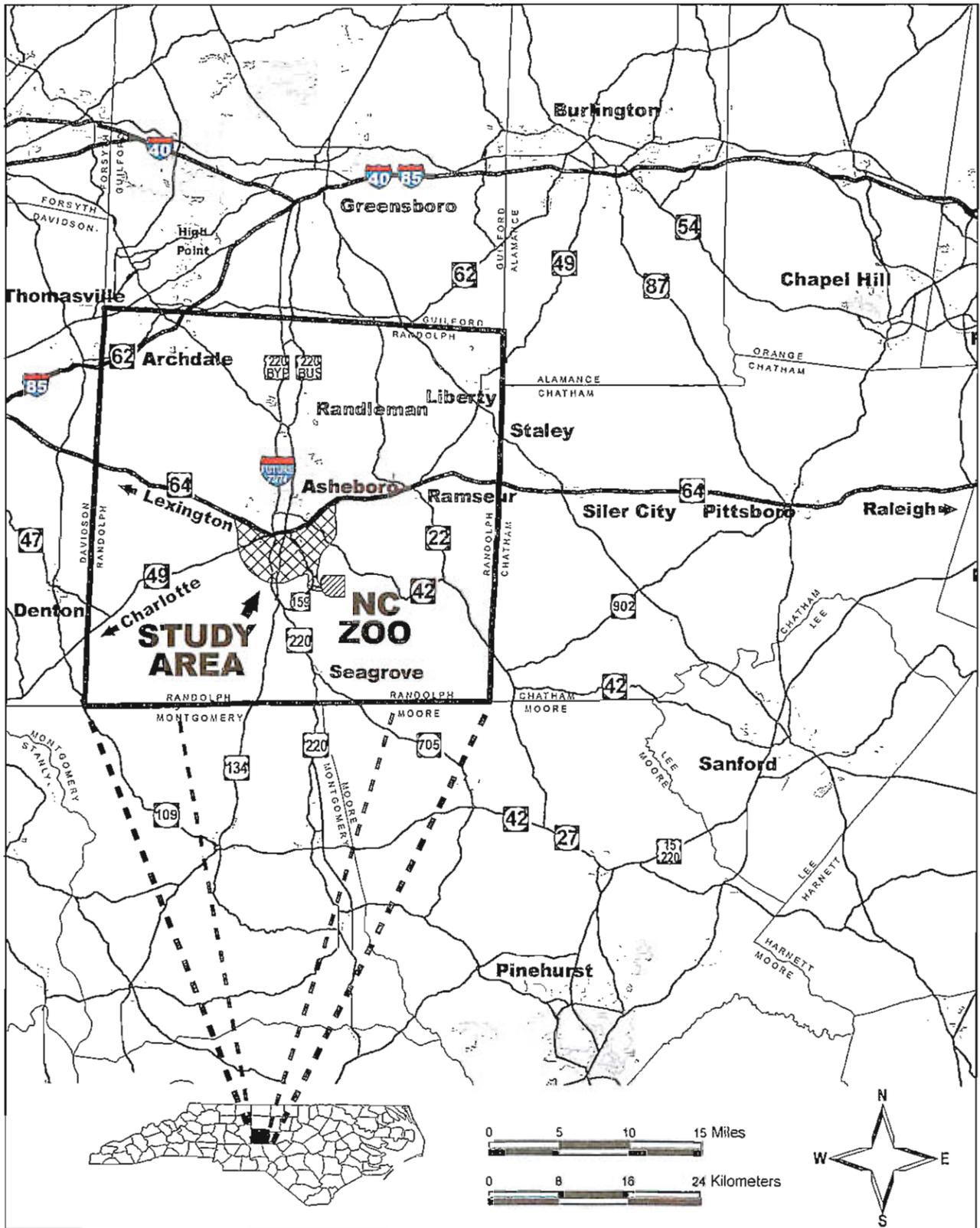
To avoid downstream impacts to the Cape Fear Shiner due to sedimentation, in-stream construction in all tributaries of the Deep River, including Richland, Vestal, Squirrel, Gabriel's Creeks, Tantraugh Branch, and their tributaries should be avoided to the extent practicable. Where in-stream construction is unavoidable, the following measures will be implemented to ensure protection for all aquatic resources occurring downstream:

1. Installation of in-stream silt curtains weighted at the bottom, and stringent bank erosion control.
2. If tree removal is required, stumps and roots should remain intact for bank stabilization;
3. In-stream construction activities will be initiated only during low flow conditions that permit the effective deployment of the silt curtains; and,
4. In-stream construction activities will be avoided during the Cape Fear Shiner spawning period (between April 1 and June 30).

Two wildlife crossings, 30-feet in width, will be constructed under each of the dual bridges proposed over Little River, Vestal Creek, and North Prong Richland Creek. Appropriate fencing will be constructed to direct wildlife to the crossings.

***Roadway Design Unit, Roadside Environmental Unit, and Structure Design Unit***

The NCDOT will continue to work with the North Carolina Zoological Park to ensure the Zoo Connector and associated structures are designed to contribute aesthetically to the entrance to the North Carolina Zoological Park.



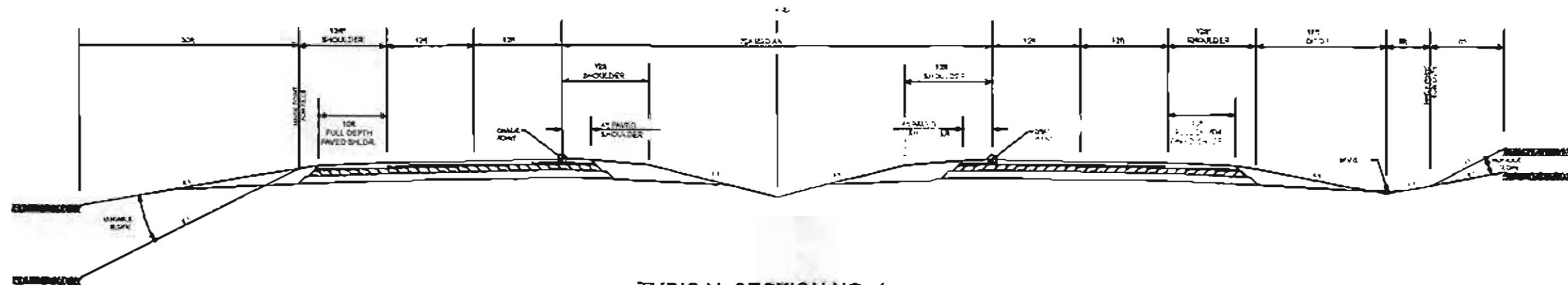
**NORTH CAROLINA  
DEPARTMENT  
OF  
TRANSPORTATION**

**PROJECT LOCATION**

**US 64 IMPROVEMENTS  
TIP Project No. R-2536  
RANDOLPH COUNTY**

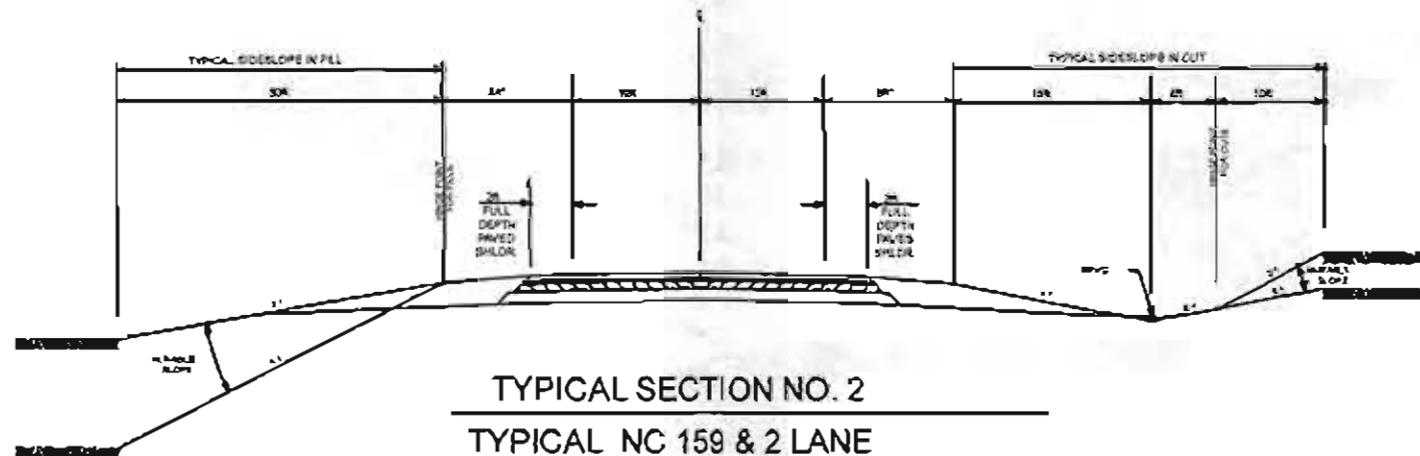
**FIGURE 1**





TYPICAL SECTION NO. 1  
TYPICAL -L-

\*12' OUTSIDE SHOULDER WITH LANDSCAPE



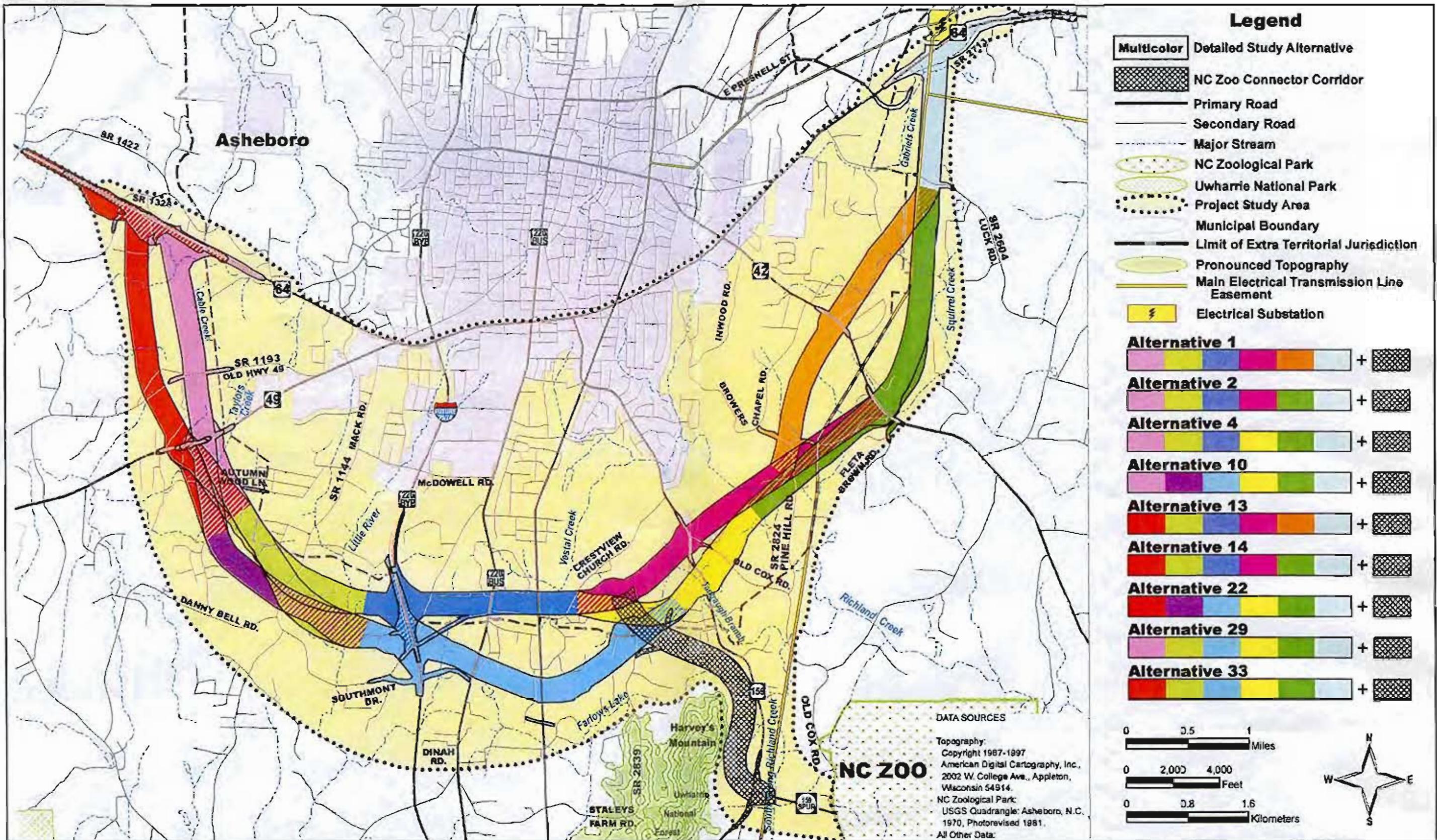
TYPICAL SECTION NO. 2  
TYPICAL NC 159 & 2 LANE  
ZOO CONNECTOR

\*12' OUTSIDE SHOULDER WITH GUARDRAIL, 12' (3.6M) PAVED



NORTH CAROLINA  
DEPARTMENT  
OF  
TRANSPORTATION

**TYPICAL SECTIONS**  
US 84 IMPROVEMENTS  
TIP Project No. R-2536  
RANDOLPH COUNTY  
**FIGURE 3**



NORTH CAROLINA  
DEPARTMENT  
OF  
TRANSPORTATION

**DETAILED STUDY ALTERNATIVES**

US 64 IMPROVEMENTS  
TIP Project No. R-2536  
RANDOLPH COUNTY

**FIGURE 4**