

**APPENDIX F**

**CONCURRENCE POINTS AND RECORDS OF MEETINGS SINCE  
PUBLICATION OF THE 2015 DEIS**

**APPENDIX F1**

**MERGER MEETINGS AND CONCURRENCE POINTS**

Date	Meeting Type	Attendees	Location	Purpose
05/18/2016	Merger Team Meeting	<p>AECOM: Andrew Bell, Neil Dean, Celia Foushee, Joanna Rocco, Elizabeth Wargo, Chris Werner</p> <p>City of Asheville: Cathy Ball</p> <p>FBRMPO: Lyubov Zuyeva</p> <p>FHWA: Mitch Batuzich, Felix Davila, Clarence Coleman</p> <p>HNTB: Jennifer Harris</p> <p>NCDENR: Kevin Barnett</p> <p>NCDNCR: Renee Gledhill-Earley</p> <p>NCDOT: Rick Tipton, Kristina Solberg, Zahid Baloch, Michael Wray, Derrick Weaver, Kirby Pendergraft, Bill Zerman, Steve Kendall, Carla Dagnino, Jeff Hemphill, Drew Joyner, James Dunlop, Brendan Merithew, Mark Staley, Tim Sherrill, Doug Calhoun, Herman Huang</p> <p>NCWRC: Marla Chambers</p> <p>USACE: Lori Beckwith, Monte Matthews, Tracey Wheeler</p> <p>USEPA: Cynthia Van Der Wiele</p> <p>USFWS: Marella Buncick</p>	NCDOT Structure Design Conference Room C	To discuss comments received on the 2015 DEIS and obtain concurrence on a least environmental damaging practicable alternative (LEDPA).
07/18/2018	Merger Team Meeting	<p>AECOM: Neil Dean, Claudia Lee, Celia Miars, Joanna Rocco, Eric Spalding</p> <p>CALYX: Heather Wallace</p> <p>FHWA: Michael Dawson</p> <p>NCDENR: Kevin Barnett</p> <p>NCDOT: Derrick Weaver, John Jamison, Jennifer Martin, Steve Cannon, Cameron Cochran, Randy McKinney, Brendan Merithew, Marissa Cox, Kathy Herring, Chris Manley, Melissa Miller, Mike Sanderson, Carla Dagnino, Shane Clark, Jody Kuhne, Jeff Hemphill, Matt Lauffer, Brain Lipscomb, Danile Sellers</p> <p>USACE: Lori Beckwith, Monte Matthews</p> <p>USFWS: Marella Buncick</p>	NCDOT Structure Design Conference Room C	To achieve concurrence on CP 4A – Avoidance and Minimization.

## MEETING SUMMARY



To: Meeting Attendees  
Project File

From: Celia Foushee  
AECOM

Date: June 15, 2016

RE: **Section 404/NEPA Merger Process – Concurrence Meeting: CP 3  
NCDOT STIP Project I-2513 (I-26 Connector)**

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### Meeting Attendees:

Mitch Batuzich, FHWA	Bill Zerman, NCDOT – Hydraulics
Felix Davila, FHWA	Steve Kendall, NCDOT – Roadway Design
Clarence Coleman, FHWA	Carla Dagnino, NCDOT - NES
Lori Beckwith, USACE	Jeff Hemphill, NCDOT – NES
Monte Matthews, USACE	Drew Joyner, NCDOT – HES
Tracey Wheeler, USACE	James Dunlop, NCDOT – Congestion Management
Marella Buncick, USFWS*	Brendan Merithew, NCDOT – TPB
Marla Chambers, NCWRC	Mark Staley, NCDOT – Roadside Environmental Unit
Cynthia Van Der Wiele, USEPA	Tim Sherrill, NCDOT – SMU
Lyubov Zuyeva, French Broad River MPO	Doug Calhoun, NCDOT – SMU
Renee Gledhill-Earley, NCDNCR – SHPO*	Herman Huang, NCDOT – Community Studies
Kevin Barnett, NCDENR – DWS*	Jennifer Harris, HNTB
Cathy Ball, City of Asheville	Andrew Bell, AECOM
Rick Tipton, NCDOT – Division 13	Neil Dean, AECOM
Kristina Solberg, NCDOT – Division 13*	Celia Foushee, AECOM
Zahid Baloch, NCDOT - PDEA	Joanna Rocco, AECOM
Michael Wray, NCDOT - PDEA	Elizabeth Wargo, AECOM
Derrick Weaver, NCDOT – Program Management	Chris Werner, AECOM
Kirby Pendergraft, NCDOT – Hydraulics	

\*Joined meeting via telephone

A meeting was held at 3:15 PM on Wednesday, May 18, 2016 in the Structures Design Conference Room at the North Carolina Department of Transportation (NCDOT) Century Center. The purpose of this meeting was to present project information to the Merger Team in order to obtain Concurrent Point (CP) 3 (Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative). Attendees of the meeting are shown above. A merger packet was distributed to meeting attendees.

Derrick Weaver began the meeting by stating the meeting's purpose and initiating introductions. Chris Werner gave a presentation on the following:

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- A brief overview of the project study area and the alternatives;
- A statistical overview of comments received on the 2015 Draft Environmental Impact Statement (DEIS) and comments from the November 2015 Corridor Public Hearing;
- A comparison of the alternatives and the associated impacts, including qualitative and quantitative impacts for each section. Qualitative comparisons included changes in access, weaving patterns, traffic patterns, bicycle and pedestrian accommodations, ramp types, etc. Quantitative comparisons included stream impacts, wetland impacts, number of traffic signals, number of bridge crossings, etc.; and,
- Items addressed as a follow up to CP2A Revisited, which included:
  - Evaluating the feasibility to include bridging over Smith Mill Creek as opposed to culverts, as requested by the Merger Team, even though the water in this stream is of low quality due to high levels of runoff. The long culverts proposed in Alternatives 3 and 3-C were not desirable, but were acceptable. As a result of the evaluation, it was determined a combination of bridging and retaining walls could be utilized to eliminate approximately 600 linear feet of impacts to Smith Mill Creek, estimated to cost approximately \$3.35 million.
  - Evaluating the feasibility to shift ramp alignments in the northwest quadrant of Alternatives A-2 and D-1 to eliminate bridge piers being located within Upper Hominy Creek. NCDOT investigated the potential to realign this ramp for these alternatives in order to shift the bridge outside of the stream limits. NCDOT has since incorporated this request into the current designs and removed the bridge piers from Upper Hominy Creek; all of which were reflected within the 2015 DEIS.

Discussion points from the meeting are summarized below:

- Discussions during the presentation:
  - It was questioned if the adverse effect (visual impact only) resulting from Alternative 4-B to the Montford Area Historic District (which includes the Riverside Cemetery) could be mitigated. The response stated if this alternative is selected, the project team will coordinate with the State Historic Preservation Office (SHPO) and the property owner to determine the appropriate mitigation. It was further questioned what the approximate impacts would be on the historic district and the Riverside Cemetery. The response stated the visual impact is associated with the multiple flyover ramps being stacked above the existing roadway, which would be similar to the height of a five-story building (approximated from current designs); whereas the height for Alternative 4 would be similar to a two to three-story building (approximated from current designs).
  - It was questioned whether the lack of direct access to Haywood Road associated with Alternatives 3 and 3-C was a fatal flaw issue. The response stated that access would still be available, is projected to operate acceptably from a traffic perspective, and can be signed adequately for motorists to make the appropriate movement in order to access Haywood Road from I-26EB.

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- It was questioned if all alternatives in Section B would result with Patton Avenue being reverted to more of a boulevard type facility, allowing opportunity for more pedestrian and bicycle accommodations. The response stated that Alternatives 3 and 3C would result with I-240 traffic remaining on the Captain Jeff Bowen Bridges; whereas Alternatives 4 and 4B would remove both I-26 and I-240 traffic from the Captain Jeff Bowen Bridges.
- Discussions after the presentation, regarding selection of the LEDPA:
  - Discussion was initiated by the USACE stating preference for LEDPA in Section C is Alternative F-1, in Section A is the Widening Alternative, and Section B is Alternative 4B. It was noted that Alternatives 4 and 4B solve more of the transportation and access issues. Upon review of the impacts, while Alternative 4B has higher stream impacts and increase in impervious surface, the floodplain impacts are lower. In the future erosion control strategies will be used to mitigate for the increase in impervious surface impacts. It was also noted that while stream impacts are higher for Alternative 4B, the highest impacts occur to UT 1B to Smith Mill Creek, which has a relatively low quality score and is not considered a high quality mountain stream.
  - Input from the French Broad River MPO (FBRMPO) resulted in agreement in selecting Section C Alternative F-1, Section A Widening Alternative, and Section B Alternative 4B as the LEDPA. It was questioned how the properties under the flyover bridges may be utilized in the future. NCDOT stated there cannot be any private or public buildings under the structures because this will be NCDOT right-of-way; however, the NCDOT and the City of Asheville can enter into an agreement to use the land as a greenspace.
  - Input from the City of Asheville resulted in agreement in selecting Section C Alternative F-1, Section A Widening Alternative, and either Section B Alternative 4 or 4B as the LEDPA.
  - It was questioned as to whether a study has been completed to determine the types of impacts that may occur during the construction phasing. The response stated that a Construction Effects Memorandum was prepared, which developed conceptual construction phasing concepts appropriate for this level of design, which was summarized within the 2015 DEIS. At this point, construction impacts are anticipated to be within the proposed right of way. Additionally, detailed evaluation of construction phasing concepts will be further developed as more detailed designs are prepared for the LEDPA.
  - Upon review of the remaining Merger Team Members perspectives, all were in agreement that the LEDPA in Section C is Alternative F-1, in Section A is the Widening Alternative, and Section B is Alternative 4B. Remaining input was needed from the NC Department of Cultural Resources (NCDNCR). NCDNCR agreed with Section C Alternative F-1 and Section A Widening Alternative; however, was concerned with the visual impacts associated with Section B Alternative 4B. NCDNCR agreed to select Alternative 4B as the LEDPA for Section B on the condition that FHWA and NCDOT will provide mitigation where feasible and coordinate regarding aesthetics to be incorporated. FHWA and NCDOT agreed. NCDOT also noted the project team will be coordinating with an Aesthetic

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Advisory Committee, which had previously been established for the project, to determine mitigation opportunities.

- Prior to obtaining concurrence, the USACE requested the following statement be included on the concurrence form noting that the typical sections will be reevaluated:

*Note: Following selection of the LEDPA, design details such as reevaluation of the project typical sections (number of lanes) and additional avoidance and minimization efforts will be considered and implemented into the refinement of preliminary designs for the LEDPA based on a new traffic forecast (which will be developed from current FBRMPO Model). Should the impacts increase from those presented within the 2015 DEIS, the Merger Team will be informed and will determine if CP3 needs to be revisited.*

- Following revisions to the concurrence form, it was agreed by all Merger Team Members that the LEDPA for I-2513 I-26 Connector for each section is as follows:
  - Section C: Alternative F-1
  - Section A: Widening Alternative
  - Section B: Alternative 4-B

Action Items:

- NCDOT PDEA will coordinate to obtain signatures not received at the meeting. *Update: All signatures have been received on the CP 3 form (see attached).*

**MERGER PROJECT TEAM MEETING AGREEMENT**

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

Project Name/Description: **I-26 Connector**  
 TIP Project No.: **I-2513**  
 State Project No.: **8.U843701**  
 Federal-Aid Project No.: **MANHF 26-1 (53)**

**Concurrence**

The Project Team has concurred on this date of May 18, 2016 with the selection of the following alternatives in combination as the Least Environmentally Damaging Practicable Alternative (LEDPA) for the proposed project.

**Section C**

- Alternative A2
- Alternative C2
- Alternative D1
- Alternative F1
- No-Build

**Section A**

- Widen Existing
- No-Build

**Section B**

- Alternative 3
- Alternative 3-C
- Alternative 4
- Alternative 4-B
- No-Build

*Note: Following selection of the LEDPA, design details such as reevaluation of the project typical sections (number of lanes) and additional avoidance and minimization efforts will be considered and implemented into the refinement of preliminary designs for the LEDPA based on a new traffic forecast (which will be developed from current FBRMPO Model). Should the impacts increase from those presented within the 2015 DEIS, the Merger Team will be informed and will determine if CPs needs to be revisited.*

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency

U.S. Fish and Wildlife Service

N.C. Wildlife Resources Commission

N.C. Department of Cultural Resources

N.C. Division of Water Resources

Federal Highway Administration

French Broad River MPO

N.C. Department of Transportation

*[Handwritten Signatures]*  
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 Marilla Bunick  
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 Marla Chambers  
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 Renee Gledhill-Earley  
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 Kevin Barnett  
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 Michael J. Stewart  
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 Michael Wray





STIP I-2513 I-26 Connector

### Concurrence Point 3: LEDPA Selection

May 18, 2016

NAME	AGENCY/ORGANIZATION	EMAIL
Michael Batuzich	FHW A	michael.batuzich@dot.gov
Marla Chambers	NCWRC	marla.chambers@ncwildlife.org
Steve Kendall	NCdot Roadway Design	SKendall@ncdot.gov
Jennifer Harris	HNTB	jhharris@hntb.com
Monte Mathewz	USACE	Monte.K.Mathewz@usace.army.mil
James Dunrod	NCdot Construction Mgmt	jdunlop@ncdot.gov
KIRBY PENDERGRAFT	NCdot Hydraulics	ke.pendergraft@ncdot.gov
CYNTHIA VAN DER WIELE	USEPA	vanderwiele.cynthia@epa.gov
Bill Zeaman	Hydraulics	bzeaman@ncdot.gov
Mark Staley	NCdot-REG	mstaley@ncdot.gov
Carla Dagnino	NCdot-NES	cdagnino@ncdot.gov
Lyubov Zuyeva	FBRMPO	lyuba@landofsky.ork
TIM SHEPHERD	NCdot SMU	THSHEPHERD@NCdot.GOV
Doug Calhoun	NCdot SMU	dcalhoun@ncdot.gov
FELIX DAVILA	FHW A	felix.davila@dot.gov
Elizabeth Wargo	AECOM	elizabeth.wargo@aecom.com





STIP I-2513 I-26 Connector

### Concurrence Point 3: LEDPA Selection

May 18, 2016

NAME	AGENCY/ORGANIZATION	EMAIL
Drew Joyner	NC DOT - HES	djoyner@ncdot.gov
Lori Beckwith	USACE	lori.beckwith@usace.army.mil
JEFF HEMPHILL	NC DOT - N24	shemphill@ncdot.gov
BRENDAN MEREDITH	NC DOT	bmeredith@ncdot.gov
ZARID BALACH	NERPIT	zbalach@nerpit.gov
CYNTHIA VAN DER WIELE Andrew Bell	USEPA AECOM	vanderwiele.cynthia@epa.gov ANDREW.BELL@AECOM.COM
Marella Buncick*	USFWS	Marella_Buncick@fws.gov
Kevin Barnett*	NC DENR - DWR	kevin.barnett@ncdenr.gov
Kristina Solberg*	NC DOT Division 13	ksolberg@ncdot.gov
Renee Gledhill-earley*	NC DCR - SHPO	reneegledhill-earley@ncdcr.gov

\* Phone attendance

## MEETING SUMMARY



To: Meeting Attendees  
Project File

From: Celia Miars  
AECOM

Date: September 7, 2018

RE: **Section 404/NEPA Merger Process – CP4A Meeting**  
**NCDOT STIP Project I-2513 (I-26 Connector)**

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### Meeting Attendees:

Michael Dawson, FHWA  
Lori Beckwith, USACE\*  
Monte Matthews, USACE  
Marella Buncick, USFWS  
Kevin Barnett, NCDEQ\*  
Derrick Weaver, NCDOT – Environmental Policy Unit  
John Jamison, NCDOT – Environmental Policy Unit  
Jennifer Martin, NCDOT – Project Management Unit  
Steve Cannon, NCDOT – Division 13\*  
Cameron Cochran, NDOT – Division 13\*  
Randy McKinney, NCDOT – Division 13\*  
Brendan Merithew, NCDOT – Division 13\*  
Marissa Cox, NCDOT – Biological Surveys Group  
Kathy Herring, NCDOT – Biological Surveys Group  
Chris Manley, NCDOT – Biological Surveys Group

Melissa Miller, NCDOT – Biological Surveys Group  
Mike Sanderson, NCDOT – Biological Surveys Group  
Carla Dagnino, NCDOT – EAU  
Shane Clark, NCDOT – Geotechnical Engineering Unit\*  
Jody Kuhne, NCDOT – Geotechnical Engineering Unit\*  
Jeff Hemphill, NCDOT – NES  
Matt Lauffer, NCDOT – Hydraulics  
Brian Lipscomb, NCDOT – Hydraulics  
Daniel Sellers, NCDOT – Transportation Planning Branch  
Heather Wallace, CALYX  
Simone Robinson, NCDOT – Public Involvement  
Andrew Bell, AECOM  
Neil Dean, AECOM  
Claudia Lee, AECOM  
Celia Miars, AECOM  
Joanna Rocco, AECOM  
Eric Spalding, AECOM

\*Joined meeting via telephone

A meeting was held at 1:00 PM on Wednesday, July 18, 2018 in the Structures Design Conference Room at the North Carolina Department of Transportation (NCDOT) Century Center. The purpose of this meeting was to present project information to the Merger Team in order to obtain Concurrent Point (CP) 4A (Avoidance and Minimization). Attendees of the meeting are shown above. A merger packet was distributed to meeting attendees.

Joanna began the meeting with a brief overview of the project history, recent updates, and the preferred alternative selected at CP3 in May 2016. Recent updates discussed include:

- An overview of the previous merger meetings held and dates concurrence was received.
- DEIS Published in October 2015
- Corridor Public Hearing held in November 2015

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- Established the I-26 Working Group in March 2016
- Traffic studies were updated throughout 2016
- Preliminary designs were updated throughout 2017 and 2018
- Technical studies were updated throughout 2017 and 2018

Below is an overview of other discussion points throughout the presentation.

- Major design revisions since CP 3 include:
  - Reconfiguration of Amboy Road to a split diamond interchange with roundabouts.
  - Elimination of the collector/distributor roads in Section C
  - I-26/I-240/Patton Avenue interchange reconfiguration
  - Realignment of the West Asheville Greenway
- Changes in impacts based on the design refinements to cultural resources, parks and recreational areas, and natural resources.
- Coordination with the City of Asheville regarding the design refinements and bicycle and pedestrian accommodations.
- Next steps in the project include finalizing the preliminary designs, finalizing the Traffic Noise Analysis, finalizing the Final Environmental Impact Statement, completing the Section 7 consultation, and completing Section 106 coordination.

Joanna concluded the presentation of the avoidance and minimization efforts completed thus far on the proposed project.

Discussions regarding the bridge construction of the project began and what types of avoidance, minimization, and mitigation measures should be included in the Biological Assessment (BA) for the gray bat and Appalachian elktoe. It was noted there are several bridge replacements over the French Broad River and Hominy Creek, and three new location bridges over the French Broad River within the project study area. Commitments should be made to prevent the design build team from adding excessive bents in the river.

NCDOT noted that when discussing the commitments to bridge construction for the project, the project team should estimate the worst-case scenario (i.e. maximum of 50 percent of the French Broad River blocked by causeways). In past conversations regarding the bridge construction of the bridges for STIP project I-4400/I-4700, a criterion of 50 percent was designated as the maximum amount the USACE and USFWS would allow causeways to block the river flow. NCDOT has held preliminary discussions with several units including the division office, hydraulics, and structures and determined that the flyover bridges in Section B of the proposed project could likely be constructed with the 50 percent constraint in place. NCDOT and AECOM are currently coordinating to produce a hydraulic model that will identify the effect of causeways on the hydrology of the river (i.e. if placing a causeway in the river that blocks 50 percent of the river would cause substantial flooding effects upstream and surrounding properties within the floodplain, therefore, necessitating a lower constraint).

NCDOT, the USACE, and USFWS are holding a meeting on July 25, 2018 in Asheville to discuss potential bridge construction commitments that can be included in the BA in order for USFWS to analyze the project effects on the protected species and issue a Biological Opinion (BO). Various commitments NCDOT can make during construction will be discussed, including the potential to block more than 50 percent of the river channel for a period of time in order to place bents, the number of bents that can be placed in the water, phasing of construction, and limiting night work, among other things. These

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commitments will be included in the design build Request for Proposal (RFP) and design build teams must adhere to them during construction.

The USACE and USFWS noted the water flow constraint of no less than 50 percent has been a general rule of thumb so there is minimal impact to the morphology of the waterway as a whole and the potential for scour issues decrease. However, it was noted that in a large system such as the French Broad River, which spans approximately 300 feet wide at the location of the flyover bridges, depending on the hydrological effects upstream and effects to river users, a larger constraint may be allowed. Additional investigations using the hydrologic model will be completed prior to completion of the Section 7 consultation. Modeling should highlight the effects of the bridge construction and surrounding added impervious surface on the Hill Street culvert system (this culvert system has been identified as a gray bat roosting location).

Since not all of the information needed to develop commitments to the bridge construction was available at the time of this meeting, the following commitment was added to the concurrence form:

The merger team will revisit Concurrence Point 4A to discuss any new avoidance and minimization efforts for major crossings (including the Hill Street culvert system) of the French Broad River and Hominy Creek, including those in the Biological Assessment.

The USACE requested additional commitments be added to the concurrence form to address the completion of a River User Safety Plan and River User Communication Plan before or with the application to the USACE.

AECOM will distribute the concurrence form electronically for signatures.

The meeting concluded at 3:00 p.m.



July 18, 2018

**Merger Project Team Meeting Agreement  
Concurrence Point No. 4A – Avoidance and Minimization**

Project Name/Description:	I-26 Connector, I-40 to US 19-23-70 North of Asheville in Buncombe County
STIP Project No.:	I-2513
WBS No.:	34165.1.1
Federal Aid Project No.:	MA-NHF-26-1(53)

The Merger Team met on July 18, 2018 and concurred with the following avoidance and minimization measures for STIP Project No. I-2513:

*Section 404 Avoidance and Minimization Measures*

- Impact reductions to streams and wetlands were calculated within the slope stakes of the current preliminary design plus 25 feet versus the designs from the 2015 DEIS with slope stake limits plus 25 feet.
  - o Overall reduced impacts to streams by 724 linear feet.
  - o Overall reduced impacts to wetlands by 0.63 acre.
  - o Reduced 543 linear feet of impacts to UT2C to Upper Hominy Creek by adding a retaining wall in Section C.
  - o Daylighting for Smith Mill Creek for approximately 440' of culvert in the southwest quadrant of the existing interchange.
  - o Eliminated longitudinal impacts to Upper Hominy Creek.
  - o Eliminated longitudinal impacts to Ragsdale Creek.

NCDOT will continue to coordinate with the Section 404/Merger Team to identify avoidance and minimization measures to all waters of the U.S. and ensure that hydraulic structures associated with the project are designed and installed to minimize negative impacts to stream stability (and therefore, water quality) to the extent practicable at Concurrence Point 4B – 30 Percent Hydraulic Review and Concurrence Point 4C – Permit Drawing Review.

*Section 7 of the Endangered Species Act Avoidance and Minimization Measures*

Commitments listed under Section 404 of the Clean Water Act are also commitments in the Biological Assessment (BA). Additional commitments in the BA include:

- NCDOT will continue to coordinate with NCWRC and USFWS regarding avoidance and minimization for the federally-endangered gray bat (*Myotis grisescens*) per Section 7 of the ESA of 1973, as amended and will secure compliance prior to signing the ROD.
  - o Surveys are currently underway to investigate the presence of roosting and foraging habitat for gray bat.
  - o Emergence counts and trapping will be conducted multiple times in 2018 to determine the number, age, and reproductive status of bats using the culvert where bats were found in Section B (Hill Street culvert).
- NCDOT is assuming presence of the Appalachian elktoe (*Alasmidonta raveneliana*) within the project study area and will comply with Section 7 of the ESA of 1973, as amended (16 U.S.C. 1531 et seq.) and information will be sought and secured prior to signing the ROD.
- NCDOT is evaluating constraints associated with construction of the bridges over the French Broad River and Hominy Creek as part of securing Section 7 compliance for the gray bat and

July 18, 2018

Appalachian elktoe. As part of this evaluation, NCDOT will document the efforts used to ensure river users are sufficiently notified of construction activity.

*Human Environment Avoidance and Minimization Measures*

- Eliminated impacts to the French Broad River Greenway
- Reduced impacts to the frontage road of Carrier Park (0.72 acre)
- Eliminated ROW impacts to the Montford Hills Historic District.
- Reduced impacts to West Asheville/Aycock School 0.20 acre.
- Removal of collector-distributor road along I-40W which had the following effects on impacts:
  - o Reduced impacts to the Asheville School Property 2.28 acres.
  - o Reduced ROW impacts along Montgomery Street and eliminated approximately 10 total takes to residential properties.
  - o Eliminated ROW impacts to two businesses in the northwest quadrant of US 19/23/70 (Smokey Park Highway).
- Removal of the collector-distributor road along I-40E, which had the following effects on impacts:
  - o Eliminated ROW impacts to at least four businesses in the southwest quadrant of the I-40/Smokey Park Highway interchange.
  - o Eliminated the extension of an existing RCBC in the southwest quadrant of the I-40/Smokey Park Highway interchange.
  - o Eliminated longitudinal impacts to southeast of the I-40/Smokey Park Highway interchange.
  - o Reduced residential ROW impacts south of I-40E, completely eliminating approximately 10 total takes.
- Revision of the interchange configurations at Brevard Road and Amboy Road to utilize a split diamond configuration between these two roads. This had the following minimization of effects:
  - o Minimized the flyover alignment of Amboy Road to Brevard Road.
  - o Reduced overall proposed ROW and eliminated approximately six total takes.
- Reduction of proposed typical section of I-26 from eight lanes to six lanes between I-40 and Patton Avenue.
- The proposed West Asheville Greenway alignment was shifted in the vicinity of the C. G. Worley House historic property and at the Patton Avenue/ramp Y7RPC intersection. The greenway was moved so that it generally follows the ramp alignment. Along with the use of retaining walls, the alignment shift has reduced the amount of ROW by 0.05 acre.
- Additional retaining walls along US 23 northbound have reduced the ROW needed in the vicinity of Courtland Place.
- Alignment revisions to the West Asheville Greenway in the southeast quadrant of the interchange I-26/Patton Avenue Interchange which will reduce right of way impacts along Hazel Mill Road.
- NCDOT will create a river user safety plan and submit it before or with the application to the USACE.
- NCDOT will create a river user communication plan and submit it before or with the application to the USACE.
- The merger team will revisit CP 4A to discuss any new avoidance and minimization efforts for major crossings (including the Hill Street culvert system) of the French Broad River and Hominy Creek including those in the Biological Assessment.



July 18, 2018

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*Lori Beckwith*  
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USACE \_\_\_\_\_  
Lori Beckwith

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Marla Chambers

USEPA \_\_\_\_\_  
Chris Militscher

NCDRC \_\_\_\_\_  
Renee Gledhill-Earley

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Derrick Weaver

## **Rocco, Joanna**

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**From:** Somerville, Amanetta <Somerville.Amanetta@epa.gov>  
**Sent:** Tuesday, July 24, 2018 1:35 PM  
**To:** Rocco, Joanna  
**Cc:** Militscher, Chris  
**Subject:** CP 4A concurrence for the 7/18/18 I-2513 Merger Meeting

Good afternoon Joanna,

EPA did not participate in this meeting and abstains from signing the CP4A form for STIP Project # I-2513. Please feel free to contact me if you have any questions.

### ***Amanetta Somerville***

U.S. Environmental Protection Agency Region 4  
61 Forsyth Street SW. Atlanta, Ga 30303  
National Environmental Policy Act Program Office  
Resource Conservation and Restoration Division  
Phone: 404-562-9025  
E-mail: [somerville.amanetta@epa.gov](mailto:somerville.amanetta@epa.gov)

## Rocco, Joanna

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**From:** Gledhill-earley, Renee <renee.gledhill-earley@ncdcr.gov>  
**Sent:** Monday, July 23, 2018 11:54 AM  
**To:** Rocco, Joanna  
**Subject:** RE: [External] I-2513 I-26 Connector: CP 4A concurrence form

I don't do CP4 signing.

R

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Renee Gledhill-Earley  
Environmental Review Coordinator  
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**Please Note:** Requests for project review or responses to our review comments should be sent to our Environmental Review mailbox at [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov) Otherwise, I will have to return your request and ask that you send it to the proper mailbox. This will cause delays in your project. Information on email project submittal is at: [http://www.hpo.ncdcr.gov/er/er\\_email\\_submittal.html](http://www.hpo.ncdcr.gov/er/er_email_submittal.html)

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**From:** Rocco, Joanna [<mailto:joanna.rocco@aecom.com>]  
**Sent:** Monday, July 23, 2018 11:10 AM  
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**Subject:** [External] I-2513 I-26 Connector: CP 4A concurrence form

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Good morning,

There has been a request to revise the bullets regarding the river users on the concurrence form, so you will be receiving a new form this afternoon to sign via docusign. I apologize for the inconvenience. I've attached the form to this email in case you have any questions or concerns before signing, just let me know.

Thanks!  
Joanna