STIP A-0009C Graham County
COMMUNITY IMPACT ASSESSMENT

EXECUTIVE SUMMARY

PLANNER, FIRM: Amy Sackaroff, AICP Stantec
DIVISION: 14
Existing No. of Lanes: 2
Existing Median: No

NCDOT/LOCAL PROJECT MANAGER: Wanda Austin, PE, CPM
WBS: 32572.1.FS10
FA: APD-0074(178)
Proposed No. of Lanes: 3
Addition of Median(s): No

DOCUMENT TYPE: ☒ NEPA ☐ SEPA
PROJECT TYPE: ☒ DIVISION ☐ CENTRAL ☐ LOCALLY-ADMIN. PROGRAM PROJECT (LAPP)

Existing control of access:
☒ No Control ☐ Partial Control ☐ Limited Control ☐ Full Control

Proposed control of access:
☒ No Control ☐ Partial Control ☐ Limited Control ☐ Full Control

CS PROJECT REVIEWER:

PROJECT DESCRIPTION FROM STIP: Upgrade roadway to include existing US 129, NC 143, and NC 28 and new location from US 129 in Robbinsville to NC 28 at Stecoah.

Community Context

[Map showing project area and community context]
STIP Project A-0009C is in Graham County, a rural, mountainous area in western North Carolina. US 129, NC 143, and NC 28 serve as the main routes in the county. The proposed improvements to Corridor K along US 129, NC 143, and NC 28 extend from Robbinsville to Stecoah in Graham County, which include both new location and improved existing options. A federal Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) will be prepared for the project.

Three detailed study options are being evaluated in the Robbinsville area which extends from US 129 south of Five Point Road (SR 1275) to NC 143 at Five Point Road (SR 1275):

- **Improve Existing US 129/NC 143** – This design option would maintain the existing alignment along US 129 and NC 143 between each road’s intersection with Five Point Road (SR 1275). Improvements include minimal resurfacing, grading, and the addition of a dedicated eastbound right-turn lane from US 129 to NC 143.

- **R-1E Intersection** – This design option would realign Five Point Road (SR 1275) between its intersections with US 129 and NC 143. The realignment would provide a new option for through-traffic traveling between US 129 south of Robbinsville and NC 143 east of Robbinsville, reducing traffic at the current US 129/NC 143 signalized intersection. Stop-sign controlled t-intersections are proposed at the intersections of the realigned Five Point Road (SR 1275) and US 129 and NC 143. This alternative would make Five Point Road the new major through-movement.

- **R-1E Roundabout** – This design option would realign Five Point Road (SR 1275) between its intersections with US 129 and NC 143. The realignment would provide a new option for through-traffic traveling between US 129 south of Robbinsville and NC 143 east of Robbinsville, reducing traffic at the current US 129/NC 143 signalized intersection. Roundabouts are proposed at the intersections of the realigned Five Point Road (SR 1275) and US 129 and NC 143. This alternative would make Five Point Road the new major through-movement.

Three detailed study options are being evaluated in the Stecoah area which extends from NC 143 at Five Point Road (SR 1275) to the existing four-lane section of NC 28 in Stecoah. These include:

- **Improve Existing NC 143/NC 28** – This design option begins at the intersection of NC 143 and Five Point Road (SR 1275) and continues along existing NC 143, widening the facility to three lanes with alternating climbing and passing lanes to the intersection of NC 28. The design option then follows NC 28, widening the roadway to a three-lane facility with alternating climbing and passing lanes. Additional improvements include providing adequate shoulders and modifying superelevations (cross-slopes) to improve traffic flow along existing NC 143 and NC 28.

- **S-2** – This design option begins at the intersection of NC 143 and Five Point Road (SR 1275) and continues along existing NC 143 as an improve existing segment, widening the facility to three lanes with alternating climbing lanes and passing lanes, for 4.9 miles to just east of Orr Branch Road (SR 1222). East of Orr Branch Road (SR 1222), the design option then begins along a new alignment, which includes a two-lane 4,445-foot long tunnel under existing NC 143 and the Appalachian Trail. The new alignment then crosses over NC 28 on a new 1,053-foot long bridge north of NC 28, and then crosses over Bill Crisp Road (SR 1238) and Edwards Branch on a new 1,120-foot long bridge before terminating at the existing four-lane section of NC 28.

- **SW-1A** – The design option begins at the intersection of NC 143 and Five Point Road (SR 1275) and continues along existing NC 143 as an improve existing segment, widening the facility to three lanes with climbing and passing lanes, for 4.9 miles to just east of Orr Branch Road (SR 1222). East of Orr Branch Road (SR 1222), the design option then begins along a new alignment, which includes a two-lane, 5,416-foot long tunnel under existing NC 143 and the Appalachian Trail. East of the proposed tunnel, the design option rejoins NC 28, intersecting NC 143 and widening NC 28 to a three-lane facility, with alternating climbing and passing lanes, before terminating at the existing four-lane section of NC 28.

Each Robbinsville design option can be combined with the Stecoah design options to create nine different alternatives, extending from the project’s western terminus at the intersection of US 129 and Five Point Road in Robbinsville travelling eastward to the four-lane section of NC 28 in Stecoah, as listed below. While this method is helpful in comparing overall impacts, it can potentially obscure notable impacts. In order to clearly compare options for each portion of the project, environmental evaluation factors are assessed separately for the Robbinsville and Stecoah areas.

- Alternative 1 - Improve Existing US 129/Improve Existing NC 143/Improve Existing NC 28
- Alternative 2 - Improve Existing US 129/Improve Existing NC 143/S-2
- Alternative 3 - Improve Existing US 129/Improve Existing NC 143/SW-1A/Improve Existing NC 28
- Alternative 4 - R-1E Intersection/Improve Existing NC 143/Improve Existing NC 28
### Notable Characteristics

- **Recreational resources** include the Appalachian Trail (a Section 4(f) resource), Nantahala National Forest, Brown Fork Shelter, and multiple gaps and coves.
- Farmland soils eligible for protection under FPPA are present within the DCIA.
- Tracts spanning 143 parcels containing active agricultural land being utilized for crop-related farming were noted during GIS investigations within the DCIA.
- The DCIA includes a multi-use path around Robbinsville Middle and High Schools, a bicycle road path along NC 143, and a sidewalk on the north side of NC 143 from Five Point Road (SR 1275) to US 129.
- The 2013 Robbinsville Pedestrian Connectivity Plan & Health Impact Assessment recommends a greenway connecting Robbinsville Middle and High Schools to planned recreational facilities, upgrades to pedestrian facilities along US 129, Main Street, and Circle Street, a new greenway along Ford Street, and several new sidewalks throughout the DCIA. A multi-use path along NC 28 from Hyde Town Road to Stecoah Road was requested by a walking group in Stecoah.
- Graham County Transit operates an appointment-based transit shuttle for residents of the county and has scheduled trips to the Town of Andrews, Town of Cherokee and Town of Murphy.
- A majority of the DCIA lacks bicycle lanes or pedestrian facilities. There is one partially removed driveway just east of the Dollar General on NC 143 that may serve as a worn pedestrian path in Robbinsville.
- The 2015 Graham County CTP proposes three new park and ride lots within the DCIA and includes the A-0009 project within its recommendations. The Graham County Strategic Tourism Plan Destination 2025 identified goals of maximizing tourism and recreational opportunities, while protecting cultural and natural resources.
- The DCIA is primarily rural and as such, driveways are scattered throughout. Major intersections include NC 143 crossing US 129 in Robbinsville and NC 28 near Stecoah. Additional intersections, including Five Point Road (SR 1275) and Pin Hook Road (SR 1220), are also found within the DCIA. Most of the side roads lead to rural residential or agricultural destinations.
- Trucks utilize National Highway System routes US 129, NC 143, and NC 28 for freight and delivery services into and out of the county. These corridors have impaired mobility and constrained freight movement for heavy vehicles due to the combination of steep grades and tight curves. There are also businesses along Robbinsville’s Main Street and US 129.
- EMS services located within the DCIA include the Graham County Fire Department, Graham County Sheriff, and Stecoah Fire Department. The Graham County Emergency Services Director noted that US 129 and NC 143 are the primary routes used when transporting individuals to surrounding hospitals. Input provided by local officials historically has indicated concerns over the lack of mobility and reliability of the transportation network, and the effect this has on transportation to surrounding hospitals.
- Graham County Schools operate three buses with 12 trips daily in the DCIA.
- There are eight churches, two schools, seven cemeteries, the Graham County Courthouse, the Graham County Travel and Tourism Office, Robbinsville Townhall, and Stecoah Valley Center located within the DCIA.
- **Community cohesion exists throughout the DCIA**, as largely manifested during ongoing public involvement. Most notably, the Stecoah Heights community requested a meeting with NCDOT staff August 2019 to voice opposition to the S-2 design option.
- The Robbinsville Pedestrian Connectivity Plan & Health Impact Assessment identified heart disease as the leading cause of death in Graham County. Heart disease rates within Graham County are higher than the North Carolina average.
- Community concerns include impacts to environmental resources, travel times for those who commute, reliability of additional routes when main roads are blocked, and impacts to prominent historical or environmental features such as the Trail of Tears or Appalachian Trail.
Census data indicates a notable presence of populations within the Demographic Study Area (DSA) that meet the low-income criteria for Environmental Justice.

Census data does not indicate LEP populations meeting the US Department of Justice LEP Safe Harbor threshold or a notable presence within the DSA.

Historically, the DSA has contained a higher percentage of seniors and a lower percentage of working-age individuals than statewide averages. Many working-age adults move out of the county to be closer to employment centers.

STIP Project U-5866, located in the DCIA, proposes the construction of a new route from US 129 to Robbinsville Middle and High Schools, including the construction of a bridge over Cheoah River. STIP Project R-2822B, located west of the DCIA, proposes improvements to NC 143 from West Buffalo Creek to NC 143 Business. STIP Project R-5839BA, located northwest of the DCIA, proposes upgrading NC 28 from the Swain/Graham County line at Little Tennessee River to Woods Road at Fontana Dam Village. STIP Project BR-0076, located northwest of the DCIA, proposes replacing Bridge 370090 on NC 28 over the Little Tennessee River as part of STIP Project R-5839BA. STIP Project R-5839E, which is currently unfunded, falls within the DCIA and proposes upgrading NC 28 from SR 1242 (Lower Tuskegee Road) to NC 143.

Project Impacts

Direct impacts to the Appalachian Trail are anticipated with the Improve Existing design option. Visual impacts are anticipated with all design options, and a Visual Impact Assessment has been prepared for the project.

Based on a 35-foot buffer of the construction limits, the Improve Existing design option is anticipated to impact approximately 8.3 acres of the Nantahala National Forest, while SW-1A is anticipated to impact approximately 0.04 acres of the Nantahala National Forest.

Impacts to farmland soils eligible for protection under Farmland Protection Policy Act (FPPA) is anticipated. However, none of the alternatives have a total site assessment score which exceeds the FPPA threshold.

The proposed project construction limits would impact active agricultural resources in the DCIA.

Improve Existing and R-1E Intersection/Roundabout have the potential for low impacts to bicycle/pedestrian facilities. All impacted facilities would be restored after improvements are complete.

No permanent impacts to transit routes, facilities, or activities are anticipated with the proposed project. Construction activities will temporarily alter traffic patterns and cause delays for shuttles utilizing R-1E due to the proposed detour required while replacing the bridge on Five Point Road (SR 1275). Impacts associated with all other design options are anticipated to be minor as most of the construction would occur along the existing road or at a new location, so traffic flow would be maintained.

The proposed improvements would provide wider lane widths and paved shoulders in certain locations, which would increase bike/pedestrian safety.

The proposed project is consistent with local, regional, and state plans on transportation, land use, and economic development.

Impacts to driveways have been analyzed from a high-level perspective at this time. Detailed investigations into driveway tie-ins will be conducted during final design. R-1E is anticipated to impact one residential driveway, Improve Existing (Stecoah) is anticipated to impact one residential driveway, S-2 is anticipated to impact two residential driveways, and SW-1A is anticipated to impact driveways to two residences and one barn.

Construction has the potential to alter traffic patterns and increase travel time to businesses along R-1E due to the detour required while replacing the bridge on Five Point Road (SR 1275). Improve Existing (Robbinsville) anticipates one business relocation, R-1E Intersection/Roundabout anticipates seven business relocations, Improve Existing (Stecoah) anticipates four business relocations, S-2 anticipates three business relocations, and SW-1A anticipates four business relocations.

Although construction activities have the potential to create temporary delays that could increase emergency response times, the proposed project would ultimately have a beneficial effect by allowing emergency response services the ability to pass slower moving vehicles; tractors or other farm equipment on the roadway; accidents; and other obstructions such as fallen rock/landslides.

While an input form received from the Graham County Director of Transportation noted the project would have a high impact, no details were provided and minimal impacts to school bus routes are anticipated from the proposed project. Because there are homes on Five Point Road (SR 1275), the closing of this road during construction would affect bus routes. Although construction activities have the potential to temporarily cause
delays, the proposed improvements would increase overall mobility in the project area and therefore improve travel time for school buses.

- R-1E Roundabout and Intersection design options are anticipated to impact a building at First Baptist Church and a storage shed at Liberty Missionary Baptist Church.

- Design option S-2 would bisect the Stecoah Heights community, placing a physical barrier in the community and thereby disrupting community cohesion. No impacts to community cohesion are associated with the other design options.

- The proposed project improvements would increase reliability and mobility within the DCIA with new location segments and the addition of passing and climbing lanes, therefore providing a positive impact on the above community concerns regarding mobility and reliability. Improve Existing Robbinsville, R-1E Intersection and Roundabout design options will impact the Trail of Tears. S-2 and SW-1A include tunnel portals on an EBCI Tribal land parcel.

- Adverse community impacts, primarily in the form of relocations, are anticipated with this project but affect all populations equivalently. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the Demographic Study Area (DSA). Impacts to low-income populations would not be disproportionately high and adverse. No disparate impacts are anticipated under Title VI and related statues.

**Recommendations**

- As the AT has previously been determined to be eligible for National Register of Historic Properties (NRHP) listing, a formal Section 4(f) Evaluation is being prepared for the project to fully determine impacts to the AT. Continued coordination with US Forest Service (USFS), National Park Service (NPS), North Carolina State Historic Preservation Office (NCSHPO), and Appalachian Trail Conservancy (ATC) is recommended to ensure compliance with regulations and policies. The NCDOT Project Manager should continue coordination to minimize project impacts to National Forest Service lands during final design where possible.

- The NCDOT Project Manager should continue coordination with Natural Resource Conservation Service (NRCS) and consider measures to minimize these impacts if possible.

- The project team will continue coordination with the Town of Robbinsville and NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the necessary level of bicycle/pedestrian access accommodation during construction and to ensure designs incorporate features that best meet the needs of bicyclists and pedestrians. Input forms have been sent and any information received following the finalization of this document will be incorporated in the environmental document.

- The NCDOT Project Manager should coordinate with Graham County Transit regarding the program’s routes prior to construction to ensure the program can maintain mobility within the DCIA during construction. Any additional information received after the finalization of this document will be incorporated in the environmental document.

- The project team will continue to reach out to the Graham County Economic Development Director to ensure continued compliance with local plans, regulations, and policies. Any additional information received after the finalization of this document will be incorporated in the environmental document.

- The NCDOT Project Manager should coordinate with affected residents and businesses to ensure access is maintained during and following construction.

- Due to the potential business relocations for all design options, public involvement should include outreach to business owners in the DCIA.

- Coordination with Graham County EMS is recommended during construction to ensure EMS access and acceptable response times throughout the DCIA. Measures to minimize this effect should be evaluated, primarily in the form of an offsite detour that utilizes US 129 and NC 143.

- Coordination with Graham County Schools is recommended during project development and construction to ensure access to bus stops and bus routes in the DCIA. Any additional information received after the finalization of this document will be incorporated in the environmental document.
The NCDOT Project Manager should coordinate with Graham County, the Town of Robinsville, local churches and other community resources within the DCIA prior to construction to ensure that access is maintained during construction.

The NCDOT Project Manager should continue coordination with the Stecoah Heights community throughout the project development process to evaluate opportunities to maintain community cohesion should S-2 be selected as part of the Preferred Alternative.

Due to community concerns related to prior project public involvement, it is recommended that the NCDOT Project Manager continue public outreach that incorporates the necessary local stakeholders and is in accordance with all necessary FHWA and NCDOT guidelines.

Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process. NCDOT should ensure in the final design process that the preferred alternative does not create disproportionately high and adverse impacts to low-income populations.

R-1E Intersection/Roundabout will require an offsite detour during the construction of the existing bridge replacement on Five Point Road (SR 1275); however, the site is too constrained to construct a temporary onsite detour without creating permanent impacts to adjacent land uses. US 129 and NC 143 will function as an offsite detour during bridge replacement.

Because a majority of the project would be constructed along existing facilities, an alternate work schedule for construction activities would provide better traffic maintenance during peak hours.

**Indirect and Cumulative Effects Statement**

There is potential for some of the design options being studied (notably S-2) to alter travel patterns, affect access to previously undeveloped land and open areas for development. Due to the potential for these transportation impact-causing activities, this project may influence land use changes in the DCIA. To determine the extent of these potential impacts, an indirect and cumulative effects screening was prepared.
### Community Characteristics, Impacts & Recommendations

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<th>Community Resource</th>
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<td>RECREATIONAL RESOURCE(S) OR ACTIVITY</td>
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<tr>
<td>Are there any recreational resources, areas, or observed activities in the Direct Community Impact Area? If Federally-funded, are these potential 4(f) resources?</td>
<td></td>
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| The Appalachian Trail traverses the DCIA in a north-south direction crossing NC 143 west of Stecoah. The Appalachian Trail is a 2,192-mile trail that spans fourteen states from Maine to Georgia with an average of 3 million visitors annually.¹ The trail is a Section 4(f) resource as it has been determined eligible for listing on the National Register of Historic Place (NRHP). | ☑ YES, SEPA Parks & Recreation  
☑ YES, NEPA potential 4(f); adjacent to/accessed from the project corridor  
☐ YES, NEPA potential 4(f); present in DCIA but not adjacent to or accessed from the project corridor  
☐ NO |
| Brown Fork Shelter is located along the Appalachian Trail, approximately 0.8 miles north of existing NC 143 at its closest point. Thru-hikers use it to stay dry in wet weather and to sleep at night as they make their way up or down the trail. A total of 250 shelters like this one are located along the Appalachian Trail. | ☑ YES, SEPA Impact  
☑ YES, potential NEPA impact  
☐ NO |
| A “gap” is a term for a low spot along a ridge line. Gaps are popular spots for day-hikers on the Appalachian Trail. The following gaps are located within the DCIA: Sweetwater Gap, Stecoah Gap, Briggs Garland Gap, Johnson Gap, Edwards Gap, Brown Fork Gap, and Tucker Gap. The Appalachian Trail trailhead and parking lot at Stecoah Gap is used by short-term hikers to access the Bartrum Trail and Cheoah Bald Summit (both of which are south of the DCIA) from NC 143. | |
| A “cove” is a term meaning a “high, flat valley surrounded by mountains.” Both Cellessee Cove and Johns Cove are located within the DCIA. NC 28 bisects Cellessee Cove near Stecoah and John Cove sits near Stecoah Creek on Cody Branch Road. | |
| Parts of the Nantahala National Forest are located within the DCIA, east of Beech Creek. As the largest of the North Carolina National Forests, it stretches 531,148 acres and gives visitors the opportunity for hiking, mountain biking, whitewater rafting, bird watching and camping, among other outdoor activities.² | |
| Recreational resources can be viewed in Figures 2B-2C. | |

| Impacts | |
| Direct impacts to the Appalachian Trail are anticipated with the Improve Existing design option. Visual impacts are anticipated with all design options, and a Visual Impact Assessment has been prepared for the project. | ☑ YES, SEPA Impact  
☑ YES, potential NEPA impact  
☐ NO |
| Based on a 35-foot buffer of the construction limits, the Improve Existing design option is anticipated to impact approximately 20.9 acres of the Nantahala National Forest, while SW-1A is anticipated to impact approximately 0.04 acres of the Nantahala National Forest. | |

| Recommendation | |
| As the AT has previously been determined to be eligible for NRHP listing, a formal Section 4(f) Evaluation is being prepared for the project to fully determine impacts to the AT. | ☑ YES  
☐ NO |

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Continued coordination with the US Forest Service (USFS), National Park Service (NPS), North Carolina State Historic Preservation Office (NCSHPO), and Appalachian Trail Conservancy (ATC) is recommended to ensure compliance with regulations and policies.

The NCDOT Project Manager should continue coordination to minimize project impacts to National Forest Service lands during final design where possible.

### SECTION 6(F) LAND & WATER CONSERVATION FUND RESOURCES

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<td>Impacts</td>
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</tr>
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<td>Recommendation</td>
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</table>

#### FARMLAND SOILS

**Presence**

Are there any farmland soils within the project footprint?

Farmland soils eligible for protection under the Farmland Protection Policy Act (FPPA) are present within the project footprint. If a new location alternative is considered that is outside of the project footprint, then NCDOT must reassess the impacts to farmlands.

**Impacts**

Is the project likely to have a notable impact on identified farmland soils?

A preliminary screening of farmland conversion impacts in the project area has been completed (see Appendix D). None of the alternatives have a total site assessment score which exceeds the FPPA threshold. As such, these farmland conversion impacts are not considered notable. CPA-106 forms were submitted to NRCS in February 2020 for confirmation.

**Alternative 1 (Improve Existing Robbinsville + Improve Existing Stecoah):** A total score of 39 out of 160 points was calculated. 25.5 acres of direct impacts to farmlands are anticipated.

**Alternative 2 (Improve Existing Robbinsville + S-2):** A total score of 40 out of 160 points was calculated. 26.6 acres of direct impacts to farmlands are anticipated.

**Alternative 3 (Improve Existing Robbinsville + SW-1A + Improve Existing NC 28):** A total score of 39 out of 160 points was calculated. 24.8 acres of direct impacts to farmlands are anticipated.

**Alternative 4 (R-1E Intersection + Improve Existing Stecoah):** A total score of 46 out of 160 points was calculated. 29.2 acres of direct impacts to farmlands are anticipated.

**Alternative 5 (R-1E Intersection + S-2):** A total score of 46 out of 160 points was calculated. 30.3 acres of direct impacts to farmlands are anticipated.

**Alternative 6 (R-1E Intersection + SW-1A + Improve Existing NC 28):** A total score of 46 out of 160 points was calculated. 28.5 acres of direct impacts to farmlands are anticipated.

**Alternative 7 (R-1E Roundabout + Improve Existing Stecoah):** A total score of 46 out of 160 points was calculated. 29.2 acres of direct impacts to farmlands are anticipated.

**Alternative 8 (R-1E Roundabout + S-2):** A total score of 46 out of 160 points was calculated. 30.3 acres of direct impacts to farmlands are anticipated.

**Alternative 9 (R-1E Roundabout + SW-1A + Improve Existing NC 28):** A total score of 46 out of 160 points was calculated. 28.5 acres of direct impacts to farmlands are anticipated.
Recommendation
The NCDOT Project Manager should continue coordination with NRCS and consider measures to minimize these impacts if possible.

YES
NO

VOLUNTARY & ENHANCED VOLUNTARY AGRICULTURAL DISTRICTS [VAD/EVAD]
Presence

YES
NO

Impacts

YES
NO

Recommendation

YES
NO

AGRICULTURAL RESOURCES AND ACTIVITY
Presence

Are there any active agricultural operations located in the Direct Community Impact Area? Is there any documented activity related to goods movement in the Direct Community Impact Area (e.g. farm or logging trucks, tractors, or other agricultural equipment)?

Tracts spanning 143 parcels containing active agricultural land being utilized for crop-related farming were noted during GIS investigations within the DCIA (see Figures 2A-2C). Many of the crop-related agricultural farms are located on smaller parcels and can be found throughout the DCIA. In addition to crop-related farming, Graham County contains farms that raise livestock such as chickens and silviculture (tree harvesting).

Impacts

Is the project likely to impact identified agricultural operations?

Both the Improve Existing (Stecoah) and SW-1A design options are anticipated to impact a barn.

In addition to the above, the proposed project would impact agricultural resources in the DCIA. See Tables 1.1 – 1.6 for a list of the individual parcels and the total number of acres of active agriculture associated with each design option being studied.

Table 1.1: Active Agriculture Parcels and Impacted Acreage for Improve Existing (Robbinsville)

<table>
<thead>
<tr>
<th>Parcel Number</th>
<th>Acres within Proposed ROW</th>
<th>Parcel Number</th>
<th>Acres within Proposed ROW</th>
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TOTAL: 0.97 acres

Table 1.2: Active Agriculture Parcels and Impacted Acreage for R-1E Intersection

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TOTAL: 1.04 acres
### Table 1.3: Active Agriculture Parcels and Impacted Acreage for R-1E Roundabout

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**TOTAL: 1.32 acres**

### Table 1.4: Active Agriculture Parcels and Impacted Acreage for Improve Existing (Stecoah)

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**TOTAL: 4.82 acres**

### Table 1.5: Active Agriculture Parcels and Impacted Acreage for S-2

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**TOTAL: 4.73 acres**

### Table 1.6: Active Agriculture Parcels and Impacted Acreage for SW-1A

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<tr>
<th>Parcel Number</th>
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<th>Parcel Number</th>
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</table>

**TOTAL: 4.82 acres**

**Recommendation**

The NCDOT Project Manager should ensure that access is maintained for agricultural equipment and employees and impacts to farmlands (Right-of-Way (ROW), detour routes, accessibility) are either avoided or minimized.
## BICYCLE, PEDESTRIAN, AND/OR GREENWAY FACILITIES AND ACTIVE TRANSPORTATION

### Presence

There is one multi-use path, an existing on-road bicycle path, and multiple sidewalks within the DCIA.

There is an existing multi-use path around Robbinsville Middle School and Robbinsville High School (Figure 2A). There is an existing on-road bicycle path along NC 143 running eastward into Robbinsville that needs improvement according to the 2015 Graham County Comprehensive Transportation Plan (CTP). Sidewalks are located along the north side of NC 143 from Five Point Road (SR 1275) to US 129 and along both sides of US 129 for about 900 feet to the south of NC 143 and 3,000 feet to the north of NC 143.

The CTP recommends the following bicycle and pedestrian improvements: paved shoulders to serve as an on-road bicycle facility on portions of NC 143 and NC 143 Business (Snowbird Road); a pedestrian path along Five Point Road (SR 1275) from US 129 to Robbinsville High School Access Road; a pedestrian path along West Fort Hill Road from Five Point Road (SR 1275) to Graham County Services; and a multi-use path, which would include an on-road bicycle facility, on US 129 from Ford Street to Tallulah Bog Recreation area.

The Robbinsville Pedestrian Connectivity Plan & Health Impact Assessment was adopted in July 2013 to address walkability in Robbinsville. A greenway connecting Robbinsville Middle School and Robbinsville High School to planned recreational facilities at a now defunct furniture manufacturing plant was identified as the highest priority in the plan. Other recommendations included: upgrading pedestrian routes along US 129, Main Street, and Circle Street; constructing a greenway along Ford Street; constructing sidewalks along Junaluska Road, Moose Branch, and Atoah Street/Snider Hill Road; and pedestrian shared lane markings on Ward Street. Further recommendations include installing sidewalks along US 129 in Robbinsville and extending the recommended greenway along Tallulah Creek and Ford Street.

Reimagine Robbinsville was completed in 2012 to introduce revitalization measures to downtown and recommended a greenway network around Robbinsville Middle and High Schools, which would follow Sweetwater Creek and Cheoah River to Lake Santeetlah.

In addition, an e-mail received on March 9, 2020 from a Graham County Commissioner notes a walking group which utilizes NC 28 in Stecoah, from Hyde Town Road to Stecoah Road, and have requested a multi-use path or bike lane. The project team is currently studying the feasibility of this option.

### Impacts

**Improve Existing (Robbinsville):** Minimal impacts to bicycle/pedestrian facilities are anticipated. All impacted facilities would be restored after improvements are complete.

**R-1E Intersection/Roundabout:** Minimal impacts to bicycle/pedestrian facilities are anticipated. Construction may temporarily affect bicyclists/pedestrians utilizing sidewalks on the north side of NC 143. All impacted facilities would be restored after improvements are complete.

**Improve Existing (Stecoah):** No impacts to bicycle/pedestrian facilities are anticipated.

**S-2:** No impacts to bicycle/pedestrian facilities are anticipated.

**SW-1A:** No impacts to bicycle/pedestrian facilities are anticipated.

### Recommendation

The project team will continue coordination with the Town of Robbinsville and NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the necessary level of bicycle/pedestrian access accommodation during construction and to ensure designs incorporate features that best meet the needs of bicyclists and pedestrians. An input form has been sent and any information received following the finalization of this document will be incorporated in the environmental document.
### BICYCLE/PEDESTRIAN ACTIVITY

**Presence**
A planning input form was not received from the Graham County Planning & Economic Development Department. There is one partially removed driveway just east of the Dollar General on NC 143 that may serve as a worn pedestrian path within the DCIA. Bicyclists and pedestrian were not observed within the DCIA during field visits or through preliminary research using Google Earth.

<table>
<thead>
<tr>
<th>Impacts</th>
<th>YES</th>
<th>NO</th>
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<th>Recommendation</th>
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</table>
The NCDOT Project Manager should coordinate with the Town of Robbinsville and NCDOT Division of Bicycle and Pedestrian Transportation to ensure designs incorporate features that best meet the needs of bicyclists and pedestrians. Input forms have been, sent and any information received following the finalization of this document will be incorporated in the environmental document.

### TRANSIT ROUTES, FACILITIES, AND/OR ACTIVITY

**Presence**
Are transit routes present in the Direct Community Impact Area? Were buses, transit stops or route signs observed on the site visit? Were any riders observed using or known to use these facilities? Were any of these riders special users?

Graham County Transit operates an appointment-based transit shuttle for residents of the county. The shuttle transports residents from their homes to medical centers, shopping centers, and other requested destinations. Typical operating hours are Monday to Friday 5:30am-5:00pm. In addition, the shuttle makes scheduled trips to the Town of Andrews daily during the week and to the Towns of Cherokee and Murphy three days a week.

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<thead>
<tr>
<th>Impacts</th>
<th>YES</th>
<th>NO</th>
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<tr>
<th>Recommendation</th>
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</table>
The NCDOT Project Manager should coordinate with Graham County Transit regarding the program’s routes prior to construction to ensure the program can maintain mobility within the DCIA during construction. Any additional information received after the finalization of this document will be incorporated in the environmental document.

### COMMUNITY SAFETY FOR BICYCLISTS, PEDESTRIANS, AND TRANSIT USERS

**Presence**
Are there any existing or perceived security or safety issues in the Direct Community Impact Area, including unsafe bicycle or pedestrian facilities, inadequate lighting, and/or isolated or poorly connected areas?

A majority of the DCIA lacks bicycle lanes or pedestrian sidewalks. According to the NCDOT bike and pedestrian crash spatial dataset from 2007 to 2015, the average pedestrian crash rate in Robbinsville is 16.61 crashes per 10,000 residents, compared to North Carolina’s rate of 2.95 crashes per 10,000 residents, indicating unsafe pedestrian conditions in Town. The average bicyclist crash rate in Robbinsville is 3.32 per 10,000 residents, compared to North Carolina’s rate of 0.92 crashes per 10,000 residents, indicating unsafe bicycle facilities in Town.

<table>
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<tr>
<th>Impacts</th>
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<th>NO</th>
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<tr>
<th>Recommendation</th>
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</thead>
</table>
The proposed improvements would provide wider lane widths and paved shoulders in certain locations, which would increase bike/pedestrian safety.
**Recommendation**

The NCDOT Project Manager should coordinate with the Town of Robbinsville and NCDOT Roadway Design Unit and Bike and Pedestrian Group to ensure designs incorporate features that best meet the needs of bicyclists and pedestrians. Input forms have been, sent and any information received following the finalization of this document will be incorporated in the environmental document.

**LOCAL AREA PLANS, GOALS, AND DEVELOPMENT ACTIVITY**

**Presence**

Are there any local area plans, goals, or zoning initiatives specifically affecting the Direct Community Impact Area (e.g. comprehensive plan; corridor or thoroughfare plan; small area plan; long-range growth plan; health impact assessment; etc.)? Has recent development activity occurred in the Direct Community Impact Area and/or are there known plans for public or private development activity in the Direct Community Impact Area?

The 2015 Graham County Comprehensive Transportation Plan (CTP) was completed to address Graham County’s transportation needs. The plan proposes highway improvements, public transit improvements, and bicycle and pedestrian improvements. Within the DCIA, these improvements include three new park and ride lots, two in Robbinsville and one near the NC 143/NC 28 intersection. The CTP notes STIP A-0009 and recommends improvements between US 129 in Andrews to NC 28 in Stecoah.

The Graham County Strategic Tourism Plan Destination 2025 identified goals of maximizing tourism and recreation opportunities, while protecting cultural and natural resources. Strategies for achieving this include extending the length of tourist visits by providing visitors with more opportunities for recreational activities, increasing connectivity throughout the county, and supporting the preservation of natural, historic, and cultural assets.

**Impacts**

The proposed project is consistent with local, regional, and state plans on transportation, land use, and economic development. The project is included in the Graham County CTP and would foster the implementation of local planning efforts related to tourism, walking, and biking.

**Recommendation**

An Input Form was not returned from the Graham County Economic Development Director, but coordination is recommended to ensure continued compliance with local plans, regulations, and policies. Any additional information received after the finalization of this document will be incorporated in the environmental document.

**DRIVEWAYS AND CROSS STREETS**

**Presence**

The DCIA is in a primarily rural residential area with local roads traversing the area. Three major routes traverse the DCIA: US 129, NC 143, and NC 28. These roads serve as the major thorough roads for Graham County. Due to the rural nature of the DCIA, driveways are scattered throughout. The southwest portion of the DCIA contains downtown Robbinsville, and therefore more frequent driveways. Whereas the northeast portion of the DCIA contains rural communities north of NC 28 near Stecoah.

Major intersections include NC 143 crossing US 129 in Robbinsville and NC 28 near Stecoah. NC 28 links Stecoah with the Fontana Lake area and provides connectivity to Tennessee. US 129 links Robbinsville with the Lake Santeetlah area and provides connectivity to Tennessee. Additional intersections along NC 143, including Five Point Road (SR 1275) and Pin Hook Road (SR 1220), are found in the DCIA. Most of the side roads lead to rural residential or agricultural destinations.
Impacts
Is the project likely to result in access or accessibility impacts to driveways and cross streets?

Impacts to driveways have been analyzed from a high-level perspective. Detailed investigations into driveway tie-ins will be conducted during final design.

R-1E: Driveway access to one residence will be impacted.

Improve Existing (Stecoah): Driveway access to one residence will be impacted.

S-2: Driveway access to two residences will be impacted.

SW-1A: Driveway access to two residences and a barn will be impacted.

Recommendation
The NCDOT Project Manager should coordinate with affected residents and businesses to ensure access is maintained during and following construction.

BUSINESS AND ECONOMIC RESOURCES AND TRANSPORTATION ACTIVITY

Presence
Trucks utilize National Highway System routes US 129, NC 143, and NC 28 for freight and delivery services into and out of Graham County. Because these roads are the only arterials in the county, industrial traffic must utilize these roads to travel through Graham County. According to the NCDOT North Carolina Truck Network, NC 143 is a designated route for approved Surface Transportation Assistance Act (STAA) Vehicles. The NCDOT Guidelines and Procedures for STAA vehicles govern the movement of trucks and trailers with specific combinations, lengths, or widths.

Businesses along Robbinsville’s Main Street and US 129 include local restaurants, fast food restaurants, auto part stores, gas stations, markets, hotels, and several government-owned facilities, including Graham County Sheriff, Graham County Travel and Tourism information center, Graham County Courthouse and Graham County Department of Public Health.

US 129, NC 143, and NC 28 have impaired mobility and constrained freight movement for heavy vehicles due to combination of steep grades and tight curves.

Impacts
Access to area businesses would be maintained during construction.

Improve Existing (Robbinsville): One business relocation anticipated: Robbinsville Pharmacy.

R-1E Intersection/Roundabout: Seven business relocations anticipated: Five Point Motel, Five Point Storage, Mini Storage, NCDOT Maintenance Yard, Mountain Energy, Lovin Apartment Rentals, and Dollar General. Construction has the potential to alter traffic patterns and increase travel time to businesses along this design option due to the detour required during replacement of the bridge on Five Point Road (SR 1275).

Improve Existing (Stecoah): Four business relocations anticipated: Smith Carpet, Adams Contracting Co., Crisp Used Cars, and a service garage.


SW-1A: Four business relocations anticipated: Smith Carpet, Adams Contracting Co., Crisp Used Cars, and a service garage.

The improve existing designs would include improvements to steep grades, narrow lane widths, and sharp curves on US 129, NC 143, and NC 28 to meet current AASHTO guidelines. New location sections on S-2, SW-1A, R-1E Intersection, and R-1E Roundabout would include the improvements listed above according to AASHTO guidelines. All design options include passing/climbing lanes where needed. These improvements would have a positive impact on freight movement for heavy vehicles in the DCIA.
**Recommendation**

Due to the potential business relocations for all design options, public involvement should include outreach to business owners in the DCIA.

| ☑ YES | ☐ NO |

**EMERGENCY MANAGEMENT SERVICES (EMS) OPERATIONS**

**Presence**

Did the EMS local official note any emergency services operations within the Direct Community Impact Area that may be affected by the project, such as stations or corridors that are primary response routes?

EMS services located within the DCIA include the Graham County Fire Department, Graham County Sheriff, and Stecoah Fire Department. The Graham County Fire Department is located at 70 West Fort Hill Road. This station serves the six-mile district around Robbinsville including the Towns of Robbinsville and Lake Santeetlah and can be viewed in Figure 2A. The Stecoah Fire Department is located at 30 Lloyd and Lydia Drive in Robbinsville (Figures 2B-2C). This department provides rescue in all levels including EMS transport and EMS training. Graham County Sheriff is located at 300 Rodney Orr Bypass in Robbinsville (Figure 2A).

Graham County Emergency Services Director stated US 129, NC 143, and NC 28 are the primary routes used when transporting individuals to surrounding hospitals, including Swain Community Hospital, Harris Regional Hospital, Asheville Memorial Hospital, and Cherokee Indian Hospital. These hospitals are all located outside of Graham County, east of the DCIA.

Previous communication with local officials has indicated emergency medical service response times are frequently affected by the lack of mobility and reliability of the transportation network within the DCIA. Rockslides and winter weather cause road closures within the DCIA, and without an additional road network this has resulted in the loss of life.

There are two helipads in Graham County which transport patients to the University of Tennessee-Knoxville Medical Center or Mission Hospital in Asheville, the two closest trauma centers. Erlanger Life Force has a helicopter in Andrews 10 air minutes away. UT-Knoxville has several helicopters based 15 minutes away. Mission Hospital’s helicopter in Franklin has a 12-minute flight time. Heart attack and stroke patients are high priority for airlifts when a helicopter is available. If not, an ambulance could be out of service a half day or longer transporting patients to hospitals (Daily Reflector, 2019).

| ☑ YES | ☐ NO | ☑ NO RESPONSE |

**Impacts**

Although construction activities have the potential to create temporary delays that could increase emergency response times, the proposed project would ultimately have a beneficial effect by allowing emergency response services the ability to pass slower moving vehicles; tractors or other farm equipment on the roadway; accidents; and other obstructions such as fallen rock/landslides.

S-2 and SW-1A tunnels would be monitored 24-hours/day via close-circuit television and equipped with emergency response features, which include non-vehicular access every 1,000 feet, an emergency response plan, a gate system to close tunnels during emergencies, a fixed water system, and various other features, therefore improving upon safety in the DCIA.

R-1E Intersection and R-1E Roundabout could create response time delays associated with closing Five Point Road (SR 1275) during construction. The Graham County Fire Department is located off Five Point Road (SR 1275) and would be required to travel 0.75 miles to access US 129 when Five Point Road (SR 1275) is closed.

The improve existing design options include improvements to steep grades, narrow lane widths, and sharp curves on US 129, NC 143, and NC 28 to meet current AASHTO guidelines. New location/access sections on S-2, SW-1A, R-1E Intersection, and R-1E Roundabout would include the improvements listed above according to AASHTO guidelines. All design options in Stecoah also include passing and climbing lanes throughout. These improvements would facilitate...
safer travel and improved mobility throughout the DCIA, allowing for quicker EMS response times and improved health conditions as a result. Hotspots identified by locals as having steep grades, narrow widths and sharp curves can be seen on Figures 2A-2C.

Recommendation
Coordination with Graham County EMS is recommended during construction to ensure EMS access and acceptable response times throughout the DCIA. Measures to minimize this effect should be evaluated, primarily in the form of an offsite detour that utilizes US 129 and NC 143.

SCHOOL BUS ROUTES

Presence
Graham County Schools operate three buses with 12 trips daily in the DCIA.

Impacts
While an input form received from the Graham County Director of Transportation noted the project would have a high impact, no details were provided and minimal impacts to school bus routes are anticipated from the proposed project. Because there are homes on Five Point Road (SR 1275), closing of this road during construction would affect bus routes. Although construction activities have the potential to temporarily cause delays, the proposed improvements would increase overall mobility in the project area and therefore improve travel time for school buses.

Recommendation
Coordination with Graham County Schools is recommended during project development and construction to ensure access to bus stops and bus routes in the DCIA. Any additional information received after the finalization of this document will be incorporated in the environmental document.

COMMUNITY RESOURCES

Presence
There are eight churches located in the DCIA:
- Liberty Missionary Church, located at 300 Five Point Road (SR 1275) in Robbinsville, hosts a Sunday morning service. In addition to this, they provide free meals to the community on Wednesday evenings (Figure 2A).
- Old Mother Church, located on Old Mother Church Road in Robbinsville, was founded in 1872 and is Graham County’s oldest church (Figure 2A).
- Robbinsville United Methodist, located at 249 West Fort Hill Road in Robbinsville, hosts Sunday morning service and Sunday School in addition to Wednesday morning bible study (Figure 2A).
- Grace-Mountainside Lutheran, located at 129 South Main Street in Robbinsville, hosts Sunday morning service (Figure 2A).
- First Baptist Church, located at 101 Church Street in Robbinsville, hosts Sunday morning service, in addition to Sunday School (Figure 2A).
- Stecoah Baptist Church, located at 89 Hyde Town Road in Stecoah, hosts Sunday morning and Wednesday evening service, in addition to bible study groups (Figures 2B-2C).
- Sweetwater Baptist is located at 98 Beech Creek Road (Figure 2A).
- Dry Creek Baptist Church is located on Dry Creek Road (Figure 2C) hosts Sunday morning services.

There are two schools in the DCIA: Robbinsville Middle School with an enrollment of approximately 200 students and Robbinsville High School with an enrollment of approximately 350 students. The schools share a campus at 301 Sweetwater Road and can be viewed in Figure 2A.
There are seven cemeteries located within the DCIA:
- Old Mother Church Road on Old Mother Church Road in Robbinsville (Figure 2A)
- Holloway Cemetery on Denton Farm Road (Figure 2A)
- Rice Cemetery on Rice Ridge Road (Figure 2A)
- Hazie Brown Cemetery in Stecoah (Figures 2B-2C)
- Jenkins Cemetery on Hyde Town Road (Figures 2B-2C)
- Randolph Cemetery on Lower Stecoah Road (Figures 2B-2C)
- Edwards Cemetery on Lower Stecoah Road (Figures 2B-2C)

Graham County Courthouse, located at 12 North Main Street, is listed on the National Register of Historic Places and serves as a memorial to veterans. The courthouse hosts community events, such as “Music on the Square” and houses the governmental departments for Graham County (recreation, economic development, Board of Commissioners, etc.). A new courthouse is planned along West Fort Hill Road. Both of these resources can be viewed in Figure 2A.

The Graham County Travel and Tourism Office is located at 474 Rodney Orr Bypass in Robbinsville and can be viewed in Figure 2A. It serves as a tourist information center for visitors looking for recreation and other outdoor activities.

Robbinsville Town Hall is located at 4 Court Street in Robbinsville and can be viewed in Figure 2A. It provides residents with a place to access the Town Council, ask administrative questions or report a water problem to the Water District Department.

Stecoah Valley Center is located at 121 School House Road and functions as a multi-use cultural center that promotes the preservation of Southern Appalachian mountain culture. They host community service campaigns, after-school programs, concerts, craft classes, Cherokee Language classes, a large art gallery and traditional music programs. The art gallery serves as a visitors center to guide tourists to lodging, dining and recreational options in the area. This resource can be viewed in Figures 2B-2C.

**Impacts**

*Is the project likely to impact identified community resources, either directly or by affecting user access?*

**R-1E Intersection/Roundabout:** Will impact a building at First Baptist Church and a storage shed at Liberty Missionary Baptist Church.

**Recommendation**

The NCDOT Project Manager should coordinate with Graham County, the Town of Robbinsville, local churches and other community resources within the DCIA prior to construction to ensure that access is maintained during construction.

**COMMUNITY COHESION**

**Presence**

Community cohesion exists throughout the DCIA, as largely manifested during ongoing public involvement. Most notably, the Stecoah Heights community, located along Stecoah Heights Road, requested a meeting with NCDOT staff August 2019 to voice opposition to the S-2 design option. There is a common place value upon natural resources and the mountain environment by the community. Local officials and the public have placed an emphasis on maintaining the area’s natural environment and minimizing environmental impacts. The Stecoah Heights community has also voiced concerns over impacts to the environment and community connectivity.

In addition, as noted in the Bicycle, Pedestrian, and/or Greenway Facilities and Active Transportation section above, an e-mail received on March 9, 2020 from a Graham County Commissioner notes a walking group which utilizes NC 28 in Stecoah, from Hyde Town Road to Stecoah Road, and have requested a multi-use path or bike lane. The project team is currently studying the feasibility of this option.
## Impacts

Is the project likely to alter the overall functioning of an identifiable district (e.g. interactions between, or isolation of, persons and groups; or change in the physical makeup of the community)? Is the project likely to disrupt connections between neighborhoods and commercial, recreational, institutional and employment facilities and/or areas?

Design option S-2 would bisect the Stecoah Heights community, placing a physical barrier in the community and thereby disrupting community cohesion. No impacts to community cohesion are associated with the other design options.

Because the majority of Graham County consists of US Forest Service property, there are limited housing options available for residential relocations. Relocating residents outside of the area could potentially impact individual livelihood and community cohesion.

<table>
<thead>
<tr>
<th>Recommendation</th>
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<tbody>
<tr>
<td>The NCDOT Project Manager should continue coordination with the Stecoah Heights community throughout the project development process to evaluate opportunities to maintain community cohesion should S-2 be selected as part of the Preferred Alternative.</td>
</tr>
</tbody>
</table>

## Community Health

### Presence

As noted previously, notable community health characteristics in Graham County include a lower average pedestrian and bicyclist crash rate when compared to North Carolina according to the NCDOT Pedestrian and Bicycle Crash Tool.

The Robbinsville Pedestrian Connectivity Plan & Health Impact Assessment identified heart disease as the leading cause of death in Graham County. Heart disease rates in Graham County were above the North Carolina average. Diabetes and obesity are prevalent problems in Graham County. According to the Plan, these rates could be significantly reduced if individuals take part in regular physical activity, which can be encouraged using sidewalk or greenway connectivity in residential and commercial areas. However, according to County Health Rankings & Roadmaps, 100% of the population in Graham County has adequate access to physical opportunities.

Additional details on community health can be found in the Health Indicators Table in Appendix E.

<table>
<thead>
<tr>
<th>Recommendation</th>
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<tbody>
<tr>
<td>It is recommended during final design, the NCDOT Project Manager coordinate with local officials to evaluate bike and pedestrian improvements for the preferred alternative.</td>
</tr>
</tbody>
</table>

## Area/Community Concerns

### Presence

Are there any known community concerns or controversy relative to the project? If concerns were voiced during Public Involvement activities, please attach the relevant comment sheets or meeting comment summary in the Appendix.

This project (A-0009 A, B, C) was first studied in the 1960s; however, due to opposition from environmental groups and the public, the project has paused off and on over the years. The project was reinitiated in September 2015 with a new approach. The public meetings, held in February 2019, raised concerns over new location sections and the impacts it would cause to environmental resources and residences. As a result of feedback from the public meetings, two new location scenarios through Topton, T-1 and T-4, were dropped from further study. These new location scenarios from Robbinsville to Andrews will be studied as part of a separate NCDOT STIP Project, A-0009A. The comment summary from these public meetings can be found in Appendix F.
67% of Graham County residents that are employed commute to jobs outside of the county. Approximately 1,000 jobs in Graham County employ residents from other counties, with most commuting from Cherokee County. Residents have expressed concerns over the lack of job opportunities within the county.

The majority of roads in Graham County are two lanes with an inability to pass slower vehicles over substantial distances (up to 19 miles). Reliability of two-lane roadways within the DCIA is frequently impaired by blockage or disruption due to winter weather, heavy fog, washouts, landslides, fallen trees, traffic incidents, vehicle breakdowns, or slow moving vehicles. Such situations adversely affect travel time as vehicles are not able to pass during these conditions. Roadway blockage is a severe safety hazard for EMS vehicles during emergencies.

The DCIA includes a section of the Trail of Tears, which crosses existing US 129 just south of downtown Robbinsville (see Figure 2A). The Trail of Tears marks the 800-mile trail utilized during the Cherokee removal process in 1838 to “forcibly evict more than 16,000 homelands in Tennessee, Alabama, North Carolina, and Georgia.”3 Archaeological surveys are being completed to confirm the exact location and extent of the Trail of Tears and to identify additional resources. In addition, the following tribes have been invited to be consulting parties and provide input on tribal resources: Cherokee Nation, Muscogee Creek Nation, United Keetoowah Band of Cherokee Indians, Eastern Band of Cherokee Indians, and Catawba Indian Nation.

**Impacts**

*Is the project likely to be incompatible with or not address community concerns?*

The proposed project improvements would increase reliability and mobility within the DCIA with new location segments and the addition of passing and climbing lanes, therefore providing a positive impact on the above community concerns regarding mobility and reliability. S-2, SW-1A, R-1E Intersection, and R-1E Roundabout contain new location/access segments which would provide redundancy in the road network that could serve as an alternate route should the existing road network experience a closure.

**Recommendation**

Due to community concerns, it is recommended that the NCDOT Project Manager continue public outreach that incorporates the necessary local stakeholders and is in accordance with all necessary FHWA and NCDOT guidelines.

**OTHER IMPACTS**

*Are there any other potential impacts associated with the project?*

**Recommendation**

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### RECURRING EFFECTS

**Impacts**
Is the project likely to result in recurring effects on any populations and communities within the Direct Community Impact Area?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
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**Recommendation**

<table>
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<tr>
<th>YES</th>
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### ENVIRONMENTAL JUSTICE (EJ) AND TITLE VI POPULATIONS

**Presence**
Are there any populations living in the Demographic Study Area that meet the criteria for Environmental Justice and/or Title VI? If so, note which groups are present (check all that apply):
- Minority
- Low-Income
- Title VI (non-EJ)

Census data indicates a notable presence of low-income populations meeting the criteria for Environmental Justice within the Demographic Study Area (DSA), and low-income communities were observed within the DCIA during the field visit.

21.3% of the population in Census Tract 92.01 Block Group 1 and 29.5% of the population in Census Tract 92.03 Block Group 3 is considered low income, compared to Graham County’s overall rate of 15.8%.

A notable presence of elderly communities were observed in the DCIA during the field visit.

**Impacts**
Adverse community impacts, primarily in the form of relocations, are anticipated with this project but affect all populations equivalently. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the Demographic Study Area (DSA). Impacts to low-income populations would not be disproportionately high and adverse. No disparate impacts are anticipated under Title VI and related statues.

**Improve Existing (Robbinsville):** No anticipated residential relocations.
**R-1E Intersection/Roundabout:** One anticipated residential relocation.
**Improve Existing (Stecoah):** 14 anticipated residential relocations.
**S-2:** 22 anticipated residential relocations.
**SW-1A:** 13 anticipated residential relocations.

**Recommendation**

Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.

NCDOT should ensure in the final design process that Preferred Alternative does not create disproportionately high and adverse impacts to low-income populations.

### LIMITED ENGLISH PROFICIENCY [LEP] OR LANGUAGE ASSISTANCE [LA] POPULATIONS

**Presence**

<table>
<thead>
<tr>
<th>Yes</th>
<th>No LEP or LA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>LEP population present</td>
</tr>
<tr>
<td>Yes</td>
<td>[and LA population present]</td>
</tr>
</tbody>
</table>

**Recommendation**

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
</table>

### ADDITIONAL COMMUNITY CHARACTERISTICS

### NOTABLE POPULATION GROWTH OR DECLINE

**Presence**
Has the DSA experienced notable population growth or decline in recent years? If the average annualized DSA population growth is higher than 1.5%, note the growth in the county and how it compares.

<table>
<thead>
<tr>
<th>Decline</th>
<th>Greater than 1.5% annual growth (in DSA)</th>
</tr>
</thead>
</table>
### STIP PROJECTS

**Presence**

In addition to the current project, there are four funded STIP projects nearby or within the DCIA, and include STIP Projects R-2822B, U-5866, R-5839BA, and BR-0076, and one unfunded STIP Project within the DCIA, R-5839E.

**STIP Project U-5866**, located in the DCIA, proposes the construction of a new route from US 129 to Robbinsville Middle and High Schools, including the construction of a bridge over Cheoah River. Right-of-way acquisition has occurred and construction is currently underway.

**STIP Project R-2822B**, located approximately two miles west of the DCIA, proposes improvements to NC 143 from West Buffalo Creek to NC 143 Business (Snowbird Road). Right-of-way acquisition is planned for 2021 and construction is planned for 2024. The project is estimated to cost $26,835,000.

**STIP Project R-5839BA**, located approximately six miles northwest of the DCIA, proposes upgrading NC 28 from the Swain/Graham County line at Little Tennessee River to Woods Road at Fontana Dam Village. Right-of-way acquisition is planned for 2022 and construction is planned for 2025. The project is estimated to cost $89,882,000. **STIP Project BR-0076**, located approximately seven miles northwest of the DCIA, proposes replacing Bridge 370090 on NC 28 over the Little Tennessee River as a part of STIP Project R-5839.

**STIP Project, R-5839E**, which is currently unfunded, falls within the DCIA and proposes upgrading NC 28 from SR 1242 (Lower Tuskeegee Road) to NC 143.

### TRAFFIC GENERATING FACILITY OR NODE

**Presence**

The road network within the DCIA serves residential and commercial traffic that utilizes US 129, NC 143, and NC 28 to navigate the DCIA and travel west into Cherokee County and Tennessee and east to Asheville. These routes serve as the only connection to major hospitals in the region.

Robbinsville Middle and High Schools, as well as downtown restaurants, generate substantial traffic in the area. Local officials noted that students often use the walking trails and sidewalks near the high school to access nearby restaurants.

### ADDITIONAL RECOMMENDATIONS

**EVALUATE ALTERNATIVE(S) THAT UTILIZE A TEMPORARY ON-SITE DETOUR**

R-1E Intersection/Roundabout may require a detour while replacing the existing bridge on Five Point Road (SR 1275); however, the site is too constrained to construct a temporary onsite detour without creating permanent impacts to adjacent land uses. US 129 and NC 143 can function as an offsite detour during bridge replacement.

**EVALUATE ALTERNATIVE CONSTRUCTION WORK SCHEDULES**

Since a majority of the project will be constructed along existing facilities, an alternate work schedule for construction activities would provide better traffic maintenance during peak hours.
**SOURCES**


NCDOT Community Studies Group, Human Environment Section. Local EMS Input Form – Graham County, Larry Hembree, Graham County Emergency Services Director. 7/22/2019.


The UNC Chapel Hill Center for Sustainable Community Design. Reimaging Robbinsville. 2012.


U.S. Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data.


APPENDIX ITEMS

A. Summary of Demographics Used in Tabular Form
B. Site Photographs
C. Local Official Input Forms
D. Preliminary Screening of Farmland Conversion Impacts
E. Health Indicators Table
F. Other Information
# APPENDIX A: SUMMARY OF DEMOGRAPHICS USED IN TABULAR FORM

## Minority

<table>
<thead>
<tr>
<th>Geography</th>
<th>Total Population</th>
<th>White, Non-Hispanic</th>
<th>Minority Population*</th>
<th>Meets Thresholds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>#</td>
<td>%</td>
<td>#</td>
</tr>
<tr>
<td>CT 9201, BG 1</td>
<td>1,009</td>
<td>959</td>
<td>95.0%</td>
<td>50</td>
</tr>
<tr>
<td>CT 9201, BG 2</td>
<td>1,540</td>
<td>1,511</td>
<td>98.1%</td>
<td>29</td>
</tr>
<tr>
<td>CT 9202, BG 1</td>
<td>1,568</td>
<td>1,416</td>
<td>90.3%</td>
<td>152</td>
</tr>
<tr>
<td>CT 9202, BG 2</td>
<td>1,194</td>
<td>1,194</td>
<td>100.0%</td>
<td>-</td>
</tr>
<tr>
<td>CT 9203, BG 3</td>
<td>619</td>
<td>508</td>
<td>82.1%</td>
<td>111</td>
</tr>
<tr>
<td>DSA</td>
<td>5,930</td>
<td>5,588</td>
<td>94.2%</td>
<td>342</td>
</tr>
<tr>
<td>Robbinsville town</td>
<td>514</td>
<td>403</td>
<td>78.4%</td>
<td>111</td>
</tr>
<tr>
<td>Graham County</td>
<td>8,607</td>
<td>7,519</td>
<td>87.4%</td>
<td>1,088</td>
</tr>
<tr>
<td>North Carolina</td>
<td>10,052,564</td>
<td>6,397,460</td>
<td>63.6%</td>
<td>3,655,104</td>
</tr>
</tbody>
</table>

* Minority population includes all races that are Non-White and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2013-2017), Table B03002, "Hispanic or Latino Origin by Race."
## Race

<table>
<thead>
<tr>
<th>Geography</th>
<th>Total Population</th>
<th>White</th>
<th>Black or African American</th>
<th>American Indian and Alaska Native Alone</th>
<th>Asian</th>
<th>Native Hawaiian/Pacific Islander</th>
<th>Some Other Race</th>
<th>Two or More Races</th>
<th>Total Non-White</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
</tr>
<tr>
<td>CT 9201, BG 1</td>
<td>1,009</td>
<td>959</td>
<td>95.0%</td>
<td>50</td>
<td>5.0%</td>
<td>-</td>
<td>0.0%</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>CT 9201, BG 2</td>
<td>1,540</td>
<td>1,517</td>
<td>98.5%</td>
<td>-</td>
<td>0.0%</td>
<td>-</td>
<td>0.0%</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>CT 9202, BG 1</td>
<td>1,568</td>
<td>1,416</td>
<td>90.3%</td>
<td>152</td>
<td>9.7%</td>
<td>-</td>
<td>0.0%</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>CT 9202, BG 2</td>
<td>1,194</td>
<td>1,194</td>
<td>100.0%</td>
<td>-</td>
<td>0.0%</td>
<td>-</td>
<td>0.0%</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>CT 9203, BG 3</td>
<td>619</td>
<td>554</td>
<td>89.5%</td>
<td>26</td>
<td>4.2%</td>
<td>-</td>
<td>0.3%</td>
<td>32</td>
<td>5.2%</td>
</tr>
<tr>
<td>DSA</td>
<td>5,930</td>
<td>5,640</td>
<td>95.1%</td>
<td>228</td>
<td>3.8%</td>
<td>-</td>
<td>0.0%</td>
<td>32</td>
<td>0.5%</td>
</tr>
<tr>
<td>Robbinsville town</td>
<td>514</td>
<td>449</td>
<td>87.4%</td>
<td>26</td>
<td>5.1%</td>
<td>-</td>
<td>0.4%</td>
<td>32</td>
<td>6.2%</td>
</tr>
<tr>
<td>Graham County</td>
<td>8,607</td>
<td>7,585</td>
<td>88.1%</td>
<td>916</td>
<td>10.6%</td>
<td>-</td>
<td>0.0%</td>
<td>32</td>
<td>0.4%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>10,052,564</td>
<td>6,937,466</td>
<td>69.0%</td>
<td>2,159,427</td>
<td>21.5%</td>
<td>117,998</td>
<td>1.2%</td>
<td>269,164</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2013-2017), Table B02001, "Race."
## Hispanic or Latino Population

<table>
<thead>
<tr>
<th>Geography</th>
<th>Total Population</th>
<th>Hispanic</th>
<th></th>
<th>Not Hispanic</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
</tr>
<tr>
<td>CT 9201, BG 1</td>
<td>1,009</td>
<td>-</td>
<td>0.0%</td>
<td>1,009</td>
<td>100.0%</td>
</tr>
<tr>
<td>CT 9201, BG 2</td>
<td>1,540</td>
<td>6</td>
<td>0.4%</td>
<td>1,534</td>
<td>99.6%</td>
</tr>
<tr>
<td>CT 9202, BG 1</td>
<td>1,568</td>
<td>-</td>
<td>0.0%</td>
<td>1,568</td>
<td>100.0%</td>
</tr>
<tr>
<td>CT 9202, BG 2</td>
<td>1,194</td>
<td>-</td>
<td>0.0%</td>
<td>1,194</td>
<td>100.0%</td>
</tr>
<tr>
<td>CT 9203, BG 3</td>
<td>619</td>
<td>78</td>
<td>12.6%</td>
<td>541</td>
<td>87.4%</td>
</tr>
<tr>
<td>DSA</td>
<td>5,930</td>
<td>84</td>
<td>1.4%</td>
<td>5,846</td>
<td>98.6%</td>
</tr>
<tr>
<td>Robbinsville town</td>
<td>514</td>
<td>78</td>
<td>15.2%</td>
<td>436</td>
<td>84.8%</td>
</tr>
<tr>
<td>Graham County</td>
<td>8,607</td>
<td>98</td>
<td>1.1%</td>
<td>8,509</td>
<td>98.9%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>10,052,564</td>
<td>914,792</td>
<td>9.1%</td>
<td>9,137,772</td>
<td>90.9%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2013-2017), Table B03002, "Hispanic or Latino Origin by Race."
## Poverty

<table>
<thead>
<tr>
<th>Geography</th>
<th>Population for whom Poverty Status is Determined</th>
<th>Below Poverty Level</th>
<th>Under 50% of Poverty Level</th>
<th>Between 100% and 149% of Poverty Level</th>
<th>Meets Thresholds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5% over County</td>
</tr>
<tr>
<td>CT 9201, BG 1</td>
<td>1,009</td>
<td>246 (24.4%)</td>
<td>99 (9.8%)</td>
<td>215 (21.3%)</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>CT 9201, BG 2</td>
<td>1,540</td>
<td>56 (3.6%)</td>
<td>21 (1.4%)</td>
<td>170 (11.0%)</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>CT 9202, BG 1</td>
<td>1,534</td>
<td>261 (17.0%)</td>
<td>38 (2.5%)</td>
<td>210 (13.7%)</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>CT 9202, BG 2</td>
<td>1,194</td>
<td>205 (17.2%)</td>
<td>18 (1.5%)</td>
<td>162 (13.6%)</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>CT 9203, BG 3</td>
<td>606</td>
<td>154 (25.4%)</td>
<td>57 (9.4%)</td>
<td>179 (29.5%)</td>
<td>Yes</td>
</tr>
<tr>
<td>DSA</td>
<td>5,883</td>
<td>922 (15.7%)</td>
<td>233 (4.0%)</td>
<td>936 (15.9%)</td>
<td>No</td>
</tr>
<tr>
<td>Robbinsville town</td>
<td>501</td>
<td>133 (26.5%)</td>
<td>57 (11.4%)</td>
<td>179 (35.7%)</td>
<td>N/A</td>
</tr>
<tr>
<td>Graham County</td>
<td>8,459</td>
<td>1,606 (19.0%)</td>
<td>626 (7.4%)</td>
<td>1,333 (15.8%)</td>
<td></td>
</tr>
<tr>
<td>North Carolina</td>
<td>9,783,738</td>
<td>1,579,871 (16.1%)</td>
<td>688,118 (7.0%)</td>
<td>1,016,581 (10.4%)</td>
<td></td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2013-2017), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."
## Zero-Car Households

<table>
<thead>
<tr>
<th>Geography</th>
<th>Occupied Housing Units</th>
<th>No Vehicle Available</th>
<th>One Vehicle Available</th>
<th>Two or More Vehicles Available</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
</tr>
<tr>
<td>CT 9201, BG 1</td>
<td>448</td>
<td>31 6.9%</td>
<td>118 26.3%</td>
<td>299 66.7%</td>
</tr>
<tr>
<td>CT 9201, BG 2</td>
<td>598</td>
<td>16 2.7%</td>
<td>184 30.8%</td>
<td>398 66.6%</td>
</tr>
<tr>
<td>CT 9202, BG 1</td>
<td>474</td>
<td>9 1.9%</td>
<td>80 16.9%</td>
<td>385 81.2%</td>
</tr>
<tr>
<td>CT 9202, BG 2</td>
<td>583</td>
<td>21 3.6%</td>
<td>257 44.1%</td>
<td>305 52.3%</td>
</tr>
<tr>
<td>CT 9203, BG 3</td>
<td>279</td>
<td>86 30.8%</td>
<td>84 30.1%</td>
<td>109 39.1%</td>
</tr>
<tr>
<td><strong>DSA</strong></td>
<td><strong>2,382</strong></td>
<td><strong>163 6.8%</strong></td>
<td><strong>723 30.4%</strong></td>
<td><strong>1,496 62.8%</strong></td>
</tr>
<tr>
<td>Robbinsville town</td>
<td>233</td>
<td>65 27.9%</td>
<td>73 31.3%</td>
<td>95 40.8%</td>
</tr>
<tr>
<td>Graham County</td>
<td>3,303</td>
<td>205 6.2%</td>
<td>1,003 30.4%</td>
<td>2,095 63.4%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>3,874,346</td>
<td>235,559 6.1%</td>
<td>1,245,407 32.1%</td>
<td>2,393,380 61.8%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2013-2017), Table B25044, "Tenure by Vehicles Available."
### Limited English Proficiency

<table>
<thead>
<tr>
<th>Geography</th>
<th>Total Adult Population, 18 years and older</th>
<th>Primary Language Group of Persons Who Speak English Less than Very Well</th>
<th>Meets Thresholds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Spanish</td>
<td>Other Indo-Euro</td>
</tr>
<tr>
<td>CT 9201, BG 1</td>
<td>792</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>CT 9201, BG 2</td>
<td>1,320</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>CT 9202, BG 1</td>
<td>1,107</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>CT 9202, BG 2</td>
<td>1,004</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>CT 9203, BG 3</td>
<td>514</td>
<td>40</td>
<td>7.8%</td>
</tr>
<tr>
<td>DSA</td>
<td>4,737</td>
<td>40</td>
<td>0.8%</td>
</tr>
<tr>
<td>Robbinsville town</td>
<td>418</td>
<td>40</td>
<td>9.6%</td>
</tr>
<tr>
<td>Graham County</td>
<td>6,789</td>
<td>54</td>
<td>0.8%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>7,762,882</td>
<td>274,705</td>
<td>3.5%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 5-year Estimates (2013-2017), Table B16004, "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over."
## Population Change, 2000 to 2010

<table>
<thead>
<tr>
<th>Geography 2010</th>
<th>Census 2000 Population</th>
<th>Census 2010 Population</th>
<th>Difference</th>
<th>Percent Change</th>
<th>Annualized Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CT 9201, BG 1</td>
<td>972</td>
<td>971</td>
<td>(1)</td>
<td>-0.1%</td>
<td>0.0%</td>
</tr>
<tr>
<td>CT 9201, BG 2</td>
<td>1,000</td>
<td>1,226</td>
<td>226</td>
<td>22.6%</td>
<td>2.1%</td>
</tr>
<tr>
<td>CT 9202, BG 2</td>
<td>1,387</td>
<td>1,637</td>
<td>250</td>
<td>18.0%</td>
<td>1.7%</td>
</tr>
<tr>
<td>CT 9203, BG 3</td>
<td>984</td>
<td>875</td>
<td>(109)</td>
<td>-11.1%</td>
<td>-1.2%</td>
</tr>
<tr>
<td>CT 9202, BG 1</td>
<td>1,012</td>
<td>1,232</td>
<td>220</td>
<td>21.7%</td>
<td>2.0%</td>
</tr>
<tr>
<td>DSA</td>
<td>5,355</td>
<td>5,941</td>
<td>586</td>
<td>10.9%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Robbinsville town</td>
<td>747</td>
<td>620</td>
<td>(127)</td>
<td>-17.0%</td>
<td>-1.8%</td>
</tr>
<tr>
<td>Graham County</td>
<td>7,993</td>
<td>8,861</td>
<td>868</td>
<td>10.9%</td>
<td>1.0%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>8,049,313</td>
<td>9,535,483</td>
<td>1,486,170</td>
<td>18.5%</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

APPENDIX B: SITE PHOTOGRAPHS

Figure 1: Old Mother Cemetery

Figure 2: Old Mother Church

Figure 3: Robbinsville High and Middle School building

Figure 4: Robbinsville Town Hall

Figure 5: Graham County Courthouse

Figure 6: Viewpoint at Stecoah Gap
**Figure 7:** Five Point and NC 143 intersection, looking west

**Figure 8:** Stecoah Valley Cultural Arts Center
# APPENDIX C: LOCAL OFFICIAL INPUT FORMS

## LOCAL EMS

<table>
<thead>
<tr>
<th>Name</th>
<th>Larry Hembree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Director</td>
</tr>
<tr>
<td>Agency</td>
<td>Graham County Emergency Services</td>
</tr>
<tr>
<td>Phone</td>
<td>828-479-7967</td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:larry.hembree@grahamcounty.org">larry.hembree@grahamcounty.org</a></td>
</tr>
</tbody>
</table>

**FIRST CONTACT DATE** | **METHOD(S)** | **RESULT** |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>06/18/2019</td>
<td>☒ Email</td>
<td>☐ Form returned on (date)</td>
</tr>
<tr>
<td></td>
<td>☒ Phone</td>
<td>☐ Interview on 07/22/2019</td>
</tr>
<tr>
<td></td>
<td>☐ In-person</td>
<td>☐ No response</td>
</tr>
</tbody>
</table>

Comments:

## LOCAL PLANNER

<table>
<thead>
<tr>
<th>Name</th>
<th>Sophia Paulos</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Economic Development Director</td>
</tr>
<tr>
<td>Agency</td>
<td>Graham County</td>
</tr>
<tr>
<td>Phone</td>
<td>828-479-7984</td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:sophia.paulos@grahamcounty.org">sophia.paulos@grahamcounty.org</a></td>
</tr>
</tbody>
</table>

**FIRST CONTACT DATE** | **METHOD(S)** | **RESULT** |
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
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<td>☒ Email</td>
<td>☐ Form returned on (date)</td>
</tr>
<tr>
<td></td>
<td>☒ Phone</td>
<td>☐ Interview on (date)</td>
</tr>
<tr>
<td></td>
<td>☐ In-person</td>
<td>☐ No response</td>
</tr>
</tbody>
</table>

Comments: Continued contact attempts on 07/22/2019, 08/06/2019, 10/17/2019

Last contact attempt: 12/16/2019

## LOCAL SCHOOLS

<table>
<thead>
<tr>
<th>Name</th>
<th>Chris McClung</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Director of Transportation</td>
</tr>
<tr>
<td>Agency</td>
<td>Graham County Schools Transportation</td>
</tr>
<tr>
<td>Phone</td>
<td>828-479-9856</td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:bus@graham.k12.nc.us">bus@graham.k12.nc.us</a></td>
</tr>
</tbody>
</table>

**FIRST CONTACT DATE** | **METHOD(S)** | **RESULT** |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>06/18/2019</td>
<td>☒ Email</td>
<td>☐ Form returned on 03/25/20</td>
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<tr>
<td></td>
<td>☒ Phone</td>
<td>☐ Interview on (date)</td>
</tr>
<tr>
<td></td>
<td>☐ In-person</td>
<td>☐ No response</td>
</tr>
</tbody>
</table>

Comments:
### Local EMS Input Form

**NC Department of Transportation Community Studies Group, Human Environment Section**  
**Local EMS Input Form for**  
**STIP Project A-0009 COMMUNITY CHARACTERISTICS REPORT**

**Contact Information**

<table>
<thead>
<tr>
<th>Interviewee Name: Larry Hembree</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title/Position: Director</td>
<td>Phone Number: 828-479-7967</td>
</tr>
<tr>
<td>Organization/Agency: Graham County Emergency Services</td>
<td>Completed Via: ☐ Email ☑ Phone</td>
</tr>
<tr>
<td>Email: <a href="mailto:larry.hembree@grahamcounty.org">larry.hembree@grahamcounty.org</a></td>
<td></td>
</tr>
</tbody>
</table>

**Interview Information/Instructions**

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the address or email address below:

**Alexa Kennedy**  
**Environmental Planner**  
**801 Jones Franklin Road Suite 300, Raleigh NC 27603**  
**alexa.kennedy@stantec.com**

### Project Information

| Project Type: ☑ Bridge ☐ Corridor |

The North Carolina Department of Transportation (NCDOT) is studying a combination of new location and improve existing options from Robbinsville to Stecoah in Graham County as part of a proposed project to provide the transportation infrastructure necessary for the well-being of residents and regional traffic. This project is part of Corridor K of the Appalachian Development Highway System. The length of the project is approximately 13 miles long. ROW acquisition is anticipated to start in 2024 and construction in 2026.
<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service). Yes, concerns with delays due to detours and road construction. This is the only route to get to hospitals (Swain County hospital, Harris regional hospital, Asheville Memorial hospital, Cherokee Indian hospital).</td>
<td>☑</td>
</tr>
<tr>
<td>2. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? Yes, there are concerns with traffic and getting to hospitals</td>
<td>☑</td>
</tr>
<tr>
<td>3. Are there any future time periods or events that you know of where bridge or road closure or reduction in number of lanes for construction would be of particular concern? No</td>
<td>☑</td>
</tr>
<tr>
<td>4. Rate the overall impact on emergency services if the bridge or roadway were closed or at reduced capacity for up to a year:</td>
<td></td>
</tr>
<tr>
<td>5. Are road names referenced by the names locals would use? It varies</td>
<td>☑</td>
</tr>
<tr>
<td>6. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? No</td>
<td>☑</td>
</tr>
<tr>
<td>7. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible. Road closures and detours could be detrimental to the treatment of patients</td>
<td>☑</td>
</tr>
</tbody>
</table>
Local Planner Input Form

No response received
Local Schools Input Form

NC Department of Transportation Community Studies Group, Human Environment Section
Local Schools Input Form for
STIP Project A-0009 COMMUNITY IMPACT ASSESSMENT

Contact Information

Interviewee Name: Chris McClung
Title/Position: Director of Transportation
Organization/Agency: Graham County Schools Transportation
Email: bus@graham.k12.nc.us

Date: 03/25/20
Phone Number: 828-479-9856
Completed Via: Email Phone

Interview Information/Instructions

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the Save As command) this file with a new file name for your records and e-mail the new file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or email address:

Alexa Kennedy
Environmental Planner
801 Jones Franklin Road Suite 300, Raleigh NC 27603
alexa.kennedy@stantec.com

Project Information

Project Type: Bridge Corridor

The North Carolina Department of Transportation (NCDOT) is studying a combination of new location and improve existing options from Robbinsville to Stecoah in Graham County as part of a proposed project to provide the transportation infrastructure necessary for the well-being of local residents and regional traffic. This project is part of Corridor K of the Appalachian Development Highway System. The length of the project is approximately 13 miles long. ROW acquisition is anticipated to start in 2024 and construction in 2026.
Check all questions that apply and provide a detailed explanation of your response in the field provided.

<table>
<thead>
<tr>
<th>Question</th>
<th>Check if item is applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. How many school buses [cross the bridge/pass through the corridor] per day (total # of daily buses, total # daily of trips)?</td>
<td>☐</td>
</tr>
<tr>
<td>3 BUSES, 12 TRIPS DAILY</td>
<td></td>
</tr>
<tr>
<td>2. Is the corridor used by carpool traffic or pedestrians to access local schools? If yes, please describe the location and time(s) of day.</td>
<td>☐</td>
</tr>
<tr>
<td>3. [Applicable if schools are located in or near the project area] Are there any Safe Routes to School plans in place at schools in the vicinity of the project?</td>
<td>☐</td>
</tr>
<tr>
<td>4. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes or the location of resources along these routes with respect to school traffic?</td>
<td>☐</td>
</tr>
<tr>
<td>5. Are there any future time periods or events that you know of where bridge or road closure or reduction in number of lanes for construction would be of particular concern?</td>
<td>☐</td>
</tr>
<tr>
<td>6. Rate the overall impact on school transportation if the bridge or roadway were closed or at reduced capacity for up to a year:</td>
<td>☐ No Impact ☐ Low Impact ☐ Moderate Impact ☒ High Impact</td>
</tr>
<tr>
<td>7. Are road names referenced by the names locals would use?</td>
<td>☐</td>
</tr>
<tr>
<td>8. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?</td>
<td>☐</td>
</tr>
<tr>
<td>9. Are there any other concerns you have regarding the potential impact of this project on school transportation services or any additional comments? Please be as specific as possible.</td>
<td>☐</td>
</tr>
</tbody>
</table>
APPENDIX D:  PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS
PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS – CORRIDOR PROJECT

ALTERNATIVE 1 (IMPROVE EXISTING ROBBINSVILLE + IMPROVE EXISTING STECOAH)

1. Area in non-urban use. Points awarded = 15 out of 15
   97% in non-urban use

2. Perimeter in non-urban use. Points awarded = 10 out of 10
   93% of perimeter in non-urban use

3. Percent of site being farmed. Points awarded = 0 out of 20
   2% of site being actively farmed

4. Protection provided by state and local government. Points awarded = 5 out of 20
   Local tax relief programs

5. Size of present farm unit compared to average. Points awarded = 0 out of 10
   Present farm units 23% as large as the county average (89 acres)

6. Creation of non-farmable farmland. Points awarded = 0 out of 25
   None created

7. Availability of farm support services. Points awarded = 5 out of 5
   Farmer’s market, hardware stores, farm and equipment stores available

8. On-farm investments. Points awarded = 3 out of 20
   Most farms have no to little investment; few farms have moderate investment

9. Effects of conversion on farm support services. Points awarded = 0 out of 25
   No effect on support services.

10. Compatibility with existing agricultural use. Points awarded = 1 out of 10
    Project is tolerable of existing agricultural use

Conclusion: Total Points = 39 out of 160
NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form.
PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS – CORRIDOR PROJECT

ALTERNATIVE 2 (IMPROVE EXISTING ROBBINSVILLE + S-2)

1. Area in non-urban use. Points awarded = 15 out of 15
   97% in non-urban use

2. Perimeter in non-urban use. Points awarded = 10 out of 10
   91% of perimeter in non-urban use

3. Percent of site being farmed. Points awarded = 0 out of 20
   3% of site being actively farmed

4. Protection provided by state and local government. Points awarded = 5 out of 20
   Local tax relief programs

5. Size of present farm unit compared to average. Points awarded = 0 out of 10
   Present farm units 27% as large as the county average (89 acres)

6. Creation of non-farmable farmland. Points awarded = 0 out of 25
   None created

7. Availability of farm support services. Points awarded = 5 out of 5
   Farmer’s market, hardware stores, farm and equipment stores available

8. On-farm investments. Points awarded = 4 out of 20
   Most farms have no to little investment; few farms have moderate investment

9. Effects of conversion on farm support services. Points awarded = 0 out of 25
   No effect on support services.

10. Compatibility with existing agricultural use. Points awarded = 1 out of 10
    Project is tolerable of existing agricultural use

**Conclusion: Total Points = 40 out of 160**

NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form.
PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS – CORRIDOR PROJECT

ALTERNATIVE 3 (IMPROVE EXISTING ROBBINSVILLE + SW-1A + IMPROVE EXISTING NC 28)

1. Area in non-urban use. Points awarded = 15 out of 15
   97% in non-urban use

2. Perimeter in non-urban use. Points awarded = 10 out of 10
   91% of perimeter in non-urban use

3. Percent of site being farmed. Points awarded = 0 out of 20
   3% of site being actively farmed

4. Protection provided by state and local government. Points awarded = 5 out of 20
   Local tax relief programs

5. Size of present farm unit compared to average. Points awarded = 0 out of 10
   Present farm units 23% as large as the county average (89 acres)

6. Creation of non-farmable farmland. Points awarded = 0 out of 25
   None created

7. Availability of farm support services. Points awarded = 5 out of 5
   Farmer’s market, hardware stores, farm and equipment stores available

8. On-farm investments. Points awarded = 3 out of 20
   Most farms have no to little investment; few farms have moderate investment

9. Effects of conversion on farm support services. Points awarded = 0 out of 25
   No effect on support services.

10. Compatibility with existing agricultural use. Points awarded = 1 out of 10
    Project is tolerable of existing agricultural use

Conclusion: Total Points = 39 out of 160

NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form.
PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS – CORRIDOR PROJECT

ALTERNATIVE 4 (R-1E INTERSECTION + IMPROVE EXISTING STECOAH)

1. Area in non-urban use. Points awarded = 15 out of 15
   97% in non-urban use

2. Perimeter in non-urban use. Points awarded = 10 out of 10
   93% of perimeter in non-urban use

3. Percent of site being farmed. Points awarded = 0 out of 20
   2% of site being actively farmed

4. Protection provided by state and local government. Points awarded = 5 out of 20
   Local tax relief programs

5. Size of present farm unit compared to average. Points awarded = 0 out of 10
   Present farm units 22% as large as the county average (89 acres)

6. Creation of non-farmable farmland. Points awarded = 0 out of 25
   None created

7. Availability of farm support services. Points awarded = 5 out of 5
   Farmer’s market, hardware stores, farm and equipment stores available

8. On-farm investments. Points awarded = 4 out of 20
   Most farms have no to little investment; few farms have moderate investment

9. Effects of conversion on farm support services. Points awarded = 6 out of 25
   Impacts a large barn, which may affect ability to supply farmer’s market

10. Compatibility with existing agricultural use. Points awarded = 1 out of 10
    Project is tolerable of existing agricultural use

Conclusion: Total Points = 46 out of 160
NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form.
PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS – CORRIDOR PROJECT

ALTERNATIVE 5 (R-1E INTERSECTION + S-2)

1. **Area in non-urban use. Points awarded = 15 out of 15**
   - 97% in non-urban use

2. **Perimeter in non-urban use. Points awarded = 10 out of 10**
   - 91% of perimeter in non-urban use

3. **Percent of site being farmed. Points awarded = 0 out of 20**
   - 3% of site being actively farmed

4. **Protection provided by state and local government. Points awarded = 5 out of 20**
   - Local tax relief programs

5. **Size of present farm unit compared to average. Points awarded = 0 out of 10**
   - Present farm units 25% as large as the county average (89 acres)

6. **Creation of non-farmable farmland. Points awarded = 0 out of 25**
   - None created

7. **Availability of farm support services. Points awarded = 5 out of 5**
   - Farmer’s market, hardware stores, farm and equipment stores available

8. **On-farm investments. Points awarded = 4 out of 20**
   - Most farms have no to little investment; few farms have moderate investment

9. **Effects of conversion on farm support services. Points awarded = 6 out of 25**
   - Impacts a large barn, which may affect ability to supply farmer’s market

10. **Compatibility with existing agricultural use. Points awarded = 1 out of 10**
    - Project is tolerable of existing agricultural use

**Conclusion: Total Points = 46 out of 160**

NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form.
### Preliminary Screening of Farmland Conversion Impacts – Corridor Project

#### Alternative 6 (R-1E Intersection + SW-1A + Improve Existing NC 28)

1. **Area in non-urban use. Points awarded = 15 out of 15**
   - 97% in non-urban use

2. **Perimeter in non-urban use. Points awarded = 10 out of 10**
   - 92% of perimeter in non-urban use

3. **Percent of site being farmed. Points awarded = 0 out of 20**
   - 3% of site being actively farmed

4. **Protection provided by state and local government. Points awarded = 5 out of 20**
   - Local tax relief programs

5. **Size of present farm unit compared to average. Points awarded = 0 out of 10**
   - Present farm units 22% as large as the county average (89 acres)

6. **Creation of non-farmable farmland. Points awarded = 0 out of 25**
   - None created

7. **Availability of farm support services. Points awarded = 5 out of 5**
   - Farmer’s market, hardware stores, farm and equipment stores available

8. **On-farm investments. Points awarded = 4 out of 20**
   - Most farms have no to little investment; few farms have moderate investment

9. **Effects of conversion on farm support services. Points awarded = 6 out of 25**
   - Impacts a large barn, which may affect ability to supply farmer’s market

10. **Compatibility with existing agricultural use. Points awarded = 1 out of 10**
    - Project is tolerable of existing agricultural use

**Conclusion: Total Points = 46 out of 160**

NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form.
Preliminary Screening of Farmland Conversion Impacts – Corridor Project

Alternative 7 (R-1E Roundabout + Improve Existing Stecoah)

1. Area in non-urban use. Points awarded = 15 out of 15
   97% in non-urban use

2. Perimeter in non-urban use. Points awarded = 10 out of 10
   93% of perimeter in non-urban use

3. Percent of site being farmed. Points awarded = 0 out of 20
   2% of site being actively farmed

4. Protection provided by state and local government. Points awarded = 5 out of 20
   Local tax relief programs

5. Size of present farm unit compared to average. Points awarded = 0 out of 10
   Present farm units 22% as large as the county average (89 acres)

6. Creation of non-farmable farmland. Points awarded = 0 out of 25
   None created

7. Availability of farm support services. Points awarded = 5 out of 5
   Farmer’s market, hardware stores, farm and equipment stores available

8. On-farm investments. Points awarded = 4 out of 20
   Most farms have no to little investment; few farms have moderate investment

9. Effects of conversion on farm support services. Points awarded = 6 out of 25
   Impacts a large barn, which may affect ability to supply farmer’s market

10. Compatibility with existing agricultural use. Points awarded = 1 out of 10
    Project is tolerable of existing agricultural use

Conclusion: Total Points = 46 out of 160
NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form.
PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS – CORRIDOR PROJECT

ALTERNATIVE 8 (R-1E ROUNDABOUT + S-2)

1. Area in non-urban use. Points awarded = 15 out of 15
   97% in non-urban use

2. Perimeter in non-urban use. Points awarded = 10 out of 10
   91% of perimeter in non-urban use

3. Percent of site being farmed. Points awarded = 0 out of 20
   3% of site being actively farmed

4. Protection provided by state and local government. Points awarded = 5 out of 20
   Local tax relief programs

5. Size of present farm unit compared to average. Points awarded = 0 out of 10
   Present farm units 25% as large as the county average (89 acres)

6. Creation of non-farmable farmland. Points awarded = 0 out of 25
   None created

7. Availability of farm support services. Points awarded = 5 out of 5
   Farmer’s market, hardware stores, farm and equipment stores available

8. On-farm investments. Points awarded = 4 out of 20
   Most farms have no to little investment; few farms have moderate investment

9. Effects of conversion on farm support services. Points awarded = 6 out of 25
   Impacts a large barn, which may affect ability to supply farmer’s market

10. Compatibility with existing agricultural use. Points awarded = 1 out of 10
    Project is tolerable of existing agricultural use

Conclusion: Total Points = 46 out of 160
NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form.
PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS – CORRIDOR PROJECT

ALTERNATIVE 9 (R-1E ROUNDABOUT + SW-1A + IMPROVE EXISTING NC 28)

1. Area in non-urban use. Points awarded = 15 out of 15
   97% in non-urban use

2. Perimeter in non-urban use. Points awarded = 10 out of 10
   92% of perimeter in non-urban use

3. Percent of site being farmed. Points awarded = 0 out of 20
   3% of site being actively farmed

4. Protection provided by state and local government. Points awarded = 5 out of 20
   Local tax relief programs

5. Size of present farm unit compared to average. Points awarded = 0 out of 10
   Present farm units 22% as large as the county average (89 acres)

6. Creation of non-farmable farmland. Points awarded = 0 out of 25
   None created

7. Availability of farm support services. Points awarded = 5 out of 5
   Farmer’s market, hardware stores, farm and equipment stores available

8. On-farm investments. Points awarded = 4 out of 20
   Most farms have no to little investment; few farms have moderate investment

9. Effects of conversion on farm support services. Points awarded = 6 out of 25
   Impacts a large barn, which may affect ability to supply farmer’s market

10. Compatibility with existing agricultural use. Points awarded = 1 out of 10
    Project is tolerable of existing agricultural use

Conclusion: Total Points = 46 out of 160
NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form.
## APPENDIX E: HEALTH INDICATORS TABLE

<table>
<thead>
<tr>
<th>CHARACTERISTIC</th>
<th>SMALLEST DATA LEVEL</th>
<th>A-0009 DSA</th>
<th>GRAHAM COUNTY</th>
<th>NORTH CAROLINA</th>
<th>DATA SOURCE</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Pedestrian or Bicyclist Crashes in DCIA (Ped/Bike)</td>
<td>DCIA</td>
<td>(11/2)</td>
<td></td>
<td></td>
<td><a href="http://ncdot.maps.arcgis.com/home/index.html">http://ncdot.maps.arcgis.com/home/index.html</a></td>
<td>Count the number of crashes within the DCIA from 2007-2016 using NCDOT’s Bicyclist and Pedestrian Crash Map.</td>
</tr>
<tr>
<td>Average Pedestrian Crash Rate</td>
<td>City</td>
<td>1.81</td>
<td>2.77</td>
<td></td>
<td><a href="http://www.pedbikeinfo.org/pbcat_nc/">http://www.pedbikeinfo.org/pbcat_nc/</a></td>
<td>Crashes per 10,000 residents, avg. of 2012-2016 crash totals, 2014 pop</td>
</tr>
<tr>
<td>Average Bicyclist Crash Rate</td>
<td>City</td>
<td>0.45</td>
<td>1.03</td>
<td></td>
<td><a href="http://www.pedbikeinfo.org/pbcat_nc/">http://www.pedbikeinfo.org/pbcat_nc/</a></td>
<td>Crashes per 10,000 residents, avg. of 2012-2016 crash totals, 2014 pop</td>
</tr>
<tr>
<td>Physical Inactivity</td>
<td>County</td>
<td>27%</td>
<td>25.0%</td>
<td></td>
<td><a href="http://www.countyhealthrankings.org/app/north-carolina/2019/overview">http://www.countyhealthrankings.org/app/north-carolina/2019/overview</a></td>
<td>Percent of adults aged 20+ reporting no leisure-time physical activity, 2015</td>
</tr>
<tr>
<td>Access to exercise opportunities</td>
<td>County</td>
<td>100%</td>
<td>65.0%</td>
<td></td>
<td><a href="http://www.countyhealthrankings.org/app/north-carolina/2019/overview">http://www.countyhealthrankings.org/app/north-carolina/2019/overview</a></td>
<td>Percentage of individuals who reside in a census block within a half mile of a park or (urban) one mile of a rec. facility or (rural) three miles of a rec. facility, 2010 &amp; 2019</td>
</tr>
</tbody>
</table>
APPENDIX F: OTHER INFORMATION

Public Meeting Summary: 494 subject-specific positions were contained in 144 comment sheets, emails, and online forms and two petitions that were submitted during the 30-day comment period ending March 15, 2019. Asterisks denote subjects discussed in comments provided by environmental stakeholder organization, WaysSouth. It is also noted that seven public comments state opposition to a four-lane facility.

<table>
<thead>
<tr>
<th>Subject</th>
<th># Comments on Subject</th>
<th>Percent of Total</th>
<th>Description/Representative Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oppose T1*</td>
<td>144</td>
<td>29.1%</td>
<td>Includes 47 Charge.org petition signatures (18 local, 29 outside area) and 77 signatures on Shook petition (all local); cite impacts to property, forest land, and water quality</td>
</tr>
<tr>
<td>Support Improving Existing Option*</td>
<td>115</td>
<td>23.3%</td>
<td>Less impacts, new road isn’t needed, widen existing where needed</td>
</tr>
<tr>
<td>Property Impacts*</td>
<td>72</td>
<td>14.6%</td>
<td>Note concerns along specific alignments: farm operations, generational landownership; general concern about number of total relocations</td>
</tr>
<tr>
<td>Miscellaneous*</td>
<td>28</td>
<td>5.7%</td>
<td>Information requests; concerns over noise, tourism, and tax debt</td>
</tr>
<tr>
<td>Ecological Impacts*</td>
<td>27</td>
<td>5.5%</td>
<td>Environmental and archaeological concerns not taken into account; endangered species; acid rock; trout streams</td>
</tr>
<tr>
<td>Oppose Project</td>
<td>20</td>
<td>4.0%</td>
<td>Oppose new road construction; use money for schools; environmental impacts, relocations</td>
</tr>
<tr>
<td>Socio-economic Impacts*</td>
<td>13</td>
<td>2.6%</td>
<td>Loss of history; cultural impacts; poor losing everything; loss of property value</td>
</tr>
<tr>
<td>Support Other Concepts*</td>
<td>12</td>
<td>2.4%</td>
<td>Alignment suggestions; viaduct; improve existing US 74 in Gorge</td>
</tr>
<tr>
<td>Oppose T4*</td>
<td>12</td>
<td>2.4%</td>
<td>Impacts to forest land and the Trail of Tears</td>
</tr>
<tr>
<td>Water Supply Concerns</td>
<td>11</td>
<td>2.2%</td>
<td>Groundwater effects; water quality</td>
</tr>
<tr>
<td>Support T4</td>
<td>10</td>
<td>2.0%</td>
<td>Fewer property impacts; more direct connection to Andrews</td>
</tr>
<tr>
<td>Support Project</td>
<td>6</td>
<td>1.2%</td>
<td>Would like to see project complete; project would help with tourism; want safe roads</td>
</tr>
<tr>
<td>Oppose S2</td>
<td>6</td>
<td>1.2%</td>
<td>citing difficult navigability</td>
</tr>
<tr>
<td>Oppose S6*</td>
<td>6</td>
<td>1.2%</td>
<td>Visual impacts; overkill; irreparable damage</td>
</tr>
<tr>
<td>Support T1</td>
<td>4</td>
<td>0.8%</td>
<td>Less disturbance of forest land; avoids Trail of Tears</td>
</tr>
<tr>
<td>Support S6</td>
<td>4</td>
<td>0.8%</td>
<td>Shorter distance; less hilly</td>
</tr>
<tr>
<td>Support S2*</td>
<td>3</td>
<td>0.6%</td>
<td>Prefer if relocations can be minimized; modify alignment to use [more] existing roadway</td>
</tr>
<tr>
<td>Support T2</td>
<td>1</td>
<td>0.2%</td>
<td>Less disturbance to the environment</td>
</tr>
</tbody>
</table>

Total 494 100%
Local Plan Map