APPENDIX A

AGENCY CORRESPONDENCE

A.1 – FEDERAL AGENCIES
A.2 – STATE AGENCIES

APPENDIX A.1

AGENCY CORRESPONDENCE
FEDERAL AGENCIES

US DEPARTMENT OF ARMY, CORPS OF ENGINEERS – NOVEMBER 21, 2003

DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1890
WILMINGTON, NORTH CAROLINA 28402-1890

RECEIVED
NOV 24 2003
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

November 21, 2003

IN REPLY REFER TO

Regulatory Division

SUBJECT: Action ID. 200420116; Start of Study for NC 109, From SR 1798 (Old Greensboro Road) to I-40/US 311, Davidson and Forsyth Counties, North Carolina, TIP No. R-2568 C, D, E and F.

Gregory J. Thorpe, Ph.D.
Environmental Management Director, PDEA
N.C. Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Dr. Thorpe:

This is in response to your October 14, 2003 letter requesting comments on the Start of Study for NC 109, From SR 1798 (Old Greensboro Road) to I-40/US 311, Davidson and Forsyth Counties, North Carolina, TIP No. R-2568 C, D, E and F.

Prior Department of the Army permit authorization, pursuant to Section 404 of the Clean Water Act of 1977, as amended, will be required for the discharge of excavated or fill material into waters and/or wetlands in conjunction with this project, including temporary impacts and the disposal of construction debris.

Review of the project indicates that the proposed work may involves the discharge of excavated or fill material into waters and wetlands. Construction alternatives developed, including the Upgrade Existing Roadway Alternative, should minimize impacts to waters and wetlands, including avoiding longitudinal impacts on streams and wetlands where possible.

Please note that a property that is eligible for the National Register Of Historic Places, the George W. Wall House, is in the study area, near Wallburg. NCDOT should coordinate closely with the North Carolina Department of Cultural Resources on this and any other cultural resources that are in the study area, so the Corps can ensure compliance with Section 106 of the National Historic Preservation Act.

Questions or comments pertaining to permits may be directed to me, at telephone (919) 876-8441, ext. 23 (Web page: http://www.saw.usace.army.mil/wetlands/index.html).

Sincerely,

Eric C. Alsmeyer
Project Manager

Copy Furnished:

Mr. Jeffrey J. Crow
State Historic Preservation Officer
Historic Preservation Office
Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

APPENDIX A.2

AGENCY CORRESPONDENCE
STATE AGENCIES

NC DEPARTMENT OF CULTURAL RESOURCES – DECEMBER 11, 2009
NCDOT/NC DEPT OF CULTURAL RESOURCES – AUGUST 15, 2006
NC DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
- DIVISION OF WATER QUALITY – NOVEMBER 17, 2003
- DIVISION OF ENVIRONMENTAL HEALTH – NOVEMBER 7, 2003
- DIVISION OF SOIL AND WATER CONSERVATION – OCTOBER 20, 2003
- NC NATURAL HERITAGE PROGRAM – NOVEMBER 5, 2003
- DIVISION OF FOREST RESOURCES – NOVEMBER 3, 2003

NC WILDLIFE RESOURCES COMMISSION -- NOVEMBER 14, 2003

Federal Aid #: STP-109(1) *TIP#:* *R-2568, Section C* *County*: Forsyth-Davidson

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: NC 109 Improvements from SR 1798 (Old Greensboro Road) to I-40/US 311

On December 11, 2009, representatives of the

- [x] North Carolina Department of Transportation (NCDOT)
- [x] Federal Highway Administration (FHWA)
- [x] North Carolina State Historic Preservation Office (HPO)
- [ ] Other

Reviewed the subject project and agreed on the effects findings listed within the table on the reverse of this signature page.

Signed:

Renee Gledhill-Earley — Dec. 11, 2009

Representative, NCDOT — Date

[illegible] — 12-11-09

FHWA, for the Division Administrator, or other Federal Agency — Date

Representative, HPO — Date

Renee Gledhill-Earley — 12.11.09

State Historic Preservation Officer — Date

Federal Aid #: STP-109(1) *TIP#:* *R-2568, Section C* *County*: Forsyth-Davidson

Property and Status	Effect Finding	Reasons
FY 3304 Mark Parker House 1080 Teague Road, Wallburg vic. DE	NAE Alts 3,6 NE Alts 1,4,5	
FY 3303 D. Austin Parker House 1058 Teague Road, Wallburg vic. DE	NAE Alts 3,6, NE Alts 1, 4,5	
DV 689 Dempsey Clinard House 7928 NC 109 Wallburg vic. SL	NE	Now outside APE
DV 378 John W. Hiatt Farm W side NC 109, .5 mi S SR 1729 Wallburg vic. DE	NE	Now outside APE
DV 80 George Wall House NC 109, Wallburg NR	NAE	Future intersection improvements are not anticipated –
FY 300 Yokeley Farm	NE	Now outside Study Corridors
FY 3172 Friedland Lower Tier RHD SL	NE	Outside APE: "None of the proposed alternatives, as mapped August 15, 2006, for this project will encroach upon the boundaries of the study-listed Friedland Lower Tier Rural Historic District." (NC-HPO memorandum, 3-29-2007)

Initialed: NCDOT APSS FHWA DB HPO Rgg

AUG 18 2006
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

August 15, 2006

Mr. Peter Sandbeck
Administrator and Deputy State Historic Preservation Officer
Historic Preservation Office
Dept. of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

Dear Mr. Sandbeck:

Subject: NCDOT Consultation with Michael Hartley and Martha Hartley concerning the NC Study Listed Friedland Lower Tier Historic District concerning potential impacts to Cultural Resources with the broader TIP # R-2568 (Highway Improvements to NC 109, including widening and/or new location routes) in Forsyth and Davidson Counties (Federal Aid No. STP-109(11), WBS No. 34468.1.4, ER-93-8784).

On August 14, 2006 Richard Silverman and Brian Overton of NCDOT's Human Environment Unit met with Michael Hartley, Director of Archaeology at Old Salem, and Martha Hartley at the Archaeology Office of Old Salem, Inc. for consultation regarding proposed highway improvements associated with TIP# R-2568 (NC 109 in Forsyth and Davidson Counties).

In previous consultations between NCDOT, the State Historic Preservation Office (HPO), and the NC Office of State Archaeology (OSA), it was recommended that Michael Hartley be contacted for consultation because one or more alternatives are located in the vicinity of proposed and/or potential historic resources. Preliminary corridor maps and aerials were presented by NCDOT to explain the multiple alternatives currently under consideration. Environmental studies will assist the Merger Team in selecting alternatives to be carried forward. It is important for cultural resources to be considered as early in the planning process as possible.

The mapping illustrated the proposed boundary for Friedland Lower Tier Historic District, a resource identified by Mr. Hartley and placed on the North Carolina Study List by the Department of Cultural Resources (DCR). The Historic District has been documented as a remaining portion of one of the six colonial Moravian congregations of the Wachovia Tract (1753). Areas within this boundary contain the highest quality and least disturbed archaeological sites and best represent the historic landscape of the Friedland Lower Tier (ca. 1770s). During the discussion, Mr. Hartley confirmed that none of the corridors encroach upon the District's Study List boundary. It was noted that one corridor (widen existing NC 109 with a section of new location, indicated as "Corridor 1") is located within one-quarter mile (southwest) of the Study List Boundary.

Mr. Hartley presented historic maps and information that showed historic Moravian settlement in many areas throughout the overall project study area. These areas are not necessarily limited to the boundaries of the Study Listed District. For all of the corridors, he emphasized that surviving features of important early settlement likely exist that are unique and significant. At this time, the majority of these resources have not been exhaustively examined and any major modifications, including road improvements and subsequent land use changes, have the potential to disrupt remaining historic landscapes.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF HUMAN ENVIRONMENT
1583 MAIL SERVICE CENTER
RALEIGH NC 27699-1583

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

WEBSITE: WWW.NCDOT.ORG

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

It was the opinion of Mr. Hartley that the widening of the existing NC 109 has the least potential to affect historic resources due to existing transportation-related ground disturbances and development. Any corridors that are on new location have the greatest potential to affect lands historically associated with the Friedland Lower Tier and other 18th century settlements in the area.

A corridor immediately east and adjacent to Friedland Lower Tier has been removed from consideration (previously identified as "Pale Green": January 7th 2004 Constraints Map). This was the only corridor that adjoined and encroached upon the Study List district. Since the corridor has been eliminated from further consideration, evaluation of the Study List District for National Register eligibility is not longer being pursued by NCDOT, as the district is outside of the current APE. This replaces a comment from NCDOT in a letter dated December 2nd, 2005 from NCDOT to HPO.

Once the preferred corridor is selected, NCDOT will conduct further consultation with the Hartleys, HPO and OSA. In cooperation with these groups, specific research goals and archaeological survey methodologies will be discussed to address the identification of historic resources within the project's selected alternative's Area of Potential Effects (APE). NCDOT will coordinate with the Hartley's in developing the historic contexts for evaluating historic resources within the greater Friedland Lower Tier settlement and other potential 18th-19th century settlements.

Sincerely,

Matt Wilkerson, Archaeology Supervisor
Office of the Human Environment

Cc:
Michael Hartley, Old Salem, Inc.
Martha Hartley, Old Salem, Inc.
Dolores Hall, NC OSA
Matt Wilkerson, NCDOT, HEU
Mary Pope Furr, NCDOT, HEU
Vince Rhea, NCDOT, PD&EA
Renee Gledhill-Earley, NC HPO
Sarah McBride, NC HPO
Jennifer Martin, Edwards-Pitman Environmental, Inc.
LeAnn Pegram, Forsyth County Joint Historic Properties Commission

Memorandum

To: Vince Rhea

CC: Brian Overton

From: Gerold F. Glover, Ph.D.

Date: 1/20/2006

Re: R-2568 Proposed Alternatives and Previous Archaeological Reconnaissance and Background Study.

Questions continue to arise regarding the potential impact to the proposed alternatives for the Widening and Relocation of NC 109 through Davidson and Forsyth Counties. The latest mapping available dates to October 13, 2005, illustrating three Alternatives for the proposed project.

One of these alternative's closely corresponds to the existing path of the current NC 109. Approximately 20% of the study corridor was surveyed between 1993 and 1996, producing 3 reports.

A total of 24 archaeological sites were documented by these efforts, four sites were recorded in Forsyth County and the remainder in Davidson County. None of these sites was deemed significant under the criteria of Section 106 NRHP. Only one previously recorded sites was relocated during these surveys. Because of these investigation a broad perspective of the region offers the following suggestions.

- Erosion due to agricultural practices degraded most archaeological sites in the region.
- Many Middle and Late Archaic sites are located in the region, especially along ridgelines.
- Quarry sites (tool manufacturing) are commonplace.
- Areas along the current NC 109 corridor still need surveying because of earlier objections by landowners.
- Potential documentation of additional archaeological sites remains high.

Ultimately the selection of a preferred alternative offers the only reasonable solution to investigating the archaeological potential of the region. Now no remaining alternative offers a clear likelihood of having a lessened impact on the cultural landscape. When a final selection is made an intensive survey still will be needed.

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

November 24, 2003

Mr. Vince Rhea
NC Department of Transportation
Project Development and Environmental An
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Mr. Rhea:

Re: SCH File # 04-E-4220-0107; Scoping; NC 109 from SR 1798 (Old Greensboro Rd) to I-40/US 311, right of way project.

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

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

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

Sincerely,

Chrys Baggett

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region G
Region I

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

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

Location Address:
116 West Jones Street
Raleigh, North Carolina

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NCDENR
North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

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DOA

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Project Review Coordinator

RE: 04-0107 Scoping Improvements to NC 109 from SR 1798 to I-40/US 311, Davidson and Forsyth County

DATE: November 20, 2003

The Department of Environment and Natural Resources has reviewed the proposed project. The attached comments are a result of this review. More specific comments will be provided during the environmental review process.

Thank you for the opportunity to respond. If during the preparation of the environmental document, additional information is needed, the applicant is encouraged to notify our respective divisions.

Attachments

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

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Michael F. Easley, Governor
William G. Ross Jr., Secretary
North Carolina Department of Environment and Natural Resources

Alan W. Klimek, P.E., Director
Division of Water Quality
Coleen H. Sullins, Deputy Director
Division of Water Quality

NOV 2003
RECEIVED
Secretary's Office
DOT

November 17, 2003

MEMORANDUM

TO: Melba McGee, Environmental Coordinator
NCDENR Office of Legislative & Intergovernmental Affairs

FROM: Cynthia F. Van Der Wiele, NCDOT Coordinator cvdw

SUBJECT: Review of Scoping Sheets for NC 109 from SR 1798 (Old Greensboro Road) to I-40/US 311, Davidson & Forsyth Counties, F.A. Project STP-109(1), State Project No. 8.1172401, TIP No. R-2568 C, D, E, and F. State Clearinghouse Project No. 04-0107.

In reply to your correspondence dated October 28, 2003 (received October 28, 2003) in which you requested comments for the referenced project, preliminary analysis of the project indicates that the following water resources will be impacted:

Stream (Index)	Water Quality Classification	HU
Muddy Creek (12-94)	WS-IV; §303(d)	030704
Fiddlers Creek (12-94-13-3)	C	030704
Abbotts Creek (12-119)	WS-III Critical Area	030707
Spurgeon Creek (12-119-3)	WS-III	030707
Mary Reich Creek (12-119-3-1)	WS-III	030707
Reedy Run (12-119-4)	WS-III	030707
Brushy Fork (12-119-5)	WS-III Critical Area; §303(d)	030707

NC Division of Water Quality staff is familiar with project area. DWQ would encourage NCDOT to conduct origin-destination studies and to examine opportunities for transit-oriented development so that rural dwellers can commute to Winston-Salem without sacrificing their quality of life. DWQ has the following comments:

Environmental Documentation

1. One environmental document should be prepared that addresses the entire R-2568 project rather than a document for each segment.

2. Given the predominantly rural to semi-rural nature of the project area, and the presence of degraded water resources, NCDOT should be prepared to assess the indirect and cumulative effects of this project (all segments) if upgrade existing or new location alternatives are pursued.

3. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is required, it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

Planning, Design & Construction

1. The population of Davidson County is projected to grow 25 percent and Forsyth County 26 percent between 2000 and 2020. Much of this development is likely to occur along highway corridors (I-40, I-85, US 64 and US 29/70) and in smaller suburban municipalities. Most of the new development is occurring in the Fiddlers Creek watershed. Substantial habitat degradation was observed during biological surveys

Thank you for requesting our input at this time. The DOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Cynthia Van Der Wiele at (919) 733.5715.

Attachment

pc: File Copy

North Carolina
Department of Environment and Natural Resources
Division of Environmental Health

Michael F. Easley, Governor
William G. Ross Jr., Secretary
~~Linda C. Sewall, Director~~

November 7, 2003

Memorandum

To: **Melba McGee, Environmental Coordinator**
Office of Legislative and Intergovernmental Affairs

From: **Lee G. Spencer, Regional Engineer**
Winston-Salem Regional Office
Public Water Supply Section, DEH, DENR

Re: **Clearinghouse Review Comments**
Project Number 04-0107 – Improvements to NC 109 from SR 1798 to I-40/US 311 - Davidson and Forsyth Counties

Per your request, following are comments on this project.

This project will have a potential adverse impact on the Lake Tom-A-Lex water supply watershed. This relatively small watershed serves as the primary water supply for both the Cities of Thomasville and Lexington. The Forsyth County portion of the project is not in the water supply watershed, but virtually all the Davidson County portion of the project is in the water supply watershed.

All precaution should be taken to minimize sedimentation and erosion from this project. Spill prevention and containment should be carefully addressed.

Associated secondary development from this project may increase earth disturbance and associated problems.

585 Waughtown Street, Winston-Salem, North Carolina 27107-2241
Phone: 336 – 771-4600 \ FAX: 336 – 771-4631

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North Carolina Department of Environment and Natural Resources
Division of Soil and Water Conservation

Michael F. Easley, Governor
William G. Ross Jr., Secretary
David S. Vogel, Director

NCDENR

MEMORANDUM: October 30, 2003

TO: Melba McGee

FROM: David Harrison DSH

SUBJECT: Improvements for NC-109 from Old Greensboro Road (SR 1798) to I-40. Davidson and Forsyth Counties. Project # 04-0107.

The NC Department of Transportation is studying proposed improvements to NC 109 in Davidson and Forsyth Counties.

If construction is restricted to existing right-of-ways, there should be no impact to Prime or Statewide Important Farmland. Any acquisition of additional right-of-ways for increase size, capacity or changes in approach could affect Prime or Statewide Important Farmland. In that case, the environmental assessment should include information on adverse impacts.

The definition of Prime or Statewide Important Farmland is based on the soil series and not on its current land use. Areas that are developed or are within municipal boundaries are exempt from consideration as Prime or Important Farmland.

For additional information, contact the soils specialists with the Natural Resources Conservation Service, USDA, Raleigh, NC at (919) 873-2141.

1614 Mail Service Center, Raleigh, North Carolina 27699-1614
Phone: 919–733-2302 \ FAX: 919–715-3559 \ Internet: www.enr.state.nc.us/DSWC/
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NCDENR

North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor | William G. Ross, Jr., Secretary

November 5, 2003

MEMORANDUM

TO: Melba McGee, Environmental Coordinator
Office of Legislative and Intergovernmental Affairs

FROM: Misty Franklin, Botanist MAF
NC Natural Heritage Program

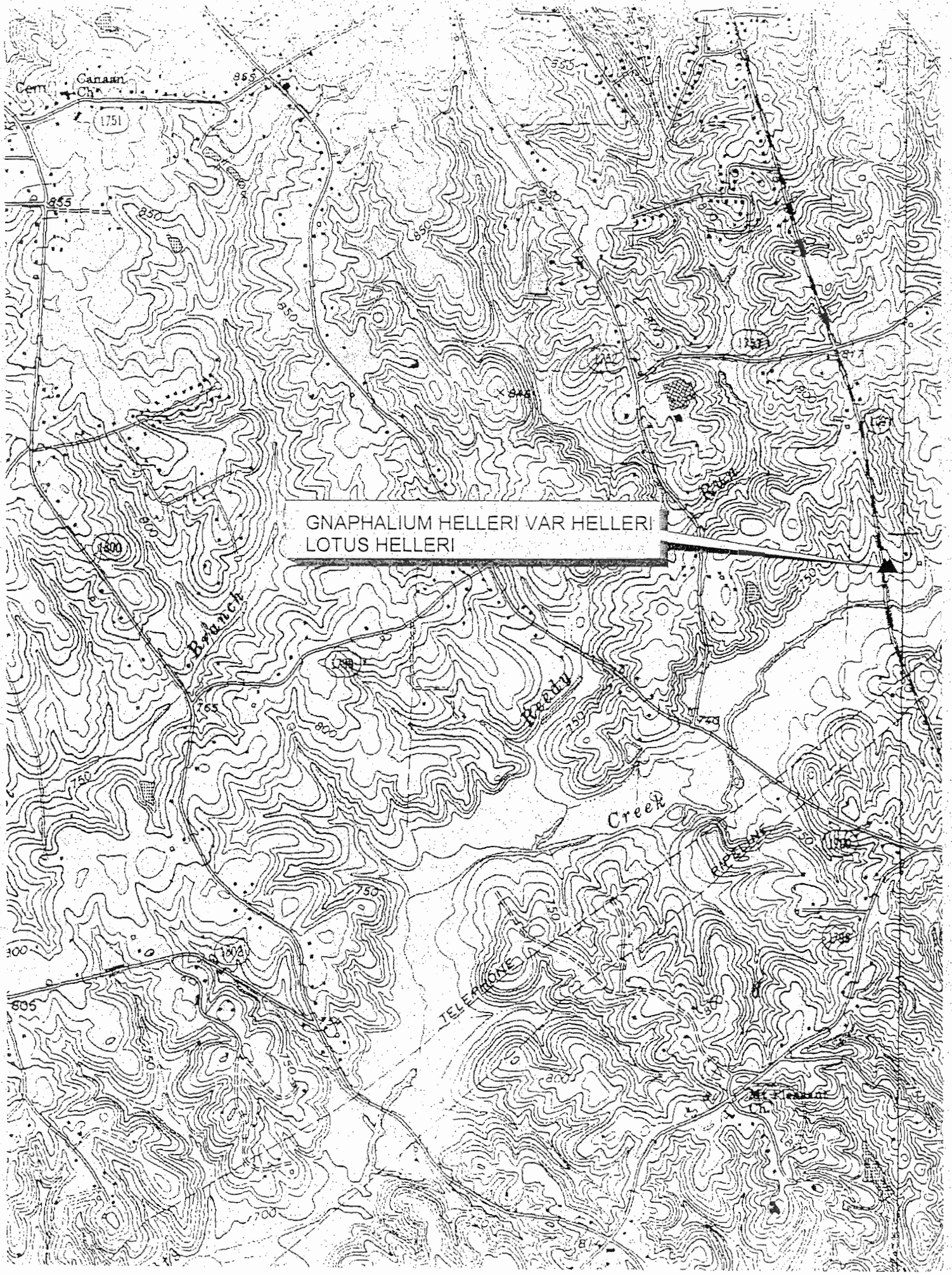
SUBJECT: NC 109, From SR 1798 (Old Greensboro Road) to I-40/US 311, Davidson and Forsyth Counties, Federal Aid Project No. STP-109 (1), State Project No. 8.1172401, T.I.P. Project No. R-2568 C, D, E, and F

The North Carolina Natural Heritage Program (NC NHP) appreciates the opportunity to review this project for potential impacts to rare species, high quality natural communities, or significant natural heritage areas (SNHAs).

The NC NHP does have historical records for rare plants within the project area (see attached map). *Lotus helleri* is listed as Significantly Rare throughout its range (SR-T) by the NC NHP and as a Federal Species of Concern (FSC) by the US Fish & Wildlife Service. *Gnaphalium helleri* var. *helleri* is listed by the NC NHP as Significantly Rare. The last known observation of these two species in the project area was 1956. Although these species have not been reported in almost 50 years, it does not necessarily mean that they are not present. The area simply may not have been surveyed or reported since then. If suitable habitat is found to be within the project area, we recommend field surveys for the rare species mentioned here.

Please contact me at 919/715-8700 if you have questions or need more information.

MAF/maf


GNAPHALIUM HELLERI VAR HELLERI
LOTUS HELLERI
Canaan Ch
Branch
Reedy
Creek
TELEPHONE
Mt Pleasant Ch.

North Carolina
Department of Environment and
Natural Resources

Michael F. Easley, Governor
William G. Ross Jr., Secretary

North Carolina
Division of Forest Resources

Stanford M. Adams, Director

2411 Old US 70 West
Clayton, NC 27520
November 3, 2003

MEMORANDUM

TO: Melba McGee, Office of Legislative Affairs

FROM: Bill Pickens, NC Division Forest Resources

SUBJECT: DOT Scoping for NC 109 from SR 17998 to I 40

PROJECT #: 04-0107 and TIP # R-2568 C, D, E, & F

The North Carolina Division of Forest Resources has reviewed the referenced scoping document and offers the following comments that should be addressed in the EA concerning impacts to woodlands.

1. Impacts to forest resources may occur as a result of this project. To help us evaluate the loss of timber production the EA should list the total forest land acreage by type that is removed by right of way construction. Efforts should be made to align corridors to minimize impacts to woodlands in the following order of priority:
   - Managed, high site index woodland
   - Productive forested woodlands
   - Managed, lower site index woodlands
   - Unique forest ecosystems
   - Unmanaged, fully stocked woodlands
   - Unmanaged, cutover woodlands
   - Urban woodlands

2. The productivity of the forest soils affected by the proposed project as indicated by the soil series.

3. The EA should state the provisions the contractor will take to utilize the merchantable timber removed during construction. Emphasis should be on selling all wood products. However, if the wood products cannot be sold then efforts should be made to haul off the material or turn it into mulch with a tub grinder. This practice will minimize the need for debris burning, and the risk of escaped fires and smoke management problems to residences, highways, schools, and towns.

4. If debris burning is needed, the contractor must comply with the laws and regulations of open burning as covered under G.S. 113-60.21 through G.S. 113-60.31. Davidson and Forsyth Counties are classified as non-high hazard counties, and G.S. 113-60.24 requiring a regular burning permit would apply. Local DFR rangers or other agents are authorized to issue this permit.

1616 Mail Service Center, Raleigh, North Carolina 27699-1601
Phone: 919 – 733-2162 \ FAX 919 – 733-0138 \ Internet www.dfr.state.nc.us

5. The provisions that the contractor will take to prevent erosion and damage to forestland outside the right-of-way. Trees, particularly the root system, can be permanently damaged by heavy equipment. Efforts should be to avoid skinning of the tree trunk, compacting the soil, adding layers of fill, exposing the root system, or spilling petroleum or other substances.

6. The impact upon any existing greenways in the proposed project area should be addressed.

We appreciate the opportunity to comment on the proposed project, and encourage the impact on our forestland be considered during the planning process.

cc: Barry New

State of North Carolina
Department of Environment, ~~Health~~, and Natural Resources

INTERGOVERNMENTAL REVIEW — PROJECT COMMENTS

Reviewing Office: WSRO	
Project Number: 04-0107	Due Date: 11/17/03

After review of this project it has been determined that the EHNR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law.

Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form.

All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Permit to construct & operate wastewater treatment facilities, sewer system extensions, & sewer systems not discharging into state surface waters	Application 90 days before begin construction or award of construction contracts On-site inspection. Post-application technical conference usual	30 days (90 days)
☐	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES Reply time. 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
☐	Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
☐	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
☐	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
☐	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15A NCAC 21H.0600	N/A	60 days (90 days)
☑	Any open burning associated with subject proposal must be in compliance with 15A NCAC 2D.0520 .1900	N/A	60 days (90 days)
☑	Demolition or renovations of structures containing asbestos material must be in compliance with 15A NCAC 2D.0525 which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-733-0820.		
☐	Complex Source Permit required under 15A NCAC 2D.0800		
☐	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Sect.) at least 30 days before beginning activity. A fee of $30 for the first acre and $20.00 for each additional acre or part must accompany the plan		20 days (30 days)
5 ☑	The Sedimentation Pollution Control Act of 1973 must be addressed with respect to the referrenced Local Ordinance:		(30 days)
☐	Mining Permit	On-site inspection usual. Surety bond filed with EHNR. Bond amount varies with type mine and number of acres of affected land. Any area mined greater than one acre must be permited. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
☐	North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
☐	Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.D. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
☐	Oil Refining Facilities	N/A	90-120 days (N/A)
☐	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, certify construction is according to EHNR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of $200.00 must accompany the application. An additional processing fee based on a percentage or the total project cost will be required upon completion	30 days (60 days)

Continued on reverse

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
	Permit to drill exploratory oil or gas well	File surety bond of $5,000 with EHNR running to State of N.C. conditional that any well opened by drill operator shall, upon abandonment, be plugged according to EHNR rules and regulations.	10 days (N/A)
☐	Geophysical Exploration Permit	Application filed with EHNR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days (N/A)
☐	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15-20 days (N/A)
☑	401 Water Quality Certification	N/A	60 days (130 days)
☐	CAMA Permit for MAJOR development	$250.00 fee must accompany application	55 days (150 days)
☐	CAMA Permit for MINOR development	$50.00 fee must accompany application	22 days (25 days)

☐ Several geodetic monuments are located in or near the project area. If any monuments need to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687, Raleigh, N.C. 27611

☑ Abandonment of any wells, if required, must be in accordance with Title 15A, Subchapter 2C.0100.

☑ Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.

☐ Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required. — 45 days (N/A)

Other comments (attach additional pages as necessary, being certain to cite comment authority):

1. Cindy Cantrell - UST Section 10/29/03
2. Sherin Knight - GW Section - 10/29/03
3. [illegible] DWQ 30 Oct 03
4. [illegible] WQ 10/30/03
5. NC DOT has a delegated erosion control program. 11/3/03.

RECEIVED NOV 2003 Secretary's Office DOA

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

☐ Asheville Regional Office
59 Woodfin Place
Asheville, NC 28801
(704) 251-6208

☐ Fayetteville Regional Office
Suite 714 Wachovia Building
Fayetteville, NC 28301
(919) 486-1541

☐ Mooresville Regional Office
919 North Main Street, P.O. Box 950
Mooresville, NC 28115
(704) 663-1699

☐ Raleigh Regional Office
3800 Barrett Drive, Suite 101
Raleigh, NC 27609
(919) 733-2314

☐ Washington Regional Office
1424 Carolina Avenue
Washington, NC 27889
(919) 946-6481

☐ Wilmington Regional Office
127 Cardinal Drive Extension
Wilmington, NC 28405
(919) 395-3900

☐ Winston-Salem Regional Office
8025 North Point Blvd.
Suite 100
Winston-Salem, NC 27106
(919) 896-7007

North Carolina Wildlife Resources Commission

Charles R. Fullwood, Executive Director

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

FROM: Marla Chambers, Highway Projects Coordinator
Habitat Conservation Program, NCWRC

Marla Chambers

DATE: November 14, 2003

SUBJECT: Scoping review of NCDOT's proposed improvements to NC 109, from SR 1798 (Old Greensboro Road) to I-40/US 311, Davidson and Forsyth Counties. TIP No. R-2568 C, D, E, and F.

North Carolina Department of Transportation (NCDOT) is requesting comments from the North Carolina Wildlife Resources Commission (NCWRC) regarding impacts to fish and wildlife resources resulting from the subject project. Staff biologists have reviewed the information provided on the scoping sheets and have the following preliminary comments. These comments are provided in accordance with the provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

The NCDOT proposes to make improvements to NC 109 in Davidson and Forsyth Counties. Alternatives that will be considered include the No-Build Alternative, Transportation Management Alternative, Multi-modal Alternative, Upgrade Existing Roadway Alternative, and New Location Alternatives. It appears the project will impact South Fork Muddy Creek (Class C) and Fiddlers Creek (Class C) in Forsyth County and Abbotts Creek (WS – III) and Brushy Fork (WS – III) in Davidson County. The Davidson County streams flow to Lake Thom-A-Lex, which is a water supply reservoir for Thomasville and Lexington.

The NCWRC has no specific concerns at this time regarding this project. However, to help facilitate document preparation and the review process, our general information needs are outlined below:

Mailing Address: Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 733-3633 ext. 281 • Fax: (919) 715-7643

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with the following programs:

   The Natural Heritage Program
   N. C. Division of Parks and Recreation
   1615 Mail Service Center
   Raleigh, N. C. 27699-1615
   (919) 733-7795

   and,

   NCDA Plant Conservation Program
   P. O. Box 27647
   Raleigh, N. C. 27611
   (919) 733-3610

2. Description of any streams or wetlands affected by the project. If applicable, include the linear feet of stream that will be channelized or relocated.

3. Cover type maps showing wetland acreage impacted by the project. Wetland acreage should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (USACE). If the USACE is not consulted, the person delineating wetlands should be identified and criteria listed.

4. Cover type maps showing acreage of upland wildlife habitat impacted by the proposed project. Potential borrow sites and waste areas should be included.

5. Show the extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).

6. Include the mitigation plan for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.

7. Address the overall environmental effects of the project construction and quantify the contribution of this individual project to environmental degradation.

8. Provide a discussion of the probable impacts on natural resources, which will result from secondary development, facilitated by the improved road access.

9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages of this project. If you have any questions regarding these comments, please contact me at (704) 485-2384.

cc: Marella Buncick, USFWS
Cynthia Van Der Wiele, NCDWQ

APPENDIX B

NOTICE OF INTENT

MARCH 18, 2009

The Exchange therefore proposes to extend the Moratorium as amended [9] for an additional two (2) months to May 31, 2009 in order to complete the 19b–4 filing process.[10] The Exchange's proposal will be filed consistent with the Act [11] in order to afford interested persons an opportunity to submit written data, views, and arguments concerning the Exchange's proposal.[12]

The Exchange will issue an Information Memo announcing the extension of the Moratorium.

2. Statutory Basis

The basis under the Securities Exchange Act of 1934 (the "Act") for this proposed rule change is the requirement under Section 6(b)(5) that an exchange have rules that are designed to promote just and equitable principles of trade, to remove impediments to and perfect the mechanism of a free and open market and a national market system and, in general, to protect investors and the public interest. The Exchange believes that the instant filing is consistent with these principles. Based on its review of data associated with RCMM and CT trading, the Exchange has concluded that RCMMs and CTs no longer serve as viable supplemental market makers. In this instant filing, the Exchange seeks an extension of the Moratorium to finalize its proposal to eliminate RCMMs and CTs from the NYSE and will file that proposal with the Commission.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The proposed rule change is effective upon filing pursuant to Section 19(b)(3)(A) of the Act.[13] The Exchange asserts that the proposed rule change (i) will not significantly affect the protection of investors or the public interest, (ii) will not impose any significant burden on competition, and (iii) by its terms, will not become operative for 30 days after the date of this filing, or such shorter time as the Commission may designate, if consistent with the protection of investors and the public interest; provided that the self-regulatory organization has given the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission.

An extension of the Moratorium does not burden competition because it does not restrict RCMMs from joining any RCMM firm or becoming or remaining an independent RCMM nor does it restrict any RCMM firm from hiring existing RCMMs. For the foregoing reasons, this rule filing qualifies for immediate effectiveness as a "non-controversial" rule change under paragraph (f)(6) of Rule 19b–4.[14]

At any time within 60 days of the filing of such proposed rule change, the Commission may summarily abrogate such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's Internet comment form (*http://www.sec.gov/rules/sro.shtml*); or
- Send an e-mail to *rule-comments@sec.gov*. Please include File Number SR–NYSE–2009–24 on the subject line.

Paper Comments

- Send paper comments in triplicate to Elizabeth M. Murphy, Secretary, Securities and Exchange Commission, 100 F Street, NE., Washington, DC 20549–1090.

All submissions should refer to File Number SR–NYSE–2009–24. This file number should be included on the subject line if e-mail is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's Internet Web site (*http://www.sec.gov/rules/sro.shtml*). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Room, 100 F Street, NE., Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of the filing will also be available for inspection and copying at the principal office of the self-regulatory organization. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR–NYSE–2009–24 and should be submitted on or before April 8, 2009.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[15]

Florence E. Harmon,

Deputy Secretary.

[FR Doc. E9–5766 Filed 3–17–09; 8:45 am]

BILLING CODE 8011–01–P

[9] *See* Securities Exchange Act Release No. 53549 (March 24, 2006), 71 FR 16388 (March 31, 2006) (SR–NYSE–2006–11) (making certain amendments to the Moratorium).

[10] 17 CFR 240.19b–4.

[11] 15 U.S.C. 78s(a)(1).

[12] *Id.*

[13] 15 U.S.C. 78s(b)(3)(A).

[14] 17 CFR 240.19b–4(f)(6).

[15] 17 CFR 200.30–3(a)(12).

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Davidson County and Forsyth County, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for the proposed roadway improvements to NC 109 between Old Greensboro Road (SR 1798) in Davidson County and I–40/US 311 in Forsyth County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Clarence W. Coleman, PE, Director of Preconstruction and Environment, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601–1418, Telephone: (919) 747–7014, or Vincent J. Rhea, PE, Project Engineer, North Carolina Department of Transportation, 1548 Mail Service Center, Raleigh, North Carolina 27699–1548, Telephone: (919) 733–7844, ext. 261.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal for improving NC 109, through widening and/or constructing new roadway, between Old Greensboro Road and I–40/US 311. The project is included in the North Carolina Department of Transportation (NCDOT) 2009–2015 Transportation Improvement Program (TIP) as TIP No. R–2568C. Improvements to the section of NC 109 south of Old Greensboro Road, extending south to Business I–85 in the City of Thomasville, were completed in 2007. The current project includes one alternative mainly on existing location and four alternatives mainly on new location. The project would be constructed as a four-lane, median-divided roadway with partial control of access. Directional crossovers with offset left turns will be used at many of the major intersections. Improvements to NC 109 are considered necessary to improve traffic flow and service and to reduce conflicts between through traffic and local traffic. As required by Section 6002 of the Safe Accountable Flexible Efficient Transportation Equity Act: "A Legacy for Users", opportunities have been provided for involvement with the public in defining the project purpose and need and determining the range of alternatives to be considered for the project. Further opportunities for the public to comment on the environmental review process will be provided throughout the remainder of the project development process.

Prior to the initiation of environmental studies in preparation of an Environmental Impact Statement (EIS), a scoping letter soliciting comments on the proposed project was sent in December 2003 to the local, state, and federal agencies by NCDOT. The agency scoping meeting for the project was held in January 2004. No further scoping actions are planned.

Since the start of the project, NCDOT has hosted two rounds of Citizens Informational Workshops. The first round was held in April 2004 to announce the start of the project and to obtain public input concerning the location of potential alternatives. The second round was held in November 2005 to present and obtain public comments on five alternative corridors identified for the project.

In 1997, the U.S. Army Corp of Engineers (USACE), FHWA, and NCDOT signed an Interagency Agreement integrating Section 404 and the National Environmental Policy Act (NEPA) of 1969, known as the Section 404/NEPA Merger Process. The agreement requires the establishment of a project team at the beginning of each transportation project and outlines the coordination process with a series of Concurrence Points in order to promote cooperation and coordination during the study process and to ensure compatibility with local, state and federal planning projects and policies. To date, project merger team meetings have been held in September 2004 and August 2006. Upon completion of the draft EIS, a public hearing will be held, with public notice of the time and place of the hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 12, 2009.

Clarence W. Coleman,

Director of Preconstruction & Environment, Raleigh, North Carolina.

[FR Doc. E9–5800 Filed 3–17–09; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by the California Department of Transportation (Caltrans), pursuant to 23 U.S.C. 327.

SUMMARY: The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, improvement of the Interstate 680 and State Route 4 interchange in the community of Pacheco, County of Contra Costa, State of California. The improvements will be between post mile 20.2 and 22.2 on Interstate 680, and between post mile R10.5 and R15.1 on State Route 4. Those actions grant approvals for the project.

DATES: By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before September 14, 2009. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For Caltrans: Melanie Brent, Chief, Office of Environmental Analysis, California Department of Transportation, District 4, 111 Grand Avenue, Oakland, 9 a.m. to 4 p.m., 510–286–5231, *melanie.brent@dot.ca.gov*.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that the Caltrans has taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing approvals for the following highway project in the State of California: Replacing the northbound I–680 to westbound SR 4 loop ramp with a two-lane direct connector, and the eastbound SR 4 to southbound I–680 diagonal ramp with another two-lane connector in the first two phases of the project to improve operational deficiencies. Subsequent phases add another lane in the median of both directions of SR 4 to provide additional weaving capacity, add an auxiliary lane on eastbound SR 4 from the interchange to the Solano Way off-ramp, and replace the southbound I–680 to eastbound SR 4 loop ramp, the northbound I–680 to eastbound SR 4 diagonal ramp, and the westbound SR 4 to northbound I–680 diagonal ramp with new connectors and ramps, and widen the westbound SR 4 to southbound I–680 loop ramp from one to two lanes. The project had a No Build Alternative in addition to the Build

APPENDIX C

NEPA/SECTION 404 MERGER 01 PROCESS CONCURRENCE FORMS

CONCURRENCE POINT NO. 1 – SEPTEMBER 15, 2004
CONCURRENCE POINT NO. 2 – AUGUST 15, 2006
CONCURRENCE POINT NO. 2A – APRIL 28, 2009

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 1
Purpose and Need

Project No./TIP No./Name/Description:

NCDOT Project No.: 8.1172401, TIP No. R-2568 Sections C through F
Federal Project No. STP-109(1)
NC 109 Improvements from SR 1798 (Old Greensboro Road) to I-40/US 311
Davidson and Forsyth Counties

Purpose Of And Need For The Proposed Project:
The needs for the project include:

- Capacity Deficiencies
- Above-Average Accident Rates
- Deficient Roadway Geometry

The purpose of the project is to improve safety, traffic flow, and level of service along the NC 109 corridor in the project study area shown on the attached map

The Project Team concurred on this date of September 15, 2004, with the purpose and need for NC 109 Improvements as described above.

USACE _____ NCDOT _____

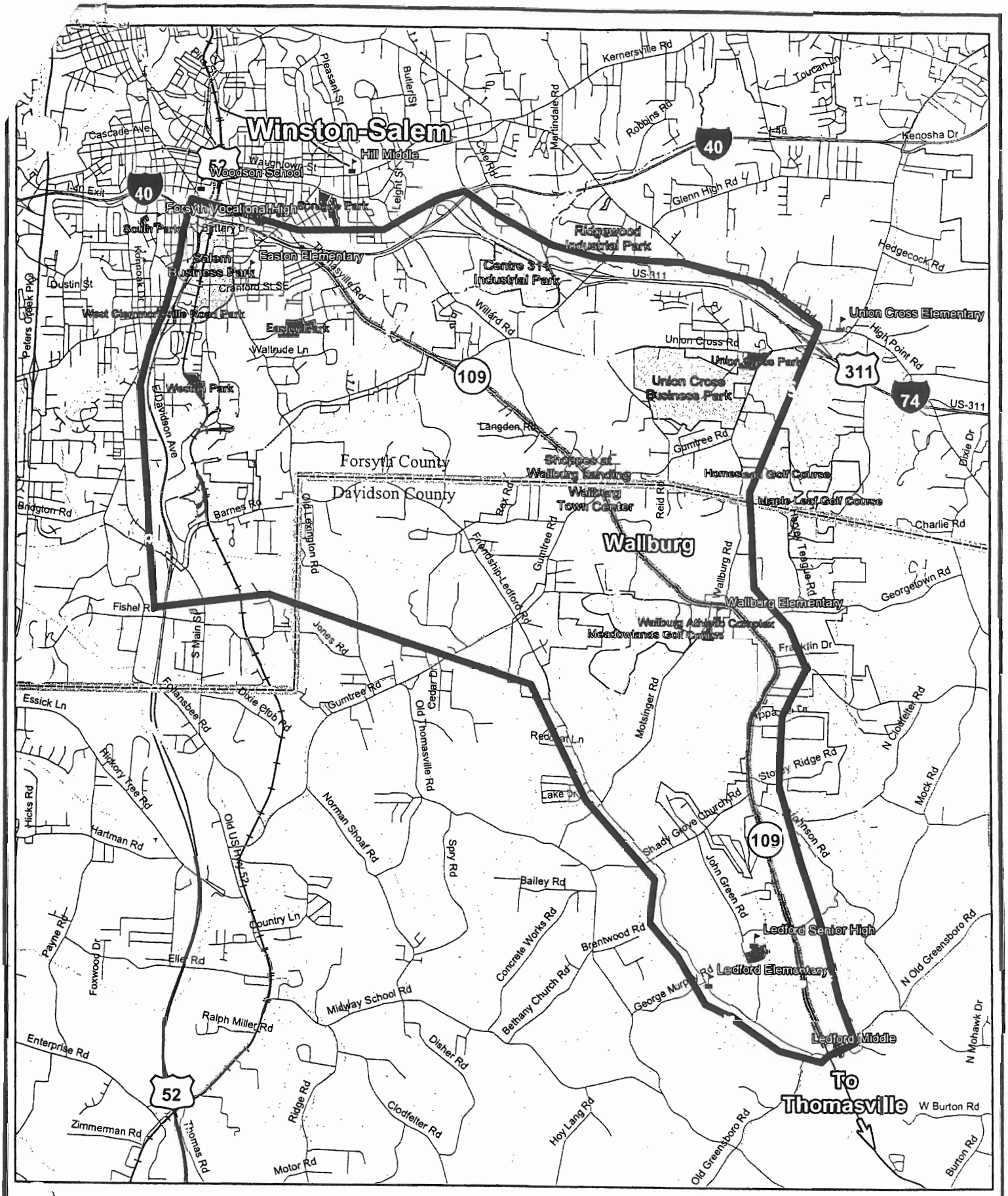
USEPA _____ USFWS _____

NCWRC _____ NCDENR-DWQ _____

SHPO _____ MPO GREG ERRETT

FHWA _____ MPO _____

RPO _____


Winston-Salem
Hill Middle
Woodson School
Forsyth Vocational High
Salem Business Park
Easton Elementary
Ridgewood Industrial Park
Centre 311 Industrial Park
Union Cross Elementary
Union Cross Business Park
Forsyth County
Davidson County
Shoppes at Wallburg Landing
Wallburg Town Center
Wallburg
Wallburg Elementary
Wallburg Athletic Complex
Meadowlands Golf Course
Maple Leaf Golf Course
Ledford Senior High
Ledford Elementary
Ledford Middle
To Thomasville
Kernersville Rd
Cascade Ave
Pleasant St
Butler St
Merlindale Rd
Robbins Rd
Toucan Ln
Kenosha Dr
Glenn High Rd
Hedgecock Rd
US-311
Willard Rd
Union Cross Rd
High Point Rd
Waltrude Ln
Langden Rd
Gumtree Rd
Dixie Dr
Charlie Rd
Georgetown Rd
Barnes Rd
Bridgton Rd
Old Lexington Rd
Friendship-Ledford Rd
Wallburg Rd
Tedder Rd
Fishel Rd
S Main St
Jones Rd
Franklin Dr
Essick Ln
Fortansbee Rd
Dixie Club Rd
Cedar Dr
Old Thomasville Rd
Motsinger Rd
N Clodfelter Rd
Hickory Tree Rd
Hicks Rd
Hartman Rd
Old US Hwy 52
Norman Shoal Rd
Spry Rd
Shady Grove Church Rd
Johnson Rd
Mock Rd
Bailey Rd
John Green Rd
Country Ln
Payne Rd
Foxwood Dr
Ellis Rd
Concrete Works Rd
Brentwood Rd
N Old Greensboro Rd
Midway School Rd
Bethany Church Rd
George Murphy Rd
Ralph Miller Rd
Enterprise Rd
Dishel Rd
N Mohawk Dr
Zimmerman Rd
Thomas Rd
Ridge Rd
Clodfelter Rd
Hoy Lang Rd
Old Greensboro Rd
W Burton Rd
Burton Rd
Motor Rd
Peters Creek Pkwy
Kernodle Dr
Dustin St
Cranford St SE
Davidson Ave
Legend
Preliminary Study Area Boundary
Public School
Existing NC 109
Park
Golf Course
Business Park
Watershed Area
Proposed Wallburg Limits
Winston-Salem City Limit
Feet
North Carolina Department of Transportation
NC 109 Improvement Project
Forsyth and Davidson Counties
State Project No. 8.1172401
T.I.P. Project No. R-2568

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 2
Alternatives to be Studied in Detail in the NEPA Document.

Project No./TIP No./Name/Description:

NCDOT Project No.:8.1172401, TIP No. R-2568 Section C
Federal Project No. STP-109(1)
NC 109 Improvements from SR 1798 (Old Greensboro Road) to I-40/US 311
Davidson and Forsyth Counties, North Carolina

Project R-2568C proposes improvements to NC 109 between Old Greensboro Road (SR 1798) in Davidson County and I-40/US 311 in Forsyth County, to improve capacity deficiencies, safety, and geometric deficiencies.

Alternatives to be studied in detail in the NEPA document:

Alternatives 1, 3, 4, 5 and 6

These alternatives are shown on the attached map.

The Project Team concurred on this date of August 15, 2006, with the alternatives to be studied in detail for the proposed project as stated above.

USACE _____ NCDOT _____

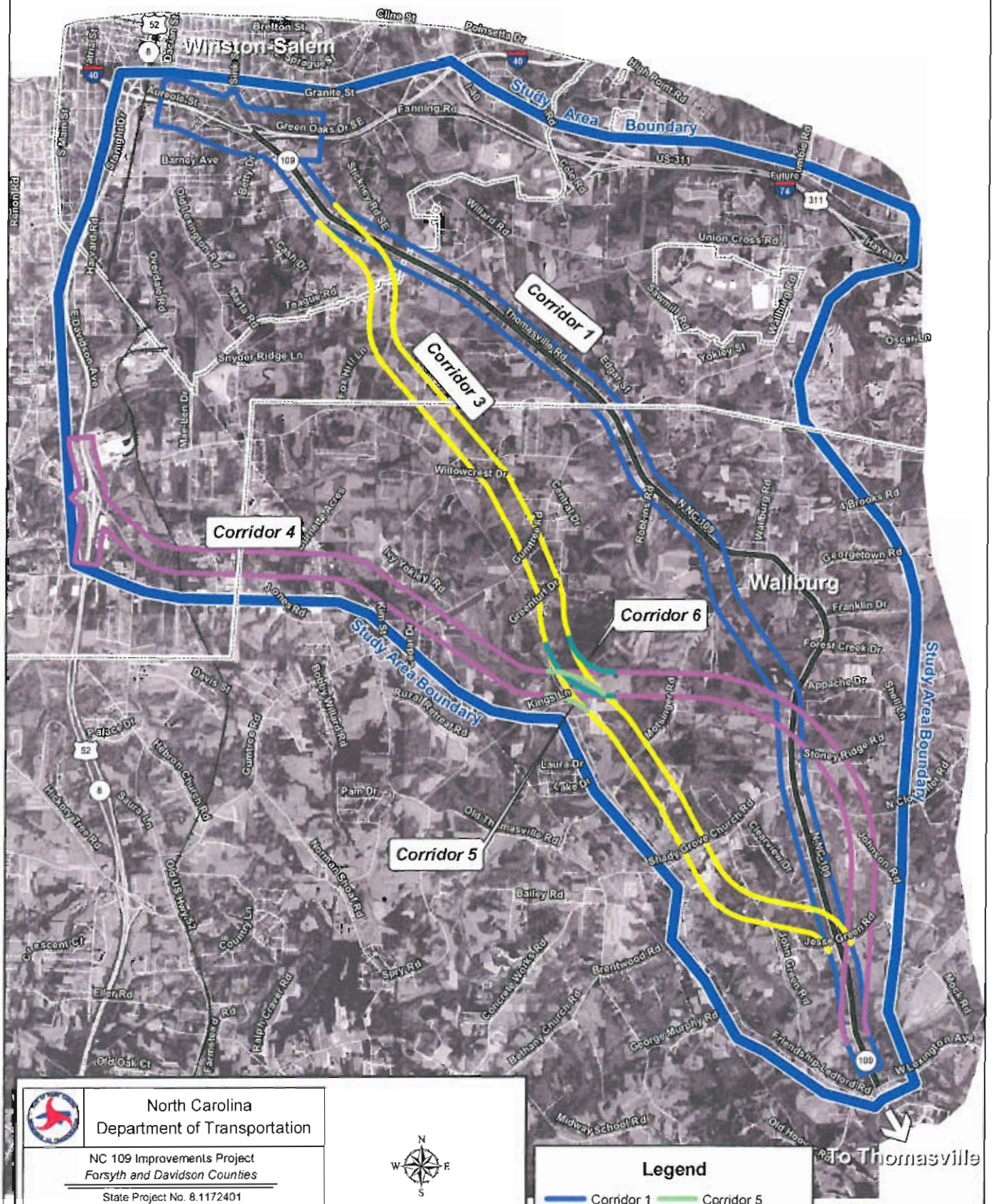
USEPA _____ USFWS _____

USNMFS _____ NCWRC _____ 8-25-2006

DENR-DMF _____ NCDWQ _____

SHPO _____ MPO HPMPO _____

FHWA _____ GREG ERRETT - WSUA MPO



North Carolina
Department of Transportation

NC 109 Improvements Project
Forsyth and Davidson Counties

State Project No. 8.1172401
T.I.P. No R-2568C

Figure 2 **Preliminary Alternatives (August 15, 2006)**

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 2A
Bridging Locations and Alignment Review

Project No./TIP No./Name/Description:

NCDOT Project No.:8.1172401, TIP No. R-2568 Section C
Federal Project No. STP-109(1)
NC 109 Improvements from SR 1798 (Old Greensboro Road) to I-40/US 311
Davidson and Forsyth Counties, North Carolina

Project R-2568C proposes improvements to NC 109 between Old Greensboro Road (SR 1798) in Davidson County and I-40/US 311 in Forsyth County, to improve capacity deficiencies, , and geometric deficiencies.

Preliminary Design Plans were provided to the Merger Team members and reviewed at a meeting on April 28, 2009. As shown on preliminary plans provided at the Merger Meeting, bridges will be constructed at the following locations:

Structure #1 – Alternatives 1, 3, 4, 5, 6 @ Abbott's Creek
Structure #7 – Alternative 1 @ South Fork Muddy Creek
Structure #8 – Alternative 1 @ Fiddler's Creek
Structure #10 – Alternatives 4&6 @ Brushy Fork
Structure #12 – Alternatives 3&6 @ South Fork Muddy Creek
Structure #13 – Alternatives 3&6 @ Fiddler's Creek
Structure #17 – Alternatives 3&5 @ Brushy Fork

The Project Team concurred on this date of April 28, 2009, with the bridge locations and alignments for the proposed project as described above.

USACE _____ NCDOT _____
USEPA _____ USFWS _____
NCWRC _____ NCDENR-DWQ _____
SHPO _____ MPO _____
FHWA _____

APPENDIX D

FARMLAND CONVERSION IMPACT FORMS

Note: Refer to Section 4.1.3.3 for an explanation of how project-wide averages were calculated based on scores for each County.

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 5/22/09	4. Sheet 1 of 4
1. Name of Project NC 109 Improvement project	5. Federal Agency Involved FHWA	
2. Type of Project widen or relocate roadway	6. County and State Davidson, North Carolina	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form Alan Waters
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐		4. Acres Irrigated 0 / Average Farm Size 92
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 257618 % 71	7. Amount of Farmland As Defined in FPPA Acres: 231855 % 71
8. Name Of Land Evaluation System Used Davidson Co LE	9. Name of Local Site Assessment System none	10. Date Land Evaluation Returned by NRCS 6/26/09

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor ~~A~~ 1	Corridor ~~B~~ 3	Corridor ~~C~~ 4	Corridor ~~D~~ 5
A. Total Acres To Be Converted Directly	198.59	253.42	263.17	272.32
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0 198.59	0 253.42	0 263.17	0 272.32
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	128.25	107.39	110.82	109.71
B. Total Acres Statewide And Local Important Farmland	40.19	46.90	76.32	57.01
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0726	0.0665	0.0807	0.0719
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	64.9	74.7	71.0	74.7
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	73	56	63	59
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points	71	61	63	62 ← (*)
1. Area in Nonurban Use — 15	9	12	13	13
2. Perimeter in Nonurban Use — 10	5	9	10	10
3. Percent Of Corridor Being Farmed — 20	12	14	14	14
4. Protection Provided By State And Local Government — 20	0	0	0	0
5. Size of Present Farm Unit Compared To Average — 10	7	9	9	9
6. Creation Of Nonfarmable Farmland — 25	1	5	5	5
7. Availablility Of Farm Support Services — 5	5	5	5	5
8. On-Farm Investments — 20	5	14	14	14
9. Effects Of Conversion On Farm Support Services — 25	1	4	4	4
10. Compatibility With Existing Agricultural Use — 10	2	6	6	6
TOTAL CORRIDOR ASSESSMENT POINTS — 160	47	78	80	80
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	71	61	63	62
Total Corridor Assessment (From Part VI above or a local site assessment). — 160	47	78	80	80
TOTAL POINTS *(Total of above 2 lines)* — 260	118	139	143	142

(*) weighted average of Davidson and Forsyth

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 5/22/09	4. Sheet 2 of 4
1. Name of Project NC 109 Improvement project	5. Federal Agency Involved FHWA	
2. Type of Project widen or relocate roadway	6. County and State Davidson, North Carolina	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form Alan Waters
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐		4. Acres Irrigated 0 / Average Farm Size 92
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 257618 % 71	7. Amount of Farmland As Defined in FPPA Acres: 231855 % 71
8. Name Of Land Evaluation System Used Davidson Co LE	9. Name of Local Site Assessment System none	10. Date Land Evaluation Returned by NRCS 6/26/09

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor ~~A~~ 6	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	240.88			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0 240.88	0	0	0
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	96.93			
B. Total Acres Statewide And Local Important Farmland	68.08			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0712			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	74.7			
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	60			

weighted average of Davidson and Forsyth (*)

PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points	69			
1. Area in Nonurban Use	15	12			
2. Perimeter in Nonurban Use	10	9			
3. Percent Of Corridor Being Farmed	20	14			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	9			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availablility Of Farm Support Services	5	5			
8. On-Farm Investments	20	14			
9. Effects Of Conversion On Farm Support Services	25	4			
10. Compatibility With Existing Agricultural Use	10	6			
TOTAL CORRIDOR ASSESSMENT POINTS	160	78	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	69			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	78	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	147	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 5/22/09	4. Sheet 3 of 4
1. Name of Project NC 109 Improvement project	5. Federal Agency Involved FHWA	
2. Type of Project widen or relocate roadway	6. County and State Forsyth, North Carolina	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form Alan Waters
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐		4. Acres Irrigated 0 / Average Farm Size 92
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 201665 % 68	7. Amount of Farmland As Defined in FPPA Acres: 178398 % 68
8. Name Of Land Evaluation System Used Forsyth Co LE	9. Name of Local Site Assessment System none	10. Date Land Evaluation Returned by NRCS 6/26/09

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor ~~A~~ 1	Corridor ~~B~~ 3	Corridor ~~C~~ 4	Corridor ~~D~~ 5
A. Total Acres To Be Converted Directly	104.18	54.75	58.20	56.36
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0 104.18	0 54.75	0 58.20	0 56.36
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	50.98	19.21	23.34	26.17
B. Total Acres Statewide And Local Important Farmland	32.84	26.69	12.45	7.78
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0470	0.0257	0.0201	0.0190
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	71.1	71.1	71.1	71.1
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	67	65	63	63

PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area in Nonurban Use	15	9	12	13	13
2. Perimeter in Nonurban Use	10	5	9	10	10
3. Percent Of Corridor Being Farmed	20	12	14	14	14
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	7	9	9	9
6. Creation Of Nonfarmable Farmland	25	1	5	5	5
7. Availablility Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	5	14	14	14
9. Effects Of Conversion On Farm Support Services	25	1	4	4	4
10. Compatibility With Existing Agricultural Use	10	2	6	6	6
TOTAL CORRIDOR ASSESSMENT POINTS	160	47	78	80	80
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	47	78	80	80
TOTAL POINTS *(Total of above 2 lines)*	260				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

See Davidson County form

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 5/22/09	4. Sheet 4 of 4
1. Name of Project NC 109 Improvement project	5. Federal Agency Involved FHWA	
2. Type of Project widen or relocate roadway	6. County and State Forsyth, North Carolina	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form Alan Waters
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐		4. Acres Irrigated 0 / Average Farm Size 92
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 201665 % 68	7. Amount of Farmland As Defined in FPPA Acres: 178398 % 68
8. Name Of Land Evaluation System Used Forsyth Co LE	9. Name of Local Site Assessment System none	10. Date Land Evaluation Returned by NRCS 6/26/09

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor ~~A~~ 6	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	58.42			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0 58.42	0	0	0
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	29.84			
B. Total Acres Statewide And Local Important Farmland	25.54			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0310			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	62.9			
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	74			

PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area in Nonurban Use	15	12			
2. Perimeter in Nonurban Use	10	9			
3. Percent Of Corridor Being Farmed	20	14			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	9			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availablility Of Farm Support Services	5	5			
8. On-Farm Investments	20	14			
9. Effects Of Conversion On Farm Support Services	25	4			
10. Compatibility With Existing Agricultural Use	10	6			
TOTAL CORRIDOR ASSESSMENT POINTS	160	78	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	78	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260		0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

See Davidson County form

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?
(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

APPENDIX E

JURISDICTIONAL FEATURES TABLES

Table 1 - Jurisdictional Stream Impacts by Alternative

							Alternative 1		Alternative 3		Alternative 4		Alternative 5		Alternative 6	
Stream Name (ID)	Stream Index Number	NCDWQ Stream Index Number	Bankfull Width (ft)	NCDWQ Rating	USACE Classification	Jurisdictional Status	Station	Impacts (linear ft)	Station	Impacts (linear ft)	Station	Impacts (linear ft)	Station	Impacts (linear ft)	Station	Impacts (linear ft)
Abbott's Creek	12-119-(1)	WS-III/C	40+	42	60	Perennial	L 38+00	64.1	L 38+00	20.1	L 38+00	0.0	L 38+00	20.1	L 38+00	0.0
UT Reedy Run (BD56)	12-119-4	WS-III/C	2-3	20.5	33	Intermittent/ Perennial	L 72+00	223.1	L 74+00	499.7	--	--	L 74+00	499.7	--	--
UT Reedy Run (BDHH)	12-119-4	WS-III/C	2	19	30	Perennial	L 75+50	290.6	L 75+00	545.1	--	--	L 75+00	545.1	--	--
UT Reedy Run (DJH)	12-119-4	WS-III/C	2	12	38	Perennial	--	--	Y1A 19+00	161.3	--	--	Y1A 19+00	161.3	--	--
UT Reedy Run (DJF)	12-119-4	WS-III/C	2	12	38	Intermittent	L 85+00	109.0	Y2 16+50	182.7	--	--	Y2 16+50	182.7	--	--
UT Reedy Run (DJD)	12-119-4	WS-III/C	6-10	28	49	Perennial	L 90+00	297.6	y2 20+50	136.1	--	--	y2 20+50	136.1	--	--
	12-119-4	WS-III/C	6-10	28	49	Perennial	--	--	L 87+00	260.3	--	--	L 87+00	260.3	--	--
UT Brushy Fork (DWE)	12-119-4	WS-III/C	1	20.5	44	Perennial	L 91+00	79.6	--	--	--	--	--	--	--	--
UT Reedy Run (DJG)	12-119-4	WS-III/C	6-10	29.5	45	Perennial	--	--	L 90+00	359.8	--	--	L 90+00	359.8	--	--
Reedy Run (DWA)	12-119-4	WS-III/C	3-4	24	38	Perennial	L 139+00	137.4	--	--	--	--	--	--	--	--
Brushy Fork (DWC)	12-119-5(1)	WS-III/C	3-5	20	52	Perennial	L 197+00	343.6	--	--	--	--	--	--	--	--
UT Brushy Fork (DWE)	12-119-5(1)	WS-III/C	2-4	21	51	Perennial	L 197+50	214.1	--	--	--	--	--	--	--	--
UT Brushy Fork (DWF)	12-119-5(1)	WS-III/C	2-4	23	46	Perennial	L 213+00	276.5	--	--	--	--	--	--	--	--
UT Brushy Fork (HR2)	12-119-5(1)	WS-III/C	2-3	20	39	Perennial	L 235+50	344.8	--	--	--	--	--	--	--	--
UT Brushy Fork (HR1)	12-119-5(1)	WS-III/C	4	32	39	Perennial	L 236+25	464.5	--	--	--	--	--	--	--	--
UT Brushy Fork (HR5)	12-119-5(1)	WS-III/C	2-3	19	38	Intermittent	L 247+50	142.1	--	--	--	--	--	--	--	--
UT Brushy Fork (HR3)	12-119-5(1)	WS-III/C	2.5	25.5	37	Perennial	L 256+00	256.8	--	--	--	--	--	--	--	--
UT Long Branch (HR41)	12-94-13(4)	WS-III/C	4-8	20.5	48	Perennial	--	--	L 273+00	1746.2	--	--	--	--	L 273+00	1746.2
UT Long Branch (HR42)	12-94-13(4)	WS-III/C	2-4	30	50	Perennial	--	--	L 276+50	83.4	--	--	--	--	L 276+50	83.4
UT Long Branch (JH11)	12-94-13(4)	WS-III/C	2-3	22	50	Perennial	--	--	L 284+25	88.2	--	--	--	--	L 284+25	88.2
UT Soakas Creek (HR40)	12-94-13(4)	WS-III/C	5-6	31	35	Perennial	--	--	L 303+00	328.2	--	--	--	--	L 303+00	328.2
UT Soakas Creek (JH7)	12-94-13(4)	WS-III/C	2-3	17.5	29	Perennial	--	--	L 314+00	266.8	--	--	--	--	L 314+00	266.8
UT Soakas Creek (JH8)	12-94-13(4)	WS-III/C	2-3	19.5	45	Perennial	--	--	L 321+00	275.7	--	--	--	--	L 321+00	275.7
UT Soakas Creek (JH9)	12-94-13(4)	WS-III/C	3-6	23.5	44	Perennial	--	--	L 335+00	380.9	--	--	--	--	L 335+00	380.9
	12-94-13(4)	WS-III/C	3-6	23.5	44	Perennial	--	--	Y7 15+00	28.8	--	--	--	--	Y7 15+00	28.8
UT Soakas Creek (HR37)	12-94-13(4)	WS-III/C	6-8	36.5	49	Perennial	--	--	L 411+00	250.3	--	--	--	--	L 411+00	250.3
South Fork Muddy Creek (HR 36)	12-94-13(4)	WS-III/C	12-15	36	51	Perennial	--	--	L 413+50	0.0	--	375.4	L 307+50	375.4	L 413+50	0.0
Fiddler's Creek	12-94-3	WS-III/C	10-20	33	53	Perennial	L 456+00	229.9	L 451+00	311.1	--	--	--	--	L 451+00	311.1

Table 1 Continued

							Alternative 1		Alternative 3		Alternative 4		Alternative 5		Alternative 6	
Stream Name (ID)	**Stream Index Number**	**NCDWQ Stream Index Number**	**Bankfull Width (ft)**	**NCDWQ Rating**	**USACE Classification**	**Jurisdictional Status**	**Station**	**Impacts (linear ft)**	**Station**	**Impacts (linear ft)**	**Station**	**Impacts (linear ft)**	**Station**	**Impacts (linear ft)**	**Station**	**Impacts (linear ft)**
UT Reedy Run (HR12)	12-119-4	WS-III/C	2.5	22.5	42	Intermittent	--	--	L 112+50	54.4	--	--	L 112+50	54.4	--	--
UT Brushy Fork (DJA)	12-119-5(1)	WS-III/C	6-10	39.5	55	Perennial	L 267+00	165.7	--	--	--	--	--	--	--	--
Brushy Fork	12-119-5(1)	WS-III/C	8-10	31	49	Perennial	L 267+50	62.0	L 202+00	0.0	--	--	L 202+00	0.0	--	--
UT Brushy Fork (DJBB)	12-119-5(1)	WS-III/C	3-8	39.5	55	Perennial	L 269+50	225.5	--	--	--	--	--	--	--	--
UT South Fork Muddy Creek (DW1)	12-94-13	WS-III/C	2-3	23.5	45	Perennial	L 389+00	47.5	--	--	--	--	--	--	--	--
UT South Fork Muddy Creek (DW2)	12-94-13	WS-III/C	4-5	29.5	51	Perennial	L 391+00	457.5	--	--	--	--	--	--	--	--
Fiddler's Creek	12-94-13-3	WS-III/C	10-20	33	53	Perennial	L 450+00	0.0	--	--	--	--	--	--	--	--
UT Reedy Run (DJ17)	12-119-4	WS-III/C	2-8	30.5	55	Perennial	--	--	L 120+00	358.7	--	--	L 120+00	358.7	--	--
UT Brushy Fork (HR13)	12-119-5(1)	WS-III/C	6-8	45.5	45	Perennial	--	--	L 197+00	884.1	--	--	L 197+00	884.1	--	--
Long Branch (HR15)	12-119-5-4	WS-III/C	6-8	41.5	57	Perennial	--	--	L 249+00	534.9	L 284+00	461.3	L 247+00	532.6	L 283+00	610.1
UT Long Branch (HR16)	12-119-5-4	WS-III/C	2-3	21	33	Perennial	--	--	--	--	Y7 24+50	132.3	Y7 24+50	227.0	--	--
UT Long Branch (HR35)	12-94-13(4)	WS-III/C	3-5	20	51	Perennial	--	--	--	--	L 310+00	1627.0	L 310+00	1627.0	--	--
UT Long Branch (HR34)	12-94-13(4)	WS-III/C	3-4	30.5	68	Perennial	--	--	--	--	L 319+00	160.3	L 319+00	80.6	--	--
UT Spurgeon Creek (DJ5)	12-119-3	WS-III/C	2-5	22.5	51	Perennial	--	--	--	--	L 92+00	870.7	--	--	L 92+00	870.7
UT Spurgeon Creek (DJ6A)	12-119-3	WS-III/C	4-5	21.5	38	Intermittent	--	--	--	--	L 94+50	71.4	--	--	L 94+50	71.4
UT Spurgeon Creek (DJ6)	12-119-3	WS-III/C	2-5	24	36	Perennial	--	--	--	--	L 102+00	191.1	--	--	L 102+00	191.1
UT Spurgeon Creek (BD51)	12-119-4	WS-III/C	1-2	19	27	Intermittent/ Perennial	--	--	--	--	L 117+00	26.8	--	--	L 117+00	26.8
UT Spurgeon Creek (BD52)	12-119-4	WS-III/C	1-2	19.5	33	Intermittent/ Perennial	--	--	--	--	L 122+00	28.8	--	--	L 122+00	28.8
UT Spurgeon Creek (DJ13)	12-119-3	WS-III/C	2-5	23.5	55	Perennial	--	--	--	--	L 130+50	122.3	--	--	L 130+50	122.3
UT Spurgeon Creek (HR8)	12-119-3	WS-III/C	2	24.5	55	Perennial	--	--	--	--	L 135+00	31.6	--	--	L 135+00	31.6
UT Spurgeon Creek (DJ9)	12-119-3	WS-III/C	2-10	32.5	58	Intermittent/ Perennial	--	--	--	--	L 164+50	463.0	--	--	L 164+50	463.0
UT Spurgeon Creek (DJ11)	12-119-3	WS-III/C	2-4	17.5	46	Intermittent	--	--	--	--	L 166+50	0.0	--	--	L 166+50	0.0
UT Spurgeon Creek (DJ14)	12-94-13(4)	WS-III/C	3-5	32	47	Perennial	--	--	--	--	L 208+50	307.5	--	--	L 208+50	307.5
UT Soakas Creek (DJ15)	12-94-13(4)	WS-III/C	2-4	27	46	Perennial	--	--	--	--	L 208+50	17.0	--	--	L 208+50	17.0
Brushy Fork	12-119-5(1)	WS-III/C	8-10	31	49	Perennial	--	--	--	--	L 250+50	0.0	--	--	L 250+50	0.0
UT Soakas Creek (HR29)	12-94-13(4)	WS-III/C	4-5	30.5	45	Perennial	--	--	--	--	L 355+00	385.4	L 355+00	385.4	--	--
UT Soakas Creek (HR33)	12-94-13(4)	WS-III/C	3-4	36	33	Intermittent/ Perennial	--	--	--	--	L 367+50	266.1	L 367+50	266.1	--	--

Table 1 Continued

							Alternative 1		Alternative 3		Alternative 4		Alternative 5		Alternative 6	
Stream Name (ID)	**Stream Index Number**	**NCDWQ Stream Index Number**	**Bankfull Width (ft)**	**NCDWQ Rating**	**USACE Classification**	**Jurisdictional Status**	**Station**	**Impacts (linear ft)**	**Station**	**Impacts (linear ft)**	**Station**	**Impacts (linear ft)**	**Station**	**Impacts (linear ft)**	**Station**	**Impacts (linear ft)**
UT Soakas Creek (JH5)	12-94-13(4)	WS-III/C	0.5-1	17.25	35	Intermittent	--	--	--	--	L 373+50	116.0	L 373+50	116.0	--	--
UT Soakas Creek (JH3)	12-94-13(4)	WS-III/C	4-6	30.5	45	Perennial	--	--	--	--	L 381+50	417.4	L 381+50	417.4	--	--
UT Soakas Creek (JH4)	12-94-13(4)	WS-III/C	1-4	21.5	42	Perennial	--	--	--	--	L 384+00	439.9	L 384+00	439.9	--	--
UT Soakas Creek (HR27)	12-94-13(4)	WS-III/C	4-6	42	74	Perennial	--	--	--	--	L 408+50	475.8	L 408+50	475.8	--	--
UT Soakas Creek (HR28)	12-94-13(4)	WS-III/C	3	29	68	Perennial	--	--	--	--	L 406+50	197.0	L 406+50	197.0	--	--
UT Soakas Creek (JH1)	12-94-13(4)	WS-III/C	2-3	26	43	Perennial	--	--	--	--	L 427+00	309.2	L 427+00	309.2	--	--
UT Soakas Creek (JH2)	12-94-13(4)	WS-III/C	2	22	45	Perennial	--	--	--	--	L 428+00	224.7	L 428+00	224.7	--	--
UT Soakas Creek (HR23)	12-94-13(4)	WS-III/C	2	23.75	49	Perennial	--	--	--	--	L 450+50	61.4	L 450+50	61.4	--	--
UT Soakas Creek (HR21)	12-94-13(4)	WS-III/C	4-5	42.5	54	Perennial	--	--	--	--	L 454+00	659.5	L 454+00	659.5	--	--
UT Soakas Creek (HR22)	12-94-13(4)	WS-III/C	3	32.5	48	Perennial	--	--	--	--	L 457+00	108.2	L 457+00	108.2	--	--
UT Soakas Creek (HR20)	12-94-13(4)	WS-III/C	3	19	21	Intermittent	--	--	--	--	L 490+50	194.3	L 490+50	194.3	--	--
	12-94-13(4)	WS-III/C	3	19	21	Intermittent	--	--	--	--	Y13 15+50	231.1	Y13 15+50	231.1	--	--
UT Soakas Creek (HR19)	12-94-13(4)	WS-III/C	2.5	21.5	38	Perennial	--	--	--	--	Y13 16+00	101.8	Y13 16+00	101.8	--	--
UT Soakas Creek (DW17)	12-94-13(4)	WS-III/C	8-12	33	52	Perennial	--	--	--	--	Y13 17+00	129.4	Y13 17+00	129.4	--	--
	12-94-13(4)	WS-III/C	8-12	33	52	Perennial	--	--	--	--	RPD 11+50	55.6	RPD 11+50	55.6	--	--
Total								4431.9		7756.8		9259.3		10729.4		6499.9

Note: Proposed bridging for project alternatives was factored into impact calculations.

APPENDIX F

NEWSLETTERS

NEWSLETTER NO. 1 – MARCH 2004
NEWSLETTER NO. 2 – OCTOBER 2005
NEWSLETTER NO. 3 – APRIL 2006
NEWSLETTER NO. 4 – OCTOBER 2006
NEWSLETTER NO. 5 – SEPTEMBER 2008
NEWSLETTER NO. 6 – MAY 2009

North Carolina Department of Transportation NC109 IMPROVEMENTS

MARCH 2004
STATE PROJECT NO. 8.1600904

ISSUE NO. 1
TIP NO. R-2568 (SECTIONS C-F)

This newsletter is the first in a series of newsletters that will be published by the North Carolina Department of Transportation (NCDOT) to inform the public about studies for improvements to NC 109.

NC 109 Improvements Study Resumes

The NCDOT has re-initiated the project development, engineering and environmental studies for the proposed improvements to NC 109 from Old Greensboro Road (SR 1798) in Davidson County to I-40/US 311 in Forsyth County. The project, which originally kicked-off in the early 1990s, was postponed in 1995 for lack of funding.

The resumed NC 109 study includes reviewing the purpose of and need for the project, developing alternatives and evaluating impacts. The NCDOT anticipates preparing a federal environmental document for the project.

Project Study Area

A preliminary project study area has been developed based on previous studies and current area travel patterns. The boundaries of the study area begin in Davidson County just south of Old Greensboro Road (SR 1798) and extend north into Forsyth County to I-40/US 311. These boundaries are shown on the map on page 3 of this newsletter.

Inside

- The Project Development Process pg. 2
- Project Schedule pg. 2
- Preliminary Project Study Area pg. 3
- Study Team Contact Information pg. 4

Public Involvement

NCDOT encourages public involvement. A toll-free hotline, a project web page, and project newsletters will help the public stay informed and involved throughout the development of this project.

The toll-free project hotline is open weekdays between 8:00 a.m. and 5:00 p.m. Please call if you have any questions or comments, would like additional information, or would like to be added to the project's mailing list.

1-800-554-7849

Information on NC 109 Improvements project can be found at the NCDOT's new project web page:

www.ncdot.org/projects/NC109Improvements

Two Citizens Informational Workshops Scheduled

The NCDOT has scheduled two Citizens Informational Workshops to reintroduce the proposed project to the public. Each will be an open house. We invite you to attend either workshop between 4:00 and 7:00 p.m.

Workshop #1
Where: Ledford Senior High School
140 Jesse Green Road
Date: **Tuesday, April 6, 2004**
Time: 4:00 p.m. to 7:00 p.m.

Workshop #2
Where: NCDOT Division 9 Office
375 Silas Creek Parkway
Date: **Thursday, April 15, 2004**
Time: 4:00 p.m. to 7:00 p.m.

Citizens Informational Workshops Scheduled *(Cont'd From Pg. 1)*

Topics that will be discussed at the workshops include the purpose of and need for improvements to NC 109, the project history, the project development process and the project schedule**.**

Now is the time for you to talk with the planners and engineers responsible for improving the roadway you drive on every day. Let us know your ideas, concerns and needs.

Comment sheets will be provided at the workshop. An opportunity to record verbal comments will also be available. Completed comment sheets may be left at the workshop or mailed in. Comments can also be submitted via the project toll-free hotline or the project website.

In accordance with the Americans with Disabilities Act, NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the workshop. Anyone requiring special services, please contact Vince Rhea at the address or phone number listed on page 4 of this newsletter as early as possible so that arrangements can be made.

The Project Development Process

The NC 109 project development, environmental and engineering studies will be conducted in accordance with the National Environmental Policy Act (NEPA). Under NEPA, any agency that undertakes a project involving federal funds is required to comply with the provisions of NEPA. These provisions include the disclosure of adverse and beneficial impacts associated with each alternative that meets the purpose of and need for the project. The project development process is divided into eight steps. These steps are presented in the chart to the right.

This project is in Step 1. We have collected preliminary data within the project study area, including the locations of neighborhoods, schools, parks, fire stations, streams, floodplains, wetlands, hazardous waste sites, and other community facilities and environmental constraints. The transportation needs study is also underway. The current identified needs for improvements to NC 109 include:

- congestion on NC 109,
- increasing commuter traffic,
- inadequate roadway geometry and
- accident rates that are above the statewide average.

Steps In The NC 109 Project Development Process

We are here!

Step 1
Data Collection
Inventory of Planning Issues
Transportation Needs Study
First Citizens Informational Workshops

Step 2
Development of Preliminary Alternatives
Documentation of Community Concerns
Preliminary Field Studies
Second Citizens Informational Workshop
Selection of Alternatives for Detailed Study

Step 3
Detailed Studies of Alternatives
Preliminary Designs
Detailed Field Surveys
Environmental Analysis

Step 4
Draft Environmental Impact Statement (DEIS)
Third Citizens Informational Workshop

Step 5
Combined Corridor / Design Public Hearing

Step 6
Review of Comments on the DEIS
Review of Public Hearing Transcript
Selection of Least Environmentally Damaging Practicable Alternative (LEDPA)

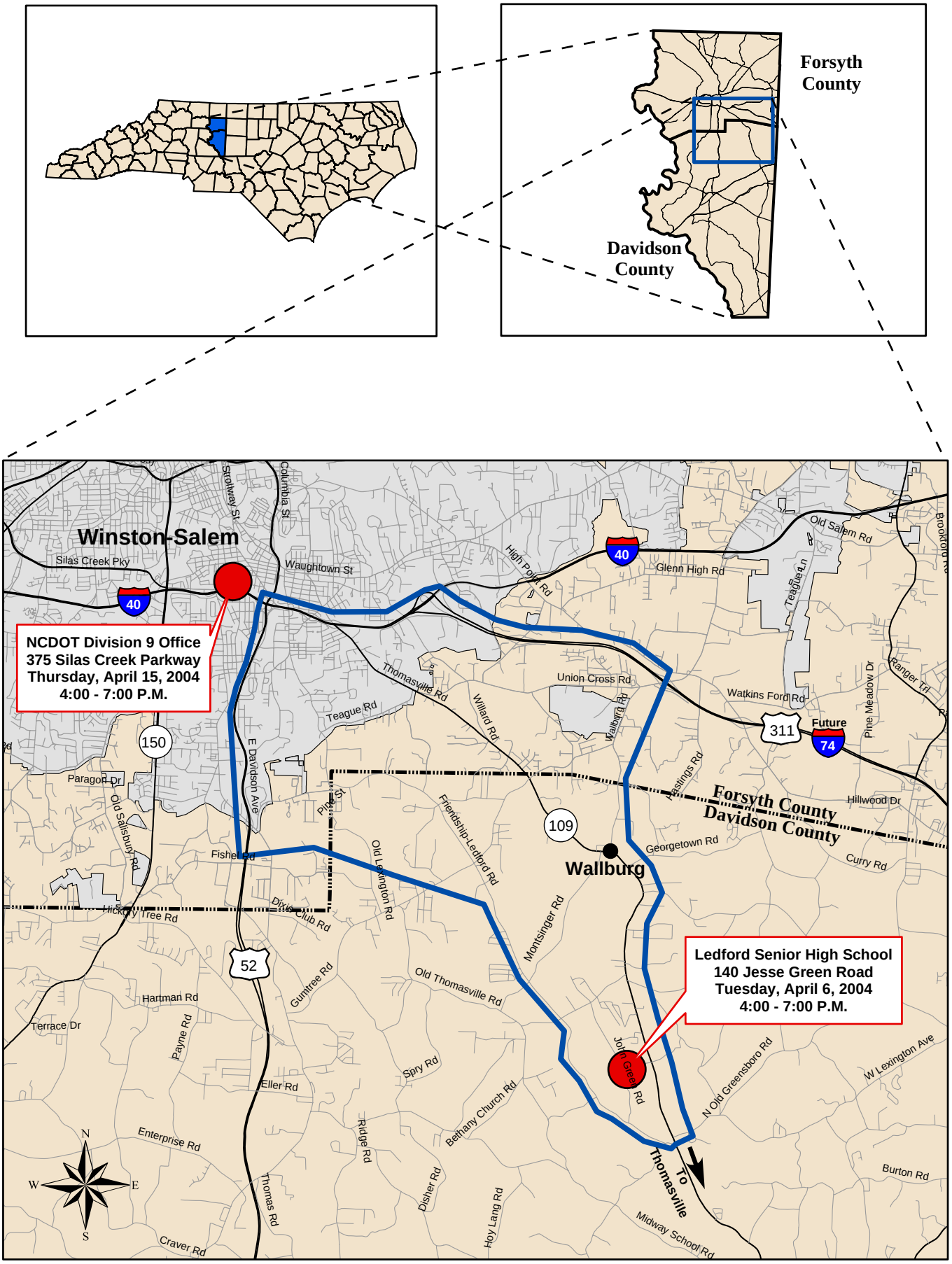
Step 7
Preliminary Design Refinement
Additional Field Studies
Final Environmental Impact Statement (FEIS)

Step 8
Design Public Hearing

Project Schedule

Draft Environmental Document	Spring 2007
Record of Decision (ROD)	Fall 2008
Right-of-Way	Post Year*
Construction	Post Year*

**Right-of-Way acquisition and construction for this project are not included in NCDOT's 2004-2010 Transportation Improvement Program (TIP). This means funding will be set aside in the future, and right-of-way acquisition and construction will begin after 2010.*



Citizens Informational Workshop Location

Preliminary Study Area

Winston-Salem City Limits

0 1 2 3 4 Miles

North Carolina Department of Transportation
NC109 IMPROVEMENTS

NC 109 Improvement Study (TIP Project R-2568 Sections C-F)
Contact Information

Mr. Vince Rhea, P.E.
Project Development Engineer
North Carolina Department of Transportation
Project Development & Environmental Analysis Branch
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vrhea@dot.state.nc.us

Ms. Suzanna Rea, P.E.
Project Planning Engineer
H.W. Lochner, Inc.
P.O. Box 30923
Raleigh, North Carolina 27622
srea@hwlochner.com

Mark Your Calendar!
Citizens Informational Workshops
April 6th and 15th!!!

TOLL-FREE HOTLINE

1-800-554-7849
(8:00 a.m.-5:00 p.m. weekdays)

EMAIL

NC109@hwlochner.com

WEBSITE

www.ncdot.org/projects/NC109Improvements

North Carolina Department of Transportation
NC109 IMPROVEMENTS

P.O. Box 30923
Raleigh, NC 27622

North Carolina Department of Transportation
NC109 IMPROVEMENTS

October 2005 | Issue No. 2
State Project No. 8.1600904 | TIP No. R-2568 (Sections C-F)

NC *109* Citizens Informational Workshops Scheduled for November

The NCDOT has scheduled two Citizens Informational Workshops to review the project study area with the public and receive comments on the preliminary corridors that are under development (see map on pg 3). The workshops will be an open house format with stations showing current and future traffic, corridor maps, the project development process, and community input.

NC *109* Citizens Informational Workshops

Thursday, November 10

Monday, November 14

INSIDE THIS ISSUE:

Citizens Informational Workshop 1
NCDOT Listens 1
Project Development Process 2
Project Schedule 2
Study Area Map 3
Contact Information 4

NCDOT listens!

In April 2004, NC *109* Citizens Informational Workshops were held at the Ledford Senior High School and the Division 9 Office. Over 350 people attended the two workshops and nearly 50 filled out comment sheets. The following is a summary of public comments made at the workshop; the number in parenthesis indicates the number of responses.

- There is no need for improvements to NC 109—(1).
- There is no need to widen NC 109, but turn lanes should be added at Ledford Senior High School, Wallburg Elementary, and Wallburg Road — (1).
- The only improvement needed is to widen existing bridges— (2).
- NC 109 should be improved with a Bypass around the Town of Wallburg — (19).
- A new roadway should be constructed connecting existing NC 109 with US 52 — (2).
- A new roadway should be constructed near Friendship-Ledford Road (or to the west of existing NC 109), tying into I-40 — (5).
- A new roadway should be constructed linking existing NC 109 with US 311 — (14).

As a result of these workshops, the Project Team is working to develop corridors that avoid and minimize impacts to your community and environment. Preliminary corridors on aerial maps will be available during the two upcoming workshops on **November 10th at St. Peter's World Outreach Center and November 14th at Ledford Senior High School (see back of this newsletter for addresses and times)**. Project Team staff will be available to provide assistance and answer questions, and will review the project history, the project development process, and the project schedule.

Your participation and attendance at these workshops is important as NCDOT wants to hear your ideas, concerns, and needs. You will have the opportunity to speak with Project Team staff and fill out comment sheets which will be provided at the workshops. Completed comment sheets may be put in the Comment Box at the workshop or mailed to NC *109* Improvement Study, P.O. Box 30923, Raleigh, NC 27622.

You may also submit comments to the project email address at **NC109@hwlochner.com**. Or to speak with staff, please call the project hotline at **1-800-554-7849** (during the hours of 8:00 am to 5:00 pm).

THE NC *109* PROJECT DEVELOPMENT PROCESS

Steps in the NC *109* Project Development Process

Step 1
Data Collection
Inventory of Planning Issues
Transportation Needs Study
First Citizens Informational Workshops

We Are Here → Step 2
Development of Preliminary Alternatives
Documentation of Community Concerns
Preliminary Field Studies
Second Citizens Informational Workshops
Selection of Alternatives for Detailed Study

Step 3
Detailed Studies of Alternatives
Preliminary Designs
Detailed Field Surveys
Environmental Analysis

Step 4
Draft Environmental Impact Statement (DEIS)
Third Citizens Informational Workshop

Step 5
Combined Corridor/Design Public Hearing

Step 6
Review of Comments on the DEIS
Review of Public Hearing Transcript
Selection of Least Environmentally Practicable Alternative (LEDPA)

Step 7
Preliminary Design Refinement
Additional Field Studies
Final Environmental Impact Statement (FEIS)
Record of Decision (ROD)

Project Schedule

Draft Environmental Document	**Spring 2007**
Record of Decision (ROD)	**Fall 2008**
Right-of-Way	**Post Year***
Construction	**Post Year***

**ROW acquisition and construction for this project are not included in NCDOT's 2006-2012 Transportation Improvement Plan (TIP). This means funding will be set aside in the future, and ROW acquisition and construction will begin after 2012.*

www.ncdot.org/planning/development/TIP/TIP

The project development, environmental, and engineering studies for the NC 109 Improvements Project will be conducted in accordance with the National Environmental Policy Act (NEPA).

Under NEPA, any agency (in this case NCDOT) that undertakes a project involving federal funds is required to comply with the provisions of NEPA. These provisions include the disclosure of impacts associated with each of the alternatives that meet the purpose of and need for the project.

The need to improve NC 109 is demonstrated by the following existing and projected conditions: capacity deficiencies, above-average accident rates, and deficient roadway geometry. In order to address the stated needs, the proposed project will have the following purposes:

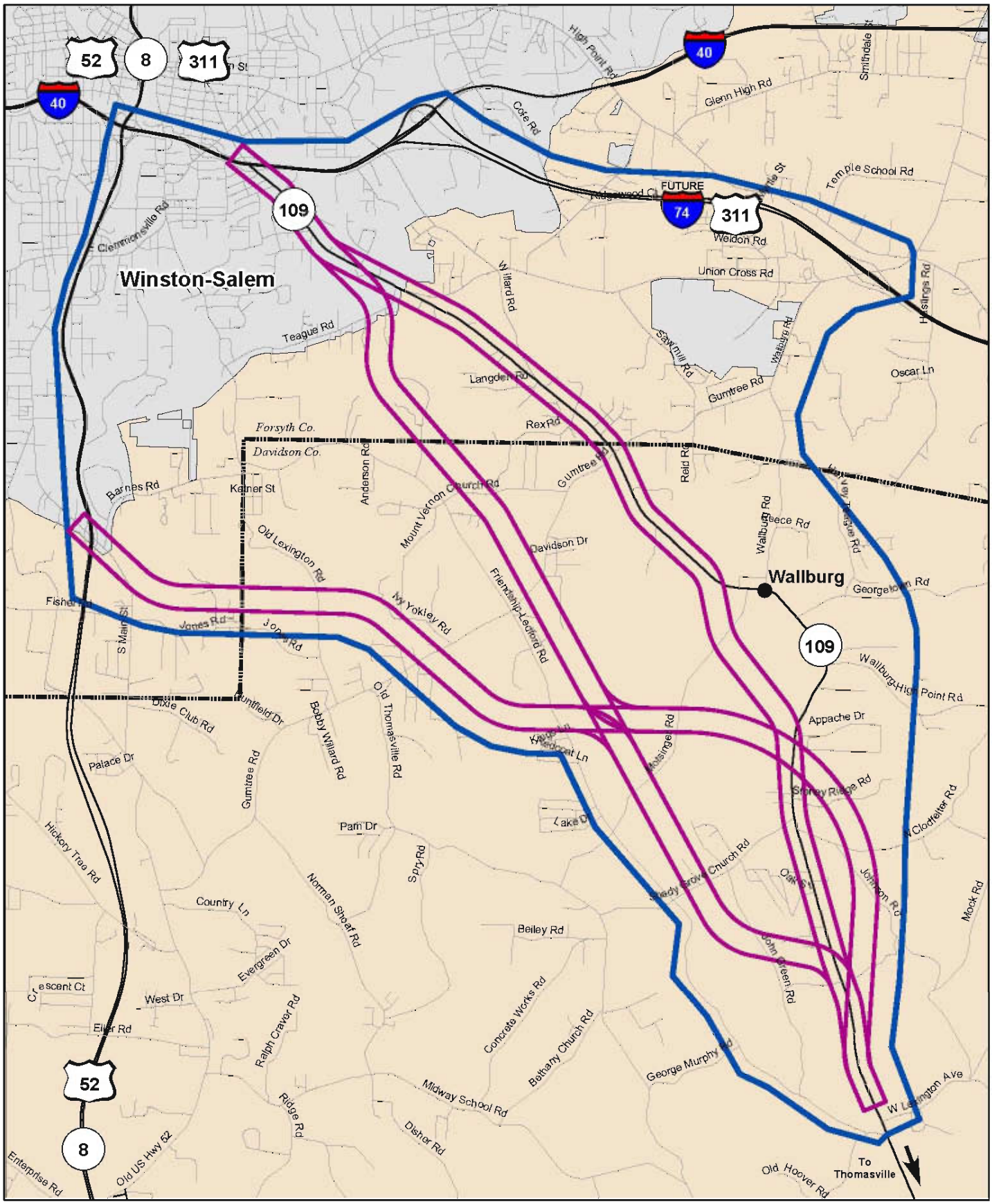
- Improve traffic flow and levels of service on the section of NC 109 in the project study area.
- Improve safety and reduce conflicts between through traffic and local traffic along NC 109.
- Improve deficient roadway geometry.

The eight-step project development process is presented in the chart to the left.

The NC 109 project is currently in Step 2. After a thorough review of the project area and consideration of the comments received during the April 2004 workshops, we are preparing several preliminary alternatives which will be presented at the November 2005 workshops.

While at the workshop, we encourage you to comment on the alternatives and discuss any concerns. After the workshop, representatives from NCDOT, FHWA, local governments, and state agencies will meet to narrow down the list of alternatives and select alternatives for more detailed study.

Intersection of Shady Grove Church Road and NC 109.



Legend

- Corridors Under Study
- Study Area Boundary
- Winston-Salem City Limits

N W E S

0 1 2 Miles

North Carolina Department of Transportation
NC109 IMPROVEMENTS

North Carolina Department of Transportation
NC109 IMPROVEMENTS

P.O. Box 30923
Raleigh, NC 27622

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PAID
RALEIGH, NC
PERMIT #1854

Mark Your Calendar for One of These Workshops

Workshop #1

Where: St. Peter's World Outreach Center
3683 Old Lexington Road
Date: **Thursday, November 10, 2005**
Time: 5:00 p.m. to 8:00 p.m.

Workshop #2

Where: Ledford Senior High School
140 Jesse Green Road
Date: **Monday, November 14, 2005**
Time: 4:00 p.m. to 7:00 p.m.

In accordance with the Americans with Disabilities Act, NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the workshop. Anyone requiring special services, please contact Vince Rhea so arrangements may be made.

NC 109 Improvement Study Contact Information

Mr. Vince Rhea, P.E.
Project Development Engineer
North Carolina Department of Transportation
Project Development and Environmental Analysis Branch
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Ms. Cindy Szwarckop, AICP
Project Manager
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P.O. Box 30923
Raleigh, North Carolina 27622
cszwarckop@hwlochner.com

TOLL-FREE HOTLINE: 1-800-554-7849
(8:00 am-5:00 pm weekdays)

EMAIL: NC109@hwlochner.com

WEBSITE: www.ncdot.org/projects/NC109Improvements

North Carolina Department of Transportation
NC109 IMPROVEMENTS

April 2006 | Issue No. 3
State Project No. 8.1600904 | TIP No. R-2568 (Sections C-F)

THANK YOU to all those who attended the November 2005 Citizens Informational Workshops!

Your comments and input are greatly appreciated.

The project website has been updated! Visit it today at:

www.ncdot.org/projects/NC109Improvements

Public Comments Lead to Corridor Shifts

In November 2005, NC *109* Citizens Informational Workshops were held at the Ledford Senior High School and St. Peter's World Outreach Center. More than 500 people attended the two workshops and over 270 written comments were received. Here's what commenters said:

- Respondents see a need for improvement, but would like to see action and decisions made as quickly and cost-effectively as possible.
- Respondents would like to maintain the rural character of the area.
- Of those responding, many are in favor of upgrading existing NC *109*.
- Respondents showed a common concern for natural resource protection, safety, and a desire to minimize residential impacts.

As a result of comments received at these workshops, the Project Team has modified some of the alternative routes to further minimize impacts to the community and the environment (see updated study area map on page 3 of this newsletter). The most dramatic modification applies to three of the new location corridors, but not to the corridor along existing NC *109*. A 2-mile portion of Corridor 3, between Motsinger Road and Gumtree Road, was shifted to the west to reduce impacts to neighborhoods in the area.

The Project Team has also decided to include the interchanges along I-40 and US 52 as a part of this study. This means if either Corridor 1,3 or 6 is selected, the I-40/NC 109 interchange will be studied. If either Corridor 4 or 5 is chosen, the US 52/South Main Street interchange will be studied.

NCDOT is always interested in receiving public input on this project. You may submit comments at any time to the project email address at: **NC109@hwlochner.com**

Or to speak with staff, please call the project hotline at **1-800-554-7849** (weekdays between 8:00 am and 5:00 pm).

Project Schedule

Selection of Alternatives for Detailed Study	Summer 2006
Complete Draft Environmental Impact Study	Winter 2008
Select Preferred Alternative	Summer 2009
Complete Final Environmental Impact Study	Summer 2010
Right-of-Way Acquisition	2011/Post Year*
Construction	Post Year*

**Right-of-way acquisition and construction for this project are not included in NCDOT's 2006-2012 Transportation Improvement Program (TIP). This means funding will be set aside in the future, and right-of-way acquisition and construction will take place after 2012.*

For more information regarding the Transportation Improvement Program (TIP) visit:

www.ncdot.org/planning/development/TIP

INSIDE THIS ISSUE:

Workshop Summary 1
Project Schedule 1
Project Development Process 2
NC 109 Study Process 2
Study Area Map 3
Contact Information 4

Steps in the NC *109* Project Development Process

Step 1
Data Collection
Inventory of Planning Issues
Transportation Needs Study
First Citizens Informational Workshops

We Are Here

Step 2
Development of Preliminary Alternatives
Documentation of Community Concerns
Preliminary Field Studies
Second Citizens Informational Workshops
Selection of Alternatives for Detailed Study

Step 3
Detailed Studies of Alternatives
Preliminary Designs
Detailed Field Surveys
Environmental Analysis

Step 4
Draft Environmental Impact Statement (DEIS)
Third Citizens Informational Workshop

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Selection of Least Environmentally Damaging Practicable Alternative (LEDPA)

Step 7
Preliminary Design Refinement
Additional Field Studies
Final Environmental Impact Statement (FEIS)
Record of Decision (ROD)

Step 8
Design Public Hearing

Step 9
Right-of-Way Acquisition

Step 10
Construction

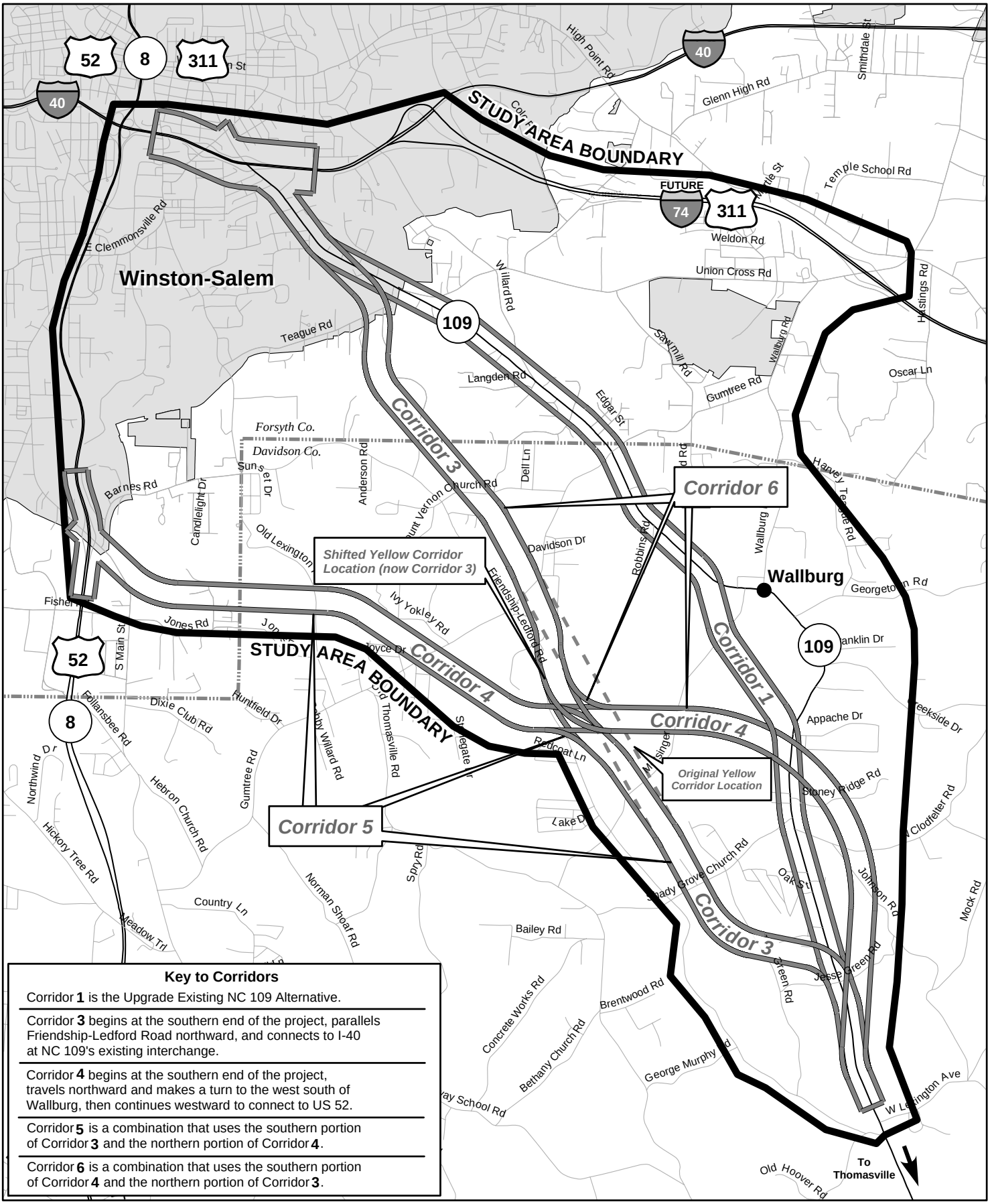
NC *109* Study Process

The NC *109* Improvements Project is considered a corridor study. A **corridor study** is an evaluation process for transportation projects. This study identifies locations for upgrades to existing roadways and/or locations for new roadways that are needed to provide transportation improvements in an area. A corridor is an area: (1) along an existing roadway where upgrades are proposed, or (2) an area of land identified as a potential location for a new road.

The purpose of a corridor study is to develop alternatives that meet the transportation needs in the area and to determine the type of transportation facility that would, to the greatest extent possible, avoid impacting areas that are socially, culturally, or environmentally sensitive. Factors to be considered include engineering, environmental, social, and economic aspects. In this case, five corridors have been developed.

The engineering, environmental, social, and economic issues will be evaluated by a **Section 404/NEPA Merger Process "Project Team,"** which includes representatives from Federal, state, and local agencies. The team works together to develop unanimous agreements at specific milestones in the study process. These milestones are referred to as "Concurrence Points."

- **Concurrence Point 1: Purpose and Need** — What transportation problem are we trying to solve? The purpose and need for the NC *109* Improvements Project was agreed to by the Project Team on September 15, 2004.
- **Concurrence Point 2: Selection of Alternatives for Detailed Study** Field studies are conducted to determine the environmental, social, and economic impacts. The corridors are refined or eliminated to minimize negative impacts. *Alternates will be selected for detailed study in summer 2006.*
- **Concurrence Point 3: Least Environmentally Damaging Practicable Alternative Selection** — Based on engineering and environmental studies, environmental and transportation agencies will select one alternative that meets the purpose and need for the project while minimizing impacts to the natural and human environment.
- **Concurrence Point 4: Avoidance and Minimization** — Means of further avoiding and minimizing impacts to environmental, cultural, and socioeconomic resources will be identified.


STUDY AREA BOUNDARY
Winston-Salem
Wallburg
Corridor 1
Corridor 3
Corridor 4
Corridor 5
Corridor 6
Shifted Yellow Corridor Location (now Corridor 3)
Original Yellow Corridor Location
Forsyth Co.
Davidson Co.
FUTURE
To Thomasville
52
8
311
40
74
109
High Point Rd
Glenn High Rd
Smithdale St
Temple School Rd
Weldon Rd
Union Cross Rd
Hastings Rd
Willard Rd
Teague Rd
Sawmill Rd
Wallburg Rd
Gumtree Rd
Oscar Ln
Langden Rd
Edgar St
Dell Ln
Anderson Rd
Mount Vernon Church Rd
Harvey Teague Rd
Barnes Rd
Candlelight Dr
Sunset Dr
Old Lexington
Davidson Dr
Robbins Rd
Friendship-Ledford Rd
Ivy Yokley Rd
Georgetown Rd
Franklin Dr
Jones Rd
S Main St
Joyce Dr
Dixie Club Rd
Huntfield Dr
Appache Dr
Creekside Dr
Redcoat Ln
Stonegate
Bobby Willard Rd
Big Thomasville Rd
Hebron Church Rd
Gumtree Rd
Northwind Dr
Hickory Tree Rd
Stoney Ridge Rd
Clodfelter Rd
Lake Dr
Spry Rd
Norman Shoaf Rd
Country Ln
Meadow Trl
Bailey Rd
Oak St
Johnson Rd
Mock Rd
Jesse Green Rd
Green Rd
Brentwood Rd
Concrete Works Rd
Bethany Church Rd
George Murphy Rd
W Lexington Ave
Old Hoover Rd
Key to Corridors
Corridor 1 is the Upgrade Existing NC 109 Alternative.
Corridor 3 begins at the southern end of the project, parallels Friendship-Ledford Road northward, and connects to I-40 at NC 109's existing interchange.
Corridor 4 begins at the southern end of the project, travels northward and makes a turn to the west south of Wallburg, then continues westward to connect to US 52.
Corridor 5 is a combination that uses the southern portion of Corridor 3 and the northern portion of Corridor 4.
Corridor 6 is a combination that uses the southern portion of Corridor 4 and the northern portion of Corridor 3.
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North Carolina Department of Transportation
NC109 IMPROVEMENTS

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P.O. Box 30923
Raleigh, NC 27622

The next newsletter will be mailed in the Fall of 2006 following the Project Team meeting to select alternatives for detailed study.

The project website has been updated!
Visit it today at:

www.ncdot.org/projects/NC109Improvements

NC 109 Improvement Study Contact Information

Mr. Vince Rhea, P.E.
Project Development Engineer
North Carolina Department of Transportation
Project Development and Environmental Analysis Branch
1545 Mail Service Center
Raleigh, North Carolina 27699-1545
vrhea@dot.state.nc.us

TOLL-FREE HOTLINE: 1-800-554-7849
(8:00 am-5:00 pm weekdays)

EMAIL: NC109@hwlochner.com

WEBSITE: www.ncdot.org/projects/NC109Improvements

North Carolina Department of Transportation
NC109 IMPROVEMENTS

October 2006 | Issue No. 4
State Project No. 8.1172401 | TIP No. R-2568C

This newsletter is the fourth in a series published by the North Carolina Department of Transportation (NCDOT) to help keep the public informed about the NC 109 Improvements study. Since the last newsletter, five alternatives have been selected for further, detailed study. This newsletter provides information on the status of the project and contact information for public questions and comments.

Project maps, copies of newsletters, comment sheets and other materials are available on the project website:

www.ncdot.org/projects/NC109Improvements

Alternative Selection	1
Project Schedule	1
Study Process	2
New Intersection Concept	2
Alternatives Map	3
Contact Information	4

Five Alternatives Selected for Detailed Study

Five alternatives for the NC *109* Improvements Project have been selected for further, detailed study, signaling the end of preliminary analysis of the proposed improvements. A map showing the five alternatives appears on page 3 of this newsletter.

To select these alternatives, the NC *109* Project Team, consisting of representatives of federal, state and local agencies, reviewed the results of analysis of the potential environmental, social, and economic effects of the project's preliminary alternative corridors to identify alternatives that best meet the purpose and need of the project while minimizing negative effects. The Project Team also considered input provided by the public and local officials, including comments made at the November 2005 Citizens Informational Workshops.

At a meeting held on August 15, 2006, the Project Team discussed the benefits and drawbacks of the preliminary alternative corridors, reaching agreement that each of the five provided key benefits relative to the others and should therefore be carried through to the next steps in the study process.

Corridor 1, the Upgrade Existing NC 109 Alternative, was retained because it minimizes impacts to natural resources. This alternative would follow the existing alignment of NC 109, with a bypass west of Wallburg. Corridor 3, located west of existing NC 109 and terminating near the existing NC 109 interchange with I-40, was retained because it would remove the most traffic from existing NC 109. Corridor 4 begins east of NC 109 and sweeps west to terminate at the existing US 52/ South Main Street interchange. It was retained because it would require the fewest relocations and minimize stream impacts. Corridors 5 and 6, which are combinations of Corridors 3 and 4, were retained because they each provide unique mixes of benefits.

With the selection of these five alternatives, the next step in the project development process can begin. In this step, preliminary designs will be prepared for the five alternatives, which will provide the basis for more detailed study of the impacts of each alternative on the human and natural environments to determine which is the "Least Environmentally Damaging Practicable Alternative." Once this work is completed, a Draft Environmental Impact Statement (DEIS) will be prepared and another Citizens Informational Workshop will be held.

Project Schedule

Complete Draft Environmental Impact Statement	Winter 2008
Select Preferred Alternative	Summer 2009
Complete Final Environmental Impact Statement	Summer 2010
Right-of-Way Acquisition	Post Year*
Construction	Post Year*

**Right-of-way acquisition and construction for this project are not included in NCDOT's 2006-2012 Transportation Improvement Program (TIP). This means funding will be set aside in the future, and right-of-way acquisition and construction will take place after 2012.*

For more information regarding the Transportation Improvement Program (TIP) visit:

www.ncdot.org/planning/development/TIP

Steps in the NC *109* Project Development Process

Step 1
Data Collection
Inventory of Planning Issues
Transportation Needs Study
First Citizens Informational Workshops

Step 2
Development of Preliminary Alternatives
Documentation of Community Concerns
Preliminary Field Studies
Second Citizens Informational Workshops
Selection of Alternatives for Detailed Study

Step 3
Detailed Studies of Alternatives
Preliminary Designs
Detailed Field Surveys
Environmental Analysis

We Are Here

Step 4
Draft Environmental Impact Statement (DEIS)
Third Citizens Informational Workshop

Step 5
Corridor Public Hearing

Step 6
Review of Comments on the DEIS
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Step 7
Preliminary Design Refinement
Additional Field Studies
Final Environmental Impact Statement (FEIS)
Record of Decision (ROD)

Step 8
Design Public Hearing

Step 9
Right-of-Way Acquisition

Step 10
Construction

The Project Development Process

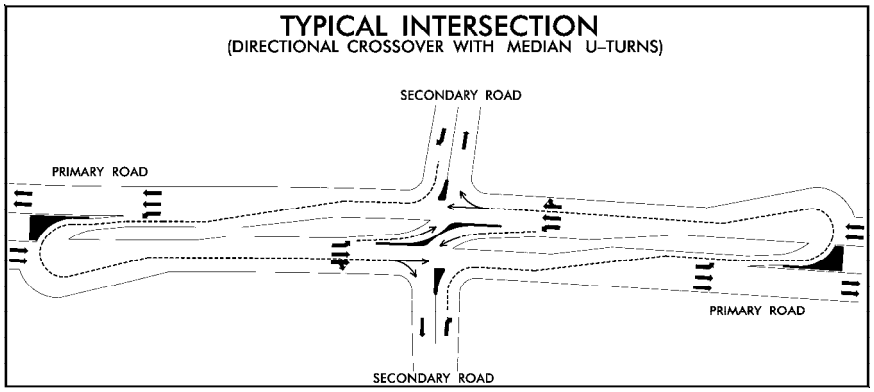
The NC *109* Improvements Project is being conducted in accordance with the National Environmental Policy Act (NEPA). Under NEPA, a project using federal funds must comply with regulations requiring the public disclosure of the possible positive and negative effects expected as a result of each alternative under consideration. This requirement is met by following the project development process, outlined in the chart shown at left.

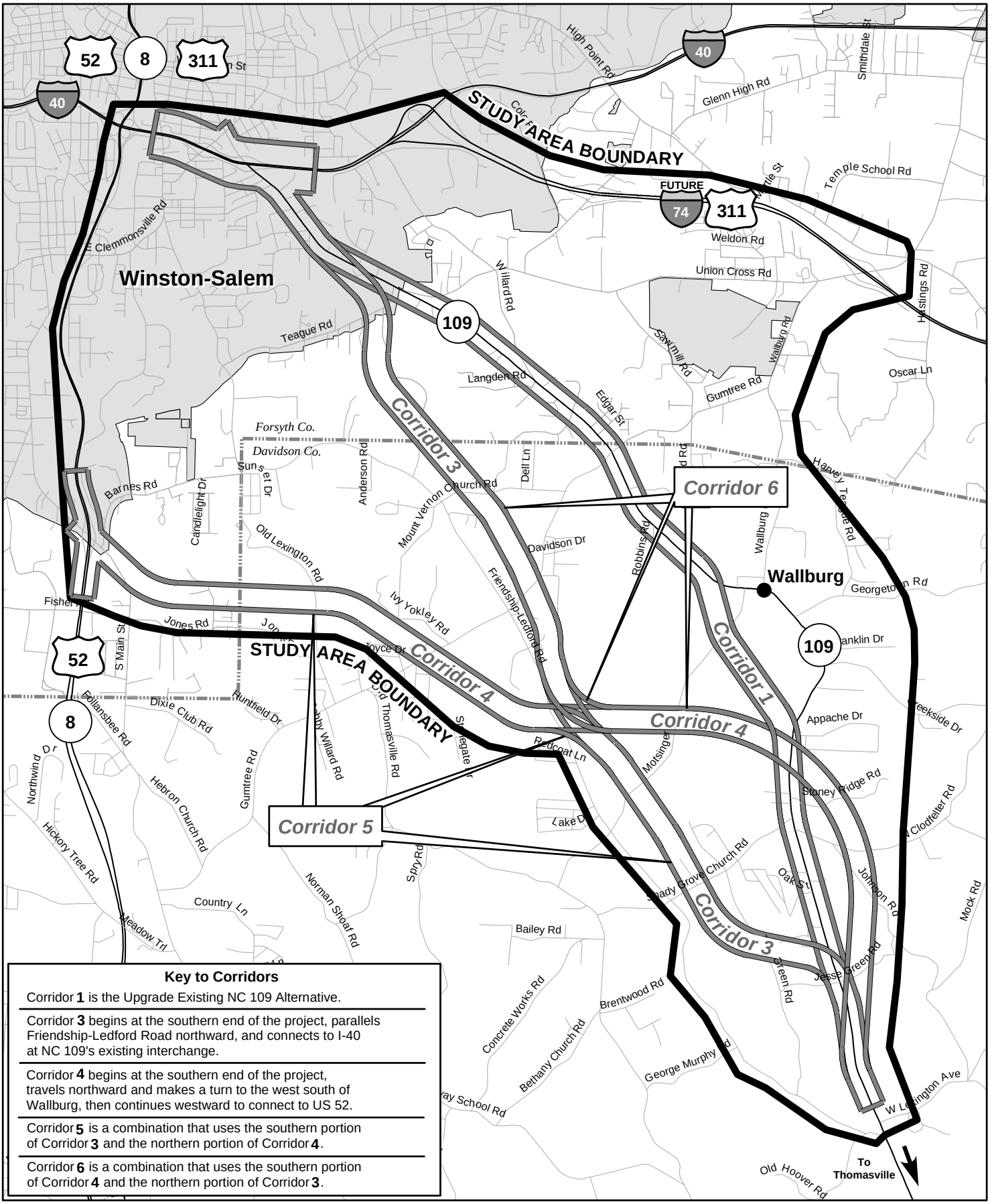
The project development process is divided into eight steps; the NC *109* Improvements Project is currently beginning Step 3. During this step, staff will conduct detailed studies of the potential effects of each of the five alternatives on cultural resources and the human and natural environments. Cultural resources evaluation will include analyzing potential impacts on historic and archaeological sites. Studies of effects on the human environment will include analysis of community, noise and air quality impacts. Studies of effects on the natural environment will include analysis of impacts on wetlands, streams, and protected plant and animal species. During the next year, staff will conduct detailed field surveys to collect data for use in these analyses. Property owners are requested to allow these individuals access to properties within the project alternatives. Your cooperation with this work will help project staff complete the evaluation of environmental impacts in a timely fashion.

New Intersection Concept Proposed for NC *109* Project

NCDOT has proposed an innovative design concept for intersections along the NC *109* improvements. This concept is known as a directional crossover with indirect left turns. With this concept, traffic traveling on NC 109 would be able to make a direct right or left turn onto a secondary road at an unsignalized intersection. Traffic traveling on the secondary road, however, would only be able to make a direct right turn onto NC 109. Travelers wishing to make a left turn from the secondary road onto NC 109 would first make a right turn onto NC 109 and then make a U-turn at a median opening approximately 1/4-mile away from the intersection. The diagram below shows this type of intersection.

While this type of intersection would not be adequate for all of the intersections along the project, it is well-suited to the rural characteristics of much of the project area. In this setting, directional crossovers can reduce the number of traffic conflict points, improving safety and allowing for improved traffic flow along NC 109.





Key to Corridors

Corridor **1** is the Upgrade Existing NC 109 Alternative.

Corridor **3** begins at the southern end of the project, parallels Friendship-Ledford Road northward, and connects to I-40 at NC 109's existing interchange.

Corridor **4** begins at the southern end of the project, travels northward and makes a turn to the west south of Wallburg, then continues westward to connect to US 52.

Corridor **5** is a combination that uses the southern portion of Corridor **3** and the northern portion of Corridor **4**.

Corridor **6** is a combination that uses the southern portion of Corridor **4** and the northern portion of Corridor **3**.

N W E S

0 1 2 Miles

North Carolina Department of Transportation
NC109 IMPROVEMENTS

State Project No. 8.1172401 TIP Project No. R-2568

Alternatives Selected for Detailed Study
(August 2006)

North Carolina Department of Transportation
NC109 IMPROVEMENTS

P.O. Box 30923
Raleigh, NC 27622

The next newsletter will be mailed during the winter of 2007 as an update to the project's status.

The next Citizens Informational Workshops will be held following the completion of the Draft Environmental Impact Statement (DEIS), scheduled for winter 2008.

The project website has been updated! Visit it today at:

www.ncdot.org/projects/NC109Improvements

NC 109 Improvement Study Contact Information

Mr. Vince Rhea, P.E.
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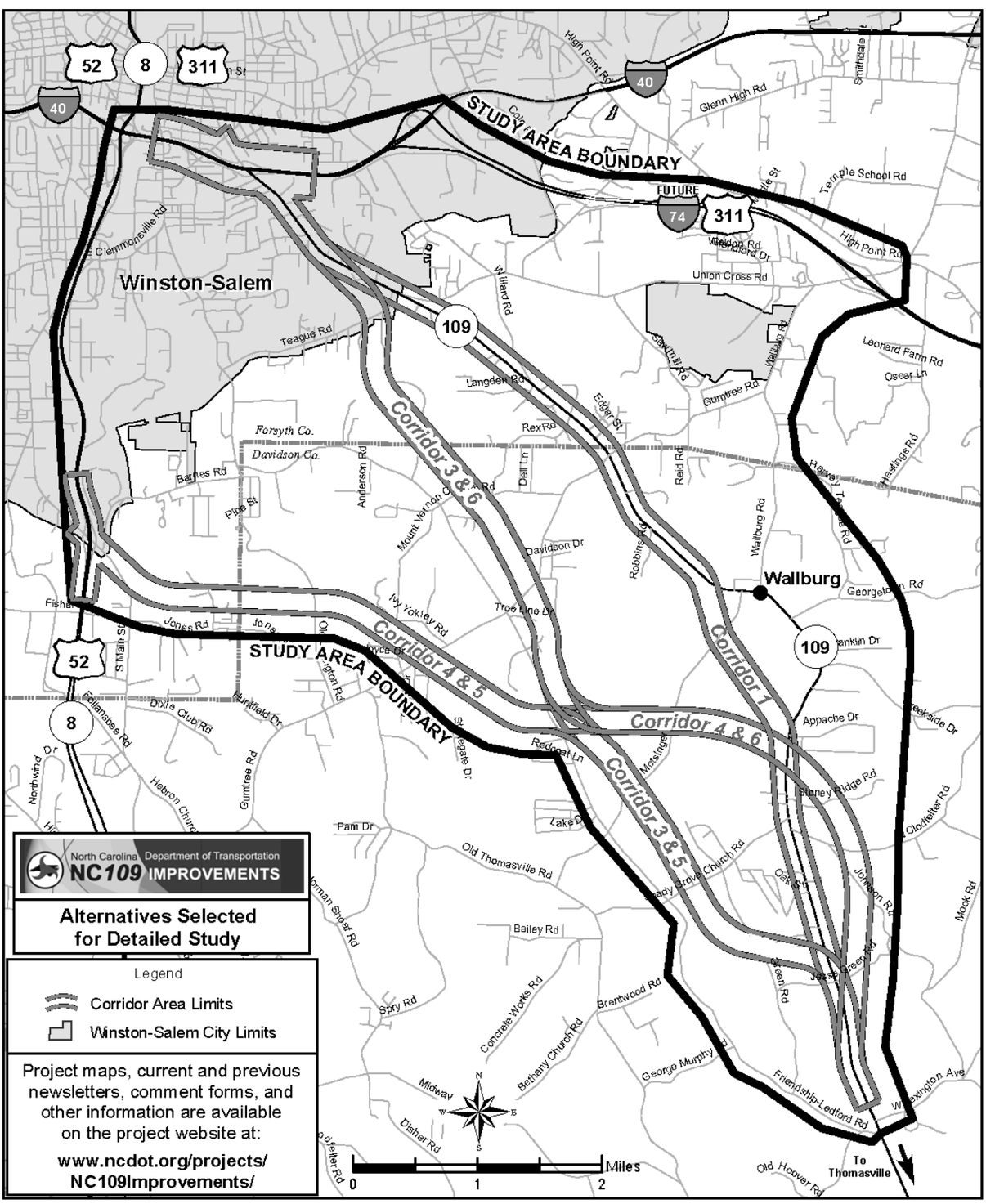
North Carolina Department of Transportation
NC109 IMPROVEMENTS

September 2008 | Issue No. 5
State Project No. 8.1172401 | TIP No. R-2568C

Detailed Study of Project Alternatives Continues

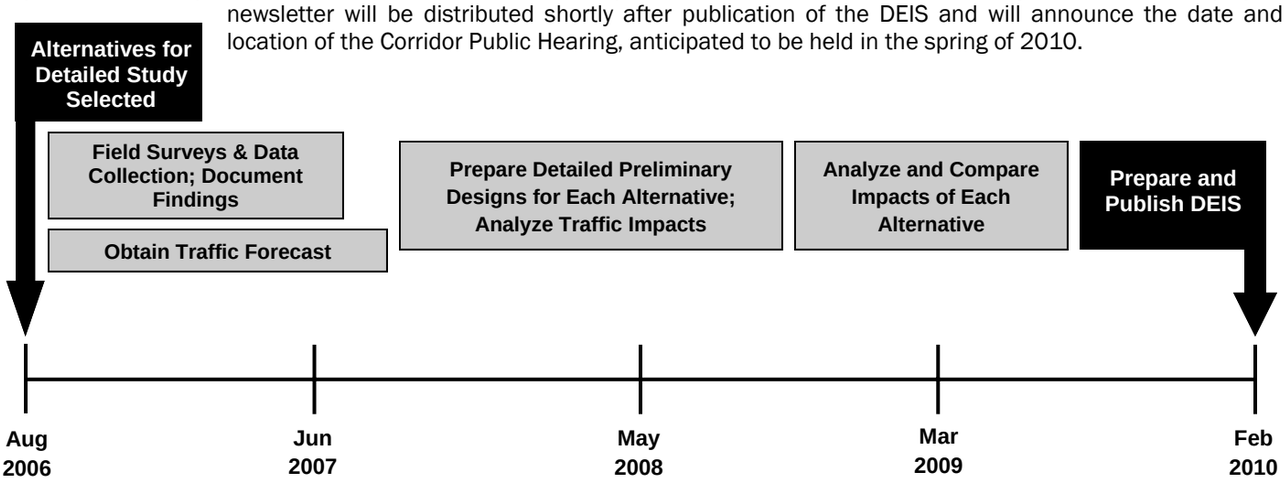
The North Carolina Department of Transportation (NCDOT) is distributing this newsletter to update area residents about the current status of the NC 109 Improvements Study. In August 2006, the Project Team for the Study selected five alternative corridors for detailed study for the project, shown on the map below. Corridor 1 would upgrade existing NC 109 between Old Greensboro Road and I-40. The remaining four corridors would largely follow new alignments, with Corridors 3 and 6 tying back into NC 109 near I-40 and Corridors 4 and 5 terminating at US 52.

Since selection of the five alternatives for detailed study, project staff have completed extensive field surveys and data collection to help identify the potential impacts of each alternative on surrounding communities and the natural environment. Because staff are examining five very long corridors in a large study area, this process has been lengthy. Staff are now analyzing the data and using it to develop more detailed designs for each alternative that will minimize the potential impacts within each corridor. Once this is complete, potential impacts of all alternatives will be compared. Impact analysis is scheduled to be completed during the spring of 2009. The results will be summarized in a Draft Environmental Impact Statement (DEIS). The DEIS is scheduled for completion in early 2010 and will be available for public review and comment. A public hearing to present the findings of the DEIS is scheduled for the spring of 2010. A final decision about which corridor will become the preferred alternative will not be made until the public has had an opportunity to review and comment on all the alternatives.



Steps in the Detailed Study of NC 109 Alternatives

The diagram below illustrates the steps in the detailed study of the five corridor alternatives for the NC 109 Improvements Project. Project staff are currently preparing detailed preliminary designs within each of the five corridors and will soon begin analysis of the environmental impacts of each; results of the analysis will be documented in the Draft Environmental Impact Statement (DEIS), which will be made available for public review and comment in February 2010. The next project newsletter will be distributed shortly after publication of the DEIS and will announce the date and location of the Corridor Public Hearing, anticipated to be held in the spring of 2010.



North Carolina Department of Transportation
NC109 IMPROVEMENTS

P.O. Box 30923
Raleigh, NC 27622

Project Schedule

Complete Draft Environmental Impact Statement	Spring 2010
Select Preferred Alternative	Fall 2010
Complete Final Environmental Impact Statement	Fall 2011
Right-of-Way Acquisition	Post Year*
Construction	Post Year*

Right-of-way acquisition and construction for this project are not included in NCDOT's 2009-2015 Transportation Improvement Program (TIP). This means funding will be set aside in the future, and right-of-way acquisition and construction will take place after 2015.

NC 109 Improvement Study Contact Information

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WEB SITE:
www.ncdot.org/projects/NC 109 Improvements

North Carolina Department of Transportation
NC109 IMPROVEMENTS

May 2009 Issue No. 6
State Project No. 8.1172401 TIP No. R-2568C

This newsletter is the sixth in a series published by the North Carolina Department of Transportation (NCDOT) to help keep the public informed about the NC 109 Improvements study. This newsletter provides an opportunity, prior to the upcoming publication of the Draft Environmental Impact Statement (DEIS) for the public to comment on the project purpose and need. This newsletter also provides information on the status of the project and contact information for public questions and comments.

Project maps, copies of newsletters, comment sheets and other materials are available on the project website:

www.ncdot.org/projects/NC109Improvements

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Purpose and Need	2
Project Status	2
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NCDOT Seeks Public Input on Project's Purpose and Need and Alternatives

The North Carolina Department of Transportation (NCDOT) is distributing this newsletter to provide area residents with information about the NC 109 Improvements project and provide citizens with an opportunity to review and comment on the purpose of and need for the project and project alternatives. This newsletter contains a description of the project and its status, the project purpose and need statement, a summary of project alternatives being studied, next steps in the project development process and project contact information.

The proposed project will improve NC 109 between Old Greensboro Road and I/40/ US 311 . The proposed project is designated as project number R-2568C in the NCDOT 2009-2015 Transportation Improvement Program (TIP). In August 2006, the Project Team selected five alternatives for detailed study, in part based on comments made by the public and local officials at two rounds of Citizens Informational Workshops.

The five project alternatives are shown on the map on page 3. Corridor 1 would upgrade existing NC 109 between Old Greensboro Road and I-40. The remaining four corridors would largely follow new alignments, with Corridors 3 and 6 tying back into NC 109 near I-40 and Corridors 4 and 5 terminating at US 52.

A formal statement of the purpose of and need for the project was developed by the Project Team in September 2004 and presented to the public in an October 2005 newsletter and November 2005 Citizens Informational Workshops. NCDOT has begun preparing the Draft Environmental Impact Statement (DEIS) for the project and will publish the DEIS during the spring of 2010. A Notice of Intent (NOI) that NCDOT is preparing the DEIS for the NC 109 Improvements project will soon be published in the Federal Register. With the publication of the NOI, NCDOT is affording an additional opportunity for the public to comment on the purpose and need for the project. The purpose and need statement is presented on page 2 of this newsletter, along with contact information for submitting any questions about the project purpose and need.

Project Schedule

Complete Draft Environmental Impact Statement	Spring 2010
Select Preferred Alternative	Summer 2010
Complete Final Environmental Impact Statement	Fall 2011
Right-of-Way Acquisition	Post Year*
Construction	Post Year*

**Right-of-way acquisition and construction for this project are not included in NCDOT's 2009-2015 Transportation Improvement Program (TIP). This means funding will be set aside in the future, and right-of-way acquisition and construction will take place after 2015.*

For more information regarding the Transportation Improvement Program (TIP) visit:

www.ncdot.org/planning/development/TIP

Steps in the NC *109* Project Development Process

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We Are Here → Environmental Analysis

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Project Purpose and Need

The project development, environmental, and engineering studies for the NC 109 Improvements Project are being conducted in accordance with the National Environmental Policy Act (NEPA).

Under NEPA, any agency (in this case FHWA through NCDOT) that undertakes a project involving federal funds is required to comply with the provisions of NEPA. These provisions include the disclosure of impacts associated with each of the alternatives that meet the purpose of and need for the project. The following statement of purpose and need for the proposed project is presented for citizens' review and comment. Please submit any questions or comments that you may have on the purpose and need statement to Mr. Vince Rhea, NCDOT Project Engineer, no later than June 22, 2009. Mr. Rhea's contact information is included on the back page of this newsletter.

The need to improve NC 109 is demonstrated by the following existing and projected conditions: capacity deficiencies, above-average accident rates, and deficient roadway geometry. In order to address the stated needs, the purpose of the proposed project is to improve safety, traffic flow, and level of service along the NC 109 corridor in the project study area.

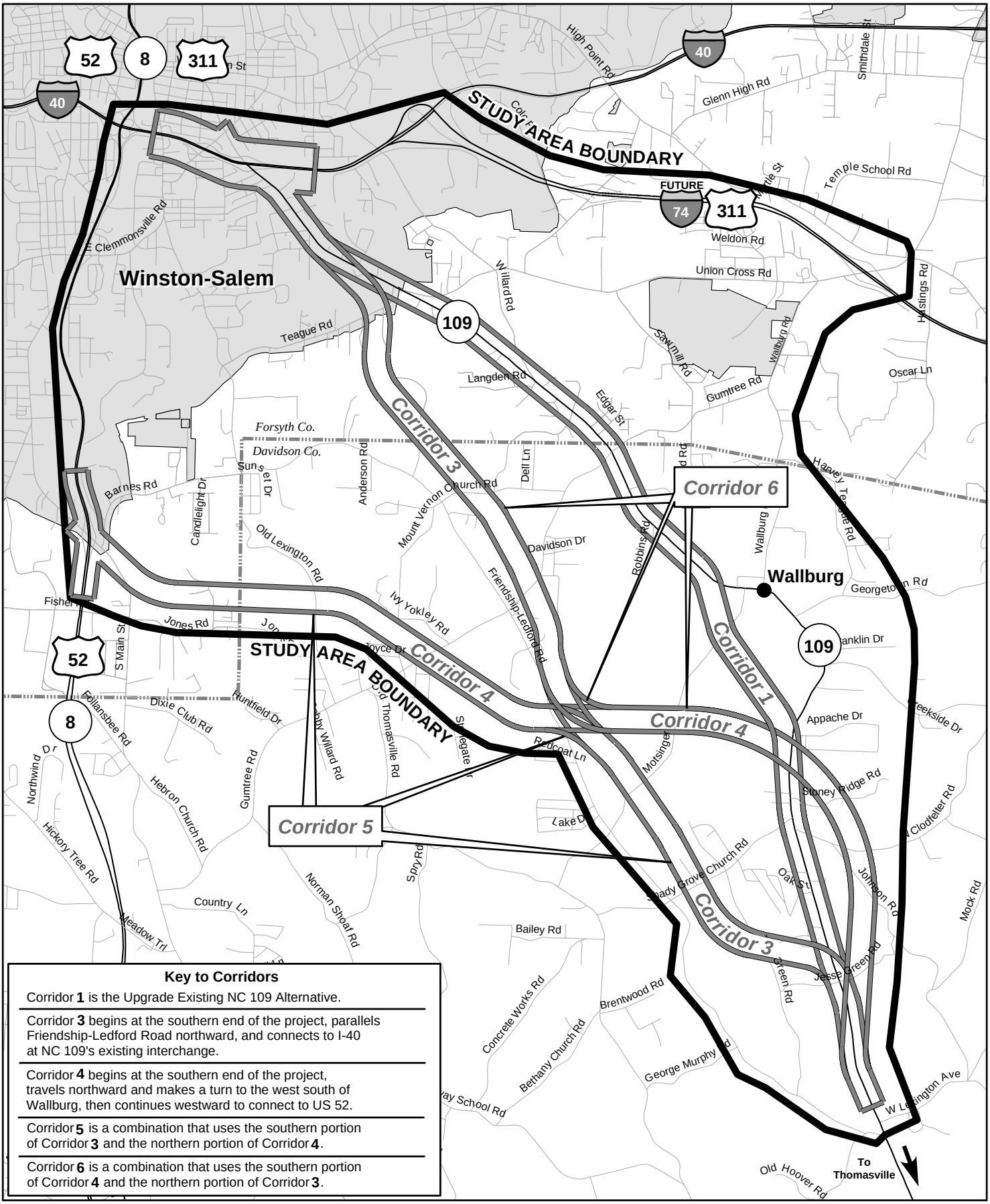
Project Status and Next Steps

In compliance with NEPA, as amended, NCDOT is preparing a Draft Environmental Impact Statement (DEIS) for the proposed project. The DEIS is a federally required environmental document that generally describes the purpose and need for the project, identifies project alternatives, and evaluates project alternatives for impacts to the human and natural environments. As part of the NEPA process, the NCDOT is providing citizens this opportunity to review and comment on the project's purpose and need statement (above) and alternatives.

The eight-step project development process used to fulfill NEPA requirements is shown in the chart to the left. The NC 109 project is currently completing Step 3.

Project staff have completed extensive field surveys and data collection to identify the potential impacts of each alternative on surrounding communities and the natural environment. Project engineers are refining more detailed designs for each project alternative to minimize potential impacts within each corridor and are identifying and comparing the potential impacts of all of the alternatives.

The DEIS for the NC 109 Improvements project is scheduled to be available for public review and comment in early 2010. Following publication of the DEIS, NCDOT will hold a Public Hearing to obtain public feedback on the project alternatives and the potential effects of each alternative.



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N W E S

0 1 2 Miles

North Carolina Department of Transportation
NC109 IMPROVEMENTS

State Project No. 8.1172401 TIP Project No. R-2568

Alternatives Selected for Detailed Study
(August 2006)

North Carolina Department of Transportation
NC109 IMPROVEMENTS

P.O. Box 30923
Raleigh, NC 27622

The next public meeting will be a Public Hearing to be held after the completion of the Draft Environmental Impact Statement (DEIS), scheduled for spring 2010.

The next newsletter will be mailed prior to the workshops to as an update to the project's status.

Please visit the project website to learn more about the project and to submit comments or questions:

www.ncdot.org/projects/NC109Improvements

NC 109 Improvement Study Contact Information

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