APPENDIX D

AGENCY COORDINATION
PARTS 1 - 8

APPENDIX D

1. Section 106 Compliance

Ray Highberg

RECEIVED
JUL 12 1991

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

RECEIVED
JUL 17 1991

RSH
Wayne Glander - AUS

July 10, 1991

Nicholas L. Graf
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
P. O. Box 26806
Raleigh, N.C. 27611

Re: Section 106 Consultation
Winston-Salem Northern Beltway, Sample survey report, R-2247, Forsyth County, CH 91-E-4220-0603, ER 91-8267

Dear Mr. Graf:

Thank you for your letter of July 1, 1991, concerning the above project.

We have reviewed the sample survey report for the above project and concur with its recommendations. Specifically, we agree that a full (100 percent) survey will be required for the selected alternative and that a historic archaeologist familiar with the Colonial period in North Carolina be required for future investigations.

Of the seventeen sites found by the sample survey, we agree that only four (31FY626, 818, 828, and 830) warrant additional testing to determine their eligibility for the National Register. Historic sites 31FY626, 818, and 830 may warrant preservation in place. However, 31FY828 is important chiefly for the information it is likely to yield during data recovery. Given the local, state, and national importance of historic sites in the project area, we urge close communication and cooperation with us as future plans are developed for the 100 percent survey.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
Lee Novick
Kay Simpson

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

February 25, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Winston-Salem Northern Beltway
Forsyth County, R-2247, ER 92-7741

Dear Mr. Graf:

Thank you for your letter of January 13, 1992, transmitting your findings for archaeological sites 31FY626, 818, and 830, the archival research report prepared by Langdon Edmunds Oppermann, and North Carolina Department of Transportation's letter of January 7, 1992. While we agree that none of the three sites warrants preservation in place, we disagree with your finding that 31FY626 should not be included in the Pfafftown Historic District which was previously determined eligible by our agencies' concurrence.

Based on the original survey report and Ms. Oppermann's research we believe there is a clear relationship between 31FY626 (Holder-Flynt House and Barn Site) and the Pfafftown Historic District. We also believe the archaeological site should be included as a contributing element within the historic district's boundaries under all the National Register criteria since it contributes to an understanding of the development of the Pfafftown community; is associated with individuals important to the community; is a representative example of a farm complex located along the edge of a closely-knit rural Moravian community; and is likely to yield information about the history of that community. In determining the importance of individuals, relative wealth is not always an appropriate measure. In this case the Holder family's selling land for a church at below market value and the fact that they were developing their property during the period that Pfafftown was developing are sufficient enough to establish their significance to the historic district.

Until an alignment is selected we do not believe a finding of effect for 31FY830 is appropriate. We will, however, be happy to address the effect of the northern beltway on the site once an alignment is selected.

109 East Jones Street • Raleigh, North Carolina 27601-2807

Although not addressed in your letter, we assume your previous commitment to a 100 percent survey will be implemented once the final alignment is selected.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
L. Novick
B. Church
Forsyth County Joint HPC
L. Oppermann

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

August 1, 1995

AUG 7 1995
ASSOCIATES, INC.
CHARLOTTE

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Archaeological surveys for Winston-Salem Northern Beltway (Western Section), Forsyth County R-2247, State Project 6.628001T, 91-E-4220-0603, ER 96-7102

Dear Mr. Graf:

Thank you for your letter of July 17, 1995, concerning the above project.

We have reviewed the seven proposed interchange locations for the above project We feel there has been sufficient archaeological survey, considering the amount of development in these areas, and that no further survey work is needed at the seven locations. We also note that a section of the right-of-way has not been surveyed since the land owner denied access to the archaeologists. We understand this area will be surveyed after the property has been purchased.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
L. Novick

109 East Jones Street • Raleigh, North Carolina 27601-2807

North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

March 13, 1996

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Archaeological surveys for Winston-Salem Northern Beltway (Western Section), Forsyth County, Federal-Aid 92-06-F, State Project 6.628001T, TIP R-2247, ER 96-8503

Dear Mr. Graf:

This letter is in response to your letter of March 8, 1996, requesting concurrence with recommendations for National Register eligibility for twelve additional archaeological sites located within the preferred corridor of this project.

We agree that the following sites are eligible for listing on the National Register of Historic Places:

Site #	Applicable Criteria	Rationale
31FY888	A, D	A rare example of small upland Woodland occupation sites, with datable (C-14) contexts for associated artifacts and, possibly, cultural features.
31FY893**	A(?), D	The historic components included stratified midden deposits and subsurface features, which can contribute to a better understanding of nineteenth century subsistence and economic patterns.
31FY901	A, D	A multicomponent prehistoric Woodland site which can provide needed information on short term habitations in upland Piedmont settings.
31FY902**	A, D	Multicomponent historic and prehistoric site containing information on Archaic and Woodland upland Piedmont habitation and technology, plus late nineteenth century site structure and economic patterns.

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Site #	Applicable Criteria	Rationale
31FY903	A, D	Buried components of the site represent a rare example of small, upland Woodland occupations in the Piedmont; information can be gained on site function and technological diversity, especially in comparison to other examples like 31FY888 and 31FY921.
31FY910**	A, D	Historic site components of this site, 31FY911** and 31FY912**, contribute to knowledge of early nineteenth century Moravian occupation of the Wachovia tract; associated with a single family (Flynt) through time.
31FY911**	A, D	See 31FY910**
31FY912**	A, D	See 31FY910**
31FY921	A, D	Intact A and B soil horizons contain artifacts associated with short-term, upland Piedmont Woodland occupations, which are poorly understood in terms of site function, seasonality, and technological diversity.
31FY925**	A, D	Remains of a historic grist mill and road system associated with the National Register of Historic Places-eligible Stultz farmstead; can yield important information on milling technology and early historic economic pursuits in the Forsyth County area.
31FY944	A, D	Another example of upland Piedmont Woodland sites, but one which can produce information on the transition from pre-ceramic Late Archaic to Early Woodland subsistence and technology patterns.
31FY947	A, D(?)	See discussion for 31FY888 above.

We agree that if these sites cannot be avoided during the planning or construction phases of this project, archaeological data recovery and, as necessary, testing to design data recovery programs for these sites is needed. Preservation in place is not considered a necessary or feasible option.

To avoid adversely affecting these twelve sites and any others that may be identified in the preferred alignment, the Federal Highway Administration (FHwA) should develop a data recovery program in consultation with us. Upon our acceptance of the plan, FHwA should implement the plan as agreed upon and submit all appropriate materials to us for review and comment prior to undertaking construction activities. FHwA's acceptance and implementation of the above conditions will adequately document the sites and the information they are likely to yield and result in no adverse effect upon the sites.

We will continue our review of the lengthy draft report submitted with your March 8, 1996 letter, and provide detailed comments as soon as possible.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
Lee Novick

12208-A1
ASH
Brent McKinney
Langdon Oppermann
Chell Bond

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JAN - 8 1992

North Carolina Department of Cultural Resources

James C. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

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January 2, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
P.O. Box 26806
Raleigh, N.C. 27611

Re: Historic Structures Survey Report for the Winston-Salem Northern Beltway (Western Section), Forsyth County, R-2247, 6.628001T, ER 92-7484

Dear Mr. Graf:

Thank you for your letter of November 1, 1991, concerning the above project. We have reviewed the historic structures survey report by Langdon Edmunds Oppermann and offer our comments.

The following properties within the area of potential effect are listed in the National Register of Historic Places:

John Jacob Schaub House (N 145). The John Jacob Schaub House was placed on the National Register on October 7, 1982.

Samuel B. Stauber House and Barn (N 245). The Samuel B. Stauber House and Barn were placed on the National Register on January 12, 1988.

The following properties were included on our state study list on April 8, 1982, for possible nomination to the National Register and are in effect considered eligible:

Jeremiah Bahnson Conrad House (N 326)

Ploughboy Jarvis Farm (N 199)

John Henry Kapp Farm (N 464)

Thomas Jefferson Kapp House (N 466)

Pfafftown Historic District. Please refer to the attachment for questions and comments concerning the historic district.

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

Doub-Yarbrough House (N 100). Criterion C--The house is significant as a little-altered example of the application of Colonial Revival ornamentation onto the traditional T-house form.

Columbus Kapp Farm (N 454). Criterion A--The property with its house, lands, and extant associated outbuildings represents agricultural practices in Forsyth County during the late nineteenth and early twentieth centuries. Criterion C--The house is an excellent example of a late nineteenth century brick-nogged Victorian I-house.

Constantine C. Stoltz House (N 407). Criterion C--The house is an unusual and rare example of the dog-trot form in Forsyth County.

The following properties were determined not eligible for listing in the National Register of Historic Places because they have undergone numerous character-altering changes:

Jack Boyer House (N 188)

Century Oak Farm (N 97)

Clayton House (N 408)

Alpheus Conrad House (N 98)

Jessie Thomas Conrad House (N 319)

Simeon Cook House (N 200)

Emery Daub House (N 135)

Allen Harper Log House (N 24)

Hauser House (N 45)

Henry Wesley Johnson House (N 203)

Eugene Thomas Kapp House (N 465)

Kapps Mill Miller's House (N 467)

Wesley Kearney House and John Henry Keaney House (N 356A, N 356B)

Edwin F. Shore House (N 231)

Erastus E. Speas House (N 241)

Wolff-Moser House (N 496)

Brookberry Farms (N 89, N 92-96). Brookberry Farms is also not eligible for listing in the National Register because its period of significance did not begin until the late 1940s.

Until additional information for the properties listed below is provided, we are unable to make a determination of their eligibility for listing in the National Register:

Hope Moravian Church (N 210)

John William Kapp Barn (N 455)

Doub Conrad House (N 343)

James W. Franklin House (N 341)

Albert Pfaff House (N 327)

Robertson House (N 201)

Sharon United Methodist Church (N 47)

John Speas House (N 406)

Transou-Davis House (N 123)

In general the report meets our office's guidelines and those of the Secretary of the Interior. However, specific concerns and/or corrections which need to be addressed in the revisions to the final report are attached for the author's use.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

Attachment

cc: L. J. Ward
B. Church
Langdon Oppermann

ATTACHMENT

Historic Structures Survey Report for the Winston-Salem Northern Beltway (Western Section), Forsyth County, R-2247, 6.628001T, ER 92-7484

Specific Comments:

1. Hope Moravian Church (N 210). Please provide details about the mid-1970s renovations done to bring the church up to code. This information will determine if the interior of the 1896 building retains its integrity. We agree that the 1964 education building and the 1970s brick hyphen additions do not compromise the integrity of the 1896 church building.

   In addition, we feel that the statement on page 40, "It is the only Moravian . . . 1950s," needs to be refined since the Clemmons Moravian Church (ca. 1901) is also a Moravian community building located in western Forsyth County.

2. J. W. Kapp Barn (N 455). We feel that virtually all intact examples of once-important barns with German origins are likely to be eligible for listing in the National Register. Additional information as to the degree and nature of any alterations to the barn is needed to make a final determination.

3. Pfafftown Historic District. On the Pfafftown Historic District map (page 90) only eight structures are identified within the district's boundaries. Please indicate on the map all contributing properties so that we may have an idea of the ratio of contributing to noncontributing properties. This information will also help determine whether the boundaries shown on the map are appropriate.

4. Though we are inclined to agree that the following properties are not eligible for listing in the National Register, please provide a photograph of the overall exterior view of each property so that we may make a final determination of eligibility and our records will be complete:

   Doub Conrad House (N 343)

   James W. Franklin House (N 341)

   Albert Pfaff House (N 327)

   Robertson House (N 201)

   Sharon United Methodist Church (N 47)

   John Speas House (n 406)

   Transou-Davis House (N 123)

cc: Vick
Hanson

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RSH
Carl Bond
Brent McKinney

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

April 7, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Addendum to Historic Structures Survey Report for Winston-Salem Northern Beltway (Western Section), Forsyth County, R-2247, 6.628001T, ER 92-8004

Dear Mr. Graf:

Thank you for your letter of March 9, 1992, concerning the above project. We have reviewed the addendum to the historic structures survey report by Langdon Edmunds Oppermann and offer our comments.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for listing in the National Register of Historic Places because they have undergone numerous character-altering changes:

John William Kapp Barn (N455)

Doub/Conrad House (N343)

James W. Franklin House (N341)

Albert Pfaff House (N327)

Robertson House (N201)

Sharon United Methodist Church (N47)

John Speas House (N406)

Transou-Davis House (N123)

Also, we have reviewed the additional information concerning contributing and non-contributing properties in the Pfafftown Historic District. We feel that the preliminary boundaries shown are appropriate, noting that the final

boundaries cannot be determined until the Holder-Flynt site is incorporated into the district.

As for the Hope Moravian Church (N210), we understand per telephone conversations with Barbara Church of the North Carolina Department of Transportation (NCDOT), that additional documentation concerning the property will be submitted for our review. We will offer our comments regarding the eligibility of the church upon receipt of NCDOT's documentation.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
B. Church
Langdon Edmunds Oppermann

C. Vick
Email

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MAY - 4 1992

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Cell Bond
Brent McKinney

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

April 24, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

RE: Addendum to Historic Structures Survey Report for Winston-Salem Northern Beltway (Western Section), Forsyth County, R-2247, 6.628001T, ER 92-8231

Dear Mr. Graff:

We have received a letter dated April 16, 1992, and additional documentation for the Hope Moravian Church (N210) from the North Carolina Department of Transportation. We have reviewed this information along with the addendum to the historic structures survey report by Langdon Edmunds Oppermann and offer our comments.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we believe the property is eligible for listing in the National Register of Historic Places under:

Criterion A--The church is significant for religious history in the context of the Moravian Church.
Criterion C--The church is significant for its architecture as a representative of late 19th-early 20th C. frame churches

If the Federal Highway Administration does not concur with our finding, you have the option of requesting a formal Determination of Eligibility from the Keeper of the National Register of Historic Places.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

109 East Jones Street • Raleigh, North Carolina 27601-2807

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook, Deputy State
Historic Preservation Officer

DB:tmm

cc: L.J. Ward
Barbara Church
Langdon Edmunds Oppermann

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Brent McKinney - W-S
Alain Outlaw - WBG

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

May 1, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Winston-Salem Northern Beltway (Western Section), from US 158 to US 52, Forsyth County, R-2247, 6.628001T, ER 92-8238

Dear Mr. Graf:

Thank you for your letter of April 24, 1992, concerning the above project.

We have reviewed the preliminary documentation provided to us to determine the effects of this project on historic architectural properties and concur with the North Carolina Department of Transportation's determinations of effect upon National Register-listed or eligible properties located within the area of potential effect.

Below is a list of the National Register-listed or eligible properties along with our determinations of effect for each segment of the proposed undertakings near a historic property:

Jeremiah Bahnson Conrad House (N326)

No effect for Segments B7 and A4.

Doub-Yarbrough House (N100)

No Effect for Segments B6 and A4.

Hope Moravian Church (N210)

No Effect for Segments A1 and B1.

Ploughboy Jarvis Farm (N199)

No Effect for Segments B1, C1, and A2.

Columbus Kapp House and Barn (N454)

No Effect for Segment B10, B10a.
Adverse Effect for Segment A6.

John Henry Kapp House and Barn (N464)

No Adverse Effect for Segments A4 and C6a.
Adverse Effect for Segments B7 and B7c.

Thomas Jefferson Kapp House (N466)

No Effect for Segments B7, C4, and A5.

Pfafftown Historic District

No Effect for Segment A4.
Adverse Effect for Segments B7, B7b.

John Jacob Schaub House (N145)

No Effect for all segments.

Samuel Stauber House and Barn (N245)

No Effect for Segment A5.
Adverse Effect for Segments C4-C5, B7-B8, and B7-B9.

Constantine C. Stoltz House (N407)

No Effect for Segment A6.
Adverse Effect for Segments B10 and B10a.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
B. Church
Roy Highberg, Espey Houston & Assoc.
Langdon Edmunds Oppermann

cc: Vick

MAY 18 1993

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

RECEIVED
MAY 17 1993
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL

May 14, 1993

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

RE: Winston-Salem Northern Beltway, Forsyth County, R-2247, 6.628001T, ER 93-8729

Dear Mr. Graf:

Thank you for your letter of April 26, 1993, concerning the above project.

We have reviewed the formal Determination of Eligibility Report prepared by the North Carolina Department of Transportation's Architectural Resources Section, as well as the historic structures survey report and addendum by Langdon Edmunds Oppermann. Upon closer consideration and review of the collection of historic churches in Forsyth County, we feel that the Hope Moravian Church does not appear eligible for listing in the National Register of Historic Places

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
B. Church
Keeper of the Register
Landgon Edmunds Oppermann

RECEIVED
APR 11 1995
ESPEY, HUSTON & ASSOCIATES, INC.
CHARLOTTE

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RSH
Langdon E. Oppermann

109 East Jones Street • Raleigh, North Carolina 27601-2807

TIP # R-2247 Federal Aid # M-5913 County FORSYTH

CONCURRENCE FORM
FOR
ASSESSMENT OF EFFECTS

Brief Project Description
WINSTON-SALEM NORTHERN BELTWAY (WESTERN SECTION), FROM US 158 TO US 52

On July 25, 1995, representatives of the

✓ North Carolina Department of Transportation (NCDOT)
___ Federal Highway Administration (FHwA)
✓ North Carolina State Historic Preservation Office (SHPO)
___ Other ___

reviewed the subject project and agreed

___ there are no effects on the National Register-listed property within the project's area of potential effect and listed on the reverse.

___ there are no effects on the National Register-eligible properties located within the project's area of potential effect and listed on the reverse.

___ there is an effect on the National Register-listed property/properties within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.

✓ there is an effect on the National Register-eligible property/properties within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Barbara Church — July 25, 1995
Representative, NCDOT — Date

Roy C. Shelton — 7/31/95
FHwA, for the Division Administrator, or other Federal Agency — Date

Debra K. Brim — 7/25/95
Representative, SHPO — Date

David Brook, Deputy — 8/9/95
State Historic Preservation Officer — Date

(over)

TIP # R-2247 Federal Aid # M-5913 County FORSYTH

Properties within area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Properties within area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe effect.

SAMUEL STAUBER HOUSE AND BARN (DE) – NO ADVERSE EFFECT

In their letter dated September 30, 1992, the SHPO concurred with a finding of Adverse Effect for the Stauber House. Due to refinements of the project design since that time, the alignment has shifted within the corridor approximately 300 feet away from the property. Since the alignment has shifted, the effect on the Stauber House is no longer adverse. There will still be increased traffic in front of the house and therefore there is an effect on the property. Since the area of construction and control of access have been shifted 300 feet away, the effect is not adverse.

Initialed: NCDOT BC FHWA MB SHPO _____

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

NOV 13 1995

Mr. Nicholas L. Graf
Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, NC 27601

REF: Winston-Salem Northern Beltway Project (Western Section)
Forsyth County, North Carolina

Dear Mr. Graf:

On October 16, 1995, the Council received your determination, supported by the North Carolina State Historic Preservation Officer (SHPO), that the referenced undertaking will have no adverse effect upon the Samuel Stauber House and Barn, which are included in the National Register of Historic Places. Pursuant to Section 800.5(d)(2) of the Council's regulations, "Protection of Historic Properties" (36 CFR Part 800), we do not object to your determination. Therefore, you are not required to take any further steps to comply with Section 106 of the National Historic Preservation Act other than to implement the undertaking as proposed and consistent with the conditions you have reached with the North Carolina SHPO.

Thank you for your cooperation.

Sincerely,

MAN

MaryAnn Naber
Historic Preservation Specialist
Eastern Office of Review

North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

March 8, 1996

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Winston-Salem Northern Beltway, Western Section, Forsyth County, R-2247, State Project No. 6.628001T

Dear Mr. Graf:

On March 7, 1996, we received a facsimile transmission from the North Carolina Department of Transportation with recent photographs showing that the Constantine C. Stoltz House has been demolished. The demolition of the Stoltz House by a private developer negates this project's need for the Memorandum of Agreement (MOA) signed by the State Historic Preservation Officer on November 16, 1995. If you have already forwarded the MOA to the Forsyth County Historic Properties Commission and the Advisory Council on Historic Preservation, please notify them of the current circumstances and our belief that a MOA is not longer necessary.

So our files for this property will be complete, we would like original copies of the photographs showing the demolition.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
B. Church
Forsyth County HPC
Advisory Council on Historic Preservation

bc: File Brown/Bevin County RF

109 East Jones Street • Raleigh, North Carolina 27601-2807

MAR-08-'96 FRI 15:03 ID:PLANNING AND ENVIRON TEL NO: #179 P02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region Four
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601
April 26, 1996

IN REPLY REFER TO
HO-NC

Mr. Don Klima, Director
Eastern Office of Project Review
Advisory Council on Historic Preservation
The Old Post Office Building
1100 Pennsylvania Ave., N.W. No. 809
Washington, D.C. 20004

Dear Mr. Klima:

Subject: Finding of No Adverse Effect for 12 Archaeological Sites, Winston-Salem Northern Beltway (Western Section), TIP No. R-2247, State Project No. 6.628001T, Forsyth County

Enclosed for your review are copies of the following information:

1) A description of the undertaking;
2) A description of the 12 archaeological sites;
3) A description of the efforts used to identify historic properties;
3) A discussion of avoidance alternatives;
4) The State Historic Preservation Officer's concurrence in the no adverse effect determination on the 12 archaeological sites;
5) Memorandum of Agreement (MOA).

The Federal Highway Administration (FHWA) in consultation with the State Historic Preservation Officer (SHPO) has determined that 12 Archaeological sites are eligible for the National Register of Historic Places under Criteria A and D. After an extensive environmental evaluation was performed, an alternative was selected which will have unavoidable impacts to these sites. The SHPO and FHWA have agreed that this project will have no adverse effect on these archaeological sites with the enactment of testing and data recovery plans, which will be developed as stipulated in the subject MOA.

This information is provided to your office pursuant to 36 CFR 800.8(a). We request your concurrence in the no adverse effect finding and the MOA. Should you have any questions, please contact Mr. Dan Hinton of my staff at (919) 856-4350.

Sincerely yours,

Roy C Shelton

For Nicholas L. Graf, P.E.
Division Administrator

Enclosures

cc: Mr. H. Frank Vick, NCDOT P&E
Mr. David Brook, NC Department of Cultural Resources
File: R-2247
Reading File: 6D23OP01.DTH

MEMORANDUM OF AGREEMENT
FOR THE WESTERN SECTION OF THE WINSTON SALEM NORTHERN BELTWAY
SUBMITTED TO THE ADVISORY COUNCIL ON
HISTORIC PRESERVATION
PURSUANT TO 36 CFR PART 800.6(a)

WHEREAS, the Federal Highway Administration (FHWA) has determined that the Western Section of the proposed Winston-Salem Northern Beltway will have an effect upon twelve (12) archaeological sites that are eligible for inclusion in the National Register of Historic Places, and has consulted with the North Carolina State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act, 16 U.S.C. Part 470, and its implementing regulations (36 CFR Part 800); and

WHEREAS the North Carolina Department of Transportation (NCDOT) has participated in the consultation, and has been invited to concur in this Memorandum of Agreement (MOA);

NOW, THEREFORE, the FHWA and the North Carolina SHPO agree that the undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the proposed undertaking on historic properties.

Stipulations

The FHWA will ensure that the following stipulations are implemented:

I. The NCDOT in consultation with the North Carolina SHPO, will develop a testing plan, for the twelve eligible archaeological sites which are:

Site #	Rationale
31FY888	A rare example of small upland Woodland occupation sites, with datable (C-14) contexts for associated artifacts, and possibly, cultural features.
31FY893**	The historic components included stratified midden deposits and subsurface features, which can contribute to a better understanding of nineteenth century subsistence and economic patterns.
31FY901	A multicomponent prehistoric Woodland site which can provide needed information on short term habitations in upland Piedmont settings.
31FY902**	Multicomponent historic and prehistoric site containing information on Archaic and Woodland upland Piedmont habitation and technology, plus late nineteenth century site structure and economic patterns.

31FY903	Buried components of the site represent a rare example of small, upland Woodland occupations in the Piedmont; information can be gained on site function and technological diversity, especially in comparison to other examples like 31FY888 and 31FY921.
31FY910**	Historic site components of this site, 31FY911** and 31FY912**, contribute to knowledge of early nineteenth century Moravian occupation of the Wachovia tract; associated with a single family (Flynt) through time.
31FY911**	See 31FY910**
31FY912**	See 31FY910**
31FY921	Intact A and B soil horizons contain artifacts associated with short-term, upland Piedmont Woodland occupations, which are poorly understood in terms of site function, seasonality, and technological diversity.
31FY925**	Remains of a historic grist mill and road system associated with the National Register of Historic Places-eligible Stultz farmstead; can yield important information on milling technology and early historic economic pursuits in the Forsyth County area.
31FY944	An example of upland Piedmont Woodland sites, which can produce information on the transition from pre-ceramic Late Archaic to Early Woodland subsistence and technology patterns.
31FY947	See 31FY888.

The plan shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archeological Documentation (48 FR 44734-37) and take into account the Council's publication, Treatment of Archeological Properties (Advisory Council on Historic Preservation, 1980), subject to any pertinent revisions the Council may make in the publication prior to completion of the site testing, and decisions regarding the need for data recovery, as well as the research designs and questions in Abbott 1996; Nash et al. 1991; and Novick 1995 (as referenced in Attachment A). The plan shall specify, at a minimum:

(A) the property, properties, or portions of properties where testing is to be carried out;

(B) any property, properties, or portions of properties that will be impacted without further evaluation;

(C) the research questions to be addressed through the testing with an explanation of their relevance and importance;

(D) the methods to be used, with an explanation of their relevance to the research questions;

(E) the methods to be used in analysis, data management, and dissemination of data, including a schedule;

(F) the proposed disposition of recovered materials and records;

(G) proposed methods for involving the interested public in the testing;

(H) proposed methods for disseminating results of the work to the interested public;

(I) a proposed schedule for the submission of progress reports to the FHWA and North Carolina SHPO.

II. The testing plan shall be submitted by the FHWA to the North Carolina SHPO for 30 days review. Unless the SHPO objects within 30 days after receipt of the plan, the FHWA shall ensure the plan is implemented.

III. Based on results of the testing plan, the FHWA shall consult with the North Carolina SHPO to determine whether or not data recovery is necessary for any of the archaeological sites.

If recovery is necessary, NCDOT shall develop a data recovery plan which incorporates the minimum elements outlined in Stipulation I.A-I above for the sites requiring data recovery.

IV. The data recovery plan shall be submitted by the FHWA to the North Carolina SHPO for 30 days review. Unless the SHPO objects within 30 days after receipt of the plan, the FHWA shall ensure the plan is implemented for each site requiring data recovery.

V. Should the North Carolina SHPO object within 20 days of any plan provided for review pursuant to this Memorandum Agreement, FHWA shall consult with the North Carolina SHPO to resolve the objection. If FHWA or the North Carolina SHPO determines that the objection cannot be resolved, FHWA shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will either:

A. Provide FHWA with recommendations, which FHWA will take into account in reaching a final decision regarding the dispute, or

B. Notify FHWA that it will comment pursuant to 36 CFR Section 800.6(b) and proceed to comment. Any Council comment provided in response to such a request will be taken into account by FHWA in accordance with 36 CFR Section 800.6(c)(2) with reference to the subject of the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; FHWA's responsibility to carry out all the actions under the Memorandum of Agreement that are not the subject of the dispute will remain unchanged.

Execution of this Memorandum of Agreement by the FHWA and the North Carolina SHPO, its subsequent acceptance by the Council, and implementation of its terms, evidences that the FHWA has afforded the Council an opportunity to comment on the Western Section of the Winston Salem Northern Beltway and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties.

ATTACHMENT A

REFERENCES

Abbott, Lawrence E., Jr.

1996 Winston-Salem Northern Beltway Project (Western Section), Archaeological Survey With the Muddy Creek Drainage Basin, Forsyth County, North Carolina, NCDOT TIP R-2247. New South Associates. On file NCDOT.

Nash, Michael, Loretta Lautzenheiser, Robert Rogers, Patricia McCoy, and Wayne Glander

1991 A Sample Archaeological Survey of the Proposed Final Alternatives For the Winston-Salem Northern Beltway (Western Section) Forsyth County, North Carolina (State Clearinghouse Project No. 91I4220603).

Novick, Lee

1994 Archaeological Background Report, Newton-Conover Eastern Loop (U-2404) Study Area, Catawba County, North Carolina.

FEDERAL HIGHWAY ADMINISTRATION

By: Mary C. Shelton Date: 4/26/96

For Nicholas Graf, Administrator

NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER

By: Jeffrey J. Crow Date: 4-26-96

Jeffrey J. Crow, State Historic Preservation Officer

Concur:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

By: H. Franklin Vick Date: 4/26/96

H. Franklin Vick, P. E., Manager, Planning and Environmental Branch

ACCEPTED for the Advisory Council on Historic Preservation

By: _____ Date: _____

Robert Bush, Ph.D., Executive Director

North Carolina Department of Cultural Resources
State Historic Preservation Office
David L. S. Brook, Administrator

ichael F. Easley, Governor
isbeth C. Evans, Secretary
effrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources

October 9, 2003

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook DSE for David Brook

SUBJECT: Historic Architectural Resources Survey Report/Winston-Salem Northern Beltway, Western Section, US 158 to US 52, R-2247, Forsyth County, CH91-0603

Thank you for your letter of August 8, 2003, transmitting the survey report by Sarah A. Woodard of Edwards-Pitman Environmental, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties remain eligible and are listed in the National Register of Historic Places under the criterion cited:

John Henry Kapp Farm, 6055 Bethania-Tobaccoville Road, north side of NC Highway 65, 0.1 mile northeast of the junction with NC Highway 67 (Reynolda Road extension), remains eligible for the National Register under Criteria A and C. The farm with associated land and buildings represents patterns of successful agricultural practices in Forsyth County during the late nineteenth and early twentieth centuries. The house is an unusually fine mid-nineteenth century brick-nogged farmhouse in Forsyth County. The property's National Register boundaries remain unchanged.

John Jacob Schaub House, south side of SR 1455 (Balsom Road), 0.2 mile west of junction with SR 1456 (Warner Road), remains eligible for the National Register under Criterion C as a rare example of original, little altered Moravian architecture. The property's National Register boundaries remain unchanged.

Samuel B. Stauber House, 6085 Bethania-Tobaccoville Road (SR 1611), east and west sides of SR 1611 0.05 mile south of SR 1626 (Kapp Road), remains eligible for the

National Register under Criteria A and C. It is an excellent representative example of a mid-nineteenth century farmstead in the county, illustrating traditional German building practices and distinctive characteristics of the Greek Revival style. The property's National Register boundaries remain unchanged.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in the State Study List and remain eligible for the National Register of Historic Places under the criterion cited:

Eugene Thomas Kapp House, 5631 Kapp Road, remains eligible for the National Register under Criterion C for architecture. The house is of heavy frame construction with brick noggin and is an excellent of an unaltered, rural I-house with Queen Anne and Italianate detailing. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Kapp's Mill Miller's House, 5611 Kapp Road, remains eligible for the National Register under Criterion A for its association with rural industry and commerce in nineteenth-century Forsyth County. We concur with the National Register boundaries as described and delineated in the survey report.

Jeremiah Bahnson Conrad House, 2650 Spicewood Drive; SW corner of SR 1863 and SR 1434, remains eligible for the National Register under Criteria A and C for its association with western Forsyth County's rural agrarian development in the mid to late nineteenth century. The house is a well-preserved and distinctive example of a brick I-house with Greek Revival and Italianate details. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Ploughboy Jarvis Farm, 1532 Jonestown Road; junction of SR 1136 and SR 1120, remains eligible for the National Register under Criteria A and B. The farm complex represents the pattern of agricultural practices in Forsyth County during the late nineteenth and early twentieth centuries. In addition, the farm is associated with James Monroe "Ploughboy" Jarvis whose writings pioneered seed production and farming practices. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Thomas Jefferson Kapp House, 5620 Kapp Road; west side of SR 1626, 0.25 mile south of the junction with SR 1821 and 0.7 mile south of the junction with SR 1611, remains eligible for the National Register under Criterion C as an unusually fine mid-nineteenth century Greek Revival farmhouse in the county. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Pfafftown Historic District, both sides of Transou Road, extending 0.05 mi S and 0.6 mi N of SR 1525, remains eligible for the National Register under Criteria A and C. The district is an intact satellite community within the broader Moravian network established in the Wachovia tract. In addition, the district's structures are representative of building practices in rural and small town Forsyth county communities from the 1840s into the early twentieth century. We concur with the National Register boundaries as described and delineated in the survey report.

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

Doub-Yarborough House, 5315 Fleetwood Circle; NW corner of SR 1427 and SR 1348, remains eligible for the National Register under Criterion C as a little altered example of the application of Colonial Revival ornamentation onto the traditional North Carolina I-house form. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Columbus Kapp House, east side of dirt drive (Kapp Road), 0.1 mile south of the junction with SR 1898 and 0.3 mi south of the junction with centerline of US Highway 52, remains eligible for the National Register under Criteria A and C. The house represents agricultural practices in Forsyth County during the late nineteenth and early twentieth centuries. It is also an excellent example of a late nineteenth-century brick nogged-Victorian I-house in the western half of Forsyth County. We concur with the proposed National Register boundaries as described and delineated in the survey report.

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

Brookberry Farm, east side of SR 1314, 0.8 mile south of the junction with SR 1348, is eligible for the National Register under Criteria A and C. The house, grounds, pastures, and dairy-related buildings survive as important examples of the country house movement and the Colonial Revival Style during the post-World War II period. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Harmony Grove United Methodist Church Cemetery, north side of SR 1261, 0.3 mile east of SR 1103, is eligible for the National Register under Criterion C and Criterion Consideration D for its outstanding non-Moravian Germanic funerary art. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Alexander Hege House, 5340 Shallowford Road, is eligible for the National Register under Criteria A and C for its association with the broad patterns of rural agrarian development in the western Forsyth County during the mid to late nineteenth century and as a well preserved example of a log house. We concur with the proposed National Register boundaries as described and delineated in the survey report.

John S. Shore Farm, 6010 Bethania-Tobaccoville Road, is eligible for listing in the National Register under Criteria A and C. The farm is associated with the broad pattern of western Forsyth County's rural agrarian development in the early nineteenth century and is a well-preserved example of a typical I-house with a compliment of well-preserved outbuildings. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Todd House, 2514 Clemmonsville Road, is eligible for listing in the National Register under Criterion C as a rare and distinctive example of plank construction. We concur with the proposed National Register boundaries as described and delineated in the survey report.

The following properties are determined not individually eligible for listing in the National Register of Historic Places:

Community (Pfafftown) United Church of Christ
Clayton House
Alpheus Conrad House
Jessie Thomas "Jessie Pete" Conrad House
House
John William Kapp Farm
Wesley Kearney House and John Keatney House
Hugh Shoaf House
Southwest Elementary School
Thomas House
Properties 2-16; 18-78; 80-151; 154–169; 171-279; 281-294; 298- 300; 303- 327.

We do not concur with the evaluation of the Wolff-Moser House, 0.3 mi south of driveway start at SR 1631 (Mizpah Church Road), 0.8 mi east of SR 1611 (Bethania-Tobaccoville Road). The verbal description of the house does not provide enough evidence for us to substantiate changes to the structure. The house is still sited at its original location. Therefore, the Woff-Moser House remains eligible for the National Register and is still listed in the State Study List.

We would like to request a further evaluation of the Hope Moravian Church, Hope Church Road. The church organization has had a significant impact on the ethnic history of the area and the vinyl siding does not appear to detract from the building's character and design.

Further, we are also requesting a supplemental Phase II survey report for this project. Because the western bypass will have secondary and cumulative impacts, we believe the Area of Potential Effect (APE) is larger than shown in this report. The planned interchanges will necessitate a four-lane highway to the nearest community. Therefore, wherever an interchange is planned, the APE should include the interchange to the nearest community. If interchanges are planned for this project, please provide us with additional information concerning the APE and an evaluation of the historic/architectural resources within the APE.

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

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

cc: Barbara Church, NCDOT
Sarah A. Woodard, Edwards-Pitman Environmental, Inc.

Federal Aid # *TIP #* **R-2247** *County*: **Forsyth**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Winston-Salem Northern Beltway, Western Section Preferred Alternative ONLY

On March 1, 2004, representatives of the

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

Reviewed the subject project and agreed

- [ ] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse. * John Henry Kapp Farm – awaiting further detai
- [x] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Mary Pope Furr — March 1, 2004
Representative, NCDOT — Date

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

3/1/04
Representative, HPO — Date

Renee Gledhill-Earley — 3/1/04
State Historic Preservation Officer — Date

Federal Aid # *TIP #* **R-2247** *County*: **Forsyth**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Brookberry Farm (DE)
Harmony Grove UMC Cemetery (DE)
John S. Shore Farm (DE)
Eugene Thos. Kapp House (DE)
Kapp Mill Miller's House (DE)
Todd House (DE)

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Alexander Hege House (DE) Adverse Effect
Samuel Stauber Farm (DE) No Adverse Effect

Reason(s) why the effect is not adverse (if applicable).

S. Stauber Farm - No Adverse Effect because little visual impact & controlled access in the area.

Initialed: NCDOT MPF FHWA _____ HPO SDM

Federal Aid # *TIP #* **R-2247** *County*: **Forsyth**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Winston-Salem Northern Beltway, Western Section

On 4/21/2004, representatives of the

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

Reviewed the subject project and agreed

- [ ] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
- [x] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Mary Pope Furr 4·21·2004

Representative, NCDOT Date

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

4/21/04

Representative, HPO Date

4/21/04

State Historic Preservation Officer Date

Federal Aid # *TIP #* **R-2247** *County*: **Forsyth**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

John Henry Kapp Farm (NR) - No Adverse Effect with conditions.

Reason(s) why the effect is not adverse (if applicable).

No adverse effect w/ the condition that NCDOT shall not approve any more driveway permits along the property of the Kapp Farm within the Right of Way for the project (Currently there are 3 driveways shown on the plans) And this commitment shall be filed in the Div. office for driveway permits

Initialed: NCDOT MPJ FHWA _____ HPO SDM

RECEIVED
JUN 2
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

North Carolina Department of Cultural Resources
State Historic Preservation Office

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

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

May 24, 2004

MEMORANDUM

TO: Greg Thorpe, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *for David Brook*

SUBJECT: Hope Moravian Church – National Register Eligibility, Winston-Salem Northern Beltway, Western Section, R-2247, Forsyth County, CH91-0603

Thank you for your letter of May 3, 2004, concerning the above project.

We appreciate the additional information you have provided about the Hope Moravian Church.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that Hope Moravian Church, 2759 Hope Church Road, Winston Salem, is not eligible for listing in the National Register of Historic Places:

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

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

cc: Mary Pope Furr

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

December 20, 1994

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook
Deputy State Historic Preservation Officer

SUBJECT: Extension of Winston-Salem Northern Beltway (Eastern Section) from I-40 Business to US 311, Forsyth County, State Project 6.628002T, TIP U-2579, CH 95-E-4220-0363

We have received information concerning the above project from the State Clearinghouse.

Our comments of April 13, 1993, acknowledged the North Carolina Department of Transportation's (NCDOT) intention to conduct cultural resource surveys to identify properties which might be within the area of potential effect and that we would comment upon the effects of the project after reviewing the survey reports. The proposed study area may contain potentially significant cultural resources. Therefore, we recommend that surveys be conducted to identify historic, archaeological, and architectural resources which might be affected by the proposed undertaking. Upon review of the survey reports we will comment further concerning the impact of the project on historic properties.

Gwynne Taylor conducted a comprehensive survey of historic architectural resources in Forsyth County in 1981. We have conducted a search of our maps and files and have located the following structures of historical or architectural importance within the general area of the project:

FY 316	Fred Crews House
FY 317	Sapp House
FY 325	Joe Crews House
FY 314	Sts. Delight Primitive Baptist Church
FY 313	Sedge Garden School
FY 323	Bunyon Linville House

FY 321	Glenn E. Swaim House
FY 322	Wilson-Stockton House
FY 320	Atkins House
FY 319	House
FY 312	Holder House
FY 307	Isaac Robbins House
FY 310	House
FY 380	Charlie Tucker House
FY 309	House
FY 311	George Williard House
FY 376	Union Cross Elementary
FY 324	Noah Smith House
FY 326	Unidentified
FY 327	R. L. Hastings Store
FY 328	Kermit Smith House

Please see attached quad maps for locations of the above properties.

Since this survey was conducted over a decade ago, additional properties which may be eligible for the National Register may be located in the area of potential effect. Survey site files for Forsyth County are available for use at the Survey and Planning Branch, 515 North Blount Street. We suggest that you schedule an appointment to use the files (telephone 733-6545).

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

DB:slw

Enclosures

cc: N. Graf
B. Church
State Clearinghouse
Forsyth County Joint HPC

8/3 cc: Davis/Bissett

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

RECEIVED
AUG 03 1995
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL

August 1, 1995

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Eastern Section, Winston-Salem Northern Beltway, U-2579, State Project 6.628002T, CH 93-E-4220-0764, ER 95-9304

Dear Mr. Graf:

Thank you for your letter of June 30, 1995, concerning the above project.

Review of the archaeological survey report and site forms for the above project has turned up several inconsistencies which need to be clarified before we continue our review. In general, information within site forms and between the forms and the report does not always agree.

Attached is a list of partial comments and areas that need attention. We suggest the consultant thoroughly revise the site forms and report to reflect greater consistency. Upon receipt of the revisions, we will gladly continue our review.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

Enclosure

cc: H. F. Vick
L. Novick
Lee Abbott, New South Associates

Winston-Salem Northern Beltway (Eastern Section)
GS-93-0004
8LO

ARW: Indicates there are problems with site forms; research potential codes, recording historic structures on archaeological site forms, statement conflicts between research potential and recommendations, assignment of historical site numbers (** designation) to isolated finds, etc.

General:

49 sites reported (2 previously recorded, 47 new sites)
Six sites recommended for special action (NR eligible, needs additional testing/evaluation)-

31FY64	previously recorded	access denied	needs testing
31FY975	new	eligible	avoid or test
31FY994	new	eligible	avoid or test
31FY996	cemetery	unmarked/GS-70	removal/reburial
31FY1008	new	eligible	avoid or test
31FY1020	new	undetermined	assessment needed

31FY4 - previously recorded site - nothing found, except modern plastic. Need to check with UNC re: artifact inventory reported by S. Bates in 1959. Location tested and site location may not be the same.

Site Forms: (sample of submitted site forms)

1. Standing structures are recorded on archaeological site form, but should have been evaluated by architectural historian, also.
2. 31FY973 - Report and site form do not agree on age of historic component; report has refined occupation date, site form does not; recommendations on site form do not match research potential statements. "Research potential" suggests potential exists while no further work/low potential is recommended.
3. 31FY974** should have the ** designation eliminated. Shovel tests failed to produce artifacts; one isolated whiteware sherd found. An isolated find does not constitute an historic component. Discovery of isolated sherd should be coded as #54(S). Site elevation is mistakenly identified as "9 feet." This should be corrected.
4. 31FY975** - site form map and report map do not agree. Quartz feature is omitted from report map. Quartz LO 3 is missing from site form map.
5. 31FY976** is not identified as multicomponent. Designation of the prehistoric component is omitted from site form and discussion of historic component is missing from report text. No identification of artifacts in report text, but they are listed on site form.
6. 31FY985** Eliminate ** designation. Discovery of a single historic artifact constitutes an isolated find. Should be coded as #54(S).
7. 31FY986 - Recommendations do not agree with research potential. Report statements concerning nature of soil deposits is contradictory. On p.51, 53 "relatively undisturbed soil stratigraphy" is identified,

but the site is concluded to "lack integrity and preservation." Soil stratigraphy cannot be described as both "undisturbed" and "lacking integrity." A lack of integrity and preservation implies that the archaeological remains have been subjected to disturbing forces in the past, yet statements in the report rule out cultivation and logging as significant influences. Thus, the artifact bearing deposits are described as "relatively undisturbed soil." Additionally, opportunities to investigate small, upland Woodland sites are noted to be rare in occurrance. These factors conflict with the conclusion that integrity is lacking and no further work is required.

8. 31FY977 - Research potential on site form does not match recommendations.

9. 31FY988 - Same as above.

10. 31FY979 - Same comments as 31FY986 concerning "intact soil stratigraphy" and "lack of preservation." Logging activities may have adversely affected the archaeological remains more than first thought. Fig. 5-51, percentage is misaligned in left column. Statement concerning absence of subsurface features conflicts with observation that a well and privy were found.

11. 31FY998** - Robbins Farmstead - Recommendations for this site are not supported by the data. An absence of associated archaeological remains from the site of a continuous 140 year occupation is implausible. A deflated context is suggested, but, if so, where have the artifacts gone? Insufficient information exists to fully evaluate the nature and significance of this historic site. Structural remains should be evaluated by an architectural historian and reported on an architectural survey form. Maps indicating the layout of the site or the placement of shovel tests are absent from the text and the site form.

End of sample.....

Report comments (partial; discontinued review once problems with site forms arose>)

1. p. 30 Table 5-4, percentage column is misaligned.
   p. 43 ".c3." is printed in the heading and should be deleted.
   p. 60 Table 5-40, percentage column is misaligned.

2. Fig. 5-1, 31FY975 does not indicate the location of the "quartz pavement" feature described in the text; also, the site form map indicates the location of this feature to the east of the half-timbered house section, but does not indicate the "area of quartz LO 3" identified near the frame building and log barn in Fig. 5-1.

3. p. 49 "small flake tool with graver spur" should be illustrated. Photographs, in general, would enhance the presentation of the data.

4. p. 69 31FY978 - Was testing adequate to evaluate remains that may be associated with "original log structure?" Probably not. ST locations widely spaced; lack of tests in close proximity to oldest portion of structure. Location of wells, privies, and trash dumps possible. Former two more likely than latter.

5. p. 92 Could there be additional information on 31FY996 (cemetery) in State Archives? Check w/ DK. Checked w/ DK, nothing additional in WPA files.

6. p. 96 31FY998, an historic farmstead est. 1850. Absence of artifacts is puzzling. Potential for associated features exists or must be more adequately explained. Question NFW recommendation.

Conclusion:

1. Report needs revisions which are consistent with information presented in the site forms. Site form information should be internally consistent, particularly between statements of research potential and recommendations.
2. The inclusion of photographs is a generally accepted practice which has been encouraged by the SHPO. However, photographs are lacking from this report. The absence of photographs illustrating site views (historic sites, in particular) and selected artifacts detracts from the presentation of the report. Photographs should be added selectively to the report.

TRADY

DAVIS

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

August 2, 1995

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

RECEIVED
AUG 0 4 1995
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL B.

Re: Historic Structures Survey Report for Winston-Salem Northern Beltway (Eastern Section) from US 52 to US 421/I-40 Business, Forsyth County, U-2579,. State Project No. 6.628002T, ER 95-9273

Dear Mr. Graf:

Thank you for your letter of June 28, 1995, transmitting the historic structures survey report by Ruth Little for Kimley-Horn and Associates concerning the above project.

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

John and Matthew Clayton Farm. This farm consists of the homesteads of two successive generations: a frontier homestead and a later nineteenth century progressive farm set at a strategic crossroads, with old roadbeds preserved. It is eligible under Criterion A for agriculture and transportation and Criterion C for architecture. We believe that the eligible boundaries should include the entire northern woods tract, property which remained associated with the farm after its 1920 subdivision.

John and Charles Fries Day Farm. This farm is a rare surviving example of the small subsistence post-Civil War farm in Forsyth County. It is eligible under Criterion A for agriculture and Criterion C for architecture. We believe the proposed boundaries are appropriate for this property.

The following properties are determined not eligible for listing in the National Register of Historic Places:

Zimmerman House (FY 676). This house has been heavily remodeled and may have been moved to its current site.

C. C. Stoltz Farm (FY 564). This farm's outbuildings have been demolished and the house is in the process of demolition.

Rev. Thomas Stoltz House. This Italiante-style house is in ruinous condition.

Slate-Dollon House (FY 529). This house has been moved and enlarged, and is now abandoned and deteriorating.

Crews-Grubbs House (FY 523). This typical but well-preserved I-house does not retain historic farm outbuildings and does not appear to be one of the most intact representatives of its type in the project area.

Joe Grubbs House (FY 526). This property lacks special historical or architectural significance.

Charles Melvin Fulp House (FY 524). This property lacks special historical or architectural significance.

Davis-Hampton Houses (FY 520). These altered log houses, once joined but now separate, no longer have significance as a dog-trot, and are not eligible in their present configuration.

House, 1801 Old Hollow Road. This rusticated concrete block bungalow is a typical, though particularly decorative, example of the common Craftsman style.

Day Miller's House (FY 533). This log cabin lacks integrity as a nineteenth century structure because of later additions, and as a twentieth century tenant house lacks special historical or architectural significance.

D. P. Davis House (FY 518). This deteriorated log house lacks special historical or architectural significance.

Will Hammock Farm. This farm complex includes a Foursquare farmhouse that appears to be typical of the project area and at present does not have sufficient historic or architectural significance or eligibility.

Frank Dillon House (FY 504). This house lacks special historical or architectural significance.

Moses Westmoreland Farm. This property is a relatively typical twentieth century farm complex, and the log house and frame I-house have undergone alterations and have lost integrity.

Morris House. This house is an altered example of the typical I-house, and lacks special historical or architectural significance.

Sapp House (FY 317). This house is a typical I-house that has undergone numerous alterations and has lot integrity.

The report in general meets our office's guidelines and those of the Secretary of the Interior.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
B. Church
Forsyth County Historic Properties Commission

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

September 6, 1995

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Winston-Salem Northern Beltway (Eastern Section), Archaeological Survey, Forsyth County, TIP U-2579, State Project 6.628002T, 93-E-4220-0764, ER 95-9304

Dear Mr. Graf:

As a follow-up to our August 1, 1995 letter on this project, we offer these additional comments.

On August 28, 1995, Dr. Lee Novick (North Carolina Department of Transportation) and Lawrence E. Abbott Jr. (New South Associates) met with Steve Claggett of our Office of State Archaeology. They agreed the changes to the archaeological survey report and site forms requested in our August 1 letter will be made and revised forms and reports will be submitted for our review.

On the strength of that meeting, we are willing to agree with the recommendation in your letter of June 30, 1995. That is, six archaeological sites are potentially eligible for the National Register and will be subjected to archaeological data recovery if they are affected by the selected preferred corridor. Additional survey of the preferred alternative will be performed only in areas identified as having non-eroded soil, i.e., with a greater potential for containing intact, National Register-eligible archaeological remains.

We hope this addresses your immediate needs and look forward to reviewing additional reports on this project. We appreciate the prompt attention to our comments by NCDOT and their consultants.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
L. Novick

North Carolina Department of Cultural Resources

State Historic Preservation Office

David L. S. Brook, Administrator

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

April 13, 2000

MEMORANDUM

TO: William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch
Division of Highways
Department of Transportation

FROM: David Brook
Deputy State Historic Preservation Officer

SUBJECT: Archaeological Survey, Muddy Creek Drainage Basin, Winston-Salem Northern Beltway Project (Eastern Section), U-2579, Forsyth County, CH 93-E-4220-0764, (ER 00-8326)

Thank you for your letter of December 14, 1999, transmitting the archaeological survey report by New South Associates, Inc. concerning the above project. We apologize for the delay in our response. We have reviewed the report and offer the following comments.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for inclusion in the National Register of Historic Places under Criterion D:

31FY976&976**, 31FY977**, 31FY989, 31FY990&990**, 31FY992**, 31FY1008, 31FY1009, 31FY1034**, 31FY1035**, 31FY1036**, 31FY1037, 31FY1038, 31FY1039, 31FY1040**, 31FY1042&1042**, 31FY1043, 31FY1044**, 31FY1045, 31FY1046**, 31FY1047**, 31FY1048, 31FY1049, 31FY1050, 31FY1051**, 31FY1052&1052**, and 31FY1054**

All of the above listed archaeological sites lack sufficient clarity and research potential to yield information important in history or prehistory.

Site 31FY1053/31FY1053**, the Westmoreland-Snow 19th/20th century farmstead, was recommended by the report authors as eligible for the National Register of Historic Places in that it has yielded, and is likely to yield, information important to a better understanding of the history and development of Forsyth County, North Carolina. This farm complex can be traced historically through several generations of the Westmoreland family since 1862. Additionally, a log house and frame addition may predate 1855 when the land was owned by the Moravian Church, and was an outlying part of Wachovia. This historic complex is associated with local community development in the central Piedmont, and may address significant research questions regarding this period of history.

We concur that site 31FY1053**, the Westmoreland-Snow farmstead, is eligible for the National Register of Historic Places under Criterion D. Although your letter of December 14, 1999 indicated a desire to discuss the eligibility of 31FY1053** on-site with our archaeological and architectural structures staff, we feel the report

satisfactorily documents the significance issue, and poses well-considered research questions related to development of local and regional historical contexts. In our opinion, an on-site meeting is not necessary as we believe the information provided in the report adequately supports a determination of eligibility. If you do not concur, a determination of eligibility should be sought pursuant to 36 CFR Part 63.

The scope of work for this project called for archaeological testing of sites 31FY1008 and 31FY1020**. Although 31FY1008 was tested and recommended as not eligible, site 31FY1020** was not tested as it was found to be located outside the area of potential effect. If project plans change and the site will be affected, testing of 31FY 1020** will be necessary. Additionally, a 1.1-mile section of the preferred corridor was not surveyed due to lack of landowner permission. This area remains to be surveyed and evaluated in order to determine potential adverse effects to cultural resources. We look forward to further consultation, and an opportunity to review the results of the additional survey for this portion of the preferred corridor.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator.

cc: N. Graf
T. Padgett
Lawrence Abbott, New South Associates, Inc.

North Carolina Department of Cultural Resources
State Historic Preservation Office
David L. S. Brook, Administrator

Division of Historical Resources

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

January 20, 2004

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook David Brook by BTS

SUBJECT: Historic Architectural Resources Survey Report/Winston-Salem Northern Beltway, Eastern Section, I-40 Business to US 52, U-2579, Forsyth County, ER03-0569

Thank you for your letter of August 8, 2003, transmitting the survey report by Jennifer F. Martin of Edwards-Pitman Environmental, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties remain eligible and are listed in the National Register of Historic Places:

Clayton Family Farm (also known as the John and Mathew Clayton Farm), 5809 Stanleyville Road or NE corner of SR 1920 and NC 66.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties remain eligible and are listed on the North Carolina state Study List:

John and Charles Fries Day Farm, 4995 Dippen Road or SE corner of SR 2219 and SR 2220.

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

Seaver's Gulf Station, 5476 Old Walkertown Road, is eligible for the National Register under Criteria A and C as an increasingly rare building type associated with the development of rural transportation history in the county and as well-preserved example of the standardized gasoline station. We concur with the proposed National Register boundary as described and delineated in the survey report.

North Carolina Department of Cultural Resources
State Historic Preservation Office

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David L. S. Brook, Director

RECEIVED
FEB 1
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH
DIVISION OF HIGHWAYS

February 5, 2004

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook

SUBJECT: Winston-Salem Northern Beltway, Eastern Extension: US 311 to I-40 Business, U-2579A, Forsyth County, ER03-0569

Thank you for your letter of August 8, 2003, transmitting the survey report by Jennifer F. Martin of Edwards-Pitman Environmental, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are determined not eligible for the National Register of Historic Places:

> Motsinger Family Farm, 290 Motsinger Road SE, Forsyth County.
> Properties listed in Appendix B, 1–26 , 28–71, 73–74.

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

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

cc: Mary Pope Furr, NCDOT
Jennifer F. Martin, Edwards-Pittman Environmental, Inc.

North Carolina Department of Cultural Resources
State Historic Preservation Office

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David L. S. Brook, Director

February 5, 2004

Michael and Marcia Miller
4072 High Point Road
Winston Salem, NC 27107

Re: Dempsey McDaniel House, Winston-Salem Northern Beltway, Eastern Extension: US 311 to I-40 Business, U-2579A, Forsyth County, ER03-0569

Dear Mr. and Ms. Miller:

Thank you for your letter of June 29, 2004, concerning the above project.

We apologize for the delay in our response to your inquiry concerning the evaluation of the Dempsey McDaniel House located at 4072 High Point Road, and in the Area of Potential Effects for the proposed Winston-Salem Northern Beltway, Eastern Extension.

By copy of this letter, I am requesting that the North Carolina Department of Transportation, Office of Human Environment, Historic Architecture Section, to evaluate the potential eligibility of your property for the National Register of Historic Places. We are forwarding your research materials to Mary Pope Furr, Supervisor of the Historic Architecture Section.

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

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

Sincerely,

David Brook

cc: Mary Pope Furr, NCDOT

bc: Southern/McBride
County

Federal Aid # *TIP #* **U-2579** *County*: **Forsyth**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Winston-Salem Northern Beltway, Eastern Section Preferred Alternative ONLY

On March 1, 2004, 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

- [ ] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
- [x] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Mary Pope Furr — March 1, 2004
Representative, NCDOT — Date

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

3/1/04
Representative, HPO — Date

Renee Gledhill-Early — 3/1/04
State Historic Preservation Officer — Date

Federal Aid # *TIP #* **U-2579** *County*: **Forsyth**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Seavers Gulf Station (DE)

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Clayton Family Farm (NR) No adverse effect

Hammock Family Farm (DE) No adverse effect.

Reason(s) why the effect is not adverse (if applicable).

Clayton - No adverse effect - NCDOT will minimize tree removal & replant with similar species (temporary construction easement & little visual impacts)

Hammock - No adverse effect - no construction within historic boundary.

Initialed: NCDOT MPJ FHWA _____ HPO SDM

North Carolina Department of Cultural Resources
State Historic Preservation Office

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David ~~L. S.~~ Brook, Director

RECEIVED
MAR 15 2004
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

March 5, 2004

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook

SUBJECT: Phase II Historic Architectural Resources Survey Report, John and Catherine Bodenhamer House National Register of Historic Places Evaluation, Winston-Salem Northern Beltway: Eastern Extension, US 311 to I-40 Business, U-2579A, Forsyth County, ER03-0569

Thank you for your February 23, 2004, transmittal of the survey report by Heather Fearnbach of Edwards-Pittman Environmental, Inc.

For purpose of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is not eligible for the National Register of Historic Places:

> The John and Catherine Bodenhamer House, 4072 High Point Road, is not eligible for the National Register under any criteria because it does not retain sufficient integrity in design, materials, and workmanship to convey the significance of the property. The building's integrity has been compromised by its numerous changes, including the application of permastone to the exterior, the ten-foot raised foundation, and the two-and-a half-mile move from its original location.
>
> Although the John and Catherine Bodenhamer House is not eligible for the National Register, it does retain some significant late-eighteenth and early-nineteenth-century architectural elements. The core of the house is hewn log, constructed in circa 1790.
>
> Because of these factors, the State Historic Preservation Office hopes that the North Carolina Department of Transportation can avoid this property in constructing the Winston-Salem Northern Beltway project.

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

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

cc: Mary Pope Furr, NCDOT
Heather Fearnbach, Edwards-Pittman Environmental, Inc.

Federal Aid # *TIP #* **U-2579** *County*: **Forsyth**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Winston-Salem Northern Beltway, Eastern Section

On 4/21/2004, representatives of the

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

Reviewed the subject project and agreed

- [ ] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
- [ ] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Mary Pope Furr 4.21.2004

Representative, NCDOT Date

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

4/21/04

Representative, HPO Date

Renee Gledhill-Earley 4/21/04

State Historic Preservation Officer Date

Federal Aid # *TIP #* **U-2579** *County*: **Forsyth**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

John & Charles Fries Day Farm - (DE)

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Reason(s) why the effect is not adverse (if applicable).

Initialed: NCDOT MPF FHWA _____ HPO SDM

APPENDIX D

2. USACE Verification Letters

U.S. ARMY CORPS OF ENGINEERS
Wilmington District

Action ID: 200320170 **County:** Forsyth

NOTIFICATION OF JURISDICTIONAL DETERMINATION

Project Proponent:	NCDOT	**Agent:**	PBS&J
Address:	ATTN: Gregory J. Thorpe, Ph.D. Environmental Management Director, PDEA 1548 Mail Service Center Raleigh, NC 27699-1548		ATTN: Mr. Eric Galamb, PWS 3214 Spring Forest Road Raleigh, North Carolina 27616
Telephone No.:	(919) 733-7844, x218 (M. Dickens)		876-6888

Location of Property (Highway name/number, town, etc.): Bethania-Tobaccoville Road (SR 1611) interchange study area, as shown on the attached map (Figure 1), for the Winston-Salem Northern Beltway, Section E of the Western Section (R-2247E); northwest of Bethania, North Carolina.

Basis for Determination: The study area contains wetlands and stream channels with indicators of ordinary high water marks, located adjacent to unnamed tributaries of Beaver Dam Creek, in the Yadkin River drainage basin.

Indicate Which of the Following Apply:

____ There are waters of the U.S., to include wetlands, on the above described property which we strongly suggest should be delineated and surveyed. The surveyed wetland lines must be verified by our staff before the Corps will make a final jurisdictional determination on your property.

____ Because of the size of your property and our present workload, our identification and delineation of your wetlands cannot be accomplished in a timely manner. You may wish to obtain a consultant to obtain a more timely delineation of the wetlands. Once the consultant has flagged a wetland line on the property, Corps staff will review it, and, if it is accurate, we strongly recommend that you have the line surveyed for final approval by the Corps. The Corps will not make a final jurisdictional determination on your property without an approved survey.

X The waters of the U.S., to include wetlands, within the study area have been delineated, and the limits of the Corps jurisdiction have been explained to your consultant. The limits of the jurisdictional areas are accurate, as flagged in the field (and verified by field inspection on October 25, 2002), and as depicted on the maps submitted with PBS&J's 9/30/02 letter. Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

____ There are no waters of the U.S., to include wetlands, present on the above described property which are subject to the permit requirements of Section 404 of the Clean Water Act (33 USC 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

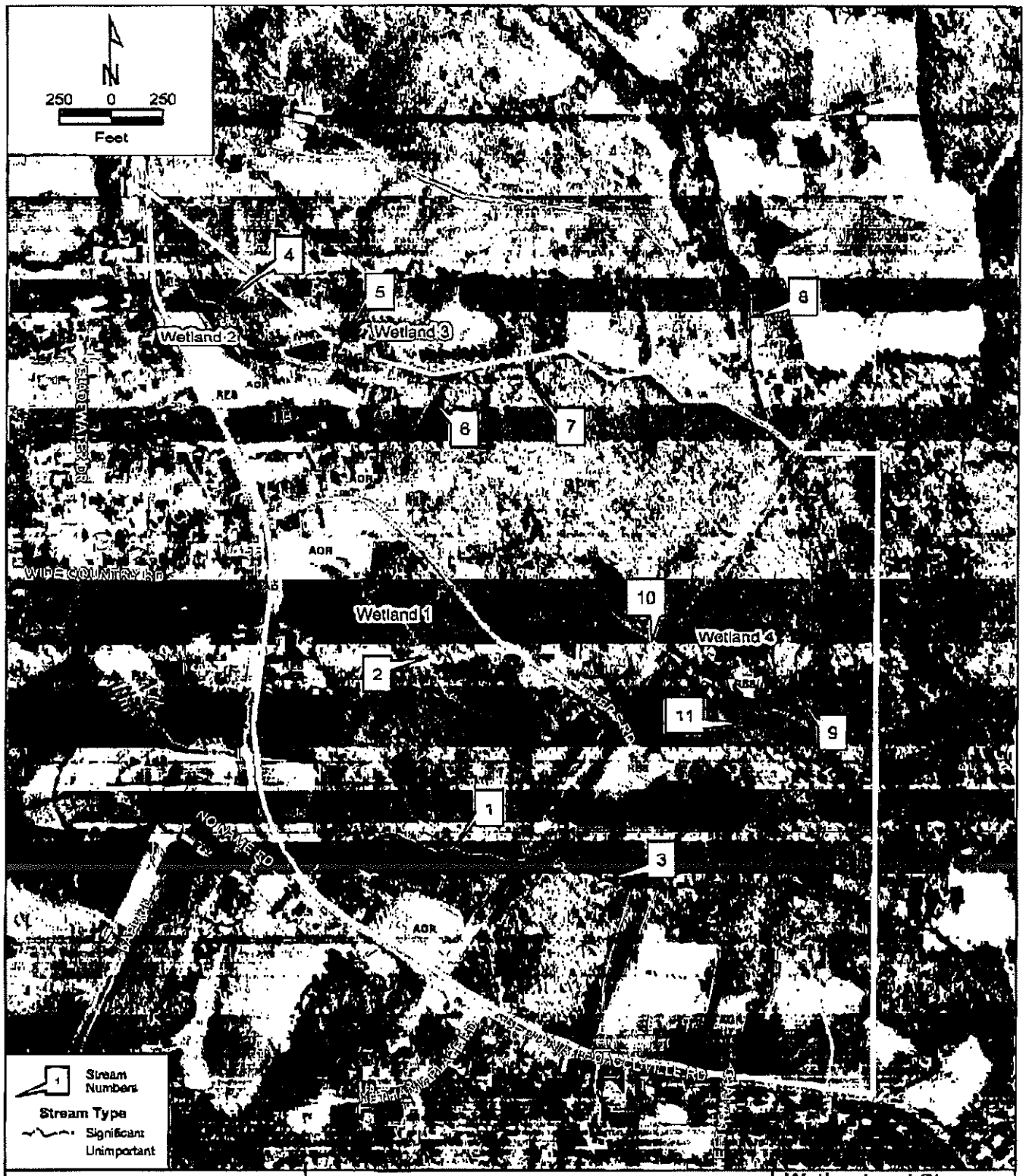
Placement of dredged or fill material in wetlands on this property without a Department of the Army Permit is in most cases a violation of Section 301 of the Clean Water Act (33 USC 1311). A permit is not required for work on the property restricted entirely to existing high ground. If you have any questions regarding the Corps of Engineers regulatory program, please contact Eric Alsmeyer **at telephone number** (919) 876 - 8441 extension 23.

Project Manager Signature Eric Alsmeyer

Date November 12, 2002 **Expiration Date** November 12, 2007

SURVEY PLAT OR FIELD SKETCH OF THE DESCRIBED PROPERTY AND THE WETLAND DELINEATION FORM MUST BE ATTACHED TO THE FILE COPY OF THIS FORM.

CF: E. Galamb, PBS&J (BY FAX)



North Carolina Department of Transportation

Winston - Salem Northern Beltway
TIP Project No. R - 2247

AOR Biotic Communities WET Wetlands Study Area

Wetland and Streams in the Bethania-Tobaccoville Interchange Area
Figure 1

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: NCDOT (TIP R-2247E)	File Number: 200320170	Date: November 12, 2002
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

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C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

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SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact: Mr. Eric C. Alsmeyer, Regulatory Project Manager U.S. Army Corps of Engineers, Wilmington District Raleigh Regulatory Field Office 6508 Falls of Neuse Road, Suite 120 Raleigh, North Carolina 27615-6814	If you only have questions regarding the appeal process you may also contact: Mr. Arthur Middleton, Administrative Appeal Review Officer CESAD-ET-CO-R U.S. Army Corps of Engineers, South Atlantic Division 60 Forsyth Street, Room 9M15 Atlanta, Georgia 30303-8801

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.	Date:	Telephone number:

DIVISION ENGINEER:
Commander
U.S. Army Engineer Division, South Atlantic
60 Forsyth Street, Room 9M15
Atlanta, Georgia 30303-3490

Rv

COPY

U.S. ARMY CORPS OF ENGINEERS
Wilmington District

Action ID: 200320170 **County:** Forsyth

NOTIFICATION OF JURISDICTIONAL DETERMINATION

Project Proponent:	NCDOT	**Agent:**	PBS&J
Address:	ATTN: Gregory J. Thorpe, Ph.D. Environmental Management Director, PDEA 1548 Mail Service Center Raleigh, NC 27699-1548		ATTN: Mr. Eric Galamb, PWS 3214 Spring Forest Road Raleigh, North Carolina 27616
Telephone No.:	(919) 733-7844, x218 (M. Dickens)		876-6888

Location of Property (Highway name/number, town, etc.): Preferred Alternative study area, as described in PBS&J's June 10, 2003 letter, for the Winston-Salem Northern Beltway, Western Section (R-2247); generally northwest of Winston-Salem, North Carolina.

Basis for Determination: The study area contains wetlands, and stream channels with indicators of ordinary high water marks, located adjacent to Little Creek, Silas Creek, Muddy Creek, Reynolds Creek, Tomahawk Creek, Bashavia Creek, Grassy Creek, and unnamed tributaries, in the Yadkin River drainage basin.

Indicate Which of the Following Apply:

____ There are waters of the U.S., to include wetlands, on the above described property which we strongly suggest should be delineated and surveyed. The surveyed wetland lines must be verified by our staff before the Corps will make a final jurisdictional determination on your property.

____ Because of the size of your property and our present workload, our identification and delineation of your wetlands cannot be accomplished in a timely manner. You may wish to obtain a consultant to obtain a more timely delineation of the wetlands. Once the consultant has flagged a wetland line on the property, Corps staff will review it, and, if it is accurate, we strongly recommend that you have the line surveyed for final approval by the Corps. The Corps will not make a final jurisdictional determination on your property without an approved survey.

X The waters of the U.S., to include wetlands, within the study area have been delineated, and the limits of the Corps jurisdiction have been explained to your consultant. The limits of the jurisdictional areas are accurate, as flagged in the field (and verified by field inspection on April 29, 2003), and as depicted in the figures in Appendix A of PBS&J's Draft Supplemental Natural Systems Technical Memorandum, submitted on June 10, 2003. Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

____ There are no waters of the U.S., to include wetlands, present on the above described property, which are subject to the permit requirements of Section 404 of the Clean Water Act (33 USC 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

Placement of dredged or fill material in wetlands on this property without a Department of the Army Permit is in most cases a violation of Section 301 of the Clean Water Act (33 USC 1311). A permit is not required for work on the property restricted entirely to existing high ground. If you have any questions regarding the Corps of Engineers regulatory program, please contact Eric Alsmeyer **at telephone number** (919) 876 - 8441 extension 23.

Project Manager Signature Eric Alsmeyer

Date August 28, 2003 **Expiration Date** August 28, 2008

SURVEY PLAT OR FIELD SKETCH OF THE DESCRIBED PROPERTY AND THE WETLAND DELINEATION FORM MUST BE ATTACHED TO THE FILE COPY OF THIS FORM.

CF: E. Galamb, PBS&J

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: NCDOT (TIP R-2247)	File Number: 200320170	Date: August 28, 2003
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

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Signature of appellant or agent.	Date:	Telephone number:

DIVISION ENGINEER:
Commander
U.S. Army Engineer Division, South Atlantic
60 Forsyth Street, Room 9M15
Atlanta, Georgia 30303-3490

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

December 1, 2003

MEMORANDUM

TO: Gregory J. Thorpe, Ph.D., Director
NCDOT Project Development & Environmental Analysis Branch

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

SUBJECT: Winston-Salem Northern Beltway Eastern Section, TIP Project U-2579, Alternative 7 Preferred Alternative

In reply to your correspondence dated September 12, 2003 regarding the chronology of events and agency meetings leading to the selection of Alternative 7 as the Preferred Alternative, NC Division of Water Quality has the following comments:

1. After reviewing the documentation, DWQ concurs with the selection of Alternative 7 as the least environmentally damaging practicable alternative (LEDPA).
2. This alternative will still be required to avoid and minimize environmental impacts.
3. The Winston-Salem Northern Beltway project should stay in the NEPA merger process.
4. The environmental documentation, including the analysis of indirect and cumulative impacts, should include the entire Winston-Salem Northern Beltway project (all sections).
5. The 404/401 permit application should encompass impacts from the entire project rather than a separate application for each section.

Thank you for requesting our input at this time. If you have any questions or require additional information, please contact Cynthia Van Der Wiele at (919) 733.5715.

Attachment

pc: Eric Alsmeyer, USACE Raleigh Field Office
Chris Militscher, USEPA
Marella Buncick, USFWS
Marla Chambers, NCWRC
File Copy

N. C. Division of Water Quality, 401 Wetlands Certification Unit,
1650 Mail Service Center, Raleigh, NC 27699-1650 (Mailing Address)
2321 Crabtree Blvd., Raleigh, NC 27604-2260 (Location)
(919) 733-1786 (phone), 919-733-6893 (fax), (http://h2o.enr.state.nc.us/ncwetlands)
Customer Service #: 1-877-623-6748

NCDENR

APPENDIX D

3. FEMA Coordination

Federal Emergency Management Agency

Washington, D.C. 20472

AUG 13 1999

IN REPLY REFER TO:
Case Number: 99-04-021R
Community Names: Forsyth County (Unincorporated Areas), and the City of Winston-Salem, North Carolina
Community Numbers: 375349 and 375360, respectively

Mr. Graham Pervier
Forsyth County Manager
Hall of Justice, Room 700
200 North Main Street
Winston-Salem, North Carolina 27101

Mr. Bryce Stuart
City of Winston-Salem Manager
P.O. Box 2511
Winston-Salem, North Carolina 27102

(104)

Dear Messrs. Pervier and Stuart:

This is in reference to an October 20, 1998, letter from Mr. Jeffrey P. Kopf, Erosion Control Engineer for the City of Winston-Salem, forwarding a request from the North Carolina Department of Transportation (NCDOT) for a conditional Letter of Map Revision (LOMR) for the proposed construction of the Winston-Salem Northern Beltway along Muddy Creek. We addressed this proposed project previously in our letter dated January 28, 1998. The proposed project, which will be located from a point approximately 3,350 feet downstream of U.S. Route 421 to a point approximately 300 feet upstream of U.S. Route 421, will consist of the replacement of two existing bridges over Muddy Creek for U.S. Route 421, construction of a new bridge across Muddy Creek for a ramp connecting the proposed beltway to U.S. Route 421, and the placement of fill for a ramp along Muddy Creek connecting the proposed beltway to U.S. Route 421. The area of the proposed project is shown on the Forsyth County and incorporated areas Flood Insurance Rate Map (FIRM) number 37067C0253 H, dated October 20, 1998.

We received the following data, prepared by the NCDOT, unless otherwise noted, in support of this request:

- a HEC-2 hydraulic backwater model, dated November 12, 1996, of the 10% (10-year), 2% (50-year), 1% (100-year), and 0.2% (500-year) annual chance floods and floodway for Muddy Creek, duplicating the model used to prepare the October 20, 1998, Flood Insurance Study (FIS) for Forsyth County and incorporated areas;
- a HEC-2 hydraulic backwater model, dated February 26, 1999, of the 10%, 2%, 1%, and 0.2% annual chance floods and floodway for Muddy Creek, reflecting existing conditions;

- a HEC-2 hydraulic backwater model, dated March 17, 1999, of the 10%, 2%, 1%, and 0.2% annual chance floods and floodway for Muddy Creek, reflecting proposed conditions;

- an untitled topographic map with spot elevations, dated July 1, 1999, at a scale of 1"=200', with a contour interval of 2 feet, showing the proposed 1% annual chance floodplain and floodway;

- a copy of FIRM numbers 37067C0253 H and 37067C0261 H, both dated October 20, 1998, annotated to reflect proposed conditions;

- a December 14, 1998, letter from Mr. Andrew T. Nottingham, P.E., of the NCDOT, including an evaluation of alternatives to the proposed project, which explains that, because of constraints with existing residential development, there are no feasible alternatives to the proposed project;

- copies of six letters from the NCDOT, all dated March 18, 1999, to the property owners affected by the proposed increases in the 1% annual chance water-surface elevations, notifying them of the increases;

- an October 20, 1998, letter from Mr. Kopf, stating that no structures will be impacted by the proposed increases in 1% annual chance water-surface elevations; and

- completed application/certification forms.

We received all data necessary to process this request by July 9, 1999.

To determine the changes in flood hazards caused by the proposed project, we must compare the hydraulic modeling reflecting the project (referred to as the proposed conditions model) to the hydraulic modeling used to prepare the FIS (referred to as the effective model). If substantial changes have occurred in the watershed since the effective model was developed, an existing conditions model must be developed to reflect these changes. This existing conditions model is then compared to the effective model and the proposed conditions model to differentiate the changes in flood hazards caused by updated conditions from those caused by the proposed project.

The existing conditions model used nine additional cross sections than the effective model. When compared to the effective model, the existing conditions model reflects both increases and decreases in the 1% annual chance water-surface elevations. The maximum increase of 0.22 foot occurs at U.S. Route 421. The maximum decrease of 0.32 feet occurs at a point approximately 1,230 feet downstream of U.S. Route 421

When we compared the existing conditions model to the proposed conditions model, we determined that the proposed project would cause increases in the 1% annual chance water-surface elevations, with a maximum increase of 0.52 foot, at a point approximately 580 feet downstream of U.S. Route 421.

We have reviewed the submitted data and determined that the proposed project meets the minimum floodplain management criteria of the National Flood Insurance Program (NFIP). If the project is built as proposed, a revision to the October 20, 1998, FIS and FIRM for Forsyth County and incorporated areas will be warranted. This revision will show the following effects, as shown by the aforementioned data.

1% Annual Chance Water-Surface Elevations

The 1% annual chance water-surface elevations for Muddy Creek will increase and decrease. The maximum increase will be 0.65 foot, at U.S. Route 421. The maximum decrease will be 0.26 foot at a point approximately 1,230 feet downstream of U.S. Route 421.

1% Annual Chance Floodplain

The 1% annual chance floodplain for Muddy Creek will narrow by a maximum of 600 feet at a point approximately 250 feet downstream of U.S. Route 421.

Floodway

The floodway for Muddy Creek will shift and widen. The floodway will widen by a maximum of 250 feet at a point approximately 3,000 feet downstream of U.S. Route 421.

Future revisions to the FIS and FIRM or restudies of the flood hazards in this area could modify this determination.

We based this determination on the 1% annual chance flood discharges computed in the October 20, 1998, FIS for Forsyth County and incorporated areas without considering subsequent changes in watershed characteristics that could increase flood discharges. Future development of projects upstream could cause increased flood discharges, which could cause increased flood hazards. A comprehensive restudy of your county's and city's flood hazards would consider the cumulative effects of development on flood discharges subsequent to the publication of the October 20, 1998, FIS for Forsyth County and incorporated areas and could, therefore, establish greater flood hazards in this area.

Your communities must approve all proposed floodplain development, including this proposed project, and ensure that permits required by Federal and/or State law have been obtained. State, county, or city officials may set higher standards for construction or may limit development in floodplain areas, based on knowledge of local conditions and in the interest of safety. If the State of North Carolina, Forsyth County, or the City of Winston-Salem has adopted more restrictive or comprehensive floodplain management criteria, those criteria take precedence over the minimum NFIP requirements.

When your communities request a map revision to reflect the effects of the completed project, a copy of a public notice stating Forsyth County's and the City of Winston-Salem's intent to modify the floodway, or a statement by the communities that they have notified all affected property owners and affected adjacent jurisdictions of the modification to the floodway, must be submitted in compliance with NFIP regulations Subparagraph 65.7(b)(1).

NFIP regulations Section 65.3 states that when a community's Base (1% annual chance) Flood Elevations (BFEs) increase or decrease because of physical changes that affect flooding conditions, the community must submit technical or scientific data to the Federal Emergency Management Agency (FEMA) that substantiate these changes. The community must submit such data as soon as possible, but no later than 6 months after such data become available, so that FEMA can base risk premium data and floodplain management requirements on current information.

Instead of issuing a LOMR, we may incorporate the effects of the completed project into the FIS and FIRM through a physical map revision, which entails revising and republishing the FIS and FIRM. A physical map revision, because it involves preparing preliminary versions of the revised FIS and FIRM for community review, takes considerably longer than the issuance of a LOMR; however, it provides due process to property owners who may be affected by increased BFEs, floodways, or 1% annual chance floodplains.

Upon completion of the proposed project, your county and city should request a revision to the October 20, 1998, FIS and FIRM. The revision request should be submitted to our Regional Office in Atlanta, Georgia, and include the data listed below.

1. Evidence of compliance with NFIP regulations Paragraph 65.4(b), which states that "all requests for changes to effective maps . . . must be made in writing by the community's Chief Executive Officer (CEO) or an official designated by the CEO. Should the CEO refuse to submit such a request on behalf of another party, we will agree to review the request only if written evidence is provided indicating the CEO or designee has been requested to do so."

2. As-built plans of the project, certified by a registered professional engineer.

3. HEC-2 hydraulic backwater models of the 10%, 2%, 1%, and 0.2% annual chance floods and floodway for Muddy Creek, representing as-built conditions. The elevations in the as-built HEC-2 models must coincide with the FIS elevations at the upstream and downstream ends of the project.

4. Water-surface profiles of the 10%, 2%, 1%, and 0.2% annual chance floods for Muddy Creek, reflecting as-built conditions.

5. Delineation of the 1% and 0.2% annual chance floodplain boundaries and floodway, and the locations and alignment of the cross sections and flow line used in the hydraulic model.

    a. Please show this information on a certified map of suitable scale and topographic definition to provide reasonable accuracy.

    b. Label all items for easy cross-referencing to the hydraulic model and summary data.

6. Evidence of compliance with NFIP regulations Subparagraph 65.7(b)(1) regarding floodway modification, as previously discussed.

7. Property owner acceptance of the increased 1% annual chance water-surface elevations. Property owner acceptance of the increase is required for the LOMR to take effect on the date of issuance. Without such acceptance, finalizing a revision to reflect the effects of the completed project may be delayed to allow for public review and comment.

If the project is built as proposed, you do not have to resubmit items 3 and 4; otherwise, please resubmit them. If the effects of the project are incorporated into the FIS and FIRM through a physical map revision, you do not need to submit property owner acceptance because the physical map revision process includes a comment period during which property owners can submit their concerns about the revision to the FIS and FIRM.

We have enclosed a copy of our application/certification forms for your reference. Typically, we do not require these forms if the project is completed as proposed. The enclosed document, titled "Requirements for Submitting Application/Certification Forms to Support Requests for NFIP Map Revisions," describes in detail the circumstances under which the forms are required.

The NFIP is not funded by taxes; rather, its expenses are borne by policyholders. To minimize the financial burden on our policyholders, FEMA has established a flat processing fee for review of proposed projects and requests for revisions to published flood information and maps. Currently the fee for an as-built LOMR request in follow-up to this conditional LOMR is $3,400, which must be received before we can begin processing. This fee represents the new fee schedule effective March 1, 1999. Please note that the fees are subject to change, and the fee for the follow-up LOMR may change between the date of this letter and the date that the follow-up LOMR is submitted. If items 3 and 4 listed above must be resubmitted, the review and processing fee could be higher. Your payment must be a check or money order made payable to the National Flood Insurance Program and should be forwarded to:

Federal Emergency Management Agency
Fee Charge System Administrator
P.O. Box 3173
Merrifield, Virginia 22216

Once we receive the items listed above, including the processing fee, complete our review, and verify that the completed project meets all applicable NFIP standards, we will revise the FIS and FIRM for Forsyth County and incorporated areas to incorporate the effects of the completed project, as appropriate.

Part 65 of the enclosed NFIP regulations further describes the nature and extent of the material needed to support a request to revise a FIS and FIRM. Your compliance with the criteria outlined in this document will streamline our review, allowing us to expeditiously revise the FIS and FIRM for Forsyth County and incorporated areas.

If you have any questions, please do not hesitate to contact the Director, Mitigation Division of the Federal Emergency Management Agency in Philadelphia, Pennsylvania, at (215) 931-5512, or me at our Headquarters Office in Washington, D.C., at (202) 646-3932, or by facsimile at (202) 646-4596.

Sincerely,

John F. Magnotti III
Project Engineer
Hazards Study Branch
Mitigation Directorate

For: Matthew B. Miller, P.E., Chief
Hazards Study Branch
Mitigation Directorate

cc: Mr. Jeffrey P. Kopf
Mr. Andrew T. Nottingham, P.E.
State Coordinator

APPENDIX D

4. NEPA/404 Merger Coordination

Kimley-Horn
and Associates, Inc.

Meeting Minutes

Winston-Salem Northern Beltway – Eastern Section Extension
U-2579A Concurrence Point 1
February 8, 2001

P.O Box 33068
Raleigh, North Carolina
27636-3068

FHWA
Felix Davila

US Army Corps of Engineers
Eric Alsmeyer
Jean B. Manuele

USEPA
Ted Bisterfield (via telephone)

USFWS
Marella Buncick (via telephone)

NCDWQ
Cynthia Van der Wiele

NCWRC
David Cox
Mary Ellen Huggard

NCDOT
Missy Dickens, PDEA (via telephone)
Tom Kendig, PDEA
Roy Shelton, PDEA
Kathy Lassiter, Roadway Design
Jay Bennett, Roadway Design
Bruce Payne, Roadway Design
Larry Meisner, Kimley-Horn
Jeff Moore, Kimley-Horn

The purpose of the meeting was to 1) obtain agreement on Concurrence point 1: Purpose and Need, and 2) to provide information and obtain input regarding preliminary alternatives to be studied prior to determining feasible and reasonable alternatives for detailed study.

Larry Meisner briefly discussed the project history and described the revisions to the Purpose and Need Technical Memorandum based on comments made at the July 2000 meeting. Copies were distributed to those who had not received the document. The signature sheet, which summarized the project purpose and need, was also distributed. In addition to providing additional material requested by the team members and changing the emphasis of the project need elements, the major change to the document was related to traffic volumes. This latest document includes traffic volumes that were generated assuming 4 lanes in place on US 52 in the future (the earlier volumes assumed 8 lanes in place) and included "No-Build" traffic volumes. This newest information supports the premise that the project will provide traffic relief to US 52 and other major arterial roads in Winston-Salem. After a brief discussion, all those attending the meeting, including those attending by telephone agreed to sign the signature sheet for Concurrence Point 1. The signed sheet is enclosed with this memorandum, as is the Technical Memorandum.

TEL 919 677 2000
FAX 919 677 2050

As part of the second portion of the meeting, Larry Meisner reviewed the preliminary alternatives developed to date using a map on the wall and another map on the table. Missy Dickens and Marella Buncick had a map they could refer to. It was noted that the red (middle) alignment had been designated as preferred in the 1996 feasibility study, but that that study was not part of the NEPA process. There is currently no preferred alternative. The following comments and requests for changes to the preliminary alternatives were noted:

- Consider shifting the red (middle) alternative to the west at US 311 to reduce impacts to Muddy Creek.

- Consider shifting the blue (Oak Grove) alternative to the west and the red (middle) alternative to the east at I-40 to minimize impacts to Fiddlers Creek.

- Discuss the preliminary alternatives with the Winston-Salem MPO.

- Consider the implications of an extension of the project to the south of US 311. Mr. Meisner noted that such a route is not shown on the adopted thoroughfare plan and will not be studied as part of this project. If a southern loop were proposed, it would have to analyze the feasibility of extending this project.

- Transit is not included in this project per se, but will be included in preliminary alternatives.

- An alternative well to the east of those shown on the map does not need to be evaluated, but it should be mentioned in the alternatives report along with the reasons for its elimination from further study.

- The interchange at Kernersville Road is not essential to the purpose and need for this project, and could be eliminated from this project to minimize impacts if the community and MPO do not view local access as a priority.

- Wetlands will be delineated once the feasible and reasonable alternatives have been developed. Impact on local land use plans, where they exist, also will be evaluated following development of feasible and reasonable alternatives.

- Following the meeting, Ms. Van der Wiele requested that impacts to routes used by bicyclists be considered, specifically relating the Oak Grove alternative.

If you have any additions or corrections to the above meeting notes, please contact Missy Dickens at 919-733-7844 extension 218.

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No.1 - Purpose and Need.

Project No./TIP No./Name/Description: Action ID 20002147 4

TIP No. U-2579A, Federal Aid Project NHF-0918(14), State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 5 Miles, from US 421/I-40 Business East of Winston-Salem to US 311
Forsyth County, North Carolina

Purpose and Need of Proposed Project:

The purpose of the proposed Winston-Salem Northern Beltway, Eastern Section Extension is to satisfy the identified transportation need for a freeway connection between US 421/I-40 Business and US 311 as well as to provide a logical point of terminus for the Northern Beltway, Eastern Section. To that end, the proposed project is anticipated to do each of the following:

- Provide roadway system linkage and continuity
- Reduce traffic congestion and carry future traffic at an acceptable level of service
- Enhance safety
- Be compatible with adopted transportation and land use plans
- Provide a route for the I-74 corridor

The Project Team concurred on this date of 2/8/2001 with the purpose of and need for the proposed project as stated above.

USACE Eric C Alsmeyer	NCDOT John R Kenney
USEPA _____	USFWS _____
NMFS n/a	NPS n/a
DCM n/a	NCDWQ Cynthia F. Van Der Wiele
NCWRC Nicole Hagerd	NCDCR _____
NCDMF n/a	FHWA Filip Ilic

Kimley-Horn
and Associates, Inc.

Meeting Minutes

Winston-Salem Northern Beltway – Eastern Section Extension
U-2579A Concurrence Point 2
April 18, 2001

P.O Box 33068
Raleigh, North Carolina
27636-3068

FHWA
Felix Davila

US Army Corps of Engineers
Eric Alsmeyer
Richard Spence

USEPA
Ted Bisterfield (via telephone)

USFWS
Marella Buncick

NCDWQ
Cynthia Van der Wiele

NCWRC
David Cox
MaryEllen Haggard

NCDOT
Missy Dickens, PDEA
Tom Kendig, PDEA
Bruce Payne, Roadway Design
Larry Meisner, Kimley-Horn
Beth Reed, Kimley-Horn
Jeff Moore, Kimley-Horn

The purpose of the meeting was to obtain agreement on Concurrence Point 2: Alternatives.

Project team members had previously received copies of the draft preliminary alternatives report, dated April 2001. Larry Meisner briefly reviewed the development and evaluation of the preliminary alternatives. Missy Dickens reviewed the results of coordination with the Winston-Salem MPO. Preliminary construction alternatives had been presented at the February 8 meeting and revised based on comments made at that meeting. The findings and conclusions of the report were that the no-build, TSM, transit, and improve existing roads alternatives did not satisfy the project purpose and need. The no-build alternative would be retained for comparison with the build alternatives. Two construction alternatives were studied but eliminated. The alternative of moving the US 311 interchange to the west was eliminated due to its impact on the existing Ridgewood Road interchange and surrounding land uses and out-of-direction travel. Another alternative that involved moving the alignment far to the east was eliminated due to impacts to Glenn High School and to Abbots Creek. Initially, it was recommended that all of the northern alternatives (N1, N2, N3, and N4) be retained for detailed study, since none of them had "fatal flaws." The S1A alternative had been developed based on comments at the previous meetings to reduce impacts to streams to the northeast of the I-40 interchange, but resulted in greater impacts to Fiddlers Creek northwest of the interchange. It was recommended that it be dropped from the study alternatives. Based on further discussion (see below), N4 also was eliminated from the study alternatives.

TEL 919 677 2000
FAX 919 677 2050

The following comments and requests for changes to the alternatives to be studied were noted:

- Because the study team had previously recommended a shift in N4 to avoid stream impacts, and because the shift resulted in greater impacts, N4 should be eliminated from the study alternatives. Dropping N4 was approved by the group.
- Impact to farms should be included in the evaluation of alternatives. It was agreed that the SDEIS would include that item in the evaluation.
- Representatives from the Winston-Salem MPO were invited to this meeting.
- In a previous meeting, representatives from Winston-Salem concurred with the alternatives. They did not favor eliminating the interchange with Kernersville Road because it is the only location at which local access could be provided.
- Winston-Salem may seek to modify its thoroughfare plan to include extending the Beltway south of US 311. The extension is not included in this project.

The remaining alternatives include N1, N2, N3, S1, and S2. The following combinations of alternatives will be retained for study in the SDEIS:

N1-S1, N1-S2, N2-S1, N2-S2, N3-S1, N3-S2

All team members present signed the concurrence form. The next meeting of the study team will take place following study and evaluation of the detailed alternatives, and their documentation in the SDEIS. The purpose of that meeting will be to select the preferred alternative.

If you have any additions or corrections to the above meeting notes, please contact Missy Dickens at 919-733-7844 extension 218.

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:
TIP No. U-2579A
Federal Aid Project BRSTP-2832(1)
State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 5 Miles Long, from US 421/I-40 Business East of Winston-Salem to US 311, in Forsyth County, North Carolina

Alternatives to be studied in detail in the NEPA document:

1. N1-S1
2. N1-S2
3. N2-S1
4. N2-S2
5. N3-S1
6. N3-S2

The Project Team has concurred on this date of April 18, 2001 with the "alternatives to be studied in detail" in the NEPA document as stated above.

USACE _____	NCDOT _____
USEPA _____	USFWS _____
NMFS n/a	NPS n/a
DCM n/a	NCDWQ _____
NCWRC _____	NCDCR _____ Eliminate interchange at Kernersville Road
NCDMF n/a	FHWA _____

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:
TIP No. U-2579A
Federal Aid Project BRSTP-2832(1)
State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 5 Miles Long, from US 421/I-40 Business East of Winston-Salem to US 311, in Forsyth County, North Carolina

Alternatives to be studied in detail in the NEPA document:

1. N1-S1
2. N1-S2
3. N2-S1
4. N2-S2
5. N3-S1
6. N3-S2

The Project Team has concurred on this date of April 18, 2001 with the "alternatives to be studied in detail" in the NEPA document as stated above.

USACE _____ NCDOT _____

USEPA _____ USFWS _____

NMFS n/a NPS n/a

DCM n/a NCDWQ _____

NCWRC _____ NCDCR _____

NCDMF n/a FHWA _____

APPENDIX D

5. 1995 Project U-2579 DEIS Comments

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

OCT 13 '95

ER 95/734

Mr. Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
P.O. Box 26806
Raleigh, North Carolina 27601

Dear Mr. Graf:

This is in regard to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement for Winston-Salem Northern Beltway (Eastern Section), From US 52 North of Winston Salem to US 421/I-40 Business East of Winston-Salem, Forsyth County, North Carolina.

This is to inform you that the Department will have comments, but will be unable to reply within the allotted time. Please consider this letter as a request for an extension of time in which to comment on the statement.

Our comments should be available about mid-December 1995.

Sincerely,

Lillian K. Stonefox

Terence N. Martin, Team Leader
Natural Resources Management
Office of Environmental Policy & Compliance

cc: Mr. H. Franklin Vick, P.E.
Manager
Planning and Environmental Branch
North Carolina Division of Highways
P. O. Box 25201
Raleigh, North Carolina 27611

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OCT 19 1995
PLANNING
ENVIRONMENTAL BRANCH

SRADY

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C 20240

ER-95/734

JAN 23 1996

RECEIVED
JAN 29 1996
PLANNING & ENVIRON.

Mr. Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
Post Office Box 26806
Raleigh, North Carolina 27601

Dear Mr. Graf:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement for Winston-Salem Northern Beltway (Eastern Section), From US 52 North of Winston Salem to US 421/I-40 Business East of Winston-Salem, Forsyth County, North Carolina.

The Environmental Statement indicates that no Section 4(f) resources will be impacted by the proposed project. Nonetheless, we recommend continued cooperation and coordination with the State Historic Preservation Officer in order to ensure that no historic and archeological resources are being impacted after the selection of the Preferred Alternative.

Should any of these resources be affected, a Memorandum of Agreement (MOA) should be prepared to include measures to avoid or minimize harm to historic and archeological resources, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. Also, a signed copy of the MOA should be included in the final statement. Therefore, the Department of the Interior has no objection to the proposed project.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc: Mr. H. Franklin Vick, P.E.
North Carolina Department of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611

CC: Davis/Bissett

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER 95/734

FEB 12 1996

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FEB 16 1996
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL BRANCH

Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
Post Office Box 26806
Raleigh, North Carolina 27601

Dear Mr. Graf:

The Department of the Interior wishes to amend its comments of January 23, 1996, on the draft environmental impact statement (DEIS) for Winston-Salem Northern Beltway (Eastern Section), from US 52 North of Winston-Salem to US 421/I-40 Business East of Winston-Salem, Forsyth County, North Carolina. If it is still possible within your process to consider the following additional comments, please do so.

According to the DEIS, this project will involve the construction of a multi-lane freeway on a new location east of Winston-Salem, beginning at US 52 and extending approximately 12 miles to the north of US 421/I-40 Business. The study area includes several streams within the Yadkin-Pee Dee River basin, including Grassy Creek, Rough Fork, Trick Um Creek, Buffalo Creek, Fivemile Branch, Frazier Creek, Mill Creek, Lowery Mill Creek, Martin Mill Creek, Kerners Mill Creek, and Smith Creek. A majority of the wetlands identified in the study area are associated with the alluvial floodplains of these creeks.

Two construction alternatives--eastern and western--are evaluated in the DEIS. The eastern alternative will involve 20 stream crossings, the loss of approximately 386.4 acres of forested habitat and impacts to 7.7 wetland acres. The western alternative will involve 22 stream crossings, the loss of 344.4 acres of forested habitat and adverse impacts to 7.1 wetland acres. The purpose of this project is to improve the level of service in this particular area and to help complete the entire Winston-Salem urban loop.

Our Fish and Wildlife Service (FWS) prefers the no-build alternative because it is the least environmentally damaging in terms of wildlife habitat loss, degradation, and fragmentation of both wetland and upland areas. However, we do not object to the selection of the eastern or western alternatives since they are relatively similar in terms of environmental impacts.

The FWS found the DEIS to be thorough and well-written. The document properly highlights the importance of fish and wildlife and wetland values in the project area. The FWS particularly appreciated the documentation on the decision to avoid widening the existing NC 66 and concurs that this alternative does not appear to meet project needs. However, we were disappointed with the section on protected species. The FWS concurs that there is no "prime red-cockaded woodpecker foraging and nesting habitat" in the study area. We also concur with the statement that "no recorded populations of the federally endangered small-anthered bittercress (Cardamine micranthera) are known to occur in Forsyth County, but its presence cannot be ruled out due to potential habitat in the study area."

While we appreciate that "upon selection of the preferred alternative, surveys for this species will be conducted at stream crossings during the spring," we encourage that surveys for the federally protected small-anthered bittercress be conducted as soon as possible so this information can be considered in the alternatives analysis process. At a minimum, the preferred corridor should be surveyed so that results can be presented in the final EIS. Finally, we encourage the North Carolina Department of Transportation to include any Federal species of concern in future surveys, e.g., bog turtle (Clemmys muhlenbergii); if potential habitat exists within the corridor. These species may be listed in the future, at which time they will be protected under the Act, which could affect this project.

The following recommendations pertain to both of the build alternatives:

Stream Crossings: The FWS appreciates that construction activities will include implementation of best management practices to minimize sedimentation and erosion and that "temporary erosion control devices such as silt fences, rock check dams, silt basins, and stilling basins to collect suspended sediments, and the diversion of stream flows during the construction of water crossings" will be included in the sedimentation and erosion control plan. The FWS recommends that the following also be implemented with regard to stream crossings and associated culvert/pipe extensions:

1. New culverts and culvert extensions should be buried 1 foot into the substrate, where possible, in order to facilitate fish passage and prevent silt from depositing near each culvert.

2. If concrete is used during culvert construction, a dry work area should be maintained to prevent direct contact between curing concrete and stream water. Uncured concrete affects water quality and is toxic to fish and other organisms.

3. Grading and backfilling should be minimized, and tree and shrub growth should be retained, if possible, to ensure the long-term availability of shoreline cover for fish and wildlife. Backfill materials should be obtained from upland sites.

The FWS especially appreciates that this project will not involve any stream relocations.

Riparian Habitat Protection: The FWS noted that the floodplain forests associated with Kerners Mill Creek and Martin Mill Creek were extensive and relatively undisturbed. The FWS encourages consideration of large spanning structures (e.g., riparian overpasses) at these particular stream crossings that would provide wildlife corridors and would minimize wetland impacts. The FWS encourages consideration of these floodplain areas as part of the City of Winston-Salem/Forsyth County's Greenway System.

Wetland Mitigation: The FWS appreciates that a conceptual mitigation plan will be included in the final EIS. The mitigation plan should identify possible mitigation sites within the general project area, if available.

We hope these comments will be of further assistance.

Sincerely,

Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

cc: H. Franklin Vick, P.E.
North Carolina Department of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611

PUBLIC INVOLVEMENT
RECEIVED

JAN 29 1996

CITY-COUNTY PLANNING BOARD
OF FORSYTH COUNTY AND WINSTON-SALEM, NORTH CAROLINA

101 N. MAIN ST. · P.O. BOX 2511 · WINSTON-SALEM, N.C. 27102
910-727-2087 FAX 910-727-2880 TDD# 910-727-8319

January 26, 1996

Mr. C.B. Goode, Jr., P.E.
Public Hearing Officer
N.C. Department of Transportation
P.O. Box 25201
Raleigh, NC 27611-5201

Dear Mr. Goode:

Vision 2005, The Comprehensive Plan for Forsyth County and Winston-Salem, North Carolina supports the concept of Building the Northern Beltway. Particularly, the eastern leg of the Northern Beltway has emerged as a vital transportation need as Forsyth County asserts its role as a leader and partner in the growing Triad Region. With greater Triad orientation, however, comes also a responsibility for Forsyth County to preserve and protect those environmental qualities which distinguish our community from the rest of the region and the country.

As you and Kimly, Horne, and Associates decide upon the preferred alternative for the Eastern Beltway Section the Planning Board asks that you carefully consider and act judiciously upon the following issues and concerns:

* Preserve the integrity of the Salem Lake watershed by minimizing the impacts upon sensitive environmental areas and limit, to the greatest extent possible, areas disturbed by construction.

* Locate the beltway inside the sewer service area of the Muddy Creek Basin which generally lies southwest of NC 66.

* Accommodate the emerging industrial corridor along US 52 and the growing transportation needs of US 52 / I-74 by designing the beltway (especially bridges) to accommodate a minimum of six lanes.

* Design the interchange at Business I-40 to facilitate the beltway extension to I-40 and US 311 south.

* Provide a location along the beltway for an interchange to connect a future controlled access highway to Piedmont Triad International Airport at NC 68.

* Design beltway and beltway interchanges to facilitate traffic movement and not to promote commercial development.

* Work closely with local economic development officials to accommodate potential new industrial sites near the beltway and provide frontage roads or other means of vehicular access to them.

* Build brick noise barriers with attractive landscaping.

* Design bridges at interchanges to accommodate bicycle crossings.

* Retain natural areas along the beltway and design new naturalized landscape areas in medians, interchanges and other locations using wild flowers and native plant materials.

Given that traffic volumes along US 52 are nearing 100,000 vpd and that I-74 projections show further substantial increases, we urge you to move forward quickly with selecting the preferred corridor so that right-of-way protection and orderly growth of the corridor can take place.

The Eastern Section of the Northern Beltway was considered at the January 25, 1996 Planning Board Work Session meeting, and the Planning Board voted unanimously to send you these recommendations.

Sincerely,

James E. Yarbrough, Jr., AICP
Director of Planning

pc: Transportation Advisory Committee
Brent McKinney, Director
WSDOT

eastbelt.wp

STATE OF NORTH CAROLINA	)	
	)	RESOLUTION OPPOSING THE EASTERN SECTION
COUNTY OF FORSYTH	)	OF THE PROPOSED NORTHERN BELTWAY
	)	PROJECT
TOWN OF WALKERTOWN	)	

WHEREAS, Forsyth County Transportation Improvement Plan includes a Northern Beltway Project, and;

WHEREAS, the proposed eastern section of this proposed Northern Beltway Project would intersect the town of Walkertown in the Williston Road area, and;

WHEREAS, the Williston Road area is a developed residential area, and;

WHEREAS, the Walkertown Town Council feels that it would be more advantageous to the Town to have this eastern section running north of the Town of Walkertown to intersect with Business I-40 at a point east of the Town of Kernersville, and;

THEREFORE, BE IT RESOLVED, that the Walkertown Town Council hereby opposes the proposed eastern section of the Northern Beltway Project and that the Council favors an eastern section which would run north of the Town of Walkertown and to intersect with business I-40 at a point east of the Town of Kernersville.

RESOLVED AND ADOPTED, this the 11th day of April, 1995.

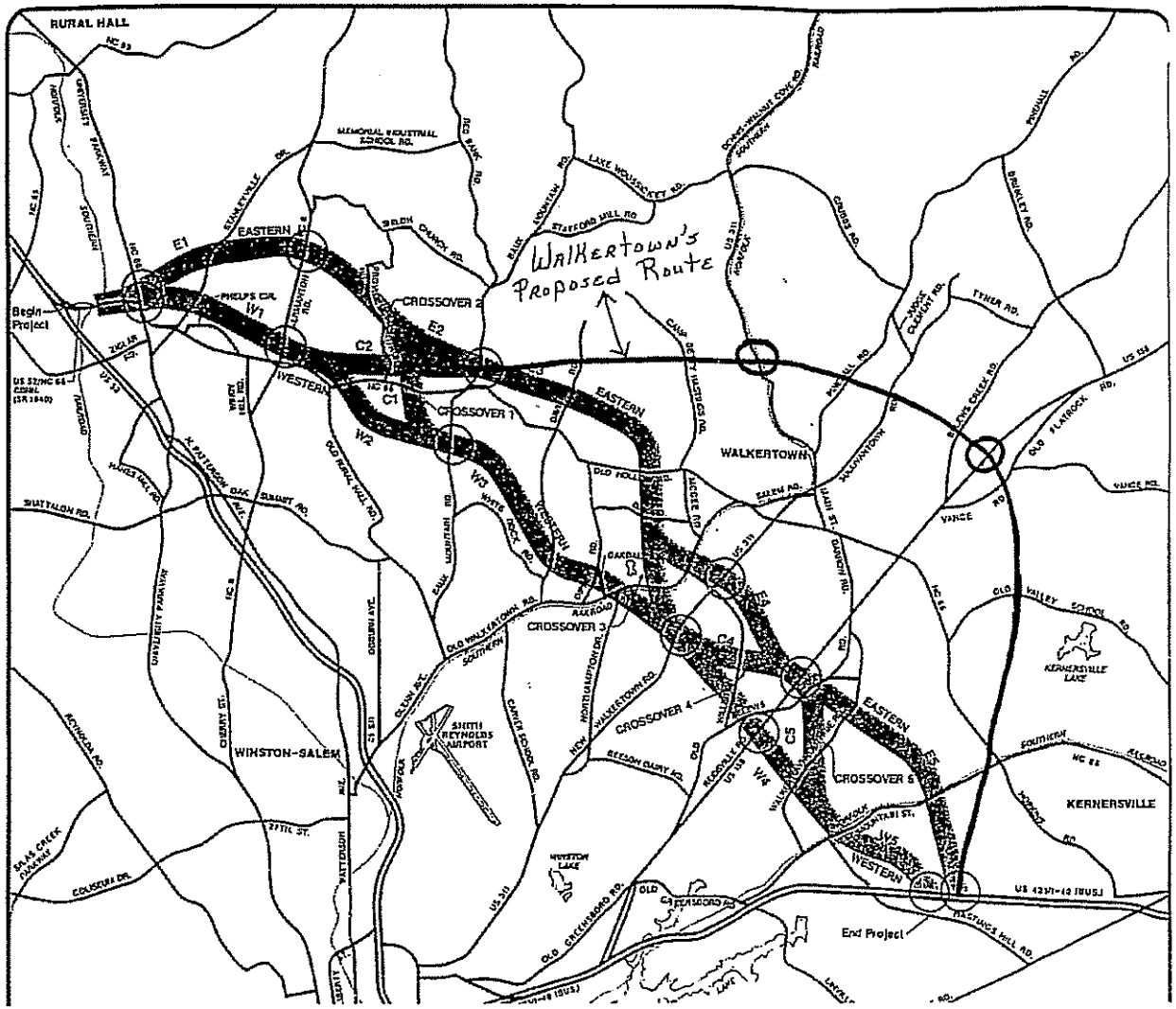
ATTEST BY: **TOWN OF WALKERTOWN:**

BY: Rebecca L. Mitchell
Rebecca L. Mitchell
Town Clerk

BY: E. A. Jumper
E. A. Jumper
Mayor

THE TOWN OF WALKERTOWN · NORTH CAROLINA · 1984

TIP No. U-2579
WINSTON-SALEM NORTHERN BELTWAY
(EASTERN SECTION)
DOT's PROPOSED ROUTE



North Carolina Wildlife Resources Commission

512 N. Salisbury Street, Raleigh, North Carolina 27604-1188, 919-733-3391
Charles R. Fullwood, Executive Director

MEMORANDUM

TO: Melba McGee
Office of Policy Development, DEHNR

FROM: David Cox, Highway Project Coordinator
Habitat Conservation Program

DATE: January 3, 1995

SUBJECT: Request for information from the N. C. Department of Transportation (NCDOT) regarding fish and wildlife concerns for the extension of the Winston-Salem Northern Beltway (Eastern Section) from I-40 Business to US 311, Forsyth County, North Carolina, TIP No. U-2579, SCH Project No. 95-0363.

This memorandum responds to a request from Mr. H. Franklin Vick of the NCDOT for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements, and our comments are provided in accordance with 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).

At this time the NCWRC has no specific recommendations or concerns regarding the subject project. However, to help facilitate document preparation and the review process, our general informational needs are outlined below:

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 Natural Heritage Program
N. C. Division of Parks and Recreation
P. O. Box 27687
Raleigh, N. C. 27611
(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. The need for channelizing or relocating portions of streams crossed and the extent of such activities.

3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages 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 (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.

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

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

6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.

7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.

8. 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 for this project. If we can further assist your office, please contact David Cox, Highway Project Coordinator, at (919) 528-9886.

cc: David Sawyer, District 7 Wildlife Biologist
Joe Mickey, District 7 Fisheries Biologist
Randy Wilson, Nongame/Endangered Species Program Mgr.
David Dell, U. S. Fish and Wildlife Service, Raleigh

cc: Davis/Bissel

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

November 3, 1995

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook
Deputy State Historic Preservation Officer

SUBJECT: Winston-Salem Northern Beltway (Eastern Section), Forsyth County, U-2579, State Project 6.628002T, 96-E-4220-0247

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NOV 07 1995
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL BR.

We have received the Draft Environmental Impact Statement (DEIS) for the above project from the State Clearinghouse and would like to comment.

The description of the John and Matthew Clayton Houses on p. III-17 states that the historic property consists of approximately fifteen acres. There is a discrepancy between that figure, the eleven acres that the survey report proposed, and the approximately twenty-five acres that we believe should be included within eligible boundaries (see our letter of August 2, 1995). Please resolve this discrepancy in the final EIS. We would also like to note that we have not been consulted about the effects of the project on the Clayton Farm or the John and Charles Fries Day Farm, properties eligible for the National Register of Historic Places. Therefore, we cannot concur with the findings of effect on page IV-10 in the DEIS at this time.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comments, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

DB:slw

cc: State Clearinghouse
N. Graf
B. Church
Forsyth County Joint Historic Properties Commission

109 East Jones Street • Raleigh, North Carolina 27601-2807

APPENDIX D

6. Project U-2579A Scoping Comments

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

NCDENR

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

MEMORANDUM: August 9, 2001

TO: Melba McGee

FROM: David Harrison

SUBJECT: Winston-Salem Northern Beltway, Eastern Section Extension from US 421.I-40 Business East of Winston-Salem to US 311 (Forsyth County). Project number 02E-0058.

The environmental assessment should include information on adverse impacts to Prime or Statewide Important Farmland.

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/ENR/DSWC/

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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
August 18, 2001

MEMORANDUM

TO: Melba McGee, Office of Legislative Affairs

FROM: Bill Pickens, NC Division Forest Resources

SUBJECT: DOT scoping for the proposed Winston-Salem Northern Beltway, Eastern Section

PROJECT #: 02-0058 & TIP # U-2579 A

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

1. *Woodlands will likely be impacted by the project.* To evaluate the scope and significance of the impacts to forest resources we need the total forest land acreage by timber type removed or taken out of forest production as a result of the project. Age of the stands, height, diameters, and stocking levels would be helpful. 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. To evaluate the permanent loss of potential productivity, a listing of the forest's site quality index based on the soil series should be provided. This information is provide in the Soil Survey for Forsyth County or can be calculated by on-site measurement.

3. 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. Typically NCDOT leaves disposal of wood products up to the contractor. We feel this policy results in needless waste of a valuable natural resource and that specific contract provision requiring clearing contractors to utilize timber products should be adopted.

4. If woodland 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. Forsyth County is a non-high hazard county, and G.S. 113-60.24 requiring a regular burning permit would apply.

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 provide comment on the document and look forward to future correspondence. We encourage efforts that avoid or minimize impacts to forest resources during the final planning of this project.

cc: Warren Boyette

Northwest Piedmont Council of Governments

Matthew L. Dolge
Executive Director
(336) 761-2111
FAX (336) 761-2112

4 AUG 2001 Received Town of Kernersville

Intergovernmental Review Process
400 West Fourth Street, Suite 400
Winston-Salem, NC 27101

REVIEW & COMMENT FORM

The State Clearinghouse sent us the enclosed information about a proposal which could affect your jurisdiction. Please circulate it to the people you believe need to be informed.

If you need more information about the proposal, please contact the applicant directly. You may also contact Ms. Chrys Baggett, Director of State Clearinghouse, (919)733-7232.

If you wish to comment on the proposed action, complete this form and return it to the NWPCOG office by **August 21**. Please use the enclosed envelope.

Your comments will be forwarded to the State Clearinghouse to be included in a recommendation to the proposed funding agency.

State Application Number 02-E-4220-0058 Northern Beltway Eastern Section Extension

Commenter's Name & Title Mr. Randy McCaslin, Town Manager

Representing Kernersville Phone (336) 996-3121

Mailing Address Post Office Box 728, Kernersville, NC 27285

Randy E. McCaslin — Signature

8/9/01 — Date

[✓] I support this application.

COMMENTS: (You may attach additional sheets.)

Northwest Piedmont
Council of Governments

Matthew L. Dolge
Executive Director

(336) 761-2111
FAX (336) 761-2112

Intergovernmental Review Process
400 West Fourth Street, Suite 400
Winston-Salem, NC 27101

REVIEW & COMMENT FORM

The State Clearinghouse sent us the enclosed information about a proposal which could affect your jurisdiction. Please circulate it to the people you believe need to be informed.

If you need more information about the proposal, please contact the applicant directly. You may also contact Ms. Chrys Baggett, Director of State Clearinghouse, (919)733-7232.

If you wish to comment on the proposed action, complete this form and return it to the NWPCOG office by **August 21**. Please use the enclosed envelope.

Your comments will be forwarded to the State Clearinghouse to be included in a recommendation to the proposed funding agency.

State Application Number 02-E-4220-0058 Northern Beltway Eastern Section Extension

Commenter's Name & Title Mr. Graham Parvier, Forsyth County Manager

Representing Winston-Salem Phone (336) 727-2797

Mailing Address Hall of Justice, Room 700, Winston-Salem, NC 27102

Signature

8-13-01
Date

[✓] I support this application.

COMMENTS: (You may attach additional sheets.)

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

Gregory J. Thorpe, Ph.D.
Acting Director
Division of Water Quality

AUG 15 2001

August 13, 2001

RECEIVED
AUG 16 2001
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

MEMORANDUM

To: William D. Gilmore, P.E., Manager
NCDOT Project Development & Environmental Analysis Branch

Through: John Dorney, NC Division of Water Quality

From: Cynthia F. Van Der Wiele, NCDOT Coordinator CVdw

Subject: Scoping comments for proposed Winston-Salem Northern Beltway, Eastern Section Extension from US 421/I-40 Business east of Winston-Salem to US 311, Guilford County, Federal Aid Project No. NHF-0918(14), State Project No. 8.26251001, TIP Project No. U-2579A.

This memo is in reference to your correspondence dated July 27, 2001, in which you requested scoping comments for the above project. The Division of Water Quality (DWQ) requests that the following topics be discussed in the EA/EIS document:

1. Identify streams potentially impacted by the project including their classifications and use support ratings.
2. Identify the linear feet of stream channelization/relocations. If streams are vegetated, then channelized/relocated streams need to be vegetated.
3. Identify the number of stream crossings.
4. Note any Water Supply Watershed or Randleman Reservoir Rules that may be applicable in regard to buffers, sedimentation and erosion control and stormwater management.
5. Will permanent spill catch basins be used? These structures need to be placed at all water supply stream crossings. Identify the responsible party for maintenance.
6. Identify the storm water controls (permanent & temporary) that will be used.
7. Ensure that sediment & erosion control measures are not placed in wetlands.
8. Wetland Impacts:
   - ID the Federal manual used for identifying and delineating jurisdictional wetlands.
   - Have wetlands been avoided as much as possible?
   - Have wetland impacts been minimized?
   - Mitigation measures to compensate for habitat losses.
   - Wetland impacts by plant communities affected.
   - Quality of wetlands impacted.
   - Total wetland impacts.
   - List the §401 Water Quality Certification numbers requested from DWQ.
9. The document must address secondary and cumulative impacts.
10. Borrow/waste areas should avoid wetlands to the maximum extent practicable. Prior to the approval of any borrow/waste site in a wetland, the contractor must obtain a 401 certification from DWQ.
11. Please provide a conceptual wetland mitigation plan to help the environmental review.
12. Compensatory mitigation will be considered only after wetland impacts have been avoided and minimized to the maximum extent possible.

North Carolina Division of Water Quality, 401 Wetlands Certification Unit,
1650 Mail Service Center, Raleigh, NC 27699-1650 (Mailing Address)
2321 Crabtree Blvd., Raleigh, NC 27604-2260 (Location)
919-733-1786 (phone), 919-733-6893 (fax), http://h2o.enr.state.nc.us/ncwetlands/

13. On-site, in-kind mitigation is the preferred method of mitigation. In-kind mitigation within the same watershed is preferred over out-of-kind mitigation.
14. Mitigation should be in the following order: restoration, creation, enhancement, and lastly preservation.

The supplemental EIS should discuss in detail project alternatives that alleviate traffic problems without the project, such as mass transit, bicycle lanes (class II or III facilities) and traffic congestion management techniques.

For DWQ to concur with an alternative in the mountains or piedmont, DOT will need to commit to full control of access to the wetland parcels or DOT to purchase these parcels for wetland mitigation.

Written concurrence of 401 Water Quality Certification may be required for this project. Applications requesting coverage under NW 14 or Regional General Permit 198200031 will require written concurrence. Please be aware that 401 certification may be denied if wetland or water impacts have not been avoided and minimized to the maximum extent practicable.

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.

Pc: Eric Alsmeyer, USACE Raleigh Field Office
Tom McCartney, USFWS Raleigh Field Office
MaryEllen Haggard, NCWRC
File Copy
Central Files

North Carolina Wildlife Resources Commission

Charles R. Fullwood, Executive Director

MEMORANDUM

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

FROM: Maryellen Haggard, Highway Project Coordinator
Habitat Conservation Program

DATE: August 23, 2001

SUBJECT: Request for information from the N. C. Department of Transportation (NCDOT) regarding fish and wildlife concerns for Winston Salem Northern Beltway, Eastern Section, from US 421/ I-40 Business to US 311, Forsyth County, North Carolina. TIP No.U-2579A, State Project No. 8.26251001, Federal Aid Project NHF- 0918(14), OIE # O2E-0058

This memorandum responds to a request from Mr. William D. Gilmore of the NCDOT for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

At this time we have no specific concerns regarding this project. We would point out that Salem Lake and Abbots Creek Water Supply Watersheds are included within the study area. To help facilitate document preparation and the review process, we request that the following information be provided:

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 (COE). If the COE 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 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 highway 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 for this project. If we can further assist your office, please contact me at (336) 527-1549.

cc: USFWS, Asheville

State of North Carolina
NCDENR Department of Environment and Natural Resources

Reviewing Office: _____

Project Number: 02E-0058 Due Date: 8/27/01

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

After review of this project it has been determined that the DENR 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 this 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)
☑ (4)	NPDES-permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters. Stormwater	Application 180 days before begin activity. On-site inspection preapplication 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	Preapplication 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)
☑ (6)	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Preapplication 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 15 A NCAC (2Q.0100, 2Q.0300, 2H.0600)	N/A	60 days
☑ (2)	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	on Forsyth County Env Affairs Dept. requirements	60 days (90 days)
☑ (3)	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 2D 1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-733-0820.	N/A	
☐	Complex Source Permit required under 15 A NCAC 2D.0800		
☑ (5)	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 Section) at least 30 days before beginning activity. A fee of $40 for the first acre or any part of an acre.		20 days (30 days)
☐	The Sedimentation Pollution Control Act of 1973 must be addressed with respect to the referenced Local Ordinance.		30 days
☐	Mining Permit	On-site inspection usual. Surety bond filed with DENR. Bond amount varies with type mine and number of acres of affected land. Any are mined greater than one acre must be permitted. 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 of 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.C. Division of 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 DENR 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)

/

	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 DENR running to State of N.C. conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DENR rules and regulations.	10 days (N/A)
☐	Geophysical Exploration Permit	Application filed with DENR 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 fees based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15 - 20 days (N/A)
☑ 4	401 Water Quality Certification	N/A	55 days (130 days)
☐	CAMA Permit for MAJOR development	$250.00 fee must accompany application	60 days (130 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 monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, N.C. 27611		
1 ☑	Abandonment of any wells, if required must be in accordance with Title 15A Subchapter 2C.0100		
3 ☑	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 Sherri V. Knight, GW Section 8/8/01

2 Forsyth County Env Affairs Dept (727-8060) has jurisdiction for AQ within Forsyth County

3 Cindy Funderburk 771-4600 - UST Section

4 Larry D. Coble DWQ 8-20-01 (see attached wetlands + Water Comments)

5 ~~Matthew Datt~~ - NCDOT has a delegated sediment and erosion control program responsible for plan approval and field inspections. 8/21/01.

REGIONAL OFFICES

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

☐ **Asheville Regional Office**
59 Woodfin Place
Asheville, N.C. 28801
(828) 251-6208

☐ **Fayetteville Regional Office**
225 Green Street, Suite 714
Fayetteville, N.C. 28301
(910) 486-1541

☐ **Mooresville Regional Office**
919 North Main Street
Mooresville, N.C. 28115
(704) 663-1699

☐ **Raleigh Regional Office**
3800 Barrett Drive, P.O. Box 27687
Raleigh, N.C. 27611
(919) 571-4700

☐ **Washington Regional Office**
943 Washington Square Mall
Washington, N.C. 27889
(252) 946-6481

☐ **Wilmington Regional Office**
127 Cardinal Drive Extension
Wilmington, N.C. 28405
(910) 395-3900

☐ **Winston-Salem Regional Office**
585 Waughtown Street
Winston-Salem, N.C. 27107
(336) 771-4600

C

WETLANDS AND WATERS COMMENTS

Please be advised that you should consider proceeding with pre-application meetings for acquiring your USACOE 404 permit and your DWQ 401 certifications for this project prior to completing your environmental review. Although no permits or certifications can be issued until the environmental document is completed, the 404/401 pre-application process could provide additional insights into the project.

The delineation of the wetland/waters impacts accomplished should be verified by the USACOE for both the acres of jurisdictional wetlands and jurisdictional linear footage of waters during this review It is suggested that during the 404/401 review that site visits be coordinated so that USACOE and DWQ field personnel, water supply and stormwater administrators, and other interested parties can be present. Both stream and wetland mitigation could be required for impacts which cannot be avoided. High value bottomland hardwood wetlands have been found and avoided during permitting and certifications for other 404/401 impacts in the general area. Stormwater (maintaining current hydrography and water supply (maintaining current quality) issues will also require due diligence and buffer protection. Variances and/or mitigation requirements and/or other actions may be necessary for both. Maximizing mitigation efforts within the same subbasin where the impacts occur will be paramount due to the above issued.

Bioengineering techniques and stream design criteria should be utilized for stream protection, relocations, and restorations as per fluvial morphology and restoration principles developed by Dave Rosgen, et. al.

It will be crucial during construction in or near wetlands and waters, (by all parties contributing to this development), that the 404/401 conditions be followed without deviation (should they be issued) as specific conditions will help reduce the cumulative impacts associated with this project. Controlling equipment operators should be a high priority in order to prevent unpermitted impacts, unnecessary wetland losses, and to provide the required preservation or restoration of preexisting conditions and elevations. Restoration of any construction drained areas and revegetation must be accomplished after construction is finished. Floodplain pools should be avoided in order to protect any endangered or special concern species, if any.

STORMWATER PERMITS COMMENTS

Any construction activity including clearing, grading, and excavation activities resulting in the disturbance of five (5) or more acres of total land are required to obtain a NPDES Stormwater Permit prior to beginning these activities. This permit requires weekly inspections of all sediment control facilities plus a record of inspection after any rainfall event greater than 0.05 inches. Violations are finable

Any facility that is defined as having stormwater discharges associated with industrial activity is required to obtain a NPDES Stormwater Permit prior to beginning operation.

State stormwater permits are required for development activities draining to Outstanding Resource Waters or activities within one mile of and draining to High Quality Waters if the activities require a Sedimentation and Erosion Control Plan. The Stormwater Permit must be obtained prior to development activities

Dickens

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

September 5, 2001

Mr. William Gilmore
NCDOT
1448 Mail Service Center
Raleigh, NC

SEP 7

Dear Mr. Gilmore:

Re: SCH File # 02-E-4220-0058; Scoping Scoping-Supplemental DEIS for the construction on new location of the Winston-Salem Northern Beltway, Eastern Section Extension in Forsyth County

The above referenced project has been reviewed through the State Clearinghouse Intergovernmental Review Process. Attached to this letter are comments made by agencies reviewing this document.

Should you have any questions, please do not hesitate to call me at (919) 807-2425.

Sincerely,

Chrys Baggett

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region I

116 West Jones Street Raleigh, North Carolina 27603-8003 Telephone 919-807-2425
An Equal Opportunity / Affirmative Action Employer

NCDENR

North Carolina Department of Environment and Natural Resources

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

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Environmental Review Coordinator

SUBJECT: 02-E-0058 Scoping for the Proposed Winston-Salem Northern Beltway, Eastern Section, Forsyth County

DATE: August 28, 2001

The Department of Environment and Natural Resources has reviewed the proposed information. The attached comments are for the applicant's information and consideration. Any comments received from the Division of Water Quality will be forwarded to you for your file.

Thank you for the opportunity to review.

Attachments

RECEIVED
AUG 28 2001
N.C. STATE CLEARINGHOUSE

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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Duckena

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

September 6, 2001

Mr. William Gilmore
N.C. Dept. of Transportation
Project Dev. and Env. Analysis Branch – 1548 MSC
Raleigh, North Carolina 27698-1548

SFD

Dear Mr. Gilmore:

Re: SCH File # 02-E-4220-0058; Scoping -Supplemental DEIS for the Winston-Salem Northern Beltway, Eastern Section Extension in Guilford County; TIP #U-2579-A

The above referenced project has been reviewed through the State Clearinghouse Intergovernmental Review Process. Attached to this letter are ***additional*** comments made by agencies reviewing this document. Please include these comments with those previously submitted by this office.

Should you have any questions, please do not hesitate to call me at (919) 807-2425.

Sincerely,

Chrys Baggett

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region I

NCDENR

North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Project Review Coordinator

RE: 02-E-0058 Scoping Winston-Salem Northern Beltway, Forsyth County

DATE: September 5, 2001

The attached comments were received by this office after the response due date. These comments should be forwarded to the applicant and made a part of our previous comment package.

Thank you for the opportunity to respond.

Attachment

RECEIVED

SEP 6 2001

N.C. STATE CLEARINGHOUSE

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

Lee Spencer

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number
02E-0058
County
Forsyth

Inter-Agency Project Review Response

Project Name NCDOT- Winston Salem Scoping letter Type of Project New Northern Beltway Connector

Comments provided by:

- ☐ Regional Program Person
- ☒ Regional Engineer for Public Water Supply Section
- ☐ Central Office program person

Name: LEE G. SPENCER Date: 8/24/01

Telephone number: 336-771-4600

Program within Division of Environmental Health:

- ☑ Public Water Supply
- ☐ Other, Name of Program: _____

Response (check all applicable):

- ☐ No objection to project as proposed
- ☐ No comment
- ☐ Insufficient information to complete review
- ☐ Comments attached
- ☒ See comments below

THE PROPOSED STUDY AREA INCLUDES PORTIONS OF TWO WATER SUPPLY WATERSHEDS. THE STUDY AREA IMPACTS A SIGNIFICANT AMOUNT OF THE SMALL SALEM LAKE WATERSHED WHICH SUPPLIES THE WINSTON-SALEM/FORSYTH COUNTY WATER SYSTEM. DIRECT AND SECONDARY IMPACTS ON THE WATER SUPPLY WATERSHED WILL LIKELY BE SIGNIFICANT.

THE STUDY AREA ALSO COVERS A SMALL AMOUNT OF THE HEADWATERS OF THE LAKE TOM-A-LEX WATER SUPPLY WATERSHED. THIS WATER SUPPLY SERVES THE CITIES OF THOMASVILLE AND LEXINGTON.

Return to:

Public Water Supply Section
Environmental Review Coordinator
for the
Division of Environmental Health

Packet Letter Retained in WSRO

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number
025-0058
County
Forsyth

Inter-Agency Project Review Response

Project Name NC DOT - Winston-Salem Scoping Letter Type of Project New Northern Beltway Connector

☐ The applicant should be advised that plans and specifications or all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300et. seq.). For information, contact the Public Water Supply Section, (919) 733-2321.

☐ This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.

☐ If this project is constructed as proposed, we will recommend closure of _____ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Section at (252) 726-6827.

☐ The soil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (252) 726-8970.

☐ The applicant should be advised that prior to the removal or demolition of dilapidated structures, a extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. For information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.

☐ The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A. 1900 et. sep.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.

☐ The applicant should be advised to contact the local health department regarding the sanitary facilities required for this project.

☐ If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634, (919) 733-2321.

☒ For Regional and Central Office comments, see the reverse side of this form for PWSS Comments and the separate DEH/ Pest Management Comments.

Reviewer	Section/Branch	Date
Jerry Robbins	Public Water Supply	8-28-01

B Harrison

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number
02E-0058
County
Forsyth

Inter-Agency Project Review Response

Project Name NCDOT - Winston Salem Scoping Letter Type of Project New Northern Beltway Connector

Comments provided by:

- [x] Regional Program Person (Pest Management)
- [ ] Regional Engineer for Public Water Supply Section
- [ ] Central Office program person

Name: Bruce Harrison Bruce A Harrison Date: 21 Aug. 2001

Telephone number: 336-771-4608 x 367

Program within Division of Environmental Health:

- [ ] Public Water Supply
- [x] Other, Name of Program: _____

Response (check all applicable):

- [ ] No objection to project as proposed
- [ ] No comment
- [ ] Insufficient information to complete review
- [ ] Comments attached
- [x] See comments below

Based on Forsyth County records the Kerners Mill Cr., Fiddlers Cr., Muddy Cr. and Abbotts Creek areas that will be involved have not ~~created~~ caused major mosquito problems in the past. It is anticipated that mosquito problems will increase in this area due to construction and disruption of the environment when this project is initiated. This will increase the surveillance and control burden of the Forsyth Co. mosquito control section.

Return to:

Public Water Supply Section
Environmental Review Coordinator
for the
Division of Environmental Health

TOWN OF KERNERSVILLE

Larry R. Brown, Mayor
Randy E. McCaslin, Town Manager

P.O. Box 728
Kernersville, NC 27285-0728

134 East Mountain Street
Telephone (336) 996-3121
Fax (336) 996-4822

RECEIVED
JUL 26 2002
Div. 9 Engineers Office

July 23, 2002

Pat Ivey
NCDOT Division of Engineering
2125 Cloverdale Avenue
Winston Salem NC 27105

Re: Northeast Beltway

Dear Mr. Ivey;

This letter is written to request certain design considerations in the Northeast Beltway. Those considerations are:

- street and pedestrian connectivity; and
- an Airport Connector interchange

The Northeast Beltway will bisect existing and potential street and pedestrian connectivity in the area between Business-40 and West Mountain Street. The pedestrian connection includes a planned greenway along Kerner Mill Creek. An east/west connection for automobiles is crucial due to the fact that West Mountain Street is or will soon be at capacity.

It is my understanding that the Airport Connector has not been considered in the current beltway design. As you may be aware, the Winston-Salem MPO has selected an Airport Connector corridor and interchange location within the beltway.

At this time I request NCDOT's consideration in the design of the Northeast Beltway to include street and pedestrian connectivity in the area between Business-40 and West Mountain Street; and an interchange with the Airport Connector.

If you have any questions, please give me a call at 992-0704.

Sincerely,

Jeff Hatling, AICP
Planning Director

C: Curtis Swisher, Alderman and TAC member
Randy McCaslin, Town Manager
Tim Shields, Public Works Director
Greg Errett, Winston-Salem MPO

/dmg02070801ltr

ALDERMEN
B.J. Ellender - Brian M. Green - Dawn H. Morgan - J. Irving Neal - Curtis L. Swisher

NORTH CAROLINA'S PIEDMONT TRIAD

NORFOLK SOUTHERN

Norfolk Southern Corporation
99 Spring Street, S.W.
Atlanta, Georgia 30303
404/529-1408
Fax: 404/527-2589

J. N. Carter, Jr.
Chief Engineer
Bridges and Structures

Philip N. Decker
Engineer
Public Improvements
Phone: 404/529-1436
Fax: 404/527-2769

Subject: Winston-Salem, North Carolina – Proposed Winston-Salem Northern Beltway, I-74, Crossing Norfolk Southern Railway Tracks by Grade Separation at Mileposts K-19.0+/-, K-35.4+/- and R-120.3+/-. State Project 6.628002T (U-2579) Forsyth County.

September 16, 2003
Files: 117-29039 PND
117-14104

Ms. Missy Dickens, P. E.
Project Development and Environmental Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Ms. Dickens:

Reference is made to your letter dated August 1, 2003 furnishing us with a map showing the preferred alignment for the Winston-Salem Northern Beltway, TIP Projects R-2247, U-2579 and U-2579A. It appears that Project U-2579 will cross Norfolk Southern tracks at the three above captioned locations as noted on the attached copy of the location map.

Each location is being reviewed by the railway's management and I hope to be in a position in the very near future to respond to the inquiry made in the last paragraph of your letter.

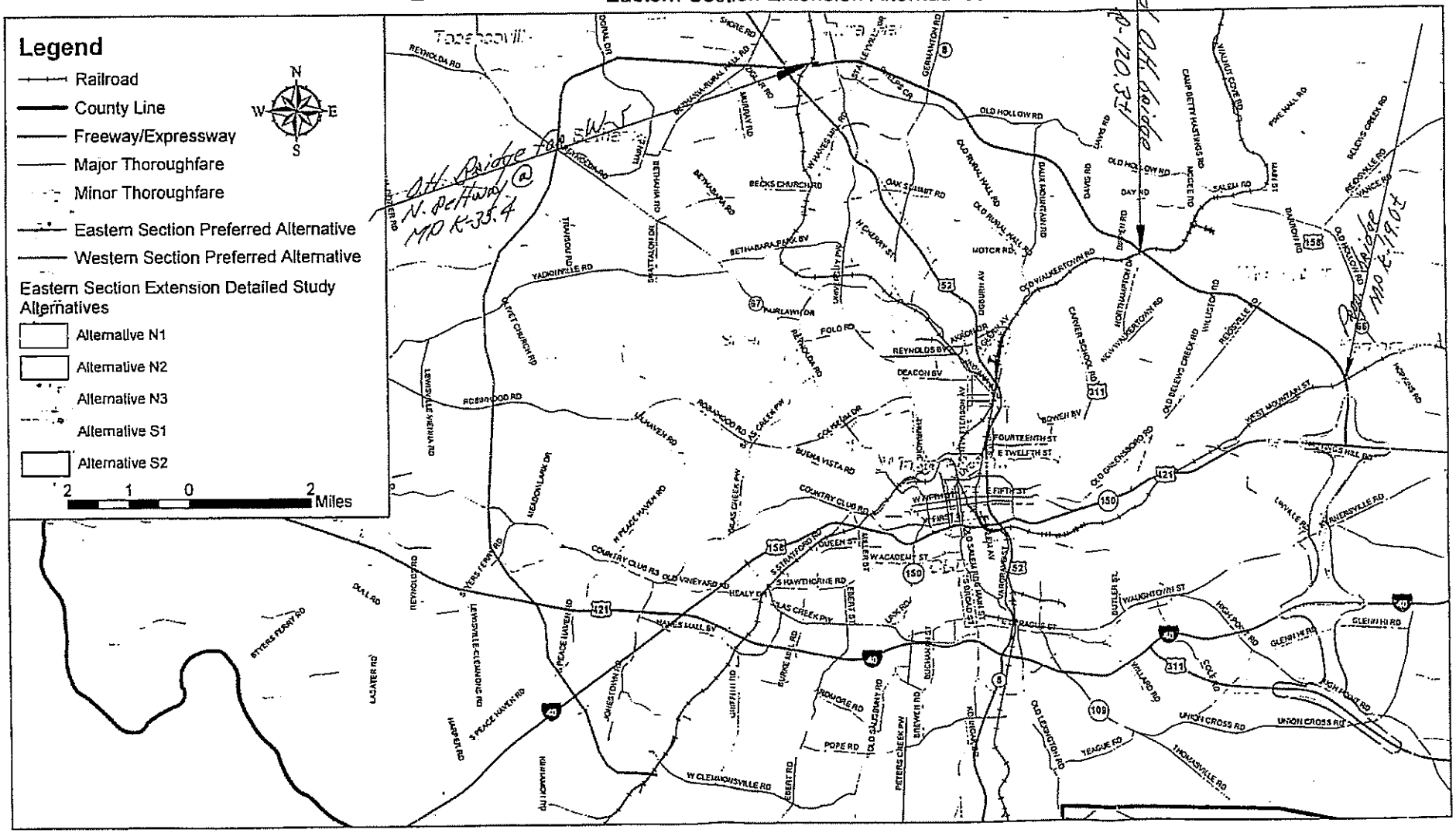
Please contact me at 404/529-1436 should you have questions.

Sincerely,

P. N. Decker
Engineer
Public Improvements

Winston-Salem Northern Beltway

Western Section and Eastern Section Preferred Alternatives
Eastern Section Extension Alternatives



APPENDIX D

7. Notices of Intent

[Federal Register: August 3, 2000 (Volume 65, Number 150)]
[Notices]
[Page 47820]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr03au00-117]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Forsyth County, North Carolina

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplemental draft environmental impact statement will be prepared for a proposed highway project in Forsyth County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Mr. Roy Shelton, Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856-4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare a supplemental draft environmental impact statement (EIS) on an extension of the proposed Northern Beltway (Eastern Section) of Winston-Salem in Forsyth County. The proposed action would be the construction of a multi-lane divided, controlled access highway on new location from US 421 east of Winston-Salem to US 311 southeast of Winston-Salem. A Draft Environmental Impact Statement on the Eastern Section, the portion of the facility from US 52 northwest of Winston-Salem to US 421 east of Winston-Salem (FHWA-NC-EIS-95-04-D) was approved by FHWA on 14 September, 1995. The Eastern Section together with the Eastern Section Extension will carry proposed I-74 and will relieve congestion on US 52 and US 421. The proposed action is a part of the 1987 Winston-Salem/ Forsyth County Thoroughfare Plan.

Alternatives under consideration include: (1) The ''no-build'', (2) improving existing facilities, and (3) a controlled access highway on new location.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. A public meeting and meetings with local officials and neighborhood groups will be held in the study area. A public hearing will also be held. Information on the time and place of the public hearing will be provided in the local news media. The supplemental draft EIS will be available for public and agency review and comment at the time of the hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties.

Comments and questions concerning the proposed action should be directed to the FHWA at the address provided above.

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

Roy C. Shelton,
Operations Engineer, Federal Highway Administration, Raleigh, North Carolina.

[FR Doc. 00-19606 Filed 8-2-00; 8:45 am]
BILLING CODE 4910-22-M

SUMMARY: The U.S. Federal Highway Administration (FHWA) in coordination with the District of Columbia Department of Transportation (DDOT) in Washington, DC is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared to assess the potential effects of the proposed action to reopen Klingle Road, NW., to vehicular access in Washington, DC. To ensure that all significant issues related to the proposed action are identified, DDOT will conduct a public scoping meeting.

FOR FURTHER INFORMATION CONTACT: Federal Highway Administration, District of Columbia Division: Mr. Michael Hicks, Environmental/Urban Engineer, 1990 K Street, NW., Suite 510, Washington, DC 20006–1103, (202) 219–3536; or Maurice Keys, District of Columbia, Department of Transportation, (202) 671–2740.

SUPPLEMENTARY INFORMATION: Klingle Road is located in northwest Washington, DC and runs northeast to west from Beach Drive in Rock Creek Park to the Washington National Cathedral. The segment of Klingle Road between Porter Street, NW. and Cortland Place, NW. (approximate designations) was closed to traffic in 1991 due to deterioration of the roadway related to drainage failure. The Council of the District of Columbia never officially closed this segment of Klingle Road through a legislative action, however [this portion of the road remains closed to traffic. Failure of the drainage system has resulted in severe deterioration of the roadway, headwalls, and underlying stormwater system. At a minimum the no-action alternative would include repairing the retaining walls to better manage stormwater run-off in the study area. The purpose of the proposed action is to provide an east-west connection through Rock Creek Park in the District of Columbia by reopening Klingle Road to vehicular access. The Klingle Road Restoration Act of 2003, Bill #B15–0061, was introduced by the Council of the District of Columbia in January 2003 and was enacted in March 2003. Section 3 of the bill specifically states "The portion of Klingle Road, NW., between Porter Street, NW., on the east to Cortland Place, NW., on the west, shall be repaired and re-opened to the public for vehicular traffic and recreational uses." The directive to repair Klingle Road was codified in to law as part of the Fiscal Year 2004 Budget Support Act of 2003, effective November 13, 2003 (D.C. Law 15–39; D.C. Official Code § 9–115.11). According to this Act: The portion of Klingle Road, NW., between Porter Street, NW., on the east to Cortland Place, NW., on the west shall be re-opened to the public for motor vehicle traffic, with the repair and reconstruction of Klingle Road, which shall include the establishment of a District Department of Transportation storm water management plan, to commence no later than 180 days following November 13, 2003.'

The environmental review of the vehicular use alternatives will be conducted in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as ameuded (42 U.S.C. 4371, *et seq.*), Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500–1508), FHWA Code of Federal Regulations (CFR 23 part 771.101–771.137 *et seq.*), and all applicable Federal, state, and local government laws, regulations, and policies.

Public Scoping Meeting: DDOT will solicit public comments for consideration and possible incorporation in the Draft EIS through public scoping, including a scoping meeting, on the proposed action. To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified early in the process, comments and suggestions are invited from all interested and/or potentially affected parties. These individuals or groups are invited to attend the public scoping. The meeting location and time will be publicized in local newspapers and elsewhere. Written comments will be accepted throughout this process and can be forwarded to 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, 2004.

Gary L. Henderson,

Division Administrator, District of Columbia Division, Federal Highway Administration.

[FR Doc. 04–6027 Filed 3–16–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Forsyth County, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a draft environmental impact statement will be prepared for the consolidated Winston-Salem Northern Beltway proposed highway projects in Forsyth County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Ms. Emily Lawton, Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856–4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare a draft environmental impact statement (EIS) on the consolidated Northern Beltway proposed highway projects (Western Section, Eastern Section, and Eastern Section Extension) of Winston-Salem in Forsyth County. The proposed action would be the construction of a multi-lane divided, controlled access highway on new location from US 158 southwest of Winston-Salem to US 311 southeast of Winston-Salem. A Final Environmental Impact Statement on the Western Section, the portion from US 158 southwest of Winston-Salem to US 52 northwest of Winston-Salem (FHWA–NC–EIS–92–06–F), was approved by FHWA on 14 March 1996. The Western Section will improve north-south connectivity in western Forsyth County, provide improved direct regional connections to other major highways, and relieve congestion on roadways in western Forsyth County. A Draft Environmental Impact Statement on the Eastern Section, the portion of the facility from US 52 northwest of Winston-Salem to US 421 east of Winston-Salem (FHWA–NC–EIS–95–04–D), was approved by FHWA on 14 September 1995. The Eastern Section together with the Eastern Section Extension will serve regional traffic by improving system linkage and continuity, relieving congestion on major highways including US 52 and US 421, and by providing the route for future I–74. The proposed action is a part of the 1987 Winston-Salem/Forsyth County Thoroughfare Plan. In addition, the projects together will provide a northern loop highway in accordance with the 1989 North Carolina Highway Trust Fund Act.

Alternatives under consideration include: (1) The "no-build", (2) improving existing facilities, (3) transportation demand management and transportation system management alternatives; (4) mass transit alternatives; and (5) a controlled access highway on new location.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. A public meeting and meetings with local officials and neighborhood groups will be held in the study area. A public hearing will also be held. Information on the time and place of the public hearing will be provided in the local news media. The supplemental draft EIS will be available for public and agency review and comment at the time of the hearing. No formal scoping meeting is planned at this time.

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

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

Issued on: March 3, 2004.

Emily Lawton,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 04–5964 Filed 3–16–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Watauga and Caldwell Counties, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescindment of notice of intent.

SUMMARY: The FHWA rescinds its notice of intent to prepare an environmental impact statement for the proposed US 321 Improvements project at Blowing Rock.

FOR FURTHER INFORMATION CONTACT: Ms. Emily Lawton, Operations Engineer, Federal Highway Administration, 310 New Bern Avenne, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856–4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), prepared a Draft Environmental Impact Statement (FHWA–NC–EIS–02–D) for the US 321 Improvements project at Blowing Rock in Caldwell and Watauga Counties, North Carolina. The FHWA does not intend to prepare a Final Environmental Impact Statement on this action.

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

Issued on March 3, 2004.

Emily Lawton,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 04–5965 Filed 3–16–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of denials.

SUMMARY: The FMCSA annonnces its denial of 43 applications from individuals who requested an exemption from the Federal vision standards applicable to interstate trnck drivers and the reasons for the denials. The FMCSA has statutory authority to exempt individuals from vision standards if the exemptions granted will not compromise safety. The agency has concluded that granting these exemptions does not provide a level of safety that will equal or exceed the level of safety maintained without the exemptions for these commercial motor vehicle drivers.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra Zywokarte, Office of Bus and Truck Standards and Operations, (MC–PSD), (202) 366–2987, Department of Transportation, FMCSA, 400 Seventh Street, SW., Washington, DC 20590–0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday throngh Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31315 and 31136(e), FMCSA may grant an exemption from the Federal vision standards for a renewable 2-year period if it finds such an exemption would likely achieve a level of safety that is eqnivalent to, or greater than, the level that would be achieved absent such an exemption (49 CFR 391.41(b)(10)).

Accordingly, FMCSA evaluated 43 individnal exemption requests on their merits and made a determination that these applicants do not satisfy the criteria established to demonstrate that granting an exemption is likely to achieve an equal or greater level of safety than exists without the exemption. Each applicant has, prior to this notice, received a letter of final disposition on his/her individual exemption request. Those decision letters fully ontlined the basis for the denial and constitute final agency action. The list published today summarizes the agency's recent denials as required under 49 U.S.C. 31315(b)(4) by periodically publishing names and reason for denials.

The following 20 applicants lacked sufficient recent driving experience over three years:

Allen, Percy B.
Bacon, Nick D.
Clifton, Jr., Raymond E.
Coleman, Jerry D.
Hallwachs, Jerry
Hansen, Michael P.
Hardee, Richard G.
Henson, Richard M.
Hillman, Robert
Hoefner, Patrick L.
King, William J.
Levine, Martin L.
McEntyre, William C.
Meyer, Fred G.
Osuna, Jorge L.
Pierce, Jr., Charles E.
Reynolds, Glennis R.
Sharp, Ronald L.
Weeks, David N.
Whitlow, Jr., Bernard R.

Two applicants, Mr. David W. Shrimplin and Mr. Timothy D. Leggett, do not have experience operating a commercial motor vehicle (CMV) and therefore presented no evidence from which FMCSA can conclnde that granting the exemption is likely to achieve a level of safety equal to that existing without the exemption.

The following 9 applicants do not have 3 years of experience driving a CMV on public highways with the vision deficiency:

Burnworth, Randy L.
Huelster, Randy
McFalls, Carol W.
Miller, Larry
Ricb, Ross C.
Roberts, Michael J.
Schwab, Charles F.
Steinmetz, Daniel L.
Willhoyt, Richard P.

Four applicants do not have 3 years of recent experience driving a CMV with the vision deficiency:

Crane, James R.
Gruszecki, Ronald J.
Holland, Billie E.
Powell, Richard G.

Three applicants, Mr. Danny Netherland, Mr. Edward J. Perfetto and

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601
September 1, 2004

IN REPLY REFER TO
HDA-NC

Mr. Raymond A. Mosley, Director
Office of the Federal Register
National Archives and Records Administration
700 Pennsylvania Ave. NW
Washington, D.C. 20408-0001

Subject: Revised Notice of Intent to prepare a Supplemental Final Environmental Impact Statement on the Western Section and a Supplemental Draft Environmental Impact Statement on the Eastern Section and Eastern Section Extension of the Winston-Salem Northern Beltway Projects in Forsyth County, North Carolina; Federal-Aid No. STPNHF-918(11), TIP No. R-2247CB, State Project No. 8.U624301

Dear Mr. Mosley:

Enclosed are three copies of the Revised Notice of Intent to prepare an Environmental Impact Statement on the subject project. Please publish this document in the Federal Register.

Sincerely yours,

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

Enclosures

cc: Mr. Gregory J. Thorpe, PhD., NCDOT w/enclosure
FHWA, Washington, D.C., HEP-1, w/enclosure

[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT: FORSYTH COUNTY, NORTH CAROLINA

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Revised Notice of Intent

SUMMARY: The FHWA is issuing this notice to advise the public that a supplemental final environmental impact statement on the Western Section of the Northern Beltway and a supplemental draft environmental impact statement on the Eastern Section and Eastern Section Extension of the Winston-Salem Northern Beltway will be prepared as one document to address the impacts of the consolidated proposed Winston-Salem Northern Beltway projects in Forsyth County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Ms. Emily Lawton, Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856-4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare, as one document and under one cover, a supplemental final environmental impact statement on the Western Section of the Northern Beltway and a supplemental draft environmental impact statement on the Eastern Section and Eastern Section Extension of the Northern Beltway of Winston-Salem in Forsyth County. The document will address the impacts that all sections of the Northern Beltway will have on the environment. Public comments will be addressed in a subsequent environmental document that will also address any changes to the Western Section and the Eastern Section and Eastern Section Extension of the Northern Beltway, prepared as a single document. The proposed action would be the construction of a multi-lane divided, controlled access highway on new location from US 158 southwest of Winston-Salem to US 311 southeast of Winston-Salem. A Final Environmental Impact Statement on the Western Section, the portion from US 158 southwest of Winston-Salem to US 52 northwest of Winston-Salem (FHWA-NC-EIS-92-06-F), was approved by FHWA on 14 March 1996. A Draft Environmental Impact Statement on the Eastern Section, the portion of the facility from US 52 northwest of Winston-Salem to US 421 east of Winston-Salem (FHWA-NC-EIS-95-04-D), was approved by FHWA on 14 September 1995.

Alternatives under consideration include: (1) The "no-build", (2) improving existing facilities, (3) transportation demand management and transportation system management alternatives; (4) mass transit alternatives; and (5) a controlled access highway on new location.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies. Public meetings and meetings with local officials and neighborhood groups have been held in the study area. A public hearing will also be held. Information on the time and place of the public hearing will be provided in the local news media. The supplemental final environmental impact statement/supplemental draft environmental impact statement will be available for public and agency review and comment at the time of the hearing.

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

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

Issued on: 9/1/04

Emily O. Lawton
Operations Engineer
Raleigh, North Carolina

APPENDIX D

8. Other Agency Coordination

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Asheville Field Office
160 Zillicoa Street
Asheville, North Carolina 28801

October 3, 1995

Mr. Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601

Dear Mr. Graf:

Subject: Proposed construction of the Winston-Salem Northern Beltway, Western Section, Forsyth County, North Carolina, TIP No. R-2247

In your letter of September 25, 1995, you requested our concurrence that the subject project will have "no effect" on federally listed endangered and threatened species. The following comments are provided in accordance with the provisions of Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543) (Act).

The U.S. Fish and Wildlife (Service) has reviewed the information provided with your letter and appreciates that surveys were conducted for federally listed species. The Service concurs with the "no effect" determination for the red-cockaded woodpecker (Picoides borealis), small-anthered bittercress (Cardamine micranthera), and white irisette (Sisyrinchium dichotomum) with regard to this project. In view of this, we believe the requirements of Section 7(c) of the Act, as amended, are fulfilled. However, obligations under Section 7 of the Act must be reconsidered if: (1) new information reveals impacts of this identified action that may affect endangered or threatened species or critical habitat in a manner not previously considered, (2) this action is subsequently modified in a manner not considered in this review, or (3) a new species is listed or critical habitat is determined that may be affected by the action.

In any future correspondence pertaining to this project, please reference our Log Number 4-2-89-078.

Sincerely,

Richard G. Biggins
Acting Field Supervisor

Trustees

Chairperson
Sandy Carmany
Greensboro TAC

Vice-Chairperson
Gloria Whisenhunt
Forsyth County

Treasurer
Larry Williams
Winston-Salem TAC

Secretary
John Patterson
Alamance County

Becky Smothers
High Point

Fred Terry
Winston-Salem

Steve Ross
Burlington

Keith Holliday
Greensboro

Fred Sink
Davidson County

Nancy Dunn
Doug Galyon
NCDOT Board Members

Bill Whiteheart
Airport Commission of FC

Bob Landreth
Guilford County

Larry Warlick
High Point TAC

Ed Hooks
Burlington TAC

Dr. Otis Tillman
Piedmont Triad Airport

Darrell Frye
Randolph County

David Isley
Rockingham County

June 8, 2004

Missy Dickens, P.E., Project Manager
North Carolina Department of Transportation
Project Development and Environmental Analysis Branch
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Subject: Winston-Salem Northern Beltway Projects, Forsyth County

Dear Missy:

It is my understanding that the Supplemental Draft Environmental Impact Statement for the Northern Beltway projects in Forsyth County will be available for public review and comments sometime this summer. With that in mind, I wanted to share my opinion with you regarding the number of railroad tracks running parallel to West Mountain Street at the future Beltway.

As you know PART is currently planning for commuter passenger rail service between Clemmonsville and Burlington which will necessitate two rail tracks. At the current time there is a single track used for Norfolk Southern freight; however, in recent negotiations for trackage in Winston–Salem, Norfolk Southern has requested an additional track to accommodate future freight, bringing the total number of tracks to four.

In addition to the four tracks needed for commuter passenger rail and freight services, plans are ongoing to provide future high-speed passenger service to Winston-Salem. It is my thought that the future high-speed rail service can be provided on one of the commuter or freight lines with proper switching, scheduling, and signalization. However, I suggest you discuss the high-speed rail service with Pat Simmons of the North Carolina Rail Division. Although, it is possible that five tracks will be needed, I think to plan for fewer than four tracks, either passing under or over the eastern segment of the Northern Beltway is shortsighted.

Please advise if you have questions or if I can provide additional information.

Sincerely,

Brent McKinney, PE
Executive Director

cc: Sandy Carmany, PART Board Chairperson
Pat Simmons, Director of NC Rail Division

The Piedmont Authority for Regional Transportation
7800 Airport Center Drive, Suite 102, Greensboro, North Carolina 27409
336-662-0002 * Fax 336-662-9253 * www.partnc.org

Winston-Salem

Department of
Transportation

City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
Tel 336.727.2707
Fax 336.748.3370
www.cityofws.org/dot/

June 18, 2004

Ms. Missy Dickens, P.E.
North Carolina Department of Transportation
Mail Service Center 1548
Raleigh, N.C. 27699-1548

Dear Missy:

Thank you for the opportunity to comment on the draft E.I.S. for the Northern Beltway. On behalf of the Winston-Salem Department of Transportation, I would like to share the following:

- We think the document clearly defines the projects' purpose and scope in terms of the needs for north/south road connectivity, congestion relief, improved safety and the expansion of regional/intrastate and interstate traffic.

- We also think the document clearly shows that the No Build, Transportation Management, Mass Transit/Multi-Modal or Improve Existing Roadway Alternatives will not provide the connectivity, congestion relief, safety or air quality benefits to Winston-Salem, Forsyth County or the Region.

- We further think the document does a complete and thorough job of addressing the impacts of the project.

- Finally, we think NCDOT has done a good job of addressing all the issues, we are aware of, in the settled lawsuit and the judge's opinions resulting from the attorney's fees.

Thank you for all your hard work.

Sincerely,

Stanley F. Polanis
Director of Transportation

cc: Roger Sheats, Jr., Deputy Secretary for Environment, Planning and Local Government Affairs
Nancy Dunn, North Carolina Board of Transportation
Pat Ivey, Division Engineer, NCDOT
Greg Turner, Assistant City Manager