

NEPA/SECTION 404 INTERAGENCY AGREEMENT

CONCURRENCE POINT NO. 3 LEAST ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE

PROJECT:

I-85 Widening and Interchange Improvements from North of NC 73 to the US 29-601 Connector, Cabarrus and Rowan Counties, TIP Nos. I-3802/I-3610/B-5365, WBS No.36780.1.2, Federal Aid No. FANFIMF-085-2(61)55

LEAST ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE (LEDPA):

- I-85 Mainline - Reconstruction and Best Fit Widening;
- I-85 at US 29-601 - Diverging Diamond Interchange (DDI);
- I-85 at Dale Earnhardt Boulevard - Improved Diamond with Relocated, Elongated Loop;
- I-85 at Lane Street - Diamond with Roundabouts;
- I-85 at NC 152 - Diamond with Roundabouts;
- US 29-601 Connector at NC 152 - Half-Diamond with Widened NC 152

The project team has concurred on the LEDPA for the proposed project as listed above.

<u>NAME</u>	<u>AGENCY</u>	<u>DATE</u>
<i>[Signature]</i>	USACE	3-13-14
	USEPA	
<i>[Signature]</i>	FHWA	3-13-14
<i>[Signature]</i>	USFWS	3/21/14
<i>[Signature]</i>	NCDOT	3-24-14
	NCDWR	
<i>[Signature]</i>	NCSEHPO	3-13-14
<i>[Signature]</i>	NCWRC	3-17-14
	CRMPO	

NEPA/SECTION 404 INTERAGENCY AGREEMENT

CONCURRENCE POINT NO. 4A AVOIDANCE AND MINIMIZATION

PROJECT:

I-85 Widening and Interchange Improvements from North of NC 73 to the US 29-601 Connector, Cabarrus and Rowan Counties, TIP Nos. I-3802/I-3610/B-5365, WBS No.36780.1.2, Federal Aid No. FANHIMF-085-2(61)55

AVOIDANCE AND MINIMIZATION:

The recommended Best Fit Widening Alternative and interchange configurations minimize impacts to resources. However, it is not feasible for the proposed project to completely avoid impacts to jurisdictional resources and still meet the purpose and need of the project. Proposed impacts were calculated based on the proposed roadway slope stake limits plus an additional 25 feet. The following avoidance and minimization efforts have been incorporated into the project:

SECTION 404 AVOIDANCE AND MINIMIZATION MEASURES

- Widening will be performed within the median to the extent practicable to minimize the amount of impacts to areas which are currently undisturbed.
- Steepened fill slopes (2:1) to avoid and minimize stream and wetland impacts. These efforts resulted in the avoidance of impacts to Irish Buffalo Creek (BC) and minimization of impacts a substantial section of Cold Water Creek (SE) that runs parallel to I-85.

ADDITIONAL AVOIDANCE AND MINIMIZATION

- Steepened fill slopes (1.5:1) to avoid impacts to an historic property and public park.
- Hazardous Spill Basin countermeasures will be implemented in water supply watershed critical areas.
- Design Standards in Sensitive Watersheds will be used within 0.5 mile of the water supply watershed critical area.

OTHER MEASURES TO AVOID AND MINIMIZE IMPACTS IN FINAL DESIGN

- NCDOT will provide vegetative screening along the Dale Earnhardt Boulevard southbound off-ramp, which utilizes Jaycee Road.
- During Final Design, NCDOT will investigate the feasibility of a roundabout at Vinhaven Drive and Copperfield Boulevard.
- NCDOT will provide a leftover from northbound US 29-601 (Cannon Boulevard) to S. Ridge Avenue, and will provide access from Ridge Avenue to the Rider Transit Center. The proposed roundabout on S. Main Street will be removed from the design.
- NCDOT will connect S. Ridge Avenue to US 29-601 with right-in/right-out access.

- NCDOT will coordinate with representatives of F&M Bank to minimize impacts.
- NCDOT will modify the proposed service road at the Dale Earnhardt Boulevard interchange to provide improved access to F&M Bank, the Chamber of Commerce Building, and Lowe's Home Improvement store.
- NCDOT will provide a leftover into the Pilot Truck Stop on Lane Street.
- NCDOT will provide right-in/right-out access to Motel 6, Waffle House, and Brantley property on Lane Street. The proposed service road will be removed.
- NCDOT will coordinate, on a case-by-case basis, the location of bus stops, sidewalks, and pedestrian controls with the City of Concord, City of Kannapolis, and Rider Transit.
- NCDOT will coordinate with local officials regarding emergency access in the NC 152/US 29 interchange area.

Additional minimization may be achieved during final design with more precise mapping, including the project hydraulic design (Concurrence Points 4B and 4C), and utility relocation design.

The project team has concurred on the Avoidance and Minimization for the proposed project as listed above.

<u>NAME</u>	<u>AGENCY</u>	<u>DATE</u>
<i>[Signature]</i>	USACE	3-13-14
	USEPA	
<i>Michael J. Ziegler</i>	FHWA	3-13-14
<i>Malcolm B. Burchick</i>	USFWS	3/24/14
<i>[Signature]</i>	NCDOT	3-24-14
<i>[Signature]</i>	NCDWR	3-17-14
<i>Renee Heckhill-Easley</i>	NCSHPO	3-13-14
	NCWRC	

