



**I-40 / LIBERTY ROAD INTERCHANGE
STIP PROJECT No. I-4759
BUNCOMBE COUNTY**

Federal Aid Project No. STPIMS-040-1(188)42
WBS No. 39970.1.1

**ADMINISTRATIVE ACTION
FINDING OF NO SIGNIFICANT
IMPACT**

U.S. Department of Transportation
Federal Highway Administration
N.C. Department of Transportation

Submitted Pursuant to 42 U.S.C. 4332(2) (c)

APPROVED:

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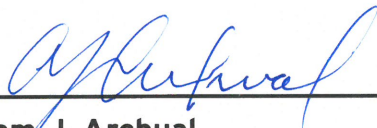
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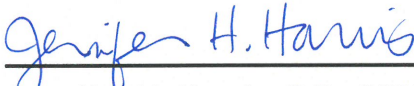
I-40/SR 1228 (Liberty Road) Interchange
Convert Grade Separation to an Interchange and Construct Roadway,
US 19/US 23 (Smokey Park Highway)/NC 151 (Pisgah Highway) to SR 1224
(Monte Vista Road) with Part on New Location
Buncombe County

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ADMINISTRATIVE ACTION
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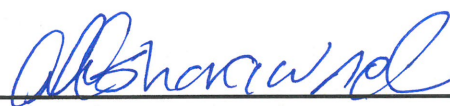
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PROJECT COMMITMENTS

I-40/Liberty Road Interchange

**Convert Grade Separation to an Interchange and Construct Roadway,
U.S. 19/23 (Smokey Park Highway)/N.C. 151 (Pisgah Highway) to S.R. 1224
(Monte Vista Road) with Part on New Location**

Buncombe County

Federal Aid Project No. STPIMS-040-1(188)42

WBS No. 39970.1.1

STIP Project No. I-4759

All commitments developed during the project development and design phase have been incorporated into the design. Current status, changes, or additions to the project commitments, included in the Finding of No Significant Impact (FONSI) for this project, are listed below:

NCDOT-Environmental Analysis Unit

Biological Surveys Group

It has been determined that NLEB is consistent with the 4(d) rule, therefore ESA compliance has been satisfied for this species.

Prior to construction, the culvert carrying Little Pole Creek will be surveyed for gray bat during the active season.

Traffic Noise Analysis

A comprehensive traffic noise abatement design review, in the form of a Design Noise Report, will be conducted as part of the project's final design.

NCDOT-Project Management

Buncombe County has committed to cost share for the construction of sidewalks on the Liberty Road bridge over I-40. NCDOT-Project Management will continue to coordinate with the county through the design development process in the development of a municipal agreement.

NCDOT-GeoEnvironmental Section

NCDOT-GeoEnvironmental will re-evaluate potential hazardous waste sites near the proposed Liberty Road intersection with U.S. 19/23 (Smokey Park Highway) to determine whether soil and groundwater assessments are necessary prior to right of way acquisition.

NCDOT-Hydraulics Unit

The Hydraulics Unit will coordinate with the N.C. Floodplain Mapping Program (FMP), the delegated state agency for administering Federal Emergency Management Agency's (FEMA) National Flood Insurance Program, to determine the status of the project with regard to applicability of North Carolina Department of Transportation's (NCDOT) Memorandum of Agreement with FMP, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR) will be required.

NCDOT-Highway Division 13

The project will involve construction activities on or adjacent to FEMA-regulated streams. NCDOT Division 13 shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within 100-year floodplains were built as shown in the construction plans, both horizontally and vertically.

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1. TYPE OF ACTION

This Finding of No Significant Impacts (FONSI) is a Federal Highway Administration (FHWA) Action. The North Carolina Department of Transportation (NCDOT) and FHWA have selected a Preferred Alternative (Partial Cloverleaf Interchange Alternative) for the proposed project and have determined that it will not cause significant adverse impacts to the human or natural environment. This FONSI follows and supplements the January 30, 2017 Environmental Assessment (EA), which was independently evaluated by FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. In accordance with the Code of Federal Regulations (CFR) 23, Part 771, this FONSI describes why the proposed project would not have a significant effect on the environment, and concludes that an Environmental Impact Statement (EIS) will not be required for this transportation improvement project.

2. DESCRIPTION OF PROPOSED ACTION

The NCDOT proposes to convert the existing Secondary Route (S.R.) 1228 (Liberty Road) overpass of Interstate 40 (I-40) to an interchange. The proposed project would also include the realignment, part on new location, and upgrade of the existing Liberty Road between S.R. 1224 (Monte Vista Road) and the U.S. 19/23 (Smokey Park Highway) and N.C. 151 (Pisgah Highway) intersection with S.R. 1220 (Dogwood Road) (**Figure 1**). The project is included in the current (2018-2027) *NCDOT State Transportation Improvement Program* (STIP) as Project I-4759 and is programmed for right-of-way acquisition to begin in Federal Fiscal Year (FFY) 2018. Construction is programmed to begin in FFY 2020. A current cost estimate for the Preferred Alternative is included in **Table 1**.

**TABLE 1
PREFERRED ALTERNATIVE COST ESTIMATE**

Item	Cost Estimate for Preferred Alternative ¹
Construction Cost	\$40,400,000
Right of Way Cost	\$11,655,344
Utility Relocation Cost	\$1,775,764
Wetland/Stream Mitigation Cost ²	\$702,600
Total Cost	\$54,533,708
Sources: Cost estimates provided by NCDOT, 2017 (Appendix D), except for Wetland/Stream Mitigation Costs, which were calculated by HNTB North Carolina, P.C., 2017.	
Notes: ¹ Based on preliminary designs (October 2017); ² Calculated on "higher" mitigation fees (\$394/foot) per the NCDEQ statewide fee schedule and a 2:1 ratio applied.	

The need to be addressed by the proposed project is the lack of network connectivity along I-40 between U.S. 19/23 and S.R. 1200 (Wiggins Road), which degrades network mobility, quantity of travel (i.e., traffic demand and trips completed in the study area) and quality of travel. The proposed project will address quality of travel by providing Level of Service (LOS) D or better at the proposed project access at I-40 (i.e., interchange access ramp intersections).

The primary purpose of the proposed project is to improve the transportation network in the project study area to benefit mobility and connectivity.

3. PREFERRED ALTERNATIVE

As documented in the EA (January 2017), the following preliminary study alternatives were evaluated and eliminated from detailed study because they did not meet the project purpose and need: Travel Demand Management (TDM), Mass Transit, Transportation Systems Management (TSM), and No Build. Though the Diamond Interchange Alternative meets the project purpose and need, it was eliminated from further study prior to the EA based on public input and inter-agency coordination because it would result in more impacts and higher costs than the other build alternatives. The EA fully evaluated the potential environmental effects of two detailed study alternatives: the Partial Cloverleaf Interchange Alternative and the Half Cloverleaf Interchange Alternative.

Following the EA's distribution and availability to the public, NCDOT held a Local Officials Informational Meeting (LOIM) and informal Combined (Corridor and Design) Public Hearing on May 23, 2017 in Candler, North Carolina. A summary of the LOIM/Combined Public Hearing and comments received on the EA is included in **Appendix C** (Post-Public Hearing Summary). FHWA and NCDOT discussed and considered all public comments at the Post-Hearing Meeting on July 10, 2017. Based on public input and inter-agency coordination, FHWA and NCDOT identified the Partial Cloverleaf Interchange as the Preferred Alternative (**Figure 2**).

The Preferred Alternative will upgrade the existing Liberty Road alignment within the project limits and convert the existing I-40/Liberty Road grade separation to a partial cloverleaf interchange. The proposed Liberty Road would be constructed on new alignment from U.S. 19/23 to north of I-40 where it would transition to the existing Liberty Road alignment. The Preferred Alternative will include the following roadway improvements, from south to north:

- Addition of a right-turn lane onto the new Liberty Road from westbound U.S. 19/23;
- Construction of a four-lane road with 12-foot travel lanes, 23-foot raised median and 8-foot shoulders with 4 feet paved on new alignment for approximately 0.7-mile from the U.S. 19/23/N.C. 151 intersection to the new interchange with I-40;

- Relocation of the existing Dogwood Road intersection with U.S. 19/23 approximately 0.15-mile north to tie Dogwood Road into the four-lane Liberty Road at a new intersection;
- Crossing of Pole Creek on a new bridge;
- Construction of a four-way intersection on the four-lane Liberty Road to provide access to existing Liberty Road and Valley View Drive. This will include:
 - an approximately 0.2-mile two-lane road with 9-foot travel lanes and 6-foot unpaved shoulders on new alignment to connect Valley View Drive and Tall Oaks Road west of Liberty Road (replacing the existing access to Liberty Road from Valley View Drive and Tall Oaks Road); and
 - an approximately 0.2-mile two-lane road with 11-foot travel lanes that taper to 9-foot travel lanes and 6-foot unpaved shoulders to tie into the existing Liberty Road on new alignment to connect the new Liberty Road to the remainder of Liberty Road to the east;
- Construction of a cul-de-sac southeast of the interchange to access properties along the existing Liberty Road alignment;
- Removal of the existing Liberty Road grade separation over I-40;
- Construction of a new three-lane grade separation (bridge overpass) on new alignment with 12-foot travel lanes (one in each direction), a 12-foot two-way left turn lane, and 8-foot shoulders that include 6-foot sidewalks;
- Construction of a loop and ramp in the southeast and northwest quadrants of the interchange. The interchange ramps will be one-lane with a minimum width of 16 feet and include 12-foot inside shoulders, with 4 feet paved, and 14-foot outside shoulders, with 4 feet paved. The interchange loops will be one-lane with a minimum width of 18 feet and include 2-foot 6-inch curb and gutter on the inside and 12-foot shoulders on the outside, with 4 feet paved. The ramps and loops will intersect Liberty Road at roundabouts, south and north of I-40;
- Construction of a 0.1-mile section of two-lane road with 12-foot travel lanes and 8-foot shoulders with 4 feet paved on new alignment north of the new interchange with I-40 to near Canaan Drive;
- Construction of a four-way intersection on the new alignment two-lane Liberty Road to provide access to existing roads, including the existing Liberty Road alignment to the west, and reconstruction of the Canaan Drive intersection to include two 12-foot travel lanes and 6-foot unpaved shoulders to the east;
- Construction of a cul-de-sac northwest of the interchange to access properties along the existing Liberty Road alignment;

- Construction of a 0.06-mile section of two-lane road with 12-foot travel lanes and 4-foot shoulders with 2 feet paved on new alignment from near Canaan Drive to tie into the existing Liberty Road;
- Improvement of existing two-lane cross section on Liberty Road to Monte Vista Road with 12-foot travel lanes and 4-foot shoulders with 2 feet paved on existing alignment;
- Maintaining access to properties along the existing Liberty Road; and
- Reconstruction of the Liberty Road and Monte Vista Road intersection as a roundabout.

4. ENVIRONMENTAL EFFECTS

Table 2 summarizes the anticipated environmental impacts for the Preferred Alternative. Impacts are calculated based on current roadway design slope stakes plus 25 feet. Only features with impacts are listed in **Table 2**.

**TABLE 2
SUMMARY OF ANTICIPATED IMPACTS**

Feature*	Preferred Alternative ⁺
Natural Environment	
Jurisdictional Stream (number of crossings / linear feet of stream impacts)	8 / 892
Forest (acre)	18.7
Bamboo (acre)	0.2
100-Year Floodplain (including Floodway) (acre)	1.3 (0.1 Floodway)
Human Environment	
Residential Displacements (number)	21
Impacted Noise Receptors (number)	39
Source: Relocation Report (NCDOT 2017) included in Appendix E .	
Notes: * Only features with impacts listed in summary table; ⁺ Impacts based on current roadway design slope stakes plus 25 feet.	

5. COORDINATION AND COMMENTS

5.1. Circulation of the Environmental Assessment

Copies of the federal EA were made available to the public and to the following federal, state, and local agencies:

- * U.S. Environmental Protection Agency
- * U.S. Army Corps of Engineers
 - U.S. Fish and Wildlife Service
- N.C. Department of Administration – State Clearinghouse
- * N.C. Department of Environmental Quality
 - Division of Water Resources
 - Division of Waste Management
- * Federal Remediation Branch
- * Solid Waste Section – Western District
- * N.C. Wildlife Resources Commission
- N.C. Department of Natural and Cultural Resources
 - State Historic Preservation Office
 - Natural Heritage Program
- N.C. Department of Public Safety
 - Division of Emergency Management
 - Floodplain Management Program
- * N.C. Department of Transportation – Statewide Planning
 - Land of Sky Regional Council
 - French Broad River Metropolitan Planning Organization
 - Buncombe County Planning and Development Department

Asterisks (*) indicate agencies that submitted comments (note that responses indicating no comments are not identified here) (refer to **Table 3**). Copies of agency correspondence are included in **Appendix A**. The EA was also made available for public review to coincide with the informal Combined Public Hearing (**Section 5.3**).

The U.S. Army Corps of Engineers (USACE) issued a Section 404 Public Notice for the STIP I-4759 Project (SAW-2010-01018) on May 5, 2017. The comment period ended June 5, 2017. The U.S. Department of Commerce-National Marine Fisheries Service (NMFS) and N.C. Department of Natural and Cultural Resources-State Historic Preservation Office (SHPO) provided responses to the Section 404 Public Notice indicating the project does not involve impacts to their resources (**Appendix A**). At the conclusion of the Section 404 Public Notice comment period, USACE provided comments on the EA on June 9, 2017 (in addition to those received on June 5, 2017) (**Appendix A**).

5.2. Comments on the Environmental Assessment

A summary of project-specific, substantive comments received from environmental regulatory and resource agencies regarding the EA and NCDOT’s response are tabulated in **Table 3**. Agency comment letters are included in **Appendix A**.

**TABLE 3
SUMMARY OF AGENCY COMMENTS ON ENVIRONMENTAL ASSESSMENT**

Agency (Representative)	Date Received	Comment Summary	Response
U.S. Environmental Protection Agency (Cynthia van der Wiele, Ph.D.)	April 21, 2017	Multiple utilities are located within the project study area. Consequently, a medium to high level of utility lines will need to be relocated due to the road and interchange improvements. If the impacts from these utility relocations were not included in the table of impacts, the EPA requests that these be accounted for during NCDOT NEPA/404 Merger meetings as well as the Finding of No Significant Impact (FONSI) document.	As design continues, the location and relocation of utilities will be further evaluated. At the time the EA was prepared, impacts were calculated based on functional design slope stakes plus 40 feet to capture potential utility relocations and drainage requirements.
U.S. Army Corps of Engineers (Loretta Beckwith)	June 5, 2017	The purpose of the project on page 4 is slightly different than it is on the CP1 form - "...between the Enka-Candler area and the City of Asheville" is not on the CP1 form. Please revise.	The project purpose is revised in this FONSI.
	June 5, 2017	... it would be appropriate to include a discussion of logical termini in this NEPA document. Whether or not you include it in the EA, we'll need it for the USACE decision document, which we'll prepare after your final application is submitted.	A logical termini discussion is included in Section 6 of this FONSI.
	June 5, 2017	Page 22 under invasive species - "NCDOT will manage invasive plant species as appropriate." What does this mean, exactly?	NCDOT will manage the identified invasive plant species encountered within NCDOT's right of way through targeted spraying during construction.
	June 5, 2017	To make sure I have the correct number of residential relocations under the build alternatives - the Partial Cloverleaf would have 34 and the Half Cloverleaf would have 40 [residential relocations] - is this correct?	This is correct, and what was reported in the EA. However, design revisions implemented for avoidance and minimization measures has reduced the overall number of residential relocations. Preliminary numbers were shared with the Merger Team at the CP 4A meeting (October 11, 2017), and the final number is included in Table 2 . The updated NCDOT Relocation Report is in Appendix E .

**TABLE 3
SUMMARY OF AGENCY COMMENTS ON ENVIRONMENTAL ASSESSMENT**

Agency (Representative)	Date Received	Comment Summary	Response
	June 9, 2017	The JD for this project has expired. I've coordinated with NCDOT and believe the new JD request will be submitted soon (note - a PJD will suffice for permit issuance). As a reminder, the JD site visit will need to occur prior to the CP 3 meeting and the updated information concerning waters of the U.S. (for impact descriptions on the maps), if revised during the site visit, must be available to the Merger Team in the meeting packet.	Noted. NCDOT-NES coordinated with USACE and revised/updated waters of the U.S. impacts and descriptions, as necessary, and included those updates at CP 3/CP 4A on October 11, 2017.
	June 9, 2017	For the impact table for the CP 3 meeting packet - please ensure that the amount and type of impact is noted with specificity - e.g., 120 lf of relocation, 150 lf of bank stabilization, 39 lf of culvert, etc.	NCDOT did not have the advanced level of design to make these distinctions at the CP 3 meeting. Impacts were reported at CP 3 based on preliminary design slope stakes plus 25 feet. The Section 404 Permit Application will include a breakdown of stream impacts as per this request.
	June 9, 2017	Once the ESA Section 7 consultation is complete, please ensure that we're copied on all FHWA/NCDOT determination documentation and concurrence letters/emails from the USFWS. I believe that the Gray bat is not resolved yet.	Noted. NCDOT will copy USACE on all appropriate Section 7 consultation for all listed species prior to construction.
U.S. Fish and Wildlife Service (Marella Buncick)	June 5, 2017	No specific comments.	—
N.C. Wildlife Resources Commission (Marla Chambers)	March 13, 2017	We have reviewed the EA ... and are participating in the Merger process Our concerns and recommendations were outlined in our scoping comments, dated 5/7/2008, which were included in the EA document. Those comments remain valid and we would like to reiterate the importance of local action to minimize the secondary and cumulative effects on water quality and wildlife habitat, which can also protect the health quality of life of the public.	Comment noted.

**TABLE 3
SUMMARY OF AGENCY COMMENTS ON ENVIRONMENTAL ASSESSMENT**

Agency (Representative)	Date Received	Comment Summary	Response
N.C. Department of Natural and Cultural Resources, State Historic Preservation Office (Renee Gledhill-Earley)	February 23, 2017	No comment.	—
N.C. Department of Environmental Quality, Division of Water Resources (Kevin Barnett)	April 5, 2017	No concerns with the content of this document.	—
N.C. Department of Environmental Quality, Division of Waste Management, Federal Remediation Branch (David B. Mattison)	February 27, 2017 Two sites were identified within an approximate 1-mile radius of the proposed project as noted in the table below. The identified sites are not anticipated to affect the project or vice versa, however, if the construction encounters groundwater, it is recommended that site files be reviewed so that appropriate health and safety precautions can be implemented as needed. [ID# NONCD0002679 - Vulcan Materials; ID# NONCD0000162 - Candler Refuse Disposal Area]	Comment noted. The NCDOT GeoEnvironmental Section will provide soil and groundwater assessments on each of the nine properties listed in Table 13 of the EA after identification of the selected alternative and before right of way acquisition to make appropriate recommendations to the Right of Way Unit regarding the acquisition of contaminated property, and to avoid the liability of acquiring properties with known hazardous potential such as USTs.

**TABLE 3
SUMMARY OF AGENCY COMMENTS ON ENVIRONMENTAL ASSESSMENT**

Agency (Representative)	Date Received	Comment Summary	Response
N.C. Department of Environmental Quality, Division of Waste Management, Solid Waste Section, Western District (Deb Aja)	March 7, 2017	The review has been completed and has seen no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project from a solid waste perspective. During the construction and any demolition, every feasible effort should be made to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility approved to manage the respective waste type. The Section strongly recommends that any contractors are required to provide proof of proper disposal for all waste generated as part of the project.	Comment noted.
N.C. Department of Environmental Quality, Intergovernmental Review	March 8, 2017	... it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. A) Dredge and Fill Permit, B) Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program., C) 401 Water Quality Certification, D) Notification of proper regional office is requested if "orphan" underground storage tanks (USTs) are discovered during any excavation operation, E) Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction, F) If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.	Thank you for the comment. NCDOT will obtain the DEQ permit(s) and/or approvals noted to comply with state law.

**TABLE 3
SUMMARY OF AGENCY COMMENTS ON ENVIRONMENTAL ASSESSMENT**

Agency (Representative)	Date Received	Comment Summary	Response
N.C. Department of Natural and Cultural Resources, Natural Heritage Program (Suzanne Mason)	February 22, 2017	No comment.	—
NCDOT, Transportation Planning Branch, French Broad River Metropolitan Planning Organization (Daniel Sellers)	February 27, 2017	No comment.	—
N.C. Department of Public Safety, Division of Emergency Management, Floodplain Management Program (John D. Brubaker)	No date	No comment.	—

5.3. Combined Public Hearing

After the EA was approved and released, NCDOT hosted a LOIM and informal Combined (Corridor and Design) Public Hearing at Francis Asbury United Methodist Church Gymnasium (725 Asbury Road, Candler, North Carolina) on May 23, 2017.

Prior to the hearing, a copy of the EA and the Public Hearing Maps were distributed for public review at the NCDOT-Division 13 Office (55 Orange Street, Asheville); Land of Sky Regional Council Office (339 New Leicester Highway, Suite 140, Asheville), and Enka-Candler Public Library (1404 Sand Hill Road, Candler). In addition to postcard invitations distributed to the project mailing list, NCDOT ran an advertisement in the following newspapers on the following dates:

- *Asheville Tribune* – April 27, May 4, May 11, and May 18, 2017
- *Mountain Xpress* – April 26, May 3, May 10, and May 17, 2017
- *Asheville Citizen Times* – April 26, April 30, May 3, May 7, May 14, May 21, and May 22, 2017
- *Asheville Daily Planet* – April 26, April 30, May 3, May 7, May 14, May 21, and May 22, 2017

The purpose of the Public Hearing was to present the detailed study alternatives and collect local officials' and the public's input on the selection of a Preferred Alternative. The findings of the EA and associated technical studies, and the project schedule were also presented.

No formal presentation was offered to the local officials or the public; one-on-one conversations between the project team and attendees were encouraged. Three local officials signed in at the LOIM and 195 individuals signed in at the Public Hearing.

Attendees were provided a handout (**Appendix C**) containing a variety of information about the project, including:

- Purpose and format of the meeting;
- Request for public input and comment sheets;
- Project status and current schedule;
- Project purpose and need;
- Environmental impacts and cost estimates (as reported in the EA);
- Descriptions and maps of the build alternatives;
- Project contacts;
- Title VI Public Involvement Form.

Three sets of the Public Hearing Maps were available for public viewing with NCDOT project team members available to discuss the project at each map station. Additionally, a Traffic Noise Station, Right of Way and Relocation Assistance Station, and Roundabout Informational Station – which included a continuously running video of how to drive a roundabout – were staffed. Two copies of the EA were available for public review. Comment tables offered attendees an opportunity to provide written

feedback. Additional displays included: a Project Timeline, National Environmental Policy Act (NEPA) Study Process, Other Funded STIP Projects in the Project Vicinity, and Impacts of the Alternatives Summary Comparison.

The comment period extended thirty days after the public hearing. Ninety-six (96) comments were received during the comment period, which ended June 23, 2017. About two-thirds of comment forms received indicated support for the Partial Cloverleaf Interchange Alternative. Just under 30 percent of the comment forms received indicated no preference, and about ten percent preferred the Half Cloverleaf Interchange Alternative. Overall, comments indicated that the public based their preference on which alternative had the least amount of impacts on their own or adjoining properties. The lowest cost estimate and traffic flow were also commonly referenced as a reason for preference.

NCDOT received one comment letter signed by 72 residents of the Vistas of Westfield Community, a residential neighborhood located west of the project area on Dogwood Road, south of I-40. The community expressed concerns regarding control of access, noise impacts, privacy, the location of the Liberty Road alignment south of I-40, and the proposed roundabout. Due to the quantity and scope of comments received from the community, NCDOT provided responses to the community's concerns by letter or email dated August 16, 2017 (**Appendix C**).

The Post-Hearing Meeting Summary in **Appendix C** includes a full summary of the LOIM/Combined Public Hearing.

In accordance with 23 U.S.C. 128, NCDOT certifies that a Public Hearing for STIP I-4759 was held. NCDOT further certifies that the social, economic, and environmental impacts; consistency with local community planning goals and objectives; and comments from individuals have been considered in the selection of the Preferred Alternative.

5.4. Additional Project Coordination

NCDOT has coordinated with the state and federal regulatory and resource agencies throughout the project development process as part of the NEPA/Section 404 Merger Process. Since the approval of the EA in January 2017, the Merger Team met to discuss Concurrence Point 3 (CP3) Least Environmentally Damaging Practicable Alternative/Preferred Alternative Selection and Concurrence Point 4A (CP4A) Avoidance and Minimization Measures on October 11, 2017.

The Merger Team concurred with NCDOT's Preferred Alternative (i.e., Partial Cloverleaf Interchange) as the Least Environmentally Damaging Practicable Alternative (LEDPA). The signed concurrence forms and the meeting summaries are in **Appendix B**.

6. REVISIONS TO THE ENVIRONMENTAL ASSESSMENT

6.1. Logical Termini Discussion

FHWA uses three general principles included in regulation (23 CFR 771.111(f)) and policy to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated in an EIS or a FONSI.

1. *Connect logical termini and be of sufficient length to address environmental matters on a broad scope:*

The I-40/Liberty Road Interchange will provide a needed link along the I-40 corridor by converting the existing Liberty Road grade separation to an interchange with I-40 and improving Liberty Road between U.S. 19/23 and Monte Vista Road, part on new location. The project is located about eight miles west of downtown Asheville.

The southern terminus of the I-4759 project is located at the U.S. 19/23 intersection with N.C. 151 and Dogwood Road. The southern terminus was chosen to provide a direct connection from I-40 to N.C. 151.

The northern terminus of the I-4759 project is located at the intersection of Liberty Road and Monte Vista Road. The northern terminus is the current terminus of Liberty Road at Monte Vista Road, which provides connections to the east and west.

From a project development and environmental analysis standpoint, the project termini represent rational end points for a transportation improvement, and the study area is sufficient for the evaluation of environmental impacts for a new location project.

2. *Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made:*

The I-4759 project is being proposed to address transportation needs related to network connectivity, the lack of which contributes to the degradation of network mobility, quantity of travel, and quality of travel. This project will provide a needed link along the I-40 corridor in western Buncombe County by converting the existing Liberty Road grade separation to an interchange with I-40 and improving Liberty Road between U.S. 19/23 and Monte Vista Road, with part on new location.

Commuting patterns in the project vicinity rely on access to I-40 since most jobs in the region are located in Asheville. Due to topographical constraints, the only east-west routes into Asheville are I-40 and U.S. 19/23. The lack of access to I-40 in the project area is currently contributing to congestion on the existing transportation network. Based on a review in Google Maps, motorists currently desiring to access I-40 near Liberty Road must access I-40 at the existing interchange at U.S. 19/23 (Exit 44) approximately 2.5 miles to the east, or Wiggins

Road (Exit 37) approximately 5.5 miles to the west. Under current conditions, travel times from the project study area to Exit 37 and Exit 44 may range from 7 to 12 minutes (estimated travel times during off-peak hours). In addition to the difficulty this creates for emergency services, it contributes to the current and projected operational deficiencies of local arterials, including U.S. 19/23, as all long-distance trips must travel some distance to reach the interstate. The I-4759 project is an important component in improving access and easing congestion within the transportation network in western Buncombe County.

These needs are specific to the I-4759 project and will be a reasonable expenditure even if no additional transportation improvements are made in the area.

3. *Not restrict consideration of alternatives for other reasonably-foreseeable transportation improvements:*

There are no reasonably-foreseeable transportation improvement projects adjacent to the I-4759 project. The current design does not preclude consideration for future potential widening of I-40 under the proposed Liberty Road grade-separation, though a I-40 widening project is currently funded. The proposed interchange will not restrict consideration of alternatives for improvements to I-40.

6.1.1. Summary

Upon review of the locations of the project termini, the extent of the project study area, the project needs and evidence of being a reasonable expenditure, and the unrestricted consideration of alternatives for future potential transportation improvement projects, FHWA has determined that the I-4759 project has logical termini in accordance with 23 CFR 771.111(f).

6.2. Proposed Improvements

The proposed improvements listed in Section 3 (page 2) represent the current design plans for I-4759. Design revisions implemented since the January 2017 EA include the reduction of some roadway typical sections, the relocation of the proposed Tall Oaks Road connection (between Valley View Drive and Tall Oaks Road), and the selection of roundabouts as the preferred intersection control type at three intersections along the project corridor. These design revisions were presented to local officials and the public at the May 23, 2017 LOIM/Combined Public Hearing and to regulatory and resource agencies at CP3 and CP4A.

Reductions to roadway typical sections were implemented where feasible to avoid and minimize impacts to residences as follows:

- The Valley View Road typical was reduced from 12-foot travel lanes and 8-foot shoulders with 4 feet paved to 9-foot travel lanes and 6-foot unpaved shoulders.
- A portion of the proposed Liberty Road connector south of I-40 was reduced from 12-foot travel lanes and 8-foot shoulders with 4 feet paved to 11-foot travel lanes that

taper to 9-foot travel lanes and 6-foot unpaved shoulders to tie into the existing Liberty Road alignment.

- The Liberty Road upgrades north of I-40 were reduced from 12-foot travel lanes and 8-foot shoulders with 4 feet paved to 12-foot travel lanes and 4-foot shoulders with 2 feet paved (**Figure 3**).

The Tall Oaks Road connection location was revised to avoid impacts to several residences. The proposed alignment also avoids one residential relocation.

Roundabouts are the preferred intersection control type at the proposed interchange ramp access intersections and at Liberty Road and Monte Vista Road.

Lastly, through coordination with regulatory and resource agencies to reduce impacts to waters of the U.S., NCDOT revised the loop and ramp designs in the southeast interchange quadrant. Where previously a 7' x 8' x 355' reinforced concrete box culvert was proposed on Young Branch (Site 4), NCDOT will construct a single 3-span bridge on the I-40 eastbound on-ramp over Young Branch and utilize steeper than 2:1 slopes on the I-40 eastbound off-ramp loop. **Table 4** includes the list of proposed drainage structures for the Preferred Alternative.

TABLE 4

PREFERRED ALTERNATIVE PROPOSED DRAINAGE STRUCTURES

Stream	Existing Drainage Structure	Proposed Drainage Structure Improvements	Proposed New Drainage Structure
Little Pole Creek	2 @ 9' x 8' Reinforced Concrete Box Culvert (RCBC)	Retain and Extend (25' left/0' right)	—
		Add Supplemental Pipe (min.=48")	
Young Branch	72" Structural Plate Pipe with Concrete Headwall	Retain and Extend (5' left/0' right)	—
		Add Supplemental Pipe (min.=48")	
Young Branch*	—	—	Single 3-Span (3 @ 78') 54" girder bridge ⁺
Young Branch	—	—	8' x 8' x 248' RCBC
Pole Creek	—	—	Dual 3-span (1 @ 65', 2 @ 80') 54" girder bridge

Source: *Hydraulic Technical Memorandum* (August 2015).

Note: * "Site 4"; ⁺ This bridge (in conjunction with steeper than 2:1 slopes) replaces the 7' x 8' x 355' reinforced concrete box culvert reported at this crossing in the January 2017 EA.

6.3. Environmental Effects

6.3.1. Natural Resources

The January 2017 EA listed the biological conclusion for the Northern long-eared bat (NLEB) and Gray bat as “unresolved”. NCDOT conducted threatened and endangered species surveys on October 17, 2017 and determined that the proposed project is consistent with the Final Section 4(d) rule relative to the NLEB; and the proposed project May Affect, but not Likely to Adversely Affect the Gray bat.

Northern long-eared bat:

USFWS Recommended Survey Window: June 1 – August 15

In North Carolina, the NLEB occurs in the mountains, with scattered records in the Piedmont and coastal plain. In western North Carolina, NLEB spend winter hibernating in caves and mines. Since this species is not known to be a long-distance migrant, and caves and subterranean mines are extremely rare in eastern North Carolina, it is uncertain whether or where NLEB hibernate in eastern North Carolina. During the summer, the NLEB roosts singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees (typically ≥ 3 inches diameter at breast height [dbh]). Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat has also been found, rarely, roosting in structures like barns and sheds, under eaves of buildings, behind window shutters, in bridges, and in bat houses. Foraging occurs on forested hillsides and ridges, and occasionally over forest clearings, over water, and along tree-lined corridors. Mature forests may be an important habitat type for foraging.

Biological Conclusion: ***Consistent with Section 4(d) of the Endangered Species Act***

NCDOT has determined that the proposed action does not require separate consultation under Section 7 of the Endangered Species Act on the grounds that the proposed project is consistent with the final Section 4(d) rule, codified at 50 CFR § 17.40 (o) and effective February 16, 2016.

Gray bat:

USFWS optimal survey window: May 15 through August 15 (summer); January 15 through February 15 (winter)

Populations of Gray bats are found mainly in Alabama, northern Arkansas, Kentucky, Missouri, and Tennessee, with a few colonies occurring in northwestern Florida, western Georgia, southwestern Kansas, south Indiana, south Illinois, northeastern Oklahoma, northeastern Mississippi, western Virginia, and possibly western North Carolina.

Gray bats live in colonies in caves, utilizing different caves for summer roosting and winter hibernating. Summer caves are usually within a kilometer (0.62 mile) of a river or reservoir, which provides foraging habitat. During the summer, females give

birth and rear the young in maternity caves, while males and yearlings roost in separate bachelor caves. Caves preferred for hibernation are typically deep, vertical caves with a temperature between 6 and 11 degrees Celsius (42.8 and 51.8 degrees Fahrenheit). Gray bats are highly selective in choosing suitable caves, and nine known caves are thought to provide hibernation space for 95% of the population. Migration from summer to winter caves begins in September and is mainly complete by the beginning of November. The distance between summer and winter caves can be as little as two miles but in some cases is greater than 200 miles. The Gray bat is insectivorous, apparently preferring aquatic insects, especially mayflies.

Biological Conclusion: **May Affect, Not Likely to Adversely Affect**

The NCDOT Biological Surveys Group inspected two culverts in the project area on October 17, 2017. Through coordination with USFWS, the biological conclusion for the gray bat is May Affect, Not Likely Affect with the commitment that the culvert carrying Little Pole Creek be resurveyed during the active season prior to construction.

6.3.2. Traffic Noise Analysis

The January 2017 EA reported the findings of the *Draft Traffic Noise Report* (December 2016). The final *Traffic Noise Report, Liberty Road I-40 Interchange, Buncombe County* was approved in February 2017. The only change between the draft and final reports was the reduction in the number of impacted noise receptors. The January 2017 EA reported 40 impacts per 23 CFR 772 whereas the final traffic noise report included 39 impacts.

A preliminary noise evaluation for the Preferred Alternative identified three noise barriers that preliminarily meet feasible and reasonable criteria found in the NCDOT Traffic Noise Policy. A more detailed analysis will be completed during project final design. Noise barriers found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors. Conversely, noise barriers that were not considered feasible and reasonable during the preliminary noise analysis may meet the established criteria and be recommended for detailed study in a Design Noise Report (DNR). This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772.

In accordance with NCDOT Traffic Noise Policy, NCDOT is not responsible for evaluating or implementing any noise barriers to protect developed lands that were not permitted before the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the environmental decision document for this project. For development occurring after this date, NCDOT advocates the use of local government authority to regulate land development, planning, design and construction in such a way that noise impacts are minimized.

7. BASIS FOR FINDING OF NO SIGNIFICANT IMPACT

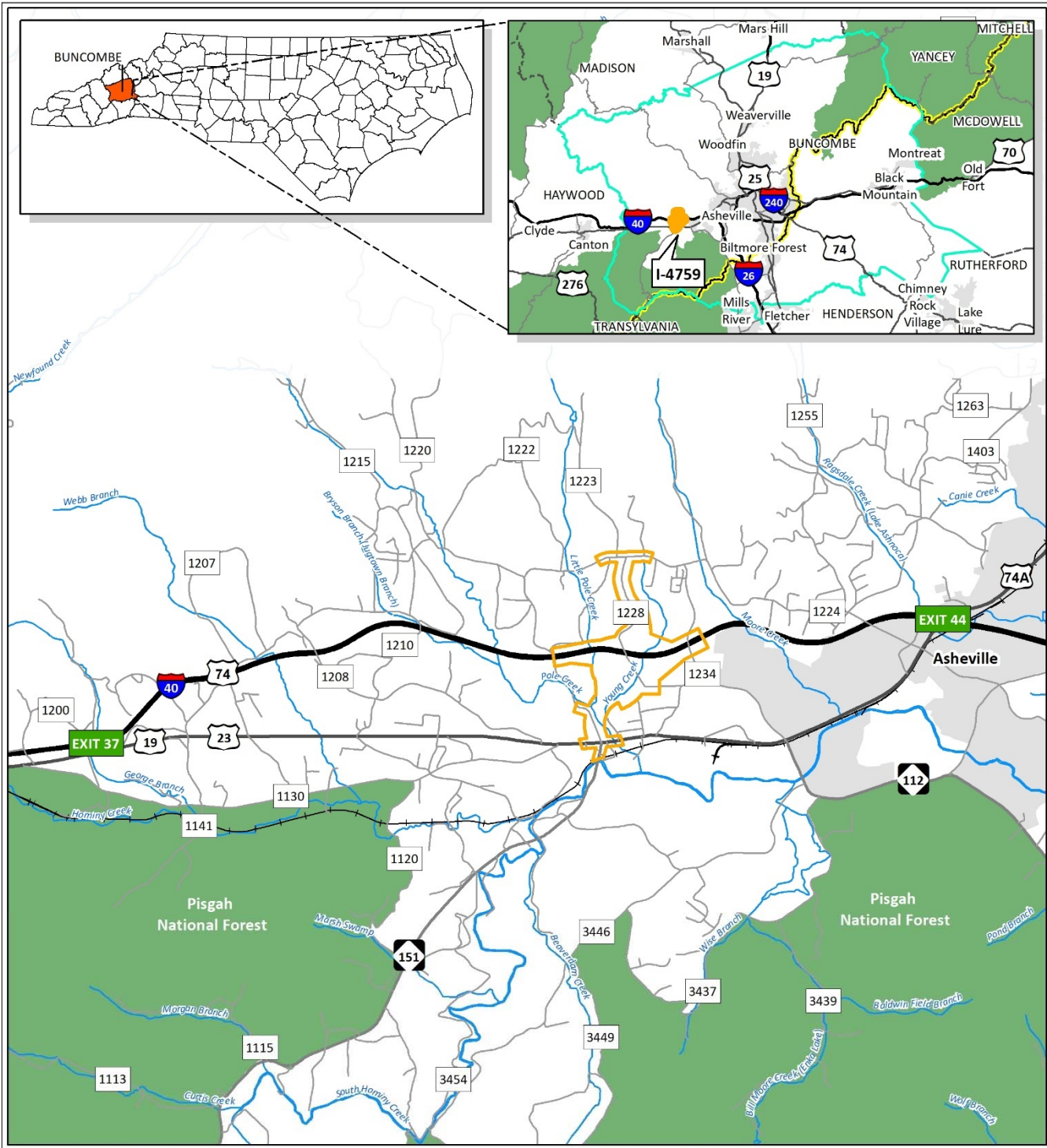
Based on the evaluation contained within the January 2017 EA, subsequent regulatory and resource agency review and comment, and through involvement of the public, the FHWA finds the I-4759 project will not have a significant adverse impact upon the human or natural environment. No significant impacts to natural, social, ecological, cultural, or economic resources are expected, and the proposed project is consistent with local plans. Therefore, a FONSI is applicable for the I-4759 project and neither an EIS or further environmental analysis is required.

8. CONTACT INFORMATION



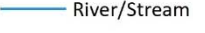
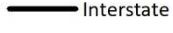

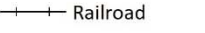



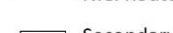
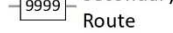

The following persons may be contacted for additional information regarding this project:

John F. Sullivan III, P.E.
Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601
Telephone: (919) 856-4346

Derrick Weaver, P.E.
Divisions 11-14 Team Lead
Project Management Unit
North Carolina Department of Transportation
1582 Mail Service Center
Raleigh, NC 27699-1582
Telephone: (919) 707-6253





Sources: NCDOT, NCDEQ, USDA, Buncombe Co. GIS, NC OneMap, HNTB. Credit: HNTB North Carolina, PC 2017.

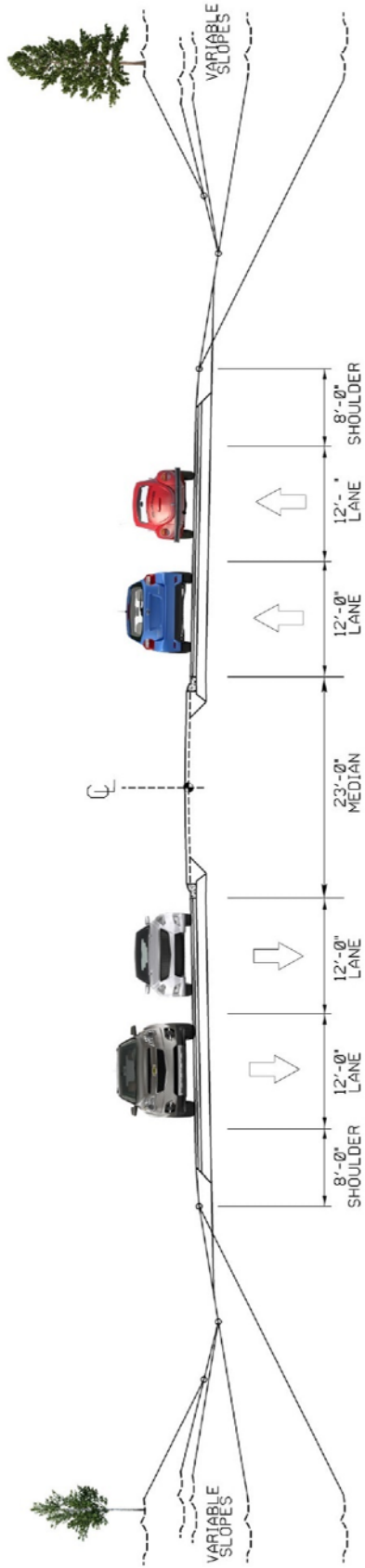
 <p>North Carolina Department of Transportation STIP I-4759</p>	 Project Study Area	 River/Stream	 Interstate	<p>Figure 1. Project Vicinity</p> <hr/> <p>Liberty Road I-40 Interchange, Buncombe County</p>
	 Municipal Boundary	 Railroad	 U.S. Route	
 National Forest	 Blue Ridge Parkway	 N.C. Route	 Secondary Route	
 <p>NORTH 0 2,500 5,000 Feet</p>				



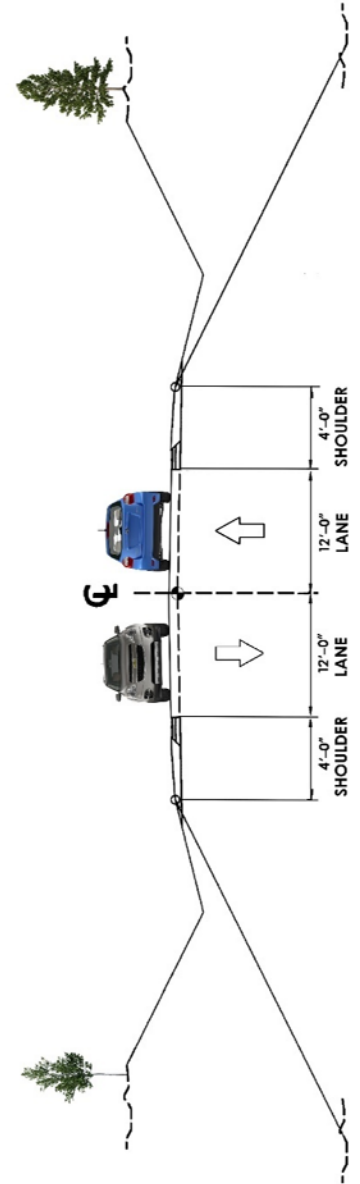
Sources: NCDOT, Buncombe Co. GIS, NC OneMap, HNTB. Credit: HNTB North Carolina, PC 2017.

 <p>North Carolina Department of Transportation</p> <p>STIP I-4759</p> 	<p>Legend</p> <ul style="list-style-type: none"> Project Study Area Preferred Alternative 1111 Secondary Route Number 	<p>Figure 2. Preferred Alternative (Partial Cloverleaf Interchange)</p> <p>Liberty Road I-40 Interchange, Buncombe County</p>
--	---	---

Four-lane median divided section, Liberty Road south of I-40



Two-lane undivided section, Liberty Road north of I-40



North Carolina
Department of
Transportation
STIP I-4759



Figure 3. Liberty Road Typical Sections

Liberty Road I-40 Interchange,
Buncombe County

Not to scale

Sources: NCDOT, HNTB North Carolina, PC. Credit: HNTB North Carolina PC 2017.

APPENDICES

Appendix	Content
Appendix A1	Federal Project Correspondence
Appendix A2	State Project Correspondence
Appendix A3	Local Project Correspondence
Appendix B	Section 404/NEPA Merger Team Concurrence Forms
Appendix C	Public Hearing Summary
Appendix D	NCDOT Cost Estimates
Appendix E	NCDOT Relocation Report

APPENDIX A
PROJECT CORRESPONDENCE

APPENDIX A1
FEDERAL PROJECT CORRESPONDENCE

Adam Archual

From: Cheely, Erin K <ekcheely@ncdot.gov>
Sent: Wednesday, December 6, 2017 4:54 PM
To: Al-Sharawneh, Ahmad A
Cc: Adam Archual
Subject: I-4759 FONSI review

Follow Up Flag: Follow up
Flag Status: Completed

Ahmad,

FYI - I heard back from Marella today regarding the biological conclusion for gray bat. She thinks it would be better to have a MANLAA conclusion with a condition added to survey the culvert once more prior to construction.

I have updated the review of the FONSI on SharePoint to reflect Marella's comments and the link in the ETRACS request goes to the updated version of my review.

This updated biological conclusion should not present a problem with getting the FONSI signed.

-erin

From: Cheely, Erin K
Sent: Wednesday, December 06, 2017 1:59 PM
To: 'Buncick, Marella' <marella_buncick@fws.gov>
Cc: Dagnino, Carla S <cdagnino@ncdot.gov>; Manley, Chris <cdmanley@ncdot.gov>
Subject: RE: [External] Re: I-4759 bat memo (NLEB and gray)

Yes, the culvert with the big brown carrying Little Pole Creek will be retained and extended (to the north) with a supplemental pipe added according to CP2A.

So, if that is your preference, I will direct planning to change the conclusion to May Affect, Not Likely to Adversely Affect in the FONSI and add the greensheet commitment of: "Prior to construction, the culvert carrying Little Pole Creek will be surveyed for gray bat during the active season." Does that sound good?

As far as getting informal concurrence from you for MANLAA, would you prefer to wait until that second survey is conducted and then I will attach the updated survey memo to an informal concurrence request closer to permitting?

Thanks,
erin

From: Buncick, Marella [mailto:marella_buncick@fws.gov]
Sent: Wednesday, December 06, 2017 1:44 PM
To: Cheely, Erin K <ekcheely@ncdot.gov>
Cc: Dagnino, Carla S <cdagnino@ncdot.gov>
Subject: [External] Re: I-4759 bat memo (NLEB and gray)

CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

Hi Erin,

Is the culvert where one big brown was found going to be impacted by construction? If so, it might be a better idea to agree to check the culvert before construction, if during the active season, to see if bats are present and provide a NLAA conclusion with the commitment.

marella

On Tue, Dec 5, 2017 at 3:21 PM, Cheely, Erin K <ekcheely@ncdot.gov> wrote:

Marella,

I just wanted to touch base with you to ensure that you received the bat memo we sent in October. I'm currently reviewing the draft FONSI, and based on the information we received from Biosurveys, we are planning on listing a No Effect biological conclusion for gray bat. While I know you cannot technically concur with a No Effect, if you have any issue with presenting that conclusion for gray bat in the FONSI, please let us know what you would prefer.

Thanks,

erin

From: Cheely, Erin K

Sent: Wednesday, October 25, 2017 2:16 PM

To: 'Buncick, Marella' <marella_buncick@fws.gov>

Cc: 'Beckwith, Loretta A CIV USARMY CESA W (US)' <Loretta.A.Beckwith@usace.army.mil>; Dagnino, Carla S <cdagnino@ncdot.gov>

Subject: I-4759 bat memo (NLEB and gray)

Marella,

Attached is the bat memo for I-4759 in Buncombe County (I-40 interchange at SR 1228 (Liberty Road)). Per the attached memo, NCDOT has satisfied the 4(d) requirements for this project with regard to NLEB.

See also the results of the recent site visit with regard to gray bat in the memo. Biosurveys is proposing a No Effect conclusion as there was a single big brown bat observed and no evidence of bat use elsewhere other than from this single bat. Let us know if you are okay with this biological conclusion and, if not, what the next steps would be.

Let me know if you have any questions,

Thanks!

-erin

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--

Marella Buncick
USFWS
160 Zillicoa St
Asheville, NC 28801
(828) 258-3939 ext 237
fax (828) 258-5330

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Adam Archual

From: Beckwith, Loretta A CIV USARMY CESAW (US) <Loretta.A.Beckwith@usace.army.mil>
Sent: Friday, June 09, 2017 5:55 PM
To: Al-Sharawneh, Ahmad A
Cc: vanderwiele.cynthia@epa.gov; marella_buncick@fws.gov; Chambers, Marla J; Barrett, William A; Adam Archual
Subject: USACE Merger Public Notice comments for I-4759, Buncombe Co.
Attachments: [Non-DoD Source] NMFS no staffing letter for NCDOT SAW-2010-01018 and Duke Energy Progress SAW-2014-00189; RE: I-4759 EA

Follow Up Flag: Follow up
Flag Status: Flagged

Ahmad,

This email constitutes our Merger public notice comments for I-4759 (SAW-2010-01018) in Buncombe County.

I refer to the application submitted by the North Carolina Department of Transportation (NCDOT), pursuant to the NEPA/404 Merger Process, concerning alternatives under consideration for the potential future requirement for Department of the Army authorization to discharge dredged or fill material into waters of the United States associated with the proposed conversion of the Liberty Road (SR 1228) overpass to an interchange with I-40 in Buncombe County, North Carolina [State Transportation Improvement Program (STIP) Number I-4759]. This project would also involve the realignment (part of the road on new location) and improvement of Liberty Road between US 19/23/NC 151 and Monte Vista Road (SR 1224).

In response to the Merger public notice issued by this office on May 5, 2017, we received written comments from the National Marine Fisheries Service (attached); no other written comments were received.

While we understand that this Merger application is not NCDOT's request for authorization to impact waters of the U.S. (i.e., the final application), we are providing the following comments in an effort to make you aware of the outstanding informational needs known at this time: please note that if the proposed project or other factors change, our informational needs may change.

We have reviewed the Environmental Assessment (EA) for this project signed on January 30, 2017, and commented to you previously on that review (also attached).

In addition to our comments on the EA, please note the following:

1. The JD for this project has expired. I've coordinated with you/NCDOT (Erin Cheely) and believe the new JD request will be submitted soon (note - a PJD will suffice for permit issuance). As a reminder, the JD site visit will need to occur prior to the CP 3 meeting and the updated information concerning waters of the U.S. (for impact descriptions on the maps), if revised during the site visit, must be available to the Merger Team in the meeting packet.
2. For the impact table for the CP3 meeting packet - please ensure that the amount and type of impact is noted with specificity - e.g., 120 lf of relocation, 150 lf of bank stabilization, 39 lf of culvert, etc.
3. Once the ESA Section 7 consultation is complete, please ensure that we're copied on all FHWA/NCDOT determination documentation and concurrence letters/emails from the USFWS. I believe that the Gray bat is not resolved yet.

No response from you to this email is required. As noted above, however, we will need the information outlined in #1 and #2 above in the CP3 packet and the information in #3 for our final evaluation, once the final application is submitted.

Please let me know if you have any questions.

Thank you,

Lori Beckwith
Regulatory Project Manager
U.S. Army Corps of Engineers
Wilmington District
Asheville Regulatory Field Office
828-271-7980, ext. 4223

Adam Archual

From: Buncick, Marella <marella_buncick@fws.gov>
Sent: Tuesday, June 06, 2017 10:36 AM
To: Al-Sharawneh, Ahmad A
Cc: Van Der Wiele, Cynthia; Beckwith, Loretta A SAW; Adam Archual
Subject: Re: I-4759 EA

Hi Ahmad,

I don't have any specific comments on the EA document. The document reflects the comments generated during the field visit and Merger meetings. If there are any further comments or questions about federally listed species, please let me know.

thank you,

Marella

On Mon, Jun 5, 2017 at 11:44 AM, Al-Sharawneh, Ahmad A <aalsharawneh@ncdot.gov> wrote:

Good morning Ladies,

Do you have any comments on the EA document.

Please let me know.

Thanks

Ahmad Al-Sharawneh

Project Development Engineer

Project Development and Environmental Analysis

North Carolina Department of Transportation

919 707 6010 office

919 250 4224 fax

aalsharawneh@ncdot.gov

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--

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(828) 258-3939 ext 237
fax (828) 258-5330

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Adam Archual

From: Beckwith, Loretta A CIV USARMY CESAW (US) <Loretta.A.Beckwith@usace.army.mil>
Sent: Monday, June 05, 2017 5:53 PM
To: Al-Sharawneh, Ahmad A; Adam Archual
Subject: RE: I-4759 EA

Hello Ahmad and Adam,

Overall, the EA is well written and easy to understand, so thank you for your work on this.

A few comments:

1. The purpose of the project on page 4 is slightly different than it is on the CP1 form - "...between the Enka-Candler area and the City of Asheville" is not on the CP1 form. Please revise.
2. I didn't see it, but please correct me if I'm mistaken - it would be appropriate to include a discussion of logical termini in this NEPA document. Whether or not you include it in the EA, we'll need it for the USACE decision document, which we'll prepare after your final application is submitted.
3. Page 22 under invasive species - "NCDOT will manage invasive plant species as appropriate." What does this mean, exactly?
4. To make sure I have the correct number of residential relocations under the build alternatives - the Partial Cloverleaf would have 34 and the Half Cloverleaf would have 40 - is this correct?

The public notice comment period just ended today for this project. I'll send all comments received and any additional comments that we have about the Merger Application for this project later this week. This will include a few comments that are not listed above because they are specific to information we'll need for the CP3 meeting and/or the final application that you'll eventually submit for this project, and not to the EA.

Please let me know if you have any questions.

Thank you,

Lori Beckwith
Regulatory Project Manager
U.S. Army Corps of Engineers
Wilmington District
Asheville Regulatory Field Office
828-271-7980, ext. 4223

-----Original Message-----

From: Al-Sharawneh, Ahmad A [mailto:aalsharawneh@ncdot.gov]
Sent: Monday, June 05, 2017 11:44 AM
To: Buncick, Marella <Marella_buncick@fws.gov>; Van Der Wiele, Cynthia <VanDerWiele.Cynthia@epa.gov>; Beckwith, Loretta A CIV USARMY CESAW (US) <Loretta.A.Beckwith@usace.army.mil>
Cc: Al-Sharawneh, Ahmad A <aalsharawneh@ncdot.gov>; Adam Archual <aarchual@HNTB.com>
Subject: [Non-DoD Source] I-4759 EA

Good morning Ladies,
Do you have any comments on the EA document.
Please let me know.
Thanks

Ahmad Al-Sharawneh
Project Development Engineer
Project Development and Environmental Analysis
North Carolina Department of Transportation

919 707 6010 office
919 250 4224 fax
aalsharawneh@ncdot.gov <mailto:aalsharawneh@ncdot.gov>

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UNITED STATES DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office

263 13th Avenue South

St. Petersburg, Florida 33701-5505

<http://sero.nmfs.noaa.gov>

(Sent via Electronic Mail)

May 10, 2017

Colonel Kevin P. Landers, Sr., Commander
USACE Wilmington District
69 Darlington Avenue
Wilmington, North Carolina 28403-1398

Dear Colonel Landers:

NOAA's National Marine Fisheries Service (NMFS) reviewed the projects described in the public notices listed below. Based on the information in the public notices, the proposed projects would **NOT** occur in the vicinity of essential fish habitat (EFH) designated by the South Atlantic Fishery Management Council, Mid-Atlantic Fishery Management Council, or the NMFS. Present staffing levels preclude further analysis of the proposed work and no further action is planned. This position is neither supportive of nor in opposition to authorization of the proposed work.

Notice No.	Applicant(s)	Notice Date	Comment Due Date
SAW-2010-01018	NCDOT I-40 overpass at Liberty Road, STIP I-4759	May 5, 2017	June 5, 2017
SAW-2014-00189	Duke Energy Progress LLC, Asheville CC Project	May 5, 2017	June 5, 2017

Please note these comments do not satisfy consultation responsibilities under section 7 of the Endangered Species Act of 1973, as amended. If an activity "may effect" listed species or critical habitat under the purview of the NMFS, please initiate consultation with the Protected Resources Division at the letterhead address.

Sincerely,

Pace Wilber for

Virginia M. Fay
Assistant Regional Administrator
Habitat Conservation Division



Adam Archual

To: Al-Sharawneh, Ahmad A
Subject: RE: US EPA Comments on the Federal Environmental Assessment for I-4759 I-40/Liberty Road Interchange

From: Van Der Wiele, Cynthia [<mailto:VanDerWiele.Cynthia@epa.gov>]
Sent: Friday, April 21, 2017 11:43 AM
To: Brian F Yamamoto <byamamoto@ncdot.gov>
Cc: Militscher, Chris <Militscher.Chris@epa.gov>
Subject: US EPA Comments on the Federal Environmental Assessment for I-4759 I-40/Liberty Road Interchange

Dear Mr. Yamamoto:

The U.S. Environmental Protection Agency (EPA) has reviewed the federal Environmental Assessment (EA) and is providing comments consistent with §309 of the Clean Air Act and §102(2)(C) of the National Environmental Policy Act (NEPA). The North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA) proposes to convert existing Liberty Road (SR 1228) overpass of I-40 to an interchange. The proposed project would also encompass a realignment, partially on new location, and upgrade of the existing Liberty Road between Monte Vista Road (SR 1224) and the US 19/23 (Smokey Park Highway) and NC 151 (Pisgah Highway) intersection with Dogwood Road (SR 1220).

The project is currently included as a *Merger Project* of the NCDOT 404/NEPA Merger Process. The EPA has been an active participant on this project.

The primary purpose of the I-4759 project is to improve the transportation network in the project study area to benefit mobility and connectivity. The proposed project would provide a more direct link between western Buncombe County, specifically the Enka-Chandler area, and Asheville as I-40 is utilized as a vital east-west connection for commuters and through traffic. The need to be addressed by the proposed project is the lack of network connectivity along I-40 between US 19/23 and Wiggins Road (SR 1200). The project seeks to achieve quality of travel by providing Level of Service D or better at the proposed project access at I-40.

Two build alternatives were assessed and carried forward for detailed study: Partial Cloverleaf Interchange and Half Cloverleaf Interchange were developed to minimize potential jurisdictional stream and wetland impacts to the initially-studied Diamond Interchange Alternative. The total length of improvements to Liberty Road is approximately 1.5 miles and would be the same for both interchange alternatives.

The NCDOT does not have a preferred alternative noted in the EA; however, the Half Cloverleaf alternative appears to have fewer impacts to the natural environment.

The EPA offers the following technical comments:

Table S-1 on pages ii and iii provides a summary of the impacts.

Impacts to the natural environment include:

- 1,838 linear feet of jurisdictional stream impacts at 5 crossings for the Partial Cloverleaf; 1,530 linear feet at 4 crossings for the Half Cloverleaf. All hydraulic structures are proposed as reinforced

concrete box culverts (RCBCs) except for the crossing of Young Branch, which is proposed as a 72” structural plate pipe with a concrete headwall

- No jurisdictional wetland impacts for either alternative
- 20.3 acres of forest for the Partial Cloverleaf vs 24.5 acres for the Half Cloverleaf
- 1.8 acres of 100-year floodplains for both alternatives.

Impacts to the human environment include:

- 34 residential displacements (Partial Cloverleaf) vs 40 residential displacements (Half Cloverleaf)

Multiple utilities are located within the project study area. Consequently, a medium to high level of utility lines will need to be relocated due to the road and interchange improvements. If the impacts from these utility relocations were not included in the table of impacts, the EPA requests that these be accounted for during NCDOT NEPA/404 Merger meetings as well as the Finding of No Significant Impact (FONSI) document.

Eleven federally-listed species are located within the project study area. The Biological Conclusion is that the proposed project will have “no effect” on all but two species—*Myotis septentrionalis* (Northern long-eared bat) and *Myotis grisescens* (gray bat)—which have US Fish and Wildlife Biological Conclusions of “unresolved.”

An *Indirect and Cumulative Effects Screening* was completed during October 2014. The report concluded that there is moderately high concern for indirect and cumulative effects as a result of the new access this project provides. As a result of the conclusions, a *Land Use Scenario Assessment* (LUSA) was completed in January 2015. The LUSA concluded that although this project has the potential to influence development and accelerate growth, the alternatives proposed are not expected to result in the deterioration of quality of life or quality of resources as compliance with watershed protection, floodplain and stormwater management regulations will protect water quality.

The EPA appreciates the opportunity to provide comments on this project and requests a copy of the FONSI when it becomes available. The EPA anticipates continuing to be an active participant in the 404/NEPA Merger process.

Sincerely,
Cynthia Van Der Wiele

Cynthia F. Van Der Wiele, Ph.D.
USEPA R4 NEPA Program Office
c/o USEPA-RTP
109 T.W. Alexander Drive
Mail Code: E143-08
[Research Triangle Park, NC 27709](#)
Phone: [919.450.6811](tel:919.450.6811)

APPENDIX A2
STATE PROJECT CORRESPONDENCE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

October 24, 2017

TO: Erin Cheely, Environmental Senior Specialist
Environmental Coordination & Permitting Group-Western, EAU

CC: Derrick Weaver, Senior Project Manager
Central Project Delivery Team

FROM: Chris Manley, Environmental Program Consultant
Biological Surveys Group, EAU

SUBJECT: Section 7 survey results for the northern long-eared bat (*Myotis septentrionalis*), and gray bat (*Myotis grisescens*) associated with the improvements to the I-40 interchange at SR 1228 (Liberty Road) from US 19-23/NC151 to SR 1224 in Buncombe County, **TIP No. I-4759**.

The North Carolina Department of Transportation (NCDOT, Division 13) proposes to improve the I-40 interchange at SR 1228 (Liberty Road) from US 19-23/NC151 to SR 1224 in Buncombe County, TIP No. I-4759.

Northern long-eared Bat

The project to improve I-40 at SR 1228 (Liberty Road) from US 19-23/NC151 to SR 1224 has been reviewed for effects on the northern long-eared bat (NLEB). As of May 4, 2015, NLEB is listed by the U.S. Fish and Wildlife Service (USFWS) as "Threatened" under the Endangered Species Act of 1973. As of October 24, 2017, NLEB is listed by USFWS (http://www.fws.gov/raleigh/species/cntylist/nc_counties.html) as "current" in Buncombe County. USFWS also established a final rule under the authority of section 4(d) of the Endangered Species Act that provides measures for the conservation of NLEB. The USFWS has tailored the final 4(d) rule to prohibit the take of NLEB from certain activities within areas where they are in decline. This incidental take protection applies only to known NLEB occupied maternity roost trees and known NLEB hibernacula. Effective February 16, 2016, incidental take resulting from tree removal is prohibited if it 1) occurs within a ¼ mile radius of known NLEB hibernacula; or 2) cuts or destroys known occupied maternity roost trees or any other trees within a 150-foot radius from the known maternity tree during the pup season (June 1-July 31).

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT
1598 MAIL SERVICE CENTER
RALEIGH NC 27699-1598

TELEPHONE: 919-707-6000
FAX: 919-212-5785
WEBSITE: NCDOT.GOV

Location:
CENTURY CENTER, BUILDING B
1020 BIRCH RIDGE DRIVE
RALEIGH NC 27610

According to the North Carolina Natural Heritage Program (NHP) Biotics Database, most recently updated April 2017 **the nearest NLEB hibernacula record is 18 miles south west (EO ID 34288) and no known NLEB roost trees occur within 150 feet of the project area.** EO 34288 represents Big Ridge site with multiple observations from 2004 to 2014. NCDOT has also reviewed the USFWS Asheville Field office website (http://www.fws.gov/asheville/htmls/project_review/NLEB_in_WNC.html) for consistency with NHP records. This project is located entirely outside of the red highlighted areas (12-digit HUC) that the USFWS Asheville Field Office has determined to be representative of an area that may require consultation.

For the proposed action, NCDOT has committed to the conservation measures listed below:

- 1) No alterations of a known hibernaculum's entrance or interior environment if it impairs an essential behavioral pattern, including sheltering northern long-eared bats (January 1 through December 31);
- 2) No tree removal within a 0.25 mile radius of a known hibernacula (January 1 through December 31); and
- 3) No cutting or destroying a known, occupied maternity roost tree, or any other trees within a 150-foot radius from the known, occupied maternity tree during the period from June 1 through and including July 31.

NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R. § 17.40(o) and effective February 16, 2016. NCDOT may presume its determination is informed by best available information and consider Section 7 responsibilities fulfilled for NLEB.

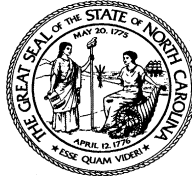
Gray Bat

The project to improve I-40 at SR 1228 (Liberty Road) from US 19-23/NC151 to SR 1224 has also been reviewed for effects on the gray bat, (MYGR). As of April 28, 1976 the MYGR was listed by the U.S. Fish and Wildlife Service (USFWS) as "Endangered" under the Endangered Species Act of 1973. MYGR is listed by USFWS as "current" in Buncombe County http://www.fws.gov/raleigh/species/cntylist/nc_counties.html (accessed October 24, 2017).

According to the North Carolina Natural Heritage Program (NHP) Biotics Database, most recently updated in April 2017, MYGR have been documented in Buncombe County. Last summer, staff from North Carolina Wildlife Resources Commission (NCWRC) observed MYGR roosting in bridges in western NC. Their records indicate that **the closest known occurrence of MYGR is approximately 4 miles south west of the project site (EO ID 21803).** EO 21803 represents South Hominy site with multiple observations from 2000-2003.

On October 17, 2017, NCDOT biologists inspected two culverts in the project area. Young branch flows through a metal pipe culvert with a concrete head wall. Metal pipe culverts are not preferred by bats and no evidence of bats was detected. Pole Creek flows through a double 9' X 8' reinforced concrete box culvert. One Big brown bat (*Eptesicus fuscus*) was observed roosting in a section of concrete that had separated from the culvert ceiling (see attached photo). Only a small amount of guano was observed here as well. No federally listed bat species were observed during this survey. The proposed project will have a biological conclusion of **NO EFFECT** for MYGR.





North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

June 20, 2017

Lori Beckwith
US Army Corps of Engineers
Asheville Regulatory Field Office
151 Patton Avenue, Room 208
Asheville, NC 28801-5006

Re: Discharge Dredge or Fill Material into Water of the US for the Conversion of the Liberty Road Overpass to an Interchange with I-40, NCDOT I-4759, SAW 2010-01018, Buncombe County, ER 08-0959

Dear Ms. Beckwith:

We have received a public notice concerning the above project.

We have conducted a review of the project and no historic properties will be affected by the project as proposed.

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 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in blue ink that reads "Renee Gledhill-Earley".

for Ramona M. Bartos

Adam Archual

From: Barnett, Kevin <kevin.barnett@ncdenr.gov>
Sent: Wednesday, April 05, 2017 12:25 PM
To: Adam Archual
Subject: RE: NCDOT I-4759 I-40/Liberty Road EA

Good morning Adam:

I have received, and reviewed the EA in question. I have no concerns with the content of this document.

Best regards,
Kevin

From: Adam Archual [mailto:aarchual@HNTB.com]
Sent: Wednesday, April 05, 2017 8:54 AM
To: Barnett, Kevin <kevin.barnett@ncdenr.gov>
Cc: Al-Sharawneh, Ahmad A <aalsharawneh@ncdot.gov>; Jennifer Harris <jhharris@hntb.com>
Subject: NCDOT I-4759 I-40/Liberty Road EA

Good morning Kevin,

I left you a voicemail this morning, and am following up on the EA for the subject project. FHWA signed the EA 1/30/2017 and NCDOT distributed the document shortly thereafter via the state clearinghouse. We are learning that a couple Merger team members did not receive a copy. Will you please confirm whether or not you received a copy of the EA?

Thank you,
Adam J. Archual
Transportation Planner

Tel (919) 424-0442 Fax (919) 546-9421

HNTB North Carolina, P.C.
343 East Six Forks Road, Suite 200 Raleigh, NC 27609 | www.hntb.com

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STATE OF NORTH CAROLINA
DEPARTMENT OF ADMINISTRATION

ROY COOPER
GOVERNOR

MACHELLE SANDERS
SECRETARY

March 14, 2017

Mr. Ahmad Al-Sharawneh
North Carolina Department of Transportation
Project Development & Environmental Analysis
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Re: SCH File # 17-E-4220-0361; Proposed project will convert existing I-40/SR 1228 (Liberty Rd.) grade separation to an interchange and construct a two-lane road from US 19-23/NC 151 to SR 1224 (Monte Vista Rd.) STIP #I-4759

Dear Mr. Al-Sharawneh:

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Crystal Best".

Crystal Best
State Environmental Review Clearinghouse

Attachments
cc: Region B

Mailing Address:
NC DEPARTMENT OF ADMINISTRATION
1301 MAIL SERVICE CENTER
RALEIGH, NC 27699-1301

Telephone: (919) 807-2425
Fax: (919) 733-9571
COURIER #51-01-00
Email: state.clearinghouse@doa.nc.gov
Website: www.ncadmin.nc.gov

Location:
116 WEST JONES STREET
RALEIGH, NORTH CAROLINA



Environmental
Quality

ROY COOPER
Governor

MEMORANDUM

To: Crystal Best
State Clearinghouse Coordinator
Department of Administration

FROM: Lyn Hardison *LBH*
Division of Environmental Assistance and Customer Service
Permit Assistance & Project Review Coordinator
Washington Regional Office

RE: 17-0361 (08-0302)
Environmental Assessment
Proposed project will convert existing I-40/SR 1228 (Liberty Rd.) grade separation to an interchange and construct a two-lane road from US 19-23/NC 151 to SR 1224 (Monte Vista Rd.) STIP # I-4759
Buncombe County

Date: March 13, 2017

The Department of Environmental Quality has reviewed the proposal for the referenced project. Based on the information provided, several of our agencies have identified permits that may be required and offered some guidance to minimize impacts to the natural resources within the project area. The comments are attached for the applicant's review.

The Department encourages the applicant to continue to work with our agencies during the NEPA Merger Process and as this project moves forward.

Thank you for the opportunity to respond.

Attachment

State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Asheville
 Project Number: 17-0361 Due Date: 03/08/2017
 County: Buncombe

After review of this project it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begins activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)
<input checked="" type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
<input type="checkbox"/>	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 are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input checked="" type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with <u>Buncombe County</u> Local Government's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		Based on Local Program
<input type="checkbox"/>	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: industrial, Municipal Separate Storm Sewer System & Construction activities that disturb ≥1 acre.		30-60 days (90 days)
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state.		45-days (90 days)

State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Asheville
 Project Number: 17-0361 Due Date: 03/08/2017
 County: Buncombe

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected area greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a 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)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days (N/A)
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DEQ at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days (N/A)
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property	15-20 days (N/A)
<input checked="" type="checkbox"/>	401 Water Quality Certification	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
<input type="checkbox"/>	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program		
<input type="checkbox"/>	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information		
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 - \$475.00 fee must accompany application	75 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$100.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
<input checked="" type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input checked="" type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input checked="" type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section; (919) 707-9100.		30 days
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of the _____ water system must be approved through the _____ delegated plan approval authority. Please contact them at _____ for further information.		

State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Asheville
 Project Number: 17-0361 Due Date: 03/08/2017
 County: Buncombe

Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ	PVB	<input type="checkbox"/>	Buncombe County has jurisdiction of air quality issues within the county. Contact 828-250-6777.	2/15/17
DWR-WQROS (Aquifer & Surface)	BL & BL	<input type="checkbox"/>	If jurisdictional streams are involved, may need dredge and fill permit and/or 401/404 permit. May also need to check with Buncombe County Erosion Control Program concerning applicable requirements. &	2/15/17 2/15/17
DWR-PWS	KAP	<input type="checkbox"/>	If existing water lines are relocated, then plans must be submitted to DWR.	2/20/17
DEMLR (LQ & SW)	SA	<input type="checkbox"/>	See Checked Item above	3/9/17
DWM – UST	JCA	<input type="checkbox"/>	Checked Orphan UST box above	2/22/17
Other Comments		<input type="checkbox"/>		/ /

REGIONAL OFFICES

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

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Asheville Regional Office
2090 U.S. 70 Highway
Swannanoa, NC 28778-8211
Phone: 828-296-4500
Fax: 828-299-7043 | <input type="checkbox"/> Fayetteville Regional Office
225 Green Street, Suite 714,
Fayetteville, NC 28301-5043
Phone: 910-433-3300
Fax: 910-486-0707 | <input type="checkbox"/> Mooreville Regional Office
610 East Center Avenue, Suite 301,
Mooreville, NC 28115
Phone: 704-663-1699
Fax: 704-663-6040 |
| <input type="checkbox"/> Raleigh Regional Office
3800 Barrett Drive,
Raleigh, NC 27609
Phone: 919-791-4200
Fax: 919-571-4718 | <input type="checkbox"/> Washington Regional Office
943 Washington Square Mall,
Washington, NC 27889
Phone: 252-946-6481
Fax: 252-975-3716 | <input type="checkbox"/> Wilmington Regional Office
127 Cardinal Drive Ext.,
Wilmington, NC 28405
Phone: 910-796-7215
Fax: 910-350-2004 |
| | <input type="checkbox"/> Winston-Salem Regional Office
450 Hanes Mill Road, Suite 300,
Winston-Salem, NC 27105
Phone: 336-776-9800
Fax: 336-776-9797 | |

Hardison, Lyn

From: Chambers, Marla J
Sent: Monday, March 13, 2017 4:10 PM
To: SVC_DENR.SEPA@ncdenr.gov
Cc: Hardison, Lyn
Subject: 17-0361 due 3/8, extended - I-4759 EA, Buncombe Co.

We have reviewed the EA for the I-4759 project and are participating in the Merger process for its development. Our concerns and recommendations were outlined in our scoping comments, dated 5/7/2008, which were included in the EA document. Those comments remain valid and we would like to reiterate the importance of local action to minimize the secondary and cumulative effects on water quality and wildlife habitat, which can also protect the health and quality of life of the public.

Thank you for the opportunity to review and provide comment,
Marla

Marla Chambers // NCDOT Coordinator
Habitat Conservation Program

NC Wildlife Resources Commission
c/o NCDOT
206 Charter Street
Albemarle, North Carolina 28001
office: 704-982-9181
mobile: 704-984-1070
Marla.chambers@ncwildlife.org

ncwildlife.org



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ROY COOPER
Director

MICHAEL S. REGAN
Assistant Director

MICHAEL SCOTT
Director

Date: February 27, 2017

To: Michael Scott, Director
Division of Waste Management

Through: Dave Lown, Head
Federal Remediation Branch

From: David B. Mattison, Federal Remediation Branch

Subject: NEPA Project #17-0361, Proposed Interchange and Road Construction, Buncombe County, North Carolina

The above-mentioned project covers a large portion of Buncombe County and will convert an existing I-40/SR 1228 (Liberty Road) grade separation to an interchange and will involve the construction of a two lane road from US 19 23/NC 151 to SR 1224 (Monte Vista Road). Two sites were identified within an approximate 1-mile radius of the proposed project as noted in the table below. The identified sites are not anticipated to affect the project or vice versa, however, if the construction encounters groundwater, it is recommended that site files be reviewed so that appropriate health and safety precautions can be implemented as needed. Superfund Section files can be viewed at: <https://deg.nc.gov/about/divisions/waste-management/waste-management-rules-data/e-documents>.

If you have any questions, please contact me at (919) 707-8336 or via email at david.mattison@ncdenr.gov.

ID #	Site Name	Status
NONCD0002679	Vulcan Materials	Open site on the Inactive Hazardous Sites Inventory
NONCD0000162	Candler Refuse Disposal Area	Open Site on the Pre-Regulatory Landfill Program Inventory



Waste Management
ENVIRONMENTAL QUALITY

ROY COOPER

GOVERNOR

MICHAEL S. REGAN

SECRETARY

MICHAEL SCOTT

DIRECTOR

DATE: March 7, 2017

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Deb Aja, Western District Supervisor - Solid Waste Section

RE: NEPA Project 17-0361, Buncombe County, N.C.
NCDOT I-40 Interchange and Road Construction Project

The Solid Waste Section has reviewed the *Administrative Action Environmental Assessment* for the NCDOT proposed project to convert existing I 40/SR 1228 (Liberty Rd.) grade separation to an interchange and construct a two lane road from US 19 23/NC 151 to SR 1224 (Monte Vista Rd.), Buncombe County, North Carolina. The review has been completed and has seen no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project from a solid waste perspective.

During the construction and any demolition, every feasible effort should be made to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility approved to manage the respective waste type. The Section strongly recommends that any contractors are required to provide proof of proper disposal for all waste generated as part of the project.

A list of permitted solid waste management facilities is available on the Solid Waste Section portal site at: <http://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/solid-waste-management-annual-reports/solid-waste-permitted-facility-list>.

Please contact Mr. Kris Riddle, Environmental Senior Specialist, with any questions regarding solid waste management. Mr. Riddle may be reached at (828) 296-4705 or by email at kris.riddle@ncdenr.gov.

Cc: Jason Watkins, Field Operations Branch Head
Kris Riddle, Environmental Senior Specialist

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: BUNCOMBE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 17-E-4220-0361

DATE RECEIVED: 02/10/2017

AGENCY RESPONSE: 03/08/2017

REVIEW CLOSED: 03/13/2017

MR MATTHEW HEBB
CLEARINGHOUSE COORDINATOR
DNCR - NATURAL HERITAGE PROGRAM
1651 MAIL SERVICE CENTER
RALEIGH NC

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DEPT OF ENVIRONMENTAL QUALITY
DEPT OF NATURAL & CULTURAL RESOURCE
DEPT OF TRANSPORTATION
DNCR - NATURAL HERITAGE PROGRAM
DPS - DIV OF EMERGENCY MANAGEMENT
LAND OF SKY REGIONAL COUNCIL

PROJECT INFORMATION

APPLICANT: N.C. Department of Transportation
TYPE: National Environmental Policy Act
Environmental Assessment

DESC: Proposed project will convert existing I-40/SR 1228 (Liberty Rd.) grade separation to an interchange and construct a two-lane road from US 19-23/NC 151 to SR 1224 (Monte Vista Rd.) STIP #I-4759

CROSS-REFERENCE NUMBER: 08-E-4220-0302

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY: Suzanne Madam (NCNHP)

DATE: 2017-02-22

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

Terry Arellano
(Cooper) 2/27

COUNTY: BUNCOMBE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 17-E-4220-0361
DATE RECEIVED: 02/10/2017
AGENCY RESPONSE: 03/08/2017
REVIEW CLOSED: 03/13/2017

MS CARRIE ATKINSON
CLEARINGHOUSE COORDINATOR
DEPT OF TRANSPORTATION
STATEWIDE PLANNING - MSC #1554
RALEIGH NC

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LAND OF SKY REGIONAL COUNCIL



PROJECT INFORMATION

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AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY:

Daniel C. Selove

DATE:

2/27/17

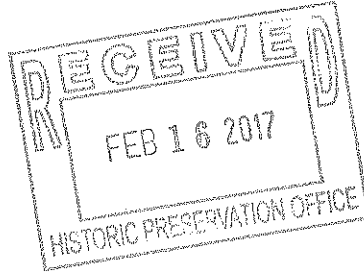
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NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: BUNCOMBE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 17-E-4220-0361
DATE RECEIVED: 02/10/2017
AGENCY RESPONSE: 03/08/2017
REVIEW CLOSED: 03/13/2017



MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORDINATOR
DEPT OF NATURAL & CULTURAL RESOURCE
STATE HISTORIC PRESERVATION OFFICE
MSC 4617 - ARCHIVES BUILDING
RALEIGH NC

ER 08-0959

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LAND OF SKY REGIONAL COUNCIL

A (NC) LGH/eff 2-21-17

Do 2/24/17

PROJECT INFORMATION

APPLICANT: N.C. Department of Transportation
TYPE: National Environmental Policy Act
Environmental Assessment

Do 3/3/17

HOC

DESC: Proposed project will convert existing I-40/SR 1228 (Liberty Rd.) grade separation to an interchange and construct a two-lane road from US 19-23/NC 151 to SR 1224 (Monte Vista Rd.) STIP #I-4759

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If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY:

Renee Gledhill-Earley

DATE:

2/23/17

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FEB 17 2017

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: BUNCOMBE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 17-E-4220-0361
DATE RECEIVED: 02/10/2017
AGENCY RESPONSE: 03/08/2017
REVIEW CLOSED: 03/13/2017

MS DEIRDRE HAMAN
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT
FLOODPLAIN MANAGEMENT PROGRAM
4218 MAIL SERVICE CENTER
RALEIGH NC

FEB 14 2017

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PROJECT INFORMATION

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TYPE: National Environmental Policy Act
Environmental Assessment

DESC: Proposed project will convert existing I-40/SR 1228 (Liberty Rd.) grade separation to an interchange and construct a two-lane road from US 19-23/NC 151 to SR 1224 (Monte Vista Rd.) STIP #I-4759

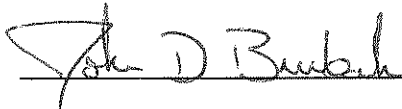
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If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY:



DATE:

APPENDIX A3
LOCAL PROJECT CORRESPONDENCE



November 1, 2017

Ahmad Al-Sharawneh

Project Development Engineer
 Project Development and Environmental Analysis
 North Carolina Department of Transportation
 1548 Mail Service Center
 Raleigh, NC 27699-1548
aalsharawneh@ncdot.gov

RE: Letter of Support for Required Local Match for the Sidewalks to be Included as Part of the Project I-5789 Liberty Road Interchange

To Whom It May Concern,

The project I-4759, Liberty Road Interchange, is currently programmed for construction in the 2018-2027 TIP/STIP. A cost estimate for Buncombe County's local share of the cost of construction of sidewalks on the new bridge over I-40 has been provided to Buncombe County by NCDOT, as listed below. Buncombe County understands that a local match is required for providing pedestrian accommodation (sidewalks) on the new bridge constructed over I-40 as part of I-4759 project.

Project	First Programmed Year (ROW or CON)	Cost Estimate for Construction of Sidewalks on the New Interstate Bridge					Agency Participation	
		Sidewalks (Both Sides)	Mobilization (5%)	Contract Cost	E.&C. Cost (15%)	Total Sidewalks Construction Cost	NCDOT (60%)	Buncombe County Local Match Estimate (40%)
I-4759	2018 (ROW); 2020 (CON)	\$42,300	\$2,115	\$44,415	\$6,662	\$51,077	\$30,646	\$20,431

Buncombe County understands it will be required to provide the amount of non-federal local match as listed above. Buncombe County is aware that the cost estimate listed above is preliminary and is subject to change, pending finalized designs. This letter confirms this understanding and support.

Buncombe County is aware that the local funding will be due when this project is authorized by NCDOT, and the project is subject to additional requirements to be described in agreements with NCDOT.

Sincerely,



Josh O'Conner
Director, Buncombe County Recreation Services



APPENDIX B

SECTION 404/NEPA MERGER TEAM CONCURRENCE FORMS

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point Number 3

Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative Selection

Project Name/Description: I-40/S.R. 1228 (Liberty Road). Convert grade separation to an interchange and realign on new location and upgrade to the existing Liberty Road between S.R. 1224 (Monte Vista Road) and the U.S. 19/23 (Smokey Park Highway) and N.C. 151 intersection with S.R. 1200 (Dogwood Road).

STIP Project: I-4759

The Merger Team has concurred on this date of **October 11, 2017** that the checked alternative is the **Least Environmentally Damaging Practicable Alternative** for **STIP Project I-4759**:

Partial Cloverleaf Interchange Alternative – The partial cloverleaf interchange configuration includes a ramp in the southeast and northwest quadrants (Figure 2).

Half Cloverleaf Interchange Alternative – The half cloverleaf interchange configuration includes a ramp in the southwest and northwest quadrants (Figure 3).


USACE 

USEPA ^{DocuSigned by:} Chris Militischer
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NCDOT 

FHWA 

USFWS 

FBRMPO 

SHPO ^{DocuSigned by:} Renee Gledhill-carley
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NCWRC 

NCDWR 

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point Number 4A

Avoidance and Minimization

Project Name/Description: I-40/S.R. 1228 (Liberty Road). Convert grade separation to an interchange and realign on new location and upgrade to the existing Liberty Road between S.R. 1224 (Monte Vista Road) and the U.S. 19/23 (Smokey Park Highway) and N.C. 151 intersection with S.R. 1200 (Dogwood Road).

STIP Project: I-4759

The current design for the project will affect six streams.

Section 404 Avoidance and Minimization Measures

- The proposed Liberty Road grade separation was shifted approximately 200 feet to the west, avoiding approximately 2,000 feet of lateral impacts to Young Branch (YB) in both detailed study alternatives.
- The proposed cul-de-sac on the remnant Liberty Road alignment (-DR1-) was shifted to the north to minimize approximately 50 feet of impacts to two existing crossings (YB and SF) in the Partial Cloverleaf Interchange Alternative.
- The proposed 1 @ 7' x 8' x 375' RCBC at Site 4 (i.e., eastbound I-40 on-ramp; -Y1RPD-) was replaced with a bridge in the Partial Cloverleaf Interchange Alternative to avoid approximately 300 feet of impacts to Young Branch.
- A steeper than 2:1 reinforced fill slope was implemented on the eastbound I-40 off-ramp loop (-Y1LPD-) to avoid approximately 200 feet of fill impacts to Young Branch in the Partial Cloverleaf Interchange Alternative.

Human Environment Avoidance and Minimization Measures

- Reduced the Liberty Road shoulder width from 8 feet (4-foot paved) to 4 feet (2-foot paved) north of I-40 to avoid several residential relocations in both detailed study alternatives.
- Shifted the proposed Valley View Drive connection to minimize impacts to one resident in the Partial Cloverleaf Interchange Alternative.
- The proposed Valley View Drive connection typical section was also reduced from 24 feet (2 12-foot lanes) to 18 feet (2 9-foot lanes) to further minimize residential impacts in this location in both detailed study alternatives.
- Alter the alignment of the proposed "Old" Liberty Road (-SR1-) connection to avoid one residential relocation in both detailed study alternatives.

The MergerTeam has concurred on this date of **October 11, 2017** with the **Avoidance and Minimization Measures** listed above for **STIP Project I-4759**.

USACE *Ann Beckwith*

USEPA DocuSigned by:
Chris Miltseher
60B6067D021E483...

NCDOT *Robert Howard*

FHWA *Felix D. ...*

USFWS *Mallory Bence*

FBRMPO *Bye Bye*

SHPO DocuSigned by:
Renee Gledhill-Carley
C26A1556A275464...

NCWRC *Marla Chambers*

NCDWR *Keith ...*

APPENDIX C
Public Hearing Summary



I-40 / LIBERTY ROAD INTERCHANGE

STIP PROJECT NO. I-4759

BUNCOMBE COUNTY

Post-Hearing Meeting

July 10, 2017

The North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA) published the Environmental Assessment (EA) for State Transportation Improvement Program (STIP) Project I-4759, I-40/Liberty Road Interchange, on January 30, 2017. NCDOT held the Local Officials' Informational Meeting and Informal Combined Public Hearing on May 23, 2017 to present the build alternatives and the findings of the EA and associated technical studies. Comment periods on the EA and from the Informal Combined Public Hearing concluded on June 23, 2017. This document summarizes the comments received.

Meeting Packet Contents

Local Officials' Informational Meeting.....	1
Informal Combined Public Hearing.....	1
Comments on the Environmental Assessment.....	13

List of Tables

1: Public Preference of Alternative.....	3
2: Recurring Comment Themes.....	4
3: Comments From Public Regarding the Project Design.....	5
4: Agency Comments on the Environmental Assessment.....	14

Attachments

- 1: Public Hearing Handout
- 2: Comment Matrix
- 3: Vistas of Westfield Comment Letter
- 4: Agency Comment Letters

Local Officials' Informational Meeting

Date: May 23, 2017

Time: 10:00 to 12:00 pm

Place: Francis Asbury United Methodist Church, 725 Asbury Road, Candler

A meeting for the local officials was held prior to the open forum public hearing. Local officials were notified that the public hearing was scheduled and posted on NCDOT's website by email on April 28, 2017. The email indicated a formal invitation for the local officials' informational meeting would follow by mail. The email was sent to the following addresses:

- Representative Brian Turner, brian.turner@ncleg.net
- Senator Terry Van Duyn, terry.vanduy@ncleg.net
- Commissioner Joe Belcher, joe.belcher@buncombecounty.org
- Commissioner Wanda Greene, wanda.greene@buncombecounty.org
- Commissioner Brownie Newman, brownie.newman@buncombecounty.org
- Commissioner Robert Pressley, robert.pressley@buncombecounty.org
- Lyuba Zuyeva, lyuba@landofsky.org

NCDOT sent a formal Local Officials' Informational Meeting invitation by mail on May 1, 2017.

The local officials meeting began at 10:00 am. Three local officials signed in at the meeting: Tristan Winkler, French Broad River Metropolitan Planning Organization (MPO); Vicki Eastland, Land of Sky Rural Planning Organization (RPO), and Lyuba Zuyeva, French Broad River MPO. Joe Belcher, Buncombe County Board of Commissioners District 3, signed in at the Combined Public Hearing. No formal presentation was offered, and the local officials were addressed individually. In general, feedback about the inclusion of roundabouts for traffic control at intersections was positive. Ms. Zuyeva also inquired about the cost estimate for the sidewalks on the proposed Liberty Road grade separation.

Informal Combined Public Hearing

Date: May 23, 2017

Time: 4:00 to 7:00 pm

Place: Francis Asbury United Methodist Church, 725 Asbury Road, Candler

The Informal Combined (Corridor/Design) Public Hearing was held in the Francis Asbury United Methodist Church Gymnasium (725 Asbury Road, Candler) beginning at 4:00 pm. In addition to postcard invitation distributed to the project mailing list, NCDOT ran advertisement in the following newspapers:

- *Asheville Tribune* – April 27, May 4, May 11, and May 18, 2017
- *Mountain Xpress* – April 26, May 3, May 10, and May 17, 2017
- *Asheville Citizen Times* – April 26, April 30, May 3, May 7, May 14, May 21, and May 22, 2017
- *Asheville Daily Planet* – April 26, April 30, May 3, May 7, May 14, May 21, and May 22, 2017

Additionally, NCDOT ran radio advertisements for five workdays beginning on May 16, 2017 on local Asheville stations. These advertisements were made as a part of the morning and evening “traffic reports”.

The public hearing was an informal open house format, allowing the public to speak directly with project team members. In addition to the project team and local officials, 195 people signed in at the public hearing. Attendees were provided a handout (**Attachment 1**) containing a variety of information about the project, including:

- the purpose and format of the meeting;
- how public input would be reviewed;
- the project status and current schedule;
- the project purpose and need;
- the environmental impacts and cost estimates reported in the EA;
- description and graphics of the build alternatives;
- project contacts;
- the Title VI Public Involvement Form; and
- the comment sheet.

Two sets of the Public Hearing Maps were displayed on the walls and a third set of maps was laid out on tables in the center of the gymnasium. Additionally, a Traffic Noise Station, Right of Way and Relocation Assistance Station, and Roundabout Informational Station – which included a continuously running video of how to drive a roundabout – were staffed and available for the public to visit. Two copies of the EA were laid out on tables for public review. A Kid’s Table and three Comment Tables were set up. Informational boards about the Project Timeline, National Environmental Policy Act (NEPA) Study Process, a map of Other Funded STIP Projects in the Project Vicinity; and Impacts of the Alternatives summary table, were arranged around the gymnasium, as well.

A news crew from WLOS in Asheville signed in at the Public Hearing.

Many attendees own property in the direct vicinity of the proposed project. Ninety-six (96) comments were received during the comment period, which ended June 23, 2017 (**Attachment 2**). One comment letter received from members of the Vistas of Westfield community includes 72 signatures (**Attachment 3**). Two individuals who signed the community letter also submitted individual comments that more-or-less reiterated the points expressed in the community letter; these duplicates were not counted twice in the summary below.

As shown in **Table 1**, most people who submitted comments preferred the Partial Cloverleaf Interchange Alternative. Overall, comments indicate that the public based their preference on which alternative had the least amount of impacts on their, and their neighbors, property. The lowest cost estimate and traffic flow were also commonly referenced.

TABLE 1: PUBLIC PREFERENCE OF ALTERNATIVE		
ALTERNATIVE	PUBLIC PREFERENCE	
	Count	Percent
Partial Cloverleaf Interchange ("Alternative 2" in prior public meetings)	59	61.5
Half Cloverleaf Interchange ("Alternative 3" in prior public meetings)	9	9.5
No Preference/None	28	29
Total	96	100

Note on Public Preference: There was some confusion at the public hearing regarding the build alternatives' names. Multiple attendees asked, "Which one is Option 2"? This is likely the result of the August 2016 Public Meeting where three build alternatives were presented for public comment and were numbered: Alternative 1 (Diamond Interchange) (since dismissed from detailed study), Alternative 2 (Partial Cloverleaf Interchange), and Alternative 3 (Half Cloverleaf Interchange). A stakeholder (Michelle Pace-Wood) was passing out small pieces of paper at the public hearing that included a list of five comments (**Exhibit 1**). One of the comments reads, "I prefer the #2 interchange plan". Several people used all five comments verbatim, others appear to have picked and chosen from the list. Individuals at the hearing, including Michelle Pace-Wood, were told that the Partial Cloverleaf Interchange corresponds to the Alternative 2 (or "Option 2") presented at the August 2016 Public Meeting. Commenters who preferred "#2 interchange plan" or "Option 2" were placed within the Partial Cloverleaf preference. Further, it became clear immediately following the meeting that people were still viewing the August 2016 Alternative maps on the project website. Those comments that were received through NCDOT's "Contact Us" online comment system after the meeting that stated a preference for Alternative 2, or "Option 2", were also placed in the Partial Cloverleaf preference.

General comment themes were extracted where possible. The most common themes are enumerated in **Table 2**.

1. I support the new Liberty Rd interchange
2. I would like better access from Dogwood to Bojangles'
3. I prefer the #2 interchange plan
4. I would like to see more speed reduction measures on Liberty Rd.
5. I would like to see flower beds in the middle of the roundabouts

Exhibit 1. Small pieces of paper with five suggested comments were distributed at the Public Hearing by Michelle Pace-Wood.

TABLE 2: RECURRING COMMENT THEMES	
COMMENT THEME	FREQUENCY
Support Project	36
Build Project As Soon As Possible	14
Disagree with Project Location and/or Analysis	6
Design-Related	28
Landscaping/Aesthetics Improvements	18
Noise Related	6
Speed Reduction Measures for Liberty Road	15

Note that a single commenter may mention more than one theme.

Several commenters specifically mentioned the proposed roundabouts. Eight individuals mentioned roundabouts positively and four individuals negatively. The letter from the members of the Vistas of Westfield community, containing 72 signatures, stated opposition to the proposed roundabouts (**Attachment 3**).

Several comments mentioned improvements outside the scope of this project, including curb and gutter on Monte Vista Road, widening Sardis Road, and improvements to the Sardis Road and Brevard Road intersection.

“What I Heard Forms” were filled out by several NCDOT and consultant staff present. The content of these forms mostly duplicated the written comments received. A few notes, however, were not represented in written comments. One attendee requested that they – and the public in general – be notified once the Preferred Alternative is selected. One attendee requested caution lights be installed in advance of the Monte Vista/Liberty Road intersection. Another individual noted that the well on parcel 123 also services parcel 124.

Unabridged public comments are included in the full Comment Matrix attached to this summary (**Attachments 2 and 3**). **Table 3** summarizes the design-related comments received. The “Comment No.” column from the full Comment Matrix (**Attachment 2**) is included in **Table 3** for reference. Of the 28 design-related comments, 18 refer to access to Bojangles’ via Dogwood Road. These comments are combined into a single comment for the purposes of this summary; however, the comment numbers are listed. Other comments were grouped based on areas along the project; therefore, the comment numbers will not appear sequentially.

Additional design considerations were raised by members of the Vistas of Westfield community. Due to the scope and breadth of the community’s comments, they are summarized separately following the table.

TABLE 3: COMMENTS FROM PUBLIC REGARDING THE PROJECT DESIGN

Comment No. (Comment Matrix)	Name	Comment	Response
7, 25, 49, 52, 54, 56, 63, 66, 68, 69, 71, 74, 75, 78, 80, 84, 85, 86	Jeffrey, Ken, Lori, Michelle, Eden, Cami, Cristine, Lynda, Shelby, Kennedy, Sharon, John, Margaret, Paula, Lindsey, Andrea, Tammy, Teddy	Better access to the Bojangles' directly from Dogwood Road to provide better access and ease congestion at the U.S. 19/23/N.C. 151 intersection.	<p>NCDOT will continue to explore access options to Bojangles'. The current design allows travelers to make a right turn onto the proposed Liberty Road and make a U-turn at the U.S. 19/23 signal. The current intersection design accommodates U-turns by passenger vehicles. Southbound Liberty Road left turns will be "protected" (i.e., green arrow), allowing protected U-turns to northbound Liberty Road. Right turn from westbound U.S. 19/23 will not be permitted (i.e., red arrow) at the same time as the southbound Liberty Road protected left turns. Alternately, travelers may make a left onto U.S. 19/23 and a left onto northbound Liberty Road.</p> <p>A full movement driveway onto Dogwood Road would not comply with NCDOT's <i>Policy on Street and Driveway Access to North Carolina Highways</i> (July 2003) by introducing an access connection within the "functional area of the intersection". In addition to meeting Dogwood Road approximately 60 feet from the proposed intersection (NCDOT'S <i>Policy</i> recommends 130 feet for rural, 35 mph conditions), it occurs in a sharp curve which contributes to an unsafe condition. NCDOT may restrict access to right-in/right-out or other limited movement through the addition of a raised median on Dogwood Road.</p> <p>NCDOT does not support providing a median break for Liberty Road between U.S. 19/23 and Dogwood Road due to the spacing between the two proposed signals.</p>

TABLE 3: COMMENTS FROM PUBLIC REGARDING THE PROJECT DESIGN

Comment No. (Comment Matrix)	Name	Comment	Response
11	Bradley	Intersection at Smokey Park Highway – right hand lane needs to be turn only. Cemetery exit (onto Dogwood Road)?	<p>The right-hand lane on southbound Liberty Road should be a right-turn only onto U.S. 19/23, as stated. The hearing map will be updated to reflect this change.</p> <p>NCDOT will coordinate with the Pisgah View Memorial Park cemetery to determine an acceptable solution to the proposed loss of the driveway on Dogwood Road.</p> <p>Like the response regarding access to Bojangles’, a portion of the current Dogwood Road may be repurposed as an extended cemetery driveway. Allowing access north to Dogwood Road would result in similar operational and safety issues as those described above.</p>
41	Bob	The proposed Dogwood Road intersection with the proposed Liberty Road connects too close to U.S. 19/23. With the short space shown on the map, the queue line is insufficient. Traffic will back up both on Dogwood and Liberty Road. If the Dogwood Road intersection could be moved north to the lettering “Philip H. Roberson” writing it would allow traffic to enter the new exit road and prevent traffic backups on Dogwood Road and the exit. It would require another bridge over the creek, but alleviating the problem before construction is far better than having to live with a preventable problem or having to reconstruct later.	<p>In the current design, the U.S. 19/23 intersection with Liberty Road is approximately 500 feet south of the proposed Dogwood Road intersection. According to the traffic analysis, the proposed Liberty Road and Dogwood Road intersection will operate acceptably in the design year (i.e., 2040). Further, the traffic analysis indicated that the current design provides sufficient storage length on the proposed Liberty Road to prevent left-turn queues from spilling back into through lanes.</p> <p>Another bridge over Pole Creek introduces additional design challenges, as well as increased construction and maintenance costs. NCDOT will monitor the proposed Liberty Road intersections in this area and consider future improvement projects, through the local planning process, if needed.</p>

TABLE 3: COMMENTS FROM PUBLIC REGARDING THE PROJECT DESIGN

Comment No. (Comment Matrix)	Name	Comment	Response
26	Geraldine	Please consider using the land across from me [parcel 81]. There is no one living in the cabin there above the curve. Maybe you could consider a retaining wall. Or a bigger ditch. I would really like to stay here.	NCDOT has implemented design revisions to avoid and minimize impacts to this parcel.
28	Amanda	If you are going to put it there [Valley View Drive connection] could you at least put the access road up against my property line with [parcel] #48 and #54 so that I won't lose the property in between the access road and properties #48 and #54?	<p>In the Partial Cloverleaf Interchange Alternative, the proposed Valley View Drive connection travels through parcel 49. In the Half Cloverleaf Interchange Alternative, parcel 49 is a residential relocation.</p> <p>NCDOT has implemented design revisions in the Partial Cloverleaf Interchange Alternative that shifts the proposed Valley View Drive connection to the west to the extent possible within parcel 49.</p>
91	Herbert	<p>1) Where the new access road to Valley View Drive and Whispering Oaks intersects with the new Liberty Road and the old Liberty Road in a four-way intersection needs to have a roundabout or traffic signal (preferably roundabout). This will be dangerous with just stop signs. Putting another roundabout there would be taking pro-active steps for traffic safety - might save a life.</p> <p>2) Concerning the new section of access road between Valley View Drive and Whispering Oaks. The property it is going to cut across in the Partial</p>	<p>NCDOT has examined this intersection and determined that the existing and projected peak hour turn movements do not warrant a traffic signal at this location. Therefore, a stop sign control is included in the current design. The stop sign will adequately and safely accommodate the projected 2040 traffic volumes. If traffic conditions change in the future, there are options for evaluating higher level traffic controls (e.g., roundabout or traffic signal) at the Valley View Drive intersection with Liberty Road.</p> <p>NCDOT has implemented design revisions in the Partial Cloverleaf Interchange Alternative that shifts the proposed Valley View</p>

TABLE 3: COMMENTS FROM PUBLIC REGARDING THE PROJECT DESIGN

Comment No. (Comment Matrix)	Name	Comment	Response
		Cloverleaf Interchange plan belongs to my daughter, Amanda R. Cole (#49) at 3 Valley View Drive. If you could locate the edge of the ROW out to the property line to the west that would have much less impact on her property value. As it is drawn now, there is a considerable amount of property that would be left completely unusable.	Drive connection to the west to the extent possible within parcel 49.
92	Michael	Where Valley View Road connects to the new road there should be a stop light or roundabout instead of stop signs. This could be dangerous crossing over to reach I-40. Also, has there been any consideration for the deer population in the area.	<p>NCDOT has examined this intersection and determined that the existing and projected peak hour turn movements do not warrant a traffic signal at this location. Therefore, a stop sign control is included in the current design. The stop sign will adequately and safely accommodate the projected 2040 traffic volumes. If traffic conditions change in the future, there are options for evaluating higher level traffic controls at the Valley View Drive intersection with Liberty Road.</p> <p>The proposed Liberty Road bridge over Pole Creek would provide passage for deer and other wildlife under the roadway.</p>
96	Reuben	Liberty Road, and associated -Y-lines should include a minimum 5-foot paved shoulder to accommodate bicycles and pedestrians.	<p>The proposed 4-lane section (Liberty Road south of I-40) includes 8-foot shoulders (4 feet would be paved). The proposed Liberty Road grade separation over I-40 includes 8-foot shoulders. The proposed 2-lane section (Liberty Road north of I-40) includes 4-foot shoulders (2 feet would be paved).</p> <p>NCDOT’s “WalkBikeNC” Plan (2013) states that a five-foot (or more) paved shoulder is preferred on facilities with a posted</p>

TABLE 3: COMMENTS FROM PUBLIC REGARDING THE PROJECT DESIGN

Comment No. (Comment Matrix)	Name	Comment	Response
			<p>speed limit of 55 miles per hour (mph). The proposed speed limit for Liberty Road is 45 mph. The proposed four-foot paved shoulder is adequate in this condition, and will also provide an improved condition, over existing, for pedestrians.</p> <p>NCDOT reduced the shoulder section north of I-40 from 8-foot shoulders (4 feet would be paved) to the current proposed 4-foot shoulders (2 feet would be paved) to avoid several residential relocations. NCDOT will not expand the typical section north of I-40.</p> <p>Buncombe County has expressed interest in cost sharing the construction of 5-foot sidewalks on both sides of the proposed Liberty Road grade separation.</p>
—	What I Heard Form	The well in parcel 123 also services parcel 124.	NCDOT will account for the loss of water service through the right of way acquisition process and provide compensation to restore service, as needed.
—	What I Heard Form	Caution lights should be installed in advance of the Monte Vista/Liberty Road intersection.	The need for advance caution lights is not currently recommended in conjunction with either the signal or roundabout options. Appropriate signage and warning will be applied to either the signal or roundabout options in compliance with current NCDOT policies.

Vistas of Westfield Community

Seventy-two (72) individuals signed the community's comment letter (**Attachment 3**) with three individuals providing comments at the public hearing but not signing the community letter (seventy-five [75] members of the community commented on the project). The community letter states that they "would appreciate your holding a meeting just for the residents of Vistas of Westfield" to discuss the following issues and design options.

Among the community's stated concerns, with NCDOT's responses following in *italics*:

1. **Control of access:** The community requests full control of access along the four-lane median divided section of the proposed Liberty Road from U.S. 19/23 to the interchange, citing anticipated negative impacts to their property values and traffic congestion if control of access is not provided.

The current design for the 4-lane Liberty Road includes a raised center median, and allows left-turns at established intersections (i.e., proposed Dogwood Road and proposed Valley View Drive/ "Old" Liberty Road). Buncombe County is responsible for zoning regulations in this area, and any concerns regarding future development and allowable land uses should be directed to the county planning and zoning department. The south side of the proposed Liberty Road south of I-40 is paralleled by Young Branch which may constrain future development. Any potential future driveways and/or median revisions would be reviewed for operational and safety standards by NCDOT prior to implementation.

2. **Noise:** The community believes that a noise study was not conducted for much of the Vistas of Westfield.

The Public Hearing Maps included "noise study areas" that delineated a sub-set of receptors that were studied in the Traffic Noise Report (February 2017). NCDOT studied the potential for noise impacts to the Vistas of Westfield in its' entirety. However, the Public Hearing Maps only displayed the receptors that may be benefitted from the construction of "preliminarily feasible and reasonable" noise barriers. NCDOT determined that the proposed project would not result in a noise impact to most of the Vistas of Westfield community; therefore, these receptors were not included in the "Noise Study Areas" depicted on the Public Hearing Maps. A noise impact is defined in NCDOT's Traffic Noise Policy (October 6, 2016) as "a receptor for which the predicted hourly equivalent traffic noise level 1) meets or exceed the approach criteria value [67 decibels for Activity Category B – residential, and C – active sports areas, etc.] ... or 2) exceeds the existing ambient noise level by 10 dB(A) or more.

3. **Privacy:** The community is concerned about unhindered views from the four-lane median divided section of the proposed Liberty Road to the community, specifically the community clubhouse and pool. They have requested a visual barrier along the proposed road, e.g. privacy fence, screen of trees, etc.

The Vistas of Westfield are more-or-less bound by Pole Creek to the south and Little Pole Creek to the east. The community clubhouse and pool are in the southeast corner of the community. Both creeks

are bordered by trees. NCDOT will not impact these streams near the Vistas of Westfield and the project would not impact their vegetative buffers.

4. **Move the U.S. 19/23 Intersection:** The community would prefer to see the four-lane median divided section of the proposed Liberty Road relocated to the east, as far from the Vistas of Westfield as possible. The community proposes that NCDOT cross Young Branch (a smaller creek, and thus shorter bridge, as opposed to the crossing of Pole Creek) and connect to Orchard Street, utilizing the FEMA buyout properties and purchasing the Miami Hotel which “desperately needs to be demolished”. The community proposes a connection road that crosses over U.S. 19/23 from Orchard Street and roughly parallels the north side of Hominy Creek to a new intersection with N.C. 151 just south of U.S. 19/23. The community sights the difficulties with the design at Dogwood Road as currently proposed for access to the Bojangles’ and gas station. The community suggests the current Dogwood Road intersection proposal would cause hazardous and unsafe conditions for emergency response vehicles from the Enka-Candler Fire Station on N.C. 151 south of U.S. 19/23. The community also requests the installation of sidewalks, particularly between Vistas of Westfield and “Dogwood Corners” (i.e., U.S. 19/23/N.C. 151) and a permanent solution to the “deteriorating bridge” (i.e., Dogwood Road over Pole Creek).

Relocating the proposed Liberty Road south of I-40 would require additional engineering and environmental studies to determine the extent of potential impacts and would invariably delay the project schedule. Among considerations in the current alignment were the most direct connection to U.S. 19/23/N.C. 151 and the fewest stream crossings. Though Young Branch is a smaller channel, NCDOT would still have to cross Pole Creek (south of U.S. 19/23, as suggested) resulting in two bridges and extra construction and maintenance costs for the project. The current route provides a direct connection to N.C. 151 which is an important component of the project’s need and purpose (i.e., connectivity) to accommodate projected 2040 traffic volumes. As suggested, a connection to N.C. 151 south of U.S. 19/23 would result in additional new roadway length and resulting construction and maintenance costs.

If a route crossing Young Branch were constructed, NCDOT would have to clear a large expanse of forest to connect to Orchard Street. The FEMA buyout properties indicate potential challenges in constructing a roadway through this area. NCDOT would have to introduce fill through this section – which may not be feasible depending on the FEMA-regulated floodplain’s characteristics – or construct an elevated structure to raise the road out of the floodplain. These potential horizontal design challenges may make intersecting U.S. 19/23 challenging, too.

The Miami Motel and Restaurant (BN6291) is determined eligible for listing on the National Register of Historic Places (NRHP) by the State Historic Preservation Office (SHPO). The Miami Motel and Restaurant was determined eligible for listing on the NRHP under Criterion C in the area of architecture as an excellent surviving example of an early 1950s single-building roadside motel and a unique representation of a themed hotel in Buncombe County. The demolition of the property would

result in additional costs associated with mitigation of an adverse effect under Section 106 of the National Historic Preservation Act.

A connection road that crosses over U.S. 19/23 and roughly parallels the north side of Hominy Creek poses additional design challenges, and construction and maintenance costs. As mentioned, NCDOT would still have to bridge Pole Creek. The Norfolk Southern Railroad and the Candler Refuse Disposal Area (a pre-regulatory landfill site) pose additional constraints south of U.S. 19/23.

NCDOT routinely engages with local fire and emergency rescue services in the vicinity of their transportation projects to ensure these public services may be maintained during and after project construction. The Buncombe County Emergency Services and Deputy Fire Marshall have been engaged in this project and no such concerns have been raised by these service providers. The Enka-Candler Fire Station on N.C. 151, south of U.S. 19/23, will benefit from improved roadway connections included in this project.

The construction of sidewalks is completed through a cost sharing agreement between NCDOT and the local jurisdiction, Buncombe County in this instance. No sidewalks are currently proposed; however, NCDOT will continue to coordinate with Buncombe County to explore pedestrian/bicycle accommodations for this project. NCDOT currently proposes 4-foot paved shoulders on Liberty Road which is considered an improvement over the current roadside conditions on Dogwood Road.

Bridge 100294 (S.R. 1220/Dogwood Road over Pole Creek) was constructed in 1978 and has a bridge sufficiency rating of 75.81. The bridge is neither structurally deficient nor functionally obsolete based on NCDOT's February 15, 2017 List of Bridges and Current Status. There are no current plans to replace this bridge.

Access to and from Liberty Road at I-40: The community is expressing concerns about the suitability of the proposed roundabouts, specifically with regards to trucks and trailers. The community is opposed to the roundabouts at the interchange ramp terminals. The community indicates the preference of "traffic lights" in lieu of the proposed roundabouts.

The proposed roundabouts are designed to safely accommodate all vehicles. The interchange ramp terminal roundabouts were designed with a WB-67 design vehicle (according to American Association of State Highway and Transportation Officials [AASHTO] standards), which corresponds to a large semi-trailer, interstate truck with a 53-foot trailer (73.5 feet in total length).

Comments on the Environmental Assessment

The Environmental Assessment (EA) was signed on January 30, 2017 by FHWA and NCDOT and published for comment. Comments were accepted throughout the public comment period, ending June 23, 2017.

Table 4 includes a list of agency comments on the EA and the date received. The U.S. Army Corps of Engineers (USACE) issued a Section 404 Public Notice on May 5, 2017. The end of the USACE comment period was June 5, 2017. One comment was received from the National Marine Fisheries Service (NMFS) stating the project would not occur near essential fish habitat. Agency letters are included in **Attachment 4**.

TABLE 4: AGENCY COMMENTS ON THE ENVIRONMENTAL ASSESSMENT			
Representative, Agency	Date Received	Comment	Response
Cynthia van der Wiele, Ph.D., USEPA	April 21, 2017	Multiple utilities are located within the project study area. Consequently, a medium to high level of utility lines will need to be relocated due to the road and interchange improvements. If the impacts from these utility relocations were not included in the table of impacts, the EPA requests that these be accounted for during NCDOT NEPA/404 Merger meetings as well as the Finding of No Significant Impact (FONSI) document.	As design continues, the location and relocation of utilities will be further evaluated. Impacts were calculated based on functional design slope stakes plus 40 feet to capture potential utility relocations and drainage requirements.
Lori Beckwith, USACE	June 5, 2017	The purpose of the project on page 4 is slightly different than it is on the CP1 form - "...between the Enka - Candler area and the City of Asheville" is not on the CP1 form. Please revise.	The project purpose will be revised in the FONSI.
	June 5, 2017	I didn't see it, but please correct me if I'm mistaken - it would be appropriate to include a discussion of logical termini in this NEPA document. Whether or not you include it in the EA, we'll need it for the USACE decision document, which we'll prepare after your final application is submitted.	NCDOT will provide a logical termini discussion to the USACE for their use in their decision document.
	June 5, 2017	Page 22 under invasive species - "NCDOT will manage invasive plant species as appropriate." What does this mean, exactly?	The last sentence has been revised to read, "NCDOT will manage the identified invasive plant species encountered within NCDOT's right of way through targeted spraying during construction."
	June 5, 2017	To make sure I have the correct number of residential relocations under the build alternatives - the Partial Cloverleaf would have 34 and the Half Cloverleaf would have 40 - is this correct?	This is correct, and what was reported in the EA. However, design revisions implemented for avoidance and minimization measures has reduced the overall number of residential relocations. NCDOT will provide the revised relocation numbers at CP 3.

TABLE 4: AGENCY COMMENTS ON THE ENVIRONMENTAL ASSESSMENT			
Representative, Agency	Date Received	Comment	Response
	June 9, 2017	The JD for this project has expired. I've coordinated with you/NCDOT (Erin Cheely) and believe the new JD request will be submitted soon (note - a PJD will suffice for permit issuance). As a reminder, the JD site visit will need to occur prior to the CP 3 meeting and the updated information concerning waters of the U.S. (for impact descriptions on the maps), if revised during the site visit, must be available to the Merger Team in the meeting packet.	Noted. NCDOT-NES will coordinate with USACE and revised/updated waters of the U.S. impacts and descriptions, as necessary, will be presented at CP 3.
	June 9, 2017	For the impact table for the CP 3 meeting packet - please ensure that the amount and type of impact is noted with specificity - e.g., 120 lf of relocation, 150 lf of bank stabilization, 39 lf of culvert, etc.	NCDOT will not have the appropriate level of design to make these distinctions prior to, or at, the CP 3 meeting. The amount of impacts will be reported based on updated functional design slope stakes plus forty feet.
	June 9, 2017	Once the ESA Section 7 consultation is complete, please ensure that we're copied on all FHWA/NCDOT determination documentation and concurrence letters/emails from the USFWS. I believe that the Gray bat is not resolved yet.	Noted. NCDOT will copy USACE on all appropriate Section 7 consultation.
Marella Buncick, USFWS	June 5, 2017	No specific comments.	—
Marla Chambers, NCWRC	March 13, 2017	We have reviewed the EA ... and are participating in the Merger process Our concerns and recommendations were outlined in our scoping comments, dated 5/7/2008, which were included in the EA document. Those comments remain valid and we would like to reiterate the importance of local action to minimize the secondary and cumulative effects on water quality and wildlife habitat, which can also protect the health quality of life of the public.	Comment noted.
Renee Gledhill-Earley, NCDNCR	February 23, 2017	No comment.	—
Kevin Barnett, NCDEQ	April 5, 2017	No concerns with the content of this document.	—

TABLE 4: AGENCY COMMENTS ON THE ENVIRONMENTAL ASSESSMENT			
Representative, Agency	Date Received	Comment	Response
David B. Mattison, NCDWM-Federal Remediation Branch	February 27, 2017 Two sites were identified within an approximate 1-mile radius of the proposed project as noted in the table below. The identified sites are not anticipated to affect the project or vice versa, however, if the construction encounters groundwater, it is recommended that site files be reviewed so that appropriate health and safety precautions can be implemented as needed. [ID# NONCD0002679 - Vulcan Materials; ID# NONCD0000162 - Candler Refuse Disposal Area]	Comment noted.
Deb Aja, NCDWM-Solid Waste Section, Western District	March 7, 2017	The review has been completed and has seen no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project from a solid waste perspective. During the construction and any demolition, every feasible effort should be made to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility approved to manage the respective waste type. The Section strongly recommends that any contractors are required to provide proof of proper disposal for all waste generated as part of the project.	Comment noted.

TABLE 4: AGENCY COMMENTS ON THE ENVIRONMENTAL ASSESSMENT			
Representative, Agency	Date Received	Comment	Response
Intergovernmental Review Project Comments, NCDEQ	March 8, 2017	... it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. A) Dredge and Fill Permit, B) Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program., C) 401 Water Quality Certification, D) Notification of proper regional office is requested if "orphan" underground storage tanks (USTs) are discovered during any excavation operation, E) Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction, F) If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.	Thank you for the comment. NCDOT will obtain the DEQ permit(s) and/or approvals noted to comply with state law.
Suzanne Mason, NCNHP	February 22, 2017	No comment.	—
Daniel Sellers, NCDOT-TPB FBRMPO	February 27, 2017	No comment.	—
John D. Brubaker, NCDEM-NC Floodplain Mapping Program	No date	No comment.	—

I-40 / LIBERTY ROAD INTERCHANGE

STIP PROJECT NO. I-4759

BUNCOMBE COUNTY

Post-Hearing Meeting

July 10, 2017

ATTACHMENT 1

Public Hearing Handout



Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.

Combined Public Hearing

May 23, 2017

4:00 p.m. to 7:00 p.m.

Francis Asbury United Methodist Church

725 Asbury Road

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.

Purpose of the Combined Public Hearing

Today's hearing is an important step in the N.C. Department of Transportation's (NCDOT) process for making you, the public, a part of the project development process. The purpose of the hearing is to obtain public input on the alternatives for the proposed improvements.

Planning and environmental studies are provided in this project's *Environmental Assessment (EA)*. Copies of this document and the public hearing maps have been available, and will remain available until June 23, 2017, for public review at the following locations:

- NCDOT Highway Division 13
55 Orange Street, Asheville, NC 28801
- Land of Sky Regional Council
339 New Leicester Highway, Suite 140,
Asheville, NC 28806
- Enka-Candler Library
1404 Sand Hill Road, Candler, NC 28715

The hearing maps and the EA are also available on the project website:

www.ncdot.gov/projects/libertyroadl40interchange

What Happens Next

After the comment period ends on June 23, 2017, all comments will be reviewed and discussed at an internal NCDOT post-hearing meeting. The Project Team will meet to review, and where practical respond to, the public's comments prior to the selection of a Preferred Alternative for the project.

The Project Team includes representatives from NCDOT, the Federal Highway Administration (FHWA), and environmental resource and regulatory agencies such as the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, the N.C. Division of Water Resources, the N.C. Wildlife Resource Commission, and the State Historic Preservation Office.

NCDOT considers safety, cost, traffic service, social impacts, and public comments in making decisions. A summary of the post-hearing meeting will be prepared and made available to the public. You may request this document on the attached comment sheet.

Representatives of the N.C. Department of Transportation are present at today's hearing. They will be happy to talk with you, explain the designs, and answer your questions. You are encouraged to participate by making your comments and/or questions a part of the public record. This may be done by writing them on the attached comment sheet and submitting at the meeting this evening, or by mail, e-mail or fax by June 23, 2017 to the following address:

Ms. Diane Wilson
NCDOT - Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598
Fax: 919-212-5785
Email: pdwilson1@ncdot.gov

Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.

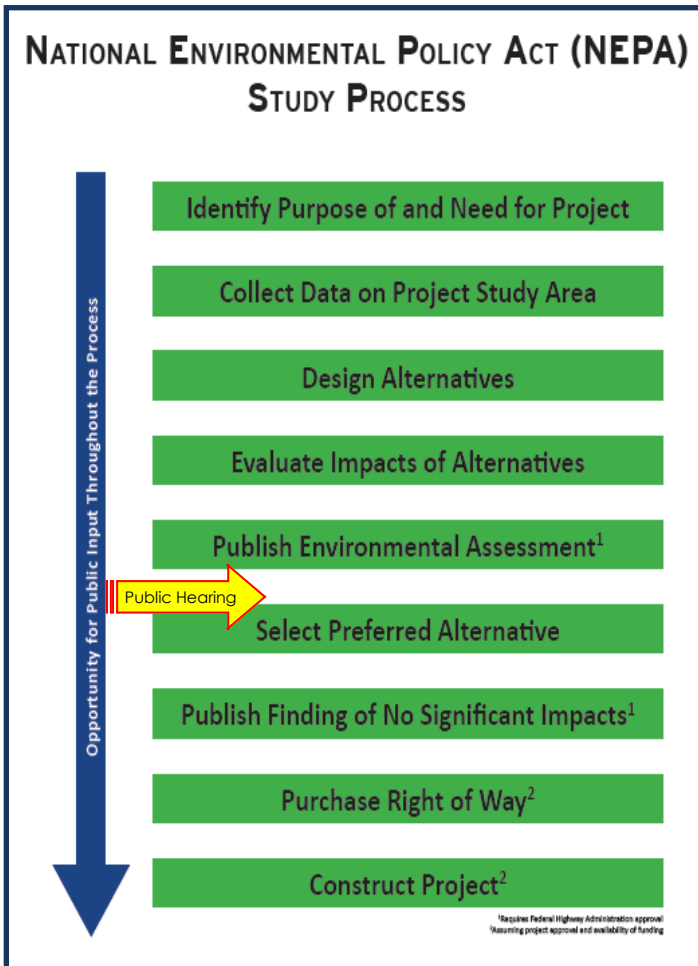
Need for this Project

The lack of network connections along I-40 between exit 44 (U.S. 19/23) and exit 37 (Wiggins Road) reduces:

- Mobility within the area's transportation network
- Quantity of travel through the network
- Quality of travel throughout the network

Purpose of this Project

To improve the transportation network in the project study area benefitting mobility and connectivity between the Enka-Candler area and the City of Asheville.



Purpose of Tonight's Hearing

- To provide an opportunity to review the EA. This document provides information on alternatives considered, environmental impacts anticipated with the project, and analysis for determining whether further environmental study is needed.
- To present the project alternatives evaluated in the EA.
- To answer questions and gather comments from the public that will assist in the selection of the Preferred Alternative.
- To provide the latest project schedule information.

Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.

IMPACTS OF THE ALTERNATIVES

Feature	Alternative	
	Partial Cloverleaf Interchange	Half Cloverleaf Interchange
Natural Environment		
Jurisdictional Stream (number of crossings / feet)	5 / 1,838	4 / 1,530
Forest (acre)	20.3	24.5
100-year Floodplain and Floodway (acre)	1.8 and 0.3	1.8 and 0.3
Federally-Protected Species		
Northern long-eared bat	Unresolved	Unresolved
Gray bat	Unresolved	Unresolved
Human Environment		
Residential Displacements (number)	34	40
Impacted Noise Receptors (number)	39	33
Cost		
Construction	\$34,292,800	\$38,993,800
Utility	\$1,537,776	\$1,591,080
Right of Way	\$11,036,910	\$14,485,000
Total	\$46,927,486	\$55,069,880

Impacts based on functional roadway design slope stakes plus 40 feet.

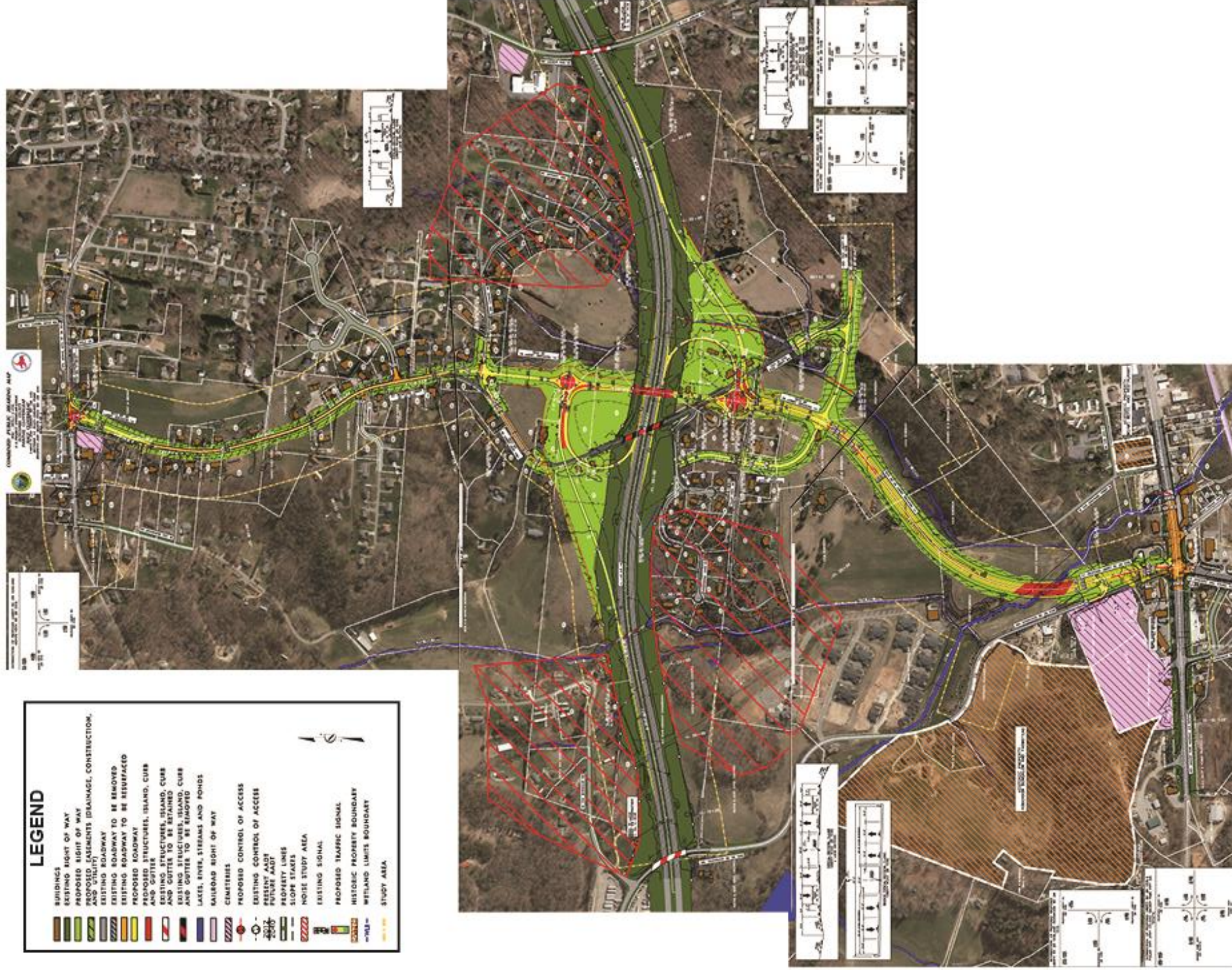
Impacts may be reduced because of on-going avoidance and minimization measures and will be shown in the final environmental document.

- Impacts are consistent with the *Environmental Assessment* (January 2017)
- Impacts are expected to decrease; any decrease would be equitable between the alternatives
- Impacts and cost estimates will be updated prior to the selection of the *Least Environmentally Damaging Practicable Alternative* (LEDPA) (also known as the Preferred Alternative)

Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.

Partial Cloverleaf Interchange

- Includes ramps in the southeast and northwest quadrants
- Requires purchasing the least right of way
- Involves the fewest parcels
- Has more stream impacts than the Half Cloverleaf Interchange



Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.

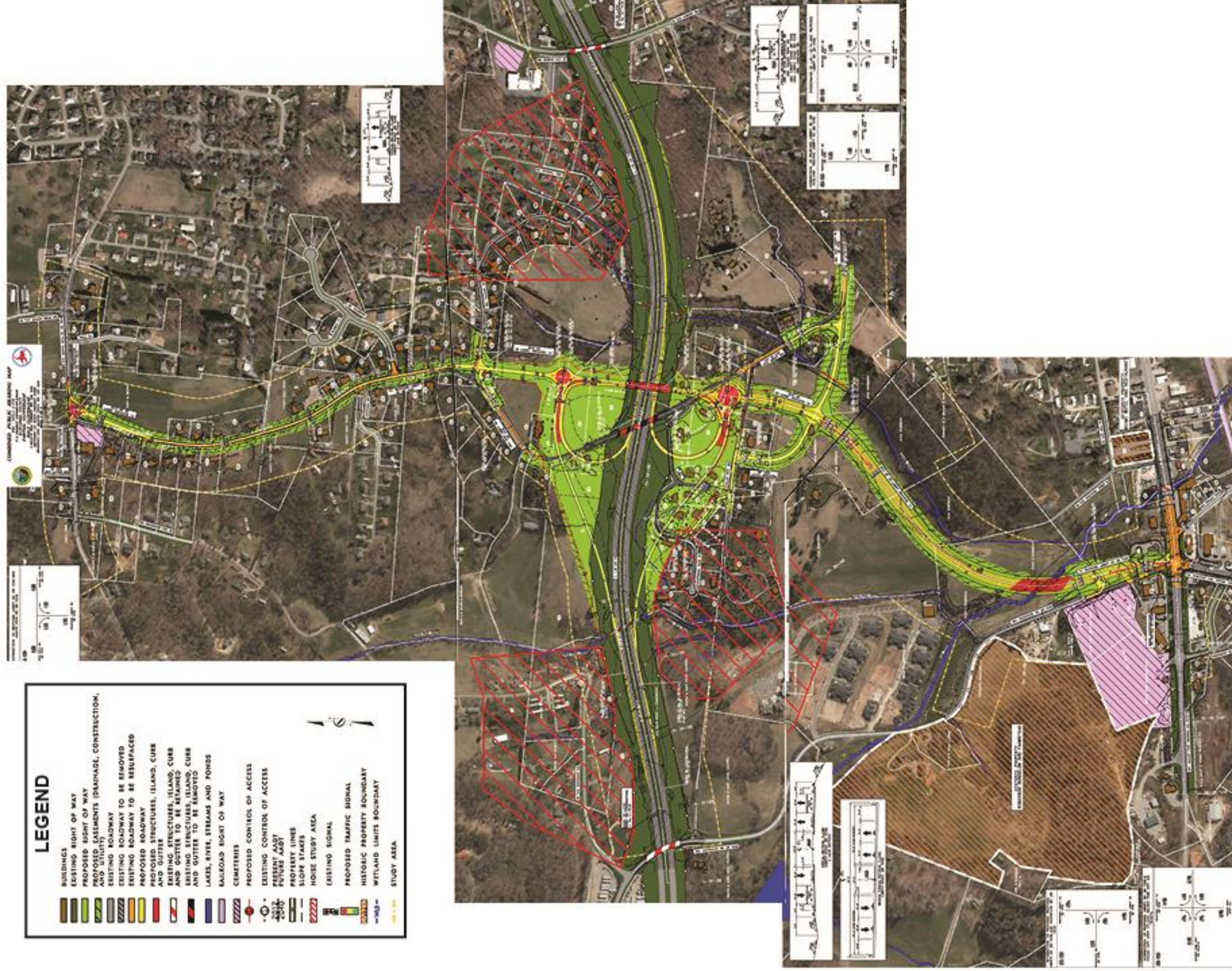
Roundabout Detail View Eastbound I-40 Ramp Terminal on Partial Cloverleaf Interchange Alternative



Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.

Half Cloverleaf Interchange

- Includes ramps in the southwest and northwest quadrants
- Requires purchasing more right of way than the partial cloverleaf
- Involves more parcels than the partial cloverleaf
- Has the least amount of stream impacts



Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.



Liberty Road overpass, looking south

Current Schedule

Environmental Document Approved (EA)	January 2017
Combined Public Hearing	May 2017
FONSI Approved (FONSI) – anticipated	January 2018
R/W Acquisition Begins	Fiscal Year 2019
Project Contract Award (construction begins)	Fiscal Year 2021

As currently shown in 2016-2025 STIP, schedule subject to change.

Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.

Project Contacts

Project Engineer

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Project Development Engineer

Ahmad Al-Sharawneh
(919) 707-6010
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I-4759 Web Page
"Liberty Road I-40 Interchange"
www.ncdot.gov/projects/libertyroadl40interchange/

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Combined Public Hearing	Date: May 23, 2017
Location: Francis Asbury United Methodist Church – Candler, NC	
STIP No.: I-4759	
Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the PDEA-Human Environment Section, 1598 Mail Service Center, Raleigh, NC 27699-1598. All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Black/African American <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Vietnamese <input type="checkbox"/> Chinese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____
For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1830 or toll free at 1-800-508-1886, or by email at sddickens@ncdot.gov.

Thank you for your participation!



**Attn: Diane Wilson
NCDOT - PDEA
Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598**

**Attn: Diane Wilson
NCDOT - PDEA
Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598**

Convert the existing Liberty Road overpass to an interchange and realign Liberty Road between Smokey Park Highway and Monte Vista Road, with two lanes north of I-40 and four lanes south of I-40.

COMMENTS

May 23, 2017

NAME: _____

ADDRESS: _____

EMAIL: _____

COMMENTS and/or QUESTIONS:

1. Of the two interchange alternatives under consideration, which do you prefer?

Partial Cloverleaf – interchange ramps/loops located in the northwest and southeast quadrants.

Half Cloverleaf – interchange ramps/loops located in the northwest and southwest quadrants.

2. Why do you prefer this alternative?

3. Do you have any additional comments or questions?

Comments or Questions may be submitted tonight or can be submitted by mail/email/fax to before June 23, 2017 to:

Ms. Diane Wilson
NCDOT - Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598
Fax: 919-212-5785
Email: pdwilson1@ncdot.gov

I-40 / LIBERTY ROAD INTERCHANGE

STIP PROJECT NO. I-4759

BUNCOMBE COUNTY

Post-Hearing Meeting

July 10, 2017

ATTACHMENT 2

Comment Matrix

I-40 / LIBERTY ROAD INTERCHANGE

STIP I-4759

July 10, 2017

Public Hearing Comments

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
1	Sue Morrison	Half Cloverleaf	Promote commercial development and give better retail opportunity to Candler.	Please hurry up the process if possible due to stress factor on homes and people involved.
2	Rob Denton	Partial Cloverleaf	Least homeowner impact.	Why not Dogwood Rd. for interchange?
3	Tony Dezio	Partial Cloverleaf	Less money, better for my community, less homeowners impacted. Best environmental impact.	Please consider noise reducers/screens for my neighbors impacted. Please use roundabouts. They are a smart alternative to reduce speed, keep traffic moving and are nice to look at when flowers are in the middle. Get it done! We needed this in 1988! I support this exit.
4	Emily Dezio	Partial Cloverleaf	Takes less land, less money, impacts fewer people. It's best for the environment.	I support Liberty Road exit. Roundabouts are a perfect way to keep traffic moving. I especially enjoy when there are flowers in the middle. Roundabouts help manage speed control. I am concerned that medians on US 19/23 may negatively impact businesses and would like to see free flowing traffic. Screens for those impacted/noise reducers.
5	Betty Arnott	Partial Cloverleaf	Traffic flow appears to be better for this one - especially for traffic going west once they exit onto Liberty toward Monte Vista and Dogwood Road to the west.	None
6	Fred Orland	Partial Cloverleaf	It is best for morning east bound traffic and the best for evening return traffic flow. It is also best serves my personal usage.	A major concern is the increase noise that will impact Canaan Acres. The freeway noise is already very high. It seems to travel right up the valley. This new interchange would greatly add to an existing problem with noise. Solution would be to add noise wall along the north side of the freeway along that valley.
7	Jeffrey Rose	Partial Cloverleaf	The partial cloverleaf impacts the least amount of landowners and provides the most direct access to I-40 in the highest traffic directions. I fully support the partial cloverleaf plan!	I would like to see some additional traffic calming measures added to the affected secondary and tertiary streets to keep neighborhoods safe and reduce road noise. Additional landscaping to roundabouts and ramps will improve this plan's image in the community. I would also appreciate better access to the Bojangles directly from Dogwood to ease congestion at the main light.
8	Jeff Whitley	Partial Cloverleaf	I support the new Liberty Road interchange. Less disturbance to households and cheaper way out.	Get on with it.

I-40 / LIBERTY ROAD INTERCHANGE

STIP I-4759

July 10, 2017

Public Hearing Comments

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
9	John Russell	Partial Cloverleaf	It takes the least number of homes, and will be less costly to the taxpayers.	None
10	Owen and Anne Middleton	None	None	I live in Vistas of Westfield next to the condo clubhouse (60 Westfield Way). The proposed noise level (50 decibels) will be a definite problem for me and my wife, as our bedroom windows are the closest to the off ramp in the subdivision. Changing the route slightly would help greatly, I suspect. The meeting on the 23rd was helpful and your representatives cordial and helpful.
11	Bradley H. Parker	Partial Cloverleaf	Less impact on property owners.	Roundabout beautification. Intersection at Smokey Park Highway - right hand lane needs to be turn only. Cemetery exit? Speed reduction on Liberty Road.
12	Michael Clark	Partial Cloverleaf	Less cost, less individual impact.	Cloverleaf at Monte Vista is an absolute necessity. Will keep traffic flow and curtail speeders.
13	Loraine Tuenge	Partial Cloverleaf	I do not have any property at risk but it seems that this solution disturbs fewer homes and families. I do believe that should be considered.	None
14	Dave and Marika Sawitke	Partial Cloverleaf	The traffic will flow more efficiently.	We like roundabouts better than traffic lights.
15	Charles W. Joyner	Partial Cloverleaf	Better aesthetics - probably lower cost to NC.	None
16	Stagg Newman	Partial Cloverleaf	Better traffic flow. Almost 20% lower costs, so better use of taxpayer dollars. Overall less impacts from a total perspective.	Expedite project!
17	Cheryl Newman	Partial Cloverleaf	Traffic flow is more straightforward and likely less congestion-prone especially for traffic to and from Asheville. Half cloverleaf traffic requires more interweaving which to me implies accidents.	Ability to proceed quickly is important.
18	Walter Stanley Carter	Half Cloverleaf	To handle the heavy traffic flow and promote future retail for Enka-Candler.	None
19	Rebecca Edmonds	Half Cloverleaf	To handle the heavy traffic flow and promote future retail for Enka-Candler.	None
20	Roy Morrison	Half Cloverleaf	Traffic. Roundabouts. Noise.	None

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
21	Holli Ledford	Partial Cloverleaf	This option does not take my house! It's the cheaper option and seems to direct traffic in a much more efficient way.	The sooner you can decide the better. I realize our opinion don't matter however, not knowing the future of the home me and my four children live in is agonizing! If the half cloverleaf is chosen I will have tons of questions. For example: How is the value of my house addressed? Do you consider moving costs? If you had a recent appraisal is it used or considered?
22	Lewis Nicholson	Partial Cloverleaf	Fewer properties will be destroyed.	Liberty Road north to Monte Vista needs to be 4 lane also. The number of large trucks on Monte Vista is great. Also, Monte Vista Road needs to be widened and curbs added and drainage improved, to handle the additional traffic.
23	Jason and Reagan Rice	Half Cloverleaf	Safety of our children and pets. Having that exit ramp close to our home causes fear due to the access to our homes form the exit ramp. Secondly, noise from the interstate due to more open area.	I would like to be kept informed in a timely manner. With one interchange taking our house and the other one not. We are up in the air about selling or staying. Do we move our family to a place that we feel is safer due to the additional access from the interstate. In Tall Oaks the residents are not opposed to the interchange that goes through our development. I would rather see homes taken than streams.
24	Edward L. Meadows	Partial Cloverleaf	None	1. I would like to see better access from Dogwood Road to Bojangles. 2. I would like to see the #2 interchange plan. 3. I support the Liberty Road interchange. 4. I would support more speed reduction measures on Liberty Road. 5. I would like to see flower beds in the roundabouts.
25	Ken Cook	Partial Cloverleaf	Easier access to eastbound I-40, safer merge opportunity, less impact on homeowners	The lesser environmental impact of the half cloverleaf makes it also an attractive alternative.
26	Geraldine Burbank	None	None	I am in the process of getting a deed from Julia Roberson [PIN 960765256700000]. Please consider using the land across from me [Parcel 81]. There is no one living in the cabin there above the curve. Maybe you could consider a retaining wall. Or a bigger ditch. I would really like to stay here. Thank you very much for help you will give me. I truly appreciate it.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
27	Dwight David Holcombe	Partial Cloverleaf	This alternative does not take my home.	None
28	Amanda Roberson Cole (#49)	Partial Cloverleaf	The half cloverleaf will take my home, and the partial cloverleaf will not.	This is taking property that has been in the Roberson family for 200 years. It takes my father's home and he was going to build in the woods on my property but the partial cloverleaf map was changed and the access road from Valley View to Tall Oaks will now cut through my wooded property where my dad was going to retreat to and live. If you are going to put it there could you at least put the access road up against my property line with [parcel] #48 and #54 so that I won't lose the property in between the access road and property's #48 and #54. That would allow my father to go in behind me. Also I am currently in the HAMP program (Home Affordable Modification Program). It cut my mortgage from \$1100/month down to \$430/month. If I had no received that program me and my family would have lost everything. If you take our home we will lose that program and will not be able to get it again more than likely. That will leave us with no where to go since I cannot afford more than that. Please don't put us in this situation. I know this is about ease of transportation but it is going to affect a lot of people. No one wants to lose their home, but some could deal with it better than others financially. We would be screwed (to put it mildly). Please take this into consideration. We don't want to loose land that has been in the family for 200 years!
29	Michael Waldrop	Partial Cloverleaf	Less land required and fewer people have to move.	None
30	Stevanie Buchanan	Partial Cloverleaf	Seems to impact a smaller number of homes. Also further distance from my home (noise concerns). But we are concerned about stream/environmental impacts. Happy with it consuming less acreage of forestry.	Get to work! Looking forward to it being completed.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
31	Howard V. Beddingfield	Half Cloverleaf	I think the half cloverleaf is less complicated and more condense making future development more attractive to potential developers, thereby more beneficial long term.	Hope that this work begins as soon as possible to assist in support of relieving area roadways traffic. Thank you for all your hard work.
32	Ron Leslie	Partial Cloverleaf	Smaller impact on number of homes. Significantly cheaper.	Roundabouts at on and off ramps should work nicely at most times. But during rush hours in morning and evening will create massive back ups both getting off and getting on.
33	Tommy Orr	None	I have no preference. I do understand public input, but me having profound opinions is similar to inviting me into a surgery gallery shouting instructions to the doctor performing the heart valve replacement. You have a deep bench of engineers, etc. Make the call and move forward.	None
34	Wayne Caldwell	Partial Cloverleaf	It is less expensive, less invasive of property, and would have minimal impact on my personal property	It's time to build this project.
35	Mary Caldwell	Partial Cloverleaf	Takes less land, fewer property owners will lose their homes. Costs less.	Like the roundabouts. Concerned about medians on US 19/23 may negatively impact businesses.
36	William Loflin	Unsure	Please select an alternative that is the simplest and will lead to the fewest accidents. Roundabouts are dangerous. Will roundabouts actually improve traffic flow over lights. Remember we are a large retirement community. My experience is older individuals can get confused in traffic circles.	Why have only 2 lanes to Monte Vista. My experience is that the addition of the interchange will create more construction in the area. Please build for the future when building this project rather than current numbers. My recommendation is to use an option that (1) is the safest, (2) considers the heaviest traffic flow is east in the AM and west in the PM, and (3) considers rapid growth in the area due to the new interchange. Thank you for your consideration.
37	Heather Israel	Partial Cloverleaf	Quicker access to I-40 for south residents, less impacts on homes/residents in construction zones.	None

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
38	Alan Israel	Partial Cloverleaf	I believe this option would allow for better traffic flow and disrupt the least amount of properties.	I also believe this option would be easier to access from the south, helping to alleviate traffic at the Enka red light and exit 44. I am in full support of this project whichever direction it takes my concerns are to allow the most traffic to access I-40 eastbound from the south at the fastest safe speed. Thank you for giving Candler another exit!
39	Linda Southard	None	None	The entrance ramp off Dogwood Road is very bad. Hate the "revised" entry off of Dogwood. I live in Vista of Westfield community - \$300 - \$450,000 homes that once upon a time had a great view of idyllic countryside. I have commented previously about my concern of the Dogwood ramp needlessly destroying the land/view/community. So, after all the comments, the entrance ramp has been "revised" to do even more damage - 100' from our community pool. What's the point of giving any input - it seems to have fallen on deaf ears. So many other options for the entrance ramp path - the NCDOT settles on the <u>worst!</u>
40	Christos and Katanne Zoumbos	Partial Cloverleaf	The traffic will be easier.	None
41	Bob Blackwell	None	None	After viewing the proposal, 1. I like the roundabouts vs the first version on stop lights, 2. the proposed intersection of Dogwood with the new exit ramp connects way too close to US 19/23. A tremendous amount of traffic flows along Dogwood. With the short space shown on the map, the queue line is far insufficient. Traffic will back up both on Dogwood and the exit ramp. If the Dogwood exit/road intersection could be moved north to the lettering "Philip H. Roberson" writing it would allow traffic to enter the new exit road and prevent traffic backup on Dogwood and the exit. I realize it would require another bridge over the creek, but alleviating the problem before construction is far better than having to live with a preventable problem or having to reconstruct later.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
42	Margaret Koutis	Partial Cloverleaf	Because the traffic would be better served.	I believe the partial cloverleaf would be better for traffic.
43	Lisa Mackey	Half Cloverleaf	Doesn't really matter.	No, glad to have it.
44	Beverly Gottfried	Partial Cloverleaf	Less people moved out of their homes seems like a better plan over all.	1. Roundabouts work fine at Biltmore Lake, so they should work in this instance, 2. let's get it done, we've talked enough, 3. great for traffic on US 19/23 - morning and evening traffic is horrendous now.
45	Steve McElreath	Partial Cloverleaf	It would have the least effect of forest and displace the least number of humans. The cost would less to the taxpayer. Also partial owner of parcel #83 and the other partial owners (total of 5) are willing to sell now. It would make my daily commute easy and safer!	None
46	Jill McElreath	Partial Cloverleaf	I am one of the partial owners of lot 83. There are 5 partial owners and we are ready to sell now! I also feel that this plan will effect less people and land. This plan will cost less for taxpayers	None
47	David A. Warren	Partial Cloverleaf	Cost and traffic flow	I am 100% in favor of this project. It will have a positive impact on my personal interests and overall impact of the community.
48	Joanne Young	Half Cloverleaf	Improvements will be done to Valley View Drive.	None
49	Lori Boyer	Partial Cloverleaf	Less impacts on residents, environment, more cost effective.	What are the plans for the center of the roundabouts? Any plans for northbound traffic access from Bojangles driveway at rear of site (currently has northbound access to Dogwood Road)?
50	Pst. Joseph T. Hackett	Partial Cloverleaf	Keeps new development further away from property.	Concerned about new traffic and construction. Partial effects less houses and trees.
51	John Sutton	Partial Cloverleaf	less impactful on existing homes and environment. Less expensive for taxpayers.	Get it done. Much needed relief to congestion. Should be good for business. Love the use of roundabouts to slow traffic. Hope you (DOT) will use noise reducers.

Public Hearing Comments

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
52	Michelle Pace-Wood	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
53	Amber Cook	None	None	I live in the Enka area, and in the 12 years I've been here, traffic has just exploded. It's great that we have so many new businesses and residents, but we need our traffic flow to adjust to the volume. This new exit will go a long way toward providing alternate routes to ease traffic through our community.
54	Eden Ann Gay	Partial Cloverleaf	None	The Enka/Candler area is over-run with traffic, long waits at stop lights and stop light wait times that have doubled and tripled in the past few years. Our community is growing by leaps and bounds and the infrastructure needs to change to help support it. This interchange can make the area less frustrating to local drivers and bring in attention for new businesses to help build the community. I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
55	Dylan Brigman	Partial Cloverleaf	Option #2	I support the new interchange, and would prefer option number 2. We would all love to see our community grow, and this new exit will help with that.
56	Cami Ferguson	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
57	Caroline Skinner	None	None	I support the Liberty Road interchange as well as the widening of Sardis Road and improvement of the Sardis Road and Brevard Road intersection as an overall community plan to relieve traffic backups in the Enka-Candler community.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
58	Ashley Childers	None	None	I do NOT support the proposed Liberty Road I-40 exit and interchange in Candler. As a business and commercial property owner just up from the proposed area, this would devastate my business by allowing traffic to bypass driving past my storefront in lieu of an exit just beyond. This exit serves no realistic purpose and would affect and cripple many businesses large and small that depend on the current traffic flow to keep them going. The only people that are pushing for this exit own property that would either be purchased by the state to complete this project, or they believe their property values would increase after construction is complete. The proposal and push are motivated by greed, not out of community welfare and improvement. Please feel free to contact me for any further questions or clarification.
59	Earl Shelton	Partial Cloverleaf	Option #2	I support the new interchange at I-40 and Liberty Road. I support option 2. The interchange is needed to relieve congestion at exit 44.
60	Arthur Gonzales	None	None	As a new resident (1.5 years) of Candler (Biltmore Lake), I welcome the initiative to improve access to I-40. NCDOT seems to have thought through the environmental and residential issues and has evaluated all alternatives thoroughly. Going forward, I would endorse whichever remaining alternative will be the least costly and effect residents the least. This might be the "half-cloverleaf" option. It seems to meet needs of entrance and exiting of I-40 with the least amount of construction and disruption of existing land. Either option will work for us, and we look forward to the project commencing.
61	Margie Goodman	None	None	I am VERY in favor of the Liberty Road access project. The sooner the better.
62	Crystal Griffin	None	None	In favor of new access road !!! Need to alleviate congestion.
63	Cristine Hafner	Partial Cloverleaf	None	I support the Liberty Road interchange. I would like better access from Dogwood to Bojangles.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
64	Pat Harvey	None	None	Roundabouts will have to be huge for extended cab trucks pulling trailers to get around. I have watched large trucks, moving vans and firetrucks fail to get around because the circle is too tight to make the turns. They only work for cars. I am not thrilled that I will be having 6000 cars a day travel past my house. If we get 100 a day right now it would be a lot.
65	Heather Wheatley	None	None	Good morning! I am in full support of adding an exit at Liberty Road in Candler. I believe it will greatly alleviate the ever growing traffic problems Candler is facing. With as many people moving to this area, the problem is only going to get worse. The exit is much needed. Thank you!
66	Lynda Jackson	Partial Cloverleaf	None	I support the Liberty Road interchange as well as the widening of Sardis Road and improvement of the Sardis Road and Brevard Road intersection as an overall community plan to relieve traffic backups in the Enka-Candler community. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
67	Laura Kaufman	None	None	I support the Liberty Road interchange as well as the widening of Sardis Road and improvement of the Sardis Road and Brevard Road intersection as an overall community plan to relieve traffic backups in the Enka-Candler community.
68	Shelby Kennedy	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
69	Shawn Kennedy	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
70	Susan Massi	None	None	I'm all in favor of adding an exit, because the traffic on Smokey Park Highway. However, VERY unhappy about the plans to dump it off onto Dogwood. It is coming way too close to Vistas of Westfield. Why the entrance/exit be on Liberty Road, or even off of Orchard Street? Would rather deal with the traffic than have it be so close to Vistas of Westfield.
71	Kimberly Medford	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
72	Sharon Messer	None	None	We definitely need this Liberty Road exit. Too much traffic at Enka Candler exit.
73	Jacqueline Miller	None	None	I support the addition of an exit on I-40 between exit 37 and 44. The addition of this exit will help in the alleviation of the sometimes challenging traffic to and from Candler.
74	John Russo	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
75	Margaret Murphy	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
76	Julie Noblitt	None	None	How soon can this be completed? Traffic at the Enka red light and exiting I-40 at exit 44 really slow down my commute home. I look forward to the completion of this ramp.
77	Valerie Panton	None	None	I highly recommend the Liberty Road interchange project. I feel it would help our traffic congestion.
78	Paula C. Warren	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
79	Donna Pittman	None	None	I've lived in the Candler area 28 years and I totally support the proposed I-40 Liberty Road exit project. The traffic around the two existing exits are too congested and need relief. Thanks!
80	Lindsey Prather	Partial Cloverleaf	None	I am a resident of Candler, NC. I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
81	Harry Phillip Roberson	None	None	(5/21/17 3:38 pm) I think you should find a place closer to exit 37. Find a place where there is more concrete and less open dirt. This is taking up over a hundred plus acres where water from the highway will take all the runoff into Pole Creek, to the French Broad, to Memphis, Tenn. and to the Gulf of Mexico, which leaves less moisture in the ground to evaporate up and produce rain. This off ramp is also going to effect our quaint little town of Candler. I might also note this is not only going to disrupt Candler but also make old 23 a super highway into Canton and Waynesville, being renamed Smokey Mountain Highway. (5/21/17 4:55 pm) I sent a comment before, I am sure the General Public will not get to read it or view it in public. I was looking over the Army Corps of Engineers papers, a lot of information leading to satisfying different views from all sorts of offices. One particular was the TC Roberson historical place. This was my great uncle. His mother Julian Manassia Green was born in a log cabin next the cane patch the papers are related to. Her father Jeremiah Green served in the Confederate Army. She was an only child thus receiving his farm after his death, she was named Manassia after the battle of Manassas or Bull Run. That was supposedly where he died, we found out later he served in Chickamauga, Ga. and was buried in Decatur, Ga. How is that for historical. The 150 Double R Farm Road was being built for a memorial to him and TC's mother, if it had not been for her daddy and her there would be no history at all. Even I would not be here. Interstate 40 took my father's inheritance and now claiming what was so greatly bestowed upon me.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
81	Harry Phillip Roberson		<i>Comment continued</i>	<p>(5/22/17 11:36 am) I suppose I am giving a last ditch effort to save something that is close to my heart. I suppose I was not bright enough to put my property into a historical setting. I did not realize that TC's place was a historical bungalow. Also I did not realize the Miami Motel was on the historical list. In my younger days I could throw a rock and hit either place from my property. Another item in the same report was the archaeological statement. I had some odd looking markings about two feet down that I reported to the crew who was doing the site review. I was there the day they were working. Their boss, I think was from Candler, I talked to and showed him exactly where my concern was. He left and the crew continued on in exactly the manor they had started on the property next to Dogwood Road. Four digs the same spacing all the way through the property. No disrespect to them but I had just as well talked to the wind. When the surveyors came through, I was there, they came close to my cabin. I talked to the surveyor and he said it would come close to my cabin. Well that did not bother me too much, I figured a ten foot wall would not be too bad. The line he was shooting was the outside edge of where the highway would be. The center of the highway was the center of my cabin. I went to the Liberty meeting last August, talked to several of the state DOT people. It sure was not a discussion, we had three choices as to where it would be. All three choices went straight through my property. I began years ago by first checking down on the river with the DOT. The road would be a two lane going very close to Little Pole Creek and almost directly into the curve starting to TC's place. Made sense to me, dangerous curve. I built on the very opposite end. I had problems with the ETJ, building department, and abandonment of that, a great time and expense to me. I sent plans to the NCDOT as directed in August last year which would save dollars and save open land, instead of highway runoff that ends up in the Gulf of Mexico, did I hear anything from the NCDOT. No don't save money, do all this great engineering work. I am 73 years old, spent at least six years of my life to build a memorial to my great, great grandmother. I was so devastated, my body has been declining, and my spirit is dead. I will not live long enough to get my money back nor my dream completed.</p>

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
81	Harry Phillip Roberson		<i>Comment continued</i>	I know there is nothing I can do, but I do appreciate you returning my email. I will not be coming to the meeting tomorrow night because it will be the same. It is not a community forum, but a decision of what the DOT deems. Why even have a meeting, you are only giving your concerns to a few people in the department which resolves nothing. It's a waste of tax money. Now that is the American way, politics and money rolls over the little man. (5/25/17 2:40 pm) I did not go to the meeting as you may note in my last return comment. I do not know what went on, maybe you can give me some insight into the happenings. If you understand my concern do you think there is anyway to resolve my problem that the highway is going directly through "my" historical house and exactly through the center of the property. Can it not go around it on either side? (5/26/17 6:58 pm) I suppose I can just chalk that up to the Gov. as always coming through stealing, taking over what ever they want, especially if you don't have the clout. This has been happening since the government stole this land from the Indians.
82	Sarah Robinson	None	None	I'd like to share with you my support for the Liberty Road exit. I think it's a good step for drivers to get to Candler with more ease. Thank you!
83	Tom Rose	Partial Cloverleaf	Because it looks like it will have the least disruption to existing development in the area.	I am writing to support Alternative #2, Partial Cloverleaf of the Liberty Road Interchange. I live near from I-40s exit 44 on Smokey Park Highway and regularly have to deal with traffic issues at this interchange, including traffic backing up to use the off-ramp to Smokey Park Highway. I believe that an interchange at Liberty Road will reduce traffic at exit 44 and relieve some of this pressure, and reduce safety issues that can arise from often having backed-up or standstill traffic in lanes on I-40. Adding flowers in the roundabouts and investing in the appearance of the area can help this become a welcoming entry point into Candler. When you miss exit 44, it is very noticeable how long it takes to reach the next exit on I-40. Adding another exit on Liberty Road will help boost Candler's economy by attracting businesses and increasing the number of people who pass through this area. Please work to make this a reality.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
84	Andrea Sellers	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles.
85	Tammy Tweed	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
86	Teddy Tweed	Partial Cloverleaf	None	I support the new Liberty Road interchange. I would like better access from Dogwood to Bojangles. I would like to see more speed reduction measures on Liberty Road. I would like to see flower beds in the middle of the roundabouts.
87	Adrian Vazquez	None	None	I support the Liberty Road interchange as well as the widening of Sardis Road and improvement of the Sardis Road and Brevard Road intersection as an overall community plan to relieve traffic backups in the Enka-Candler community. Additionally, the timing of the light near the new Enka Middle School on Jacob Holmes Way and Sardis needs to be fixed. Because of poor timing on that light traffic on Sardis Road is backing up all the way to Brevard Road during afternoon rush hour but there are no cars in Jacob Holmes Way!
88	David Arlen Warren	None	None	I support the Liberty Road interchange project.
89	Craig Woolmington	Partial Cloverleaf	None	I support the new Liberty Road interchange and want it constructed ASAP. I would like to see self sustainable landscaping in the middle of the roundabouts.
90	Vistas of Westfield (72 signatures)	None	None	<i>See letter in Attachment 3.</i>

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
91	Herbert R. Roberson	Partial Cloverleaf	Fewer people to be relocated. Less expensive and better use of our tax dollars. The roundabouts are a GREAT idea. I was city fire department (retired) and was an engineer (driver) and the roundabouts make getting through heavy traffic intersections a whole lot easier!	Two items I really want to see happen if possible. 1) Where the new access road to Valley View Drive and Whispering Oaks intersects with the new Liberty Road and the old Liberty Road in a four-way intersection needs to have a roundabout or traffic signal (preferably roundabout). Lots of traffic is going to be on the new Liberty Road - making a left hand turn across traffic coming out of old Liberty Road or the new access to Valley View and Whispering Oaks will be dangerous with just stop signs. I do not think making it a four-way stop would do anything but cause traffic back ups. Putting another roundabout there would be taking pro-active steps for traffic safety - might save a life. 2) Concerning the new section of access road between Valley View Drive and Whispering Oaks. The property it is going to cut across in the Partial Cloverleaf Interchange plan belongs to my daughter, Amanda R. Cole (#49) at 3 Valley View Drive. I understand that bringing it across her property will save two families from the emotional trauma of losing their homes, but if you could locate the edge of the ROW out to the property line to the west that would have much less impact on her property value. As it is drawn now, there is a considerable amount of property that would be left completely unusable. I have plans to build a house behind my daughter to be closer to her and my grandchild, especially as I grow older. Coming along the property line till you get nearly to Valley View and then make a slight curve to the east would still line up with the section coming up from the new Liberty Road. Better yet, include a very slight curve to the west on the access road coming up from the new road, then they would still line up with minimal change to the plans as drawn. (sketch included in comment form). I am not opposed to this exit and road upgrade. I truly hate that my family and I are being displaced but fully understand the benefits to the community this will bring with it. Looking forward to working with DOT to get this done. But a little cooperation on a couple of things would be greatly appreciated.

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
92	Michael Marler	Partial Cloverleaf	Cost less	Where Valley View Road connects to the new road there should be a stop light or roundabout instead of stop signs. This could be dangerous crossing over to reach I-40. Also, has there been any consideration for the deer population in the area.
93	Susan Pike	Half Cloverleaf	This alternative provides easier access to Asheville from my house on Liberty Road. Also, the noise factor is less. This is a big deal.	I look forward to completion of this exchange due to the hassle at exit 44. It has become a nightmare because of increased traffic in this area. Either alternative should be a great improvement for Candler.
94	Nancy & Ken Snavely	None	None	<p>As residents of Vistas of Westfield in Candler, it's imperative that the NCDOT deem full control of access if the I-40/ Liberty Rd. Interchange plan goes through as presented to us May 23: it is totally vital that the road proposed so close to our homes be NO ACCESS from 19/23-the new proposed exit! No commercial development, please! No convenience stores, flea markets, or fast food eateries! Our property here has VALUE and WORTH, yet unless this is observed, it will greatly reduce them! In addition, we heard at the two meetings at the church that no noise wall was to be erected - wrong plan, again! Please reconsider this because the road looks far too close to our lovely clubhouse and pool, which are widely used by Vistas' residents. Rumor has it that no noise study was ever done? Again, since it affects the VALUE and WORTH of Vistas' homes, we deserve the right to ask for a noise barrier! Rumor also has it of the "sympathy cry" of Michelle Pace Wood of Mountain Energy, whose self centered politics benefits her family business. And, she wants to direct tourists to the Blue Ridge Parkway along one of the worst winding route choices to the parkway! Do not allow the voice of a "for profit" woman to affect the VALUE and WORTH of Vistas' homes. Dogwood Corner needs no more congestion! It's really disturbing that over 100 homes, with great property values to Buncombe Co. will be so strongly affected by numerous poor choices we heard at the last meeting May 23. We ask you to not only HEAR our concerns, but to LISTEN to our neighborhood requests so that some compromises may be reached.</p>

Comment No.	Name	Which Alternative do you prefer?	Why do you prefer?	Other Comments
95	Dennis and Janet Mann	Partial Cloverleaf	We feel this gives the best layout for traffic entering and exiting I-40, with a long acceleration lane for eastbound traffic.	Thank you for holding the public hearing on this item on May 23, 2017. My husband and I attended and appreciated the opportunity to discuss the options with DOT personnel. We are both in favor of the Partial Cloverleaf Interchange option, as we feel this gives the best layout for traffic entering and exiting I-40, with a long acceleration lane for eastbound traffic. We are familiar with roundabouts from our years in New Jersey, and expect that there will be some adjustment for a number of drivers, but it should work well with light to moderate traffic volume. However, if there is significant commercial development in the interchange area over a few years, there could be increased congestion that might cause some problems in the future.
96	Reuben Moore	None	None	Please do not let the capacity of Liberty Road suffer the ill affects of signalization. Roundabouts provide better safety for all users while providing better mobility through less delay. Also, do not let the interstate remain a barrier for people-powered movement; Liberty Road (and other affected Y-lines) need minimum 5' paved shoulders to separate pedalcycle traffic from motor vehicle traffic. These shoulders also allow space for pedestrians, which I assume are out of luck for sidewalks as this area is outside of incorporated municipalities. No need to study the number of cyclists and pedestrians - the minimum warrant number is one; ever.

I-40 / LIBERTY ROAD INTERCHANGE

STIP PROJECT NO. I-4759

BUNCOMBE COUNTY

Post-Hearing Meeting

July 10, 2017

ATTACHMENT 3

Vistas of Westfield Comment Letter

COMMENTS ON THE LIBERTY ROAD/I-40 INTERCHANGE IN BUNCOMBE COUNTY FROM THE VISTAS OF WESTFIELD – 6/1/2017

We live in the Vistas of Westfield, a new upscale community which will have 101 homes when it's finished in a few years. The prices of these homes presently range from the mid-\$300,000's to the mid-\$400,000's so the community as a whole represents over \$40 million in property value. The only access to this community is from two entrances on Dogwood Road just north of 19/23. We are extremely concerned with the way the access road from 19/23 to I-40 will affect us. Dogwood Corner, the intersection of Dogwood Road and 19/23, is currently very congested and will get worse with the traffic from the connector highway and steadily increasing population. Our community's property values will be seriously affected if DOT goes through with the plans as presented at the meeting in Candler on 5/23/2017.

These are the most serious issues:

- 1) CONTROL OF ACCESS:** NCDOT has no plans to control access on the four-lane connector road which means the entire roadside can be developed with gas stations, convenience stores, fast food places, strip malls, flea markets, trailer parks, and junk only yards from our homes, clubhouse and pool. Any commercial development will also bring intrusive lighting, billboards and tall signs. All of this will negatively affect our property values which will then reduce taxes paid to both Buncombe County and the Enka-Candler Fire District. It will also cause traffic congestion in that area of the four-lane. **We request FULL CONTROL OF ACCESS with the four-lane designated as NO-ACCESS from 19/23 all the way to the interchange.**
- 2) NOISE:** According to NCDOT's maps, both online and those handed out at the presentation, **a noise study HAS NOT BEEN DONE for the majority of the Vistas of Westfield.** The only noise study shown on the maps covers the upper end of Westfield Way and Rosecraft Place which are impacted by I-40. If the maps are wrong they should not have been in the handouts or still be online. Considering that the online maps have been revised in just the past week it would be reasonable to think the noise study area is correct as shown.

If a noise study of the area from upper Westfield Way to the south edge of Vistas' property has indeed been done, the area studied needs to be on the map so we have accurate information and are advised of exactly what NCDOT determined in the study. We were told at the meeting that the new connector carrying heavy truck traffic (tractor-trailers and dump trucks with jake brakes) would not warrant noise abatement measures to protect our development in spite of the fact that the road will be very close to our clubhouse, pool, and the residences on the east half of the Vistas. We now do not even know if the study was ever done.

If the study was not done, it is vital that it be completed before the project goes forward, and a meeting needs to be held with our community when the results are known. NCDOT must take whatever measures possible to reduce the noise pollution which will be inflicted on our community and which will negatively affect our property values.

- 3) PRIVACY:** The road will be approximately 200 feet from our community's swimming pool and clubhouse which will have no privacy whatsoever. The trees on the east side of Pole Creek do not provide much cover but with nothing but pasture on the other side it's not a problem. They will not be sufficient with a highway on the other side. Our community's property ends at Pole Creek so there's nothing we can do about the east side of the creek. The trees can be removed at any time. We are all very concerned about the visibility of the pool, both for privacy and noise issues for the pool's users and because it lets everyone know we have a pool. We already have problems with non-residents sneaking into the pool. This problem will only get worse when everyone who uses the new road can see it. Having non-residents using our pool creates a liability issue for our HOA. **We want privacy to be provided for this area by having NCDOT install a privacy fence and a screen of trees like Green Giants well before construction starts.** We also believe having the road that close to our clubhouse and pool will cause loss of value to the entire community.

4) MOVE THE 19/23 INTERSECTION: NCDOT plans to bring the new road into 19/23 at Dogwood Corner (the 19/23-Dogwood Rd intersection). If NCDOT would move the road to the east, back to the route down Orchard Street which was on the drawing board earlier, it would put the road as far as possible from the Vistas and eliminate the problems the present plans will cause at Dogwood Corner. If the new road joins 19/23 at Orchard Street the traffic lights would have to be coordinated between there and Dogwood but nothing else would have to be done to Dogwood Corner. If NCDOT determines there would still be too much of a problem turning left on Pisgah Hwy (#151), a short connector road running straight across 19/23 from Orchard and curving west near the railroad tracks to intersect with Pisgah Hwy would relieve that problem. There are no houses to displace in that area, just one very small used car lot and Mountain Power Performance.

This would be a much less expensive and disruptive route. Keeping the road to the east along Young Branch and the tree line would keep it as far as possible from Vistas. A bridge over the tiny Young Branch would be cheaper and less of a problem than the much larger one over Pole Creek which will cause significant environmental damage according to an environmental water quality expert who lives at Vistas. Some of the land along the Orchard Street route is already publicly owned which would reduce right-of-way costs. The Miami Motel desperately needs to be demolished. It's not an historic property as the map indicates; it's a dilapidated eyesore the owners can't afford to remove because of asbestos. If NCDOT would get rid of the asbestos-ridden motel, the owners of the Miami Restaurant might work out a better deal for the right-of-way in exchange.

The Orchard Street route would certainly be better for everyone who lives north up Dogwood Road and for the businesses on the northwest corner, access to which will be terrible in the present plan. We were told by the owner of Mountain Energy gas station that their tanker trucks would be unable to get in and out to deliver fuel which would put them out of business. There would be no way for anyone to get back to Dogwood or north on the connector road from either Mountain Energy or Bojangles without either making a U-turn around the new median barrier (impossible for trucks) or making a dangerous left turn across traffic on 19/23 just west of the intersection and left again at the intersection.

Another issue is emergency vehicles coming north up Dogwood from the Enka-Candler fire station on Hwy 151 south of 19/23. There are a lot of houses and a nursing home which will still be served by emergency vehicles going up Dogwood. These vehicles will have to turn left onto Dogwood from the connector road without waiting for the light to change. Traffic will be coming south through a cut, over a rise and around a curve which will make both hearing and seeing emergency vehicles even harder than usual. This will create another dangerous intersection less than 100 yards from the busy intersection at 19/23.

The safety of pedestrians needs to be addressed regardless of which route is utilized, but it will be more difficult if the Orchard Street route isn't used. There are no sidewalks on Dogwood Road or around Dogwood Corner. The Vistas has two sidewalks along its property but cannot join them over Pole Creek. There's no safe way to get to these sidewalks from either north or south along Dogwood Road. Anyone trying to walk to Dogwood Corner is in constant danger of being hit. Traffic on Dogwood is a very serious problem; the number and weight of vehicles is more than the Pole Creek bridge can support (there are no load-limit postings) with chronic speeding of 15 to 20 mph over the 35 mph limit making things much worse. The bridge is constantly deteriorating; vehicles regularly cross the center line to avoid the recurring holes at each end of it. NCDOT has repeatedly patched these holes but they soon return. This situation is serious for vehicles but for pedestrians, who have nowhere else to walk, it's extremely dangerous. NCDOT's plans for this area need to include the installation of sidewalks and a permanent solution to the deteriorating bridge. If the new interchange increases traffic on Dogwood, this will be even more critical.

5) ACCESS TO AND FROM LIBERTY ROAD AT I-40: NCDOT's online maps of the two cloverleaf alternatives showed traffic lights at the intersections until the maps were changed within the last week. The maps now show round-a-bouts. We are opposed to round-a-bouts at these intersections because of the number of tractor trailers and dump trucks which will come through there. Round-a-bouts are enough of a hassle for cars, but for bigger vehicles they're a serious problem. All the tractor trailers and dump trucks that come west of Asbury Road will use the Liberty Road exit. Businesses west of Asbury Rd that have a lot of truck traffic are the Vulcan Quarry,

Carolina Transportation Services on Dogwood Road, Clayton Mobile Homes on 19/23, all the gas stations with their tanker truck deliveries and all the businesses that get their products via tractor trailers. Mobile homes can't get through round-a-bouts so anyone needing to move a mobile home across the interchange won't be able to. If round-a-bouts are used, DOT will need to make sure no mobile home starts up the connector road at 19/23 because it won't be able to back up or turn around. Traffic lights are a much better choice.

After consideration of our comments we would appreciate your holding a meeting just for the residents of Vistas of Westfield during which we could discuss various options to remedy these issues.

These comments are being submitted by the following residents of the Vistas of Westfield who own property on Westfield Way and Brookstone Place in Candler, NC 28715:

Val Smith, 110 Westfield Way – smith.val298@gmail.com
Jim Smith, 110 Westfield Way – geocat@outlook.com
Mary Jo LaPorte, 9 Westfield Way – maryjolaporte@gmail.com
Dave Treml, 15 Westfield Way –
Nancy Burgess, 15 Westfield Way – nancyeburgess@aol.com
Denise Frey, 47 Brookstone Place – denise@fiberplanners.com
Michele Olsen, 34 Brookstone Place – michelejolsen@gmail.com
Gary Olsen, 34 Brookstone, Place –
Richard Drecksler, 39 Brookstone Place – rdrecksler@gmail.com
Debi Drecksler, 39 Brookstone Place – debidrecksler@gmail.com
Linda Clifford, 118 Westfield Way – lindac1995@live.com
Terri VanZandt, 118 Westfield Way – terri.vanzandt@hotmail.com
Linda Stockton, 116 Westfield Way - lls@outlook.com
Gene Langan, 122 Westfield Way – ewlangan@hotmail.com
Pat Langan, 122 Westfield Way – ewlangan@hotmail.com
Jim Holtzman, 50 Westfield Way – jimholtzman@hotmail.com
Sarah Holtzman, 50 Westfield Way – sarahholtzman@hotmail.com
Scott Clark, 31 Brookstone Place – scottclark954@gmail.com
Madelon Clark, 31 Brookstone Place – mdrc59@hotmail.com
Judy Handley, 46 Brookstone Place – judyhan@email.com
Tom Southard, 38 Brookstone Place – tesouthard@live.com
Linda Southard, 38 Brookstone Place – ldsouthard@live.com
Kay Cooke, 108 Westfield Way – fcooke1@att.net
Fred Cooke, 108 Westfield Way – fcooke1@att.net
Mary Rogers, 4 Brookstone Place – rogmarync@charter.net
Jim Brandt, 26 Westfield Way – jpjkbrandt@gmail.com
Jan Brandt, 26 Westfield Way – jpjkbrandt@gmail.com
Steve Schimmel, 27 Westfield Way – guest@purpledog.net
Doug Burkhardt, 106 Westfield Way – carolinabengal@gmail.com
Kris Burkhardt, 106 Westfield Way – burkyk2793@yahoo.com
Barbara LaBar, 114 Westfield Way – barbaralabar@gmail.com
Wally Courtney, 18 Westfield Way – flyboybusiness@icloud.com
Rheta Courtney, 18 Westfield Way – fly_girl@me.com
Bill Elks, 45 Brookstone Place – belks52@gmail.com
Sandra Elks, 45 Brookstone Place – selks2017@gmail.com
Steve Russell, 44 Brookstone Place –
Elaine Russell, 44 Brookstone Place – erussell50@yahoo.com
Bud Hughes, 29 Westfield Way – budh@jpspa.com
Dianne Hughes, 29 Westfield Way – hughesdianne30@yahoo.com
Suzanne Harter, 21 Brookstone Place – suzannemharter@gmail.com
Roger Hayes, 21 Brookstone Place –

Christian Thierry, 48 Westfield Way – Cthierry42@aol.com
Rosemarie Thierry, 48 Westfield Way – Cthierry42@aol.com
Joe Linville, 7 Brookstone Place – cjoelinville@msn.com
Mary Linville, 7 Brookstone Place – mclinville@msn.com
Lisa Weaver, 45 Westfield Way – lhowards4n@yahoo.com
Doug Weaver, 45 Westfield Way –
Sanford Stoddard, 17 Westfield Way – sandystodd@aol.com
Jerry Tang, 40 Brookstone Place – jtang1977@gmail.com
Anne Tang, 40 Brookstone Place – agtang40@gmail.com
John McCarthy, 102 Westfield Way – fxmaven@hotmail.com
Ellen McCarthy, 102 Westfield Way – ejm2256@hotmail.com
Monica Spittler, 120 Westfield Way – thoake3@aol.com
Ken Snavely, 51 Brookstone Place – kensnavely@gmail.com
Nancy Snavely, 51 Brookstone Place – nsnave@gmail.com
Bill Knight, 6 Westfield Way – wfknight1@gmail.com
Melissa Knight, 6 Westfield Way – mablondie1@gmail.com
Larry Rolfes, 10 Westfield Way – lrolfes51@icloud.com
Cathy Rolfes, 10 Westfield Way – cathyrolfes89@gmail.com
Larry Estep, 16 Westfield Way – jlestep923@gmail.com
Janet Estep, 16 Westfield Way – jbestep@gmail.com
Steve Williams, 104 Westfield Way – eswwill@gmail.com
Debi Williams, 104 Westfield Way – dtwill220@gmail.com
Ron Setran, 44 Westfield Way – rmsetran@gmail.com
Dottie Setran, 44 Westfield Way – dssetran@gmail.com
Jean LaFratta, 7 Westfield Way – davesmom16@yahoo.com
Tara Anderson, 19 Brookstone Place – taramo.home@gmail.com
Chris Nero, 19 Brookstone Place -

cc: NC Representative Brian Turner, NC General Assembly – Brian.Turner@ncleg.net
cc: NC Senator Terry Van Duyn, NC General Assembly – Terry.VanDuyn@ncleg.net
cc: US Senator Richard Burr, 217 Russell Senate Office Building, Washington, DC 20510
cc: US Senator Thom Tillis, 185 Dirksen Senate Office Building, Washington, DC 20510
cc: US Representative Mark Meadows, 1024 Longworth HOB, Washington, DC 20515
cc: Brownie Newman, Chairman of County Commissioners – brownie.newman@buncombecounty.org
cc: Jasmine Beach-Ferrara, Buncombe County Commissioner, District 1 – jasmine.beach-ferrara@buncombecounty.org
cc: Al Whitesides, Buncombe County Commissioner, District 1 – Alfred.Whitesides@buncombecounty.org
cc: Joe Belcher, Buncombe County Commissioner, District 3 – joe.belcher@buncombecounty.org
cc: Robert Pressley, Buncombe County Commissioner, District 3 – robert.pressley@buncombecounty.org

June 6, 2017
37 Brookstone Pl
Candler, NC 28715

Mr Ahmad Al-Sharawneh
Project Planning Engineer
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Mr Al-Sharawneh:

Subject: Liberty Road/I-40 Interchange Buncombe County

We are residents of the Vistas of Westfield, an upscale townhome development, in Candler. Our names were not included in the list of residents on the comments submitted to you by the Vistas of Westfield. This letter is to inform you that we fully support and agree with the comments and concerns expressed by the other residents of the Vistas of Westfield.

In particular, we are concerned that the close proximity of the access road to our development, and in particular our clubhouse and pool, will constitute a serious invasion of privacy. Adequate visual and noise screening between the access road and our pool and clubhouse is an absolute requirement.

Thank you for your consideration in this matter.

Yours truly,

Robert and Carole Ballard
rhjballard@aol.com
610-390-9734

Carolina Transportation Services on Dogwood Road, Clayton Mobile Homes on 19/23, all the gas stations with their tanker truck deliveries and all the businesses that get their products via tractor trailers. Mobile homes can't get through round-a-bouts so anyone needing to move a mobile home across the interchange won't be able to. If round-a-bouts are used, DOT will need to make sure no mobile home starts up the connector road at 19/23 because it won't be able to back up or turn around. Traffic lights are a much better choice.

After consideration of our comments we would appreciate your holding a meeting just for the residents of Vistas of Westfield during which we could discuss various options to remedy these issues.

A handwritten signature in black ink that reads "Grady F. Mesimer III". The signature is written in a cursive style with a distinct "III" at the end.

Grady F. Mesimer III
41 Westfield Way
Candler, NC 28715

Carolina Transportation Services on Dogwood Road, Clayton Mobile Homes on 19/23, all the gas stations with their tanker truck deliveries and all the businesses that get their products via tractor trailers. Mobile homes can't get through round-a-bouts so anyone needing to move a mobile home across the interchange won't be able to. If round-a-bouts are used, DOT will need to make sure no mobile home starts up the connector road at 19/23 because it won't be able to back up or turn around. Traffic lights are a much better choice.

After consideration of our comments we would appreciate your holding a meeting just for the residents of Vistas of Westfield during which we could discuss various options to remedy these issues.



Maria C. Mesimer
41 Westfield Way
Candler, NC 28715

I-40 / LIBERTY ROAD INTERCHANGE

STIP PROJECT NO. I-4759

BUNCOMBE COUNTY

Post-Hearing Meeting

July 10, 2017

ATTACHMENT 4

Agency Comment Letters

Note: Public Hearing Summary Attachment 4 – Agency Comment Letters are contained in Appendix A of this FONSI.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

August 16, 2017

Resident
Vistas of Westfield
Candler, NC 27815

Dear Sir or Madam:

The North Carolina Department of Transportation (NCDOT) project team has reviewed the comments received from the Vistas of Westfield community by letter dated June 1, 2017. The attached document includes NCDOT's responses to your comments, as well as other citizens' comments, on the proposed I-40/Liberty Road Interchange Project (State Transportation Improvement Program [STIP] project number I-4759) in Buncombe County. Please note that the attached includes only the body of the summary document; the referenced attachments have been removed for ease of transmittal to you. The full summary may be provided upon request, and will be included as an attachment to Federal Highway Administration's (FHWA) and NCDOT's Finding of No Significant Impact (FONSI) (anticipated decision) which is currently expected to be published and available on the project website (<https://www.ncdot.gov/projects/libertyroadI40interchange/>) in early 2018.

NCDOT is not planning to hold any additional public meetings for this project. Should substantial changes to the project occur, NCDOT will schedule additional public meetings. However, if individuals would like to meet with a NCDOT representative, a personal meeting may be scheduled with NCDOT-Division staff at their Asheville office, at their convenience (contact information below). Please note that the materials presented at the May 23, 2017 Public Hearing are available on-line at the project website (link above). The project website will be periodically updated with the latest information regarding the project, including the FONSI once available.

Please review NCDOT's responses to your comments. Should concerns and questions remain unanswered following your review, you are welcome to contact the project team by phone or email: Ahmad Al-Sharawneh, Project Development Engineer (aalsharawneh@ncdot.gov; 919-707-6010); Kevin Moore, P.E., Project Engineer (kmoore@ncdot.gov; 919-707-6287); or Rick Tipton, P.E., Division 13 Construction

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH, NC 27699-1548

Telephone: (919) 707-6000
Fax: (919) 250-4224
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

Engineer (rlipton@ncdot.gov; 828-254-6171). Division 13 retains a hard copy of the May 23, 2017 Public Hearing Maps at their offices in Asheville (55 Orange Street, Asheville, NC 28801).

The following individuals have received this letter and comment responses via email:

Anne Tang	Gene Langan	Linda Clifford	Robert Ballard
Barbara LaBar	Jan Brandt	Linda Southard	Ron Setran
Bill Elks	Janet Estep	Linda Stockton	Rosemarie Thierry
Bill Knight	Jean LaFratta	Lisa Weaver	Sandra Elks
Bud Hughes	Jerry Tang	Madelon Clark	Sanford Stoddard
Cathy Rolfes	Jim Brandt	Mary Jo LaPorte	Sarah Holtzman
Christian Thierry	Jim Holtzman	Mary Linville	Scott Clark
Debi Drecksler	Jim Smith	Mary Rogers	Steve Schimmel
Debi Williams	Joe Linville	Melissa Knight	Steve Williams
Denise Frey	John McCarthy	Michele Olsen	Suzanne Harter
Dianne Hughes	Judy Handley	Monica Spittler	Tara Anderson
Dottie Setran	Kay Cooke	Nancy Burgess	Terri VanZandt
Doug Burkhardt	Ken Snavely	Nancy Snavely	Tom Southard
Elaine Russell	Kris Burkhardt	Pat Langan	Val Smith
Ellen McCarthy	Larry Estep	Rheta Courtney	Wally Courtney
Fred Cooke	Larry Rolfes	Richard Drecksler	

Thank you for your interest in this important transportation project.

Sincerely,



Ahmad Al-Sharawneh
Project Development Engineer
Project Development and Environmental Analysis
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Attachment

APPENDIX D
NCDOT COST ESTIMATES

NC-DOT
Project Services Unit
Preliminary Estimate Section

October 3, 2017

Memo To:

Preliminary Estimate Engineer

**From: Eric Seckinger, PE (HNTB)
Project Planning Engineer or Project Design Engineer**

Subject: TIP Project I-4759 Alternative 2 (Partial Cloverleaf) Construction Cost Estimate Request

Please provide an Updated Construction Cost Estimate for TIP Project I-4759.
Type of Estimate and Update Description is indicated below.

ESTIMATE TYPE

- Update Feasibility Study Estimate (Project to be added to TIP)
- Scoping Meeting
- CP 1 -----
 Functional Design of All Alternatives
- CP 2 -----
 Functional Design of Alternatives to be Studied in Further Detail
- Preliminary Design
- CP 2A -----
 Preliminary Design with Approved Structure Types and Locations
- CP 3 -----
 Preliminary Design on Selected Alternate
- CP 4A -----
 Preliminary Design after Impacts are Minimized
- CP 4B -----
 Right-of-Way Plans
- CP 4C -----
 13 Month Letting
- Final Quantities
- Other (Comparison for a Scope Change, or other Revision to Plans)

UPDATE DESCRIPTION

- Update Unit Prices Only.
- Updated Quantities and Unit Prices.
- Scope Change and / or other Revisions to the project.

Briefly describe any changes to the design that will create either a major construction cost increase or decrease.

Removed 3 signals, added 3 roundabouts

Added new S & D alignments

Has there been a project scope change since the last verified estimate? Briefly describe both increases and decreases to the project scope.

Describe any major changes to the quantities since the last verified estimate and the reasons for the changes.

Added a signal at Monte Vista Rd and a signal at Dogwood Rd

VERIFICATION LETTER

- Send Verification Letter.
- Verification Letter is not required at this time.

cc: Roadway Project Engineer
PDEA Project Engineer

North Carolina Department of Transportation
Preliminary Estimate

TIP No. **I-4759**
 Route Alt 2: Liberty Road realignment and new interchange (partial clover) at I-40
 From HNTB
 Typical Section 4-lane divided (23' median), 3 lane and 2 lane undivided

Func

County: **Buncombe**

CONSTR. COST - ALT 2
\$40,400,000

Prepared By: EWS 10/3/17
 Requested By: Ahmad Al-Sharawneh 10/2/17
 Priced By: Jon Weathersbee, PE / Nidal Albadawi, PE 10/3/17

Line Item	Des	Sec No.	Description	Quantity	Unit	Price	Amount
			1'-6" Concrete Curb and Gutter	3,959	LF	\$ 17.00	\$ 67,303.00
			2'-6" Concrete Curb and Gutter	4,407	LF	\$ 20.00	\$ 88,140.00
			5" Mono. Islands (Surface Mounted)	3,353	SY	\$ 55.00	\$ 184,415.00
			Truck Apron	3,128	SY	\$ 65.00	\$ 203,320.00
			Clearing and Grubbing	20.0	Acre	\$ 20,000.00	\$ 400,000.00
			Drainage (Interstate)	0.36	Miles	\$ 500,000.00	\$ 180,000.00
			Drainage (Liberty Road 4 Lane)	0.73	Miles	\$ 425,000.00	\$ 310,250.00
			Drainage (Liberty Road 3 Lane)	0.23	Miles	\$ 275,000.00	\$ 63,250.00
			Drainage (Liberty Road 2 Lane)	0.57	Miles	\$ 150,000.00	\$ 85,500.00
			Drainage (Ramps) (Ditch)	0.74	Miles	\$ 100,000.00	\$ 74,000.00
			Drainage (Loops) (C&G)	0.40	Miles	\$ 100,000.00	\$ 40,000.00
			Drainage (D Alignments)	0.07	Miles	\$ 150,000.00	\$ 10,500.00
			Drainage (S Alignments)	0.54	Miles	\$ 150,000.00	\$ 81,000.00
			Drainage (Roundabouts)	3	Each	\$ 25,000.00	\$ 75,000.00
			Earthwork (Excavation)	367,590	CY	\$ 7.00	\$ 2,573,130.00
			Earthwork (Fill)	788,009	CY	\$ 6.00	\$ 4,728,054.00
			Reinforced Soil Slopes	3,178	SY	\$ 110.00	\$ 349,580.00
			Fine Grading	82,496	SY	\$ 2.00	\$ 164,992.00
			New Pavement (Interstate)	7,431	SY	\$ 60.00	\$ 445,860.00
			New Pavement (Liberty Road) (15000 vpd)	39,845	SY	\$ 50.00	\$ 1,992,250.00
			New Pavement (Ramps&Loops) (10800 vpd)	9,820	SY	\$ 50.00	\$ 491,000.00
			New Pavement (D Alignment)	640	SY	\$ 50.00	\$ 32,000.00
			New Pavement (S Alignments)	5,960	SY	\$ 50.00	\$ 298,000.00
			New Shoulder Pavement (Interstate)	5,754	SY	\$ 60.00	\$ 345,240.00
			New Shoulder Pavement (Liberty Road)	4,750	SY	\$ 50.00	\$ 237,500.00
			New Shoulder Pavement (Ramps&Loops)	4,561	SY	\$ 50.00	\$ 228,050.00
			Remove Existing Asphalt Pavement	5,431	SY	\$ 6.00	\$ 32,586.00
			Resurfacing (D Alignments)	400	SY	\$ 15.00	\$ 6,000.00
			Resurfacing (Interstate)	750	SY	\$ 15.00	\$ 11,250.00
			Resurfacing (Liberty Road)	4,711	SY	\$ 15.00	\$ 70,665.00
			Resurfacing (S Alignments)	731	SY	\$ 15.00	\$ 10,965.00
			Rumble Strips (Interstate)	4,808	LF	\$ 0.50	\$ 2,404.00
			Single Faced Concrete Barrier Wall	35	LF	\$ 150.00	\$ 5,250.00
			Subgrade Stabilization	94,870	SY	\$ 7.00	\$ 664,090.00
			Widening (D Alignment)	728	SY	\$ 60.00	\$ 43,680.00
			Widening (S Alignment)	404	SY	\$ 60.00	\$ 24,240.00
			Widening (Liberty Road) (15000 vpd)	2,604	SY	\$ 60.00	\$ 156,240.00
			Reinforced Bridge Fill Liberty Rd over Pond Creek- 87'x290' (Not Phased)	1	Each	\$ 45,000.00	\$ 45,000.00
			Reinforced Bridge Fill Liberty Rd over I-40 - 52'x233' (Not Phased)	1	Each	\$ 30,000.00	\$ 30,000.00
			Reinforced Bridge Fill Ramp D over Young Branch Creek 56'x233'	1	Each	\$ 34,000.00	\$ 34,000.00
			Steel Beam Guardrail	9,516.6	LF	\$ 15.00	\$ 142,749.00
			Guardrail Anchor, Type TL-2	1	Each	\$ 2,200.00	\$ 2,200.00
			Guardrail Anchor, Type TL-3	14	Each	\$ 2,500.00	\$ 35,000.00
			Guardrail Anchor, Type CAT-1	8	Each	\$ 600.00	\$ 4,800.00
			Guardrail Anchor, Type AT-1	3	Each	\$ 750.00	\$ 2,250.00
			Guardrail Anchor, Type III	11	Each	\$ 1,500.00	\$ 16,500.00
			Fencing				
			Woven Wire	4,998	LF	\$ 4.00	\$ 19,992.00
			Erosion Control	59.6	Acres	\$ 30,000.00	\$ 1,788,000.00
			Signing Interchanges				
			Half Clover	1	Each	\$ 100,000.00	\$ 100,000.00
			Traffic Control (Liberty Road) (widening and crossing existing roadways)	1.10	Miles	\$ 100,000.00	\$ 110,000.00
			Traffic Control (Interstate)	1.28	Miles	\$ 200,000.00	\$ 256,000.00
			Thermo and Markers (Liberty Road 4 Lane)	0.70	Miles	\$ 25,000.00	\$ 17,500.00

North Carolina Department of Transportation
Preliminary Estimate

Line Item	Des	Sec No.	Description	Quantity	Unit	Price	Amount
			Thermo and Markers (Liberty Road 3 Lane)	0.20	Miles	\$ 20,000.00	\$ 4,000.00
			Thermo and Markers (Liberty Road 2 Lane)	0.63	Miles	\$ 15,000.00	\$ 9,450.00
			Thermo and Markers (Interstate, Ramps, and Loops) (1 Lane)	1.50	Miles	\$ 10,000.00	\$ 15,000.00
			Thermo and Markers (D Alignments)	0.07	Miles	\$ 15,000.00	\$ 1,050.00
			Thermo and Markers (S Alignments)	0.54	Miles	\$ 15,000.00	\$ 8,100.00
			Thermo and Markers (Roundabouts)	3	Each	\$ 10,000.00	\$ 30,000.00
			Signals (US 19/23) (modification)	1	Each	\$ 80,000.00	\$ 80,000.00
			Structures				
			Liberty Rd over Pond Creek - 87'x290' (Not Phased)	25,230	SF	\$ 120.00	\$ 3,027,600.00
			Liberty Rd over I-40 - 52'x233' (Not Phased)	12,116	SF	\$ 130.00	\$ 1,575,080.00
			Ramp D over Young Branch Creek - 56'x233'	13,048	SF	\$ 120.00	\$ 1,565,760.00
			Approach Slab				
			Liberty Road (2) 87'x25'	4,350	SF	\$ 25.00	\$ 108,750.00
			Liberty Road Over I-40 (2) 52'x25'	2,600	SF	\$ 25.00	\$ 65,000.00
			Ramp D over Young Branch Creek (2) 56'x25'	2,800	SF	\$ 25.00	\$ 70,000.00
			Existing Structure Removal				
			Liberty Rd over I-40 - 35.5'x284'	10,082	SF	\$ 20.00	\$ 201,640.00
			RC Box Culvert				
			L Sta 27+50 RCBC (Extension) 2 @ 8'x9', Fill Height 32', Skew 110° (Not Phased)	200	LF	\$ 2,500.00	\$ 500,000.00
			Ramp D Sta 23+50 RCBC (New) 1 @ 7'x8', Fill Height 54', Skew 132° (Not Phased)	355	LF	\$ 1,200.00	\$ 426,000.00
			S3 Sta 12+80 RCBC (New) 1 @ 8'x8', Fill Height 41', Skew 108° (Not Phased)	248	LF	\$ 1,300.00	\$ 322,400.00
			Structural Plate Pipe				
			L Sta 49+10 SPP (Extension) 1 @ 72" - 61' Extension, Fill Height 47', Skew 104°	61	LF	\$ 1,500.00	\$ 91,500.00
			Utility Construction				
			Relocate Existing Water Line	3,757	LF	\$ 130.00	\$ 488,410.00
			Relocate Existing Sewer Line	124	LF	\$ 100.00	\$ 12,400.00
			Misc. & Mob (15% Str & Utilities)	1	LS		\$ 1,268,165.00
			Misc. & Mob (45% Rdwy)	1	LS		\$ 7,887,000.00

Lgth 1.526 Mi.

Contract Cost	\$ 35,137,000.00
E. & C. 15%	\$ 5,263,000.00
Construction Cost	\$ 40,400,000.00

UTILITY ESTIMATE WORKSHEET

TIP No: I-4759
 WBS Element No: 39970.1.1
 State Project No:
 Fed. Project No: STPIMS-040-1(188)42
 County: Buncombe
 Description: I-40 From SR 1228 (Liberty Rd.) US 19-23/NC 151 to SR 1224 (Monte Vista Rd.)

Field Inspection - Evidence of Utilities

Gas: Yes Electric: Yes Telephone: Yes CATV: Yes
 Water: Yes Sewer: Yes Drainage: No Other: No

Anticipated Relocation

Gas: Yes Electric: Yes Telephone: Yes CATV: Yes
 Water: Yes Sewer: Yes Drainage: No Other: No

Summary:	A partial Cloverleaf interchange Alt.
Requesting Party:	Ahmad Al-Sharawneh
Estimate Date:	December 11, 2017

Relocation Totals		Construction Total		Alternate Totals	
Power Poles:	\$806,920.00	Power Poles:		Relocation Total	\$1,357,764.00
Power Items:		Power Items:		Construction Total	\$418,000.00
Telephone Poles	\$280,844.00	Telephone Poles		Alternate Total	\$1,775,764.00
Telephone Items		Telephone Items			
Gas Line:	\$270,000.00	Gas Line:			
Gas Items:		Gas Items:			
Water Line:		Water Line:	\$138,000.00		
Water Items:		Water Items:			
Sewer Line:		Sewer Line:	\$280,000.00		
Sewer Items:		Sewer Items:			
Misc.Items:		Misc.Items:			

Detail: A partial Cloverleaf interchange Alt.**Power Poles**

Type	Location	Number	Cost / Pole	Total Cost
Distribution Pole Single Phase		17	\$8,760.00	\$148,920.00
Distribution Pole Three Phase		47	\$14,000.00	\$658,000.00
		Total:	64	\$806,920.00

Telephone Poles

Type	Location	Number	Cost / Pole	Total Cost
Three Cable Telephone Pole		11	\$4,912.00	\$54,032.00
Two Cable Telephone Pole		22	\$4,086.00	\$89,892.00
One Cable Telephone Pole		42	\$3,260.00	\$136,920.00
		Total:	75	\$280,844.00

Gas Lines

Line Type	Location	Length	Cost per Ft.	Total Cost
8" Gas Line Per Linear Foot <= 1 mile		400	\$300.00	\$120,000.00
4" Gas Line Per Linear Foot <= 1 mile		1000	\$150.00	\$150,000.00
		Total:		\$270,000.00

Water Lines

Line Type	Location	Length	Cost per Ft.	Total Cost
8" PVC Water Line Per Linear Foot		600	\$70.00	\$42,000.00
6" PVC Water Line Per Linear Foot		1600	\$60.00	\$96,000.00
		Total:		\$138,000.00

Sewer Lines

Line Type	Location	Length	Cost per Ft.	Total Cost
12" DIP Sewer Line Per Linear Foot		1000	\$120.00	\$120,000.00
8" DIP Sewer Line Per Linear Foot		1600	\$100.00	\$160,000.00
		Total:		\$280,000.00

Alternate Total \$1,775,764.00

REQUEST FOR R/W COST ESTIMATE / RELOCATION EIS

COST ESTIMATE REQUEST

RELOCATION EIS REPORT

NEW REQUEST:

UPDATE REQUEST:

REVISION REQUEST:

Update to 2016 Estimate

Revision to Estimate

Revision No.:

DATE RECEIVED: 09/13/17

DATE ASSIGNED: 09/21/17

of Alternates Requested: 1

DATE DUE: 12/08/17

TIP No.: I-4759	DESCRIPTION: <u>Proposed new access to I-40 at SR 1228 (Liberty Rd), also including the realignment, part on new location, and upgrade of the existing Liberty Rd between SR 1224 (Monte Vista Rd) and the US 19/23 (Smokey Park Highway) and NC 151 intersection with SR 1220 (Dogwood Rd)</u>
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WBS ELEMENT: 39970.1.1 COUNTY: Buncombe

DIV: 13 APPRAISAL OFFICE: 5

REQUESTOR: Ahmad Al-Sharawneh DEPT: Div 11-14 CPD

TYPE OF PLANS: HEARING MAPS | LOCATION MAP | AERIAL | VICINITY | PRELIMINARY | CONCEPTUAL

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 \*\* Based on past project historical data, the land and damage figures have been adjusted to include condemnation and administrative increases that occur during settlement of all parcels. \*\*  
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APPRAISER: Daniel Page & J. Rick Wynne - Consultants COMPLETED: 12/12/17 # of Alternates Completed: 1

		Alt 2 Partial Cloverleaf	
TYPE OF ACCESS:	NONE: <input type="checkbox"/>	LIMITED: <input type="checkbox"/>	
	PARTIAL: <input type="checkbox"/>	FULL: <input checked="" type="checkbox"/>	
ESTIMATED NO. OF PARCELS:	66		
RESIDENTIAL RELOCATEES:	21	\$ 840,000	
BUSINESS RELOCATEES:	-	\$ -	
GRAVES:	-	\$ -	
CHURCH / NON – PROFIT: _____	-	\$ -	
MISC: _____	-	\$ -	
SIGNS:	2	\$ 40,000	
LAND, IMPROVEMENTS, & DAMAGES:	\$ 10,175,344		
ACQUISITION:	\$ 600,000		
TOTAL ESTIMATED R/W COST:	\$ 11,655,344		

** The estimated number of above relocatees includes those parcels where the proposed acquisition areas involve relocation of livable or business units only. **

NOTES: Access is assumed along C/A for Parcel 73 (driveway connection shown on website but not on plans). It is assumed that the sign on Parcel 169 (Liberty Baptist) will not be disturbed. Easement providing access to Burbank parcel (9607 -65-2567) crosses Parcel 79 so a portion of that easement needs to be converted to R/W. Following 4 parcels are considered relocatees due to acquisition taking potential septic tank repair areas: Parcels 80, 151, 154, 157.

APPENDIX E
NCDOT RELOCATION REPORT

EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	39970.1.1	COUNTY	Buncombe	Alternate	Alt 2	of	2	Alternate
T.I.P. No.:	I-4759							
DESCRIPTION OF PROJECT:	Proposed new access to I-40 at Liberty Rd. Also including the realignment, part on new location, and upgrade of the existing Liberty Rd. between Monte Vista Rd. and US 19/23 (Smokey Park Hwy) and NC 151 intersection with Dogwood Rd.							

ESTIMATED DISPLACEDS					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	14	7	21	6	-0-	3	3	7	8	
Businesses	-0-	-0-	-0-	-0-	VALUE OF DWELLING				DSS DWELLING AVAILABLE	
Farms	-0-	-0-	-0-	-0-	Owners		Tenants		For Sale	
Non-Profit	-0-	-0-	-0-	-0-	0-20M	-0-	\$ 0-150	-0-	0-20M	-0-
					20-40M	-0-	150-250	-0-	20-40M	-0-
					40-70M	-0-	250-400	-0-	40-70M	1
					70-100M	2	400-600	2	70-100M	8
					100 UP	12	600 UP	5	100 UP	71
					TOTAL	14		7		80
										36+

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
<input type="checkbox"/>	<input type="checkbox"/>	6. Source for available housing (list).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	13. Will there be a problem of housing within financial means?
<input type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 24 months

REMARKS (Respond by number)

3. Will not be disrupted due to the project.

6. Beverly-Hanks Realtors, Century 21, and local newspapers and real estate internet services.

8. As necessary in accordance with State Law.

10. If low rent housing is not available at the time of acquisition, public housing might be necessary.

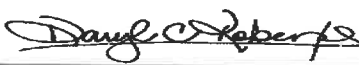
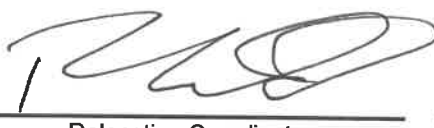
11. HUD/public housing is available for the Asheville/Candler area.

12. Given the last resort housing programs and proper lead time it is felt DSS housing could be made available to those persons being displaced. Adequate lead time should be 24 months.

13. It is felt that our Last Resort Housing Program will enable any person(s) being displaced to obtain or maintain housing within their financial means.

14. As no businesses are being acquired, this question is not applicable.

****A difference in the number of displacees on the Relocation EIS Report and the Appraisal Cost Estimate may be noted. This can be due to a number of factors – loss of access, C/A, etc. The displacees indicated on this report only include those actually located within the proposed right of way/easements of this project, or ones who are considered displaced for other obvious reasons.**

 Western Relocation Supervisor	1/4/2018 Date	 Relocation Coordinator	1/12/18 Date
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