

I-73 Connector, From NC 68 to West of Greensboro Western Loop  
Greensboro, Guilford County  
Federal-Aid Project No. NHF-0073(25)  
WBS No. 42345.1.1  
TIP No. I-5110

FINDING OF NO SIGNIFICANT IMPACT

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

AND

N.C. DEPARTMENT OF TRANSPORTATION

Submitted Pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303

APPROVED:

9/12/12  
Date

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Manager  
Project Development and Environmental Analysis Unit  
North Carolina Department of Transportation

9/14/12  
Date


*for* Clarence W. Coleman, Jr.  
John F. Sullivan, III, P.E.  
Division Administrator  
Federal Highway Administration

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**September 2012**


**Documentation Prepared By Florence and Hutcheson, Inc.**

  
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## **PROJECT COMMITMENTS**

### **Commitments Developed Through Project Development and Design**

#### **Division 7/ Roadway Design Unit**

- The Federal Aviation Administration (FAA) regulations under CFR, Part 77 and Advisory Circular (AC) 70/7460.2K require a sponsoring agency to notify FAA of any proposed construction or alteration of objects that may affect the navigable airspace. NCDOT will inform the construction contractor of FAA's regulations governing obstructions to navigable airspace and ensure said contractor submits FAA Form 7460-1 within the time period specified in CFR, Part 77. NCDOT will also be certain the contractor has calculated the maximum height of construction equipment allowed in a particular location according to FAA's policies and regulations.
- The PTI Airport Master Plan Update includes the possible development of a third parallel runway located to the northwest of the two existing runways. A network of connecting taxiways would be needed, and one of these is envisioned to cross the I-73 Connector project area to support future air cargo and distribution facilities. NCDOT has been in close coordination with the PTI Airport during the planning phase of this project and will continue the coordination throughout the project's development to ensure the roadway design is compatible with the future taxiway network proposed in the PTI Airport Master Plan Update.

#### **Roadway Design Unit**

- Prior to construction, the Roadway Design Unit will conduct a study to determine if an access road is warranted for the Hollandsworth Drive neighborhood.

#### **Hydraulics Unit**

- FAA's Advisory Circular (AC) 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports provides guidance on land uses that attract wildlife on or near public airports. This guidance dictates airport operators, local planners, and developers refrain from considering proposed land uses that could attract or sustain wildlife populations. NCDOT will use Best Management Practices that do not attract waterfowl or other animals that are a danger to aircraft. Wet detention

ponds and stormwater wetlands are not recommended for use with the I-73 Connector. FAA's AC 150/5200-33B will be considered during final design.

- The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of the project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

#### **Division 7**

- This project involves construction activities on or adjacent to Federal Emergency Management Agency regulated streams. Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structures and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

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**I. TYPE OF ACTION**

This is a Federal Highway Administration (FHWA) Administrative Action Finding of No Significant Impact (FONSI).

The North Carolina Department of Transportation (NCDOT) and FHWA have determined that this project would not result in any significant impact on the human or natural environment. This FONSI is based on the February 24, 2012 Environmental Assessment (EA), that was evaluated by the FHWA and determined to satisfactorily disclose the environmental issues and concerns of the proposed project. The information contained in the EA and FONSI provides the necessary information for determining that an Environmental Impact Statement (EIS) is not required for this project.

**II. DESCRIPTION OF PROPOSED ACTION**

**A. General Project Description**

The North Carolina Department of Transportation (NCDOT) proposes to construct the I-73 Connector to complete a missing link in the I-73 corridor by joining the existing and future portions of I-73 in the Greensboro area. The proposed project will enhance north-south mobility and interstate connectivity through North Carolina and the Piedmont Triad region.

The project is included in the NCDOT 2012-2020 State Transportation Improvement Program (TIP) as I-5110 and will be referred to as the “I-73 Connector” in this document from this point forward.

In the project area, existing I-73 runs concurrently with I-85 (from US 220 to I-85 Business/ US 70) and the Greensboro Western Loop to Bryan Boulevard (SR 2085). The Greensboro Western Loop is a portion of a partially completed loop around Greensboro. It currently travels between I-85 south of Greensboro to Bryan Boulevard and includes existing I-73 and Future I-840. The I-73 Connector and adjacent US 220/ NC 68 Connector (R-2413) will be part of the future I-73 corridor.<sup>1</sup> When these two connector projects are completed, I-73 will extend northward into Rockingham County.

The I-73 Connector proposes to connect NC 68 and Bryan Boulevard, west of the Greensboro Western Loop (Future I-840/ I-73), with a new 1.6-mile, four-lane, median-divided freeway (Figures 1 and 2). It will be a fully controlled access facility (meaning, residential and business driveways will not be allowed) with two, 12-foot lanes in both

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<sup>1</sup> TIP Project R-2413 will be referred to as the “US 220/ NC 68 Connector” from this point forward.

directions and a 70-foot wide median (Figure 3). This typical section is consistent with the configuration of existing Bryan Boulevard at the project's eastern terminus and of the proposed US 220/ NC 68 Connector. The eastern end will connect to Bryan Boulevard (future I-73) near the current interchange with Airport Parkway. The western end will connect to the planned US 220/ NC 68 Connector. The western part of Bryan Boulevard will not directly connect NC 68 with the airport. This means that drivers will no longer be able to reach the Piedmont Triad International (PTI) Airport from the Bryan Boulevard interchange at NC 68. Access from NC 68 to the airport will be provided by an interchange with the I-73 Connector.

## **B. Need and Purpose**

Interstate 73 is a National Highway System corridor that extends from Sault Ste. Marie, Michigan to near Myrtle Beach, South Carolina. In the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the US Congress established the I-73/74 North-South Corridor as "Congressional High Priority Corridor 5." Roads identified on the National Highway System are recognized as being important to the nation's economy, defense, and mobility. High priority corridors are designated to integrate regions, link major population centers of the country, provide opportunities for increased economic growth, and serve the travel and commerce needs of the nation. The North Carolina portion of I-73 generally follows US 220 and I-74. In the Triad area, I-73 runs concurrently with US 220 from south of Greensboro to I-85 and along the Greensboro Western Loop to Bryan Boulevard. I-73 is proposed to follow the US 220/ NC 68 Connector and join US 220 northwest of Greensboro. There is no freeway in place to link the existing and future portions of I-73 in this area.

The purpose of this project is to complete a missing link in the I-73 corridor by joining the existing and future portions of I-73 in the Greensboro area. This will enhance north-south mobility and interstate connectivity through North Carolina and the Piedmont Triad region.

## **C. Project Costs**

The preferred alternative is estimated to cost \$93,900,000. This includes \$43,700,000 for right of way, \$3,200,000 for utility relocation, and \$47,000,000 for construction

## **D. Project Schedule**

Right of way acquisition is scheduled to begin in Fiscal Year (FY) 2014 and construction is scheduled to begin in FY 2016.

### **III. PREFERRED ALTERNATIVE**

A full range of alternatives were considered for the project. These included the No-Build Alternative, improvements to existing roadways, a Transportation System Management Alternative, a Mass Transit Alternative, and the Build Alternatives. Only the Build Alternatives meet the purpose and need of the project.

Build Alternatives 1 and 4 were evaluated in detail in the EA. Both alternatives propose to connect NC 68 and Bryan Boulevard, west of Future I-840/ I-73, with a new location freeway. The eastern terminus will connect to Bryan Boulevard (future I-73) near the current interchange with Airport Parkway. The western terminus will connect to the planned US 220/ NC 68 Connector (future I-73). Upon completion, pavement on Bryan Boulevard will be removed from the eastern terminus of the I-73 Connector to the proposed right of way limits. The roadway design is being developed so that it is compatible with the future taxiway network proposed in the *PTI Airport Master Plan Update and Strategic Long-Range Visioning Plan*. NCDOT will continue to coordinate with PTI Airport officials during the planning and design phases of this project.

Both alternatives will require interchange improvements at NC 68. One proposes to add new ramps without affecting the planned US 220/ NC 68 Connector design. The other modifies the US 220/ NC 68 Connector interchange to consolidate the ramps and loops in one area. For a more equal comparison, NCDOT considered the impacts for each alternative that could result from combining the I-73 Connector with the US 220/ NC 68 Connector interchange.

#### **Alternative 1 (Preferred)**

Alternative 1 begins just west of the Bryan Boulevard/ Airport Parkway interchange (Figure 2). From there, it goes west on a new alignment, travels just south of Caindale Drive (SR 2138), crosses over NC 68 near its intersection with Pleasant Ridge Road (SR 2133), and heads northward to connect to the US 220/ NC 68 Connector. Ramps along the I-73 Connector south of Pleasant Ridge Road will provide access between NC 68 and the PTI Airport. One ramp will carry NC 68 northbound traffic to the southbound lanes of the I-73 Connector. The other ramp uses a bridge (flyover) to carry northbound I-73 Connector traffic to southbound NC 68. These ramps will allow for direct access to and from the airport from points south on NC 68, replacing the access currently provided by Bryan Boulevard. Full access to NC 68 from future I-73 will be provided by an interchange north of Edgefield Road (SR 2011) that is included in the design of the US 220/ NC 68 Connector. Alternative 1 will not change the design or impacts for the US 220/ NC 68 Connector interchange.

NCDOT and FHWA selected Alternative 1 as the preferred alternative. The interagency NEPA/ Section 404 Merger Team concurs that Alternative 1 is the Least Environmentally Damaging Practicable Alternative (LEDPA) because it:

- has less impact to streams, wetlands, and buffers when combined with the US 220/ NC 68 Connector;
- meets NCDOT's design and safety requirements, maintains direct access to and from PTI Airport from points south along NC 68;
- is favored by local officials and airport representatives because it provides a more direct connection between NC 68 and the airport;
- will not affect the proposed US 220/ NC 68 Connector design or environmental impacts;
- is consistent with the PTI Airport's master plan.

#### **Alternative 4**

Alternative 4 follows the same alignment as Alternative 1 but does not include the ramps that provide direct access between the airport, NC 68, and points south (Figure 2). It requires drivers to travel a longer distance (approximately two miles more than Alternative 1) and travel through four more traffic signals between the airport and NC 68. Access to NC 68 from the I-73 connector will be provided by an interchange north of Edgefield Road as part of the US 220/ NC 68 Connector design. Alternative 4 will require the US 220/ NC 68 Connector interchange with NC 68 to be reconfigured. With this alternative, the interchange area expands and increases overall impacts when combined with the US 220/ NC 68 Connector project. The reconfigured interchange will be necessary in order to serve the additional traffic generated by motorists traveling between the PTI Airport and points south along NC 68.

#### **IV. SUMMARY OF ENVIRONMENTAL EFFECTS**

A summary of impacts for Alternatives 1 and 4 is shown in Table 1. Both alternatives require different interchange designs at NC 68. For a more equal comparison, NCDOT considered the impacts for each alternative that could result from combining the I-73 Connector with the US 220/ NC 68 Connector interchange (Table 2).

Alternative 1 will relocate 17 residences and three businesses. It crosses one stream and impacts approximately 468 feet of stream channel. A retaining wall is proposed along the east side of the flyover ramp to minimize impacts to Brush Creek. Wetland impacts are expected to be less than 0.01 acre, and floodplain impacts are expected to be less than 0.1 acre. Noise level impacts are expected at five residences. Impacts to farmlands, endangered species, cultural resources, Section 4(f) resources, or hazardous materials sites associated with Alternative 1 are not anticipated. Alternative 1 requires the removal of a water tower and construction of a new one.<sup>2</sup>

Alternative 4 would relocate 13 residences and three businesses. It crosses one stream and impacts approximately 356 feet of stream channel. Wetland impacts are expected to be less than 0.01 acre, and floodplain impacts are expected to be less than 0.1 acre. Noise level impacts are expected at five residences. Impacts to farmlands, endangered species,

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<sup>2</sup> The cost for demolition and construction of a new water tower has been factored into the total cost of Alternative 1.

cultural resources, Section 4(f) resources, or hazardous materials sites associated with Alternative 4 are not anticipated.

**Table 1: Summary of Impacts for Build Alternatives**

<b>Impacts</b>	<b>Alternative 1 (Preferred)</b>	<b>Alternative 4</b>
<b>Costs</b>		
Right of Way	\$43,700,000	\$39,400,000
Utility Relocation	\$3,200,000	\$1,900,000
Construction	\$47,000,000	\$24,000,000
Total	\$93,900,000	\$65,300,000
Length (miles)	1.6	1.6
<b>Relocations</b>		
Residential	17	13
Business	3	3
Non Profit	0	0
Farms	0	0
Total	20	16
Prime/ Statewide Important Farmland (acres)	0	0
<b>Water Resource Impacts</b>		
Stream Crossings	1	1
Stream Impacts (feet)	468	356
Buffer Impacts (square feet)*	97,943	161,710
Open Water Impacts (acres)	0.25	0.0
Wetland Impacts (acres)	< 0.01	< 0.01
Floodplain Impacts (acres)	< 0.1	< 0.1
<b>Endangered Species</b>		
Small whorled pogonia	No Effect	No Effect
Historic Property Impacts	0	0
Archaeological Sites	0	0
Section 4(f) Resources (Parks, Recreation Areas, Wildlife Management Areas)	0	0
Noise Impacts	5	5
Hazardous Material Sites (excluding USTs)	0	0

\* The impacts to riparian buffers within the Jordan Lake Water Supply Watershed were calculated for the affected streams in combination with the US 220/ NC 68 Connector interchange area. Table 2 includes the total distribution of impacts by buffer zone.

**Table 2: Summary of Combined Impacts for Build Alternatives**

Impacts	Alternative 1 (Preferred)			Alternative 4		
	I-73 Conn.	US 220/ NC 68 Conn.	Total	I-73 Conn.	US 220/ NC 68 Conn.	Total
<b>Costs</b>						
Right of Way	\$43,700,000	\$10,600,000	\$54,300,000	\$39,400,000	\$12,600,000	\$52,000,000
Utility Relocation	\$3,200,000	\$800,000	\$4,000,000	\$1,900,000	\$800,000	\$2,700,000
Construction	\$47,000,000	\$39,000,000	\$86,000,000	\$24,000,000	\$45,000,000	\$69,000,000
Total	\$93,900,000	\$50,400,000	\$144,300,000	\$65,300,000	\$58,400,000	\$123,700,000
<b>Relocations</b>						
Residential	17	7	24	13	9	22
Business	3	7	10	3	7	10
Non Profit	0	0	0	0	0	0
Farms	0	0	0	0	0	0
Total	20	14	34	16	16	32
<b>Water Resource Impacts*</b>						
Stream Impacts	468	2,851	3,319	356	3,725	4,081
Open Water Impacts	0.25	0.0	0.25	0.0	0.0	0.0
Wetland Impacts	< 0.01	0.54	0.54	< 0.01	0.59	0.59
<b>Buffer Impacts (square feet)</b>						
Zone 1	-	-	54,922	-	-	99,625
Zone 2	-	-	43,021	-	-	62,085
Total	-	-	97,943	-	-	161,710

\* The I-73 Connector Natural Resources Technical Report can be found in NCDOT's project file. The final design of the US 220/ NC 68 Connector was used to calculate water resource impacts. These impacts are considered to be all areas which fall within 25 feet of proposed slope-stake limits. Impacts presented in the I-73 Connector EA were rounded to the nearest ten feet of stream length and to the nearest tenth of an acre of open water/ wetland area.

With Alternative 1, the combined impacts of the I-73 Connector and the US 220/ NC 68 Connector would be as follows:

- the total cost would be approximately \$144,300,000;
- a total of 34 residences and businesses would be relocated;
- 3,319 feet of stream impacts;
- 0.25 acres of open water impacts;
- 0.54 acres of wetland impacts;
- 97,943 square feet of buffer impacts;
- direct access between points south along NC 68 and the airport is maintained via ramps south of Pleasant Ridge Road.



With Alternative 4, the combined impacts would be as follows:

- the total cost would be approximately \$123,700,000;
- a total of 32 residences and businesses would be relocated;
- stream impacts would be 4,081 feet;
- impacts to open water would be 0.0 acres;
- wetland impacts would be 0.59 acre;
- 161,710 square feet of buffer impacts;
- no direct access between points south along NC 68 and the airport.

## V. AVOIDANCE, MINIMIZATION, AND MITIGATION

### A. Avoidance and Minimization

NCDOT reviewed the proposed avoidance and minimization efforts of the preferred alternative. Where possible, avoidance measures include shifting the alignment to avoid water resources, crossing streams perpendicularly, or providing retaining walls. These efforts have resulted in the avoidance of (Figure 4):

- five (SD, S74, S75, S78, and S79) of eight streams in the corridor (or 88% of total study area stream length)
- six (W40, W41, W42, W43, W44, and W46) of the seven wetland sites (or 98% of total study area wetlands)

Alternative 1 minimizes water resource impacts by using maximum (2:1) fill slopes and a retaining wall along the southbound flyover ramp parallel to Brush Creek. Best Management Practices (BMPs) will be implemented to further minimize impacts. Specific areas are described as follows and shown in Table 3 and on Figure 4:

- Structure 1 – I-73 Connector/ UT to Brush Creek - SC – The proposed alignment reduces stream impacts by crossing stream SC perpendicularly.
- Structure 2 – the horizontal alignment for the southbound flyover ramp was shifted away from S73 to lessen impacts.
- Structure 5 – UT to Brush Creek – S73 – A retaining wall is proposed to avoid most of stream S73.
- Structure 6 – UT to Brush Creek – S73 – The existing 66” pipe is being extended and supplemented with a new 360-foot, 66-inch pipe. This will limit stream impacts mostly within the existing roadway footprint.
- Structure 7 – UT to Brush Creek – S77 – The existing structure is being extended to limit the stream impacts mostly within the existing roadway footprint.
- Structure 8 – UT to Brush Creek – S78 – The existing structure is being retained to limit the stream impacts to the existing roadway footprint.

**Table 3: Summary of Minimization Efforts for Alternative 1 (Preferred)**

<b>Structure Number</b>	<b>Stream ID</b>	<b>Proposed Structure</b>	<b>Minimization</b>
1	SC	New 280' – 54" RCP	Alignment crosses stream perpendicularly
2	S73	New 38' x 1,070' flyover bridge	Alignment shift lessens impacts to S73
5	S73	New 700' retaining wall	Retaining wall to avoid most of S73
6	S73	Extend existing 66" RCP & supplement with a new 360' – 66" WSP	Limits impacts mostly within existing roadway footprint
7	S77	Retain & extend existing 72" RCP	Limits impacts mostly within existing roadway footprint
8	S78	Retain existing 72" CMP	Limits impacts to existing roadway footprint

Executive Order 11990 established a national policy to avoid, to the extent possible, adverse impacts on wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.

During a June 14, 2012 meeting, the interagency Merger Team concurred with bridging decisions, the selected alternative, alignment reviews, avoidance, and minimization of stream and wetland impacts.

Alternative 1 will impact 468 feet of streams, 0.25 acre of open waters, and less than 0.01 acre of wetlands. With the exception of not constructing the project, there are no feasible means of avoiding the impacts. Avoidance and minimization measures have been implemented throughout the planning and preliminary design of the project, and NCDOT will continue to minimize impacts on wetlands through the use of BMPs during final design and construction.

NCDOT and FHWA have determined there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practical measures to minimize harm to these jurisdictional features which may result from such use.

### **B. Compensatory Mitigation**

Compensatory mitigation is meant to replace, on at least a one-to-one basis, the lost functions and values of natural stream and wetlands affected by development activities. NCDOT will investigate potential on-site mitigation opportunities once a final determination has been rendered on the location of the preferred alternative. If on-site mitigation is not feasible, mitigation will be provided by the North Carolina Department of Environment and Natural Resources (NCDENR) Ecosystem Enhancement Program (NCEEP). In accordance with the “2003 Memorandum of Agreement (MOA) among the

North Carolina Department of Transportation, and the U.S. Army Corps of Engineers and the N.C. Department of Environment and Natural Resources,” the NCEEP will be requested to provide off-site mitigation to satisfy the federal Clean Water Act compensatory mitigation requirements for this project.

## **VI. COORDINATION AND COMMENTS**

### **A. Circulation of the EA**

The EA was approved on February 24, 2012 by FHWA and NCDOT. Copies of the approved EA were made available for public review at the NCDOT Division 7 Office, the City of Greensboro-Department of Transportation, and at the Greensboro Public Library. The EA was circulated to the following federal, state, and local agencies for review and comment.

- US Environmental Protection Agency
- US Army Corps of Engineers
- US Fish & Wildlife Service
- US Geological Survey
- Federal Aviation Administration
- NC Department of Administration - State Clearinghouse
- NC Wildlife Resources Commission
- NC Department of Environmental and Natural Resources
  - NC Natural Heritage Program
  - Division of Water Resources
  - Division of Parks and Recreation
  - Division of Water Quality
- NC Department of Cultural Resources
- Piedmont Triad Airport Authority
- Piedmont Triad Council of Governments
- Guilford County Commissioners
- City of Greensboro
- Greensboro Department of Transportation/ Greensboro Urban Area Metropolitan Planning Organization (GUAMPO)

### **B. Agency Comments Received on the EA**

Comments on the EA were received from federal, state, and resource and regulatory agencies. Agency comments are included in Appendix A and are summarized in Table 4.

**Table 4: Summary of Agency Comments Received on the EA**

No.	Agency Comment	NCDOT Response
<b>EPA, email correspondence, March 21, 2012</b>		
1	EPA has reviewed the Federal EA for I-5110, I-73 Connector, Greensboro, Guilford County. Based upon information in the EA, EPA environmentally prefers Alternative 4 as the LEDPA. EPA recommends that CP 3 and CP 4A be combined into one meeting (if needed) and that email information be exchanged to facilitate the Merger process.	A Merger Team meeting for Concurrence Points 2A, 3, and 4A for the I-73 Connector was held on June 14, 2012. Based on information presented at this meeting, the EPA concurred with the selection of Alternative 1 as the LEDPA.
<b>NC Department of Administration, April 16, 2012</b>		
1	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 provision of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review. If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.	Comment Noted.
<b>NC Wildlife Resources Commission, March 28, 2012</b>		
1	WRC is represented in this process and comments provided in conjunction with this process have been documented. We do not have any specific comments on the document; however, we will continue to assess the impacts associated with the remaining alternatives in preparation for the selection of the LEDPA and for further avoidance and minimization measures.	Comment Noted.
<b>NC Department of Environmental and Natural Resources, April 12, 2012</b>		
1	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, Technical Services Branch.	Comment Noted.
2	The Department of Environmental and Natural Resources has reviewed the proposed information. The applicant is encouraged to consider the attached recommendations and continue to work with our agencies during the NEPA Merger Process.	Comment Noted.
<b>NC DENR-Division of Parks and Recreation, April 5, 2012</b>		
1	DPR respectfully requests that NCDOT conduct consultations with staff with DPR's State Trails Program, the City of Greensboro, Guilford County's Parks & Open Space Dept., and other relevant stakeholders as the project development moves forward.	NCDOT contacted the DPR and GUAMPO and determined these trails are outside of the project study area.
<b>NC DENR - Division of Water Quality, March 29, 2012</b>		
1	Project Scoping Comments from the Division of Water Quality dated April 19, 2011 still apply.	Comment Noted.
2	This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, NCDWQ will continue to work with the team.	Comment Noted.

No.	Agency Comment	NCDOT Response
3	This project is within the Jordan Lake Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to the 15A NCAC 2B .0267. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to “uses” identified within and constructed in accordance with 15A NCAC 2B .0267. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Qualifications Certification.	Design Standards for Sensitive Watersheds will be implemented during project construction.
4	Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ’s <i>Stormwater Best Management Practices Manual</i> , July 2007, such as grassed swales, buffer areas, preformed scour holes, retention basin, etc.	Stormwater Best Management Practices will be incorporated into the design plans and implemented where practicable.
5	Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.	Comment Noted.
6	An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall confirm to the NC Division of Water Quality Policy on assessment of secondary and cumulative impacts dated April 10, 2004.	An <i>Indirect and Cumulative Effects Screening Report</i> was prepared in September 2011 and is summarized in Section III. E of the EA.
7	NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.	Final impact calculations will include all impacts resulting from the project. Temporary and permanent impacts will be included in the 401 Water Quality Certification application.
8	Where streams must be crossed, NCDWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.	Comment Noted.
9	The 401 Water Quality Certification Application will need to specifically address the proposed method for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.	Comment Noted.
10	Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit (IP) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.	Comment Noted.

## C. Public Involvement

### Public Meeting

A Public Meeting was held on May 7, 2012 from 4:00 pm to 7:00 pm at the 7800 Concourse Building in Board Room 101 at 7800 Airport Center Drive in Greensboro. The NCDOT project team presented the proposed improvements, answered questions, and received comments about the project. The format of the workshop was informal. Handouts were provided to the participants and aerial maps were on display (see Appendix B). Before the workshop began, a meeting was held to brief local officials on the project. Approximately 134 people attended the Public Meeting, and 18 people attended the local officials informational meeting. Fourteen citizens provided written comments with ten of them preferring Alternative 1 and four not indicating a preference.

## D. Public Comments and Responses

The following is a summary of comments received from the general public as a result of the public meeting and NCDOT's responses to those comments.

- **Replace the flyover ramp with a ramp connecting to NC 68 at Pleasant Ridge Road.** NCDOT has reviewed the traffic operations within the interchange area and determined that the proposed flyover ramp is needed to provide a direct connection between the PTI Airport, the I-73 Connector, and NC 68. A ramp between NC 68 and Pleasant Ridge Road would not provide this connection.
- **The I-73 Connector should be designed so that it does not prohibit the construction of the PTI Airport's taxiway plans.** The project is being developed so that it is compatible with the future taxiway network proposed in the PTI Airport Master Plan Update and Strategic Long Range Visioning Plan.
- **There is concern over the proposed third runway included in PTI Airport's Master Plan and its impact on existing roadways and the I-73 Connector.** NCDOT will continue to coordinate with PTI Airport officials during the planning and design phases of this project.
- **Alternative 1 would shorten work commutes and provide direct access to the airport. Alternative 4 would create traffic congestion problems along NC 68. Decision makers should consider airport expansion and future development when selecting the LEDPA.** NCDOT considered these issues in selecting Alternative 1 as the preferred alternative.
- **A resident of the Friendship Farm neighborhood requested a visual screen along Edgefield Road and the NC 68/ Edgefield Road intersection.** NCDOT will preserve where possible, existing vegetation to remain as a visual screen in this area. However, specific visual screening measures are not proposed in the scope of this project.

- **A citizen requested a noise barrier in the vicinity of the Cardinal Commons neighborhood. He also requested access to future bike trails.** NCDOT conducted a traffic noise analysis for the project and determined that noise barriers are not reasonable or feasible according to NCDOT's Traffic Noise Abatement Policy. Bike trail access in the project area is described below.
- **A citizen suggested minimal length acceleration lanes and "No Parking" signs along the ramps to help prevent accidents.** The proposed interchange ramps are being designed to NCDOT standards for safe traffic operations. Parking is prohibited on controlled access ramps within an interchange.
- **A resident requested a grade-separated bike/ pedestrian crossing at Pleasant Ridge Road, NC 150, and a bike/ pedestrian path along I-73.** There are no bicycle accommodations along NC 68 or Bryan Boulevard in the project study area. Portions of these two routes are controlled access freeways in the vicinity of the project and are not suited for bicycle and pedestrian use. The GUAMPO Comprehensive Transportation Plan recommends on-road improvements along Brigham Road, Pleasant Ridge Road, Edgefield Road, Old Oak Ridge Road, and NC 68. Besides the recommended on-road improvements, there are no additional State or local plans for bicycle facilities near the proposed project.
- **Residents of the Hollandsworth Drive neighborhood suggested NCDOT construct an access road to his neighborhood instead of acquiring property.** NCDOT will conduct further studies to determine if an access road is warranted for this neighborhood.
- **A citizen suggested North Regional Road should be connected to South Regional Road to relieve traffic congestion at the I-40/ NC 68 interchange.** A future connection between North Regional Road and South Regional Road may be explored as a separate project and not part of the I-73 Connector.
- **A citizen commented that the Payne House on Caindale Drive has historic importance and asked for access to be maintained so the house is not acquired by the project.** NCDOT architectural historians evaluated the property and determined it is not eligible for the National Register of Historic Places.

A representative from the City of Winston-Salem, Department of Transportation made the following comments in a letter dated May 9, 2012:

- **The Regional Airport Connector proposed by the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) should be considered during the planning and design phases of the I-73 Connector.** The proposed connector has been designed so that it will not preclude the future Regional Airport Connector project.
- **There is some concern that roadway realignments and closures proposed as part of the I-73 Connector will have negative effects on area businesses and emergency service providers.** This project should not have any considerable effect on local land use, character, or development plans. The industrial/

commercial areas near the proposed project rely heavily on the proximity to major transportation thoroughfares. No resources that are considered major economic attractions will be affected by the proposed project. Economic and business resources could gain an advantage as a result of this project. When completed, the proposed I-73 Connector, the Greensboro Urban Loop, and the proposed US 220/ NC 68 Connector will enhance the area's transportation network and strengthen the Piedmont Triad Region as a major transportation hub in North Carolina. Direct impacts to businesses within the proposed right of way are anticipated. The proposed alternatives have been developed to minimize business and economic impacts, but some are unavoidable.

### **E. NEPA/ Section 404 Merger Process**

The NEPA/Section 404 Merger Process is a method of integrating the project development and permitting processes. Partners include the USACE, NCDENR (DWQ, DCM), FHWA, NCDOT, other stakeholder agencies, and local units of government. The Merger Process provides a forum for appropriate agency representatives to discuss and reach consensus on ways to meet the regulatory requirements of Section 404 of the Clean Water Act during the NEPA decision-making phase of transportation projects.

On March 28, 2012, following the distribution of the EA, NCDOT submitted a NEPA/Section 404 Merger Process application for the project. This involved a request for the US Army Corps of Engineers to issue a public notice prior to selection of the preferred alternative.

A Merger Team meeting was held on June 14, 2012, to obtain concurrence on Concurrence Point (CP) 2A (Bridging Decisions and Alignment Review), CP 3 (Least Environmentally Damaging Practicable Alternative/ LEDPA), and CP 4A (Avoidance and Minimization). Information presented at the meeting included the following:

- Background of project decisions
- Summary of public involvement
- Agency and public comments received on the EA
- Summary of impacts

The Merger Team concurred that Alternative 1 is the LEDPA. The Merger Team also concurred with bridging decisions, alignment reviews, avoidance, and minimization. Signed concurrence forms for CP 2A, CP 3, and CP 4A are included in Appendix A.

## **VII. SUMMARY OF REVISIONS TO THE EA**

Since the EA was prepared, riparian buffer impacts have been updated for study area streams within the Jordan Lake Water Supply Watershed of the Cape Fear River Basin. The Jordan Lake Water Supply Watershed is subject to NCDWQ regulated riparian buffer rules. The preferred alternative impacts 54,922 square feet of riparian buffers in



Zone 1 and 43,021 square feet in Zone 2. Design Standards for Sensitive Watersheds will be implemented during project construction.

## **VIII. BASIS FOR FINDING OF NO SIGNIFICANT IMPACT**

### **A. Summary of Findings**

Based upon a detailed study of the proposed project as documented in the EA and upon comments received from the public and federal, state, and local agencies, it is the finding of the NCDOT and FHWA that this project would not have a significant impact upon the human or natural environment. The project is not environmentally controversial. No significant impacts to natural, ecological, cultural, or scenic resources are anticipated. Every effort has been made to avoid and/ or minimize impacts to Waters of the US and riparian buffers. On-site mitigation opportunities will be investigated; however, if on-site mitigation is not feasible, mitigation will be provided by the NCDENR EEP. No significant impacts on air quality, water quality, or federally endangered or threatened species are anticipated. The proposed project is consistent with local plans and will not disrupt any communities. In view of the results from this evaluation, it has been determined that a FONSI is applicable for this project. Therefore, neither an EIS nor further environmental analysis will be required. Impacts to the human and natural environment are summarized in Table 5.

**Table 5: Summary of Project Impacts**

Section in the EA	Significant Impacts
III.A Community Characteristics	No.  According to information gathered from local officials and observations made during a site visit, there do not appear to be many, if any, neighborhoods in the project vicinity that function as organized, cohesive communities. Demographic data suggests the racial makeup of the population in the project area is predominantly white with a total percentage of minorities well below the averages for Guilford County.
III.B Land Use and Economic Effects	No.  Land uses within and adjacent to the project area are a mixture of residential, industrial/ warehouse, and office. According to the future land use map in Guilford County’s Airport Area Plan (May 15, 2008), land uses are expected to remain generally the same. This project should not have any considerable effect on local land use, character, or development plans. No resources that are considered major economic attractions will be affected by the proposed project. Direct impacts to businesses within the proposed right of way are anticipated. The proposed alternatives have been developed to minimize business and economic impacts, but some are unavoidable. The I-73 Connector is consistent with the airport’s master plan. PTI Airport officials feel this project will have a positive effect on their development goals.
III.C.1 Right of Way and Relocation Impacts	No.
	Alternative 1 impacts 17 residences and three businesses for a total of 20 displacements. There are no minority-owned or rented residential units and no minority-owned business units that will be relocated. No farms, non-profit organizations, churches, or schools will be relocated.
III.C.2 Community/ Neighborhood Cohesion and Stability	No.
	Impacts to community/ neighborhood cohesion or stability are expected to be minimal, if any at all. Considerable amounts of the project area are industrial and commercial with shipping and distribution facilities. These uses are not necessarily parts of the residential fabric of the community. The neighborhoods in the area are not cohesive as a whole or individually. The proposed I-73 Connector should not disrupt the day-to-day routines of people in the community.
III.C.3 Environmental Justice	No.
	Based on a thorough review of demographic data, site visit observations, and information from a local planner, this project should not have a disproportionately high or adverse effect on minority or low income populations.

Section in the EA	Significant Impacts
III.C.4 Recurring Community/ Neighborhood Impacts	No.
	This project should not affect communities/ neighborhoods that were previously impacted by transportation or other development projects. The environmental document for the recent airport expansion found the preferred alternative would not result in significant division or disruption of established communities or planned development. It also concluded there would be no environmental justice impacts. There has not been any other apparent recent development in the area.
III.C.5 Important Natural Features, Open Space, Parkland, and Farmland	No.
	There are no identified, designated, or deeded open spaces or parkland in or in close proximity to the project area; therefore, no impacts to these resources are expected. Impacts to farmlands are not anticipated.
III.D.1 Archaeological Resources	No.
	No archaeological resources listed on or eligible for the National Register of Historic Places (NRHP) will be impacted by the project.
III.D.2 Historical Architectural Resources	No.
	No historic properties listed on or eligible for the National Register of Historic Places (NRHP) will be impacted by the project.
III.D.3 Section 4(f) and Section 6(f) Resources	No.
	No Section 4(f) or Section 6(f) resources are anticipated to be impacted by the proposed I-73 Connector.
III.E Indirect and Cumulative Impacts	No.
	No notable indirect effects are expected from the proposed I-73 Connector alone. The major factors contributing to this result are the limited scope of the project, the existing and planned interstate network in the area, and the influence of PTI Airport. Cumulative effects resulting from the I-73 Connector and primarily from other actions such as the airport expansion will have the potential to moderately impact water quality. State, local, and water supply watershed development regulations are in place to help protect sensitive environmental resources.
III.F.1.a Soils	No.
	As a result of earthwork and various construction activities, the project will result in localized alterations of study area topography, geology, and soils within the right of way. The project is expected to have a negligible overall impact on the region's topography, geology, and soils.

Section in the EA	Significant Impacts
III.F.1.b Water Resources	No.
	<p>Within the study area, there are eight jurisdictional streams. In addition to streams, one open water pond is located within the study area.</p> <p>There are no designated anadromous fish waters or Primary Nursery Areas (PNA) present in the study area. There are no designated High Quality Waters (HQW) or water supply watersheds (WS-I or WS-II) within one mile downstream of the study area.</p>
III.F.2.a Terrestrial Communities	No.
	<p>Two terrestrial communities were identified in the study area: maintained/ disturbed land and mixed pine/ hardwood forest. There are 161.3 acres of maintained and/ or disturbed land and 36.4 acres of mixed pine/ hardwood forest within the Alternative 1 coverage area. Loss of these plant communities are an unavoidable consequence of roadway construction. Most are in disturbed or maintained areas. Impacts to terrestrial communities are not significant.</p>
III.F.2.b Terrestrial Wildlife	No.
	<p>Terrestrial communities in the study area are comprised primarily of disturbed habitats that may support a limited diversity of wildlife species due to the urban nature of the study area. Short-term displacement of wildlife populations will occur during construction. However, loss of habitat is not significant.</p>
III.F.2.c Aquatic Communities	No.
	<p>Aquatic communities in the study area are supported by intermittent and perennial piedmont streams and several still-water ponds. Aquatic-dependent wildlife are expected to utilize these communities.</p>
III.F.2.d Invasive Species	No.
	<p>Ten species from the NCDOT Invasive Exotic Plants of North Carolina were found to occur within the study area. Five level 1 (Threat) invasive species were identified: Chinese privet, multiflora rose, Japanese stilt grass, tree of heaven, and kudzu. Four level 2 (Moderate Threat) invasive species were identified: mimosa, autumn olive, English ivy, and Japanese honeysuckle. One level 3 (Watch List) invasive species was identified: Bradford pear. NCDOT will manage invasive plant species appropriately.</p>

Section in the EA	Significant Impacts
III.F.3.a Waters of the US	No.
	Eight jurisdictional streams were identified in the study area and have been designated as warm water streams for the purposes of stream mitigation. One jurisdictional open water and seven jurisdictional wetlands were identified in the study area. All wetlands within the study area are located within the Cape Fear River Basin (USGS HU 03030002). Alternative 1 is anticipated to impact approximately 468 feet of streams, 0.25 acre of open water, and less than 0.01 acre of wetlands.
III.F.3.b Permits	No.
	It is expected that project impacts will likely be permitted under a Section 404 Individual Permit. In addition to the Section 404 permit, other required authorizations include the corresponding Section 401 Water Quality Certification from the NCDWQ.
III.F.3.c Coastal Area Management Act Areas of Environmental Concern	No.
	No portion of Guilford County is under the jurisdiction of the Coastal Area Management Act (CAMA); therefore, no CAMA Areas of Environmental Concern (AECs) occur within the study area.
III.F.3.d Construction Moratoria	No.
	No streams within the study area are listed as waters which require any construction moratoria.
III.F.3.e North Carolina River Basin Buffer Rules	No.
	Streams and open waters within the study area are located within the Jordan Lake Water Supply Watershed of the Cape Fear River Basin. The Jordan Lake Water Supply Watershed is subject to NCDWQ regulated riparian buffer rules. The preferred alternative impacts 54,922 square feet of riparian buffers in Zone 1 and 43,021 square feet in Zone 2. Design Standards for Sensitive Watersheds will be implemented during project construction.
III.F.3.f Rivers and Harbors Act Section 10 Navigable Waters	No.
	No streams within the study area are considered to be navigable and therefore are not subject to Section 10 of the Rivers and Harbors Act.

Section in the EA	Significant Impacts
III.F.3.g Wetlands and Stream Mitigation	No.
	<p>NCDOT has avoided and minimized impacts to streams, open waters, and wetland areas to the greatest extent practicable during the preliminary design phase. The preferred alternative avoids five of the eight streams and six of the seven wetlands in the immediate study area. Alternative 1 minimizes water resource impacts by using maximum (2:1) fill slopes and a retaining wall along the southbound flyover ramp parallel to Brush Creek.</p> <p>NCDOT will investigate potential on-site mitigation opportunities. If on-site mitigation is not feasible, mitigation will be provided by the NCDENR EEP.</p>
III.F.3.h Endangered Species Act Protected Species	No.
	No suitable habitat for small-whorled pogonia ( <i>Isotria Medeoloides</i> ) occurs within the study area. The project will have No Effect on this species.
III.F.3.i Bald and Golden Eagle Protection Act	No.
	Due to the lack of habitat, known occurrences, and minimal impact anticipated for this project, the project will not affect this species.
III.F.3.j Endangered Species Act Candidate Species	No.
	No Endangered Species Act Candidate Species have been listed by the USFWS for Guilford County.
III.F.3.k Essential Fish Habitat	No.
	No portion of the study area has been identified as Essential Fish Habitat by the National Oceanographic and Atmospheric Administration (NOAA) Fisheries Service (formerly the National Marine Fisheries Service [NMFS]).
III.G Flood Hazard Evaluation	No.
	This project involves construction activities on or adjacent to Federal Emergency Management Agency regulated streams. The project is not expected to have any considerable adverse impact on existing floodplains or on the associated flood hazard to adjacent properties or buildings. After construction, NCDOT will certify that drainage structures and roadway embankment within the 100-year floodplain were built as shown in the construction plans. NCDOT will coordinate with the NC Floodplain Mapping Program (FMP) regarding applicable requirements.

Section in the EA	Significant Impacts
III.H Air Quality	No.
	<p>This project is an air quality neutral project. It is not required to be included in the regional emissions analysis and a project level CO analysis is not required. A qualitative PM 2.5 hot spot analysis is not required for this project since it is not an air quality concern. This project meets the statutory transportation conformity requirements without a hot spot analysis. Mobile Source Air Toxics (MSAT) emissions will likely be lower than present levels, in the design year, as a result of EPA's national programs that are projected to reduce MSAT emissions.</p>
III.I Traffic Noise	No.
	<p>Five receivers will be impacted by traffic noise as a result of this project. These are third-floor residences in the Allerton Place apartment community located adjacent to the NC 68/ Pleasant Ridge Road intersection. Based on the impact evaluation, traffic noise abatement is not reasonable or feasible.</p>
III.J Geodetic Markers	No.
	<p>There are no geodetic control monuments in the project area. No geodetic survey monuments are expected to be affected by this project.</p>
III.K Hazardous Materials	No.
	<p>Three hazardous material sites were identified outside the project limits and no impacts are expected to hazardous materials.</p>
III.L Construction Impacts	No.
	<p>There are some environmental impacts normally associated with this type of construction. These are generally of short-term duration, and measures will be taken to minimize these impacts. NCDOT will implement its BMPs for Construction and Maintenance Activities during construction.</p>
III.M.1 Objects That May Affect Navigable Airspace	No.
	<p>Structures involved with the I-73 Connector that may require FAA notification include (but are not limited to) roadways, bridges, the new water tower, and construction equipment such as cranes. NCDOT will inform the construction contractor of FAA's regulations governing obstructions to navigable airspace and ensure the contractor submits FAA Form 7460-1 within the specified time period. NCDOT will also be certain the contractor has calculated the maximum height of construction equipment allowed in a particular location according to FAA's policies and regulations.</p>

Section in the EA	Significant Impacts
III.M.2 Hazardous Wildlife Attractants	No.
	NCDOT will use BMPs that do not attract waterfowl or other animals that are a danger to aircraft. Wet detention ponds and stormwater wetlands are not recommended for use with the I-73 Connector. FAA's AC 150/5200-33B will be considered during final design.

**B. Contact Information**

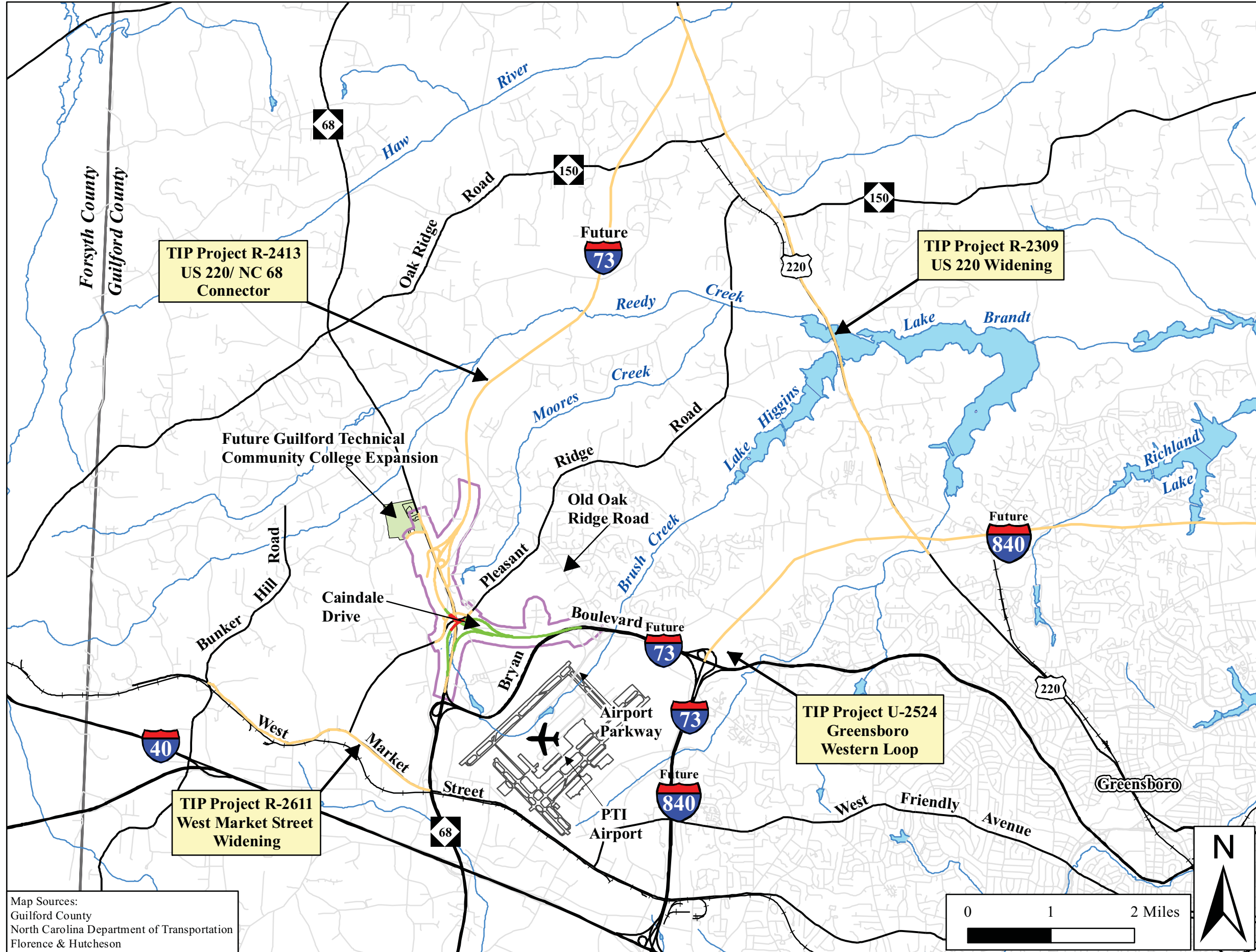
The following persons can be contacted for additional information concerning this proposal and assessment:

Mr. John Sullivan, III, P.E.  
 Division Administrator  
 Federal Highway Administration  
 310 New Bern Avenue, Suite 410  
 Raleigh, North Carolina 27601-1418  
 Telephone: (919) 856-4346

Mr. Gregory J. Thorpe, PhD, Manager  
 Project Development and  
 Environmental Analysis Unit  
 NC Department of Transportation  
 1548 Mail Service Center  
 Raleigh, North Carolina 27699-1548  
 Telephone: (919) 707-6001



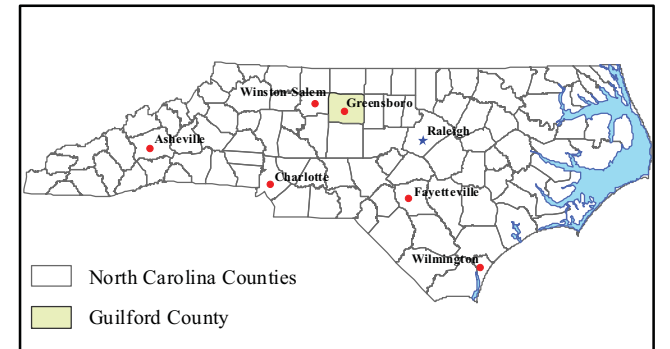
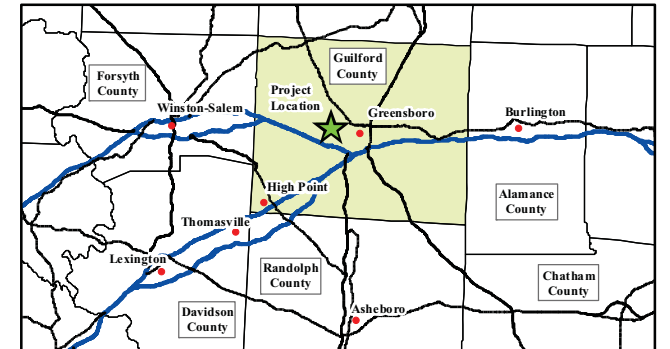
# **FIGURES**



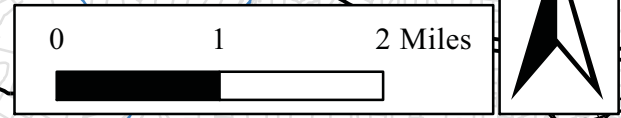
**Figure 1  
Project Location**

- I-73 Connector (TIP I-5110)\*
- Other TIP Projects
- Major Roads
- Roads
- Streams and Creeks
- Waterbodies
- Proposed Structures
- Future GTCC Expansion
- I-73 Connector Study Area
- Piedmont Triad International Airport

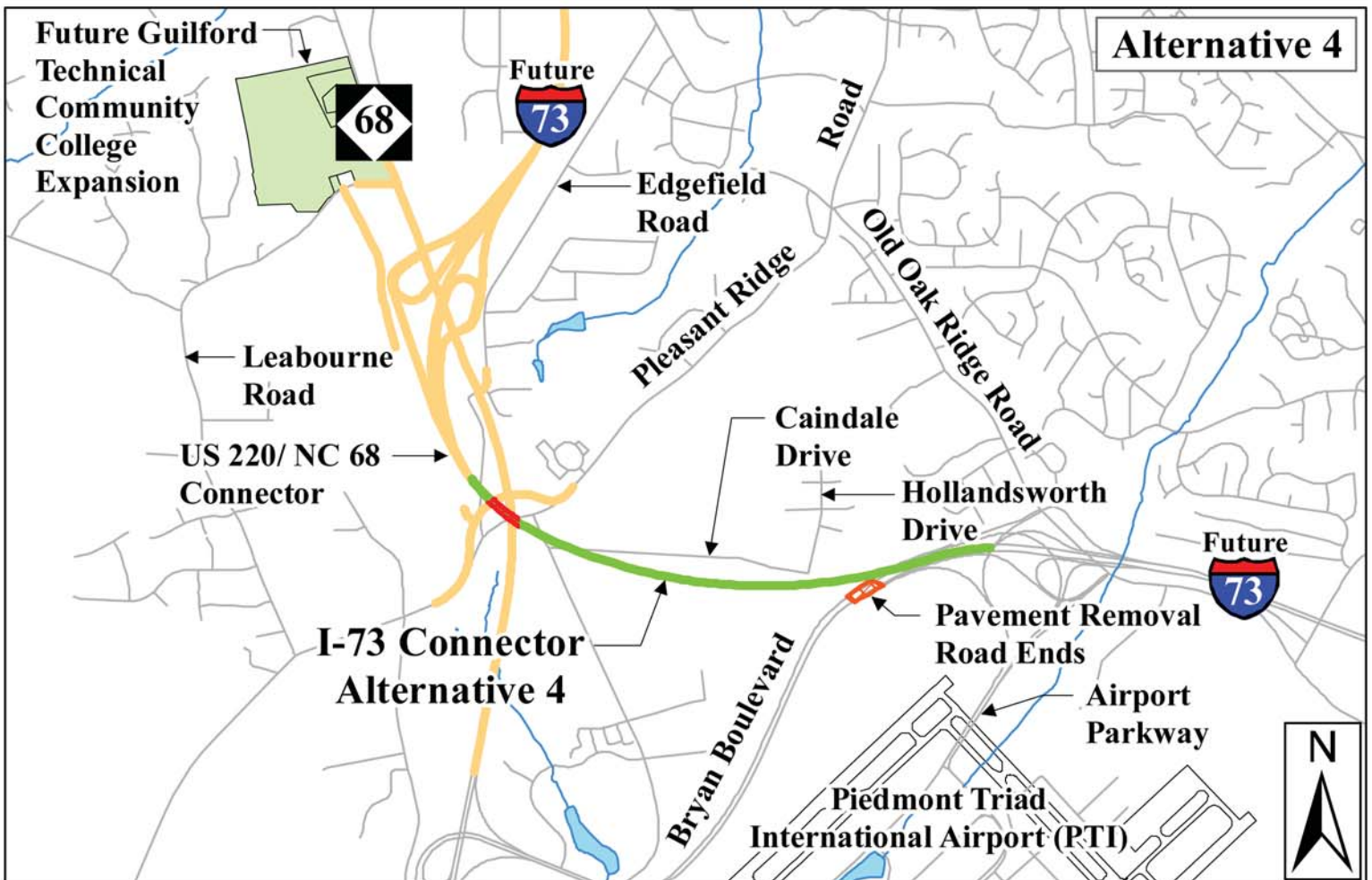
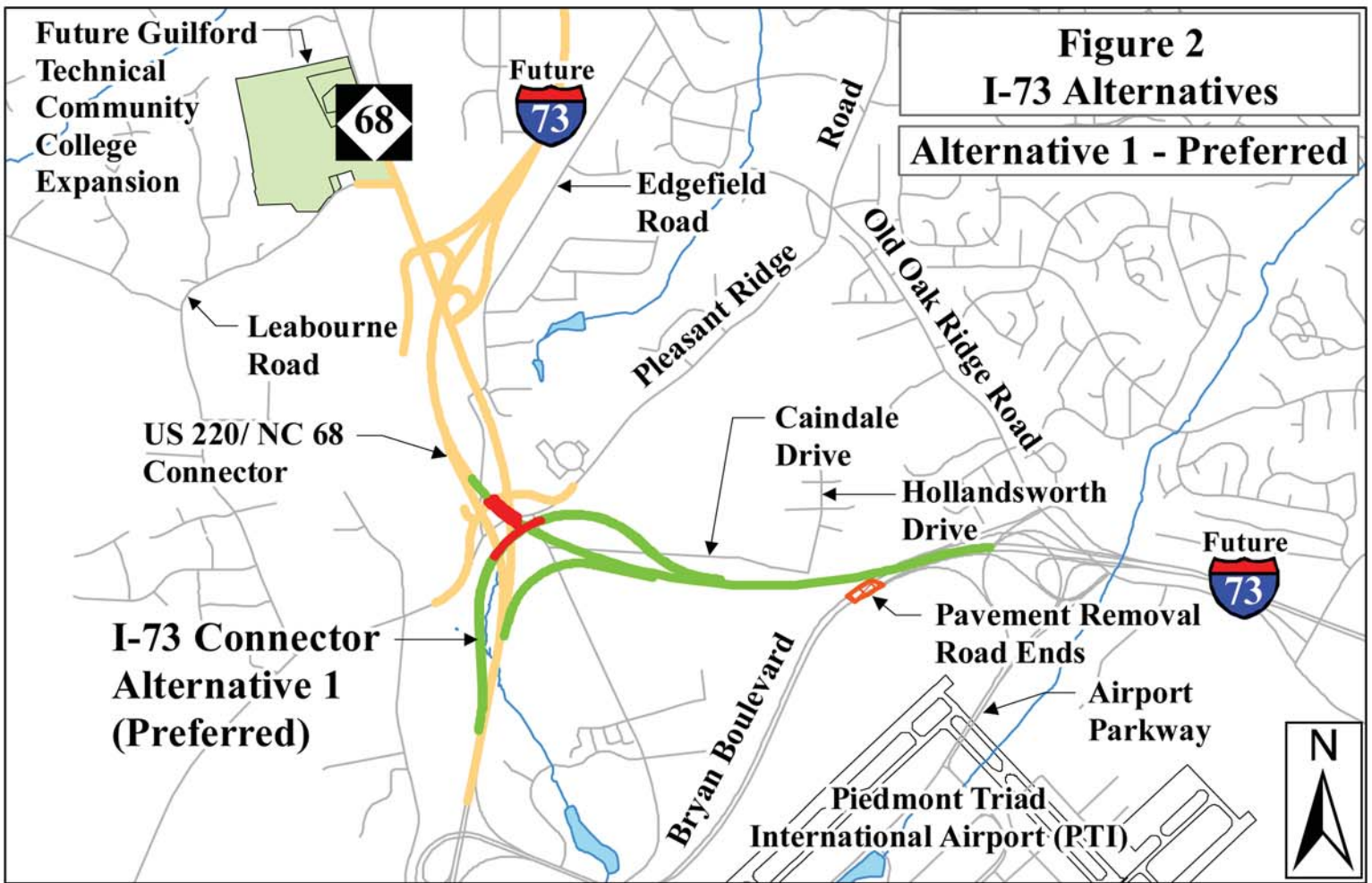
\* For simplicity, only the I-73 Connector Alternative 1 is shown on this map. Detailed maps of both alternatives can be found on Figure 2.



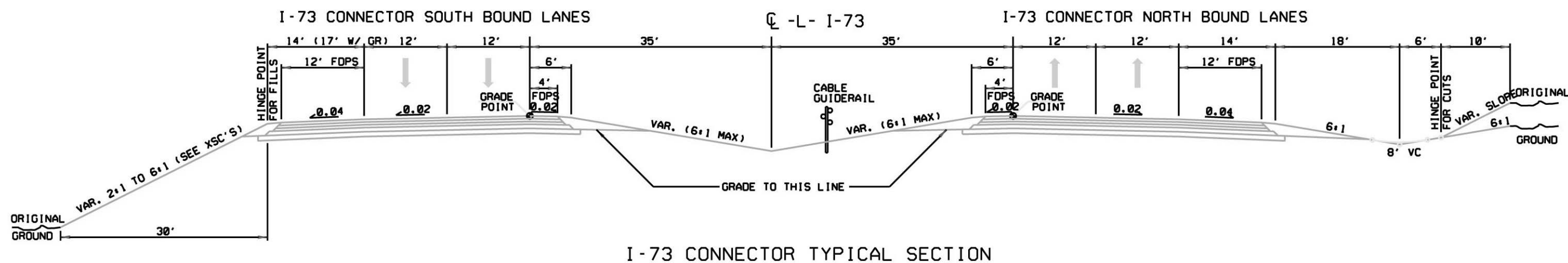
Map Sources:  
Guilford County  
North Carolina Department of Transportation  
Florence & Hutcherson







**Figure 3  
Typical Section**



I-73 CONNECTOR TYPICAL SECTION



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

**T.I.P I-5110**  
Finding of No Significant Impact  
I-73 Connector  
Guilford County, North Carolina



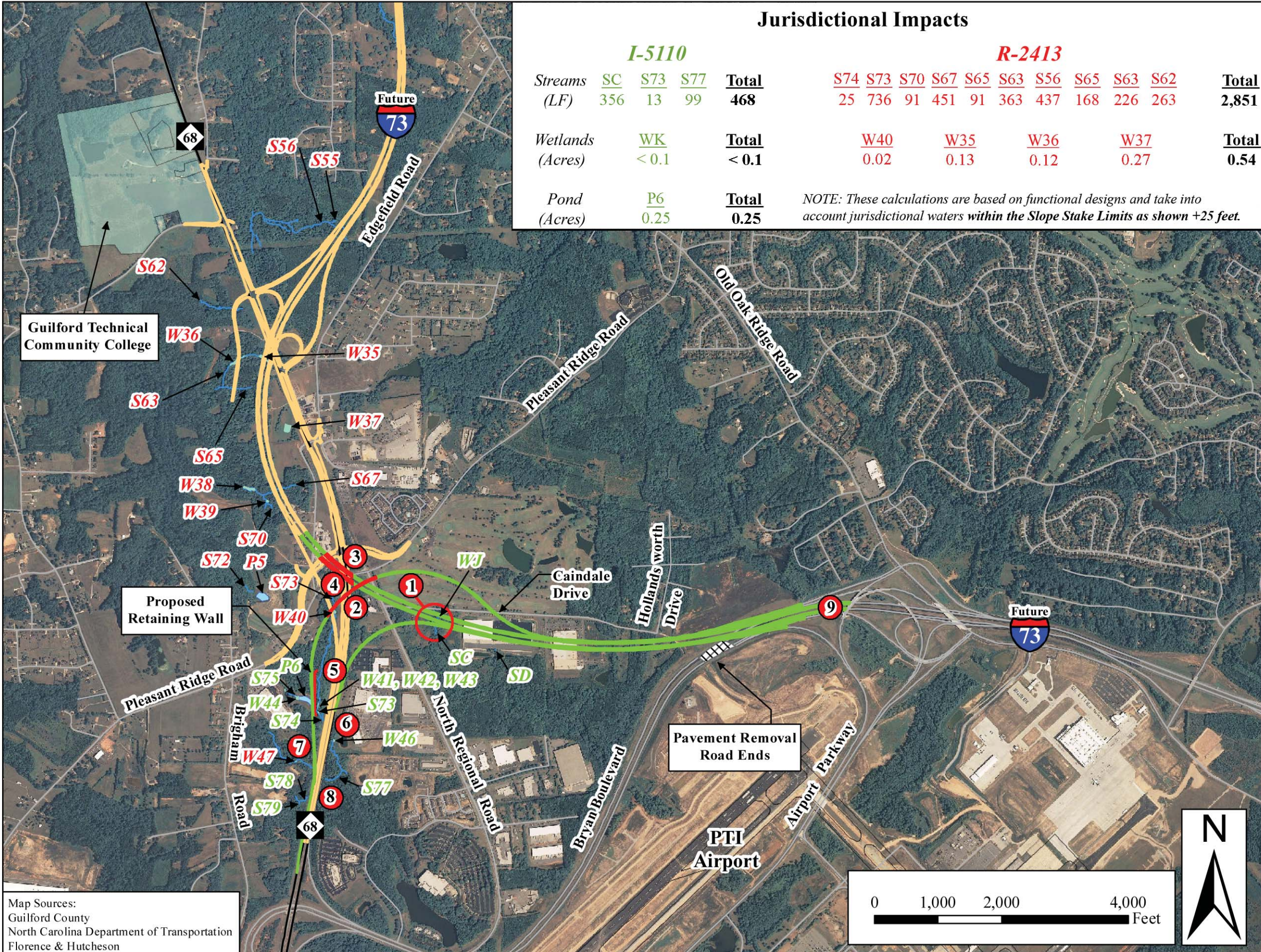


### Jurisdictional Impacts

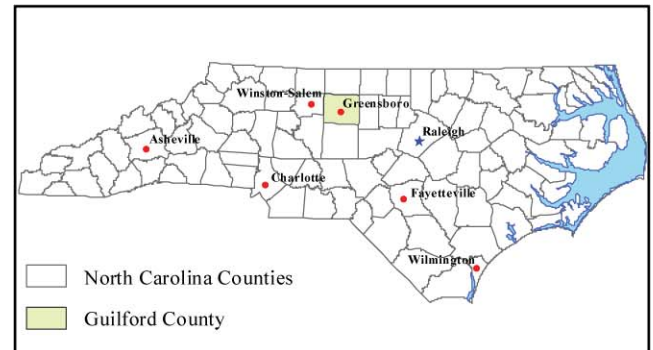
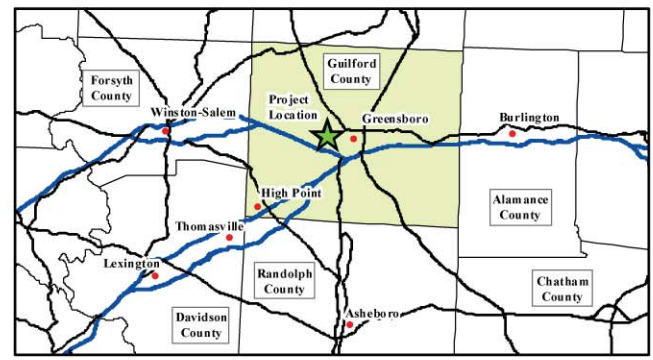
	I-5110				R-2413										
Streams (LF)	SC	S73	S77	<b>Total</b>	S74	S73	S70	S67	S65	S63	S56	S65	S63	S62	<b>Total</b>
	356	13	99	468	25	736	91	451	91	363	437	168	226	263	2,851
Wetlands (Acres)	WK			<b>Total</b>	W40	W35		W36		W37		<b>Total</b>			
	< 0.1			< 0.1	0.02	0.13		0.12		0.27		0.54			
Pond (Acres)	P6			<b>Total</b>	NOTE: These calculations are based on functional designs and take into account jurisdictional waters within the Slope Stake Limits as shown +25 feet.										
	0.25			0.25											

**Figure 4  
Alternative 1**

- I-73 Connector (TIP I-5110)
- US 220/NC 68 Connector (TIP R-2413)
- Major Roads
- Roads
- Jurisdictional Streams
- Jurisdictional Wetlands
- Jurisdictional Open Water
- Bryan Boulevard Permanent Removal
- Proposed Structures
- Proposed Structure Number



Map Sources:  
Guilford County  
North Carolina Department of Transportation  
Florence & Hutcheson





**APPENDIX A**  
**CORRESPONDENCE**

**From:** Chris Militscher [<mailto:Militscher.Chris@epamail.epa.gov>]

**Sent:** Wednesday, March 21, 2012 9:51 AM

**To:** dweaver; Al-Sharawneh, Ahmad A

**Cc:** Euliss, Amy; [andrew.e.williams@usace.army.mil](mailto:andrew.e.williams@usace.army.mil); [Felix.Davila@dot.gov](mailto:Felix.Davila@dot.gov); Midkiff, Eric

**Subject:** EPA comments: I-5110, I-73 Connector, Federal EA

Ahmad/Derrick: EPA has reviewed the Federal EA for I-5110, I-73 Connector, Greensboro, Guilford County. EPA has been participating with the NEPA/Section 404 Merger Team on the proposed 1.6 mile project. EPA concurred on Purpose and Need on 2/9/11 and Detailed Study Alternatives on 7/20/11. EPA also was involved with the revised CP 2 activities on 8/11/11. EPA notes the following key potential impacts for DSA 1 & 4:

Residential Relocations: 17 & 13

Business Relocations: 3 & 3

Streams: 470 & 360 linear feet

Buffers: 2.3 & 0.9 acres

Wetlands: <0.1 & <0.1 acres

Floodplain: <0.1 & <0.1

Noise impacts: 5 & 5

EPA notes the rounding of stream impacts from Table 16 to the Summary of Impacts table which is believed to be a more appropriate method of reporting stream impacts. EPA notes the comments on Pages 44 and 45 of the EA regarding Mobile Source Air Toxics (MSATs). The EA does not identify any potential near roadway sensitive receptors (e.g., hospitals, schools, nursing homes & day care facilities). From the EA figures, none of these sensitive receptors appear to be located near the new connector facility.

Based upon the information in the EA, EPA environmentally prefers Alternative 4 as the LEDPA. EPA recommends that CP 3 and CP 4A be combined into one meeting (if needed) and that e-mail information be exchanged to facilitate the Merger process. Thank you for the opportunity to review the EA and please provide a copy of the FONSI, when available, to EPA at the below address:

C. Militscher  
USEPA Region 4 Office  
AFC - 13th floor; NPO  
61 Fosyth Street, SW  
Atlanta, GA 30303-8960



# North Carolina Department of Administration

Beverly Eaves Perdue, Governor

Moses Carey, Jr., Secretary

April 16, 2012

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

**Re: SCH File # 12-E-4220-0237; EA; Proposed project to construct the I-73 Connector to complete a missing link in the I-73 corridor by joining the existing and future portions of I-73 in the Greensboro area. TIP I-5110**

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 the comments made by agencies in the course of this review.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "W E H Creech".

William E. H. Creech

Attachments

cc: Region G

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

*Telephone: (919)807-2425*  
*Fax (919)733-9571*  
*State Courier #51-01-00*  
*e-mail state.clearinghouse@doa.nc.gov*

*Location Address:*  
116 West Jones Street  
Raleigh, North Carolina





North Carolina Department of Environment and Natural Resources

Beverly Eaves Perdue  
Governor

Dee Freeman  
Secretary

MEMORANDUM

TO: Zeke Creech  
State Clearinghouse

FROM: Melba McGee ✓  
Environmental Review Coordinator

RE: 12-0237 NCDOT I-73 Connector in Guilford County

DATE: April 12, 2012

The Department of Environment and Natural Resources has reviewed the proposed information. The applicant is encouraged to consider the attached recommendations and continue to work with our agencies during the NEPA Merger Process.

Thank you for the opportunity to review.

Attachments




## North Carolina Wildlife Resources Commission

Gordon Myers, Executive Director

### MEMORANDUM

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

FROM: Travis Wilson, Highway Project Coordinator  
Habitat Conservation Program 

DATE: March 28, 2012

SUBJECT: North Carolina Department of Transportation (NCDOT) Environmental Assessment (EA) for the proposed construction of the I-73 Connector, Guilford County, North Carolina. TIP No. I-5110, SCH Project No. 12-0237.

Staff biologists with the N. C. Wildlife Resources Commission have reviewed the subject EA and are familiar with habitat values in the project area. The purpose of this review was to assess project impacts to fish and wildlife resources. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

NCDOT is proposing to construct an I-73 connector to link existing and future portions of I-73 in the Greensboro area. This project is being planned under the NEPA/Section 404 Merger 01 process. WRC is represented in this process and comments provided in conjunction with this process have been documented. We do not have any specific comments on the document; however we will continue to assess the impacts associated with the remaining alternatives in preparation for the selection of the LEDPA and for further avoidance and minimization measures. Thank you for the opportunity to comment on this EA. If we can be of any further assistance please call me at (919) 528-9886.

cc: Gary Jordan, USFWS  
Amy Euliss, DWQ  
Andy Williams, USACE  
Chris Militscher, USEPA



North Carolina Department of Environment and Natural Resources

Division of Water Quality  
Charles Wakild, P.E.  
Director

Beverly Eaves Perdue  
Governor

Dee Freeman  
Secretary

March 29, 2012

**MEMORANDUM**

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

From: Amy Euliss, Division of Water Quality, Winston Salem Regional Office

Subject: Comments on the Environmental Assessment related to proposed project to construct the I-73 Connector from NC 68 West to West of the Greensboro Loop in Guilford County, Federal Aid Project No. NHF-0073(25), State Project No.42354.1., TIP I-5110A, State Clearinghouse Project No. 12-0237.

This office has reviewed the referenced document dated February, 2012. The NC Division of Water Quality (NCDWQ) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact Waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional wetlands, streams, and other surface waters. NCDWQ offers the following comments based on review of the aforementioned document:

**Project Specific Comments:**

1. Project Scoping Comments from the Division of Water Quality dated April 19, 2011 still apply.
2. This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, NCDWQ will continue to work with the team.
3. This project is within the Jordan Lake Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B .0267. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in accordance with 15A NCAC 2B .0267. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification.

**General Comments:**

Transportation and Permitting Unit  
1650 Mail Service Center, Raleigh, North Carolina 27699-1617  
Location: 512 N. Salisbury St. Raleigh, North Carolina 27604  
Phone: 919-807-6300 \ FAX: 919-807-6492  
Internet: [www.ncwaterquality.org](http://www.ncwaterquality.org)

One  
North Carolina  
*Naturally*

4. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ's *Stormwater Best Management Practices Manual*, July 2007, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
6. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Quality Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
7. NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
8. Where streams must be crossed, NCDWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.
9. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
10. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit (IP) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.

NCDWQ appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Amy Euliss at (336) 771-4959.

cc: Andy Williams, US Army Corps of Engineers, Raleigh Field Office (electronic copy only)  
Felix Davila, Federal Highway Administration (electronic copy only)  
Chris Militscher, Environmental Protection Agency (electronic copy only)  
Travis Wilson, NC Wildlife Resources Commission (electronic copy only)  
Wetlands/401 Transportation Permitting Unit  
File Copy

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

COUNTY: GUILFORD

F02: HIGHWAYS AND ROADS

STATE NUMBER: 12-E-4220-0237

DATE RECEIVED: 03/14/2012

AGENCY RESPONSE: 04/09/2012

REVIEW CLOSED: 04/13/2012

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

*ER 11-0220*

REVIEW DISTRIBUTION

CC&PS - DIV OF EMERGENCY MANAGEMENT  
DENR LEGISLATIVE AFFAIRS  
DEPT OF AGRICULTURE  
DEPT OF CULTURAL RESOURCES  
DEPT OF TRANSPORTATION  
PIEDMONT TRIAD COG

*S. PAGE 3/23/12*

PROJECT INFORMATION

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

*Due 4/2/12*

DESC: Proposed project to construct the I-73 Connector to complete a missing link in the I-73 corridor by joining the existing and future portions of I-73 in the Greensboro area. TIP I-5110

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:

*Renee Gledhill-Earley*

DATE:

*3/23/12*





North Carolina Department of Environment and Natural Resources  
Division of Parks and Recreation

Beverly Eaves Perdue, Governor

Dee Freeman, Secretary

Lewis Ledford, Director

April 5, 2012

MEMORANDUM

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

FROM: Amin Davis, Environmental Review Coordinator *AKD*  
Division of Parks and Recreation

SUBJECT: NCDOT TIP# I-5110: I-73 Connector (Guilford County)

REFERENCE: Project No. 12-0237

Dear Melba,

The North Carolina Division of Parks and Recreation (DPR) has reviewed the project location for the proposed I-73 Connector (TIP# I-5110) northwest of the Piedmont-Triad Airport in Guilford County, North Carolina. DPR understands that the North Carolina Department of Transportation (NCDOT) is requesting a review and determination of potential impacts to DPR properties and interests associated with this project per the information you provided us in the Environmental Assessment report approved in February 2012.

The project area is along the proposed I-73 corridor from NC 68 to west of the Greensboro Western Loop. This project is located just south of a conceptual alignment of the Mountains-To-Sea Trail (MST) and may impact planning for two proposed regional trail projects in this area. The Bicentennial Trail falls under the planning jurisdiction of the City of Greensboro Trails Division (<http://www.greensboro-nc.gov/Modules/ShowDocument.aspx?documentid=13696>) and development of the Piedmont Greenway is being coordinated by the Piedmont Land Conservancy (<http://toknc.com/documents/files/Plan%20-%20Proposed%20Piedmont%20Greenway.pdf>).

DPR respectfully requests that NCDOT conduct consultations with staff with DPR's State Trails Program, the City of Greensboro, Guilford County's Parks & Open Space Department, and other relevant stakeholders as project development moves forward. We appreciate the opportunity to provide comments for this roadway connector project. Should NCDOT need further information concerning these comments, they can contact Darrell McBane, DPR State Trails Coordinator.

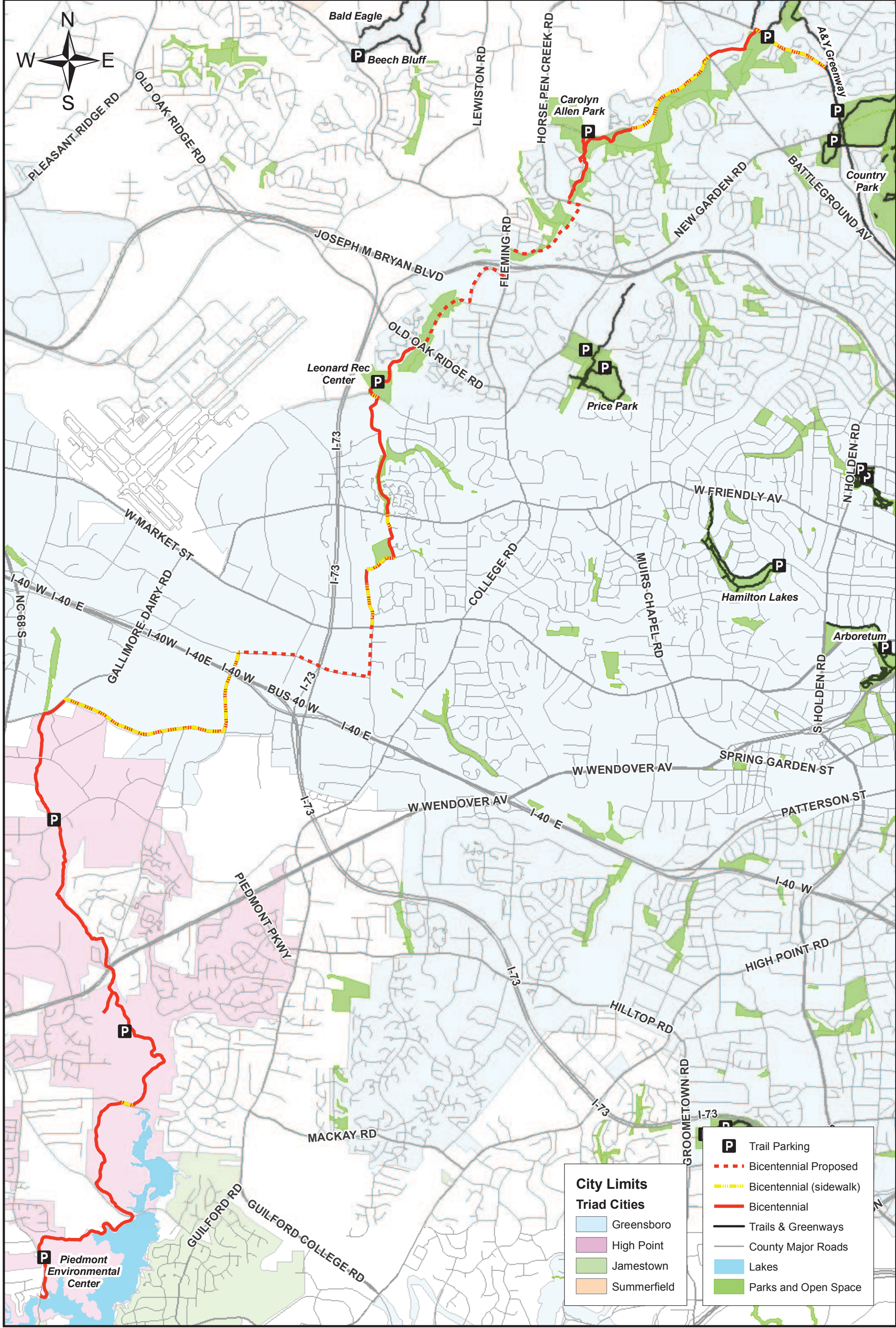
CC via email: Alex Ashton, Guilford County Parks & Open Space  
Roger Bardsley, Guilford County Parks & Open Space  
Brian Strong, DPR Natural Resources & Planning Head  
Darrell McBane, DPR State Trails Coordinator  
Mike Simpson, City of Greensboro Parks & Recreation Department  
Sue Regier, DPR Land Protection Head

1615 Mail Service Center, Raleigh, North Carolina 27699-1615  
Phone: 919-733-4181 \ FAX: 919-715-3085 \ Internet: [www.ncparks.gov](http://www.ncparks.gov)

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# Bicentennial Greenway: Present & Future

Map Created: 2012  
Greensboro Trails Division



From: McBane, Darrell [mailto:darrell.mcbane@ncdenr.gov]  
Sent: Thursday, April 19, 2012 3:20 PM  
To: McKinney, Craig; Al-Sharawneh, Ahmad A; Simpson, Mike  
Cc: Davis, Amin; Reep, Mark; Cooper, Amy L; Johnson, Tim; Raynor, Smith R; Strong, Brian  
Subject: RE: I-5110 EA

Thanks Craig McKinney for this clarification. I requested that Greensboro and Guilford be included in this review just so all would know and have an opportunity to comment.

Thanks to all.

Darrell McBane  
State Trails Program Manager

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

From: McKinney, Craig [mailto:Craig.McKinney@greensboro-nc.gov]  
Sent: Thursday, April 19, 2012 3:17 PM  
To: Al-Sharawneh, Ahmad A; Simpson, Mike; Mcbane, Darrell  
Cc: Davis, Amin; Mark Reep (mreep@flohut.com)  
Subject: RE: I-5110 EA

Hi Ahmad,

I-5110 does not impact these trails; the Mountain to Sea Trail crosses R-2413 B in pedestrian culvert that will be provided in R-2413 B. The Bicentennial Trail is crossed by the long bridge to be constructed in U-2524 B.

Craig W. McKinney, Transportation Planner Greensboro Department of Transportation Greensboro Urban Area Metropolitan Planning Organization PO Box 3136 Greensboro, NC 27402-3136  
(336) 373-4184

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

From: Al-Sharawneh, Ahmad A [mailto:aalsharawneh@ncdot.gov]  
Sent: Thursday, April 19, 2012 2:57 PM  
To: Simpson, Mike; Mcbane, Darrell  
Cc: Davis, Amin; McKinney, Craig; Mark Reep (mreep@flohut.com)  
Subject: I-5110 EA

Gentlemen,

I received the attached letter requesting consultation with you regarding Bicentennial Greenway and The Mountains to Sea Trail. Based on my review, it does not appear our project will impact any present or proposed trail. Please review the attached map and the Public Meeting Maps for the I-5110. You may use the link below to access the maps. Please advise.

[http://www.ncdot.org/doh/preconstruct/highway/roadway/hearingmaps\\_by\\_county/](http://www.ncdot.org/doh/preconstruct/highway/roadway/hearingmaps_by_county/)

Thanks

Ahmad Al-Sharawneh, Consultant Engineer  
NCDOT-PDEA-Central Region, 1548 Mail Service Center  
Raleigh, NC 27699-1548





# North Carolina Department of Administration

Beverly Eaves Perdue, Governor

Moses Carey, Jr., Secretary

June 7, 2012

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

**Re: SCH File # 12-E-4220-0237; EA; Proposed project to construct the I-73 Connector to complete a missing link in the I-73 corridor by joining the existing and future portions of I-73 in the Greensboro area. TIP I-5110**

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 **additional comments** made by agencies in the course of this review.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "W. E. H. Creech".

William E. H. Creech

Attachments

cc: Region G

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

*Telephone: (919)807-2425*  
Fax (919)733-9571  
State Courier #51-01-00  
*e-mail state.clearinghouse@doa.nc.gov*

*Location Address:*  
116 West Jones Street  
Raleigh, North Carolina



North Carolina Department of Environment and Natural Resources

Beverly Eaves Perdue  
Governor

Dee Freeman  
Secretary

MEMORANDUM

---

TO: Zeke Creech  
State Clearinghouse

---

FROM: Melba McGee *W*  
Project Review Coordinator

RE: 12-0237 EA Proposed I-73 Construction Link in the Greensboro  
Area

DATE: June 6, 2012

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

Thank you for the opportunity to respond.

---

Attachments

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DEPARTMENT OF ENVIRONMENT AND  
NATURAL RESOURCES  
DIVISION OF WATER RESOURCES  
PUBLIC WATER SUPPLY SECTION

Inter-Agency Project Review Response

Project Number <b>12-0237</b>
County <b>Guilford</b>

Project Name Federal Hwy Administration/NC-DOT Type of Project EA - Proposed project to construct I-73 Connector to complete missing link in I-73 corridor by joining existing and future portions of I-73 in Greensboro area. TIP I-5110

Comments provided by:

- Regional Program Person
- Regional Supervisor for Public Water Supply Section
- Central Office program person

Name Lisa Edwards-Winston-Salem RO Date 03/21/2012

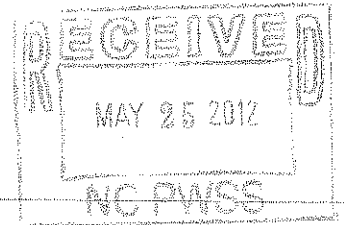
Telephone number: 336-771-5000

Program within Division of Water Resources:

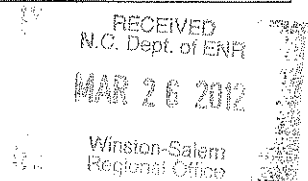
- Public Water Supply
- Other, Name of Program: \_\_\_\_\_

Response (check all applicable):

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



Return to:  
Public Water Supply Section  
Environmental Review Coordinator for the  
Division of Water Resources



DEPARTMENT OF ENVIRONMENT AND  
NATURAL RESOURCES  
DIVISION OF WATER RESOURCES  
PUBLIC WATER SUPPLY SECTION

Project Number <b>12-0237</b>
County <b>Guilford</b>

Inter-Agency Project Review Response

Project Name Federal Hwy Administration/NC-DOT Type of Project EA - Proposed project to construct I-73 Connector to complete missing link in I-73 corridor by joining existing and future portions of I-73 in Greensboro area. TIP I-5110

- The applicant should be advised that plans and specifications for all water system improvements 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 required by 15A NCAC 18C .0300et. seq.). For information, contact the Public Water Supply Section, (919) 733-2321.
- This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.
- If 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, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634, (919) 733-2321.
- For Regional and Central Office comments, see the reverse side of this form.

Rebecca Sadosky

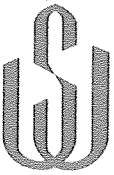
Review Coordinator

PWSS

Section/Branch

03/21/2012

Date



**Winston-Salem**

**Department of  
Transportation**

City of Winston-Salem  
P.O. Box 2511  
Winston-Salem, NC 27102  
CityLink 336.727-8000  
Fax 336.748.3370  
[www.dot.cityofws.org](http://www.dot.cityofws.org)

May 9, 2012

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

**SUBJECT: Comments on the Proposed I-73 Connector (TIP Project I-5110)**

Dear Mr. Al-Sharawneh:

Thank you for the opportunity to review and comment on the proposed Interstate 73 Connector design plans west of Greensboro. I wanted to look at and comment on the Environmental Assessment (EA) for the project but could not find it on-line with the North Carolina Department of Transportation (NCDOT) or City of Greensboro Department of Transportation (GDOT) websites.

I attended the public officials meeting on Monday May 7th at the Piedmont Authority for Regional Transportation (PART) and heard some comments that concern me and the Winston-Salem Urban Area Metropolitan Planning Organization (MPO). First, our MPO has for many years planned for and included our own Regional Airport Connector on our Long Range Transportation Plan (LRTP), Thoroughfare Plan and most recently our Comprehensive Transportation Plan (CTP) with the original intent to tie into Bryan Boulevard leading directly to the Piedmont Triad International Airport (PTIA). I asked about the future inclusion of our connector into the design of the proposed I-73 Connector and did not have a positive feeling that this has been fully taken into consideration and that we were being left out of the equation. Another response was that if we build the Regional Airport Connector from Forsyth County, it may have to tie into the I-73 Connector miles north of the future NC 68 interchange. This is totally unacceptable from our perspective.

Second, the Regional Airport Connector was considered by the North Carolina Board of Transportation as an important enough project to ask the North Carolina Turnpike Authority to include it on its list of projects for future study as a possible toll road. The project also received a TIP number (I-4924) and was included in the State Transportation Improvement Program (STIP). For several years we also considered the Regional Airport Connector as a possible multi-modal corridor that would have possibly allowed other modes of transportation (light rail or bus rapid transit?) to be included within the right-of-way. Its importance was obvious and was given this status for good reason. It should still be a major component in the planning and design of the Interstate 73 Connector.

Third, the Interstate 73 Connector interchange at NC 68 and extension to the current Bryan Boulevard may meet some Interstate standards but does not appear to fit well with the major streets and highways in the area. There appeared to be several major roads being cut off or significantly realigned and am concerned about the impacts to businesses in the area and for emergency service providers access these future remote locations.



**City Council:** Mayor Allen Joiner; Vivian H. Burke, Mayor Pro Tempore, Northeast Ward; Denise D. Adams, North Ward; Dan Besse, Southwest Ward; Robert C. Clark, West Ward; Molly Leight, South Ward; Wanda Merschel, Northwest Ward; Derwin L. Montgomery, East Ward; James Taylor, Jr., Southeast Ward; City Manager: Lee D. Garrity

> request a service > report a problem  
> make a suggestion

I would like to request that there be some type of coordination meeting arranged that would address how the Regional Airport Connector will be accommodated in the future.

Sincerely,

*GREG ERRETT*

Greg Errett, AICP  
Planning Development Coordinator



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

July 24, 2012

MEMORANDUM TO: Meeting Participants

FROM: Ahmad Al-Sharawneh, Project Planning Engineer  
Project Development and Environmental Analysis Branch

SUBJECT: Meeting Minutes – Merger Team Meeting for Concurrence Points 2A, 3, and 4A (under the streamlining process) for the I-73 Connector, from NC 68 to West of the Greensboro Western Loop, Greensboro, Guilford County, TIP No. I-5110, WBS No. 42345.1.1, F.A. No. NHF-0073(25)

A Merger Team Meeting was held June 14, 2012 at NCDOT for the proposed I-73 Connector, from NC 68 to West of the Greensboro Western Loop. The following representatives attended the meeting.

John Thomas	USACE
Chris Militscher	USEPA – Raleigh (by telephone)
Gary Jordan	USFWS
Travis Wilson	NCWRC
Amy Euliss	NCDWQ (by telephone)
Alex Rosser	Michael Baker Engineering (by telephone)
Ahmad Al-Sharawneh	NCDOT – PD&EA
Phil Harris	NCDOT – PD&EA
Steve Cummings	NCDOT – Utility Coordination
Michael Abuya	NCDOT – Transportation Planning Branch
Paul Schroeder	NCDOT – Transportation Planning Branch
Korey Newton	NCDOT – Structure Design Unit
Patty Eason	NCDOT – Division 7 (by telephone)
Mohammed Mulla	NCDOT – Geotechnical Engineering
Felix Davila	FHWA
Rachelle Beauregard	NCDOT – PD&EA
Elizabeth Lusk	NCDOT – PD&EA
Jay Twisdale	NCDOT – Hydraulics
Jeffrey Teague	NCDOT – Roadway Design
Tony Houser	NCDOT – Roadway Design
Tonya Roach	NCDOT – Roadway Design
Mark Staley	NCDOT – Roadside Environmental Unit

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS  
1548 MAIL SERVICE CENTER  
RALEIGH NC 27699-1548

TELEPHONE: 919-707-6000  
FAX: 919-707-6052

WEBSITE: [WWW.NCDOT.ORG/DOH/PRECONSTRUCT/PE/](http://WWW.NCDOT.ORG/DOH/PRECONSTRUCT/PE/)

**LOCATION:**  
CENTURY CENTER BUILDING A  
1000 BIRCH RIDGE DRIVE  
RALEIGH NC 27610

Mike Stanley	NCDOT – STIP Unit
Craig McKinney	Greensboro DOT/MPO
Derrick Weaver	NCDOT – PD&EA
Greg Thorpe	NCDOT – PD&EA
John A. Nigro	NCDOT – Utility Coordination
Mark Reep	Florence & Hutcheson

The meeting began with an introduction from John Thomas. He noted that the purpose of the meeting was to review information pertaining to Concurrence Points (CP) 2A (Bridging Decisions and Alignment Review), CP3 (Least Environmentally Damaging Practicable Alternative) and CP 4A (Avoidance and Minimization). Ahmad Al-Sharawneh and Mark Reep presented the project information. The following is a summary of the topics discussed during the meeting.

#### CP 2A (Bridging Decisions and Alignment Review)

- Jurisdictional impacts and proposed structures for Alternatives 1 and 4 were provided in the meeting information package.
- Two stream crossings require major structures:
  - Stream S73 (Brush Creek) impacts are minimized with a new 700' retaining wall (Structure 5);
  - Stream S77 is impacted by extending an existing 72" pipe (Structure 7).
- Two stream crossings require minor structures:
  - Stream SC requires a new 54" pipe (Structure 1);
  - Stream S73 is impacted by extending the existing 66" pipe and supplementing it with a new 66" pipe (Structure 6).
- Structures 2, 3, and 4 are new bridges over roadways. Structures 8 and 9 are existing culverts that will be retained but do not result in additional stream impacts.
- Amy Euliss, of the NCDWQ, asked about which proposed structures are included in I-5110 and which are included in the proposed US 220/ NC 68 Connector (R-2413A). Structures 1 through 9 are associated with I-5110. Derrick Weaver commented that separate permit applications will be prepared for each project, beginning with R-2413A. The I-5110 impact calculations assume the R-2413A project will be in place before I-5110 is constructed.
- Amy Euliss also asked questions about the stream widths and proposed improvements at Structures 6, 7 and 8 along NC 68. Jay Twisdale provided information on the stream dimensions from the preliminary hydraulics report.
  - Structure 6 (Stream S73) is a 66" existing pipe that is undersized. NCDOT proposes to extend the 66" pipe and supplement it with a new parallel 66" pipe. The inlet channel has a 12' top width, 3.5' base width, and 3.5' depth. The outlet channel has a 16' top width, 8' base width, and 4' depth.
  - Structure 7 (Stream S77) is a 72" existing pipe, and NCDOT proposes to extend it. The inlet channel has a 12' top width, 2.5' base width, and 4.5' depth. Its outlet channel is combined with Structure 8 and has an 11' top width, 4.5' base width, and 4' depth.
  - Structure 8 (Stream S78) is a 72" existing pipe that is to be retained. The inlet channel has an 8' top width, 2.5' base width, and 3.5' depth.
- The Merger Team concurred with the bridging decisions and alignment review as indicated on the CP 2A form.



CP 3 (Least Environmentally Damaging Practicable Alternative)

- NCDOT reviewed the costs, impacts, and comments from agencies and the public. NCDOT recommends Alternative 1 as the Least Environmentally Damaging and Practicable Alternative (LEDPA) because it:
  - has less impact to streams, wetlands, and buffers when combined with the US 220/ NC 68 Connector;
  - meets NCDOT's design and safety requirements and maintains direct access to and from PTI Airport from points south along NC 68;
  - is favored by local officials and airport representatives because it provides a more direct connection between NC 68 and the airport;
  - will not affect the proposed US 220/ NC 68 Connector design or environmental impacts;
  - is consistent with the PTI Airport's master plan.
- The Merger Team concurred with Alternative 1 as the LEDPA as indicated on the CP 3 form.

CP 4A (Avoidance and Minimization)

- NCDOT reviewed the proposed avoidance and minimization efforts for Alternative 1. These have resulted in the avoidance of five out of eight streams and six out of seven wetlands.
- Alternative 1 minimizes water resource impacts by using maximum (2:1) fill slopes and a retaining wall along the southbound flyover ramp parallel to stream S73. Best Management Practices (BMPs) will be implemented to further minimize impacts. Specific areas include:
  - Structure 1 – The proposed alignment crosses stream SC perpendicularly.
  - Structure 2 – The horizontal alignment for the southbound flyover ramp was shifted away from stream S73 to lessen impacts.
  - Structure 5 – A 700' retaining wall is proposed to avoid most of stream S73.
  - Structure 6 – The existing 66" pipe at stream S73 is being extended and supplemented with a new 66-inch pipe to limit stream impacts mostly within the existing footprint.
  - Structure 7 – The existing structure is being extended to limit the stream S77 impacts mostly within the existing footprint.
  - Structure 8 – The existing structure is being retained to limit the stream S78 impacts to the existing roadway footprint.
- The Merger Team concurred with the avoidance and minimization measures as indicated on the attached CP 4A form.

## Action Items:

- NCDOT will circulate the concurrence form to obtain the remaining signatures from the Merger Team members who did not attend the meeting in person.

**CORRECTIONS & OMISSIONS:** This summary is the writer's interpretation of the events, discussions, and transactions that took place during the meeting. If there are any additions and/or corrections, please inform me at [aalsharawneh@ncdot.gov](mailto:aalsharawneh@ncdot.gov) or Mark Reep at [mreep@flohut.com](mailto:mreep@flohut.com) within seven (7) days.

AAS/mlr  
CC: File

**Section 404/NEPA Merger Project Team Meeting Agreement  
Concurrence Point No. 4A  
Avoidance and Minimization**

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

FA Project Number: NHF-0073(25), WBS Number: 42345.1.1, TIP Project Number: I-5110, I-73 Connector from NC 68 to the Greensboro Western Loop, Greensboro, Guilford County, North Carolina.

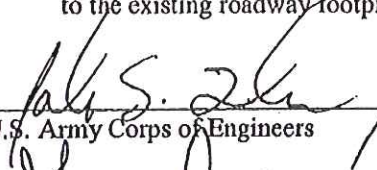
A concurrence meeting was held with members of the Merger Team on June 14, 2012 to discuss the proposed avoidance and minimization measures. Information about the functional designs, impacts, avoidance, and minimization is presented in the meeting package. The Project Team has concurred on this date with avoidance and minimization as described below.

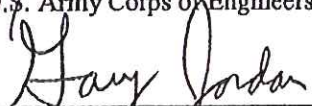
**Avoidance and Minimization:** NCDOT reviewed the proposed avoidance and minimization efforts of the preferred alternative. Where possible, avoidance measures include shifting the alignment to avoid water resources, crossing streams perpendicularly, or providing retaining walls. These efforts have resulted in the avoidance of:


- five (SD, S74, S75, S78, and S79) of eight streams in the corridor (or 88% of total study area stream length)
- six (W40, W41, W42, W43, W44, and W46) of the seven wetland sites (or 98% of total study area wetlands)

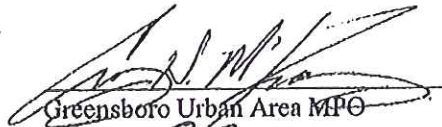
Alternative 1 minimizes water resource impacts by using maximum (2:1) fill slopes and a retaining wall along the southbound flyover ramp parallel to Brush Creek. Best Management Practices (BMPs) will be implemented to further minimize impacts. Specific areas are described as follows:

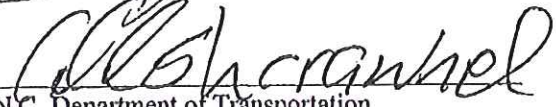
- **Structure 1** – I-73 Connector/ UT to Brush Creek - SC – The proposed alignment reduces stream impacts by crossing stream SC perpendicularly.
- **Structure 2** – the horizontal alignment for the southbound flyover ramp was shifted away from S73 to lessen impacts.
- **Structure 5** – UT to Brush Creek -- S73 – A retaining wall is proposed to avoid most of stream S73.
- **Structure 6** – UT to Brush Creek – S73 – The existing 66" pipe is being extended and supplemented with a new 360-foot, 66-inch pipe. This will limit stream impacts mostly within the existing roadway footprint.
- **Structure 7** – UT to Brush Creek – S77 – The existing structure is being extended to limit the stream impacts mostly within the existing roadway footprint.
- **Structure 8** – UT to Brush Creek – S78 – The existing structure is being retained to limit the stream impacts to the existing roadway footprint.

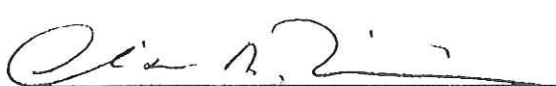
  
U.S. Army Corps of Engineers

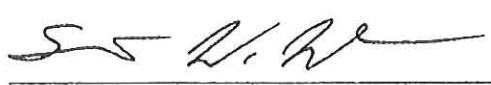
  
U.S. Fish and Wildlife Service

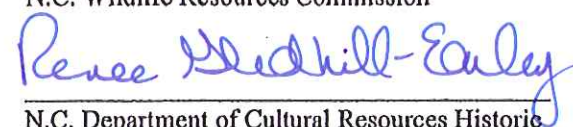
  
N.C. Department of Environment and Natural Resources – Division of Water Quality


  
Greensboro Urban Area MPO

  
N.C. Department of Transportation

  
U.S. Environmental Protection Agency

  
N.C. Wildlife Resources Commission

  
N.C. Department of Cultural Resources Historic Preservation Office

  
Federal Highway Administration

**Section 404/NEPA Merger Project Team Meeting Agreement  
Concurrence Point No. 3**

**Least Environmentally Damaging Practicable Alternative/ Preferred Alternative Selection**

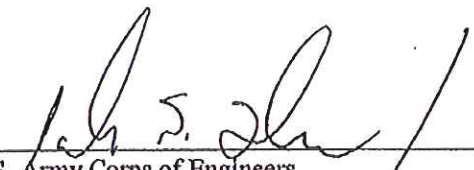
**Project No./TIP No./Name/Description:**

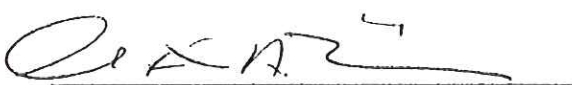
FA Project Number: NHF-0073(25), WBS Number: 42345.1.1, TIP Project Number: I-5110, I-73 Connector from NC 68 to the Greensboro Western Loop, Greensboro, Guilford County, North Carolina.

A concurrence meeting was held with members of the Merger Team on June 14, 2012 to review the project's impacts and to select a preferred alternative. Information about the functional designs and impacts is presented in the meeting package. The Project Team has concurred on this date with the Least Environmentally Damaging and Practicable Alternative (LEDPA).

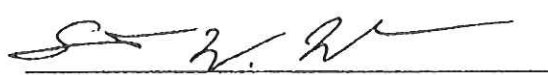
**Least Environmentally Damaging Practicable Alternative:** NCDOT and FHWA evaluated the impacts of Alternatives 1 and 4 in an Environmental Assessment (EA). Following the distribution of the EA, a public meeting was held to receive public comments. The Merger Team concurs with selecting Alternative 1 as the Least Environmentally Damaging and Practicable Alternative (LEDPA) because it:


- has less impact to streams, wetlands, and buffers when combined with the US 220/ NC 68 Connector;
- meets NCDOT's design and safety requirements, maintains direct access to and from PTI Airport from points south along NC 68;
- is favored by local officials and airport representatives because it provides a more direct connection between NC 68 and the airport;
- will not affect the proposed US 220/ NC 68 Connector design or environmental impacts;
- is consistent with the PTI Airport's master plan.

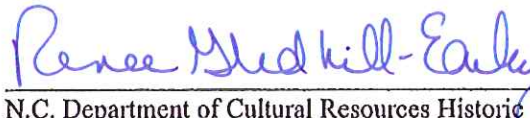
  
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U.S. Army Corps of Engineers

  
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U.S. Environmental Protection Agency

  
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U.S. Fish and Wildlife Service

  
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N.C. Wildlife Resources Commission

  
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N.C. Department of Environment and Natural Resources - Division of Water Quality

  
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N.C. Department of Cultural Resources Historic Preservation Office

  
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Greensboro Urban Area MRO

  
\_\_\_\_\_  
Federal Highway Administration

  
\_\_\_\_\_  
N.C. Department of Transportation



# Section 404/NEPA Merger Project Team Meeting Agreement

## Concurrence Point No. 2A

### Bridging Decisions and Alignment Review

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

FA Project Number: NHF-0073(25), WBS Number: 42345.1.1, TIP Project Number: I-5110, I-73 Connector from NC 68 to the Greensboro Western Loop, Greensboro, Guilford County, North Carolina.

A concurrence meeting was held with members of the Merger Team on June 14, 2012 to discuss bridging decisions and alignment reviews for the two Build Alternatives. Information about the functional designs and impacts is presented in the meeting package. The Project Team has concurred on this date with the bridging decisions and alignment review as described below.

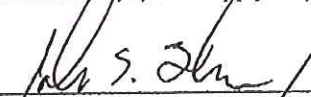
**Bridging Decisions and Alignment Review:** NCDOT identified jurisdictional areas and preliminary structures at stream crossings. Stream impacts and proposed structures for Alternatives 1 and 4 are summarized as follows.


**Jurisdictional Stream Impacts and Structures – Build Alternatives <sup>1</sup>**

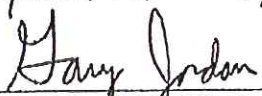
Jurisdictional Stream	Anticipated Impacts (ft)		Structure Number	Proposed Structure
	Alt. 1	Alt. 4		
SC	356	356	1	New 280' – 54" RCP
--	--	--	2	New 38' x 1,070' flyover bridge
--	--	--	3	New 48' x 540' bridge over NC 68
--	--	--	4	New 48' x 650' bridge over NC 68
S73	13	--	5 & 6*	New 700' retaining wall, extend existing 66" RCP, and supplement with a new 360' – 66" WSP
S77	99	--	7*	Retain and extend existing 72" RCP
S78	--	--	8	Retain existing 72" CMP
--	--	--	9	Retain existing 8' x 6' triple RCBC
<b>Total</b>	<b>468</b>	<b>356</b>	--	--

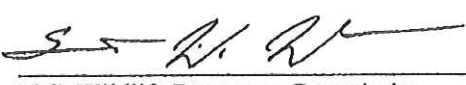
RCP = reinforced concrete pipe; WSP = welded steel pipe; CMP = corrugated metal pipe; RCBC = reinforced concrete box culvert. <sup>1</sup> See Table 2 of the 5/24/12 Merger Meeting package.


\* Structures 3, 6, and 7 apply only to Alternative 1.


  
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 U.S. Army Corps of Engineers

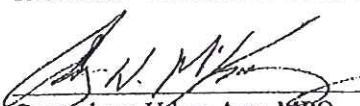
  
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 U.S. Environmental Protection Agency

  
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 U.S. Fish and Wildlife Service

  
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 N.C. Wildlife Resources Commission

  
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 N.C. Department of Environment and Natural Resources – Division of Water Quality

  
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 N.C. Department of Cultural Resources Historic Preservation Office

  
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 Greensboro Urban Area MPO

  
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 Federal Highway Administration

  
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 N.C. Department of Transportation

**APPENDIX B**  
**PUBLIC INVOLVEMENT**

NOTICE OF A PUBLIC MEETING FOR THE PROPOSED I-73 CONNECTOR FROM N.C. 68  
TO BRYAN BOULEVARD, WEST OF THE GREENSBORO WESTERN LOOP

TIP Project No. I-5110

Guilford County

The North Carolina Department of Transportation (NCDOT) will hold a Public Meeting for the above project on Monday, May 7, 2012 from 4 p.m. until 7 p.m. in the 7800 Concourse Building – Board Room 101, located at 7800 Airport Center Drive in Greensboro.

NCDOT representatives will be available during the public meeting to answer questions and receive comments regarding the proposed project. Citizens are invited to speak individually with NCDOT officials and to review the project area map. Aerial mapping denoting the project area will be displayed at the meeting. The opportunity to submit written comments and questions will be provided. Citizens may attend at any time during the above hours. There will not be a formal presentation.

NCDOT proposes the construction of a new four-lane divided highway; the new location highway will connect N.C. 68 (near the proposed U.S. 220/ N.C. 68 Connector – TIP Project R-2413) with Bryan Boulevard west of the Greensboro Western Loop (Future I-73/ I-840). The purpose of this project is to complete a missing link in the I-73 corridor by joining the existing and future portions of I-73 in the Greensboro area. There are currently two alternatives under consideration.

The I-73 Connector will enhance north-south mobility and interstate connectivity through North Carolina and the Piedmont Triad region. The 1.6-mile project will require additional right-of-way acquisition and the relocation of homes and businesses.

A map displaying the location of the project and a copy of the Environmental Assessment (EA) are available for public review at the NCDOT Division 7 Office located at 1584 Yanceyville St., Greensboro and the City of Greensboro-Transportation Department, Melvin Municipal Office Building (3<sup>rd</sup> floor) - 300 West Washington St., Greensboro. Copies of the map are also available at:

[http://www.ncdot.org/doh/preconstruct/highway/roadway/hearingmaps\\_by\\_county/](http://www.ncdot.org/doh/preconstruct/highway/roadway/hearingmaps_by_county/)

A copy of the EA is also available for review at the Kathleen Clay Edwards Family Branch of the Greensboro Public Library located at 1420 Price Park Rd., Greensboro.

For additional information, contact Ahmad Al-Sharawneh of the NCDOT - Project Development and Environmental Analysis Unit at 1548 Mail Service Center, Raleigh, NC 27699-1548, by phone at (919) 707-6010 or via email at [aalsharawneh@ncdot.gov](mailto:aalsharawneh@ncdot.gov). Comments may be submitted until May 31, 2012.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in this meeting. Anyone requiring special services should contact Al-Sharawneh as early as possible so that arrangements can be made.



## NOTICE OF PUBLIC MEETING

The North Carolina Department of Transportation (NCDOT) will host informal, drop-in style Public Meeting for the I-73 Connector, Transportation Improvement Program Project No. I-5110 on

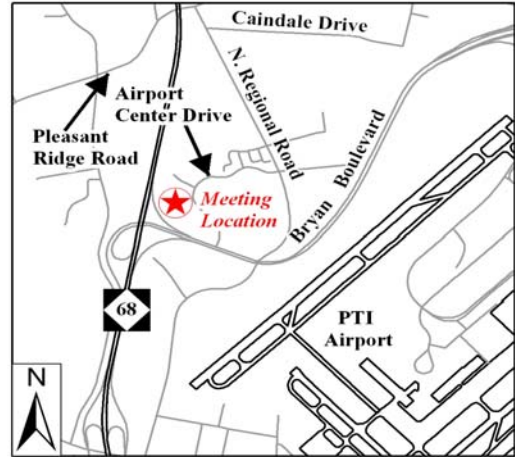
**Monday May 7, 2012 From 4:00 pm to 7:00 pm.**

**7800 Concourse Building, Board Room 101, 7800 Airport Center Drive, Greensboro**

NCDOT proposes to construct a new four-lane divided highway to connect NC 68 (near the proposed US 220/ NC 68 Connector) with Bryan Boulevard west of the Greensboro Western Loop (Future I-73/ I-840).

The purpose of this informal meeting is to provide an opportunity for the public to offer comments on the proposed project alignment and information presented in the Environmental Assessment report. Project Team members will be available to discuss questions, right-of-way impacts and relocation policies. Citizens can drop in anytime from 4 p.m. to 7 p.m.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate. Anyone requiring special services should contact Mr. Ahmad Al-Sharawneh at (919) 707-6010 as early as possible for arrangements.



### **CONTACT:**

For more information contact Mr. Ahmad Al-Sharawneh at (919)707-6010 or Email: [aalsharawneh@ncdot.gov](mailto:aalsharawneh@ncdot.gov).

*270 copies of this notice were reproduced at a cost of \$0.60 per copy.*



## NOTICE OF PUBLIC MEETING

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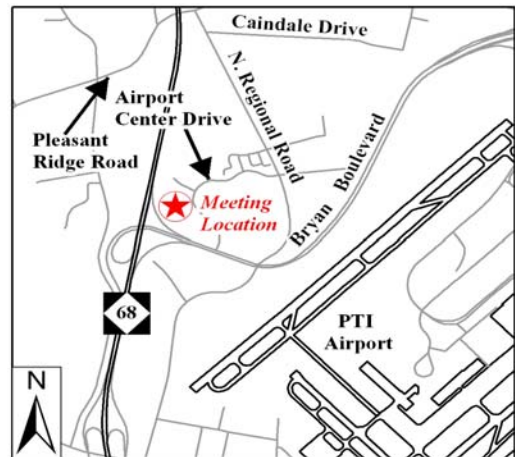
**Monday May 7, 2012 From 4:00 pm to 7:00 pm.**

**7800 Concourse Building, Board Room 101, 7800 Airport Center Drive, Greensboro**

NCDOT proposes to construct a new four-lane divided highway to connect NC 68 (near the proposed US 220/ NC 68 Connector) with Bryan Boulevard west of the Greensboro Western Loop (Future I-73/ I-840).

The purpose of this informal meeting is to provide an opportunity for the public to offer comments on the proposed project alignment and information presented in the Environmental Assessment report. Project Team members will be available to discuss questions, right-of-way impacts and relocation policies. Citizens can drop in anytime from 4 p.m. to 7 p.m.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate. Anyone requiring special services should contact Mr. Ahmad Al-Sharawneh at (919) 707-6010 as early as possible for arrangements.



### **CONTACT:**

For more information contact Mr. Ahmad Al-Sharawneh at (919)707-6010 or Email: [aalsharawneh@ncdot.gov](mailto:aalsharawneh@ncdot.gov).

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## **I-73 Connector**

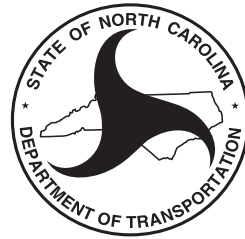
North Carolina Department of Transportation  
Project Development & Environmental Analysis Unit  
Attn: Ahmad Al-Sharawneh  
1548 Mail Service Center  
Raleigh, North Carolina 27699-1548



*Important Information.  
Please read!*

## **I-73 Connector**

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



*Important Information.  
Please read!*





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

April 13, 2012

Dear Sir or Madam:

RE: Invitation to Local Official's Informational Meeting:  
TIP Project I-5110 – Proposed I-73 Connector from NC 68 to Bryan Boulevard,  
West of the Greensboro Western Loop, Guilford County

The North Carolina Department of Transportation (NCDOT) invites you to attend a Local Official's Informational Meeting to be held for the above-referenced project. This meeting is scheduled for:

Date: Monday, May 7, 2012  
Time: 2:00 pm  
Location: 7800 Concourse Building – Board Room 101  
7800 Airport Center Drive in Greensboro

An informal, drop-in style Public Meeting will follow the Local Official's Informational Meeting from 4:00 pm until 7:00 pm. Please contact Ahmad Al-Sharawneh via email at [aalsharawneh@ncdot.gov](mailto:aalsharawneh@ncdot.gov) or phone (919) 707-6010 to inform him if you or your representative will attend this Local Official's Informational Meeting on May 7, 2012. Thank you and we look forward to meeting with you.

Sincerely,

Jamille A. Robbins, Senior Public Involvement Officer  
Human Environment Unit

cc: Mike Mills, P.E., Division Engineer  
Patty Eason, P.E., Division Construction Engineer  
Roger Thomas, P.E., Assistant State Roadway Design Engineer  
Ahmad Al-Sharawneh, Project Planning Engineer

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS  
1548 MAIL SERVICE CENTER  
RALEIGH NC 27698-1548

TELEPHONE: 919-707-8000  
FAX: 919-707-6052  
WEBSITE: [WWW.NCDOT.ORG/DOH/PRECONSTRUCT/PE/](http://WWW.NCDOT.ORG/DOH/PRECONSTRUCT/PE/)

**LOCATION:**  
CENTURY CENTER BUILDING A  
1000 BIRCH RIDGE DRIVE  
RALEIGH NC 27610



**NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION**

**I-73 Connector, From NC 68 (near the proposed  
US 220/ NC 68 Connector) to Bryan Boulevard west of the  
Greensboro Western Loop (Future I-73/ I-840)**

**TIP PROJECT NO. I-5110**

WBS Number 42345.1.1

Greensboro, Guilford County

**Public Meeting**

**Informal Open House 4:00 p.m. – 7:00 p.m.**

7800 Concourse Building, Board Room 101  
7800 Airport Center Drive, Greensboro

**May 7, 2012**

250 copies of this handout were reproduced at a cost of \$2.77 per copy

## **PURPOSE OF PUBLIC MEETING**

Today's meeting is an important step in the North Carolina Department of Transportation's (NCDOT) procedure for making you, the public, a part of the project development process. The purpose of this meeting is to obtain public input on the alternatives of the proposed I-73 Connector and to present the preferred alternative. You will have an opportunity to review project maps on display, talk with project team members, and offer your comments.

Public Involvement is an integral part of NCDOT's project development process. NCDOT realizes individuals living close to a proposed project want to be informed of the possible effects of the project on their homes and businesses. Therefore, the design maps on display here tonight are preliminary designs.

The proposed improvements and their impacts are evaluated in an Environmental Assessment. Copies of this report are available at:

- NCDOT Division 7 Engineer's Office, 1584 Yanceyville Street, Greensboro
- Greensboro City Hall, 300 West Washington Street, Greensboro
- Greensboro Public Library, Kathleen Clay Edwards Family Branch, 1420 Price Park Road, Greensboro

## **YOUR PARTICIPATION**

Now that the opportunity is here, you are encouraged to participate by making your comments and/or questions a part of the public record. Several representatives of NCDOT are present. They will be happy to talk with you to explain the design and answer questions. You may write your comments or questions on the comment sheet and leave it with one of the representatives or mail them by May 31, 2012 to the following address:

Mr. Ahmad Al-Sharawneh  
NCDOT Project Development & Environmental Analysis Unit  
1548 Mail Service Center  
Raleigh, NC 27699-1548  
Email: [aalsharawneh@ncdot.gov](mailto:aalsharawneh@ncdot.gov)

## **WHAT IS DONE WITH THE INPUT?**



A meeting will be held after the comment period has ended between the team members to discuss the comments. All issues are discussed and most are resolved at this meeting. The NCDOT considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, NC Board of Transportation Members and/or the Secretary of Transportation.

A summary will be prepared of all written comments received at the meeting. These comments will be distributed to the NCDOT I-73 Connector project team for review. The project will also be reviewed with federal agencies such as the Federal Highway Administration (FHWA) and the US Army Corps of Engineers, as well as state agencies such as the NC Department of Environment and Natural Resources.

Minutes of the meeting are prepared and a summary will be distributed to the team members and is available to the public upon request.

## **WHAT HAPPENS NEXT**

Comments received from the public meeting about the location and design of the proposed I-73 Connector will be reviewed after the comment period and incorporated, where feasible, into the design plans for the project. The design plans will also be refined to include efforts that further reduce impacts to the human and natural environments. The project team will then select the Least Environmentally Damaging Practical Alternative (LEDPA). A decision will be provided in the project's final environmental document, a Finding of No Significant Impact (FONSI) – to be prepared based on the results of the items above. The FONSI will be circulated for public and federal/ state agencies review. The project will then proceed to the right of way acquisition phase.

## **STATE-FEDERAL RELATIONSHIP**

The proposed project is a Federal-Aid Highway Project and thus will be constructed under the State-Federal Aid Highway Program. Financing of this project will be 80% Federal funds and 20% State funds through the National Highway System Program. The Board of Transportation is responsible for the selection and scheduling of projects on the Federal Aid System, including their location, design and maintenance cost after construction. FHWA is responsible for the review and approval of the previously mentioned activities to ensure that each Federal Aid Project is designed, constructed and maintained to Federal Highway Standards.

## **PURPOSE AND NEED OF THE PROJECT**

Interstate 73 is a National Highway System corridor that extends from Sault Ste. Marie, Michigan to near Myrtle Beach, South Carolina. In the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the US Congress established the I-73/74 North-South Corridor as “Congressional High Priority Corridor 5.” Roads identified on the National Highway System are recognized as being important to the nation’s economy, defense, and mobility. High priority corridors are designated to integrate regions, link major population centers of the country, provide opportunities for increased economic growth, and serve the travel and commerce needs of the nation. The North Carolina portion of I-73 generally follows US 220 and I-74. In the Triad area, I-73 runs concurrently with US 220 from south of Greensboro to I-85 and along the Greensboro Western Loop to Bryan Boulevard (see Figure 1). I-73 is proposed to follow the US 220/ NC 68 Connector and join US 220 northwest of Greensboro. There is no freeway in place to link the existing and future portions of I-73 in this area.

The purpose of this project is to complete a missing link in the I-73 corridor by joining the existing and future portions of I-73 in the Greensboro area. This will enhance north-south mobility and interstate connectivity through North Carolina and the Piedmont Triad region.

## **PROJECT DESCRIPTION**

NCDOT proposes to construct the I-73 Connector to link the existing and future portions of I-73 in the Greensboro area (see Figure 1). The project is included in the NCDOT 2012-2018 State Transportation Improvement Program (TIP) as I-5110. Right of way acquisition is scheduled to begin in Fiscal Year (FY) 2014 and construction is scheduled to begin in FY 2016.

The I-73 Connector proposes to connect NC 68 and Bryan Boulevard, west of the Greensboro Western Loop (Future I-840/ I-73), with a new 1.6-mile, four-lane, median-divided freeway. It will be a fully controlled access facility (meaning that, residential and business driveways will not be allowed) with two, 12-foot lanes in both directions. The eastern end will connect to Bryan Boulevard near its current interchange with Airport Parkway. The western end will connect to the planned US 220/ NC 68 Connector. Bryan Boulevard will be severed at the eastern terminus of the project and drivers will no longer be able to reach the Piedmont Triad International Airport (PTI) from the Bryan Boulevard interchange at NC 68. Access from NC 68 to the airport will be provided by an interchange with either the I-73 Connector or the US 220/ NC 68 Connector (depending on the selected alternative).

Two Build Alternatives are being considered for the I-73 Connector (see Figure 2). Both alternatives will require interchange improvements at NC 68. One proposes to add new ramps without affecting the planned US 220/ NC 68 Connector design. The other modifies the US 220/ NC 68 Connector interchange to consolidate the ramps and loops in one area. For a more equal comparison, NCDOT considered the impacts for each alternative that could result from combining the I-73 Connector with the US 220/ NC 68 Connector interchange (see Table 1).

### *Alternative 1 (Preferred)*

Alternative 1 (Preferred) begins just west of the Bryan Boulevard/ Airport Parkway interchange (see Figure 2). From there, it goes west on a new alignment, travels just south of Caindale Drive, crosses over NC 68 near its intersection with Pleasant Ridge Road, and heads northward to connect to the US 220/ NC 68 Connector. Ramps along the I-73 Connector south of Pleasant Ridge Road will provide access between NC 68 and the PTI Airport. One ramp will carry NC 68 northbound traffic to the southbound lanes of the I-73 Connector. The other ramp uses a bridge (flyover) to carry northbound I-73 Connector traffic to southbound NC 68. These ramps will allow for direct access to and from the airport from points south on NC 68, replacing the access currently provided by Bryan Boulevard. Full access to NC 68 from future I-73 will be provided by an interchange north of Edgefield Road that is included in the design of the US 220/ NC 68 Connector. If Alternative 1 is selected, it will not change the design or impacts for the US 220/ NC 68 Connector interchange.

Alternative 1 is planned as a 1.6-mile long freeway facility with four 12-foot lanes (two in each direction), four-foot paved median shoulders, 12-foot paved outside shoulders, and a 70-foot wide median. This typical section is consistent with the configuration of existing Bryan Boulevard and of the proposed US 220/ NC 68 Connector. The design speed is proposed to be 70 mph (see Figure 3).

### *Alternative 4*

Alternative 4 follows the same alignment as Alternative 1 but does not include the ramps that provide direct access between the airport, NC 68, and points south (see Figure 2). It requires drivers to travel a longer distance (approximately two miles more than Alternative 1) between the airport and NC 68. Access to NC 68 from the I-73 connector will be provided by an interchange north of Edgefield Road as part of the US 220/ NC 68 Connector design. With Alternative 4, the US 220/ NC 68 Connector interchange with NC 68 will have to be reconfigured as shown on Figure 2. This interchange area expands and increases overall impacts when combined with the US 220/ NC 68 Connector project. The reconfigured interchange will be necessary in order to serve the additional traffic generated by motorists traveling between the PTI Airport and points south along NC 68.

Alternative 4 is planned as a 1.6-mile long freeway facility with four 12-foot lanes (two in each direction), four-foot paved median shoulders, 12-foot paved outside shoulders, and a 70-foot wide median. This typical section is consistent with the configuration of existing Bryan Boulevard and of the proposed US 220/ NC 68 Connector. The design speed is proposed to be 70 mph (see Figure 3).

## **PROPOSED PROJECT INFORMATION**

**Length:** 1.6 miles

**Typical Section:** Four lane freeway with a 70-foot wide median (see Figure 3)

**Right of Way:** The approximate right of way width will generally be 450 feet and expand out to as much as 1,000 feet at the northern terminus.

**Access Control:** Full control – residential and business driveways are not allowed.

**Relocates:** See Table 1: Summary of Combined Impacts – Build Alternatives

**Estimated Cost:** See Table 1: Summary of Combined Impacts – Build Alternatives

### **Current**

**Schedule:** Final Environmental Document – Summer 2012  
Begin Right of Way Acquisition – 2014\*  
Begin Construction – 2016\*

\* Schedules are subject to funding.

**Table 1: Summary of Combined Impacts – Build Alternatives**

Impacts	Alternative 1 (Recommended)			Alternative 4		
	I-73 Conn.	US 220/ NC 68 Conn.	Total	I-73 Conn.	US 220/ NC 68 Conn.	Total
<b>Costs</b>						
Right of Way	\$43,700,000	\$10,600,000	\$54,300,000	\$39,400,000	\$12,600,000	\$52,000,000
Utility Relocation	\$3,200,000	\$800,000	\$4,000,000	\$1,900,000	\$800,000	\$2,700,000
Construction	\$47,000,000	\$39,000,000	\$86,000,000	\$24,000,000	\$45,000,000	\$69,000,000
<b>Total</b>	<b>\$93,900,000</b>	<b>\$50,400,000</b>	<b>\$144,300,000</b>	<b>\$65,300,000</b>	<b>\$58,400,000</b>	<b>\$123,700,000</b>
<b>Relocations</b>						
Residential	17	7	24	13	9	22
Business	3	7	10	3	7	10
<b>Total</b>	<b>20</b>	<b>14</b>	<b>34</b>	<b>16</b>	<b>16</b>	<b>32</b>
<b>Water Resource Impacts</b>						
Stream Impacts (feet)	468	2,851	3,319	356	3,725	4,081
Open Water Impacts (acres)	0.25	0.0	0.25	0.0	0.0	0.0
Wetland Impacts (acres)	< 0.01	0.54	0.54	< 0.01	0.59	0.59

## **RIGHT OF WAY PROCEDURES**

After decisions are made regarding the final design, the proposed right of way limits will be staked in the ground. If you are an affected property owner, a Right of Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right of way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy and then the Right of Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

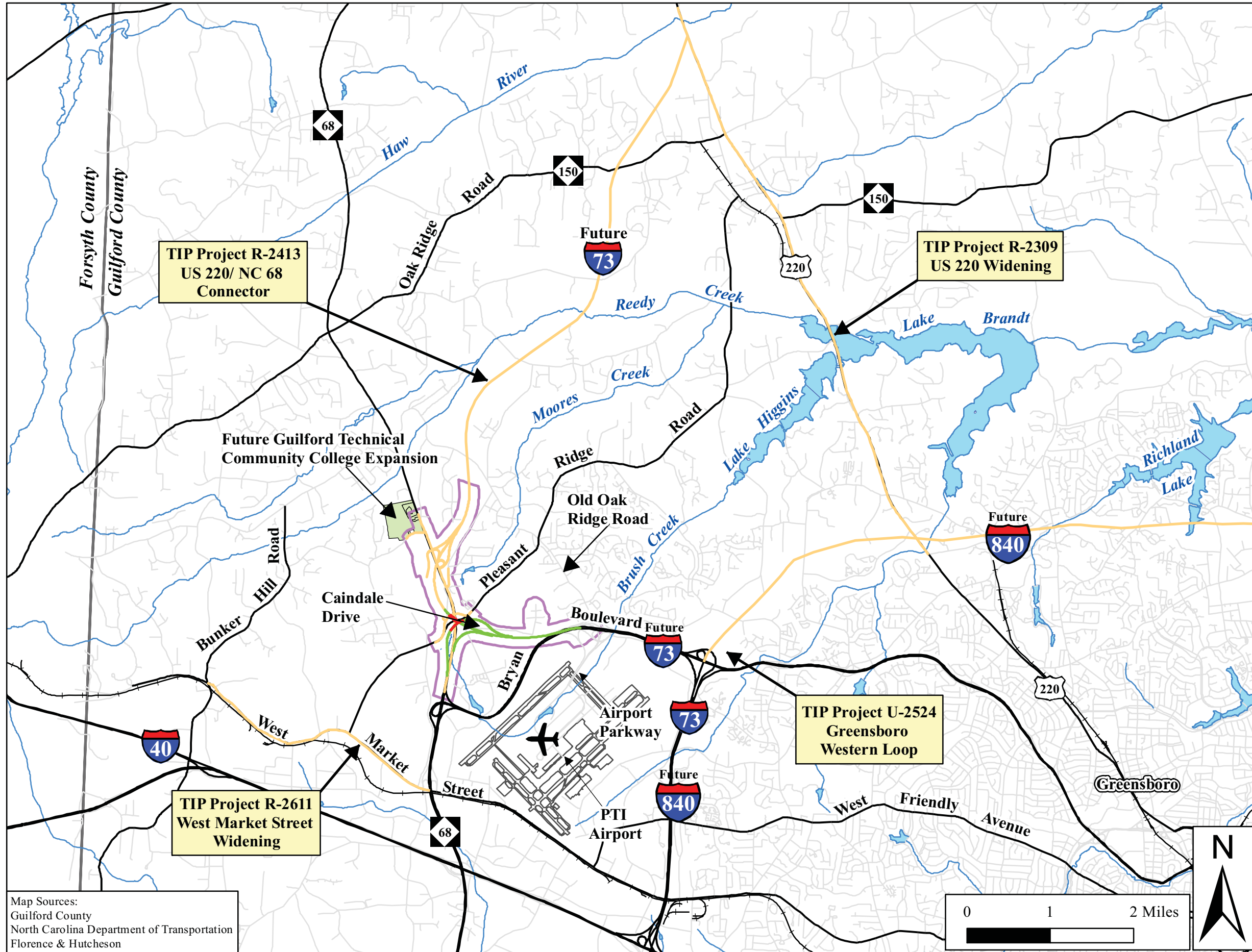
1. Treat all owners and tenants equally.
2. Fully explain the owner's rights.
3. Pay just compensation in exchange for property rights.
4. Furnish relocation advisory assistance.

## **RELOCATION ASSISTANCE**











If your residence or business is to be acquired and relocated as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right of Way Agent can explain this assistance in greater detail.

**NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN IN TABLE.**

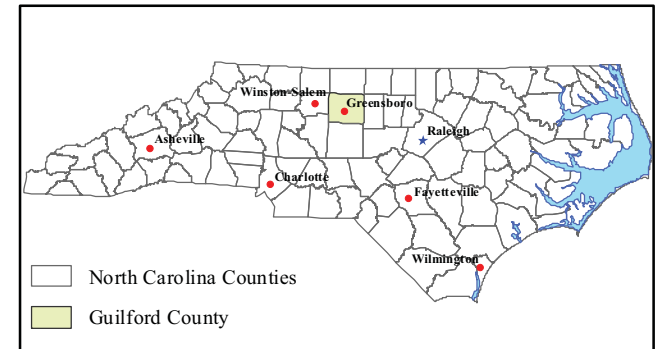
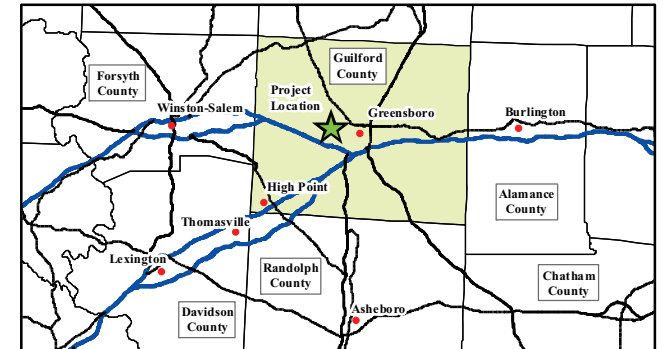




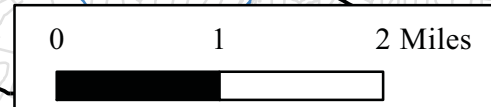
**Figure 1  
Project Location**

-  I-73 Connector (TIP I-5110)\*
-  Other TIP Projects
-  Major Roads
-  Roads
-  Streams and Creeks
-  Waterbodies
-  Proposed Structures
-  Future GTCC Expansion
-  I-73 Connector Study Area
-  Piedmont Triad International Airport

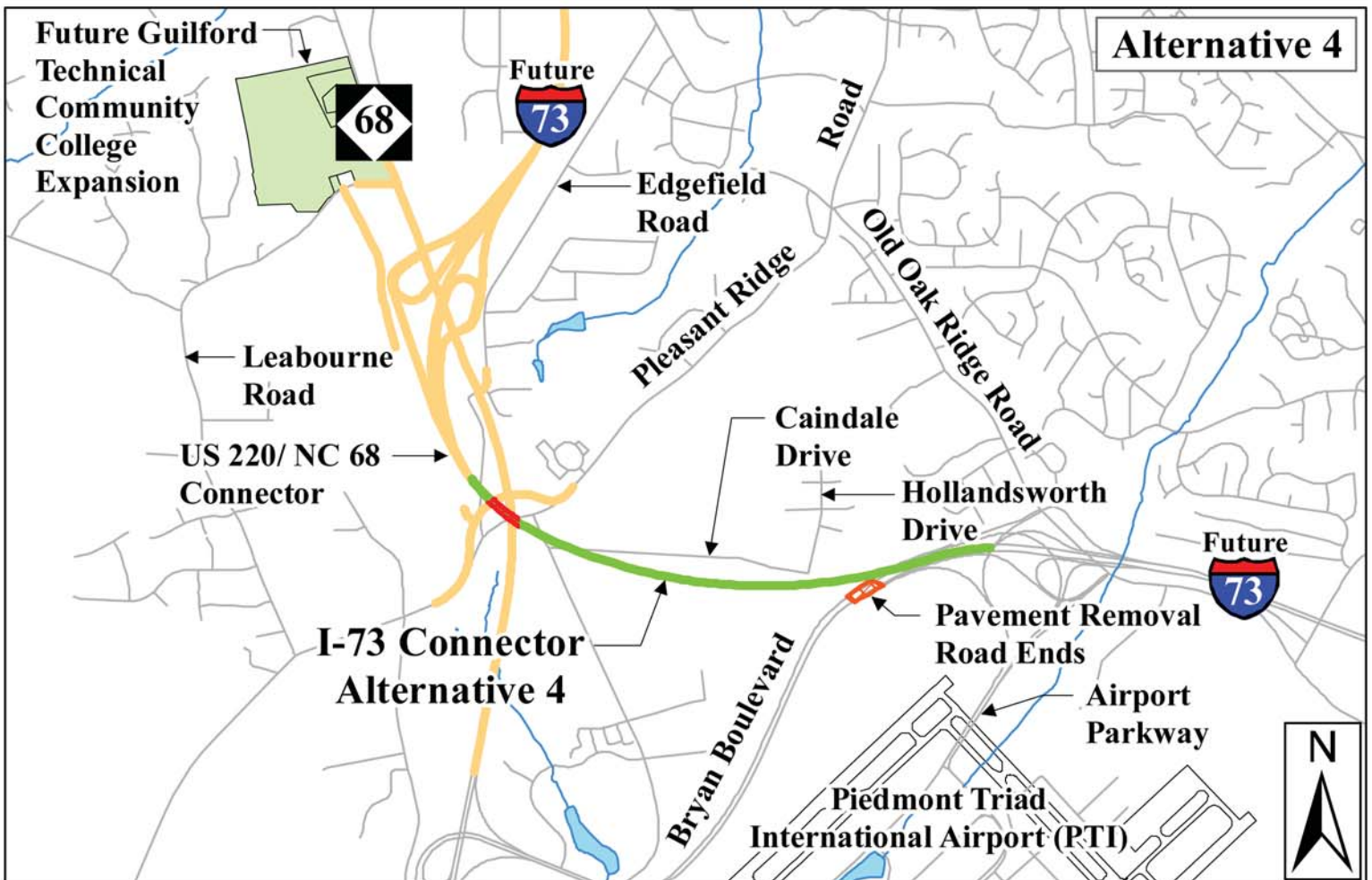
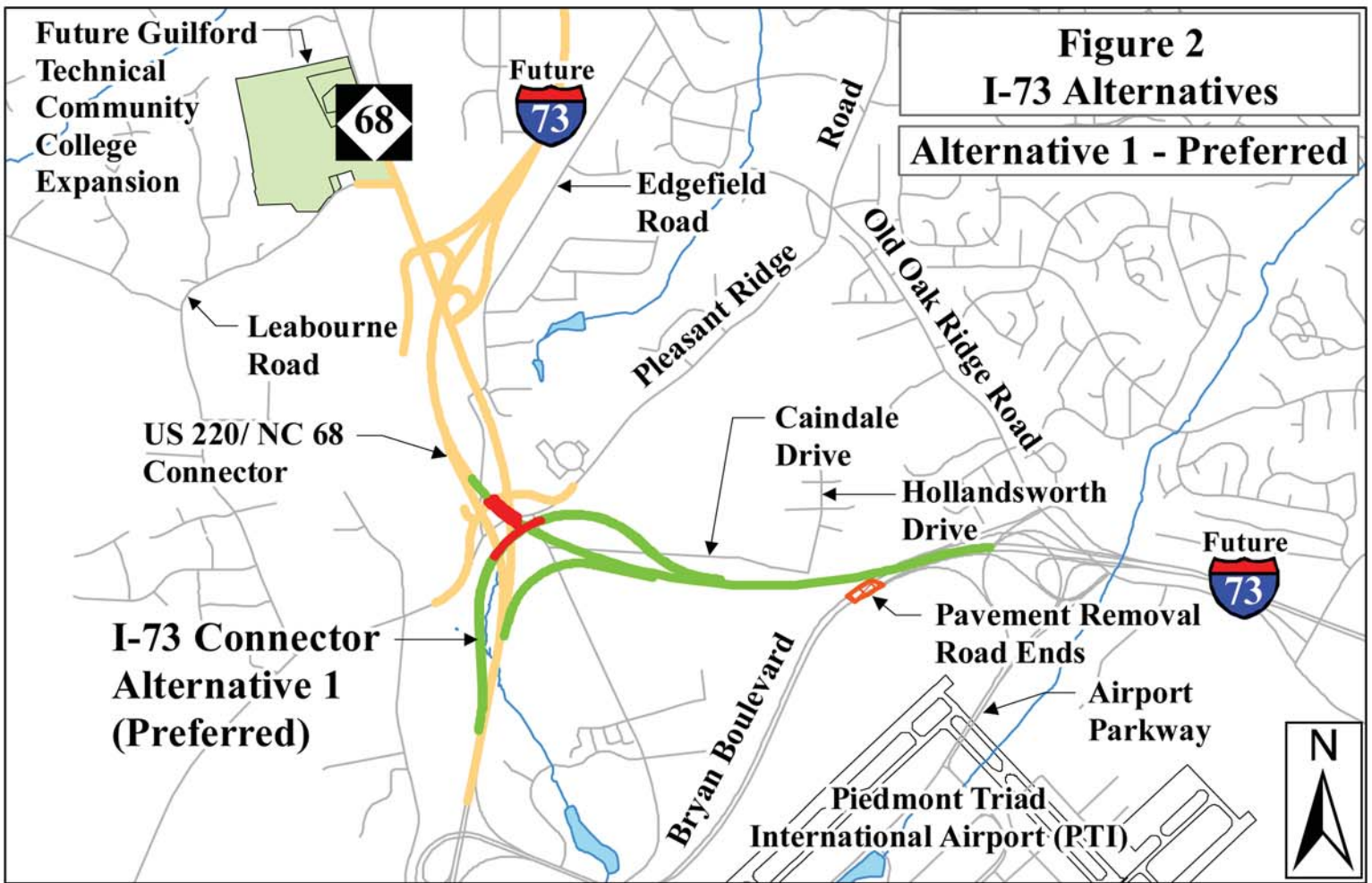
\* For simplicity, only the I-73 Connector Alternative 1 is shown on this map. Detailed maps of both alternatives can be found on Figure 2.



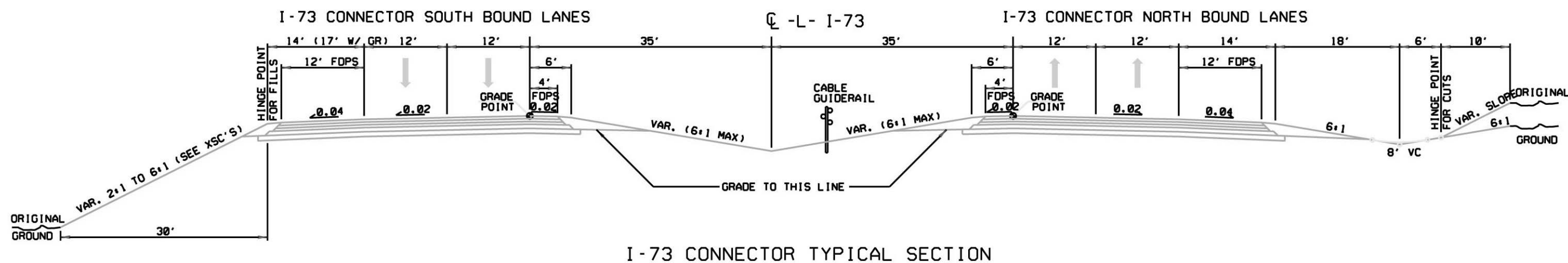
Map Sources:  
Guilford County  
North Carolina Department of Transportation  
Florence & Hutcherson







**Figure 3  
Typical Section**



I-73 CONNECTOR TYPICAL SECTION



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

**T.I.P I-5110**  
Finding of No Significant Impact  
I-73 Connector  
Guilford County, North Carolina

