

US 64 IMPROVEMENTS
Asheboro, Randolph County
Federal-Aid Project NHF-64 (19)
WBS Element 34450.1.1
TIP PROJECT R-2536



REEVALUATION OF THE ABBREVIATED FINAL ENVIRONMENTAL IMPACT
STATEMENT (FEIS)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
N. C. DEPARTMENT OF TRANSPORTATION

APPROVED:

4/2/15 Richard W. Hancock
Date *FOR* Richard W. Hancock, P.E., Manager
Project Development and Environmental Analysis Unit, NCDOT

4/2/15 John F. Sullivan III
Date *for* John F. Sullivan III, P.E., Division Administrator
Federal Highway Administration

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OF THE
ABBREVIATED FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)

April 2015

Documentation prepared by AECOM Technical Services of North Carolina, Inc.

4/2/15
Date


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PROJECT COMMITMENTS

US 64 IMPROVEMENTS Asheboro, Randolph County Federal-Aid Project NHF-64 (19) WBS Element 34450.1.1 TIP Project R-2536

All commitments developed during the project development and design phase have been incorporated into the design. Current status, changes, or additions to the project commitments as shown in the environmental document for the project are printed in *italic* font.

In addition to the Section 404 Individual Permit (IP) Special Conditions, State Stormwater Permit, Section 401 Water Quality Certification (WQC) Conditions, Regional Conditions, NCDOT's Guidelines for Best Management Practices for Protection of Surface Waters, NCDOT's Guidelines for Best Management Practices for Bridge Demolition and Removal, and General Certification Conditions, the following special commitments were agreed to by the NCDOT:

Drainage and hydrological studies will be conducted to identify and design major drainage structures.

Traffic control plans will be developed to maintain traffic during the construction phase.

Surveys for wells within and adjacent to the proposed right-of-way limits will be conducted.

Geotechnical investigations will be conducted to recommend techniques and materials to overcome any soil limitations along the selected alternative.

The provision of service roads to specific properties will be determined, as needed, during the property acquisition phase through contact and negotiations with property owners.

A search for geodetic control monuments will be conducted during development of the project's construction plans.

Preparation of an erosion control plan incorporating the NCDOT's Best Management Practices for Protection of Surface Waters.

Coordination with municipalities and public utilities for relocation and reconfiguration of utility systems will be conducted.

The Relocation Assistance Program will be implemented.

Approval of all required permits and certifications as outlined in Section 4.11, pages 4-70 and 4-71 of the DEIS will be obtained prior to construction.

Action: All above are standard NCDOT Project Commitments.

Project Development & Environmental Analysis Unit, Division 8

Follow-up surveys to determine suitable habitat for Schweinitz's sunflower within the Preferred Alternative construction limits will be conducted during the appropriate flowering season within two (2) years prior to project construction. If a population of the species is found, the NCDOT will enter into Section 7 consultation with the US Fish and Wildlife Service.

Action: Surveys for Schweinitz's sunflower were completed in the project study area on September 29, 2011, and on September 11, 13, and 23 in 2013 and on September 17, 2014. No populations of Schweinitz's sunflower were discovered in the project study area.

The Mitigation Plan for jurisdictional impacts to streams and wetlands will be developed by the NCDOT during the Section 404/Section 401 permit application processes. As required by the NEPA process and the ACOE/EPA Section 404 B1 Guidelines, to offset potential wetland and stream impacts, NCDOT will investigate the potential for on-site mitigation. Once on-site opportunities are exhausted, compensatory mitigation will be provided by the NCDENR Ecosystem Enhancement Program pursuant to the tri-party Memorandum of Agreement between USACE, NCDENR, and NCDOT (July 2003).

Action: The Design Build Team will be required to prepare the Mitigation Plan for review and approval by the NCDOT and appropriate resource agencies.

The NCDOT will coordinate with the City of Asheboro regarding the proposed greenway crossing at Vestal Creek which is part of the proposed Zoo Greenway from the Asheboro YMCA to the NC Zoological Park. Coordination will be conducted to ensure that the design plans for the bypass will accommodate the greenway.

Action: Based on the City of Asheboro's greenway plan, the proposed structures at both Little River and Vestal Creek will be designed to accommodate a future 15-foot greenway underneath the structure.

The NCDOT committed to maintaining trees along the southeast edge of the historic Cox-Brown Farm property and extending a tree line along a new ramp and right-of-way line, to visually shield the historic property from the view of bypass Alternatives 1, 2, 13,

and 14.

Action: Alternative 29 was selected as the Preferred Alternative. It is located nearly one mile south of the Cox-Brown Farm. None of the trees on the farm or in the adjacent wooded tract will be affected by the project. Therefore, selection of Alternative 29 fulfills this project commitment.

A noise attenuation barrier was determined to be reasonable and feasible at the residential area along Twelve Tree Road adjacent to the US 220 Bypass. A final decision on the installation of noise abatement measures will be made upon completion of the final roadway design and design public hearing for the project.

Action: Design noise report was completed April 29, 2014; a noise wall barrier along Twelve Tree Road adjacent to US 220 Bypass will be incorporated in the roadway design plans.

As stipulated in a tri-party Memorandum of Agreement (MOA) between the NCDOT, the FHWA, and the HPO, Data Recovery Plans will be prepared for archaeological sites 31RD1398, 31RD1399, and 31RD1426/1426** (** denotes historic component) and submitted to the State Historic Preservation Office for review. The NCDOT will ensure that each Data Recovery Plan is implemented after right-of-way is acquired or once right-of-entry is secured from property owners and prior to construction activities within the site locations. The NCDOT will abide by all other stipulations pertaining to the data recovery efforts listed in the MOA signed by the NCDOT on June 26, 2006.

Action: Draft Data Recovery Plans are complete and ready for submittal to the State Historic Preservation Office (SHPO) for review and approval. NCDOT will ensure that each Data Recovery Plan is implemented after right-of-way is acquired or once right-of-entry is secured from property owners and prior to construction activities within the site locations. A new MOA was executed on January 20, 2012 containing the same seven stipulations of the original MOA from 2006, but removing the expiration date.

The proposed crossing of North Prong of Richland Creek by the Zoo Connector (new location alignment) will use a double barrel 14'x10' reinforced concrete box culvert (RCBC), which is equal in size to the adjacent downstream culverts conveyed under existing NC 159 for the North Prong of Richland Creek. This box culvert will be used in lieu of the originally proposed bridge, as discussed at the February 18, 2015 Merger Meeting.

Action: This commitment has been fulfilled and included in the current design.

Roadway Design Unit, Division 8, and Roadside Environmental Unit, NES

To avoid downstream impacts to the Cape Fear Shiner due to sedimentation, in-stream construction in all tributaries of the Deep River, including Richland, Vestal, Squirrel, Gabriel's Creeks, Tantraugh Branch, and their tributaries should be avoided to the extent practicable. Where in-stream construction is unavoidable, the following measures will be implemented to ensure protection for all aquatic resources occurring downstream:

1. Installation of in-stream silt curtains weighted at the bottom, and stringent bank erosion control;
2. If tree removal is required, stumps and roots should remain intact for bank stabilization;
3. In-stream construction activities will be initiated only during low flow conditions that permit the effective deployment of the silt curtains; and,
4. In-stream construction activities will be avoided during the Cape Fear Shiner spawning period (between April 1 and June 30).

Action: The U.S. Fish and Wildlife Service issued concurrence that this project will have No Effect on any Cape Fear Shiner populations in a letter dated October 22, 2013 based on a lack of suitable habitat. Additionally, the U.S. Fish and Wildlife Service in 2014 indicated that coordination with them on the Cape Fear Shiner is no longer required.

Two wildlife crossings, 30-feet in width, will be constructed under each of the dual bridges proposed over Little River, Vestal Creek, and North Prong Richland Creek. Appropriate fencing will be constructed to direct wildlife to the crossings.

Action: The bridges on the US 64 Bypass over Little River and Vestal Creek shall be of sufficient length and span arrangement to span the waterway and provide 60-feet on the west side of both waterways from the top of the bank to the toe of fill slope and provide 30-feet on the east side of both waterways from the top of the bank to the toe of fill slope. On each side of both waterways, 30-feet shall be provided for wildlife passage. The additional 30-feet on the west side of both waterways provide a 15-foot buffer between the 30-feet wildlife passage and a future 15-foot greenway. The minimum vertical clearance for both bridges shall be 10 feet above the existing natural ground surface. Fencing will not be required; however standard Right-of-Way fencing may be used per NCDOT policy. Wildlife crossings are no longer included at North Prong Richland Creek.

Roadway Design Unit, Roadside Environmental Unit, and Structure Design Unit

The NCDOT will continue to work with the North Carolina Zoological Park to ensure the Zoo Connector and associated structures are designed to contribute aesthetically to the entrance to the North Carolina Zoological Park.

Action: This coordination will be conducted during the final design and construction by the NCDOT.

The following is a 2015 Reevaluation of the Final Environmental Impact Statement (FEIS) for the proposed US 64 improvements near the City of Asheboro in Randolph County.

The North Carolina Department of Transportation (NCDOT) proposes to improve the US 64 corridor in the Asheboro area and provide enhanced access to the North Carolina Zoological Park in Randolph County, North Carolina. This portion of the US 64 Intrastate Corridor improvements is identified as Project Number R-2536 in the North Carolina Department of Transportation's (NCDOT) 2015-2025 Draft *State Transportation Improvement Program (STIP)*. The total estimated cost for this project as listed in the 2015-2025 Draft *STIP* is estimated to be \$348,597,000.

The FEIS for this project consists of the Draft Environmental Impact Statement (DEIS) and Abbreviated FEIS documentation, completed in 2007. A previous Reevaluation of the Abbreviated FEIS was completed in 2012 (2012 Reevaluation).

This 2015 Reevaluation addresses proposed design revisions for the Modified Zoo Connector (Section D) and NC 49 interchange with the proposed US 64 Asheboro Bypass, the proposed elimination of the interchange at NC 159 (Zoo Parkway) within Section B, and Section D being funded under STIP Project R-2536. The document describes the methodology used to review the roadway design revisions, to the proposed project, and the results of this 2015 Reevaluation of the Abbreviated FEIS, performed in accordance with the Federal Highway Administration (FHWA) Technical Advisory T 6640.8A, Section XI and Federal Highway Administration (FHWA) regulations as cited in 23 CFR 771.129.

I. Background

The proposed project is a new freeway that will bypass the City of Asheboro to the south. The new location roadway begins on US 64 west of Asheboro, just to the west of the Stutts Road intersection, and ends at US 64 east of Asheboro, just to the east of the Dewey Road intersection (**Figure 1**), hereinafter referred to as the proposed US 64 Asheboro Bypass. The proposed US 64 Asheboro Bypass will be a 16.1 mile long four-lane, median-divided road with full control of access divided into four sections – Section AA, Section AB, Section B, and Section C.

The project also includes a new connector road from the proposed US 64 Asheboro Bypass to the North Carolina Zoological Park that is being referred to as the Zoo Connector (Section D). With the exception of two break points, there is a proposed full-access control two-lane roadway directly to the zoo entrance about two miles in length, on new location and ending at the present entrance road to the North Carolina Zoological Park. An interchange would connect the Zoo Connector to the proposed US 64 Asheboro Bypass west of NC 159, within Section B. As of 2013, all sections of the proposed project are funded for construction, including the Zoo Connector (Section D). Section D was unfunded when the previous Reevaluation was completed in 2012.

NCDOT began planning, engineering, and environmental studies for STIP Project

R-2536 in 1997. Two Citizens Informational Workshops (CIWs) were held between September 1998 and June 1999. Following publication of the DEIS, which identified nine build alternatives or corridors, a Pre-Hearing Open House Meeting was held May 8, 2003 and a Corridor Public Hearing was held May 22, 2003.

The DEIS was approved by the Federal Highway Administration on July 23, 2002. Subsequent to approval of the DEIS, the NEPA/404 Merger Project Team reached concurrence on Concurrence Point 2A, *Approximate Length of Bridges on Detailed Study Alternatives*, and Concurrence Point 3, *Least Environmentally Damaging Practicable Alternative* (LEDPA), on May 12, 2004. The LEDPA was submitted to the NCDOT Corridor Selection Committee, who recommended its selection as the Preferred Alternative in August 2004. On May 25, 2006, the Project Team reached concurrence on Concurrence Point 4A, *Avoidance and Minimization of Impacts*.

A completed description of the anticipated impacts is included in the Abbreviated FEIS, dated March 12, 2007, and the Record of Decision (ROD), dated December 6, 2007. A Design Public Hearing (DPH) was held on March 11, 2008.

Declining revenues caused a change in the project schedule and contributed to a delay after the approval of the Abbreviated FEIS and ROD. Therefore, NCDOT was required to complete a reevaluation of the FEIS (with no substantive modifications to the Preferred Alternative's preliminary roadway design) in October 2012 (denoted as the 2012 Reevaluation). A *Transportation Corridor Official Map Act Public Hearing* was held on November 8, 2012 to present the proposed protected corridor for the Asheboro Bypass to the public. The Zoo Connector (Section D) originally was not funded for construction in the State Transportation Improvement Program (STIP). The North Carolina Department of Environment and Natural Resources (DENR), the Zoo, and Friends of the Zoo asked NCDOT to investigate options that would lead to Section D being funded and included in a "design build" contract with the Asheboro Bypass. The Zoo Connector was redesigned to reduce overall project costs while maintaining a comparable level of service for traffic operations.

The study area for Section D was expanded in 2013 to allow for the evaluation of a revised design for the Zoo Connector, which would connect to NC 159 north of the Zoo Parkway, near Willow Downs Court. A single-lane roundabout was also proposed at the existing intersection of NC 159 and the Zoo Parkway. As part of the Revised Zoo Connector, the proposed Asheboro Bypass interchange with existing NC 159 (grade-separation) would be eliminated and future US 64 Asheboro Bypass traffic would be expected to use the Revised Zoo Connector to access NC 159 (Zoo Parkway). A short connector road will provide access from the Zoo Parkway to the Revised Zoo Connector and the proposed US 64 Asheboro Bypass (**Figure 2a**). For the proposed US 64 Asheboro Bypass, NCDOT is proposing revisions to the interchange type and reducing the footprint of the proposed NC 49 interchange from a system type (freeway to freeway) to a service type (diamond or diverging diamond) interchange, as there are no foreseeable plans to upgrade NC 49 to a freeway or expressway in this area.

A Public Meeting was held on May 8, 2014 to allow the public to comment on the

revised design for the Zoo Connector (Section D), which in this 2015 Reevaluation is being called the Revised Zoo Connector and elimination of the NC 159/US 64 proposed Asheboro Bypass interchange. Additionally, the public was notified of the proposed design changes to the interchange type at NC 49 and the proposed US 64 Asheboro Bypass. In the months after the Public Meeting, there was public opposition to the Revised Zoo Connector design, specifically where the Revised Zoo Connector alignment coincided with existing NC 159 north of the Zoo Parkway intersection with existing NC 159.

As a result of the public input, NCDOT developed a Modified Zoo Connector design (January 2015) shown in **Figures 2b** and **Figure 3** which incorporates part of the Revised Zoo Connector design from Section B of the proposed US 64 Asheboro Bypass to the east to a point where the Modified Zoo Connector design intersects the original Section D alignment of the Zoo Connector which is on new location up to the intersection of the Zoo Parkway. On January 28, 2015, NCDOT met with some residents who live along the Zoo Parkway (NC 159) and discussed the revised alignment for the Modified Zoo Connector. All of the residents were receptive to the Modified Zoo Connector design and were appreciative of the work NCDOT has done to work out a design they all agree with.

These design revisions for the Modified Zoo Connector (Section D), NC 49 interchange with the proposed US 64 Asheboro Bypass, the proposed elimination of the interchange at NC 159 (Zoo Parkway) within Section B (**Figure 3**), and Section D being funded under STIP Project R-2536 are the reasons for this 2015 Reevaluation of the Abbreviated FEIS.

To date, the corridor has not yet been protected as a result of the project schedule being advanced. The proposed project is currently scheduled to be let to “design build” construction in May, 2015.

II. Findings

This 2015 Reevaluation addresses the design revisions for the Modified Zoo Connector (Section D), NC 49 interchange with the proposed US 64 Asheboro Bypass, the proposed elimination of the interchange at NC 159 (Zoo Parkway) within Section B that have occurred since completion of the Abbreviated FEIS, ROD and 2012 Reevaluation of the Abbreviated FEIS document. In addition, this 2015 Reevaluation addresses all current environmental requirements. The reevaluation reviews the following:

- Need for the Project
- Preferred Alternative
- Affected Environment
- Environmental Impacts
- Proposed Mitigation

III. Design Change: Modified Zoo Connector and Revised NC 49 Interchange

The original Zoo Connector design evaluated in the 2012 Reevaluation provided a full-access control two-lane roadway directly to the Zoo entrance. NC 159 (Zoo Parkway) was grade-separated over the Zoo Connector. Two separate interchanges provided access to the Zoo Connector and NC 159 from the proposed US 64 Asheboro Bypass.

After completion of the 2012 Reevaluation and the Zoo Connector (Section D) became funded, NCDOT decided to revise the Zoo Connector Road portion of the project so that the interchange connecting the Zoo entrance and the proposed US 64 Asheboro Bypass will be west of the Zoo Parkway thus eliminating the need for an interchange at the US 64 Asheboro Bypass and NC 159 (see **Figure 3**). This design change will reduce relocation impacts to the existing neighborhoods along NC 159 by having a single interchange and roadway connecting the North Carolina Zoological Park and the proposed US 64 Asheboro Bypass.

NCDOT is also proposing revision to the interchange type and reducing the footprint of the proposed NC 49 interchange (see **Figure 4**) from a system type (freeway to freeway) to a service type (diamond or diverging diamond) interchange, which is anticipated to further reduce property impacts and costs while maintaining access to the proposed US 64 Asheboro Bypass. It should be noted that the revised interchange design will be determined during final design. However, the final footprint is encompassed by the existing study area.

The modified design to the Zoo Connector (Modified Zoo Connector) connects to existing NC 159 at the Zoo Entrance Road and creates a new crossing over the North Prong of Richland Creek. Additionally, the crossings of Little River and Vestal Creek have proposed greenways which required modifications to the Concurrence Point 2A form language. As such, a Concurrence Point 2A meeting was held with members of the Merger Team on February 18, 2015 to discuss the modification to the bridges on the US 64 Bypass over Little River and Vestal Creek, and the minor re-alignment of the Zoo Connector (Section D). Also, at this meeting, the Merger Team discussed the crossing of the Zoo Connector over the North Prong of Richland Creek. A copy of the signed Concurrence Point 2A form is included in the **Appendix**.

The Modified Zoo Connector is essentially the same alignment as previously documented in the DEIS, Abbreviated FEIS, ROD and 2012 Reevaluation. However, as a part of the design revisions to the Modified Zoo Connector, there will no longer be a new bridge crossing over the North Prong of Richland Creek and as such, NCDOT is proposing to match an adjacent existing crossing over the North Prong of Richland Creek on NC 159 that is conveyed through a double 14'x10' barrel culvert.

All other components (Sections AA, AB, and C) of the proposed US 64 Asheboro Bypass remain the same as described in the DEIS, Abbreviated FEIS, ROD and 2012 Reevaluation.

IV. Need for the Project

The need for the US 64 improvements is three-fold: 1) to improve traffic flow and levels of service on existing US 64; 2) to reduce congestion and thereby improve safety on existing US 64; and 3) to enhance mobility on the US 64 Intrastate Corridor. An additional need of the proposed project is to improve access to the North Carolina Zoological Park.

Actions taken for this Reevaluation related to the modified study area for Section D and Section B as a revision to the preferred alternative include:

- Prepared Natural Resource Technical Report (dated January 2014) and Addendum (dated July 2014).
- Prepared a revised Traffic Forecast (September 26, 2013) and revised Traffic Capacity analysis (January 30, 2014). Additionally, a second revised Traffic Forecast was completed on August 15, 2014 and a third revised Traffic Forecast was completed February 2015.
- Prepared Traffic Capacity Report (dated March 2015).
- Prepared a revised Noise Analysis. A copy of the unabridged version of the full technical report entitled *Design Noise Report; US 64 Asheboro Bypass*, can be viewed in the Project Development & Environmental Analysis Unit, Century Center Building A, 1000 Birch Ridge Drive, Raleigh.
- The City of Asheboro and the Piedmont Triad RPO finalized a *Comprehensive Transportation Plan* on November 20, 2013.

A. Cost Estimates (Construction, R/W, and Utility)

Table 1 provides the construction and right-of-way cost estimates for the preferred alternative developed in 2015 during preparation of this 2015 Reevaluation.

Table 1: Cost Estimates for the Preferred Alternative

	2015 Cost Estimate*
Right-of-Way Cost	\$67,022,500
Utility Relocation Cost	\$5,321,950
Construction Cost	\$283,300,000
Total Cost	\$355,644,450

* Assumes Modified Zoo Connector Road and elimination of the NC 159/proposed US 64 Asheboro Bypass interchange, but does not include cost changes due to design changes to the interchange type at NC 49.

B. Traffic Capacity Analysis

On March 27, 2015, an Updated Traffic Capacity Analysis Reevaluation was completed for the Modified Zoo Connector (Section D). The purpose of the analysis was to identify possible roadway improvements along NC 159 (Zoo Parkway) and the Zoo Connector. The following intersections were analyzed as a part of the capacity analysis:

Existing Condition:

- NC 159 (Zoo Parkway) at SR 2834 (Old Cox Road)
- NC 159 (Zoo Parkway) at SR 2839 (Staleys Farm Road)
- NC 159 (Zoo Parkway) at NC 159 Spur (Zoo Parkway, NC Zoo Entrance)

Future Conditions:

- NC 159 (Zoo Parkway) at SR 2834 (Old Cox Road)
- NC 159 (Zoo Parkway) at relocated SR 2839 (Staleys Farm Road)
- NC 159 (Zoo Parkway) at NC 159 Spur (Zoo Parkway, NC Zoo Entrance)
- Proposed Zoo Connector at NC 159 (Zoo Parkway) Y-Tie
- NC 159 (Zoo Parkway) at Willow Downs Court Y-Tie
- Proposed Zoo Connector at Proposed US 64 Bypass (Trumpet Interchange)

The following scenarios were analyzed as a part of this analysis:

- Existing (2013)
- Build (2013)
- Interim Build (2017)
- Future Build (2040)
- Future Build with Zoo Expansion (2040)

It should be noted that this analysis was completed using the updated R-2536 Traffic Forecast (dated February 12, 2015) performed by the NCDOT Transportation Planning Branch. The highway capacity analyses performed were based on methodologies from the *Highway Capacity Manual 2010 (HCM 2010)*. The traffic modeling software used in the capacity analyses were *TransModeler¹ (Version 3.0, Build 3585 or higher)* and *Sidra Intersection 5.05 (or higher)* for verification of the roundabout analysis.

Capacity analyses were performed for all intersections in the study area for all scenarios. Worst case (AM or PM Peak Hour) level of service and delay (in seconds) for all conditions are summarized in **Table 2**.

Table 2: Intersection LOS and Delay Summary, Worst Case Peaks

Intersections	2013 No-Build		2013 Build		2017 Interim Build		2040 Build		2040 Build + Zoo Exp.	
	LOS	Delay (Peak)	LOS	Delay (Peak)	LOS	Delay (Peak)	LOS	Delay (Peak)	LOS	Delay (Peak)
NC 159 (Zoo Parkway) with:										
Old Cox Road	A	8.28 (PM)	A	7.31 (AM)	A	7.31 (AM)	A	7.79 (AM)	A	8.04 (AM)
Staleys Farm Road	A	7.84 (AM)	A	8.09 (AM)	A	8.13 (AM)	A	8.93 (AM)	A	9.71 (AM)
NC 159 Spur (NC Zoo Entrance)	B	11.17 (AM)	A	0.27 (PM)	A	0.31 (PM)	A	0.44 (PM)	A	0.50 (PM)
Willow Downs Court Y-Tie	-	-	A	6.64 (AM)	A	6.97 (PM)	A	6.93 (PM)	A	7.35 (PM)
Proposed Zoo Connector with:										
NC 159 Y-Tie	-	-	B	11.74 (PM)	B	14.02 (PM)	B	14.34 (PM)	C	16.81 (PM)

As noted in the table above, all intersections and scenarios performed at LOS C or better in both the AM and PM peak hours. Significant queuing is not projected at any of the studied intersections in any of the scenarios.

Capacity Analyses for the proposed trumpet interchange at the Proposed Zoo Connector and Proposed US 64 Bypass were performed for all scenarios. Worst case levels of service and density are summarized in **Table 3**. The analysis is based on congestion management guidelines from NCDOT with the proposed improvements for future scenarios.

Table 3: Trumpet Interchange LOS and Density, Worst Case Peaks

Proposed Zoo Connector and Proposed US 64 Bypass	2013 Build		2017 Interim Build		2040 Build		2040 Build + Zoo Exp	
	LOS	Density (Peak)	LOS	Density (Peak)	LOS	Density (Peak)	LOS	Density (Peak)
Zoo Connector to EB US 64 Bypass Merge	A	3.68 (AM)	A	4.02 (AM)	A	5.75 (AM)	A	6.63 (AM)
EB US 64 Bypass to Zoo Connector Diverge	A	6.54 (AM)	A	7.01 (AM)	B	10.01 (AM)	B	11.23 (AM)
Zoo Connector to WB US 64 Bypass Merge	A	5.49 (PM)	A	6.11 (PM)	A	7.06 (PM)	A	8.56 (PM)
WB US 64 to Zoo Connector Diverge	A	3.72 (PM)	A	4.02 (PM)	A	5.08 (PM)	A	6.29 (PM)

*Density is shown in pc/ln/mi.

As noted in the table above, all of the merges/diverges performed at LOS B or better in both the AM and PM peak hours. All of the movements of the trumpet interchange should perform adequately in all of the scenarios analyzed.

V. Preferred Alternative

Only minor changes have occurred to the Preferred Alternative under this 2015 Reevaluation. At the proposed interchange with NC 49, an updated traffic forecast for design year 2040 and no foreseeable plans to widen NC 49 led to the conclusion that a “system” (freeway to freeway) interchange at NC 49 is not warranted. The interchange is proposed as a smaller “service” (diamond or diverging diamond) interchange. This proposed revision will reduce property impacts and costs while maintaining access to the proposed US 64 Asheboro Bypass. The corridor boundaries of the proposed US 64 Asheboro Bypass have not been altered from those presented in the ROD and Abbreviated FEIS. The preliminary design is confined to those corridor boundaries and in some areas the corridor boundaries extend along adjacent service roads or intersections. Six interchanges are proposed along the Asheboro Bypass corridor at existing US 64 west of Asheboro, NC 49, US 220 Bypass/I-73/I-74, the Zoo Connector, NC 42 and existing US 64 east of Asheboro. As stated previously, the proposed NC 159 interchange has been eliminated as part of the Modified Zoo Connector design in this 2015 Reevaluation.

Actions taken since the Abbreviated FEIS and ROD related to Alternative 29 as the Preferred Alternative include:

- Prepared updated cost estimates for the preferred alternative.
- Conducted surveys for Schweinitz’s sunflower in the project study area on September 11, 13, and 23 in 2013, and most recently September 17, 2014. No populations of Schweinitz’s sunflower were found in the project study area during the surveys.
- Concurrence from USFWS that R-2536 will have “No Effect” on Cape Fear Shiner populations (October 22, 2013) based on lack of suitable habitat. A review of the North Carolina Natural Heritage Program (NHP) database, conducted on January 3, 2014, indicated that there are no known occurrences of the Cape Fear shiner within the project study area.
- Conducted field surveys of wetlands and streams on the Revised and Modified Zoo Connector and small areas of Section B for the proposed US 64 Asheboro Bypass.
- Prepared updated Natural Resource Technical Report.
- Prepared updated traffic capacity analysis.
- Prepared GeoEnvironmental Reports for Planning on the Revised Zoo Connector and Modified Zoo Connector alignments on August 5, 2014 and March 16, 2015, respectively.
- Conducted survey for archaeological sites lying within the Area of Potential Effect for the Revised Zoo Connector corridor.

VI. Human Environment

As noted in the 2012 Reevaluation, conditions in the human environment, in the project study area, have not changed significantly since the approval of the Abbreviated FEIS and ROD. Moreover, the study area for Section D and Section B does not include

substantial changes in the overall demographics of the study area. The revised preferred alternative and associated study area do not significantly change the economic impact and social structure of the community, compared to what is documented in the Abbreviated FEIS, ROD and 2012 Reevaluation.

A. Land Use

The North Carolina Zoological Park is one of the premier attractions in the State of North Carolina. It has attracted between 725,000 and 750,000 visitors annually in recent years, and it receives very favorable ratings for the quality of the visitor experience it provides. The planned expansion of the Zoo, with the addition of a third continent – Asia – is expected to increase visitation to over 1.0 million visitors annually. With the expansion, the length of stay needed to see everything at the Zoo will be increased well beyond a single day.

A market analysis prepared by a consultant in August, 2011 (*North Carolina Zoological Park Peripheral Land Development Study*) determined that, with the planned expansion of the Zoo, the market can support a hotel facility that serves the meetings market and the family leisure market, and that the market can support an expanded resort concept featuring additional overnight accommodations along with an expanded amenity package that will contribute to the destination draw of the property, in its own right.

As of March, 2015, the planned expansion of the Zoo has not occurred and there are no plans for a supporting hotel facility or any other development near the Zoo or in the project study area of the proposed Zoo Connector. As a result, there are no additional traffic impacts anticipated along the existing Zoo Parkway (NC 159) and proposed Zoo Connector or any other likely impacts that suggest another supplemental document or new FEIS is warranted for this proposed project.

B. Historic Resources

The current listing of sites on the National Register of Historic Places does not include any newly listed properties within the revised Study Area for Section D and Section B. As noted in the 2012 Reevaluation, the preferred alternative also does not affect any eligible or listed properties as reported in the Abbreviated FEIS and ROD.

Coordination with the NCDOT's Historic Architecture Group (see **Appendix**), in December 2013 and February 2015, confirmed that the Section D Study Area encompassed the Modified Zoo Connector alignment and was previously surveyed under the original DEIS survey. A subsequent windshield survey indicated no additional historic resources in the area. Therefore, no new historic resources survey is needed, and NCDOT does not anticipate any additional impacts to historic resources from the proposed US 64 Asheboro Bypass and Modified Zoo Connector alignments.

C. Proposed Greenway Crossings

As part of the 2004 Update to the Asheboro Parks and Recreation Master Plan, a multi-

use path connection from the Asheboro YMCA to the NC Zoological Park is proposed as the Zoo Greenway. The proposed Zoo Greenway would cross the proposed US 64 Asheboro Bypass within Section C along Vestal Creek. The Piedmont Triad Rural Planning Organization is conducting a feasibility study to determine the proposed alignments that best suit the community needs and interests for the Zoo Greenway. Phase I of the Zoo Greenway would be a connection from the Asheboro YMCA to the NC Zoological Park.

The November 2013 *Comprehensive Transportation Plan* prepared by the City of Asheboro shows six proposed grade separations along the proposed US 64 Asheboro Bypass and none of the six are along the proposed Zoo Connector. One of the six (6) proposed grade separations is for the proposed Zoo Greenway along Vestal Creek. The other five proposed grade separations follow streams and/or creeks (from west to east) – Cable Creek, Little River, Tantraugh Branch, Vestal Creek (second crossing of Vestal Creek or separate crossing from proposed Zoo Greenway), and Richland Creek.

As stated in the Project Commitments portion of this 2015 Reevaluation, the proposed bridges on the US 64 Bypass over Little River and Vestal Creek shall be of sufficient length and span arrangement to span the waterway and provide 60-feet on the west side of both waterways from the top of the bank to the toe of fill slope and provide 30-feet on the east side of both waterways from the top of the bank to the toe of fill slope. On each side of both waterways, 30-feet shall be provided for wildlife passage. The additional 30-feet on the west side of both waterways provide a 15-foot buffer between the 30-foot wildlife passage and a future 15-foot greenway. The minimum vertical clearance for both bridges shall be 10 feet above the existing natural ground surface. Fencing will not be required; however standard Right-of-Way fencing may be used per NCDOT policy. Wildlife crossings are no longer included at North Prong Richland Creek.

D. Noise Analysis

In accordance with Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR 772) and the North Carolina Department of Transportation Traffic Noise Abatement Policy, each Type I highway project must be analyzed for predicted traffic noise impacts. In general, Type I projects are proposed State or Federal- highway projects for construction of a highway or interchange on new location, improvements of an existing highway that substantially changes the horizontal or vertical alignment or increases the vehicle capacity, or projects that involve new construction or substantial alteration of transportation facilities such as weigh stations, rest stops, ride-share lots or toll plazas.

Traffic noise impacts are determined through implementing the current Traffic Noise Model (TNM) approved by the Federal Highway Administration (FHWA) and following procedures detailed in Title 23 CFR 772, the NCDOT Traffic Noise Abatement Policy and the NCDOT Traffic Noise Analysis and Abatement Manual. When traffic noise impacts are predicted, examination and evaluation of alternative noise abatement measures must be considered for reducing or eliminating these impacts. Temporary and localized noise impacts will likely occur as a result of project construction activities.

Construction noise control measures will be incorporated into the project plans and specifications.

A copy of the unabridged version of the full technical reports entitled *Design Noise Report, US 64 Asheboro Bypass (April 2014)* and *Traffic Noise Analysis Addendum, TIP Project No. R-2536D, Zoo Connector (February 2015)* can be viewed in the Project Development & Environmental Analysis Unit, Century Center Building A, 1000 Birch Ridge Drive, Raleigh.

1. *Traffic Noise Impacts and Noise Contours*

The maximum number of receptors in each project alternative predicted to become impacted by future traffic noise is shown in the table below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels.

The maximum extent of the 71 dB(A) and 66 dB(A) noise level contours measured from the centerline of the proposed US 64 Asheboro Bypass is 175 feet and 250 feet, respectively. Likewise, the maximum extent of these noise level contours measured from the centerline of the proposed Modified Zoo Connector is 53 feet and 119 feet, respectively.

Predicted Traffic Noise Impacts by Alternative are listed below in **Table 4**.

Table 4: Predicted Traffic Noise Impacts by Alternative*

Alternative	Traffic Noise Impacts			
	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Build	12 ¹	0	0	12 ¹

* Per TNM@2.5 and in accordance with 23 CFR Part 772

¹ The two (2) traffic noise impacts are included per Traffic Noise Analysis Addendum (for the Modified Zoo Connector) for the Modified Zoo alignment; however, no abatement measures are deemed reasonable or feasible for this section.

2. *Traffic Noise Abatement Measures*

Measures for reducing or eliminating the traffic noise impacts were considered for all impacted receptors in each alternative. The primary noise abatement measures evaluated for highway projects include highway alignment changes, traffic system management measures, establishment of buffer zones, noise barriers and noise insulation (NAC D only). For each of these measures, benefits versus costs (reasonableness), engineering feasibility, effectiveness and practicability and other factors were included in the noise abatement considerations.

Substantially changing the highway alignment to minimize noise impacts is not considered to be a viable option for this project due to engineering and/or environmental

factors. Traffic system management measures are not considered viable for noise abatement due to the negative impact they would have on the capacity and level of service of the proposed roadway. Costs to acquire buffer zones for impacted receptors will exceed the NCDOT base dollar value of \$37,500 plus an incremental increase of \$525 (as defined in the NCDOT Policy) per benefited receptor, causing this abatement measure to be unreasonable.

3. Noise Barriers

Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise. For this project, earthen berms are not found to be a viable abatement measure because of the additional right of way, materials and construction costs are estimated to exceed the NCDOT maximum allowable base quantity of 7,000 cubic yards of earthen berms per benefited receptor, as defined in the NCDOT Traffic Noise Abatement Policy.

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. The following **Table 5** summarizes the results of the evaluation. The potential barrier location evaluated with TNM is along the east side of Twelve Tree Road, in the northwest quadrant of the US 220 Bypass / US 64 Asheboro Bypass interchange. Based upon criteria defined in the NCDOT Traffic Noise Abatement Policy, this barrier is preliminarily justified and recommended for construction, contingent upon completion of the project design and the public involvement process.

Table 5: Preliminary Noise Barrier Evaluation Results

Alternative (Noise Barrier Location)	Length / Height (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminarily Recommended for Construction¹
Along the east side of Twelve Tree Road, in the northwest quadrant of the US 220 Bypass / US 64 Bypass interchange	1,380 / 16	20,943	9	2,327 / 2,500	Yes

¹The recommendation for barrier construction is preliminary and subject to change, pending completion of final design and the public involvement process.

4. Summary

A preliminary noise evaluation was performed and a more detailed review will be completed during project final design. Noise barriers found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable

during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors. Conversely, noise barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772.

The date of public knowledge is December 6, 2007, the approval date of the State Record of Decision. In accordance with NCDOT Traffic Noise Abatement Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. For development occurring after this date, local governing bodies are responsible to insure that noise compatible designs are utilized along the proposed facility.

E. Air Quality Analysis

After review of the 2012 FHWA (NC Division) *Air Quality Guidelines for Environmental Documents*, an air quality analysis is not needed for this project because it is located in an attainment area.

F. Relocations

In the DEIS, the preferred alternative impacted 145 residences, 14 businesses, and one church (under construction). In the Abbreviated FEIS (March 2007) and the ROD (October 2007), the preferred alternative impacted 187 residences, 34 businesses, and one church. In the 2012 Reevaluation, the preferred alternative (Alternative 29) impacts 179 residences, 15 businesses, one church, and one farm. The reduction of business relocation impacts from the 2012 Reevaluation is attributable to the economic downturn between 2007 and 2012. For this 2015 Reevaluation, the preferred alternative (Alternative 29) impacts 167 residences, 16 businesses, one church, and one farm described in the subsequent section. Residential relocations have decreased slightly since the ROD and business relocations have decreased by over 50 percent. None of the business relocations involve minorities.

VII. Physical Environment

The physical environment has not changed significantly since the Abbreviated FEIS, ROD, and the 2012 Reevaluation were approved. Locations, quantities, and characteristics of water resources, floodplains/floodways, and hydrology/drainage have been confirmed.

A. Farmlands

The State of North Carolina passed the Farmland Preservation Enabling Act in 1985, authorizing counties to establish farmland preservation programs, including agricultural districts. Randolph County Commissioners adopted a Voluntary Agricultural District Program Ordinance, creating the Agricultural Advisory Board and procedures for

establishing Voluntary Agricultural Districts (VADs). The project study area was reviewed for the presence of VADs and/or Enhanced Voluntary Agricultural Districts (EVADs) and there was one VAD identified along Staley Farm Road - approximately 1,200 feet SW of the intersection of Staley Farm Road and NC 159 (Zoo Parkway) and approximately 22.85 acres in size. The anticipated right-of-way impacts to this VAD are approximately 10.65 acres.

B. Hazardous Materials

NCDOT completed a hazardous materials site review on August 23, 2011 and identified nine (9) possible underground storage tank (UST) facilities and one (1) furniture manufacturing facility (geoenvironmental concern) within the proposed project corridor. Subsequently, NCDOT completed a hazardous materials sites review for the Modified Zoo Connector on March 16, 2015. The reviews identified two (2) sites where above ground storage tanks were observed. Four (4) above ground storage tanks were observed at site 1, and three (3) above ground propane tanks are evident at site 2. The review also noted that heating oil USTs or other USTs may also be present at site 2. NCDOT anticipates low monetary and scheduling impacts (low geoenvironmental impacts) resulting from these two possible sites.

Hazardous material impacts may include, but are not limited to, active and abandoned USTs, hazardous waste sites, regulated landfills and unregulated dumpsites. NCDOT anticipates low monetary and scheduling impacts resulting from the nine (9) possible UST facilities, two (2) identified sites with above ground storage tanks and one furniture manufacturing facility. The Abbreviated FEIS noted no leaking underground storage tanks sites in the Preferred Alternative.

C. Archaeological Resources

An intensive archaeological survey of the Preferred Alternative 29 corridor was conducted from June through August 2005. Eighty-two (82) archaeological sites were discovered within the Preferred Alternative corridor and three of the archaeological sites were determined eligible for the National Register of Historic Places (NRHP); mitigation was proposed for impacts to these three sites in a tri-party Memorandum of Agreement (MOA). As stipulated in the MOA between the NCDOT, the FHWA, and the HPO, Data Recovery Plans will be prepared for archaeological sites 31RD1398, 31RD1399, and 31RD1426/1426** (** denotes historic component) and submitted to the State Historic Preservation Office for review. The NCDOT will ensure that each Data Recovery Plan is implemented after right-of-way is acquired or once right-of-entry is secured from property owners and prior to construction activities within the site locations. The NCDOT will abide by all other stipulations pertaining to the data recovery efforts listed in the MOA signed by the NCDOT on June 26, 2006. A new MOA was executed on January 20, 2012 containing the same seven stipulations of the original MOA from 2006, but removing the expiration date.

D. Section 4(f) and 6(f) Resources

Since the Abbreviated FEIS and ROD, no public parks or recreation areas have been developed within the preferred alternative. Therefore, no Section 4(f) or 6(f) resources are within the preferred alternative.

VIII. Natural Environment

An updated *Natural Resources Technical Report (NRTR)* dated January 2014 was prepared for the Preferred Alternative 29 with the Study Area for the revised Zoo Connector (Section D), and the findings suggest the characteristics of the natural environment have not experienced significant change since the last NRTR for the project was prepared in 2012. The locations of jurisdictional waters and wetlands were delineated initially in 2001, repeated in 2011 and verified in February 2012; the Revised Section D Study Area was also delineated in November 2013. The NRTR was completed on January 24, 2014 and it is available for review from the PDEA Unit.

Calculations of impacts for this reevaluation are based on anticipated slope stake limits plus 25 feet, as shown on the current preliminary plans. This is an increase over the slope stake limits plus 20 feet that was used to calculate the impacts in the FEIS. Actual impacts for permit applications will be based on later stage construction plans when available.

A. Jurisdictional Features (Stream/Wetlands)

The majority of jurisdictional wetlands are associated with streams and tributaries. As shown in **Table 6**, the Preferred Alternative (Alternative 29) will impact approximately 8.68 acres of riparian wetlands, less than 0.01 acres of non-riparian wetlands and 32,367 linear feet of jurisdictional streams. To more accurately determine the impacts associated with design revisions, impacts of the original alignment were also revised to incorporate the updated 2014 wetland and stream delineations. An analysis of the Original Alignment with 2014 delineations shows that of the total 5.38 acre increase (compared to the ROD) only 0.3 acres are associated with alignment revisions (compared to the Original Alignment). Likewise, a comparison of stream impacts for the Revised Alignment, with 2014 delineations, shows an increase of approximately 2,471 linear feet (compared to the ROD), but a reduction of 169 linear feet compared to the Original Alignment.

Table 6: Proposed Jurisdictional Feature Impacts

Alternative 29	Jurisdictional Riparian Wetland Impacts	Jurisdictional Non-Riparian Impacts	Jurisdictional Stream Impacts
ROD Impacts	3.30 acres	Not specified	29,896 linear feet
Original Alignment with 2014 Delineations	8.38 acres	Less than 0.01 acre	32,536 linear feet
Revised Alignment (Revised Zoo Connector) with 2014 Delineations	8.88 acres	Less than 0.01 acre	31,817 linear feet
Revised Alignment (Modified Zoo Connector) with 2014 Delineations	8.68 acres	Less than 0.01 acre	32,367 linear feet

Jurisdictional impacts associated with this 2015 Reevaluation are different than shown in the FEIS and ROD due to a variety of factors. Minor changes in the classification process of jurisdictional wetlands and streams have occurred since the 2001 wetland and stream field survey. The U.S. Army Corps of Engineers (USACE) has issued a regional supplement for the Eastern Mountains and Piedmont that has slightly revised the methodology for determining if vegetation, hydrology, or soils exhibit wetland characteristics. It is possible that some areas that didn't meet wetland criteria under the 1987 Wetlands Delineation Manual are now meeting jurisdictional criteria due to classification changes that are more inclusive, particularly hydric soil criteria. The North Carolina Division of Water Resources has modified their stream classification form that scores stream and channel features to determine ephemeral, intermittent, and perennial status and this may have increased the number of channels meeting intermittent status.

New jurisdictional wetland and stream features that were not shown in previous natural resources investigations were identified during the 2011 and 2013-2014 delineation efforts, and are currently included in the latest Jurisdictional Determinations issued by the U.S. Army Corps of Engineers on October 9, 2012, December 10, 2012, and September 12, 2014. A few large wetland complexes were delineated in the vicinity of the US 220 interchange and the eastern tie in area along Gabriels Creek. These wetland complexes are included in Sections B and C and were not depicted in the ROD. The wetland complexes account for the bulk of the increase in wetland impacts, although minor increases occurred in other sections due to design changes and the delineation of new wetland features.

B. Water Resources

There are no designated trout waters, 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 1.0 mile downstream of the study area. In addition, no streams in the project study area have been designated by the USACE as a Navigable Water under Section 10 of the Rivers and Harbor Act. The North Carolina 2010 Final 303(d) list of impaired waters identifies no waters within the study area as Impaired.

C. Federally Protected Species

The USFWS lists two species (as of December 26, 2012) under federal protection for Randolph County: Cape Fear Shiner (*Notropis mekistocholas*) and Schweinitz's sunflower (*Helianthus schweinitzii*). These are the same two species under federal protection that were presented in the Abbreviated FEIS (listed as of April 2006). Completed surveys for Schweinitz's sunflower are included in the updated NRTR.

A review of the North Carolina Natural Heritage Program (NHP) database, conducted by NCDOT biologists on January 3, 2014, indicated that there are no known occurrences of the Cape Fear shiner within the project study area. This project will have *No Effect* on any Cape Fear shiner populations (NCDOT survey in 2011). The U.S. Fish and Wildlife Service issued concurrence that this project will have No Effect on any Cape Fear Shiner populations in a letter dated October 22, 2013 based on a lack of suitable habitat. Additionally, the U.S. Fish and Wildlife Service in 2014 indicated that coordination with them on the Cape Fear Shiner is no longer required.

Suitable habitat for the sunflower was present in numerous locations throughout the project study area in the form of shrub dominated roadsides and utility rights of ways. Surveys for Schweinitz's sunflower have been conducted in the project study area in 1999, 2004, 2006, 2011 and September 11, 13, and 23 in 2013, and most recently September 17, 2014. No populations of Schweinitz's sunflower were found in the project study area during the survey. There are, however, numerous known populations of Schweinitz's sunflower in close proximity to the project study area. Eight sites occur within 1.5 miles of the study area boundary, including a cluster of five sites located roughly 0.7 to 1.2 miles north of the project's eastern terminus, and two sites northeast of the proposed US 220 Bypass intersection. Therefore, the biological conclusion is the project "*may affect but not likely to adversely affect*" current Schweinitz's sunflower populations.

A review of the NCNHP database (updated October 2013) revealed no known occurrences of the Bald Eagle or Golden Eagle within one mile of the project study area.

In addition to the two federally protected species, the US Fish and Wildlife Service currently lists one candidate species as of December 26, 2012 for Randolph County (Georgia aster). A review of NCNHP records, updated October 2013, indicates no known occurrences of Georgia aster within 1.0 mile of the study area.

The US Fish and Wildlife Service has developed a programmatic conference opinion (PCO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT, for the northern long-eared bat (NLEB) in

eastern North Carolina. The PCO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is “May Affect, Likely to Adversely Affect”.

Once the NLEB is officially listed as a protected species, FHWA and USACE will request that USFWS convert the PCO to a programmatic biological opinion (PBO). The PBO will provide incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Randolph County, where TIP R-2536 is located.

IX. Environmental Impacts

The preferred alternative (with the Modified Zoo Connector Road and NC 159 alignment) will not have substantially more impacts to land uses, the social structure of the community, or the economy than what is documented in the Abbreviated FEIS and the 2012 Reevaluation. The elimination of the interchange of the proposed US 64 Asheboro Bypass and NC 159 will reduce traffic impacts to the residences along NC 159. The revised preferred alternative will have fewer right-of-way and relocation impacts, four less residential but one more business relocation in Section D (Modified Zoo Connector) than those described in the 2012 Reevaluation, which included the original Zoo Connector.

Characteristics that define the physical environment such as water resources, floodplains/floodways, and hydrology generally take a long time to change. Impacts to the physical environment are not anticipated to differ much from the impacts described in the FEIS and the 2012 Reevaluation.

As previously noted, the natural environment has experienced some change since the original NRTR was prepared, but the changes in impacts are not significant.

X. Proposed Mitigation

A. Wetlands and Streams

The NCDOT will investigate potential on-site stream and wetland mitigation opportunities once final construction plans have been prepared for the proposed project. As required by the NEPA process and the ACOE/EPA Section 404 B1 Guidelines, to offset potential wetland and stream impacts, NCDOT will first investigate the potential of providing on-site mitigation. If on-site mitigation is not feasible, mitigation will be provided by North Carolina Department of Environment and Natural Resources Ecosystem Enhancement Program (EEP).

B. Traffic Noise Abatement Measures

In the Abbreviated FEIS, a traffic noise barrier was determined to be reasonable and feasible at one location for the Preferred Alternative, the Twelve Tree Road residential area adjacent to the US 220 Bypass. A noise barrier analysis indicates that a wall averaging 19 feet in height and approximately 1,400 feet long would benefit 9 receptors in that neighborhood.

Prior to the completion of the 2012 Reevaluation, a Design Noise Report was prepared for R-2536 based on the July 2011 *NCDOT Traffic Noise Abatement Policy and Traffic Noise Analysis and Abatement Manual*. In the 2012 Reevaluation, traffic noise abatement was recommended at two locations (Twelve Tree Road area and the Cedar Grove Road area) for the preferred alternative and noise barriers were proposed. Subsequent to the 2012 Reevaluation, a Design Noise Report dated April 29, 2014 was prepared and signed by NCDOT and FHWA. The noise barrier proposed at the Cedar Grove Road area was eliminated from consideration because of conflicts with driveway access along US 220.

Measures for reducing or eliminating the traffic noise impacts were considered for all impacted receptors in this 2015 Reevaluation. The primary noise abatement measures evaluated for highway projects include highway alignment changes, traffic system management measures, establishment of buffer zones, noise barriers and noise insulation (NAC D only). For each of these measures, benefits versus costs (reasonableness), engineering feasibility, effectiveness and practicability and other factors were included in the noise abatement considerations.

Substantially changing the highway alignment to minimize noise impacts is not considered to be a viable option for this project due to engineering and/or environmental factors. Traffic system management measures are not considered viable for noise abatement due to the negative impact they would have on the capacity and level of service of the proposed roadway. Costs to acquire buffer zones for impacted receptors will exceed the NCDOT base dollar value of \$37,500 plus an incremental increase of \$525 (as defined in the NCDOT Policy) per benefited receptor, causing this abatement measure to be unreasonable.

C. Noise Barriers

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. The potential barrier location evaluated with TNM is located approximately 16 feet right of alignment -Y1- (Twelve Tree Road) between Stations 23+57 and 37+33. The preliminary design of an optimized concrete wall at this location is approximately 1,380 feet long with an exposed height ranging from 11 to 24 feet. This barrier has an exposed area of 20,943 square feet and will benefit nine (9) receptors, including six (6) predicted impacts, at an average of 2,327 square feet per benefited receptor. This quantity of noise wall is below the maximum allowable quantity of 2,500 square feet per benefited receptor. This barrier meets the feasibility and reasonableness criteria defined in the NCDOT Traffic Noise Abatement

Policy. It is therefore recommended for construction, contingent upon completion of the project design and the public involvement process.

In accordance with NCDOT Traffic Noise Abatement Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Record of Decision (ROD) – December 6, 2007. For development occurring after this date, local governing bodies are responsible to insure that noise compatible designs are utilized along the proposed facility.

XI. Conclusion

None of the changes noted in this 2015 Reevaluation were found to be substantial or cause the existing NEPA approval to be invalidated. As noted in this document, although wetland (8.68 acres) and stream (32,367 linear feet) impacts were determined to be greater than those listed in the ROD, there have been minor changes in the classification of wetlands and streams by the US Army Corps of Engineers since the 2001 wetland and stream field survey that caused the increase in stream (2,471 linear feet) and wetland (5.38 acres) impacts.

An analysis of the Original Alignment with 2014 delineations shows that of the total 5.38 acre increase (compared to the ROD) only 0.3 acres are associated with Revised Alignment (compared to the Original Alignment with 2014 delineations). Likewise, a comparison of stream impacts for the Revised Alignment with 2014 delineations shows an increase of approximately 2,471 linear feet (compared to the ROD) a reduction of 169 linear feet compared to the Original Alignment.

Traffic noise abatement, in the form of noise wall barriers, will be incorporated in the roadway design plans along Twelve Tree Road adjacent to US 220 Bypass. No traffic noise abatement is recommended for the Modified Zoo Connector. Previous documents noted one location in the Abbreviated FEIS and two locations in the 2012 Reevaluation.

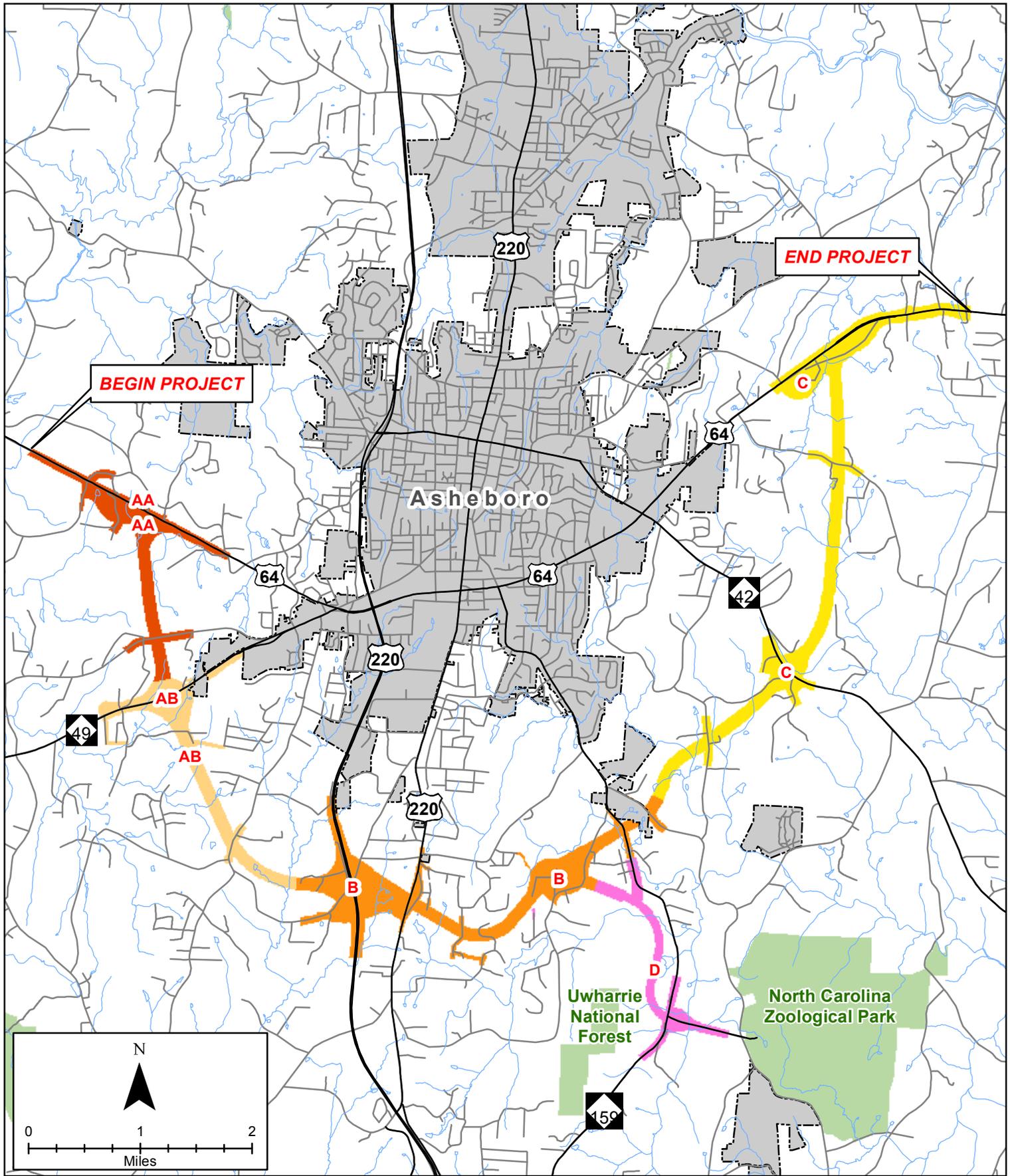
NCDOT is proposing revision of the interchange type and reducing the footprint of the proposed NC 49 interchange from a system type to a service type interchange as there are no foreseeable plans to upgrade NC 49 to a freeway or expressway in this area. The design changes to the proposed US 64 Asheboro Bypass and the Modified Zoo Connector (alignment of the Modified Zoo Connector road, revisions to NC 159, the elimination of the NC 159/proposed US 64 Asheboro Bypass interchange, and the revision to the proposed NC 49 interchange) will not substantially change the project impacts noted in the Abbreviated FEIS, ROD and 2012 Reevaluation. Therefore, no supplemental FEIS or new FEIS is warranted.

A review of the existing conditions compared with those documented in the Abbreviated FEIS, ROD and 2012 Reevaluation indicates there has been little change in the human, physical, and natural environments in the project area. Though some changes have occurred, they do not result in any new significant impacts not previously identified;

therefore a Supplemental FEIS is not required.

At this time and although there are design revisions to the Zoo Connector, Section B of the proposed US 64 Asheboro Bypass, and the NC 49 interchange with the proposed Asheboro Bypass; the alternatives and environmental impacts remain adequately addressed in the Abbreviated FEIS and ROD, as described in this evaluation. No new significant information has emerged, all other information presented in the Abbreviated FEIS and ROD remains valid and reliable. This 2015 Reevaluation of the Asheboro Bypass and Modified Zoo Connector and its Abbreviated FEIS, ROD, and related compliance documents identified and examined all changes in the project need and purpose, the revised preferred alternative, affected environment, environmental impacts, and mitigation that affect the existing NEPA and other related environmental approvals.

Figures



Legend		Vicinity Map	
Asheboro City Limits	Section AA	Section B	US 64 Asheboro Bypass and Zoo Connector Randolph County, North Carolina
Managed Conservation Land	Section AB	Section C	
Modified Zoo Connector (Section D)	Section AA	Section C	TIP Project R-2536
	Section AB		March 2015
			FIGURE 1



Yadkin River Basin

Cape Fear River Basin

Asheboro

Begin Project

End Project

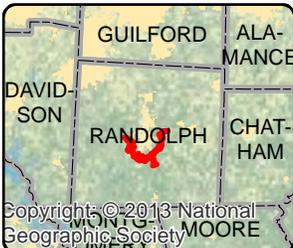
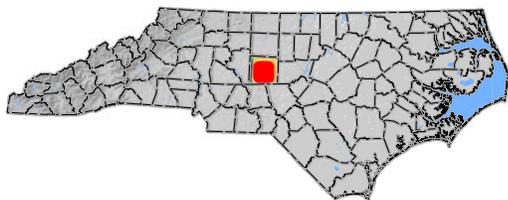
Legend

Segment

- AA
- AB
- B
- C
- D(1)
- Watershed Divide



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**Project Study Area
With Revised Zoo Connector**

US 64 Asheboro Bypass
TIP R-2536
Randolph County, North Carolina

Date
03/2015

North Carolina Department
Of Transportation
Division of Highways
Project Development And
Environmental Analysis Branch



Figure
2a



Yadkin River Basin

Cape Fear River Basin

Asheboro

Begin Project

End Project

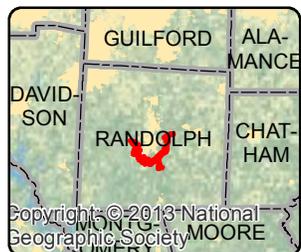
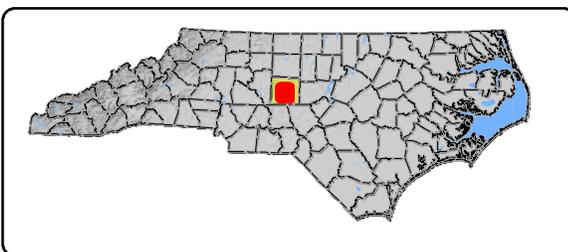
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Segment

- AA
- AB
- B
- C
- D
- Watershed Divide



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**Project Study Area
With Modified Zoo Connector**

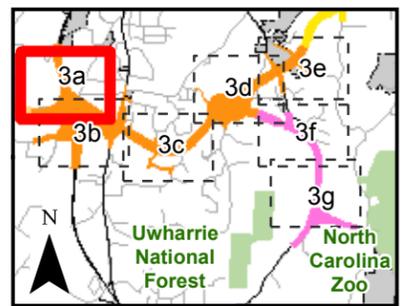
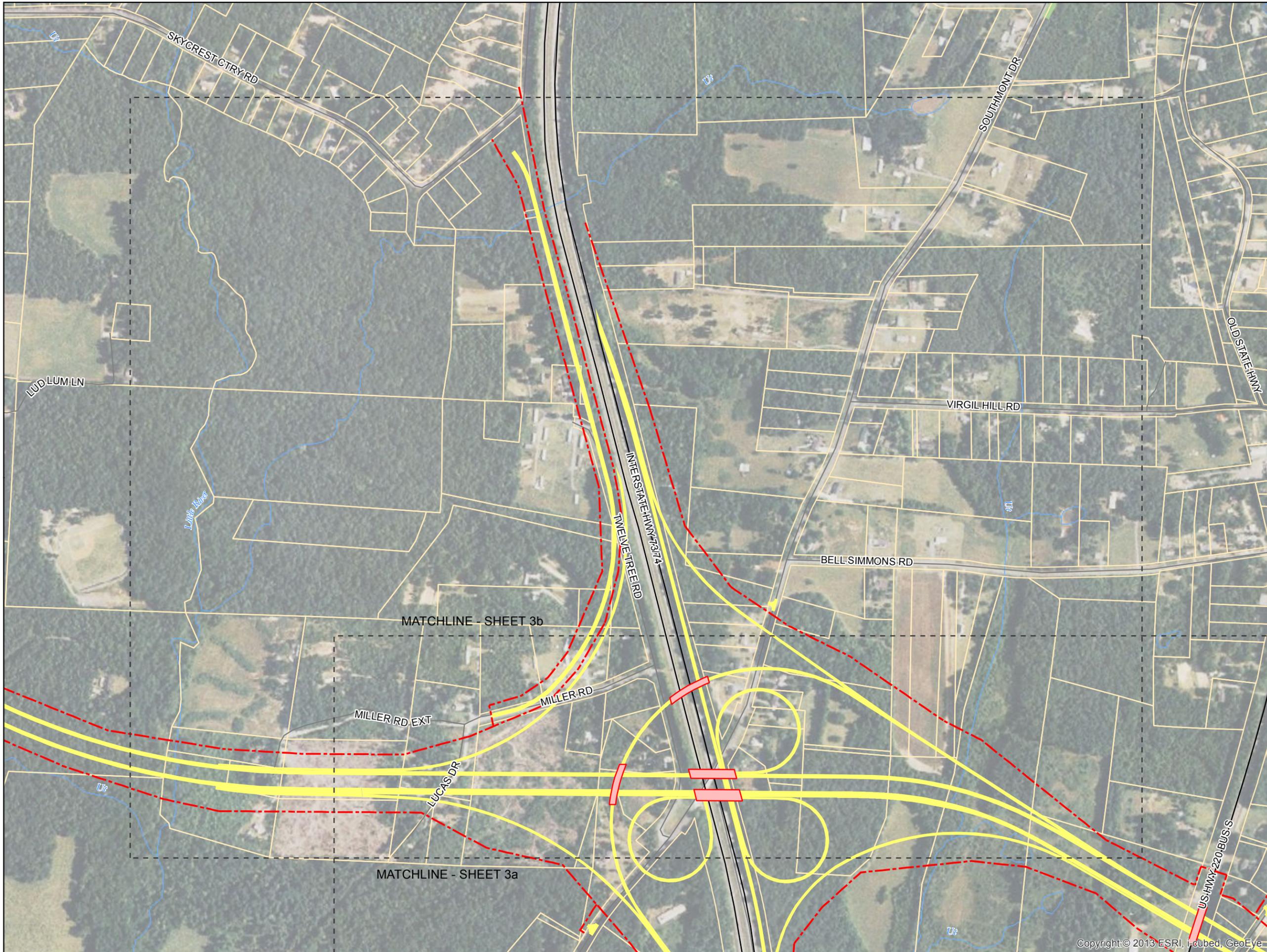
US 64 Asheboro Bypass
TIP R-2536
Randolph County, North Carolina

Date
03/2015

North Carolina Department
Of Transportation
Division of Highways
Project Development And
Environmental Analysis Branch

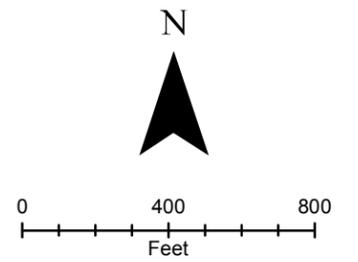


Figure
2b

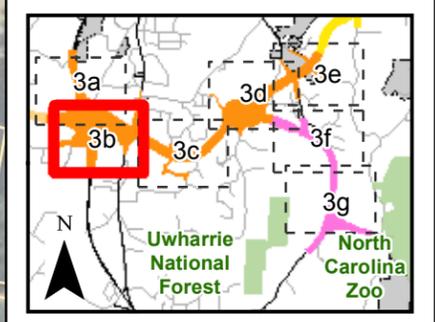
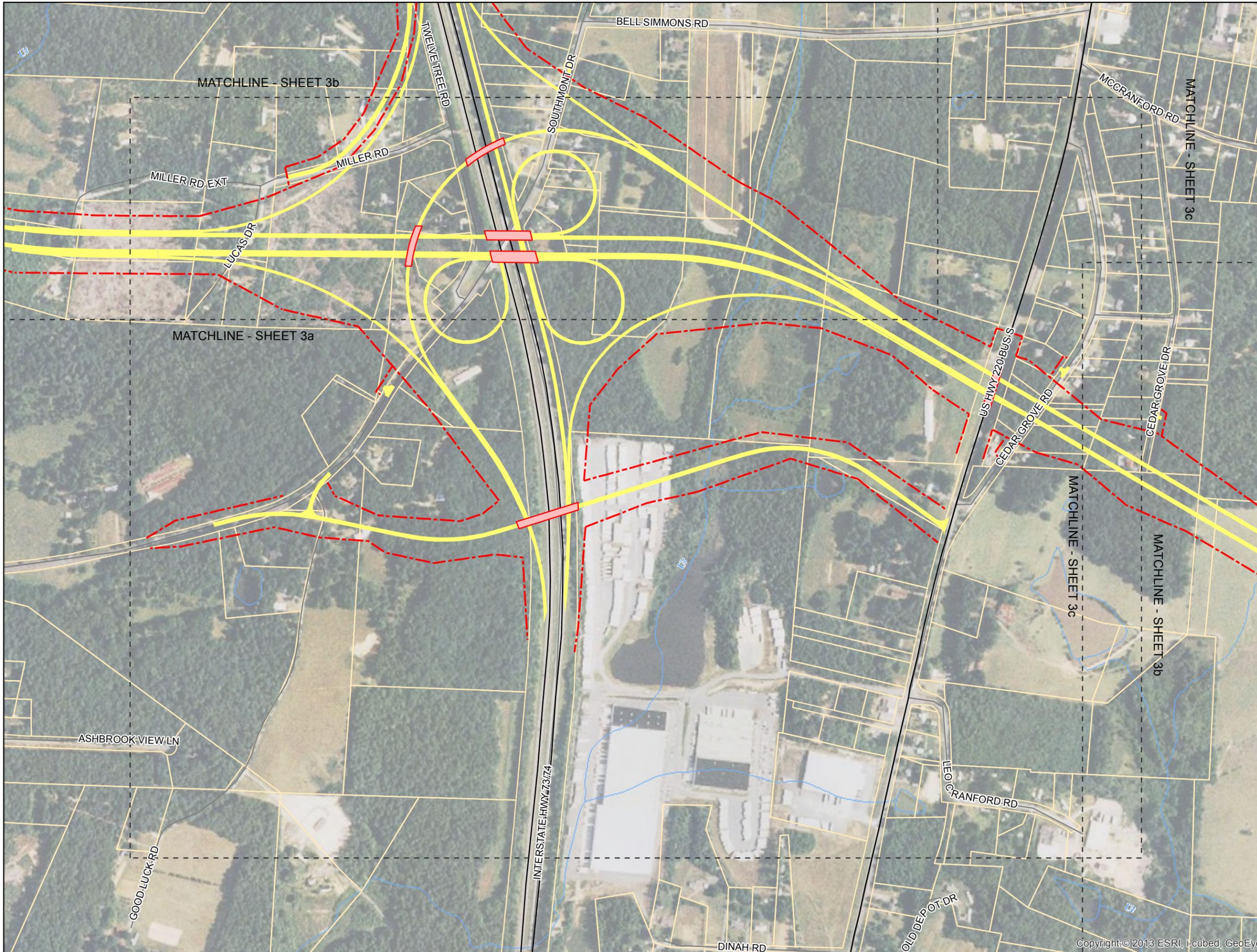


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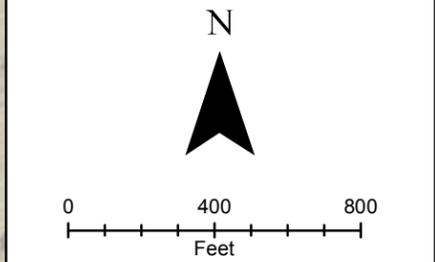
- - - Proposed Right of way
- - - Existing Right of way
- Proposed Edge of Pavement
- ▭ Proposed Bridge
- ▨ Voluntary Agricultural District
- Managed Conservation Land
- Streams



US 64 Asheboro Bypass and Zoo Connector
 TIP R-2536
 Randolph County, North Carolina

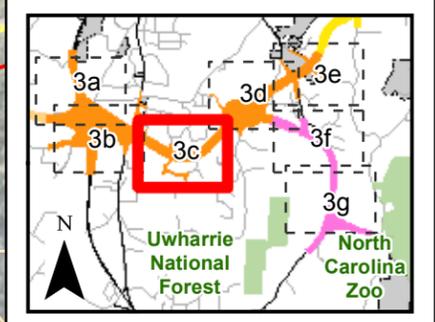
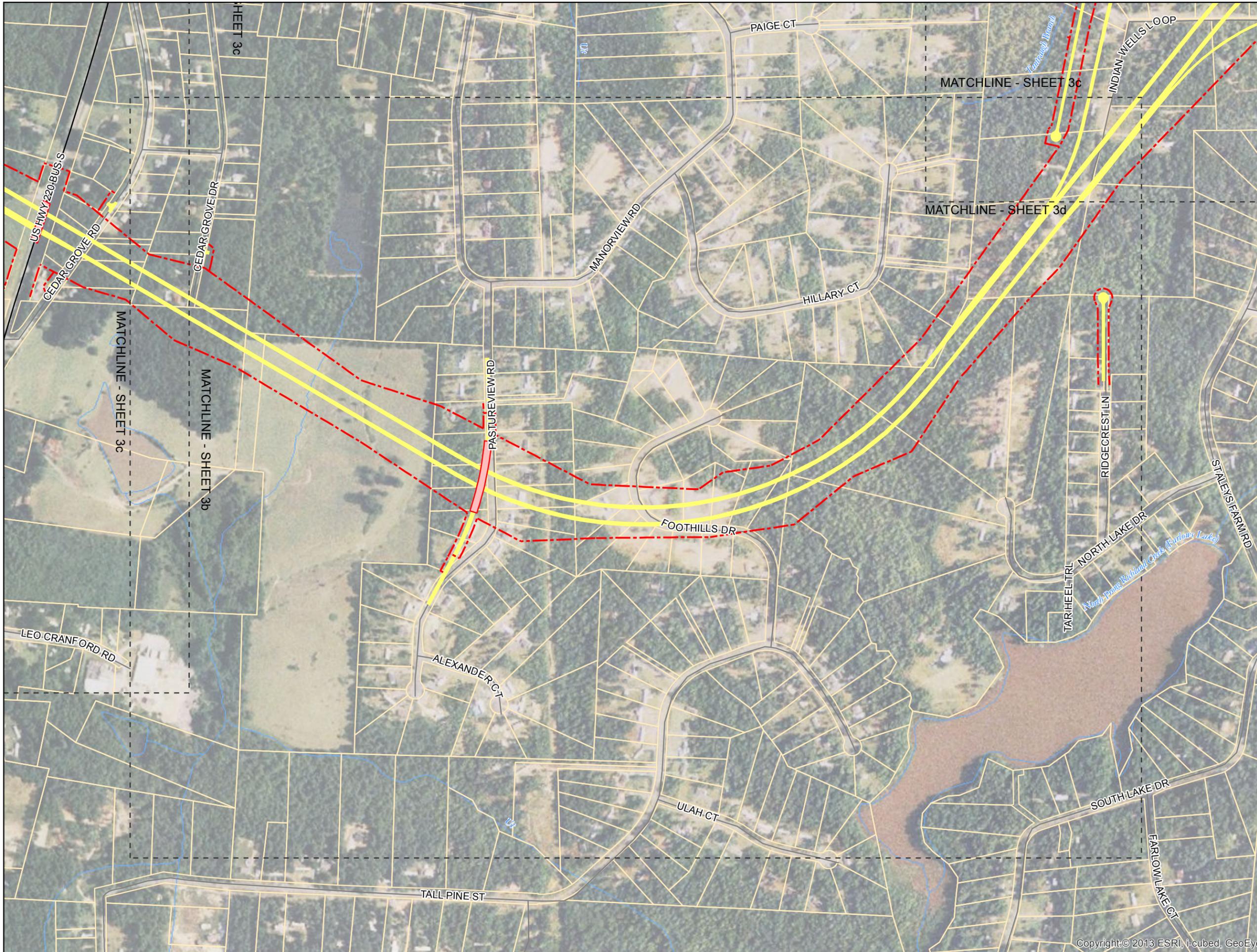


- Legend**
- - - Proposed Right of way
 - - - Existing Right of way
 - Proposed Edge of Pavement
 - ▭ Proposed Bridge
 - ▨ Voluntary Agricultural District
 - Managed Conservation Land
 - Streams

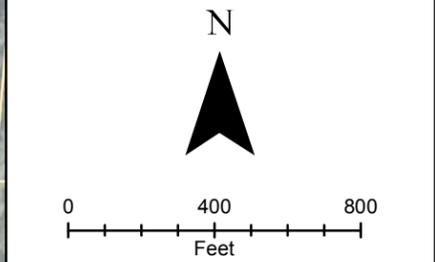


US 64 Asheboro Bypass and Zoo Connector
 TIP R-2536
 Randolph County, North Carolina

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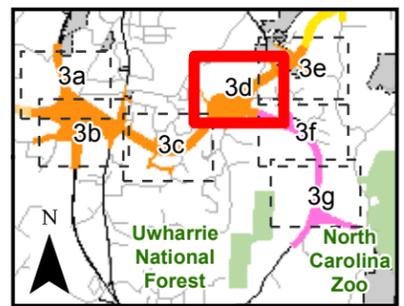
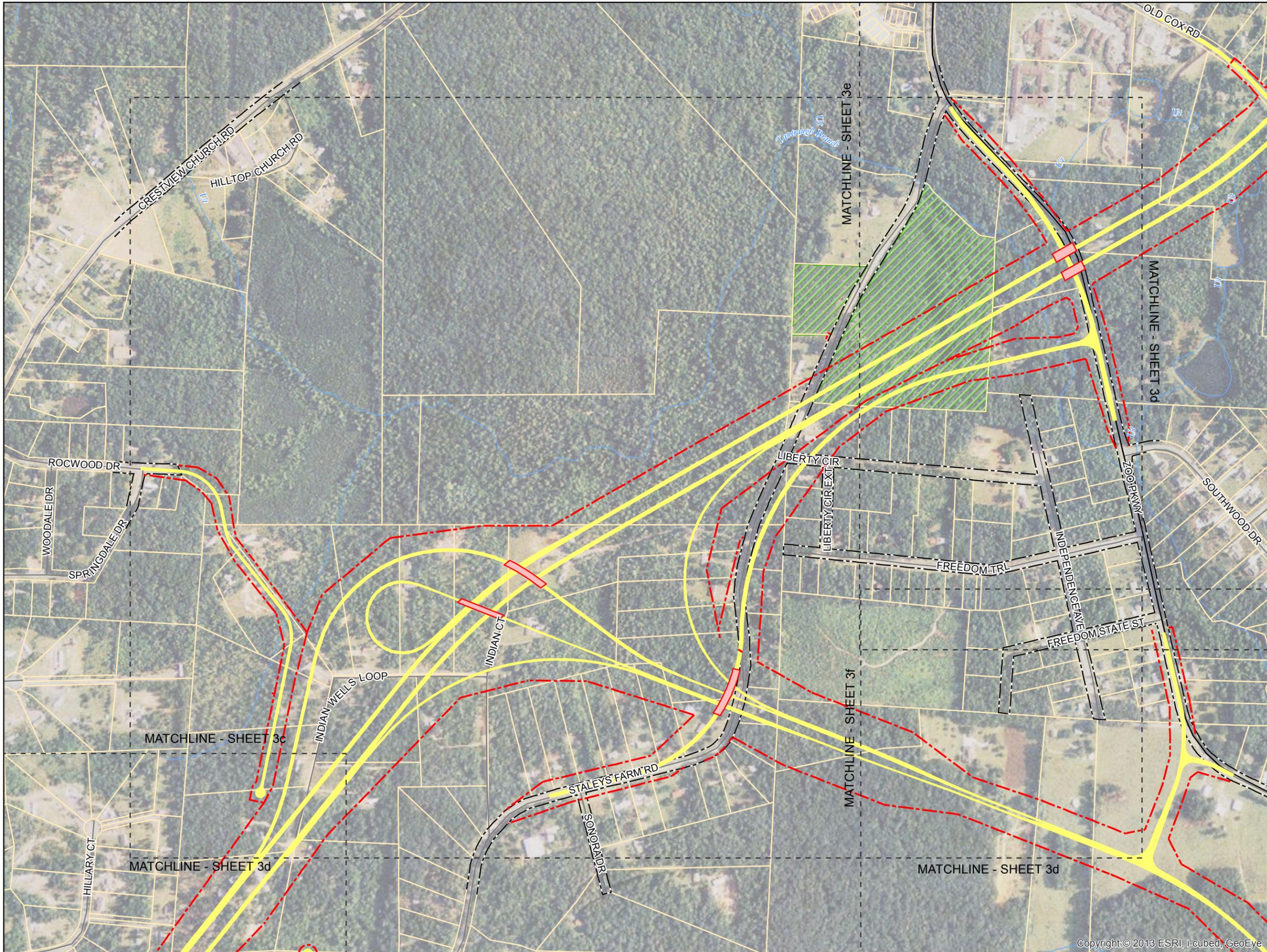


- Legend**
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 - Streams

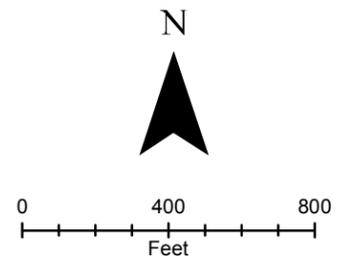


US 64 Asheboro Bypass and Zoo Connector
 TIP R-2536
 Randolph County, North Carolina

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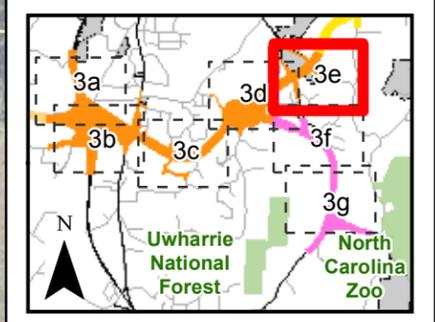
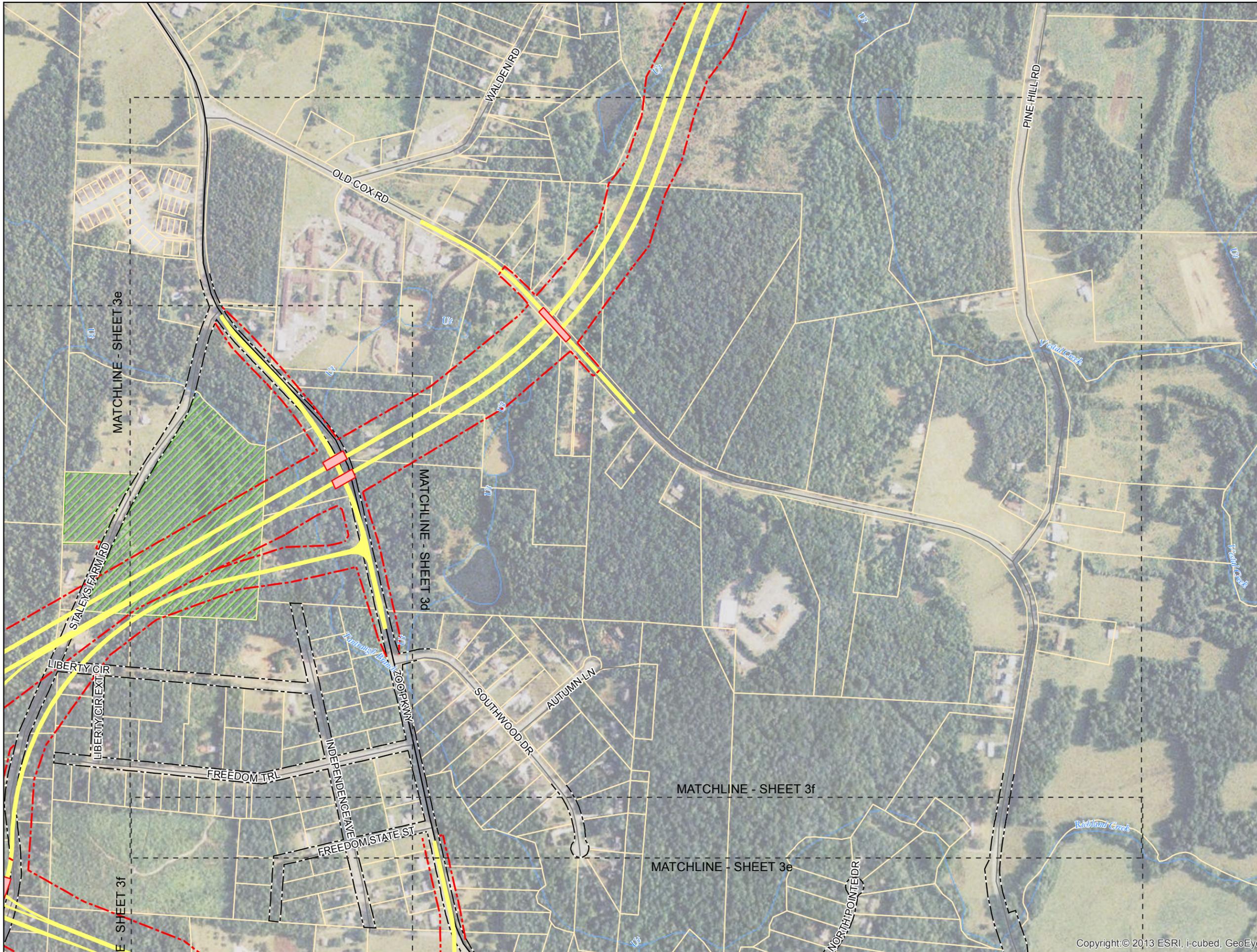


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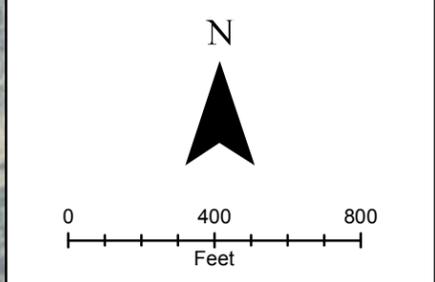


US 64 Asheboro Bypass and Zoo Connector
 TIP R-2536
 Randolph County, North Carolina

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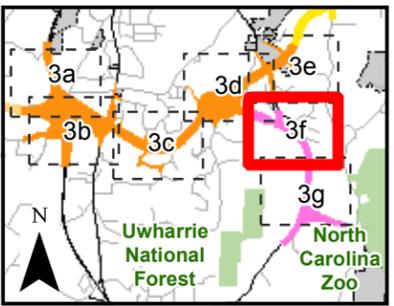
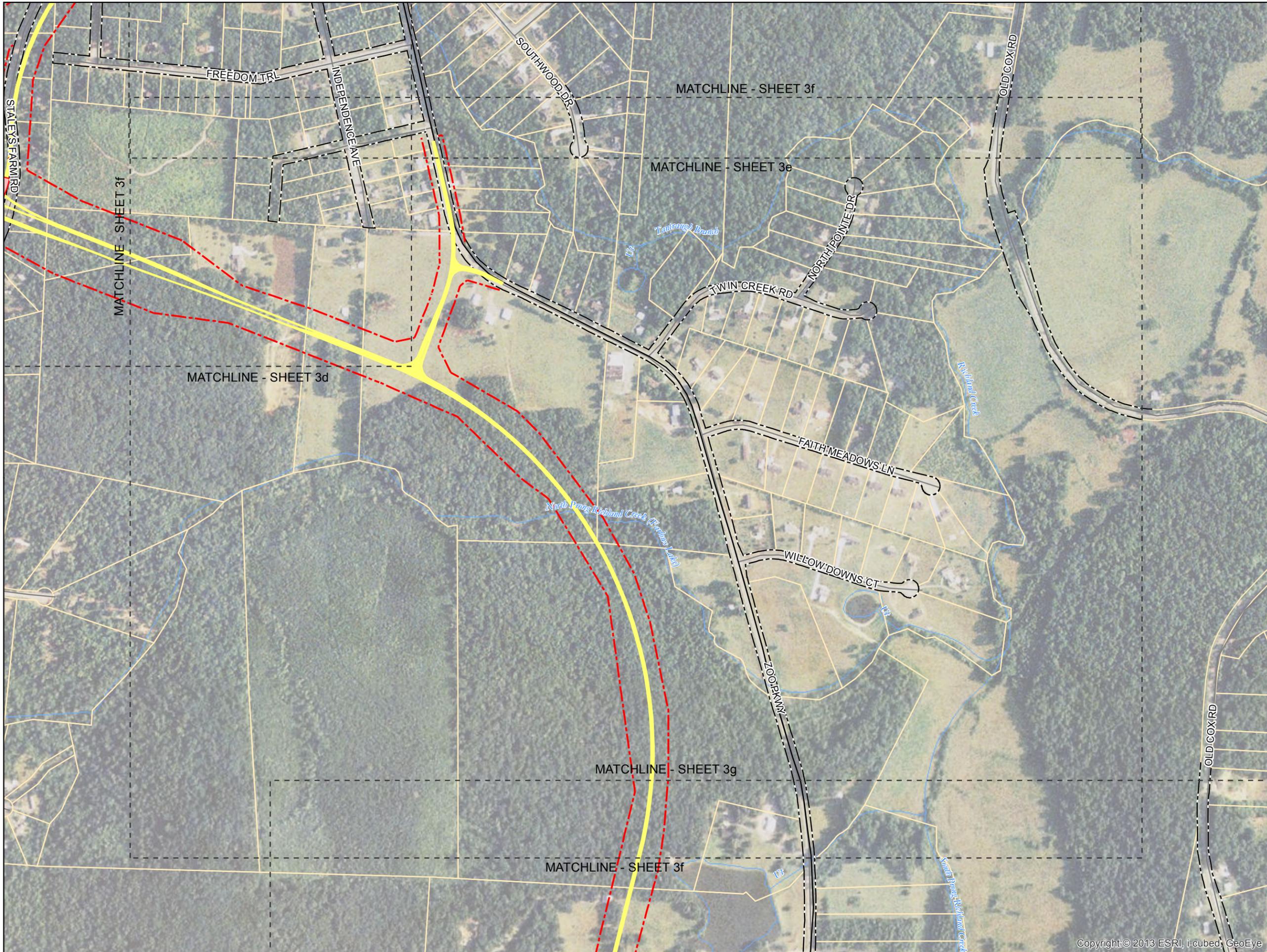


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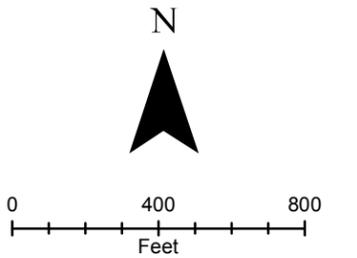
US 64 Asheboro Bypass and Zoo Connector
 TIP R-2536
 Randolph County, North Carolina

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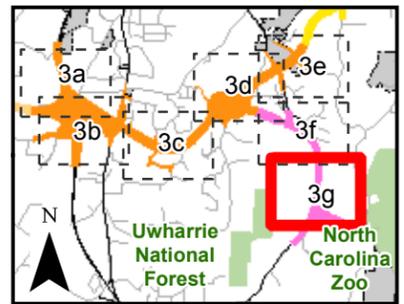
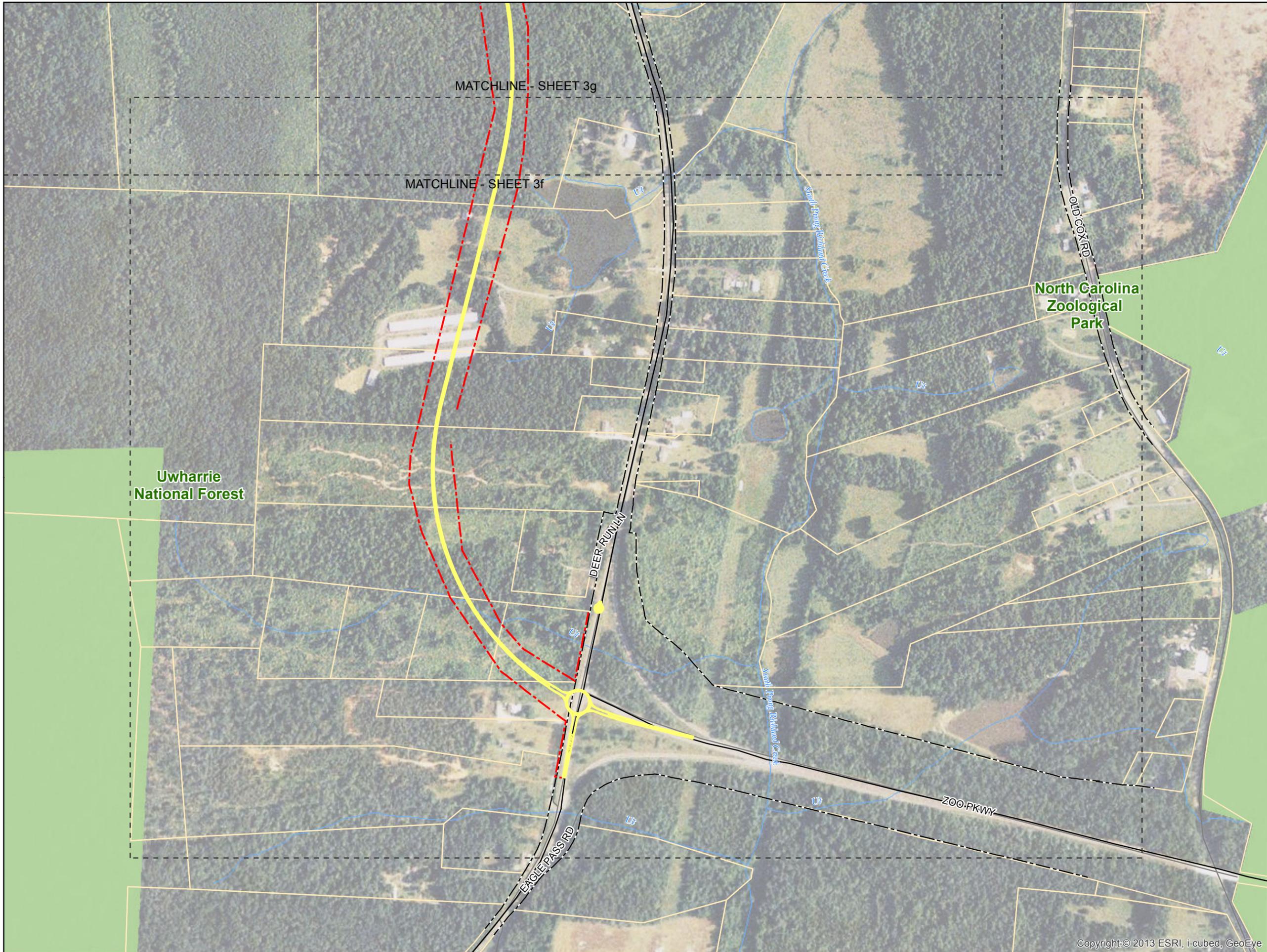
Legend

- - - Proposed Right of way
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- Proposed Bridge
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- Streams



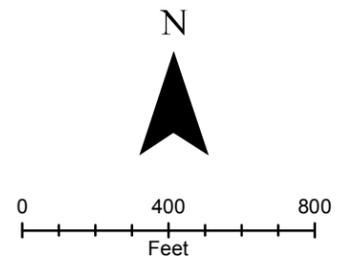
US 64 Asheboro Bypass and Zoo Connector
 TIP R-2536
 Randolph County, North Carolina

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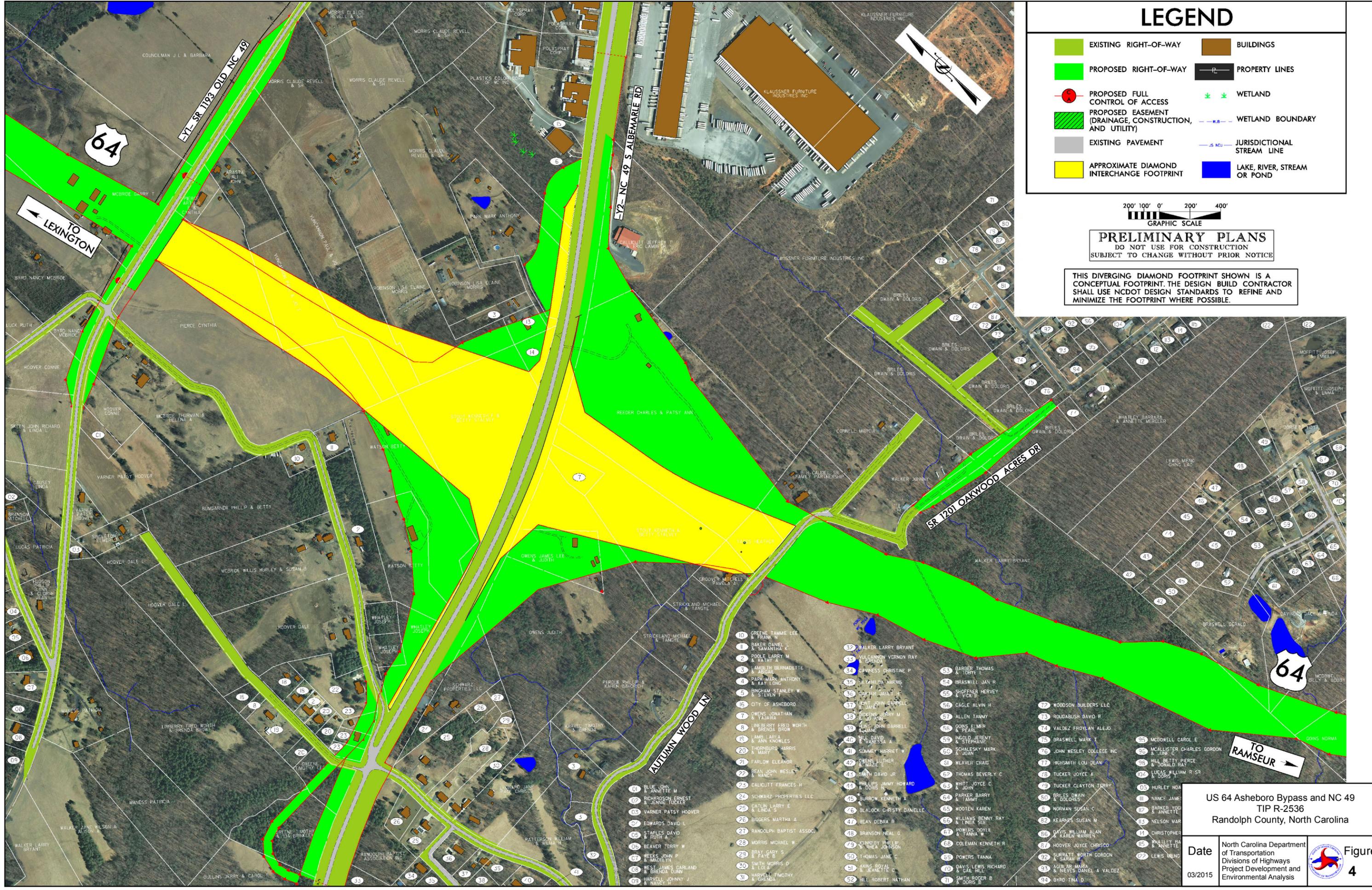
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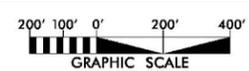
US 64 Asheboro Bypass and Zoo Connector
TIP R-2536
Randolph County, North Carolina

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LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- APPROXIMATE DIAMOND INTERCHANGE FOOTPRINT
- BUILDINGS
- PROPERTY LINES
- PROPOSED FULL CONTROL OF ACCESS
- PROPOSED EASEMENT (DRAINAGE, CONSTRUCTION, AND UTILITY)
- EXISTING PAVEMENT
- LAKE, RIVER, STREAM OR POND
- WETLAND
- WETLAND BOUNDARY
- JURISDICTIONAL STREAM LINE



PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

THIS DIVERGING DIAMOND FOOTPRINT SHOWN IS A CONCEPTUAL FOOTPRINT. THE DESIGN BUILD CONTRACTOR SHALL USE NCDOT DESIGN STANDARDS TO REFINE AND MINIMIZE THE FOOTPRINT WHERE POSSIBLE.

- | | | | |
|---------------------------------------|-------------------------------------|-----------------------------------|---------------------------------------|
| 10 GREENE TAMME LEE & FRANK W | 37 WALKER LARRY BRYANT | 63 BARBER THOMAS & DORIS B | 90 WOODSON BUILDERS LLC |
| 11 BAKER DANIEL & SAVANNAH K | 38 VULCANNON VERNON RAY & BRENDA | 64 BRASWELL JAN R | 91 MCDOWELL CAROL E |
| 12 POOLE LARRY M & KATHY A | 39 CAVINESS CHRISTINE P | 65 SHOFFER HERVEY & VICKI S | 92 MCALLISTER CHARLES GORDON & JUNE C |
| 13 LAMBERT BERNADETTE & BOB | 40 PHILLIPS HARRIS & KAY LONG | 66 CAGLE ALVIN H | 93 HILL BETTY PERCE & DONALD RAY |
| 14 PARK MARK ANTHONY & KAY LONG | 41 KANT JOHN DARRELL & MARY | 67 GONS ELMER & PEARL | 94 LUCAS WILLIAM R SR & DORIS T |
| 15 BINGHAM STANLEY W & STEVEN T | 42 KANT JOHN DARRELL & MARY | 68 INGLD JEREMY & STEPHANIE | 95 HURLEY NDA |
| 16 CITY OF ASHEBORO | 43 HILL DAVID & VANESSA A | 69 SCHLESKY MARK & JOAN | 96 NANCE JAMI |
| 17 OWENS JONATHAN & TAJARA | 44 SUMNER HARRIET W & MAZIE E | 70 WEAVER CRAIG | 97 BARKER YODI & ANNETTE |
| 18 LINDBERRY FRED WORTH & BRENDA BROW | 45 SMITH DAVID JR | 71 THOMAS BEVERLY C | 98 NELSON WAR |
| 19 LAMB LARFA & ANN KNOWLES | 46 CALICUTT FRANCES H | 72 WHITTY JOYCE C & JOHN | 99 DAVIS WILLIAM ALAN & KAREN WARREN |
| 20 THORNBERG HARRIS MARY | 47 SCHWARZ PROPERTIES LLC | 73 PARKER BARRY & TAMMY | 100 CHRISTOPHER |
| 21 FARLOW ELEANOR | 48 CATLIN LARRY E & LINDA S | 74 WOOTEN KAREN | 101 WHITLEY BA & ANNETTE |
| 22 BEAN JOHN WESLEY & MARY | 49 BIGGERS MARTHA A | 75 WILLIAMS BENNY RAY & LINDA SUE | 102 LEWIS MEND |
| 23 EDWARD JANE PAKE CHRISTON | 50 RANDOLPH BAPTIST ASSOC | 76 BRANSON NEAL G | |
| 24 RICHARDSON ERNEST & JENNIE TUCKER | 51 MORRIS MICHAEL W | 77 TENNEY PHILIP & RHEA JOHNSON | |
| 25 VARNER PATSY HOOVER | 52 BRAY GARY S & MADELYN | 78 SMITH MORRIS D & L'LOLA | |
| 26 EDWARDS DAVID L | 53 WEST JAMES CARLAND & BRENDA BURN | 79 HARVELL TIMOTHY & NANCY H | |
| 27 STAPLES DAVID & RUTH A | 54 HARVELL TIMOTHY & NANCY H | | |
| 28 BEAVER TERRY W | | | |
| 29 WEEKS JOHN P & MADELYN | | | |
| 30 WEST JAMES CARLAND & BRENDA BURN | | | |
| 31 HARVELL TIMOTHY & NANCY H | | | |

US 64 Asheboro Bypass and NC 49
TIP R-2536
Randolph County, North Carolina

Appendix



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

August 26, 2014

Ramona Bartos
State Historic Preservation Office
Deputy State Historic Preservation Officer
4617 Mail Service Center
Raleigh, NC 27699-4617

Re: Archaeological Survey Report Addendum for expanded APE resulting from redesign of the Zoo Connector on the Asheboro Southern Bypass project in North Carolina (TIP No. R-2536, WBS 34450.1.1, Federal Aid No. NHF 64(19), HPO Review No. ER 97-9373).

Dear Ms. Bartos,

Please find attached two copies of the addendum archaeological survey and evaluation report for an expanded Area of Potential Effects, a new location redesign of a portion of the Zoo Connector, part of the larger Asheboro Southern Bypass (TIP R-2536, ER 97-9373). Copies of archaeological site forms have also been included with this submittal.

On May 2, 2014, NCDOT archaeology supervisor Matt Wilkerson and archaeologist Brian Overton met with Deputy State Archaeologist, Dolores Hall, for consultation on this additional APE. The new location design was reviewed using GIS-based mapping with USGS quadrangles (see attached mapping) and aerials. The methodology and results of previously surveyed areas were discussed. The goal was to address the additional APE for consideration and determine what, if any, level of effort is required to identify National Register of Historic Places-eligible archaeological sites.

As a result of consultation, NCDOT pursued subsurface testing and pedestrian survey of the additional APE. Since there is already a comprehensive archaeological survey report for the larger project, the addendum format is brief. Three new archaeological sites (31Rd1518, 31Rd1519 and 31Rd1520) and one isolated find (31Rd1521) were documented. Two previously recorded sites (31Rd1395 and 31Rd1396) were also encountered and archaeological site forms updated. All of the discussed archaeological sites associated with the APE for the Zoo Connector redesign are recommended as not eligible for the NRHP.

Thank you for your assistance in this matter. Should you have any questions concerning this project, please contact me at (919) 707-6089 or Brian Overton, NCDOT Archaeologist, at (919) 707-6081.

Regards,

A handwritten signature in blue ink, appearing to read "Matt Wilkerson", with a long horizontal line extending to the right.

Matt Wilkerson
Archaeology Supervisor
Human Environment Section

cc: Dolores Hall, OSA
Brian Overton, NCDOT
Michael L. Carmody, Dovetail

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PDEA - HUMAN ENVIRONMENT SECTION
1598 MAIL SERVICE CENTER
RALEIGH NC 27699-1598

TELEPHONE: 919-707-6000
FAX: 919-212-5785

WEBSITE:
[HTTPS://CONNECT.NCDOT.GOV/RESOURCES/ENVIRON
MENTAL/PAGES/DEFAULT.ASPX](https://connect.ncdot.gov/resources/environmental/pages/default.aspx)

LOCATION:
CENTURY CENTER, BUILDING B
1000 BIRCH RIDGE DRIVE
RALEIGH NC 27610



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

September 11, 2014

MEMORANDUM

TO: Matt Wilkerson
Office of Human Environment
NCDOT Division of Highways

FROM: Ramona M. Bartos *RMB for Ramona M. Bartos*

SUBJECT: Archaeological Survey Report Addendum for Expanded APE Resulting From Redesign of the Zoo Connector on the Asheboro Southern Bypass Project in North Carolina, (TIP No. R-2536, WBS 34450.1.1, Federal Aid No. NHF 64(19), Randolph County, ER 97-9373

Thank you for your letter of August 26, 2014, transmitting the archaeological survey report addendum by Dovetail Cultural Resource Group for our review concerning the above project.

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

31RD1395, 31RD1396, 31RD1518, 31RD1519, 31RD1520 and 31RD1521

None of these sites contain sufficient stratigraphic integrity to yield information important to prehistory. The report meets our office's guidelines and those of the Secretary of the Interior. We concur with the author's recommendation for no additional archaeological investigation in connection with the Zoo Connector portion of the Asheboro Southern Bypass.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or renee.gledhill-earley@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Dovetail Cultural Resource Group

Raymond, Lou

From: Furr, Mary Pope <mfurr@ncdot.gov>
Sent: Thursday, February 19, 2015 4:03 PM
To: Raymond, Lou
Cc: Weaver, Derrick G; Al-Sharawneh, Ahmad A; McFalls, Eddie
Subject: RE: R-2536

Lou, I've looked at the revised design and determined two things:

1. The area was covered during our Section 106 studies for the project
2. There are no eligible properties affected by the new alignment

From: Raymond, Lou [mailto:Lou.Raymond@aecom.com]
Sent: Tuesday, February 10, 2015 1:59 PM
To: Furr, Mary Pope; Patrick, Vanessa E
Cc: Weaver, Derrick G; Al-Sharawneh, Ahmad A; McFalls, Eddie
Subject: RE: R-2536

Sorry about the file, but noticed it's on the website: http://www.ncdot.gov/projects/asheboro/download/R2536_DesignMap.pdf When you compare this January 2015 map to the previous design: http://www.ncdot.gov/projects/ASHEBORO/download/R2536_Zoo_Connector_phm.pdf you'll notice that the eastern portion of the Zoo Connector no longer coincides with NC 159 and instead parallels NC 159 on new location to the west. That's the basic difference.

I had included Vanessa on the email as I was on the phone for the Effects meeting this morning and didn't hear you. ☺

Lou Raymond, P.E., AICP
Project Manager, Transportation Planning
D 704.556.5047
lou.raymond@aecom.com

AECOM
5925 Carnegie Boulevard, Suite #370
Charlotte, NC 28209
T 704.553.6150 F 704.556.5050
www.aecom.com

From: Furr, Mary Pope [mailto:mfurr@ncdot.gov]
Sent: Tuesday, February 10, 2015 1:38 PM
To: Raymond, Lou; Patrick, Vanessa E
Cc: Weaver, Derrick G; Al-Sharawneh, Ahmad A; McFalls, Eddie
Subject: RE: R-2536

Lou, I downloaded the file, but was unable to view it. Is there another way you could transmit this information? Also, do the plans clearly indicate what changes have been made?

PS. Not sure why Vanessa was included on the e-mail since she is not the architectural historian assigned to the project. I'm the pinch hitter for someone who is no longer at NCDOT.

From: Raymond, Lou [<mailto:Lou.Raymond@aecom.com>]
Sent: Tuesday, February 10, 2015 12:32 PM
To: Furr, Mary Pope; Patrick, Vanessa E
Cc: Weaver, Derrick G; Al-Sharawneh, Ahmad A; McFalls, Eddie
Subject: FW: R-2536
Importance: High

Mary Pope and Vanessa,

The preliminary design for the Zoo Connector (Modified Zoo Connector) has changed since December 2013 when there was correspondence as shown below with Leza Mundt. The map of the Modified Zoo Connector (part of the alignment follows the original Zoo Connector alignment near the Zoo Parkway on new location) is shown in the following PDF link.

This file will be available for download until 2/17/2015

<u>File</u>	<u>Description</u>	<u>Size</u>
R2536_phm_rollPlot_New_Zoo_Conn_rev_012815.pdf		6,757KB

Please confirm that no additional survey work (assumed to be covered by 1999 survey for the entire project) is needed based on these latest design changes. If you have any questions about the latest design changes, please do not hesitate to contact us.

Thank you.

Lou Raymond, P.E., AICP
Project Manager, Transportation Planning
D 704.556.5047
lou.raymond@aecom.com

AECOM
5925 Carnegie Boulevard, Suite #370
Charlotte, NC 28209
T 704.553.6150 F 704.556.5050
www.aecom.com

From: Mundt, Leza W [<mailto:lwmundt@ncdot.gov>]
Sent: Wednesday, December 18, 2013 2:34 PM
To: Raymond, Lou
Subject: FW: R-2536

For the Reevaluation....

From: Furr, Mary Pope
Sent: Wednesday, December 18, 2013 2:08 PM
To: Mundt, Leza W; Weaver, Derrick G
Subject: R-2536

This e-mail is a follow-up to our meeting on December 9 where we discussed the request for input for R-2536. As I stated in the meeting, no additional survey work is needed for the particular area in which you have design changes as it was covered in the 1999 survey for the entire project. Furthermore, a scan of NC HPOWEB and Google StreetView does not indicate the presence of any unidentified eligible properties.

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

**Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 2A Modification**

TIP Project No.: R-2536

FA Project No.: NHF-64(19)

WBS No.: 34450.1.1

Project Name/Description:

US 64 Bypass from west of the intersection of US 64 and Stutts Road to just east of the intersection of US 64 and Dewey Road (SR 2256) on new location. The proposed bypass will be a fourteen mile long, four-lane, divided facility with no driveway access permitted. A new two-lane Zoo Connector will also be constructed from the proposed bypass to the North Carolina Zoo

A concurrence meeting was held with members of the Merger Team on February 18, 2015 to discuss to discuss the minor modification to the Bridges on US 64 Bypass over Little River and Vestal Creek, the minor re-alignment of the Zoo Connector (Section D). Also, to discuss the crossing on the Zoo Connector over the North Prong of Richland Creek.

• **Little River and Vestal Creek**

The bridges on the US 64 Bypass over Little River and Vestal Creek shall be of sufficient length and span arrangement to span the waterway and provide a minimum 60-foot clear span on the west side of both waterways from the top of the bank to the toe of fill slope and provide a minimum 30-foot clear span on the east side of both waterways from the top of the bank to the toe of fill slope. On each side of both waterways, a 30-foot clear span shall be provided for wildlife passage. The additional 30-foot clear span on the west side of both waterways shall provide a 15-foot buffer between the wildlife passage and a future 15-foot greenway. The minimum vertical clearance for both bridges shall be 10 feet above the existing natural ground surface.

• **North Prong of Richland Creek**

The proposed bridge on the Zoo Connector (new alignment) over the North Prong of Richland Creek has been eliminated and replaced with double 14'x10' RCBC's equal size to the downstream culverts under NC 159.

DocuSigned by:

Sarah Elizabeth Hair

4099BCC00658407
U.S. Army Corps of Engineers

DocuSigned by:

Renee Gledhill-carley

C26A1556A275464...
N.C. Department of Cultural Resources Historic
Preservation Office

DocuSigned by:

Gary Jordan

501BAD677C42452
U.S. Fish and Wildlife Service

Cynthia Van Der Wiele

7ECF49B8FF8144D...
U.S. Environmental Protection Agency

DocuSigned by:

Travis Wilson

31585D0B682E436...
N.C. Wildlife Resources Commission

Felipe Delan
Federal Highway Administration

DocuSigned by:

David Wainwright

N.C. Department of Environment and Natural
Resources, Division of Water Resources

ABK...me
N.C. Department of Transportation, PDEA

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS:	34450.1.1	COUNTY	Randolph	Alternate	of	Alternate
T.I.P. NO.:	R-2536 AA	F.A. PROJECT	NHF-64(19)			
DESCRIPTION OF PROJECT:	ASHEBORO SOUTHERN BYPASS FROM US 64 WEST TO US 64 EAST FOUR LANE FREEWAY ON NEW LOCATION WITH INTERCHANGES AT US 220, NC 49 AND ZOO ACCESS AT NC 159 (13.5 MILES)					

ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	16	0	16	0	0	0	4	4	8			
Businesses	4	0	4	0	VALUE OF DWELLING		DSS DWELLING AVAILABLE					
Farms	1	0	1	0	Owners	Tenants	For Sale	For Rent				
Non-Profit	0	0	0	0	0-20M	1	\$ 0-150	0	0-20M	2	\$ 0-150	0
					20-40M	0	150-250	0	20-40M	16	150-250	0
					40-70M	2	250-400	0	40-70M	20	250-400	25±
					70-100M	5	400-600	0	70-100M	40	400-600	200±
					100 UP	8	600 UP	0	100 UP	147	600 UP	100±
					TOTAL	16		0		225		325

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
X		7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
X		10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 12-18 Months

REMARKS (Respond by Number)
See Addendum For Remarks

	Date		Relocation Coordinator	Date
Right of Way Agent				

EIS RELOCATION REPORT ADDENDUM

WBS: 34450.1.1

COUNTY: RANDOLPH

T.I.P.: R-2536 AA

F.A. PROJECT: NHF-64(19)

DESCRIPTION OF PROJECT: **ASHEBORO SOUTHERN BYPASS FROM US 64 WEST TO US 64 EAST FOUR LANE FREEWAY ON NEW LOCATION WITH INTERCHANGES AT US 220, NC 49 AND ZOO ACCESS AT NC 159 (13.5 MILES).**

3. Several businesses are impacted but there are adequate properties available to relocate.
4. Several small businesses are impacted. Each appears to have 3-5 employees. None appear to have minorities.
 - TT Graham Construction Inc. appears to be a construction company with 1 – 5 employees, none appear to be minorities.
 - AH Beck Foundation Co. appears to be a foundation business with 1 – 3 employees, none appear to be minorities.
 - Transmission Repair Shop appears to be an automotive transmission repair shop with 3 – 5 employees, none appear to be minorities.
 - Fire Extinguisher Sales and Service appears to be a fire extinguisher sales and service shop which employees 1 – 5 employees, none appear to be minorities.
6. Multiple Listing Service, Homes.com, HUD, Section 8 Housing, Etc...
7. The area appears to have a lot of low income families, thus, housing programs should be considered.
8. Last Resort Housing should be considered due the income levels in the community
11. Public housing is available through Section 8 and the Asheboro Housing Authority is accepting applications at this time.
12. Based upon the visual and the available housing on the market, it appears that that there will be adequate DSS housing for this project. It should be noted that these properties have not been inspected to assure that they meet the DSS standards. The available DSS dwellings listed above are located in Asheboro, NC. More than 1,200 sales and rental listings are available in Randolph County. There are numerous mobile home parks in the area that appear to have rentals available. According to information provided by MLS and internet listings, there are very few rentals Available below \$400.00 in the Asheboro area.
14. Loopnet.com, Commercial real estate property listings (cimls.com), buildingsearch.com, individual real estate broker companies (Caldwell, Re-Max etc.)

Note:

- (1) It should be noted that the data provided in this report was collected via a windshield view of each property. Thus it was difficult to determine tenant occupied homes, businesses, the number of employees, and the numbers of minorities as there were no interviews conducted.
- (2) There are several outdoor advertising signs located within the corridor.

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS:	34450.1.1	COUNTY	Randolph	Alternate ^{AB}	of ⁵	Alternate
T.I.P. NO.:	R-2536 AB	F.A. PROJECT	NHF-64(19)			
DESCRIPTION OF PROJECT:	ASHEBORO SOUTHERN BYPASS FROM US 64 WEST TO US 64 EAST FOUR LANE FREEWAY ON NEW LOCATION WITH INTERCHANGES AT US 220, NC 49 AND ZOO ACCESS AT NC 159 (13.5 MILES)					

ESTIMATED DISPLACEDS					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	17	0	17	0	0	0	3	3	11			
Businesses	3	0	3	0	VALUE OF DWELLING		DSS DWELLING AVAILABLE					
Farms	0	0	0	0	Owners		For Sale		For Rent			
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	2	\$ 0-150	0
ANSWER ALL QUESTIONS					20-40M	1	150-250	0	20-40M	16	150-250	0
Yes	No	Explain all "YES" answers.										
	X	1. Will special relocation services be necessary?										
	X	2. Will schools or churches be affected by displacement?										
X		3. Will business services still be available after project?										
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.										
	X	5. Will relocation cause a housing shortage?										
		6. Source for available housing (list).										
X		7. Will additional housing programs be needed?										
X		8. Should Last Resort Housing be considered?										
	X	9. Are there large, disabled, elderly, etc. families?										
X		10. Will public housing be needed for project?										
X		11. Is public housing available?										
X		12. Is it felt there will be adequate DSS housing available during relocation period?										
	X	13. Will there be a problem of housing within financial means?										
X		14. Are suitable business sites available (list source).										
		15. Number months estimated to complete RELOCATION? 12-18 Months										

Owners		Tenants		For Sale		For Rent	
70-100M	3	400-600	0	70-100M	40	400-600	200±
100 UP	10	600 UP	0	100 UP	147	600 UP	100±
TOTAL	17		0		225		325

REMARKS (Respond by Number)

See Addendum For Remarks

	02/24/12 Date	Relocation Coordinator	2/27/12 Date
Right of Way Agent			

EIS RELOCATION REPORT ADDENDUM

WBS: 34450.1.1

COUNTY: RANDOLPH

T.I.P.: R-2536 AB

F.A. PROJECT: NHF-64(19)

DESCRIPTION OF PROJECT: **ASHEBORO SOUTHERN BYPASS FROM US 64 WEST TO US 64 EAST FOUR LANE FREEWAY ON NEW LOCATION WITH INTERCHANGES AT US 220, NC 49 AND ZOO ACCESS AT NC 159 (13.5 MILES).**

3. Several businesses are impacted but there are adequate properties available to relocate.
4. Several small businesses are impacted. Each appears to have 3-10 employees. None appear to have minorities.
 - B Watson appears to be a small business with 1 – 3 employees, none appear to be minorities.
 - Plastics Color Corp. appears to be an industrial warehouse with 5 – 10 employees, none appear to be minorities.
 - Jaeco Precision Inc. appears to be a tool and die maker which appears to have 5 – 10 employees, none appear to be minorities.
6. Multiple Listing Service, Homes.com, HUD, Section 8 Housing, Etc...
7. The area appears to have a lot of low income families, thus, housing programs should be considered.
8. Last Resort Housing should be considered due the income levels in the community
11. Public housing is available through Section 8 and the Asheboro Housing Authority is accepting applications at this time.
12. Based upon the visual and the available housing on the market, it appears that that there will be adequate DSS housing for this project. It should be noted that these properties have not been inspected to assure that they meet the DSS standards. The available DSS dwellings listed above are located in Asheboro, NC. More than 1,200 sales and rental listings are available in Randolph County. There are numerous mobile home parks in the area that appear to have rentals available. According to information provided by MLS and internet listings, there are very few rentals Available below \$400.00 in the Asheboro area.
14. Loopnet.com, Commercial real estate property listings (cimls.com), buildingsearch.com, individual real estate broker companies (Caldwell, Re-Max etc.)

Note:

- (1) It should be noted that the data provided in this report was collected via a windshield view of each property. Thus it was difficult to determine tenant occupied homes, businesses, the number of employees, and the numbers of minorities as there were no interviews conducted.
- (2) There are several outdoor advertising signs located within the corridor.

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS:	34450.1.1	COUNTY	Randolph	Alternate	B	of	2	Alternate
T.I.P. NO.:	R-2536B	F.A. PROJECT	NHF-64(19)					
DESCRIPTION OF PROJECT:	US 64 BYPASS AND THE ZOO CONNECTOR FROM THE US 64 BYPASS SOUTH OF ASHEBORO TO THE NC ZOOLOGICAL PARK ENTRANCE ON NC 159							

ESTIMATED DISPLACED					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	78	0	78	0	6	8	14	28	22	
Businesses	0	0	0	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners		Tenants		For Sale	
Non-Profit	0	0	0	0	0-20M	8	\$ 0-150	0	0-20M	49
					20-40M	17	150-250	0	20-40M	50
					40-70M	14	250-400	0	40-70M	60
					70-100M	22	400-600	0	70-100M	60
					100 UP	17	600 UP	0	100 UP	230
					TOTAL	78	0	0	449	60

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X	X	3. Will business services still be available after project?
	X	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
X		7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
X		10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 12-18 Months

REMARKS (Respond by number)									
See Addendum For Remarks									

Vivian B. Swanigan Right of Way Agent	06/30/14	Date		7/1/14	Date
			Relocation Coordinator		

EIS RELOCATION REPORT ADDENDUM

WBS: 34450.1.1

COUNTY: RANDOLPH

T.I.P.: R-2536 B

F.A. PROJECT: NHF-64(19)

DESCRIPTION OF PROJECT: **ASHEBORO SOUTHERN BYPASS FROM US 64 WEST TO US 64 EAST
FOUR LANE FREEWAY ON NEW LOCATION WITH INTERCHANGES AT US 220, NC 49 AND ZOO
ACCESS AT NC 159 (13.5 MILES).**

3. No businesses are being affected by this alternate.

6. Multiple Listing Service, Homes.com, HUD, Section 8 Housing, Etc...

7. The area appears to have a lot of low income families, thus, housing programs should be considered.

8. Last Resort Housing should be considered due the income levels in the community

10. Low Income families may already be in public housing.

11. Public housing is available through Section 8 and the Asheboro Housing Authority is accepting applications at this time.

12. Based upon the visual and the available housing on the market, it appears that that there will be adequate DSS housing for this project. It should be noted that these properties have not been inspected to assure that they meet the DSS standards. The available DSS dwellings listed above are located in Asheboro, NC. More than 1,200 sales and rental listings are available in Randolph County. There are numerous mobile home parks in the area that appear to have rentals available. According to information provided by MLS and internet listings, there are very few rentals Available below \$400.00 in the Asheboro area.

Note:

(1) It should be noted that the data provided in this report was collected via a windshield view of each property. Thus it was difficult to determine tenant occupied homes, businesses, the number of employees, and the numbers of minorities as there were no interviews conducted.

(2) There are several outdoor advertising signs located within the corridor.

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS:	34450.1.1	COUNTY	Randolph	Alternate ^C	of ⁵	Alternate
T.I.P. NO.:	R-2536C	F.A. PROJECT	NHF-64(19)			
DESCRIPTION OF PROJECT:	ASHEBORO SOUTHERN BYPASS FROM US 64 WEST TO US 64 EAST FOUR LANE FREEWAY ON NEW LOCATION WITH INTERCHANGES AT US 220, NC 49 AND ZOO ACCESS AT NC 159 (13.5 MILES)					

ESTIMATED DISPLACEDS					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	54	0	54	0	2	12	14	8	18			
Businesses	7	0	7	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE				
Farms	0	0	0	0	Owners		Tenants		For Sale For Rent			
Non-Profit	1	0	1	0	0-20M	3	\$ 0-150	0	0-20M	2	\$ 0-150	0
					20-40M	1	150-250	0	20-40M	16	150-250	0
					40-70M	7	250-400	0	40-70M	20	250-400	25±
					70-100M	8	400-600	0	70-100M	40	400-600	200±
					100 UP	35	600 UP	0	100 UP	147	600 UP	100±
					TOTAL	54		0		225		325

ANSWER ALL QUESTIONS		Explain all "YES" answers.
Yes	No	
	X	1. Will special relocation services be necessary?
X		2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
X		7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
X		10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 12-18 Months

REMARKS (Respond by Number) See Addendum For Remarks

	02/24/12 Date	Relocation Coordinator	2/27/12 Date
Right of Way Agent			

EIS RELOCATION REPORT ADDENDUM

WBS: 34450.1.1

COUNTY: RANDOLPH

T.I.P.: R-2536 C

F.A. PROJECT: NHF-64(19)

DESCRIPTION OF PROJECT: **ASHEBORO SOUTHERN BYPASS FROM US 64 WEST TO US 64 EAST FOUR LANE FREEWAY ON NEW LOCATION WITH INTERCHANGES AT US 220, NC 49 AND ZOO ACCESS AT NC 159 (13.5 MILES).**

2. There is a church in this segment that will be displaced. There are no existing church structures in the area available for sale; however, there is ample land in the area available for sale to rebuild. Coordinating the Acquisition and relocation activities within the project schedule will be critical.

- Carolina Conference Association Seventh Day Adventist

3. Several businesses are impacted but there are adequate properties available to relocate.

4. Several small businesses are impacted. Each appears to have 3-10 employees. None appear to have minorities.

- New Generations Homes appears to sale mobile homes, with 1 – 3 employees, none appear to be minorities.
- Randolph Powder Coating appears to be a refinishing shop with 3 – 5 employees, none appear to be minorities.
- BP Gas Station appears to be a gas station/convenience store with 2 – 3 employees, none appear to be minorities.
- Shell Gas Station appears to be a gas station/convenience store with 2 – 3 employees, none appear to be minorities.
- Blue Mist Bar-B-Q appears to be a restaurant with 8 – 10 employees, none appear to be minorities.
- Clicks appears to be a hair salon/barber shop with 2 – 4 employees, none appear to be minorities.
- Valdez Auto Center, Inc. appears to be a car sales center with 2 – 4 employees, none appear to be minorities.

6. Multiple Listing Service, Homes.com, HUD, Section 8 Housing, Etc...

7. The area appears to have a lot of low income families, thus, housing programs should be considered.

8. Last Resort Housing should be considered due the income levels in the community

11. Public housing is available through Section 8 and the Asheboro Housing Authority is accepting applications at this time.

12. Based upon the visual and the available housing on the market, it appears that that there will be adequate DSS housing for this project. It should be noted that these properties have not been inspected to assure that they meet the DSS standards. The available DSS dwellings listed above are located in Asheboro, NC. More than 1,200 sales and rental listings are available in Randolph County. There are numerous mobile home parks in the area that appear to have rentals available. According to information provided by MLS and internet listings, there are very few rentals Available below \$400.00 in the Asheboro area.

14. Loopnet.com, Commercial real estate property listings (cimls.com), buildingsearch.com, individual real estate broker companies (Caldwell, Re-Max etc.)

Note:

(1) It should be noted that the data provided in this report was collected via a windshield view of each property. Thus it was difficult to determine tenant occupied homes, businesses, the number of employees, and the numbers of minorities as there were no interviews conducted.

(2) There are several outdoor advertising signs located within the corridor.

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS:	34450.1.1	COUNTY	Randolph	Alternate	D	of	Alternate
T.I.P. NO.:	R-2536D	F.A. PROJECT	NHF-64(19)				
DESCRIPTION OF PROJECT:		US 64 IMPROVEMENTS ASHEBORO BYPASS AND ZOO CONNECTOR					

ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	2	0	2	0	0	0	1	1	0			
Businesses	2	0	2	0	VALUE OF DWELLING DSS DWELLING AVAILABLE							
Farms	0	0	0	0	Owners		Tenants		For Sale For Rent			
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	2	\$ 0-150	0
					20-40M	0	150-250	0	20-40M	16	150-250	0
					40-70M	1	250-400	0	40-70M	20	250-400	25±
					70-100M	1	400-600	0	70-100M	40	400-600	200±
					100 UP	0	600 UP	0	100 UP	147	600 UP	100±
					TOTAL	2		0		225		325

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Will special relocation services be necessary?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. Source for available housing (list).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7. Will additional housing programs be needed?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	10. Will public housing be needed for project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing housing available during relocation period?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 12-18 Months

REMARKS (Respond by Number)							
See Addendum For Remarks							

Vivian B. Swanigan Right of Way Agent	03/11/15		3/17/15	
Date		Relocation Coordinator	Date	

EIS RELOCATION REPORT ADDENDUM

WBS: 34450.1.1

COUNTY: RANDOLPH

T.I.P.: R-2536D

F.A. PROJECT: NHF-64(19)

DESCRIPTION OF PROJECT: **US 64 IMPROVEMENTS Asheboro Bypass and Zoo Connector**

3. Two businesses are impacted but there are adequate properties available to relocate.
4. Two small businesses are impacted. Each appears to have 1-2 employees. None appear to have minorities.
 - Chicken houses on the property of Mr. & Mrs. Laprade
 - Dog Kisses Pet Resort on the property of Mr. & Mrs. Laprade
6. Multiple Listing Service, Homes.com, HUD, Section 8 Housing, Etc...
7. The area appears to have a lot of low income families, thus, housing programs should be considered.
8. Last Resort Housing should be considered due the income levels in the community.
11. Public housing is available through Section 8 and the Asheboro Housing Authority is accepting applications at this time.
12. Based upon the visual and the available housing on the market, it appears that that there will be adequate DSS housing for this project. It should be noted that these properties have not been inspected to assure that they meet the DSS standards. The available DSS dwellings listed above are located in Asheboro, NC. More than 1,200 sales and rental listings are available in Randolph County. There are numerous mobile home parks in the area that appear to have rentals available. According to information provided by MLS and internet listings, there are very few rentals Available below \$400.00 in the Asheboro area.
14. Loopnet.com, Commercial real estate property listings (cimls.com), buildingsearch.com, individual real estate broker companies (Caldwell, Re-Max etc.)