

NC 71-211  
Red Springs Bypass  
From NC 71 Southwest of Red Springs to NC 72-710 South of Red Springs  
Hoke and Robeson Counties  
Federal-Aid Project STP-211(3)  
State Project 34474.1.2  
TIP Project R-2593

REEVALUATION OF ENVIRONMENTAL ASSESSMENT

U. S. Department of Transportation

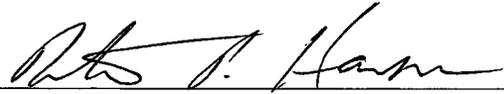
Federal Highway Administration

And

N. C. Department of Transportation

APPROVED:

5/18/15   
Date for John F. Sullivan, III, PE  
Division Administrator, FHWA

4/28/15   
Date for Richard W. Hancock, PE  
Unit Head  
Project Development and Environmental Analysis Unit, NCDOT

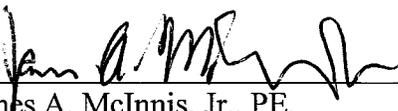
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Documentation Prepared in Project Development and Environmental Analysis Unit By:



  
\_\_\_\_\_  
Joseph Miller, PE,  
Project Planning Engineer  
Project Development and Environmental Analysis Unit

  
\_\_\_\_\_  
James A. McInnis, Jr., PE,  
Project Engineer  
Project Development and Environmental Analysis Unit

## PROJECT COMMITMENTS

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Red Springs Bypass  
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Hoke and Robeson Counties  
Federal-Aid Project STP-211(3)  
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### **Project Development Section, Human Environment Section**

Ten previously recorded archaeological sites exist in the vicinity of the alternative corridors for the project. Prior to completion of the final environmental document for this project, an intensive archaeological survey will be conducted to identify and evaluate all archaeological sites within the preferred corridor, in accordance with 36 CFR Part 800.

If Alternatives A-1, B-1 or A-1, B-2 are selected for the project, additional studies will be conducted to confirm the feasibility and reasonableness of noise abatement at this location. If an alternative other than A-1, B-1 or A-1, B-2 is selected, no traffic noise abatement measures are recommended and no additional noise studies are required.

NCDOT will coordinate with the Town of Red Springs officials responsible for Chavis-Locklear Park regarding project effects to the park. In addition, the public will be afforded an opportunity to review and comment on the project's effects on the park at the public hearing to be held for this project following completion of this reevaluation of the environmental assessment. If the local officials and the public agree, then under Section 6009(a) of SAFTEA-LU, FHWA anticipates Section 4(f) does not apply in this case, because this project will have a *de minimis* impact on the park. The final determination regarding a *de minimis* impact finding for Chavis-Locklear Park will be made prior to completion of the final environmental document.

### **Hydraulics Unit**

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

### **Division Six Construction**

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

It is not expected that nighttime work will be required to construct this project, but if earth moving, grading, hauling and/or paving operations must occur during evening, nighttime and/or weekend hours in the vicinity of residential neighborhoods or other noise-sensitive areas, the contractor will notify NCDOT as soon as possible.

Reasonable attempts will be made to notify area residents and make appropriate arrangements for the mitigation of the predicted construction noise impacts.

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## I. PROJECT DESCRIPTION

TIP Project R-2593 involves the construction of a two-lane roadway on multi-lane right of way to serve as a NC 71-211 bypass of Red Springs. The proposed bypass will be constructed partly on new location and extend from NC 71 west of Red Springs to NC 72 south of Red Springs. The proposed roadway will be between seven to nine miles long, depending on the alternative chosen (see Figure 1).

The purpose of the proposed project is to reduce traffic congestion and truck traffic along existing NC 71 and NC 211 within downtown Red Springs.

The project is included in the approved 2012-2020 North Carolina State Transportation Improvement Program (STIP) for planning and environmental studies only. The project is unfunded in the draft 2016-2025 STIP.

The latest cost estimates for the project are as follows:

	Alt. A-1, B-1	Alt. A-1, B-2	Alt. A-2, B-1	Alt. A-2, B-2	TP Alt.	Southern Alt.
Right of Way Acquisition	\$4,040,218	\$1,941,730	\$4,425,786	\$2,327,298	\$4,400,518	\$1,424,887
Utility Relocation	\$2,525,646	\$1,791,354	\$2,837,846	\$2,103,554	\$2,017,570	\$863,802
Wetland/Stream Mitigation	\$1,458,000	\$1,266,000	\$1,635,000	\$1,443,000	\$2,021,000	\$1,472,000
Construction	\$27,900,000	\$31,100,000	\$29,400,000	\$32,600,000	\$43,900,000	\$41,800,000
<b>Total</b>	<b>\$35,923,864</b>	<b>\$36,099,084</b>	<b>\$38,298,632</b>	<b>\$38,473,852</b>	<b>\$52,339,088</b>	<b>\$45,560,689</b>

## II. PURPOSE OF A REEVALUATION

Depending on funding availability and/or the complexity of a project, project development can span a number of years, during which time there is the potential for the initial NEPA documentation to become out of date. In these cases, the Federal Highway Administration (FHWA) requires preparation of a “reevaluation” of planning and design efforts to ensure the project’s NEPA document reflects current information. The reevaluation either documents why existing NEPA documentation remains valid or it identifies the need for supplemental analysis. A reevaluation is a decision document that identifies new information and assesses whether that new information would result in substantial changes in environmental impacts. The purpose of the reevaluation is to determine whether or not a supplement to the initial NEPA document is needed. In this instance, the document being reevaluated is an Environmental Assessment. Although project development activities have been ongoing since the EA was approved in July 2009, the FONSI has not been approved. As such, this reevaluation has been prepared to meet FHWA requirements.

### **III. PROJECT HISTORY**

The NC 211 bypass was added to the STIP in 1989 as TIP Project R-2593. A feasibility study was completed for project R-2593 in 1990. The NC 71 bypass was added to the Transportation Improvement Program in 1996 as TIP Project R-3628 and a feasibility study was prepared. In 1997, it was decided to combine the NC 71 and NC 211 bypasses into a single project (R-2593) and Project R-3628 was deleted from the STIP.

An environmental assessment was completed for this project in July 2009 and distributed to federal, state and local agencies and made available to the public. Since that time, no further work has been performed on the project. Due to the amount of time which has passed since completion of the environmental assessment, this project has been reevaluated in order to insure the findings of the environmental assessment are still valid.

### **III. PROPOSED IMPROVEMENTS**

Section IV of the 2009 environmental assessment describes the improvements proposed as a part of the project. This information is summarized below.

The proposed bypass will be constructed as a two-lane roadway on multi-lane right of way. The proposed cross section is two 12-foot lanes with 8-foot grassed shoulders (4-foot paved) on 200 feet of right of way. The proposed typical sections are shown on Figures 7A and 7B of the environmental assessment.

A right of way width of 200 feet is proposed for the bypass. This right of way width is sufficient to accommodate a four-lane roadway with a 23-foot median in the future. The two-lane roadway to be constructed under this project will be offset within the right of way. Partial control of access will be obtained along the proposed bypass. Access will be limited to one access point per parcel, although additional access points may be provided for larger properties. The location of access points will be determined during the design phase of the project. There are no service roads planned for this project.

A posted speed limit of 55 MPH is anticipated for the bypass. A 60 MPH design speed is proposed for the bypass. This design speed is consistent with the expected 55 MPH speed limit.

It is anticipated no design exceptions will be required for this project.

All new intersections will be at-grade, with the majority of side streets being stop-sign controlled. Signalized intersections will be warranted in some cases. No interchanges are proposed along the roadway.

One at-grade railroad crossing will be required for the proposed bypass. The bypass will cross the Red Springs and Northern Railroad. Currently, this rail line is not active. The tracks are still in place, however.

#### **IV. CURRENT DETAILED STUDY ALTERNATIVES**

A description of preliminary study alternatives investigated for the project can be found in Section III-A of the 2009 environmental assessment. Preliminary alternatives studied included the “no-build” alternative.

Section III-B of the environmental assessment describes the alternatives studied in detail for the bypass. A total of six alternatives have been studied in detail. Table 1 below presents an updated comparison of these alternatives.

**TABLE 1  
DETAILED STUDY ALTERNATIVES**

	A-1, B-1	A-1, B-2	A-2, B-1	A-2, B-2	TP ALT.	SOUTH. ALT.
<b>Residential Relocates*</b>	16(4)	16(4)	16(4)	16(4)	14 (2)	4(0)
<b>Business Relocates*</b>	5(0)	5(0)	5(0)	5(0)	2(0)	2(0)
<b>Wetlands Affected (Ac.) (Delineated)</b>	10.3	13.1	12.5	15.4	13.5	14.2
<b>Stream Impacts (Ft.)</b>	1,090	348	1,090	348	1,654	603
<b>Protected Species Habitat?</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Effect on Protected Species?</b>	No	No	No	No	No	No
<b>Effect on Historic Properties?</b>	No	No	No	No	No	No
<b>Parks or Recreation Areas in Corridors?</b>	Yes	No	Yes	No	No	No
<b>Section 4(f) Involvement?</b>	Yes**	Yes**	Yes**	Yes**	No	No
<b>Receptors Impacted By Traffic Noise</b>	25	7	28	10	24	2
<b>Forested Areas Affected (Ac.)</b>	42	53	68	79	41	48
<b>Farmland Affected (Ac.)***</b>	111	128	98	115	97	105
<b>Total Length (Miles)</b>	8.03	8.35	8.65	8.97	6.41	7.59
<b>Total Cost (Millions)</b>	\$35.924	\$36.099	\$38.299	\$38.474	\$52.339	\$45.561

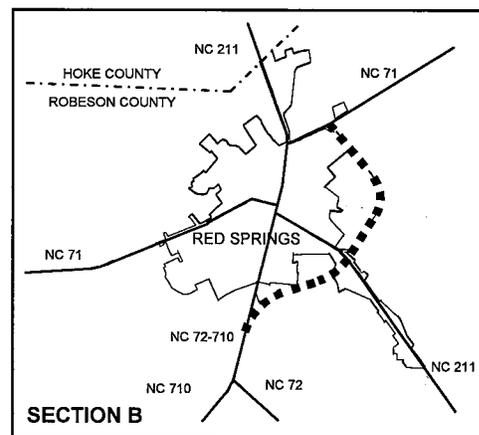
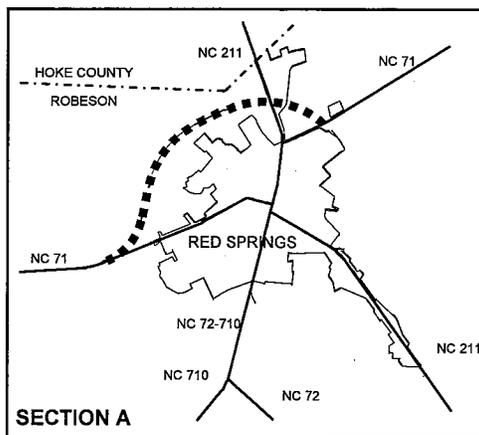
\* Numbers in parentheses ( ) indicate minority-owned or occupied homes or businesses.

\*\* Minor amount of right of way or easement will be required from Chavis-Locklear Park. It is expected this will result in a *de minimis* impact to the park.

\*\*\* Property actually being farmed, not necessarily prime and important farmland, which will be taken by the current design of the alternate.

## A. Section Alternatives

The proposed bypass has been divided into two sections and alternatives have been developed within each section (see figures below). Section A extends from existing NC 71 southwest of Red Springs to existing NC 71 northeast of Red Springs. Two alternatives have been studied within Section A. Section B extends from existing NC 71 northeast of Red Springs to existing NC 72 south of Red Springs. Two alternatives have been studied within Section B. All of the Section A and Section B alternatives meet at a common point along existing NC 71 northeast of Red Springs. Both of the Section A alternatives may be matched with any of the Section B alternatives to complete the bypass. These section alternatives are described below and presented on Figures 1 and 2.



### 1. Alternative A-1

Alternative A-1 extends from existing NC 71 southwest of Red Springs around the northern side of town to existing NC 71 northeast of Red Springs. The alternative is approximately 4.1 miles long, 2.9 miles of which is new location. Alternative A-1 involves crossing Little Raft Swamp near a previously disturbed area (site of an old dam) just north of the SR 1323 crossing (SR 1323 crossing would be removed) (see Figures 1 and 2).

### 2. Alternative A-2

Alternative A-2 extends from existing NC 71 west of Red Springs around the northern side of town to existing NC 71 northeast of Red Springs. The alternative is approximately 4.7 miles long, 2.7 miles of which is new location. This alternative diverges from existing NC 71 further west than Alternative A-1, but follows the same alignment as Alternative A-1 for over half its length, including the Little Raft Swamp crossing (see Figures 1 and 2).

### **3. Alternative B-1**

Alternative B-1 extends from NC 71 northeast of Red Springs around the eastern and southern sides of town to NC 72 south of Red Springs. This alternative is approximately 3.9 miles long, all on new location. Alternative B-1 intersects NC 71 northeast of Red Springs at the same point as the two Section A alternatives. This alternative crosses the Red Springs and Northern Railroad at-grade and crosses Little Raft Swamp east of SR 1776. The alternative ties into NC 72-710 south of Red Springs approximately 0.5 mile south of SR 1303 (see Figures 1 and 2).

### **4. Alternative B-2**

Alternative B-2 extends from NC 71 northeast of Red Springs around the eastern and southern sides of town to NC 72 south of Red Springs. The alternative is approximately 4.3 miles long, 3.8 miles of which is on new location. Alternative B-2 intersects NC 71 at the same location as the Section A alternatives. The alternative crosses the Red Springs and Northern Railroad at-grade and crosses Little Raft Swamp downstream of the Alternative B-1 crossing. The alternative ties into NC 72-710 at the intersection of NC 72 with NC 710 (see Figures 1 and 2).

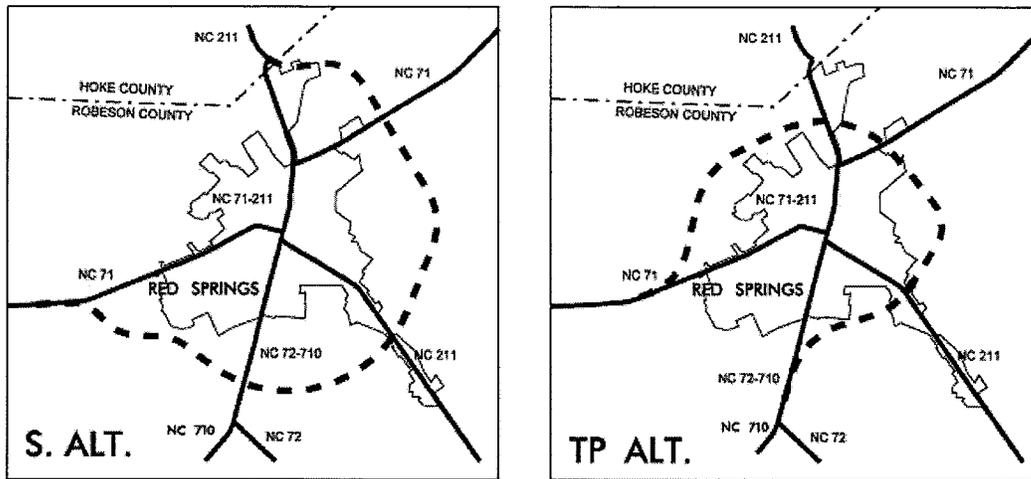
## **B. Southern Alternative**

The Southern Alternative involves constructing the proposed bypass around the southern and eastern sides of Red Springs. The alternative is approximately 7.6 miles long, 7.4 miles of which is on new location. The alternative diverges from existing NC 71 southwest of Red Springs at SR 1321. The alternative extends on new location in an easterly direction around the southern side of Red Springs, crossing the Red Springs and Northern Railroad at-grade southwest of Red Springs and crossing NC 72-710 and NC 211 southeast of Red Springs. From NC 211 South, the alternative extends on new location in a northerly direction around the eastern side of Red Springs, following the same alignment as Alternative B-2 to NC 71 northeast of Red Springs. The alternative ties into NC 211 north of Red Springs just north of the Robeson/Hoke County line (see Figures 1, 2 and S. Alt.).

## **C. Thoroughfare Plan Alternative**

The Thoroughfare Plan Alternative involves constructing the proposed bypass around the northern side of Red Springs. This alternative is 6.4 miles long, all of which is on new location. This alternative diverges from existing NC 71 west of Red Springs at the same location as Alternative A-1, but extends completely on new location to NC 71 northeast of Red Springs, intersecting NC 71 just west of SR 1700. The alternative then follows the alignment of SR 1777 to its terminus, then extends on new location following

the same alignment as Alternative B-1 between Little Raft Swamp and NC 72-710 (see Figures 1, 2 and TP Alt.).



## V. CHANGES IN PROPOSED PROJECT

There have been no substantive changes in the scope or detailed study alternatives for the proposed project since completion of the environmental assessment.

The design year for the project at the time of the environmental assessment was 2030. The current design year for the project is 2035. The latest traffic projections for the project for the current year (2013) and design year (2035) are shown on Figure 4. The results of capacity analyses based on the updated traffic forecasts are presented on Figure 5.

## VI. ENVIRONMENTAL EFFECTS OF PROJECT

New environmental surveys were performed as necessary in order to determine if conditions had changed in the project area.

### A. Cultural Resources

#### Historic Architectural Resources

Historic architectural resources are discussed in Section V-B-1 of the environmental assessment. No properties listed on the National Register of Historic Places are located within the project area of potential effects (APE). The National

Register-listed Flora McDonald College is located within Red Springs, but this property is outside the APE of the proposed bypass.

NCDOT architectural historians surveyed the APE of the proposed project in 1998, 2000 and 2006. As a result, they identified two historic properties as eligible for the National Register. They are the Red Springs Mill and Mill Village and the South Main Street Historic District. The State Historic Preservation Office (HPO) concurred with these eligibility determinations in letters dated October 16, 2001 and June 16, 2006 (see Appendix of environmental assessment).

In a meeting held on September 8, 2008, HPO and NCDOT agreed the project would have no effect on either of the historic properties. Copies of this form and the referenced letters are included in the Appendix of the environmental assessment.

NCDOT architectural historians reviewed the previous historic architectural investigations in July 2013 and determined that no additional study was required. The conclusions presented in the 2009 environmental assessment for the project remain valid. This project will have no effect on any properties eligible for or listed on the National Register of Historic Places.

### **Archaeological Resources**

Archaeological resources are discussed in Section V-B-2 of the environmental assessment. A preliminary archaeological background investigation of the project's area of potential effect was performed prior to completion of the environmental assessment in order to assess the potential impacts of the project on archaeological resources.

Ten previously recorded archaeological sites exist in the vicinity of the alternative corridors for the project. Prior to completion of the final environmental document for this project, an intensive archaeological survey will be conducted to identify and evaluate all archaeological sites within the preferred corridor, in accordance with 36 CFR Part 800. NCDOT will consult with the Office of State Archaeology to develop appropriate archaeological survey methodology prior to conducting this survey.

### **B. Section 4(f) Properties**

Section 4(f) properties are discussed in Section V-C of the environmental assessment.

There are five neighborhood parks funded by the Town of Red Springs. In addition, Chavis-Locklear Park is a recreation complex located in the industrial park along SR 1806 (Industrial Drive). The complex consists of ball fields that are used for Little League games. This complex is located within the study corridors for Alternatives A-1 and A-2.

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended existing Section 4(f) legislation to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This revision provides that if a transportation use of Section 4(f) property results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

Current preliminary designs for Alternatives 1 and 2 would require additional right of way and/or easements from Chavis-Locklear Park property located along SR 1806. This proposed right of way and easements will not actually affect a ball field, however. NCDOT has been coordinating with the Town officials responsible for the park, and will continue to do so. If the official responsible for the park agrees the proposed project will not adversely affect any activities, features or attributes of Chavis-Locklear Park, the proposed use of land from the park will be considered a *de minimis* impact.

The public will be afforded an opportunity to review and comment on the project's effects on Chavis-Locklear Park at the public hearing to be held for this project following completion of this reevaluation of the environmental assessment. If the local officials and the public agree, then under Section 6009(a) of SAFETEA-LU, FHWA anticipates Section 4(f) does not apply in this case, because this project will have a *de minimis* impact on the park. The final determination regarding a *de minimis* impact finding for Chavis-Locklear Park will be made prior to completion of the final environmental document.

## **C. Natural Resources**

### **Terrestrial Communities**

Terrestrial communities were re-evaluated in December of 2013. Since completion of the environmental assessment, approximately 30 acres of agricultural land has been converted to residential within the Alternative B-1 study corridor. Terrestrial community descriptions are presented in Section V-A-1-a of the 2009 environmental assessment. Table 2 below is an updated version of Table 6 of the environmental assessment.

**TABLE 2  
PROJECT EFFECTS ON TERRESTRIAL COMMUNITIES**

<b>Community Type*</b>	<b>A1B1</b>	<b>A1B2</b>	<b>A2B1</b>	<b>A2B2</b>	<b>TP Alt</b>	<b>South Alt</b>
Disturbed	49	22	58	31	14	9
Agricultural	81	128	68	115	97	105
Hardwood forest	8	5	8	5	8	4
Pine forest	10	15	13	18	11	11
Mixed pine-hardwood forest	17	26	40	49	14	30
Cypress-gum swamp	7	7	7	7	8	3
Mesic mixed hardwood	0	<0.1	0	<0.1	0	0
<b>Total Area</b>	<b>172</b>	<b>203</b>	<b>194</b>	<b>225</b>	<b>152</b>	<b>162</b>

\* Figures presented are one third the amount of each community within the study corridors.

### **Water Resources**

As discussed in Section V-A-2-a of the environmental assessment, the project is located in the Lumber River basin (US Geologic Survey Hydrologic Unit Code 03040203, Division of Water Quality sub-basin 03-07-52). The region has relatively flat, low-lying and poorly drained terrain. Eight streams are present in the project study area. Four of these streams are intermittent in nature and the remaining four are perennial. The two named streams in the project study area are Little Raft Swamp and Panther Branch. The other six streams are unnamed tributaries of Little Raft Swamp and Richland Swamp. The streams are sluggish blackwater streams bordered by swamps and bottomland forests. The best usage classification for all of the streams is C, Sw (NCDENR 2006).

No water resources classified as High Quality Water (HQW), Water Supplies (WS-I or WS-II), or Outstanding Resource Waters (ORW) are located within one mile of the project study area. Jurisdictional surface waters are present in the project corridor. Little Raft Swamp, Panther Branch and the unnamed tributaries of Little Raft Swamp and Richland Swamp are considered jurisdictional surface waters under Section 404 of the Clean Water Act. No streams within one mile of the project study area are included on the 2012 Final 303(d) list for sedimentation or turbidity impairments.

### **Wetlands (Waters of the United States)**

“Waters of the United States,” including wetlands as defined in 33 CFR 328.3, are subject to the permit requirements of Section 404 of the Clean Water Act (33 U.S.C. 1344). These waters are regulated by the US Army Corps of Engineers (USACE). Any

action that proposes to dredge or place fill material into surface waters or wetlands falls under these provisions.

Wetland delineations in the project area have been updated since completion of the environmental assessment. These updated delineations were reviewed by the US Army Corps of Engineers and NCDWR. There have been changes in some of the wetland boundaries within the detailed study corridors. Table 3 below presents the current expected wetland impacts by wetland site of the detailed study alternatives. This table is an updated version of Table 8 of the environmental assessment.

**TABLE 3  
JURISDICTIONAL WETLANDS IN PROJECT AREA**

<b>Wetland</b>	<b>DWQ Rating</b>	<b>Cowardin Classification.</b>	<b>Alternative</b>	<b>Impact</b>
1	17	PFO1E	A1	0.68 ac
			A2	0.24 ac
			Southern	2.10 ac
2	13	PFO1E	A1	0.18 ac
			A2	0.03 ac
			Southern	0.50 ac
4	19	PFO1E	A1	1.81 ac
			A2	1.99 ac
			Southern	1.92 ac
6	19	PFO4J	A1	0.32 ac
			A2	0.66 ac
			Southern	0.32 ac
8	15	PFO4E	B1	1.61 ac
9	64	PFO1Hb	Thoroughfare	0.63 ac
10	17	PFO4E	Thoroughfare	1.92 ac
11	13	PFO4E	Thoroughfare	0.57 ac
12	13	PFO4E	Thoroughfare	0.05 ac
13A	41	PFO1E	Thoroughfare	0.07 ac
14	78	PFO1C	B1	4.48 ac
			Thoroughfare	4.44 ac
15	75	PFO1C	B1	0.53 ac
			Thoroughfare	0.71 ac
17	78	PFO1C	B2	3.55 ac
			Southern	3.56 ac
18	13	PFO4E	B2	3.36 ac
			Southern	3.40 ac
19	13	PFO4E	B2	0.20 ac
			Southern	0.48 ac
20	13	PFO4E	B2	3.77 ac
			Southern	3.50 ac
22	17	PFO4E	Southern	1.23 ac
23	15	PFO4E	B2	0.14 ac
24	13	PFO4E	B2	1.46 ac
			Southern	1.60 ac

<b>Wetland</b>	<b>DWQ Rating</b>	<b>Cowardin Classification.</b>	<b>Alternative</b>	<b>Impact</b>
26	13	PFO1E	B2	0.02 ac
31	24	PFO1E	B2 Southern	0.37 ac 0.39 ac
36	37	PFO1C	B2	0.95 ac
37	37	PFO1C	B2	0.36 ac
44	13	PFO1E	Southern	3.02 ac
46	62	PEM1H	Southern	0.80 ac
47	13	PFO1E	Southern	1.53 ac
48	15	PFO1C	Southern	0.01 ac
49	62	PSS1A	Southern	1.28 ac
51	43	PFO4A	Thoroughfare	0.14 ac
52	13	PFO4E	A2 Southern	0.07 ac <0.01 ac
53	13	PFO4E	A2 Southern	4.12 ac 0.03 ac
54	13	PSS1E	A2 Southern	0.06 ac 0.63 ac
55	13	PSS4E	Southern	0.06 ac
57	13	PFO4E	A2	0.06 ac
61	20	PFO1E	A1 Thoroughfare	0.58 ac 0.60 ac
62	13	PSS1E	A2	0.63 ac
63	13	PSS1E	A1 A2	0.42 ac 0.56 ac
64	13	PFO1E	A1 A2	0.20 ac 0.17 ac
65	13	PFO1E	A1 A2	0.08 ac 0.06 ac
66	78	PFO1C	Thoroughfare	7.07 ac
67	78	PFO1C	A1 A2	2.99 ac 2.64 ac

As discussed in Section V-A-2-e of the environmental assessment, it is expected the project will require an Individual Section 404 Permit from the US Army Corps of Engineers.

This project will also require a 401 Water Quality Certification from the NC Division of Water Resources prior to issuance of the Individual 404 Permit. The final permit decision rests with the US Army Corps of Engineers.

### Federally-Protected Species

The US Fish and Wildlife Service lists six species under federal protection for Hoke County as of December 26, 2012, and three federally protected species for Robeson County as of December 3, 2012. These species are listed in Table 4 below.

**Table 4**  
**FEDERALLY-PROTECTED SPECIES IN HOKE/ROBESON COUNTY**

Common Name	Scientific Name	Federal Status
American alligator	<i>Alligator mississippiensis</i>	T(S/A)
American chaffseed	<i>Schwalbea americana</i>	E
Michaux's sumac	<i>Rhus michauxii</i>	E
Red-cockaded woodpecker	<i>Picoides borealis</i>	E
Rough-leaved loosestrife	<i>Lysimachia asperulaefolia</i>	E
Saint Francis' satyr butterfly	<i>Neonympha mitchelli francisci</i>	E
Notes:	<p>E            Endangered-A species that is threatened with extinction throughout all or a significant portion of its range.</p> <p>T S/A        Similarity of Appearance-A species that is listed as threatened due to similarity of appearance with other rare species.</p> <p>*             Historic or obscure and incidental record.</p>	

Additional field surveys were conducted for the project in June and July of 2013. Habitat for two of the six federally-protected species (American Alligator and Michaux's sumac) exists in the project area.

The US Fish and Wildlife Service lists the American alligator as Threatened to protect those endangered animals whose skin has a similar appearance. The American alligator is not biologically endangered or threatened and is not subject to Section 7 consultation.

Surveys for Michaux's sumac were conducted within suitable habitat in June and July of 2013. No Michaux's sumac was observed. NC Natural Heritage Program records indicate two known occurrences of Michaux's sumac within one mile of the project area. Both of these are 0.5 mile away from the project study area. It is expected the proposed project will have no effect on Michaux's sumac.

No habitat for the remaining four listed species, (American chaffseed, red-cockaded woodpecker, rough-leaved loosestrife and Saint Francis' satyr butterfly) exists within the project area. This project will have no effect on any federally-protected species.

## D. Traffic Noise and Air Quality

### Traffic Noise

Section V-J of the environmental assessment discussed anticipated traffic noise impacts of the project. Since completion of the environmental assessment, the NCDOT Traffic Noise Abatement Policy has been updated. A new traffic noise analysis has been conducted for the project in accordance with the July 2011 NCDOT Traffic Noise Abatement Policy. The unabridged version of the October 2013 traffic noise analysis report can be viewed at the NCDOT Project Development & Environmental Analysis Unit, 1000 Birch Ridge Drive, Raleigh.

### Noise Impacts

The maximum number of receptors along each project alternative predicted to be impacted by future traffic noise is shown in Table 5 below. This table is an update to Table 16 of the environmental assessment. 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.

**TABLE 5  
PREDICTED TRAFFIC NOISE IMPACTS BY ALTERNATIVE\***

<b>ALTERNATIVE</b>	<b>HOMES IMPACTED</b>	<b>BUSINESSES IMPACTED</b>
<b>Southern</b>	15	0
<b>Thoroughfare Plan</b>	36	4
<b>A-1,B-1</b>	42	4
<b>A-1,B-2</b>	28	1
<b>A-2,B-1</b>	38	4
<b>A-2,B-2</b>	24	1

\*Per TNM<sup>®</sup>2.5 and in accordance with 23 CFR Part 772

### Noise Abatement

Measures for reducing or eliminating traffic noise impacts were considered for all impacted receptors along each alternative. Noise abatement measures evaluated include highway alignment changes, traffic system management measures, buffer acquisition, noise insulation and noise barriers.

This study found that a noise barrier may be feasible and reasonable at one location along Alternative A-1. Additional study is recommended for a potential noise

barrier that might be located on the north side of the proposed bypass between SR 1320 (Milk Dairy Road) and SR 1387 (Springside Road). The potential noise wall would be 1,800 feet long with an average height of 16 feet. It is predicted to provide a greater than 5 dB(A) noise level reduction for ten receptors. The average square footage per benefited receptor is 2,956 square feet, which is less than the maximum allowable square footage per benefited receptor. Therefore, this noise wall meets preliminary feasibility and reasonableness criteria. If Alternatives A-1,B-1 or A-1,B-2 are selected for the project, additional studies will be conducted to confirm the feasibility and reasonableness of noise abatement at this location. If an alternative other than A-1,B-1 or A-1,B-2 is selected, no traffic noise abatement measures are recommended and no additional noise studies are required.

### **Construction Noise**

The predominant construction activities associated with this project are expected to be earth removal, hauling, grading and paving. Temporary and localized construction noise impacts will likely occur as a result of these activities. During daytime hours, the predicted effects of these impacts will be temporary speech interference for passers-by and those individuals living or working near the project. During evening and nighttime hours, steady-state construction noise emissions such as from paving operations will be more noticeable, and may cause impacts to activities such as sleep. Sporadic evening and nighttime construction equipment noise emissions such as from backup alarms, lift gate closures (“slamming” of dump truck gates), etc., will be perceived as distinctly louder than the steady-state acoustic environment, and will likely cause severe impacts to the general peace and usage of noise sensitive areas – particularly residences.

While construction noise level prediction is difficult for a particular receptor or group of receptors, it can be generally assessed by considering the distance from known or likely project activities. For this project, earth removal, grading, hauling and paving is anticipated to occur in the vicinity of numerous noise-sensitive receptors.

It is not expected that nighttime work will be required to construct this project, but if earth moving, grading, hauling and/or paving operations must occur during evening, nighttime and/or weekend hours in the vicinity of residential neighborhoods or other noise-sensitive areas, the contractor will notify NCDOT as soon as possible. Reasonable attempts will be made to notify area residents and make appropriate arrangements for the mitigation of the predicted construction noise impacts.

### **New Development**

In accordance with NCDOT Traffic Noise Abatement Policy, NCDOT will not be responsible for providing noise abatement measures for new development within the noise impact area for which building permits are issued after the date of the final environmental document for the project.

## Air Quality Analysis

Since completion of the environmental assessment, an updated project-level qualitative air quality analysis has been prepared for this project. A copy of the unabridged version of the October 25, 2013 air quality analysis report can be viewed at the NCDOT Project Development & Environmental Analysis Unit, 1000 Birch Ridge Drive, Raleigh.

As discussed in Section V-K of the environmental assessment and the updated air quality analysis, Robeson County has been determined to comply with the National Ambient Air Quality Standards. The proposed project is located in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. This project is not anticipated to create any adverse effects on the air quality of this attainment area.

### Mobile Source Air Toxics

As part of the updated air quality analysis, a qualitative mobile source air toxics (MSAT) analysis was performed. A qualitative MSAT analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, of the project alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions among Transportation Project Alternatives*, found at: [www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm](http://www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm)

For each alternative, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for the alternative. The VMT estimated within the project area is projected to be higher for the 2035 build alternatives than for the 2035 no-build alternative. The projected daily VMTs for the 2035 build Alternatives range from 84% to 214% higher than the projected daily VMTs for the 2035 no-build alternative. Because of this difference in VMT, it is expected there would be a noticeable difference in overall MSAT emissions among the various alternatives.

Although the estimated daily VMT for the build alternatives will be higher than the no-build alternative, the potential local impact of MSAT would be reduced due to the proposed Red Springs Bypass relocating some traffic away from highly concentrated areas of sensitive receptors to rural areas with less concentrated receptors.

Regardless of the alternative chosen, emissions will likely be lower than present levels in the design year 2035 as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future for all build alternatives.

Because the preferred alternative has not yet been selected for the project, it is not known where any specific localized increases in MSAT concentrations would likely be most pronounced. Also, the magnitude and duration of potential increases compared to the no-build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. When a highway is widened, the localized level of MSAT emissions for the build alternative could be higher relative to the no-build alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be substantially lower than today.

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways, especially given that some of the information needed is unavailable. Doing so would require determining the portion of time that people are actually exposed at a specific location and establishing the extent attributable to a proposed action.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA and the HEI have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. Information is incomplete or unavailable to

establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

### **Construction Air Quality**

Air Quality impacts resulting from roadway construction activities are typically not a concern when contractors utilize appropriate control measures. During construction of the proposed project, all materials resulting from clearing and grubbing, demolition or other operations will be removed from the project, burned or otherwise disposed of by the contractor. Any burning will be performed in accordance with applicable local laws and ordinances and regulations of the North Carolina SIP for air quality in compliance with 15 NCAC 2D.0520. Care will be taken to ensure burning will be performed at the greatest distance practical from dwellings and not when atmospheric conditions are such as to create a hazard to the public. Burning will be performed under constant surveillance. Also during construction, measures will be taken to reduce the dust generated by construction when the control of dust is necessary for the protection and comfort of motorists or area residents.

### **E. Farmland**

The Farmland Protection Policy Act requires all federal agencies or their representatives to consider the impact of land acquisition and construction projects on prime and important farmland soils. North Carolina Executive Order Number 96 requires all state agencies to consider the impact of land acquisition and construction projects on prime farmland soils, as designated by the US Natural Resources Conservation Service (NRCS). Land planned or zoned for urban development is not afforded the same level of preservation as rural, agricultural areas.

As discussed in Section V-d of the environmental assessment, all of the project alternatives will affect agricultural fields and areas with prime and important farmland soils.

A Farmland Conversion Rating Form (Form NRCS-CPA-106) was completed for this project following completion of the environmental assessment. Since the corridors that were analyzed received total point values below 60 points on the form, this project falls below the NRCS minimum criteria and will not be evaluated further for farmland impacts.

Robeson County has adopted a Voluntary Agricultural District (VAD) ordinance since the completion of the 2009 EA; but as of March 2015, no farms have enrolled in the program.

#### **F. Indirect and Cumulative Effects**

Most of the factors used to evaluate indirect and cumulative impacts indicate there is low potential for land use change in the study area. It is unlikely that a new bypass would induce any major development (residential or non-residential), or would greatly impact water quality because of slow population growth and employment growth.

It is unlikely development resulting from the project would further degrade or impair the water resources within the study area and further analysis of indirect and cumulative effects does not appear to be warranted. Below is a summary of the potential for each alternative to create indirect or cumulative effects.

**TABLE 6**  
**SUMMARY OF ANTICIPATED INDIRECT AND CUMULATIVE EFFECTS**

ALTERNATIVE	POTENTIAL FOR INDUCED GROWTH	SUMMARY OF ANTICIPATED INDIRECT AND CUMULATIVE EFFECTS
A1	Low to Moderate	Because of the existing industrial park and zoning for industrial uses between NC 211 and NC 71, this area may become more attractive for growth. This alignment is proposed in a less developed part of the study area.
B1	Low to Moderate	This alternative is closer to town and much of the land is already developed; however, it is also closer to public water and sewer lines, which may encourage development.
A2	Low to Moderate	Because of the existing industrial park and zoning for industrial uses between NC 211 and NC 71, this area may be more attractive for growth. It has less potential to displace existing residences or businesses and traverses a less populated area.
B2	Low to Moderate	This alternative traverses larger tracts of undeveloped land southeast of downtown, and is further away from existing water and sewer services.
Southern Alternative	Low to Moderate	Because of the existing industrial park and zoning for industrial uses between NC 211 and NC 71, this area may be more attractive for growth. This alternative traverses larger tracts of undeveloped land south and southeast of downtown, where most residential growth is occurring.
Thoroughfare Plan	Low to Moderate	This alternative is close to town and much of the land is developed; however, it is closer to public water and sewer lines, which may encourage development.

**G. Environmental Justice**

Executive Order 12898 requires that each federal agency, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations.

Since completion of the environmental assessment, additional analysis has been performed regarding the project’s effects on minority and low-income populations. Demographics for the area have been updated based on 2010 census data and additional discussions have been conducted with local planning staff and other community contacts.

Robeson County and the project area have a large minority population. Whites make up 35.7% of the project area, which is more than in Robeson County (31.3%). Persons of Hispanic origin make up 23.9% of the project area, compared to 7.7% of the population of Robeson County.

Census data also reveals the project area had a higher percentage of persons living below the poverty level (40.5%) when compared to Robeson County (30.2%).

Several minority or low-income communities were identified in the project area. The Milk Dairy Road/Springside Drive area northwest of Red Springs and the 8<sup>th</sup> Avenue/Daniel McLeod Road area south of Red Springs are both predominately African-American communities. These communities may experience negative effects related to the project. Alternative A-1 will result in noise impacts to residents of the Milk Dairy Road/Springside Drive area. As discussed in Section VI-D of this document, possible noise abatement is being considered in this area. Alternative A-2 will relocate homes along Milk Dairy Road.

The Raft Swamp and Sandy Acres manufactured home parks in eastern Red Springs and Hardens Trailer Park and the Mill Village area in southwestern Red Springs have concentrations of Hispanics living in them. These areas will not be directly affected by the project.

Willow Grove is a rental community of duplexes off of Mount Tabor Road in southeast Red Springs. This development was built in 2007. This low-income tax credit property accepts rental vouchers and subsidies. There are 24 units in this development. At the time the property manager was interviewed (April 2010) one unit was occupied by residents using a Housing Choice Voucher, but no units were occupied by residents receiving housing subsidies. This community has the greatest potential for high and adverse impacts. Alternatives B-1 and the Thoroughfare Plan Alternative will take several of the units from the Willow Grove development. Remaining units may experience additional traffic noise due to the proximity of the proposed bypass.

The entire project lies in a predominately minority populated area and will benefit residents of the area. The proposed bypass is expected to reduce congestion and truck traffic through town. By reducing the amount of truck traffic in downtown, the proposed project should have a positive impact on traffic congestion, traffic flow and vehicular safety.

Local planners and community contacts interviewed during project studies anticipate the proposed bypass will have a long-term positive impact on the area by making travel around and through Red Springs easier and more efficient. These local contacts do not believe the project will disproportionately impact minority or low-income populations. Those interviewed included county planning staff and staff of the Indian Education Program.

Citizens informational workshops were held for the project on June 16, 1998 and September 26, 2000 (see Section VI-A of the environmental assessment). These workshops were advertised in local newspapers and newsletters announcing the workshops were mailed to area property owners.

A public hearing will be held for this project prior to selection of the preferred alternative. This hearing will be advertised in local newspapers and newsletters announcing the hearing will be mailed to area residents.

Spanish translations of the newsletter advertisements, newsletters and other materials associated with this future public hearing will be made available for Spanish-speaking residents.

## **VII. AGENCY/PUBLIC INVOLVEMENT**

### **Public Involvement**

A citizens informational workshop for the subject project was held on June 16, 1998, in the Red Springs Community Room. Approximately 70 citizens attended. Maps showing the project were displayed and NCDOT staff was available to answer questions and receive comments regarding the project. Comment sheets were provided for citizens to write down their questions or remarks.

A second citizens informational workshop was held on September 26, 2000 in Red Springs. Approximately 35 citizens attended the workshop.

Several workshop attendees spoke in favor of Alternatives A-2 and B-2. Others favored Alternatives A-1 and B-1. Several citizens asked that an alternative further away from town be studied. Some residents who live along NC 211 were concerned that none of the studied alternatives would reduce traffic in front of their homes. Several citizens did not believe the Southern Alternative would divert traffic from downtown Red Springs.

Few people attending either workshop were opposed to the project; most of the comments were regarding project alternatives or the project's effect on individual properties.

Comments and concerns of citizens have been taken into consideration during the development of alternatives for the proposed bypass.

A public hearing will be held for this project prior to selection of the preferred alternative. This hearing will be advertised in local newspapers and newsletters announcing the hearing will be mailed to area residents. Citizen comments will be taken into consideration in the selection of the preferred alternative.

## Agency Involvement

Sections VI-C and VI-D of the environmental assessment describe coordination conducted with federal, state and local agencies, including agencies participating on the NEPA/404 merger team for the project.

The 2009 environmental assessment was distributed to federal, state and local agencies. The following agencies provided comments on the environmental assessment:

### US Army Corps of Engineers

Comment: “Section V A.2. (pages 17-21) Addressing impacts to waters and wetlands leads the reader to believe that there is a Jurisdictional Determination for each of the proposed alternatives and that all waters and wetlands in the project area are subject to our jurisdiction. Please clarify these points in the EA.

1. This office has not issued a Jurisdictional Determination for any of the action alternatives.”

*Response: As discussed in Section VI-C of this document, jurisdictional determinations have been made for wetlands delineated as part of the project study since completion of the environmental assessment.*

Comment: “...Not all “wetlands and surface waters fall under the broad category” of Waters of the United States. This office recommends the following statement: Waters of the United States including wetlands as defined by 33 CRF 328.3 are subject to permit requirements of section 404 of the Clean Water Act.”

*Response: Comment noted.*

Comment: “The use of the word stream in your EA is more qualitative than quantitative as a description of the resource. Please include impacts to all tributaries as defined by the presence of an ordinary high water mark, in your potential effects, including any impacts to non-stream tributaries (ditches, etc....).”

*Response: Surface waters were delineated and classified during the preparation of the Natural Resources Technical Report for the project. The classification methodology used was based on NCDWR’s **Identification Methods for the Origins of Intermittent and Perennial Streams**.*

Comment: “Section V E. 3. (pages 28-29) addressing Environmental Justice (EJ) is unclear. Please clarify the impact to affected groups and any proposed mitigation measures.

- a. Please clearly state why you believe the proposed project will or will not have a “disproportionately high and adverse effect” on affected groups and their community.
- b. Please specify the impact on affected groups for each of the alternatives. If all of the action alternatives have an impact, please rank them as to the severity of the impact.”

*Response: Table 1 of this document lists total number of home and business relocations for each alternative along with minority owned total in parentheses. In addition, Section VI-G also states that although the majority of the homes to be relocated by the project are minority-owned or occupied, the project will benefit this predominantly minority area. The proposed bypass is expected to reduce congestion and truck traffic through town. By reducing the amount of truck traffic in the downtown area, the proposed project should have a positive impact on traffic congestion, traffic flow and vehicular safety.*

#### US Environmental Protection Agency

Comment: “Under the requirements of Executive Order 12898 on Environmental Justice (Pages 28 and 29 of the EA), there is not a full assessment of the residential and business relocations on low-income and minority persons for the DSAs and a full comparison to the Census data. The date (or year) of the Census data is not included... The magnitude of the relocation impacts is also not fully explained in the EA (.e.g., DSA A2B2 has 25 residential relocations with 24 being low-income or minority and DSA Southern alternative has 1 residential relocation with 1 being low-income or minority).”

*Response: The environmental assessment presented both the total number of relocations and the number of minority-owned homes or businesses to be relocated and also presented the percentage of whites within the project area. The environmental assessment also acknowledged that the majority of the homes to be relocated are minority-owned or occupied. Census data has been updated since completion of the environmental assessment. 2010 Census data and additional discussion regarding impacts to minority and low-income populations is included in this document.*

Comment: “Low-income Census data for the project study area and Robeson County were not specifically provided in the EA.”

*Response: The environmental assessment did acknowledge that the project area had a much lower median household income and a higher percentage of persons living below the poverty level compared to State averages, but the actual percentages were not presented. Section VI-G of this document compares the percentages of people living below the poverty level for the study area to the County percentage.*

Comment: “EPA will require additional Census data and a formal EJ analysis regarding “disproportionately high and adverse” effects on minority and low-income persons.”

Response: *Section VI-G of this document presents the results of a formal environmental justice analysis.*

Comment: “There is no analysis concerning the potential noise receptor impacts and Mobile Source Air Toxics (MSATs) as it pertains to low-income and minority persons that will be potentially impacted by the new route. Due to the potential truck traffic which is one of the primary purposes of the bypass, EPA requests these issues need to be more fully examined and detailed prior to the CP 3 Least Environmentally Damaging Practicable Alternative (LEDPA) meeting.”

Response: *Section VI-D of this document discusses potential noise impacts and addresses MSATs. Section VI-G discusses potential project impacts to specific minority neighborhoods in the project area.*

Comment: “Impacts to farmlands from the various DSAs are very substantial considering the total length of the project and ranges between 97 and 128 acres...NCDOT is proposing to provide a farmland conversion impact rating form (NCRS-CPA-106) form only for the preferred alternative or LEDPA and that the form will be included in the final NEPA document. EPA requests that FHWA and NCDOT provide the farmland conversion forms on all of the DSAs prior to or at the CP 3 meeting. Prime farmlands as well as State identified Voluntary Agricultural District (VAD) issues could potentially be a significant issue on the selection of a preferred alternative and LEDPA.”

Response: *A farmland conversion impact rating form was prepared following completion of the environmental assessment. As discussed in Section VI-E of this document, the project received a total point value of less than 60 points. Since the project received a total point value of less than 60 points on the form, the project falls below the NRCS minimum criteria and will not be evaluated further for farmland impacts.*

Comment: “Under ‘Avoidance, Minimization and Mitigation’ on Page 21 of the EA, the potential minimization measure of the proposed 240 or 250-foot bridge at Little Raft Swamp is not identified. Other potential commitments to avoid and minimize impacts to jurisdictional wetlands and streams are also not identified in the EA (e.g. Consideration of steeper side slopes in jurisdictional areas).”

Response: *Additional avoidance measures will be examined and discussed with the NEPA/404 merger team at the meeting to discuss Concurrence Point 4A (Avoidance and Minimization). Any selected measures will be presented in the final environmental document.*

Comment: “EPA has environmental concerns regarding the selection of a LEDPA prior to receiving and reviewing additional information on Environmental Justice including noise receptor impacts and potential MSAT impacts to low-income and minority

communities, prime farmland impacts and proposed avoidance and minimization measures for impacts to jurisdictional waters of the U.S.”

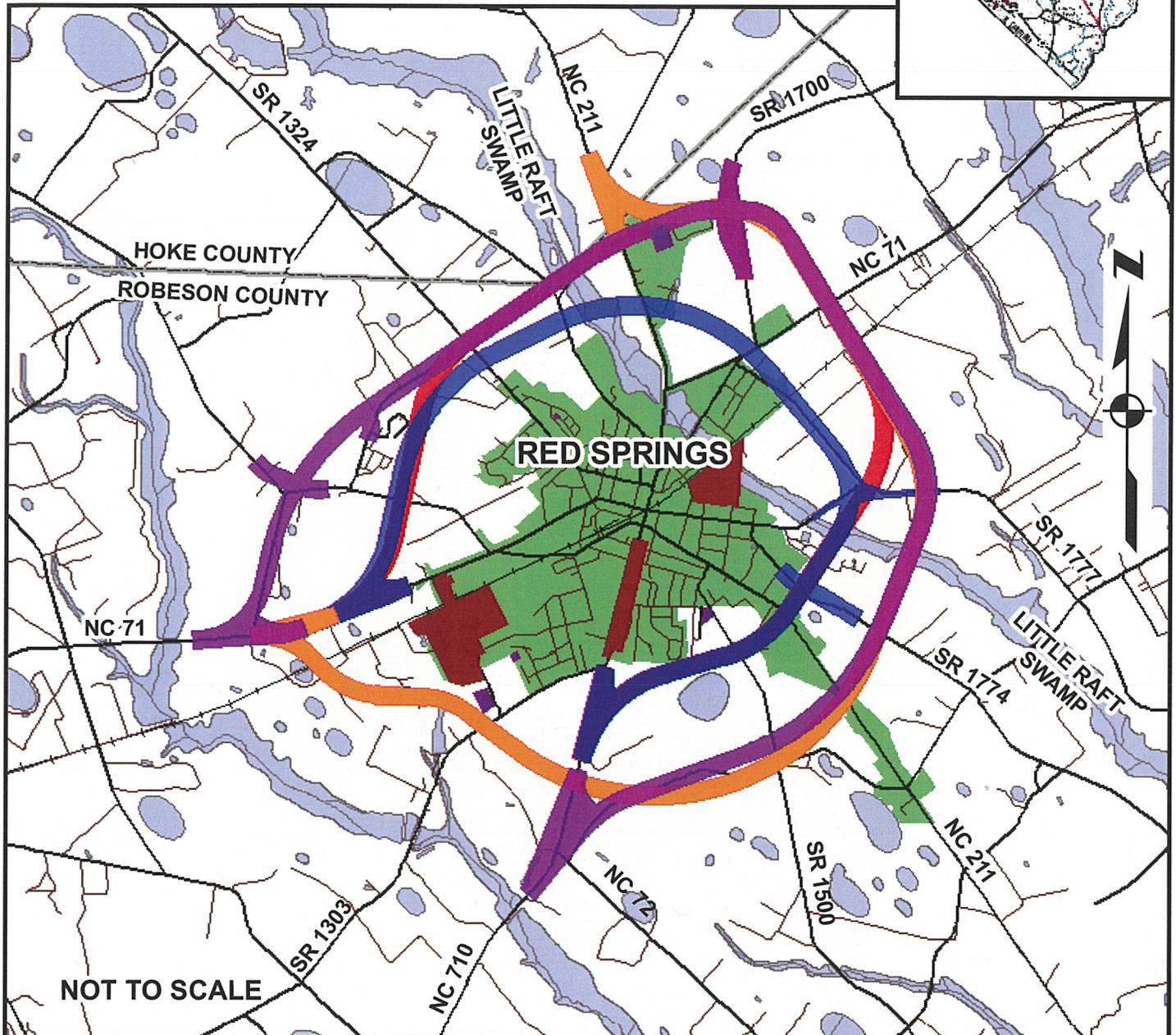
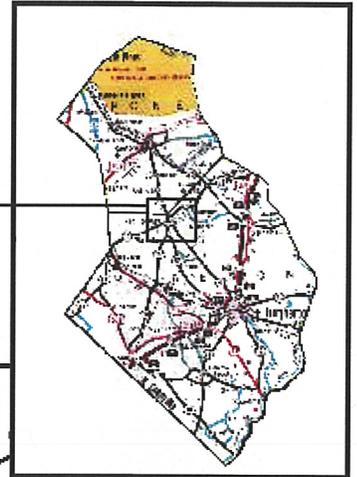
Response: *NCDOT will work with EPA to address their concerns as part of the selection of the least environmentally damaging practicable alternative (LEDPA).*

## **VIII. CONCLUSION**

This reevaluation of the Environmental Assessment documents changes associated with the project as well as changes to the project environment. Based on this analysis and on the extensive coordination with state and federal environmental resource and regulatory agencies, FHWA believes that the EA adequately document the range of impacts that could be anticipated with the alternatives studied in detail. FHWA also believes the changes identified in this reevaluation would not result in new, significant impacts not previously identified in the EA.



PROJECT AREA



NOT TO SCALE

**LEGEND**

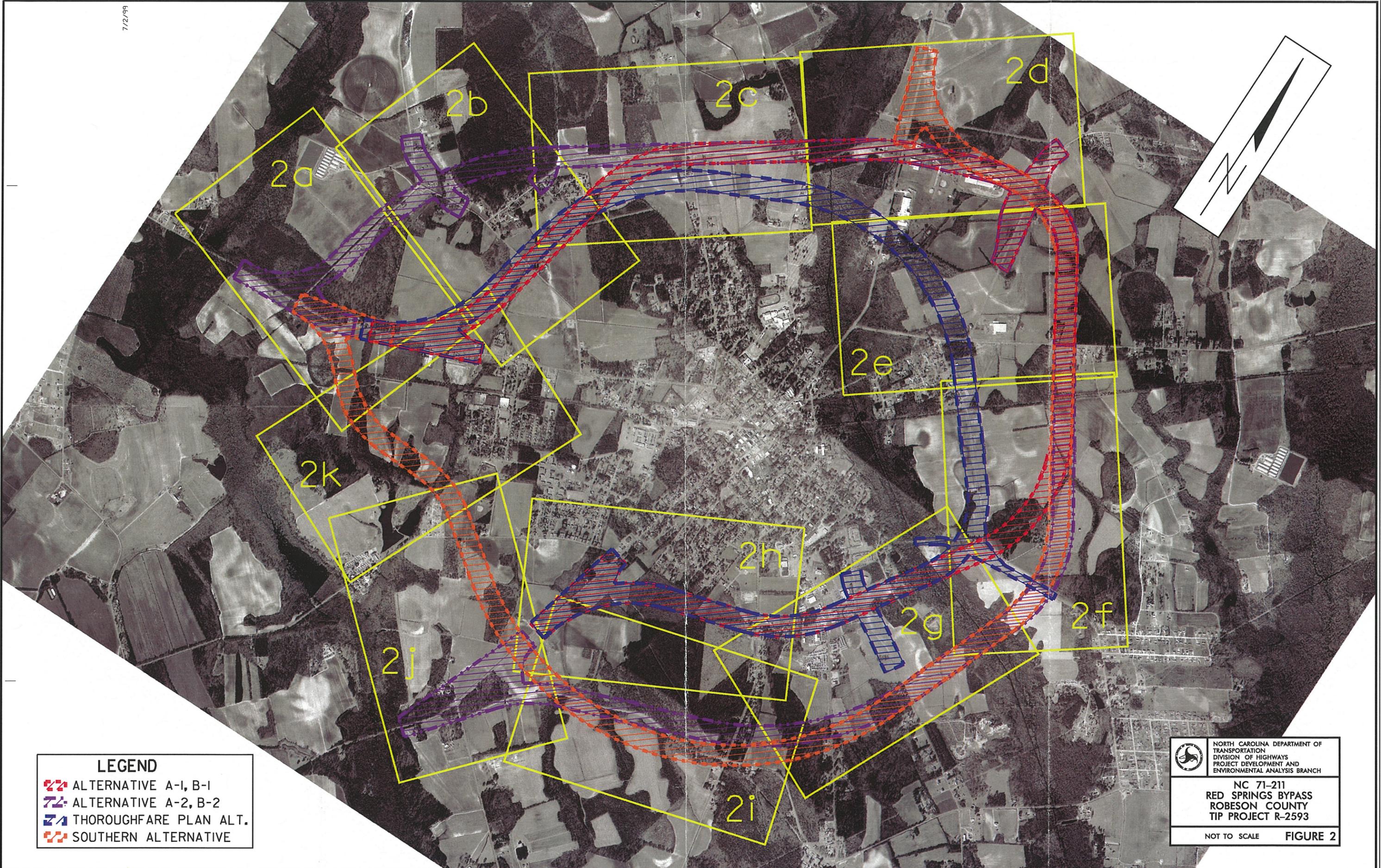
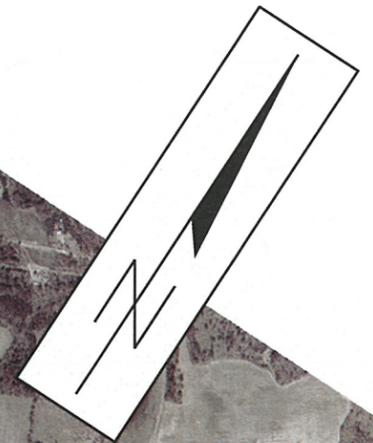
-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  SOUTHERN ALTERNATIVE
-  THOROUGHFARE PLAN ALTERNATIVE



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND ENVIRONMENTAL  
ANALYSIS BRANCH

**NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593**

**FIGURE 1**



**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE

 NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS BRANCH

NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593

NOT TO SCALE      **FIGURE 2**

7/2/99



SEE SHEET 2B

CORRIDOR LIMITS

CORRIDOR LIMITS

CORRIDOR LIM

SEE SHEET 2K

CORRIDOR LIM

**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE



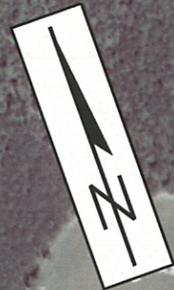
NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS BRANCH

NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593

1"=400'

FIGURE 2A

7/12/99



SR 1320

SR 1387

SEE SHEET 2C

SEE SHEET 2K

SEE SHEET 2A

**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE



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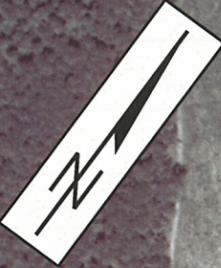
NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593

1"=400' FIGURE 2B

CORRIDOR LIMITS

CORRIDOR LIMITS

CORRIDOR LIMITS



SR 1324

SR 1387

SEE SHEET 2B

CORRIDOR LIMITS

CORRIDOR LIMITS

CORRIDOR LIMITS

**LEGEND**

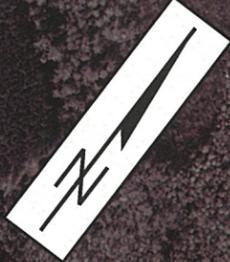
-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE

 NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS BRANCH

NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593

1"=400' 7/2/99 **FIGURE 2C**

SEE SHEET 2C



NC 211

**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE

 NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS BRANCH

NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593

1"=400'

SEE SHEET 2E

FIGURE 2D

SEE SHEET 2D



CORRIDOR LIMITS



**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE

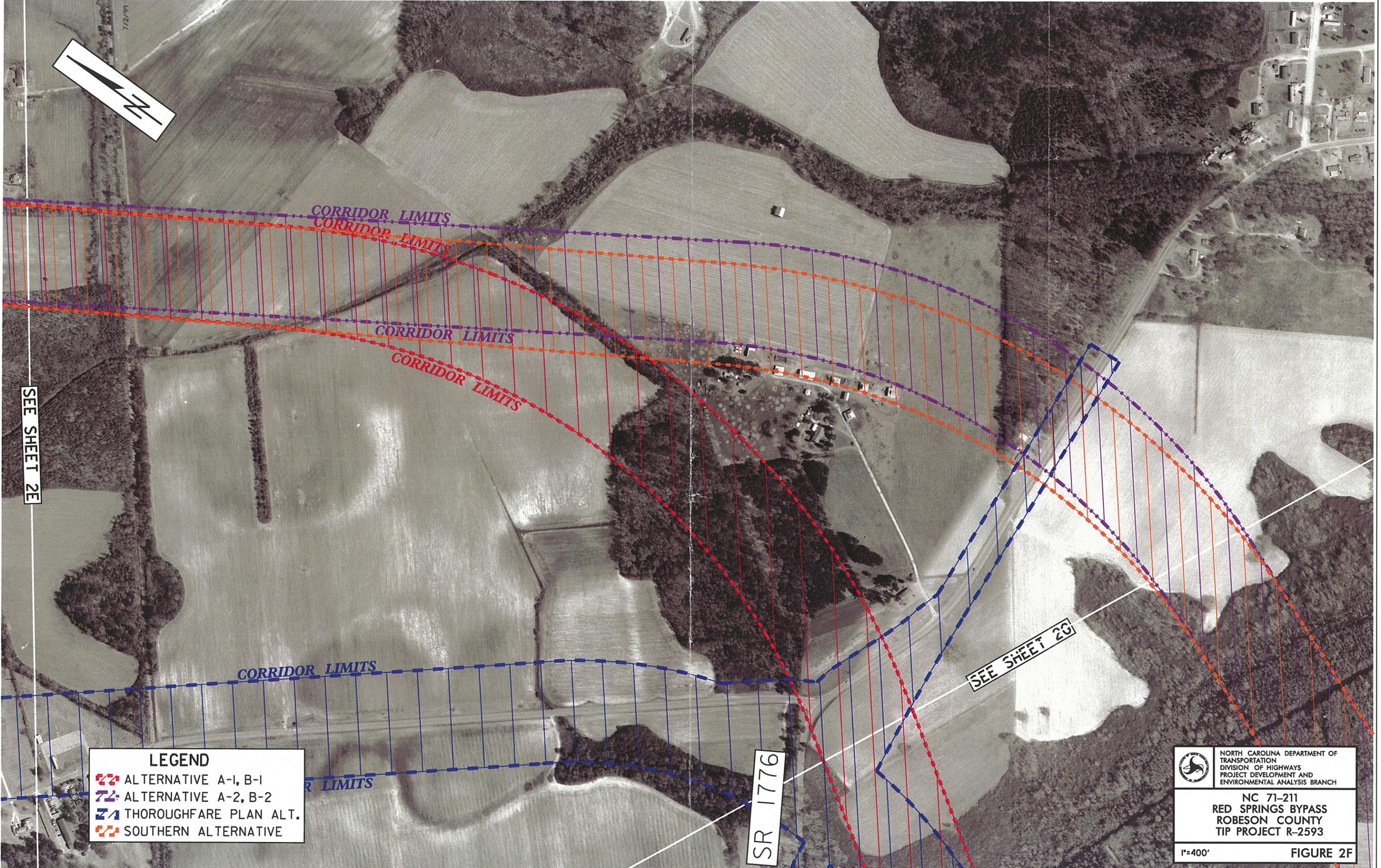
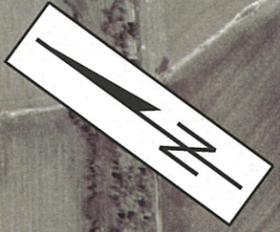
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593

1" = 400' FIGURE 2E

SEE SHEET 2F

7/2/99



SEE SHEET 2E

SEE SHEET 2G

SR 1776

**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE

 NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS BRANCH

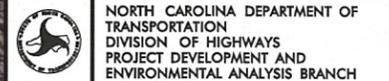
NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593

1"=400' FIGURE 2F



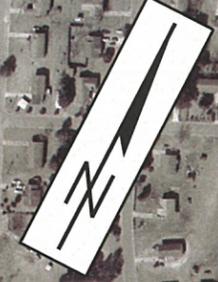
**LEGEND**

	ALTERNATIVE A-1, B-1
	ALTERNATIVE A-2, B-2
	THOROUGHFARE PLAN ALT.
	SOUTHERN ALTERNATIVE



NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593

1"=400' FIGURE 2G



MATCH SHEET J

MATCH SHEET G

MATCH SHEET I

GOVERNOR'S LIMITS

GOVERNOR'S LIMITS

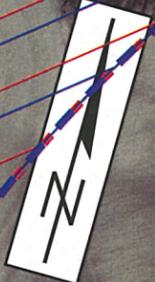
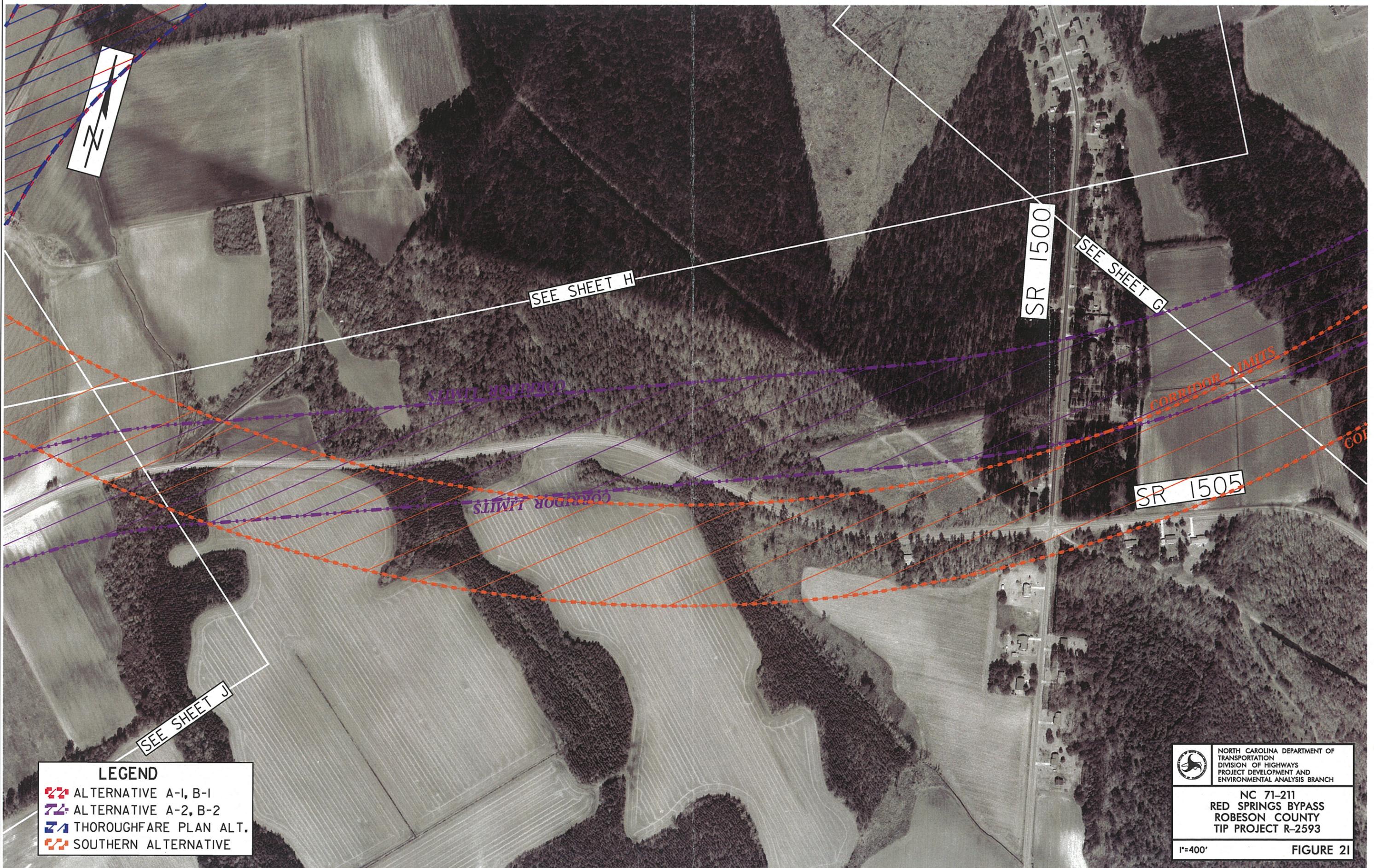
**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE


 NORTH CAROLINA DEPARTMENT OF  
 TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 PROJECT DEVELOPMENT AND  
 ENVIRONMENTAL ANALYSIS BRANCH

NC 71-211  
 RED SPRINGS BYPASS  
 ROBESON COUNTY  
 TIP PROJECT R-2593

1"=400' FIGURE 2H



SEE SHEET H

SR 1500

SEE SHEET G

SR 1505

SEE SHEET J

CORRIDOR LIMITS

CORRIDOR LIMITS

CORRIDOR LIMITS

CORRIDOR LIMITS

**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE


 NORTH CAROLINA DEPARTMENT OF  
 TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 PROJECT DEVELOPMENT AND  
 ENVIRONMENTAL ANALYSIS BRANCH

NC 71-211  
 RED SPRINGS BYPASS  
 ROBESON COUNTY  
 TIP PROJECT R-2593

1"=400' FIGURE 21

7/2/99



SEE SHEET H

SEE SHEET I

SEE SHEET K

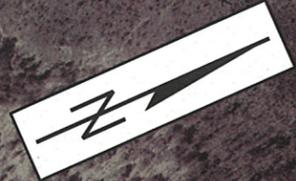
**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE

 NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS BRANCH

NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593

1"=400' FIGURE 2J



CORRIDOR LIMITS  
CORRIDOR LIMITS

SEE SHEET A

SEE SHEET B

SEE SHEET J

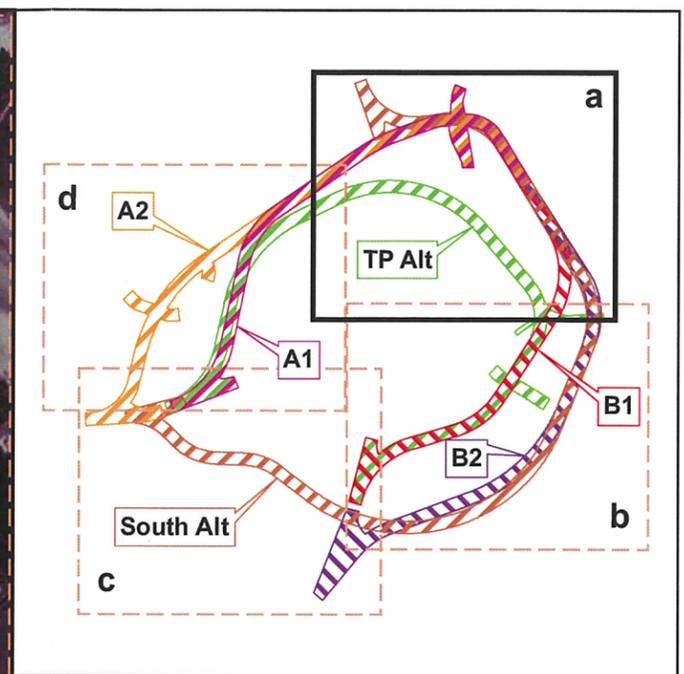
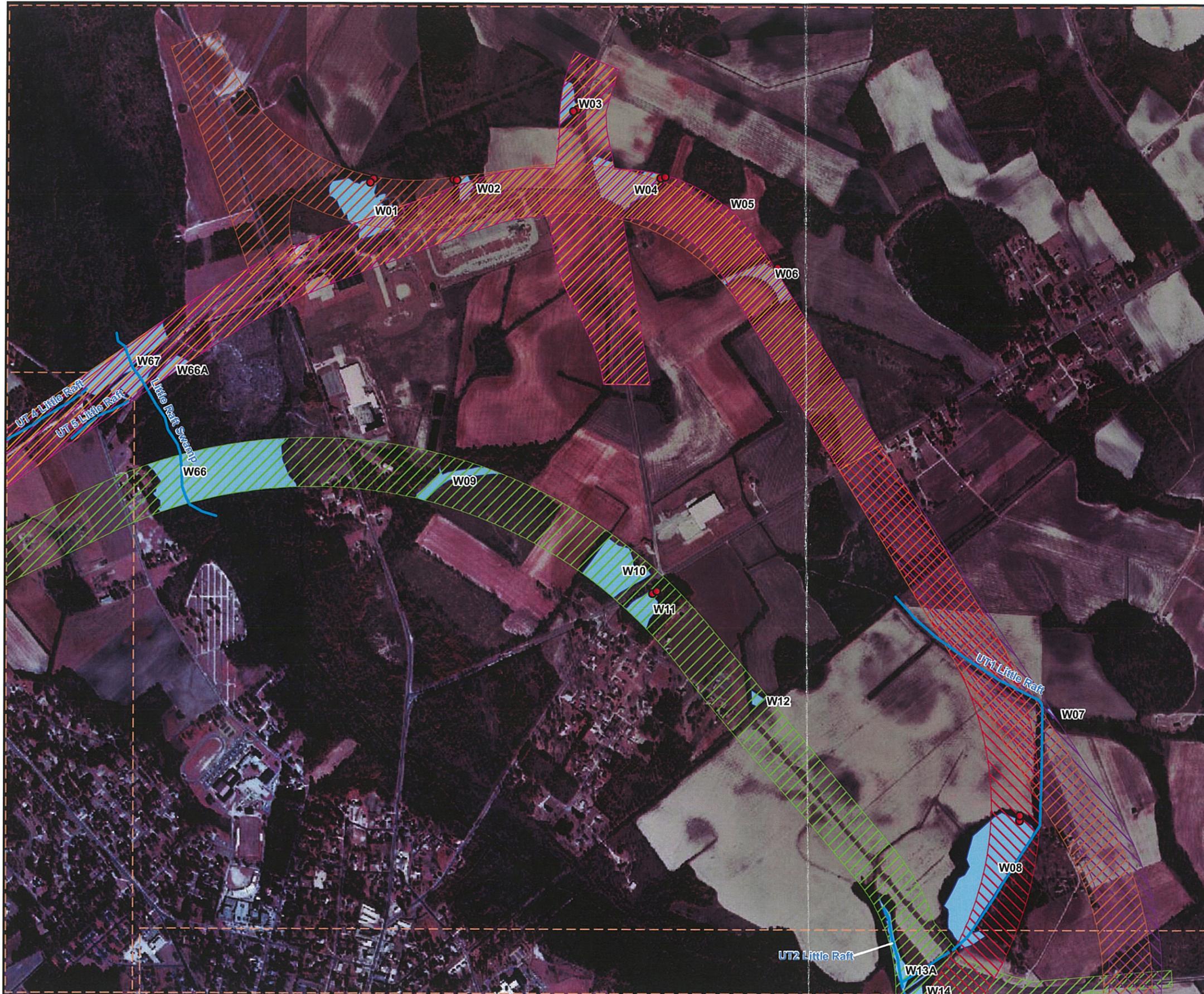
**LEGEND**

-  ALTERNATIVE A-1, B-1
-  ALTERNATIVE A-2, B-2
-  THOROUGHFARE PLAN ALT.
-  SOUTHERN ALTERNATIVE

 NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS BRANCH

**NC 71-211  
RED SPRINGS BYPASS  
ROBESON COUNTY  
TIP PROJECT R-2593**

1"=400' FIGURE 2K



**Legend**

- Jurisdictional Streams
- Alternative A1
- Alternative A2
- Alternative B1
- Alternative B2
- South Alternative
- Red Springs Thoroughfare

- Jurisdictional Wetlands
- Wetland Data Point

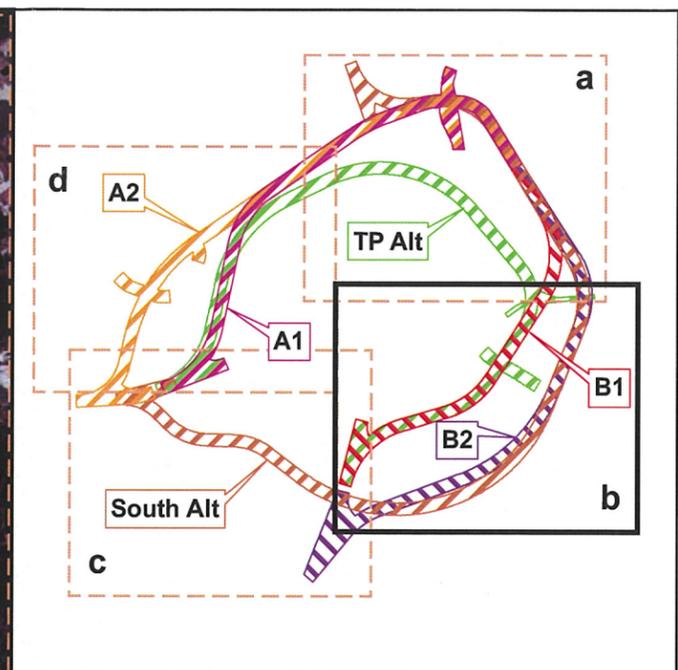
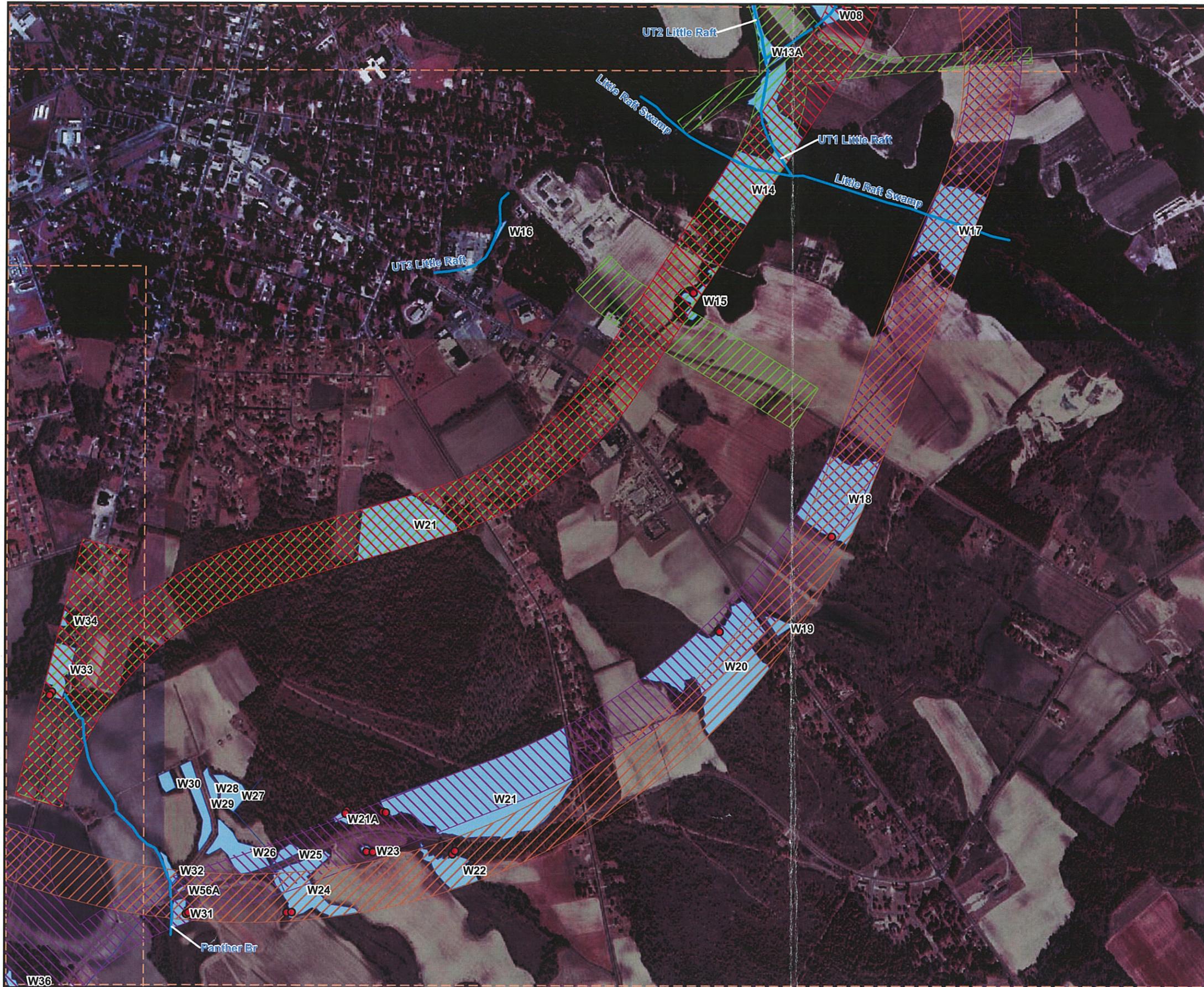
0 500 1,000 2,000  
Feet



North Carolina Department of Transportation  
**PDEA**  
Project Development & Environmental Analysis Branch

**FIGURE 3a**  
**Waters of the US**

Proposed Red Springs Bypass  
From NC 71 to NC 211  
Robeson and Hoke Counties  
TIP No. R-2593



**Legend**

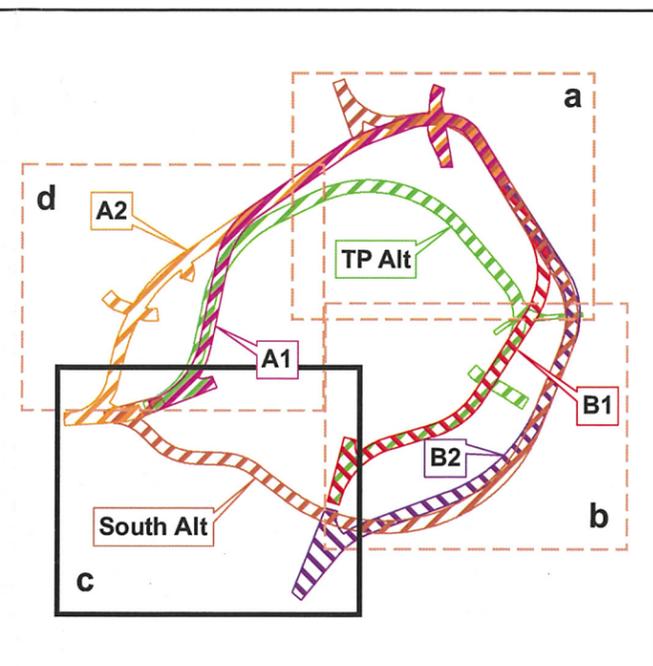
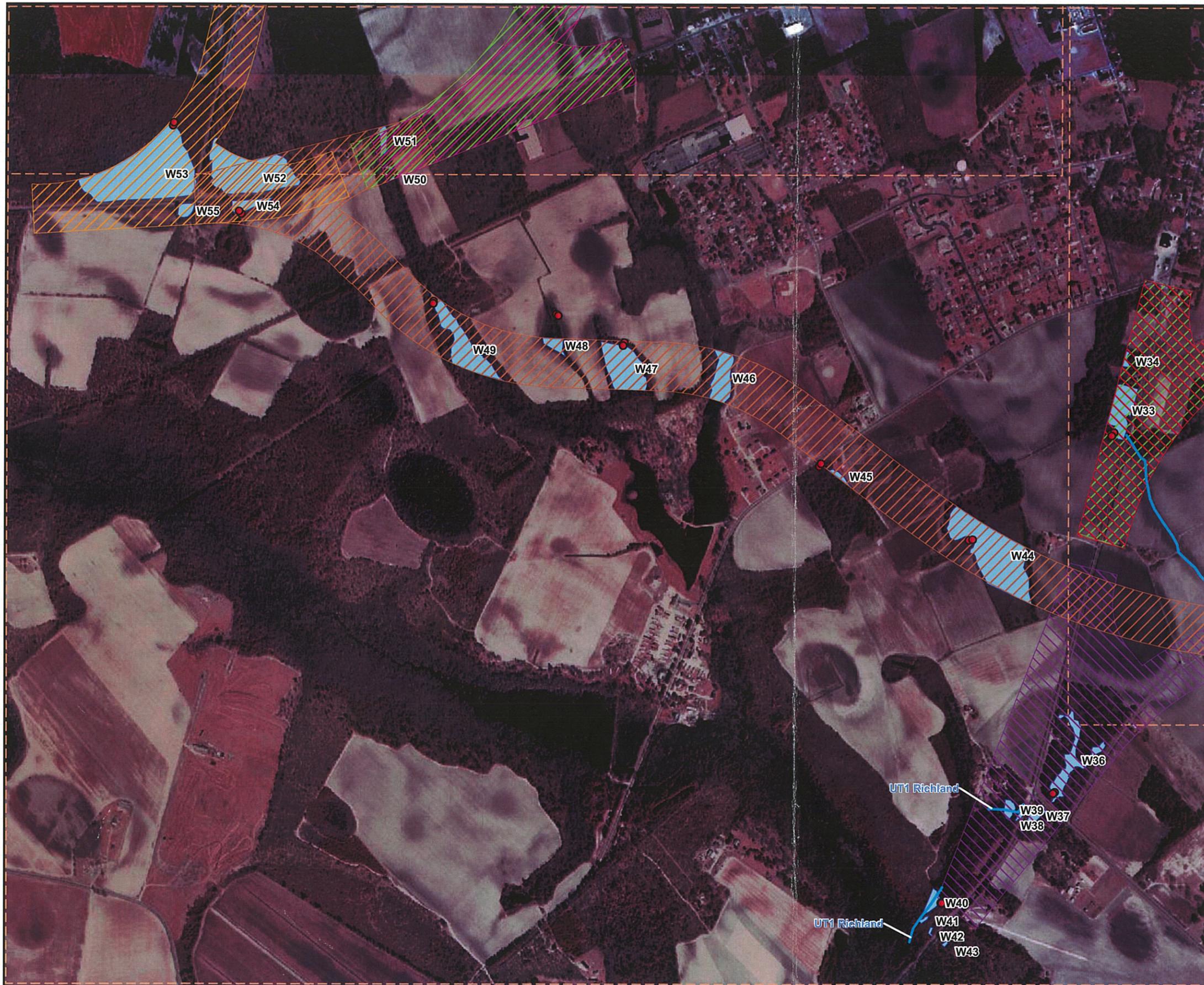
- Jurisdictional Streams
- Alternative A1
- Alternative A2
- Alternative B1
- Alternative B2
- South Alternative
- Red Springs Thoroughfare
- Jurisdictional Wetlands
- Wetland Data Point

0 500 1,000 2,000  
Feet

North Carolina Department of Transportation  
**PDEA**  
 Project Development & Environmental Analysis Branch

**FIGURE 3b**  
**Waters of the US**

Proposed Red Springs Bypass  
 From NC 71 to NC 211  
 Robeson and Hoke Counties  
 TIP No. R-2593



**Legend**

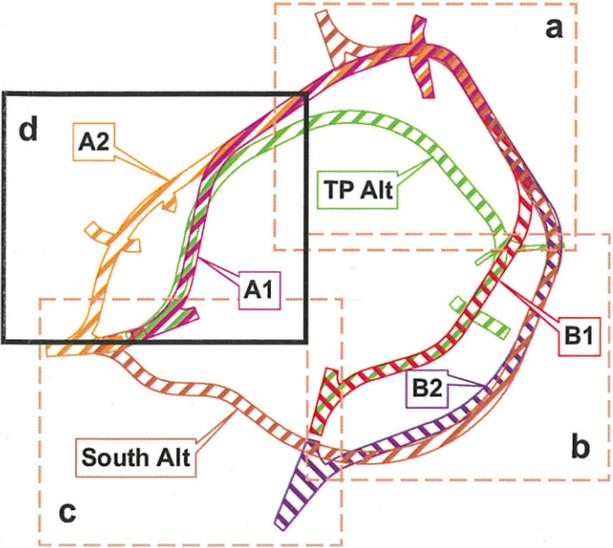
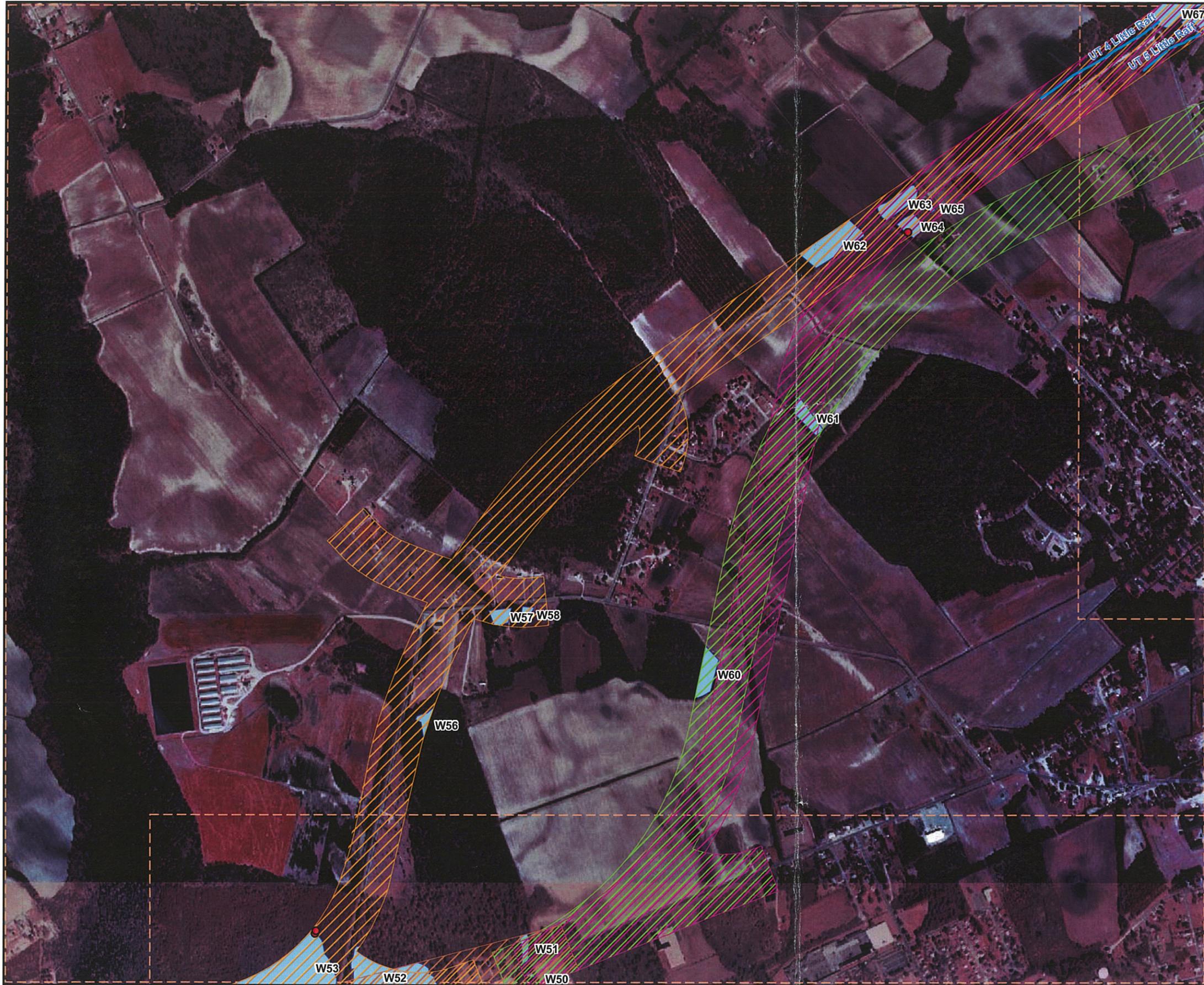
- Jurisdictional Streams
- Alternative A1
- Alternative A2
- Alternative B1
- Alternative B2
- South Alternative
- Red Springs Throughfare
- Jurisdictional Wetlands
- Wetland Data Point

0 500 1,000 2,000  
Feet

North Carolina Department of Transportation  
**PDEA**  
Project Development & Environmental Analysis Branch

**FIGURE 3c**  
**Waters of the US**

Proposed Red Springs Bypass  
From NC 71 to NC 211  
Robeson and Hoke Counties  
TIP No. R-2593



- Jurisdictional Streams
- Alternative A1
- Alternative A2
- Alternative B1
- Alternative B2
- South Alternative
- Red Springs Thoroughfare
- Jurisdictional Wetlands
- Wetland Data Point

0 500 1,000 2,000  
Feet

North Carolina Department of Transportation  
**PDEA**  
 Project Development & Environmental Analysis Branch

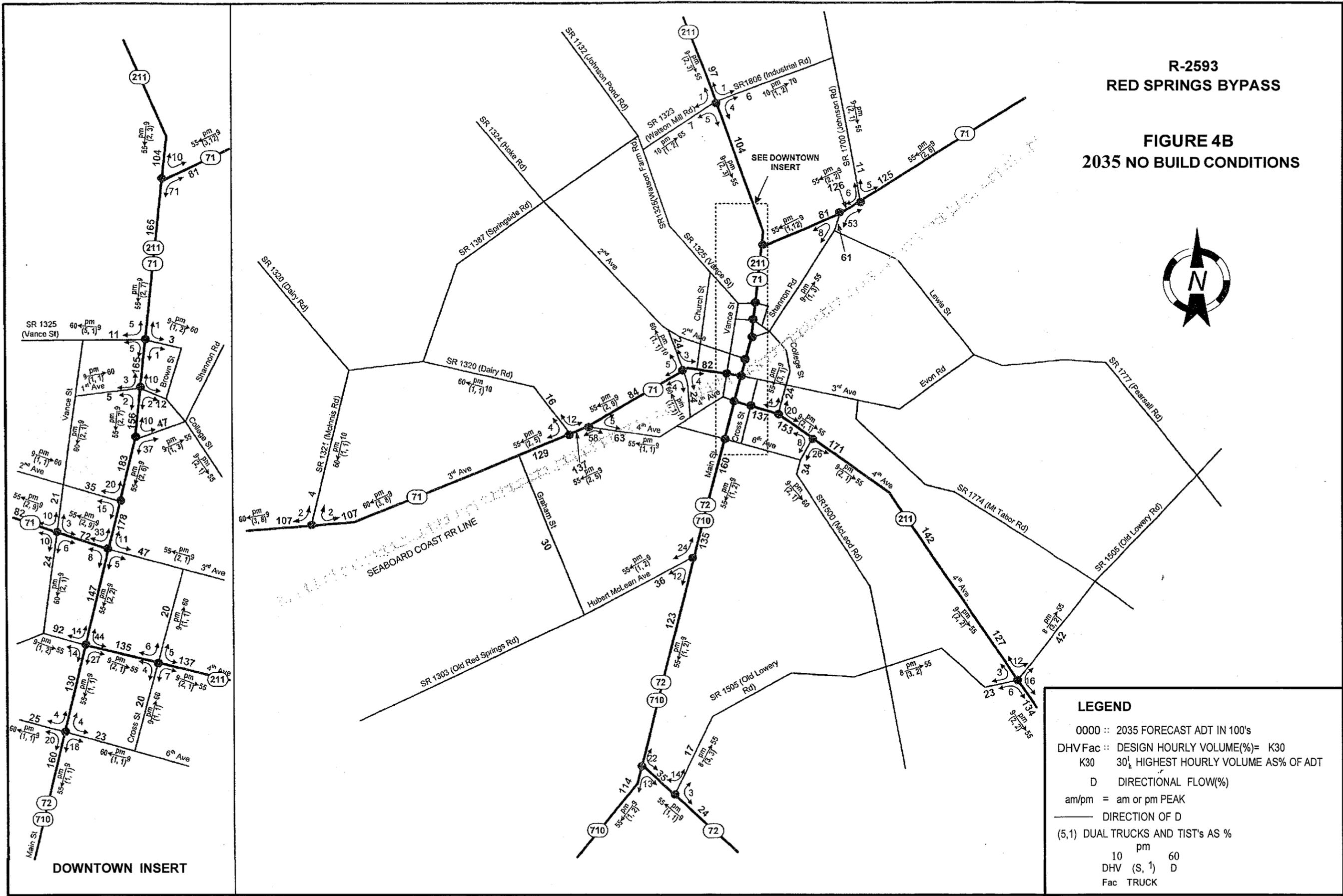
**FIGURE 3d**  
**Waters of the US**

Proposed Red Springs Bypass  
 From NC 71 to NC 211  
 Robeson and Hoke Counties  
 TIP No. R-2593



R-2593  
RED SPRINGS BYPASS

FIGURE 4B  
2035 NO BUILD CONDITIONS



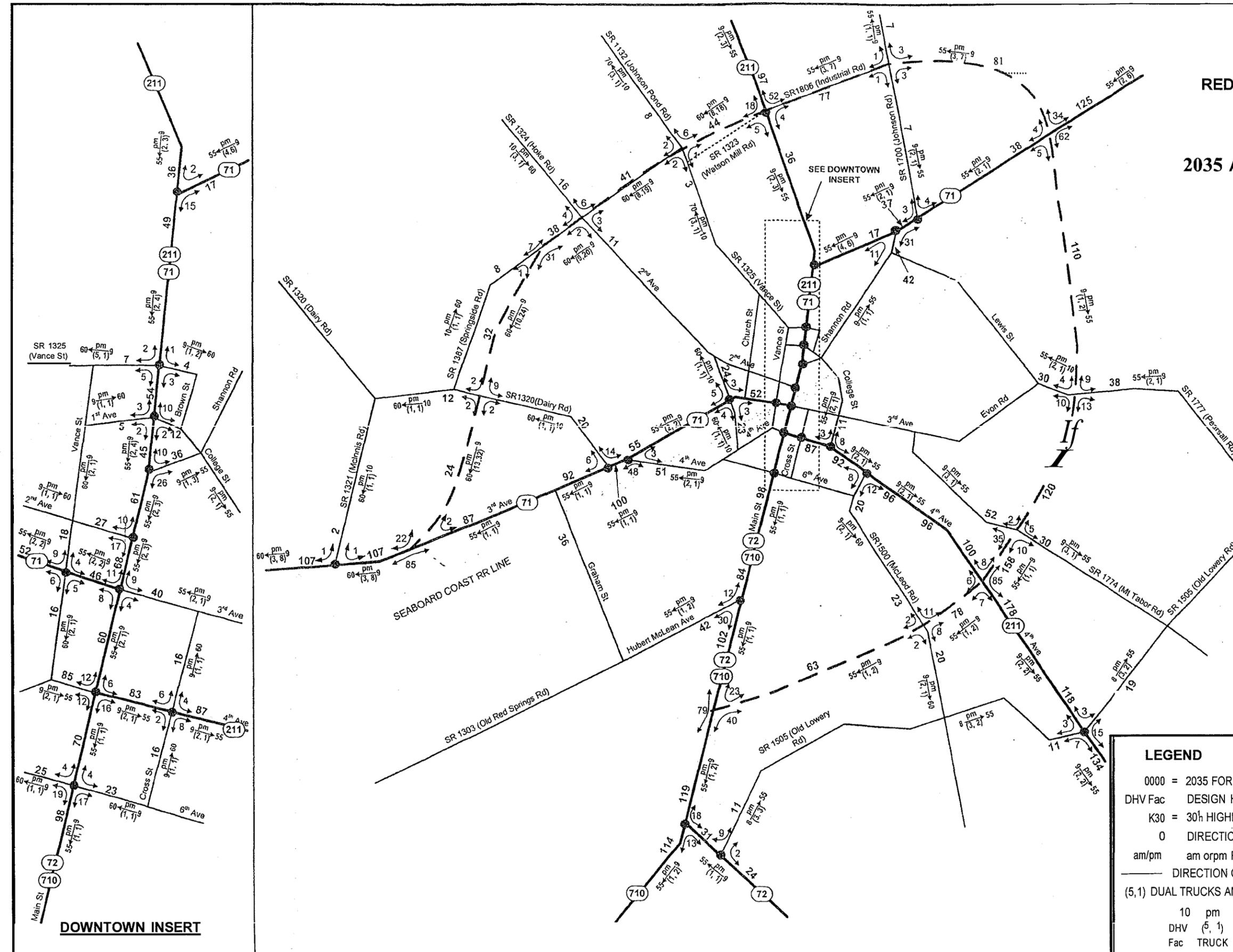
**LEGEND**

0000 :: 2035 FORECAST ADT IN 100's  
 DHV/Fac :: DESIGN HOURLY VOLUME(%)= K30  
           K30 30<sup>th</sup> HIGHEST HOURLY VOLUME AS% OF ADT  
 D       DIRECTIONAL FLOW(%)  
 am/pm = am or pm PEAK  
 ——— DIRECTION OF D  
 (5,1) DUAL TRUCKS AND TIST's AS %  
           pm       60  
           DHV (S, 1) D  
           Fac TRUCK

DOWNTOWN INSERT

R-2593  
RED SPRINGS BYPASS

FIGURE 4C  
2035 ALTERNATIVE A1-B1  
FORECAST



**LEGEND**

0000 = 2035 FORECAST ADT IN 100's  
 DHV Fac DESIGN HOURLY VOLUME(%)= K30  
 K30 = 30h HIGHEST HOURLY VOLUME AS% OF ADT  
 0 DIRECTIONAL FLOW(%)  
 am/pm am or pm PEAK  
 — DIRECTION OF 0  
 (5,1) DUAL TRUCKS AND TTST's AS %

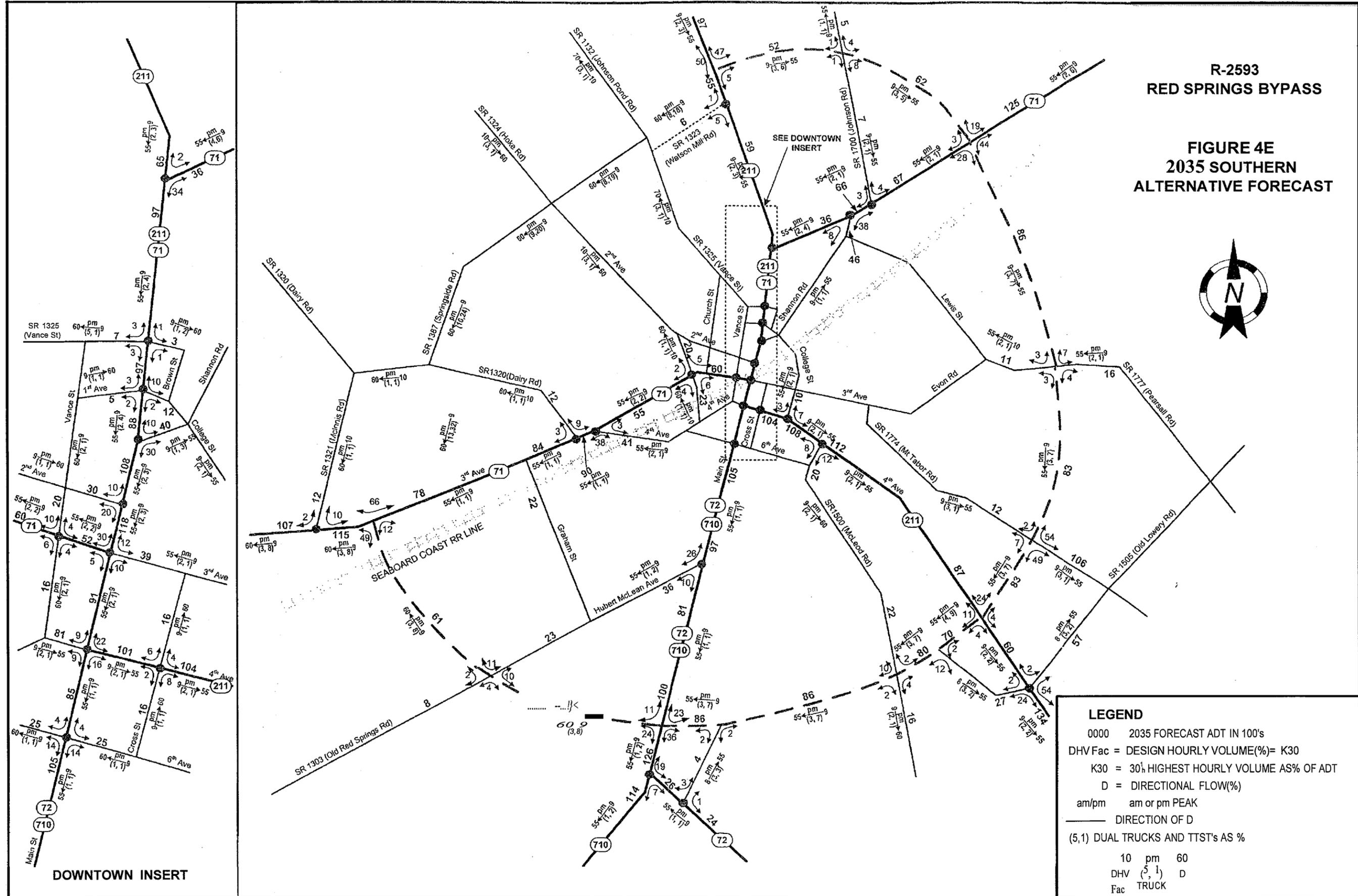
10 pm 60  
 DHV (5, 1) D  
 Fac TRUCK

**DOWNTOWN INSERT**



R-2593  
RED SPRINGS BYPASS

FIGURE 4E  
2035 SOUTHERN  
ALTERNATIVE FORECAST



**LEGEND**

0000 2035 FORECAST ADT IN 100's

DHV Fac = DESIGN HOURLY VOLUME(%)= K30

K30 = 30<sup>th</sup> HIGHEST HOURLY VOLUME AS% OF ADT

D = DIRECTIONAL FLOW(%)

am/pm am or pm PEAK

———— DIRECTION OF D

(5,1) DUAL TRUCKS AND TTST's AS %

10 pm 60

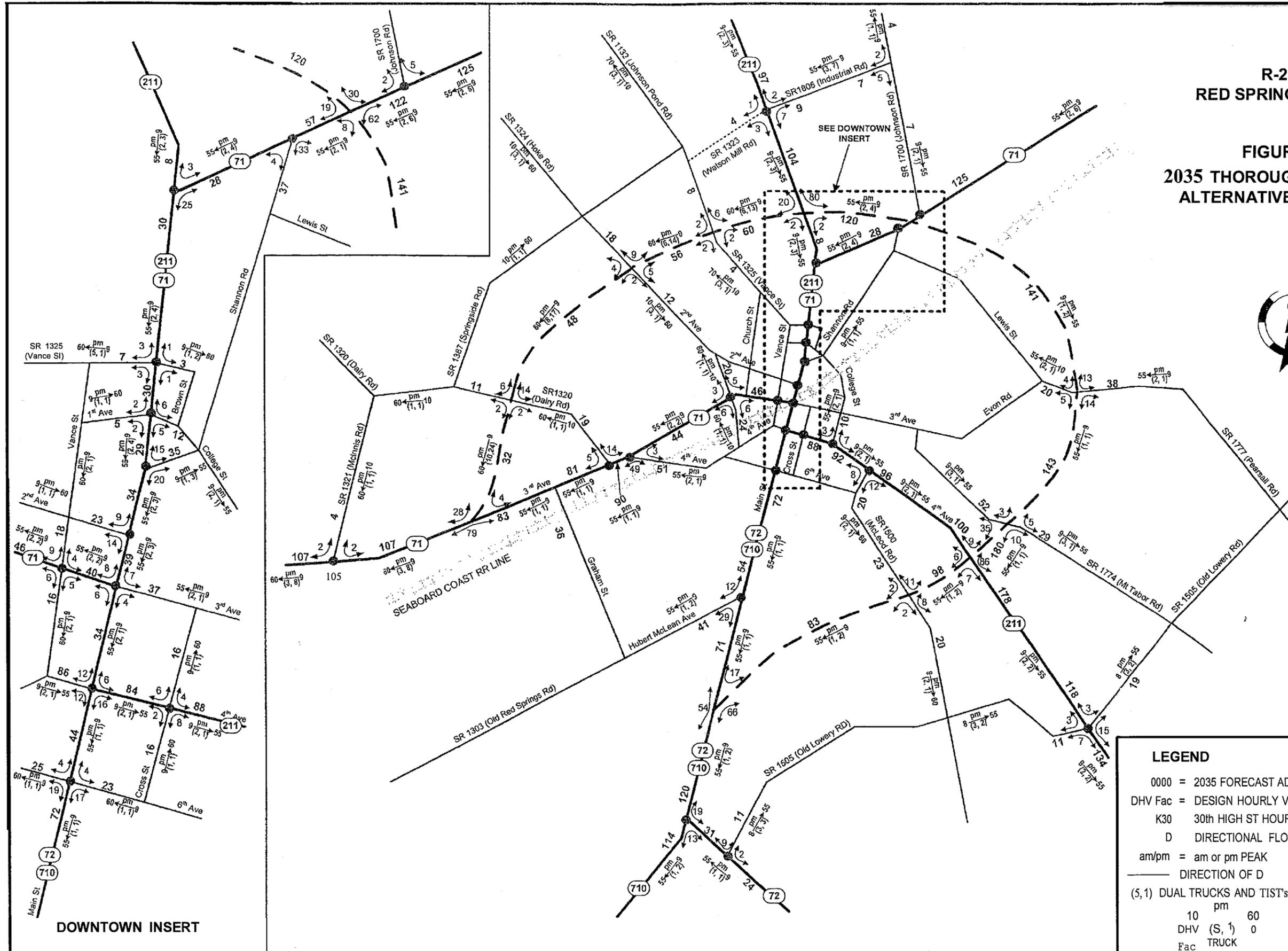
DHV (5, 1) D

Fac TRUCK

DOWNTOWN INSERT

R-2593  
RED SPRINGS BYPASS

FIGURE 4F  
2035 THOROUGHFARE PLAN  
ALTERNATIVE FORECAST



**LEGEND**

0000 = 2035 FORECAST ADT IN 100's

DHV Fac = DESIGN HOURLY VOLUME(%)::: K30

K30 30th HIGH ST HOURLY VOLUME AS% OF ADT

D DIRECTIONAL FLOW(%)

am/pm = am or pm PEAK

———— DIRECTION OF D

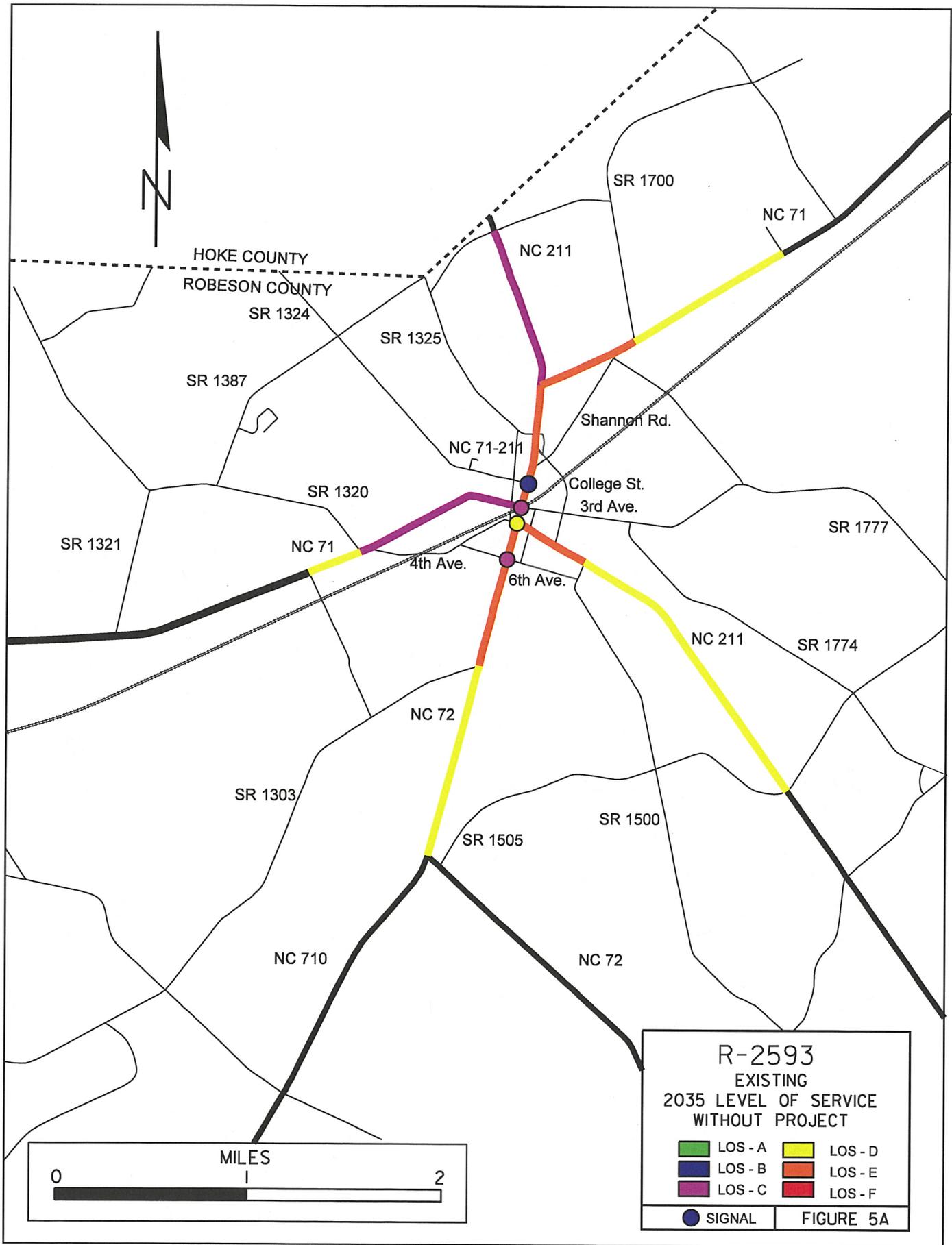
(5, 1) DUAL TRUCKS AND TIST's AS %

pm 60

DHV (S, 1) 0

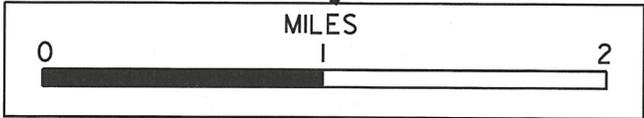
Fac TRUCK

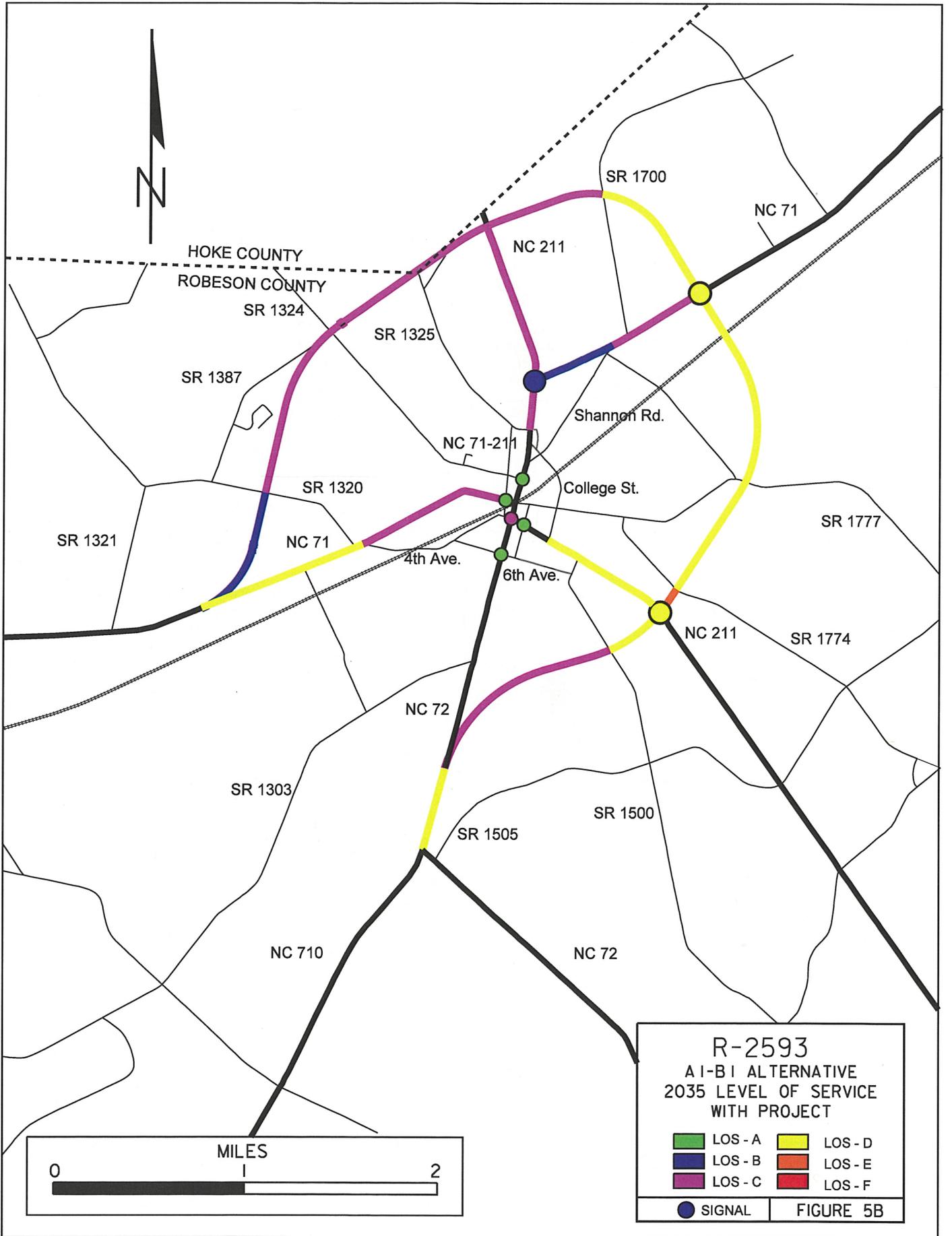
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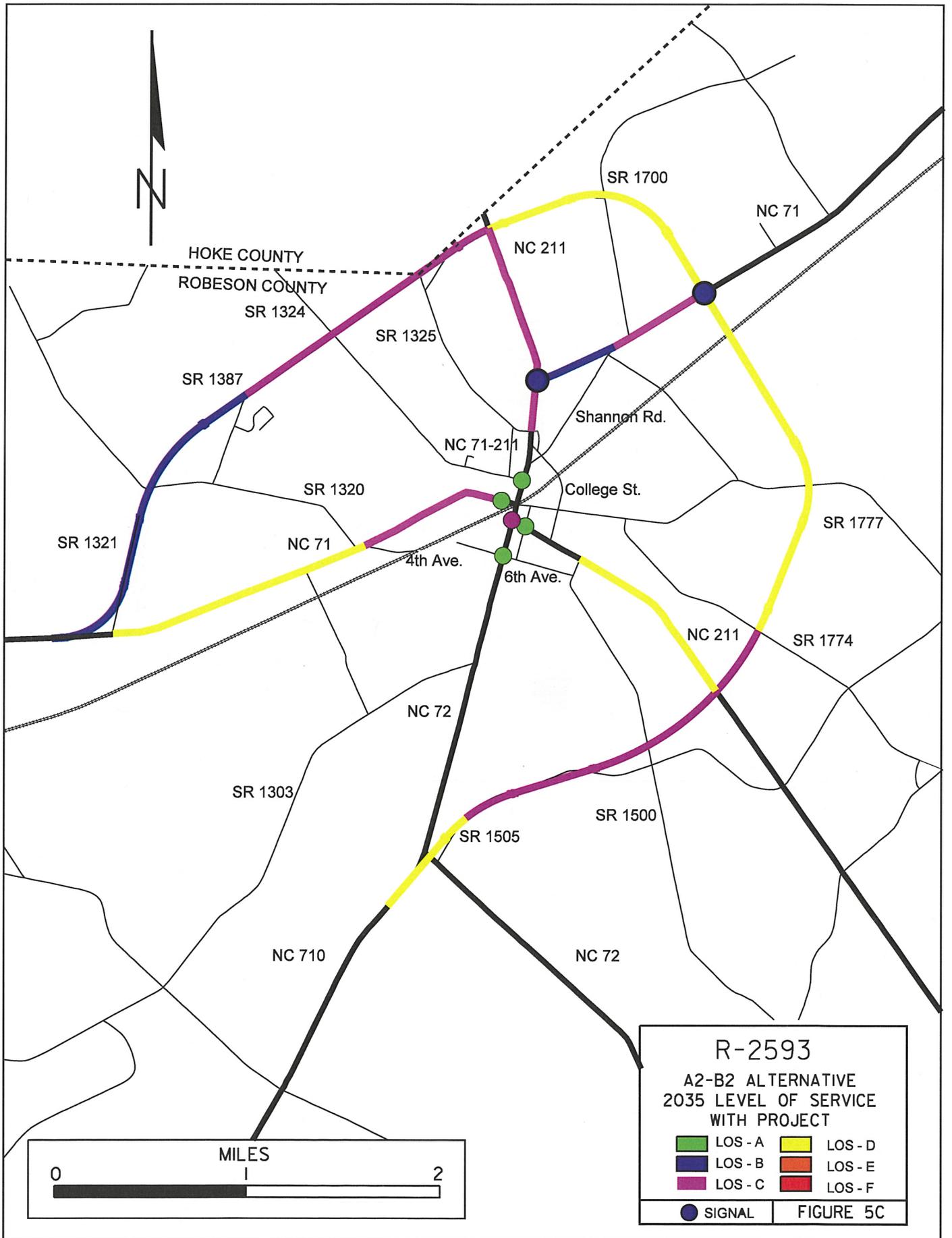


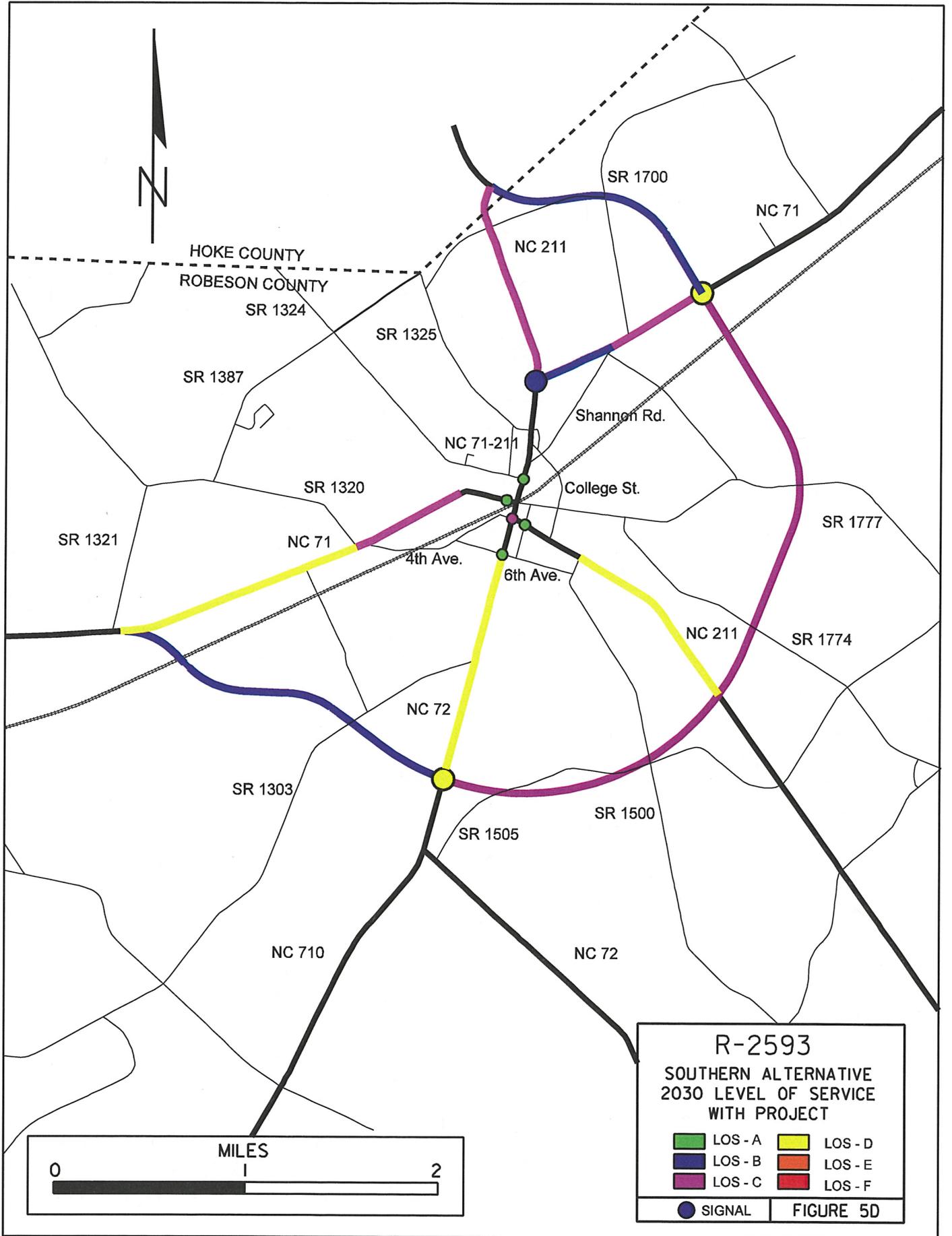
**R-2593**  
**EXISTING**  
**2035 LEVEL OF SERVICE**  
**WITHOUT PROJECT**

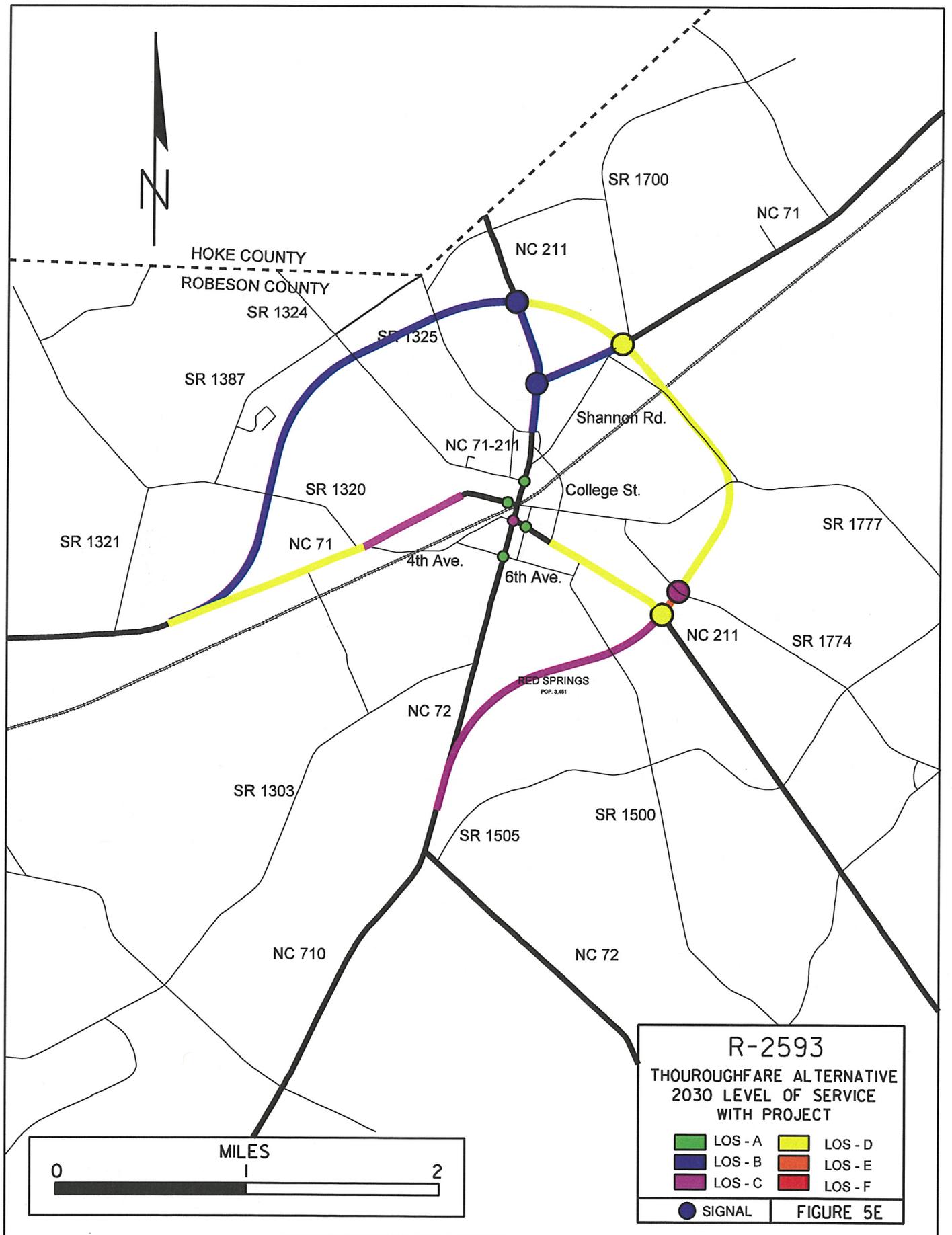
LOS - A	LOS - D
LOS - B	LOS - E
LOS - C	LOS - F
SIGNAL	FIGURE 5A











# **APPENDIX A**

## **AGENCY COMMENTS ON THE ENVIRONMENTAL ASSESSMENT**

**U.S. ENVIRONMENTAL PROTECTION AGENCY  
REGION 4 RALEIGH OFFICE  
TERRY SANFORD FEDERAL COURTHOUSE  
310 NEW BERN AVENUE  
RALEIGH, NORTH CAROLINA 27601**

Date: September 25, 2009

Dr. Gregory J. Thorpe, Ph.D.  
Manager, Project Development and Environmental Analysis Branch  
North Carolina Department of Transportation  
1548 Mail Service Center  
Raleigh, North Carolina 27699-1548

**SUBJECT:** EPA Review comments on the Federal Environmental Assessment for NC  
71-211, Red Springs Bypass, Hoke and Robeson Counties, TIP Project  
No.: R-2593

Dear Dr. Thorpe:

The U.S. Environmental Protection Agency Region 4 Raleigh Office (EPA) has reviewed the subject document and is providing written comments in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The North Carolina Department of Transportation (NCDOT) and Federal Highway Administration (FHWA) are proposing to construct a two-lane facility on multi-lane right of way for approximately 5 miles of which approximately 3 miles is on new location around a portion of the Town of Red Springs in Hoke and Robeson Counties.

The proposed project has been NEPA/Section 404 Merger 01 process and EPA notes the following milestones: Concurrence Point (CP) 1, Purpose and Need signed April 19, 2000, CP 2 Detailed Study Alternatives (DSA) Carried Forward signed October 20, 2005, and CP 2A, Bridging and alignment Review signed March 17, 2009. EPA's specific review comments on the EA are detailed below:

Environmental Impacts

Under the requirements of Executive Order 12898 on Environmental Justice (Pages 28 and 29 of the EA), there is not a full assessment of the residential and business relocations on low-income and minority persons for the DSAs and a full comparison to the Census data. The date (or year) of the Census data is not included. For DSA A1B1, low-income and minority residential relocations are 100% (21 out of 21). For DSAs A1B2, A2B1, A2B2, TP Alt. and Southern Alternative the percentages are: 75%, 96%, 75%, 95%, and 100% respectively. The magnitude of the relocation impacts is also not fully explained in the EA (e.g., DSA A2B2 has 25 residential relocations with 24 being low-income or minority and DSA Southern alternative has 1 residential relocation with 1

being low-income or minority). Minority persons in the project study area and Robeson County are 75.1% and 69.2%, respectively. Low-income Census data for the project study area and Robeson County were not specifically provided in the EA. The DSAs with the highest total number of residential relocations also have some of the lowest wetland and stream impacts. DSA A1B1 has 21 "EJ" residential relocations and 13.97 of wetland impacts, DSA A2B1 has 24 "EJ" residential locations and 18.00 acres of wetland impact and DSA TP Alternative has 21 "EJ" residential relocations and 16.20 acres of wetlands. DSAs with the highest wetland impacts, have the least "EJ" residential relocations (e.g., DSA A1B2, A2B2 and Southern Alternative). EPA will require additional Census data and a formal EJ analysis regarding "disproportionately high and adverse" effects on minority and low-income persons. There is no analysis concerning the potential noise receptor impacts and Mobile Source Air Toxics (MSATs) as it pertains to low-income and minority persons that will be potentially impacted by the new route. Due to the potential truck traffic which is one of the primary purposes of the bypass, EPA requests these issues need to be more fully examined and detailed prior to the CP 3 Least Environmentally Damaging Practicable Alternative (LEDPA) meeting.

Impacts to farmlands from the various DSAs are very substantial considering the total length of the project and ranges between 97 and 128 acres. Page 27, Table 13 of the EA is footnoted that this is the acreage of property being farmed, not necessarily prime, unique and of State-wide or local importance as described in the Farmland Protection Policy Act (FPPA). Active farmlands and prime farmland soils are two components of the farmland conversion impact rating criteria. NCDOT is proposing to provide a farmland conversion impact rating (NCRS-CPA-106) form only for the preferred alternative or LEDPA and that the form will be included in the final NEPA document. EPA requests that FHWA and NCDOT provide the farmland conversion forms on all of the DSAs prior to or at the CP 3 meeting. Prime farmlands as well as State identified Voluntary Agricultural District (VAD) issues could potentially be a significant issue on the selection of a preferred alternative and LEDPA.

Stream and wetland impacts for the various DSAs represent a substantial range of difference. DSA TP Alternative has the lowest wetland and stream impacts at 16.20 acres and 798 linear feet. DSA A1B1 has the highest stream impacts at 2,357 linear feet and DSA Southern Alternative has the highest wetland impacts at 26.36 acres. Under 'Avoidance, Minimization and Mitigation' on Page 21 of the EA, the potential minimization measure of the proposed 240 or 250-foot bridge at Little Raft Swamp is not identified. Other potential commitments to avoid and minimize impacts to jurisdictional wetlands and streams are also not identified in the EA (e.g. Consideration of steeper side slopes in jurisdictional areas).

In summary, EPA will continue to work with NCDOT and other Merger team agencies. EPA has environmental concerns regarding the selection of a LEDPA prior to receiving and reviewing additional information on Environmental Justice including noise receptor impacts and potential MSAT impacts to low-income and minority communities, prime farmland impacts and proposed avoidance and minimization measures for impacts to jurisdictional waters of the U.S. EPA requests a copy of the Finding of No Significant

Impact (FONSI). Please also include Ms. Kathy Matthews, EPA's Wetlands Section on project correspondence and Merger concurrence package information. Please call if you have questions at 919-856-4206. Thank you.

Sincerely,



Christopher A. Militscher, REM, CHMM  
EPA Merger Team Representative

For: Heinz J. Mueller, Chief  
EPA Region 4 NEPA Program Office

Cc: K. Garvey, USACE  
R. Ridings, NCDWQ  
C. Coleman, FHWA



REPLY TO  
ATTENTION OF:

**DEPARTMENT OF THE ARMY**  
WILMINGTON DISTRICT, CORPS OF ENGINEERS  
69 DARLINGTON AVENUE  
WILMINGTON, NORTH CAROLINA 28403-1343

October 20, 2009

Action ID: CESA W-1997-08704

Regulatory Division

Dr. Gregory J. Thorpe, PhD, Manager  
North Carolina Department of Transportation (NCDOT)  
Project Development and Environmental Analysis Branch  
1598 Mail Service Center  
Raleigh, North Carolina, 27699-1548

Dear Dr. Thorpe:

Reference is made to your letter dated August 12, 2009, requesting comments regarding the Environmental Assessment (EA) prepared by North Carolina Department of Transportation (NCDOT) on behalf of the Federal Highway Administration (FHWA) for project R-2593, Red Springs Bypass, Hoke and Robeson Counties, North Carolina. This project has been assigned Department of the Army (DA) number SAW-1997-08704; please use this number in all future correspondence.

In compliance with the Memorandum of Understanding signed in May/June 2005 for the Merger Process and in an effort to be able to adopt (40 CFR 1506.3) the EA for our permitting process, please address the following:

1. The page numbers listed in the Table of Contents are incorrect.
2. Section V A. 2. (pages 17-21) addressing impacts to waters and wetlands leads the reader to believe that there is a Jurisdictional Determination for each of the proposed alternatives and that all waters and wetlands in the project area are subject to our jurisdiction. Please clarify these points in the EA.
  - a. This office has not issued a Jurisdictional Determination for any of the action alternatives.
  - b. Not all "wetlands and surface waters fall under the broad category" of Waters of the United States. This office recommends the following statement: Waters of the United States including wetlands as defined by 33 CFR 328.3, are subject to the permit requirements of Section 404 of the Clean Water Act.
  - c. The use of the word stream in your EA is more qualitative than quantitative as a description of the resource. Please include impacts to all tributaries as defined by the presence of an ordinary high water mark, in your potential effects, including any impacts to non-stream tributaries (ditches, etc...).

d. This office concurs that this project will likely require an Individual Permit under Section 404 of the Clean Water Act.

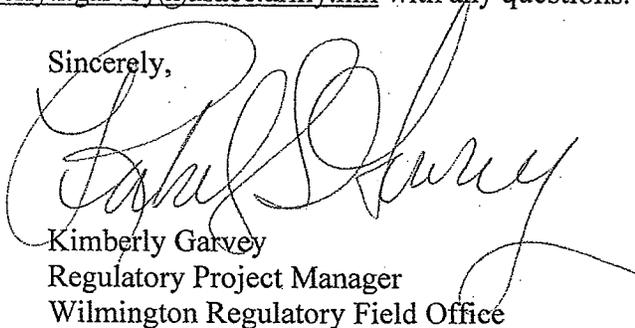
3. Section V E. 3. (pages 28-29) addressing Environmental Justice (EJ) is unclear. Please clarify the impact to affected groups and any proposed mitigative measures.

a. Please clearly state why you believe the proposed project will or will not have a “disproportionately high and adverse effect” on affected groups and their communities.

b. Please specify the impact on affected groups for each of the alternatives. If all of the action alternatives have an impact, please rank them as to the severity of the impact.

Thank you for the opportunity to comment, the Corps looks forward to further evaluation of this project within the Merger Process. As a participating team member, the Corps will continue to work with the team as it proceeds through the merger process. Additionally, the Corps would like to attend any upcoming community meetings you have scheduled for this project. Please notify us as early as possible as to the date, time, and location of these meetings. Please contact me at (910) 251-4482 or [kimberly.l.garvey@usace.army.mil](mailto:kimberly.l.garvey@usace.army.mil) with any questions.

Sincerely,



Kimberly Garvey  
Regulatory Project Manager  
Wilmington Regulatory Field Office

Copies Furnished

Mr. Ron Lucas  
Federal Highway Administration  
310 New Bern Avenue, Suite 410  
Raleigh 27601-1418

Ms. Olivia Farr ✓  
North Carolina Department of Transportation (NCDOT)  
Project Development and Environmental Analysis Branch  
1548 Mail Service Center  
Raleigh, North Carolina, 27699-1548

Mr. Rob Ridings  
Division of Water Quality  
N.C. Department of Environment  
and Natural Resources  
3800 Barrett Drive  
Raleigh, North Carolina 27609

Mr. Chris Militscher  
U.S. Environmental Protection Agency  
109 T.W. Alexander Drive  
Durham, NC 27711  
Mail code: E143-04

Mr. Pete Benjamin  
U.S. Fish and Wildlife Service  
P.O. Box 33726  
Raleigh, NC 27636 - 3726

Mr. Travis Wilson  
N.C. Wildlife Resources Commission  
1722 Mail Service Center  
Raleigh, NC 27699

Ms. Renee Gledhill-Earley  
State Historic Preservation Office  
4617 Mail Service Center  
Raleigh, NC 27699-4617

Mr. James Rerko  
North Carolina Department of Transportation (NCDOT)  
Division 6 Office  
PO Box 1150  
Fayetteville, NC 28302



North Carolina  
Department of Administration

Beverly Eaves Perdue, Governor

Britt Cobb, Secretary

October 9, 2009

Mr. Gregory Thorpe  
NCDOT  
Project Dev. & Env. Analysis  
1548 Mail Service Center  
Raleigh, NC

**Re: SCH File # 10-E-4220-0059; EA; Construction of a two-lane roadway on multi-lane right of way to serve as a NC 71-211 bypass of Red Springs. TIP No. R-2593**

Dear Mr. Thorpe:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act.

Attached to this letter for your consideration are **additional** comments made by agencies after the review period ended.

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

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

Sincerely,

A handwritten signature in cursive script that reads "Valerie W. McMillan".

Valerie W. McMillan, Director  
State Environmental Review Clearinghouse

Attachments

cc: Region N

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

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

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



## North Carolina Department of Environment and Natural Resources

Beverly Eaves Perdue, Governor

Dee Freeman, Secretary

### MEMORANDUM

**TO:** Valerie McMillan  
State Clearinghouse

**FROM:** Melba McGee  
Environmental Projects Officer

**SUBJECT:** #10-0059 NC 71-211 bypass of Red Springs, Hoke and Robeson Counties

**DATE:** October 8, 2009

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

Thank you for the opportunity to respond.

Attachment

Post-It® Fax Note	7671	Date	10/8/09	# of pages ▶	3
To	SHEILA GREEN		From	KAREN CANAYACIOL	
Co./Dept.			Co.		
Phone #			Phone #	715-0790	
Fax #			Fax #	NEW PHONE #	

OCT 02 2009

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES  
DIVISION OF ENVIRONMENTAL HEALTH

Inter-Agency Project Review Response

Project Number 10-0059
County Hoke & Robeson

Project Name US-DOT/Federal Hwy Admin/NC-DOT Type of Project EA - Const. of 2-lane roadway on multi-lane right of way to serve as NC 71-211 bypass of Red Springs. TIP No. R-2593.

Comments provided by:

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

Name Debra Benoy-Fayetteville RO Date 08/18/2009

Telephone number: \_\_\_\_\_

Program within Division of Environmental Health:

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

RECEIVED  
PUBLIC WATER SUPPLY SECTION

Response (check all applicable):

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

AUG 20 2009

FAYETTEVILLE REGION

*Please comply with 15A NCAC 18C Rules  
Governing ~~Comm~~ Public water Supply Systems  
Please pay special attention to sec. 0.0206  
for set backs ~~from~~ and relationship of water  
mains and sewer mains and follow sec. 0.0300  
for submittal of plans & specs for approvals*

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

*Handwritten signature*

**DEPARTMENT OF ENVIRONMENT AND  
NATURAL RESOURCES  
DIVISION OF ENVIRONMENTAL HEALTH**

Project Number 10-0059
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County Hoke & Robeson
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Inter-Agency Project Review Response

Project Name US-DOT/Federal Hwy  
Admin/NC-DOT

Type of Project EA - Const. of 2-lane roadway  
on multi-lane right of way to  
serve as NC 71-211 bypass of  
Red Springs. TIP No. R-2593.

- The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300et. seq.). For information, contact the Public Water Supply Section, (919) 733-2321.
- This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.
- If this project is constructed as proposed, we will recommend closure of \_\_\_\_\_ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Section at (252) 726-8827.
- The soil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised that prior to the removal or demolition of dilapidated structures, an extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. For information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A. 1900 et. sep.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.
- The applicant should be advised to contact the local health department regarding the sanitary facilities required for this project.
- If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634, (919) 733-2321.
- For Regional and Central Office comments, see the reverse side of this form.

Jim McRight

Reviewer

PWSS

Section/Branch

08/18/2009

Date

## **APPENDIX B**

### **NCDOT RELOCATION ASSISTANCE PROGRAM/ RELOCATION REPORTS**

## **DIVISION OF HIGHWAYS RELOCATION PROGRAMS**

It is the policy of NCDOT to ensure comparable replacement housing will be available prior to construction of state and federally-assisted projects. Furthermore, the North Carolina Board of Transportation has the following three programs to minimize the inconvenience of relocation:

- Relocation Assistance
- Relocation Moving Payments
- Relocation Replacement Housing Payments or Rent Supplement

As part of the Relocation Assistance Program, experienced NCDOT staff will be available to assist displacees with information such as availability and prices of homes, apartments, or businesses for sale or rent and financing or other housing programs. The Relocation Moving Payments Program provides for payment of actual moving expenses encountered in relocation. Where displacement will force an owner or tenant to purchase or rent property of higher cost or to lose a favorable financing arrangement (in case of ownership), the Relocation Replacement Housing Payments or Rent Supplement Program will compensate up to \$22,500 to owners who are eligible and qualify and up to \$5,250 to tenants who are eligible and qualify.

The relocation program for the proposed action will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), and/or the North Carolina Relocation Assistance Act (GS-133-5 through 133-18). The program is designed to provide assistance to displaced persons in relocating to a replacement site in which to live or do business. At least one relocation officer is assigned to each highway project for this purpose.

The relocation officer will determine the needs of displaced families, individuals, businesses, non-profit organizations and farm operations for relocation assistance advisory services without regard to race, color, religion, sex, or national origin. The NCDOT will schedule its work to allow ample time, prior to displacement, for negotiations and possession of replacement housing which meets decent, safe and sanitary standards. The displacees are given at least a 90-day written notice after NCDOT offers comparable replacement housing. Relocation of displaced persons will be offered in areas not generally less desirable in regard to public utilities and commercial facilities. Rent and sale prices of replacement property will be within the financial means of the families and individuals displaced and will be reasonably accessible to their places of employment. The relocation officer will also assist owners of displaced businesses, non-profit organizations and farm operations in searching for and moving to replacement property.

All tenant and owner residential occupants who may be displaced will receive an explanation regarding all available options, such as (1) purchase of replacement housing, (2) rental of replacement housing, either private or public, or (3) moving existing owner-occupant housing to another site (if possible). The relocation officer will also supply information concerning other state and federal programs offering assistance to displaced persons and will provide other advisory services as needed in order to minimize hardships to displaced persons in adjusting to a new location.

The Moving Expense Payments Program is designed to compensate the displacee for the costs of moving personal property from homes, businesses, non-profit organizations and farm operations acquired for a highway project. Under the Replacement Program for Owners, NCDOT will participate in reasonable incidental purchase payments for replacement dwellings such as attorney's fees, surveys, appraisals, and other closing costs and, if applicable, make a payment for any increased interest expenses for replacement dwellings. Reimbursement to owner-occupants for replacement housing payments, increased interest payments and incidental purchase expenses may not exceed \$22,500 (combined total), except under the Last Resort Housing provision.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or to make a down payment, including incidental expenses, on the purchase of a replacement dwelling. The down payment is based upon what the state determines is required when the rent supplement exceeds \$5,250.

It is a policy of the State that no person will be displaced by NCDOT's state or federally-assisted construction projects unless and until comparable replacement housing has been offered or provided for each displacee within a reasonable period of time prior to displacement. No relocation payment received will be considered as income for the purposes of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law.

Last Resort Housing is a program used when comparable replacement housing is not available, or when it is unavailable within the displacee's financial means, and the replacement payment exceeds the federal/state legal limitation. The purpose of the program is to allow broad latitude in methods of implementation by the state so that decent, safe and sanitary replacement housing can be provided. It is not believed this program will be necessary on the project, since there appear to be adequate opportunities for relocation within the area.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.     CORRIDOR     DESIGN

WBS ELEMENT:	34474.1.2	COUNTY	ROBESON/HOKE	Alternate	01	of	06	Alternate
T.I.P. No.:	R-2593	ALT A-1						
DESCRIPTION OF PROJECT:	NC 71-211 RED SPRINGS BYPASS							

ESTIMATED DISPLACEDS					INCOME LEVEL – YEARLY THOUSAND \$								
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP				
Residential	4	4	8	2	0	1	7	0	0				
Businesses	3	0	3	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE				
Farms	3	0	3	0	Owners		Tenants		For Sale		For Rent		
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	1	\$ 0-150	0	
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	3	150-250	0	
Yes	No	<i>Explain all "YES" answers.</i>											
	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? <b>30</b>											

**REMARKS (Respond by Number)**

4) RADIO STA, PUMP STA #5, DAVE'S AUTO REPAIR  
 6) LOCAL REALATORS AND PUBLIC AGENICES  
 10) TO SUPPORT ANY TENANT NEEDING ASSISTANCE  
 11) LIST OF RED SPRING PUBLIC HOUSING SITES:  
     **110 Units at Morgan Britt Park in Lumberton**  
     **40 Units at Benton Court in Rowland**  
     **100 Units at Westgate Terrace in Red Springs**  
     **40 Units at McColl Page Plaza in St. Pauls**  
**15) THERE ARE AT LEAST SOME UNIMPROVED SITES AVAILABLE.**

**NOTE: AS PROPOSED ROADWAY CROSSES NC 211 (4TH STREET) AND MCLEOD RD MORE BUSINESSES MAYBE AFFECTED.**  
**THERE MAYBE A LIMITED SUPPLY OF HOUSES RENTALS**  
**BE COGNIZANT OF THE FLOOD PLAIN IN THE AREA.**

<p>John Tate, CM, RW-NAC Right of Way Agent</p>	Date 13 NOV 14	Relocation Coordinator Date
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**Supplemental answer to question 04 for the ALT A-1 corridor study**

**Auto repair facility approximately – 2,500 square feet and 7 employees.**

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**Supplemental answer to question 04 for the ALT B-1 corridor study**

**Auto dealers or repair shops – 13,500 square feet and 11 employees.**

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# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.     CORRIDOR     DESIGN

WBS ELEMENT:	34474.1.2	COUNTY	ROBESON/HOKE	Alternate	03	of	06	Alternate
T.I.P. No.:	R-2593	ALT A-2						
DESCRIPTION OF PROJECT:	NC 71-211 RED SPRINGS BYPASS							

ESTIMATED DISPLACED					INCOME LEVEL – YEARLY THOUSAND \$							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	7	1	8	2	0	1	5	1	1			
Businesses	3	0	3	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE				
Farms	2	0	2	0	Owners		Tenants		For Sale	For Rent		
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	1	\$ 0-150	0
<b>ANSWER ALL QUESTIONS</b> Yes    No <i>Explain all "YES" answers.</i>					20-40M	0	150-250	0	20-40M	2	150-250	0
					40-70M	1	250-400	0	40-70M	2	250-400	0
					70-100M	3	400-600	0	70-100M	6	400-600	0
					100 UP	3	600 UP	1	100 UP	2	600 UP	5
					<b>TOTAL</b>	<b>7</b>		<b>1</b>	<b>THOUSAND</b>	<b>13</b>	<b>MONTH</b>	<b>RENT</b>

	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? <b>30</b>

**REMARKS (Respond by Number)**

4) PUMP STA #5, RADIO STA, DAVE'S AUTO REPAIR  
 6) LOCAL REALATORS AND PUBLIC AGENICES  
 10) TO SUPPORT ANY TENANT NEEDING ASSISTANCE  
 11) LIST OF RED SPRING PUBLIC HOUSING SITES:  
     **110 Units at Morgan Britt Park in Lumberton**  
     **40 Units at Benton Court in Rowland**  
     **100 Units at Westgate Terrace in Red Springs**  
     **40 Units at McColl Page Plaza in St. Pauls**  
**15) THERE ARE AT LEAST SOME UNIMPROVED SITES AVAILABLE.**

**NOTE: AS PROPOSED ROADWAY CROSSES NC 211 (4TH STREET) AND MCLEOD RD MORE BUSINESSES MAYBE AFFECTED.**  
**THERE MAYBE A LIMITED SUPPLY OF HOUSES RENTALS**  
**BE COGNIZANT OF THE FLOOD PLAIN IN THE AREA.**

John Tate, CM, RW-NAC Right of Way Agent	13 NOV 14 Date	Relocation Coordinator	Date
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**Supplemental answer to question 04 for the ALT A-2 corridor study**

**Auto repair facility approximately – 2,500 square feet and 7 employees.**

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# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.     CORRIDOR     DESIGN

WBS ELEMENT:	34474.1.2	COUNTY	ROBESON/HOKE	Alternate	04	of	06	Alternate
T.I.P. No.:	R-2593	ALT B-2						
DESCRIPTION OF PROJECT:	NC 71-211 RED SPRINGS BYPASS							

ESTIMATED DISPLACED					INCOME LEVEL -- YEARLY THOUSAND \$								
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	VALUE OF DWELLING		DSS DWELLING AVAILABLE	
Residential	7	1	8	2	0	1	5	1	1	Owners	Tenants	For Sale	For Rent
Businesses	2	0	2	0						0-20M	\$ 0-150	0-20M	\$ 0-150
Farms	1	0	1	0	20-40M	150-250	40-70M	70-100M	100 UP	0	0	3	0
Non-Profit	0	0	0	0	40-70M	250-400	100 UP			0	0	3	0
					70-100M	400-600	100 UP			7	1	4	0
					100 UP	600 UP				0	0	4	6
					<b>TOTAL</b>	<b>7</b>	<b>1</b>	<b>THOUSAND</b>	<b>14</b>	<b>MONTH</b>	<b>RENT</b>	<b>6</b>	

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? <b>30</b>

**REMARKS (Respond by Number)**

4) BUICK GMC AND BAKER AUTO DEALERSHIPS  
 6) LOCAL REALATORS AND PUBLIC AGENICES  
 10) TO SUPPORT ANY TENANT NEEDING ASSISTANCE  
 11) LIST OF RED SPRING PUBLIC HOUSING SITES:  
     **110 Units at Morgan Britt Park in Lumberton**  
     **40 Units at Benton Court in Rowland**  
     **100 Units at Westgate Terrace in Red Springs**  
     **40 Units at McColl Page Plaza in St. Pauls**  
**15) THERE ARE AT LEAST SOME UNIMPROVED SITES AVAILABLE.**

**NOTE: AS PROPOSED ROADWAY CROSSES NC 211 (4TH STREET) AND MCLEOD RD MORE BUSINESSES MAYBE AFFECTED.**  
**THERE MAYBE A LIMITED SUPPLY OF HOUSES RENTALS**  
**BE COGNIZANT OF THE FLOOD PLAIN IN THE AREA.**

 John Tate, CM, RW-NAC Right of Way Agent	13 NOV 14 Date	Relocation Coordinator	Date
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**Supplemental answer to question 04 for the ALT B-2 corridor study**

**Auto dealers or repair shops – 13,500 square feet and 11 employees.**

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# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.     CORRIDOR     DESIGN

WBS ELEMENT:	34474.1.2	COUNTY	ROBESON/HOKE	Alternate	05	of	06	Alternate
T.I.P. No.:	R-2593	SOUTHERN ALT						
DESCRIPTION OF PROJECT:	NC 71-211 RED SPRINGS BYPASS							

ESTIMATED DISPLACED					INCOME LEVEL – YEARLY THOUSAND \$								
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	VALUE OF DWELLING		DSS DWELLING AVAILABLE	
Residential	2	2	4	0	0	0	2	2	0	Owners	Tenants	For Sale	For Rent
Businesses	2	0	2	0						0-20M	\$ 0-150	0-20M	\$ 0-150
Farms	3	0	3	0						20-40M	150-250	20-40M	150-250
Non-Profit	0	0	0	0						40-70M	250-400	40-70M	250-400
ANSWER ALL QUESTIONS										70-100M	400-600	70-100M	400-600
					Yes	No	Explain all "YES" answers.		100 UP	600 UP	100 UP	600 UP	100 UP
					TOTAL	2	2	THOUSAND	27	MONTH	RENT	11	

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? <b>30</b>

**REMARKS (Respond by Number)**

4) BUICK GMC AND BAKER AUTO DEALERSHIPS  
 6) LOCAL REALATORS AND PUBLIC AGENICES  
 10) TO SUPPORT ANY TENANT NEEDING ASSISTANCE  
 11) LIST OF RED SPRING PUBLIC HOUSING SITES:  
     **110 Units at Morgan Britt Park in Lumberton**  
     **40 Units at Benton Court in Rowland**  
     **100 Units at Westgate Terrace in Red Springs**  
     **40 Units at McColl Page Plaza in St. Pauls**  
**14) THERE ARE AT LEAST SOME UNIMPROVED SITES AVAILABLE.**

**NOTE: AS PROPOSED ROADWAY CROSSES NC 211 (4TH STREET) AND MCLEOD RD MORE BUSINESSES MAYBE AFFECTED.**  
**THERE MAYBE A LIMITED SUPPLY OF HOUSE RENTALS**  
**BE COGNIZANT OF THE FLOOD PLAIN IN THE AREA.**

John Tate, CM, RW-NAC Right of Way Agent	12 NOV 14 Date	Relocation Coordinator	Date
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**Supplemental answer to question 04 for the Southern ALT corridor study**

**Auto dealers or repair shops – 13,500 square feet and 11 employees.**

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# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.     CORRIDOR     DESIGN

WBS ELEMENT:	34474.1.2	COUNTY	ROBESON/HOKE	Alternate	06	of	06	Alternate
T.I.P. No.:	R-2593	THOROUGHFARE PLAN ALT						
DESCRIPTION OF PROJECT:	NC 71-211 RED SPRINGS BYPASS							

ESTIMATED DISPLACEDS					INCOME LEVEL – YEARLY THOUSAND \$								
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP				
Residential	7	7	14	2	0	3	6	3	2				
Businesses	2	0	2	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE				
Farms	7	0	7	0	Owners		Tenants		For Sale		For Rent		
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	1	\$ 0-150	0	
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	5	150-250	0	
Yes	No	Explain all "YES" answers.			40-70M	0	250-400	0	40-70M	5	250-400	0	
X		1. Will special relocation services be necessary?			70-100M	3	400-600	5	70-100M	10	400-600	0	
	X	2. Will schools or churches be affected by displacement?			100 UP	4	600 UP	2	100 UP	6	600 UP	11	
X		3. Will business services still be available after project?			<b>TOTAL</b>	<b>7</b>		<b>7</b>	<b>THOUSAND</b>	<b>27</b>	<b>MONTH</b>	<b>11</b>	
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			<b>REMARKS (Respond by Number)      RENT</b>								
	X	5. Will relocation cause a housing shortage?			<p>1) SEC 42 PUBLIC HOUSING (WILLOW GROVE APARTMENTS)</p> <p>4) BUICK GMC AND BAKER AUTO DEALERSHIPS</p> <p>6) LOCAL REALATORS AND PUBLIC AGENICES</p> <p>8) DUE TO THE VOLUME OF TENANTS IT. 1</p> <p>10) TO SUPPORT ANY TENANT NEEDING ASSISTANCE</p> <p>11) LIST OF RED SPRING PUBLIC HOUSING SITES:  <b>110 Units at Morgan Britt Park in Lumberton</b>  <b>40 Units at Benton Court in Rowland</b>  <b>100 Units at Westgate Terrace in Red Springs</b>  <b>40 Units at McColl Page Plaza in St. Pauls</b></p> <p><b>14) THERE ARE AT LEAST SOME UNIMPROVED SITES AVAILABLE.</b></p> <p><b>NOTES: AS PROPOSED ROADWAY CROSSES NC 211 (4TH STREET) AND MCLEOD RD MORE BUSINESSES MAYBE AFFECTED. AT PRESENT TIME THERE IS A 6 - 12 MONTH WAIT ON PUBLIC HOUSINGS.</b></p> <p><b>BE COGNIZANT OF THE FLOOD PLAIN IN THE AREA.</b></p>								
		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 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? <b>30</b>											

<p>John Tate, CM, RW-NAC Right of Way Agent</p>	<p>13 NOV 14</p> <p>Date</p>	<p>Relocation Coordinator</p> <p>Date</p>	
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**Supplemental answer to question 04 for the Thoroughfare Plan ALT corridor study**

**Auto dealers or repair shops – 13,500 square feet and 11 employees.**

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