

# NC 63 (LEICESTER HIGHWAY) IMPROVEMENTS

SR 1380 (Jones Road) to SR 1004 (Newfound Road)

Buncombe County

WBS Element 34909.1.1  
Federal Project No. STP-63(1)  
State Project No. 8.1844901

## TIP PROJECT U-3301

### ADMINISTRATIVE ACTION CATEGORICAL EXCLUSION

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
AND  
N.C. DEPARTMENT OF TRANSPORTATION  
Submitted pursuant to 42 U.S.C. 4332(2) (c)



APPROVED:

8.4.2014  
Date for Jennifer Harris  
**Richard W. Hancock, PE, Manager**  
Project Development and Environmental Analysis Unit, NCDOT

8-2-14  
Date for Michael O. Sullivan III  
**John F. Sullivan III, P.E., Division Administrator**  
Federal Highway Administration

# NC 63 (LEICESTER HIGHWAY) IMPROVEMENTS

SR 1380 (Jones Road) to SR 1004 (Newfound Road)

Buncombe County

WBS Element 34909.1.1  
Federal Project No. STP-63(1)  
State Project No. 8.1844901

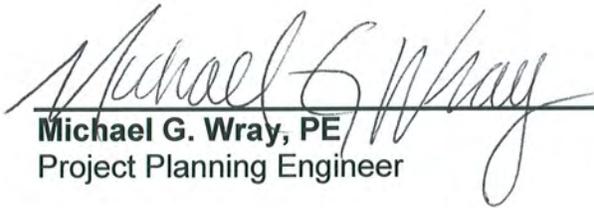
## TIP PROJECT U-3301

### CATEGORICAL EXCLUSION

May 2014

Documentation prepared in the Project Development and Environmental Analysis  
Branch by:

Date

  
**Michael G. Wray, PE**  
Project Planning Engineer



8-4-2014

  
**John G. Conforti, REM**  
Project Development Group Leader



8-4-2014

## **PROJECT COMMITMENTS**

### **NC 63 (LEICESTER HIGHWAY) IMPROVEMENTS**

SR 1380 (Jones Road) to SR 1004 (Newfound Road)  
Buncombe County

WBS Element 34909.1.1  
Federal Project No. STP-63(1)  
State Project No. 8.1844901

### **TIP PROJECT U-3301**

#### ***Roadway Design Unit***

NCDOT will provide 5-foot wide paved shoulders (for shoulder sections) or 14-foot wide outside lanes (for curb and gutter sections) along both sides of NC 63 (Leicester Highway) to accommodate bicyclists. Bicycle accommodations will also be included in the replacement of Bridge No. 80 with 4-foot offsets between the rails and the travel lanes and 54-inch high rails.

#### ***Roadside Environmental Unit***

NCDOT will control erosion and sedimentation to the Newfound Creek watershed and tributary culvert installation through the appropriate specification, installation, and maintenance of high quality erosion and sedimentation control measures. NCDOT will also implement a landscape plan to offset the removal of trees at the Dr. C.K Hughes House, which is historically eligible.

#### ***Project Development and Environmental Analysis Unit***

NCDOT will coordinate with the N.C. Division of Water Resources (DWR) to fulfill the necessary requirements regarding stream mitigation. Compensatory mitigation with regard to stream mitigation is left to the discretion of the DWQ. Pertinent details of the stream modifications will be outlined in the application for the 401 Water Quality Certification.

#### ***Right of Way Unit/Geotechnical Engineering Unit***

Any unregulated USTs will be identified by Right of Way during initial contacts and the Geotechnical Engineering Unit will be notified of their presence prior to acquisition so that it can be determined if the tanks have leaked.

Right of Way will also coordinate with Sycamore Valley Farm, LLC, as well as agencies involved in the previously issued Agricultural Conservation Easement, to ensure that the Conservation Trust Fund is reimbursed accordingly, in the event that any of the related property is impacted by the project.

# TABLE OF CONTENTS

	<b>PAGE</b>
<b>I. DESCRIPTION OF PROPOSED ACTION</b>	<b>1</b>
<b>II. NEED FOR PROPOSED PROJECT</b>	<b>2</b>
A. Description of Existing Conditions	2
B. Traffic Volumes	4
C. Traffic Crash Data and Analysis	4
D. Adjacent TIP Projects	4
<b>III. DESCRIPTION OF PROPOSED IMPROVEMENTS</b>	<b>5</b>
A. Length of Project	5
B. Horizontal Alignment	5
C. Structures	5
D. Traffic Control during Construction	5
E. Right of Way	5
F. Intersection Treatment	6
G. Sidewalks/Bicycle Accommodations	6
H. Access Control	6
I. Design Speed	6
J. Degree of Utility Conflicts	6
<b>IV. ALTERNATIVES TO THE PROPOSED ACTION</b>	<b>6</b>
A. Alternative Modes of Transportation	6
B. No-Build Alternative	6
C. Build Alternatives	7
<b>V. ENVIRONMENTAL EFFECTS OF PROPOSED ACTION</b>	<b>7</b>
A. Cultural Resources	7
B. Land Use and Community Impact Assessment	9
C. Natural Resources	11
D. Traffic Noise	17
E. Air Quality	17
F. Hazardous Materials Evaluation	18
<b>VI. COMMENTS AND COORDINATION</b>	<b>18</b>
A. Agency Coordination	18
B. Public Involvement and Comments	19
<b>VII. BASIS FOR CATEGORICAL EXCLUSION</b>	<b>19</b>

**APPENDIX A – FIGURES**

**APPENDIX B – CORRESPONDENCE**

**APPENDIX C – EFFECTS FORM**

**APPENDIX D – RELOCATION REPORT**

**APPENDIX E – TRAFFIC FORECAST**

**APPENDIX F – BIOLOGICAL CONCLUSION, GRAY BAT**

**APPENDIX G – AQUATIC SURVEY REPORT**

**APPENDIX H – GEOENVIRONMENTAL REPORT**

## I. DESCRIPTION OF PROPOSED ACTION

### A. Project Purpose

The proposed improvements to the subject section of NC 63 are needed to improve travel between Asheville and Leicester, as well as to decrease the crash potential along NC 63. The need for increased capacity is shown in the traffic forecast (Appendix E), which shows that the southern section of NC 63 is near capacity in the current year, and the entire project area of NC 63 will be over capacity in the design year. The primary purposes of improving NC 63 are to increase the traffic carrying capacity and improve safety along the subject section of NC 63.

### B. General Description and Alternatives Considered

The NCDOT has considered four build alternatives and the no-build alternative for the improvements to NC 63. The preferred build alternative propose to widen NC 63 from Jones Road (SR 1380) to just south of Newfound Road (SR 1004); the roadway will exist as a three-lane undivided facility from Jones Road to just east of Gray Fox Drive, then will transition to a four-lane divided facility with a 23-foot median that runs to Newfound Road. The alterations in the roadway will result in the removal of several driveways and structures along the NC 63 corridor.

Three build alternatives were initially studied and discarded. The northern and southern bypasses of Leicester were removed from study after the Leicester Historic District was no longer considered eligible for the National Register of Historic Places. The initial three-lane undivided to four-lane divided transitional facility with roundabouts was removed from study due to public feedback, and the updated three-lane undivided to four-lane divided transitional facility was chosen as the preferred alternative based on its avoidance of roundabout usage.

### C. Cost Estimates and Schedule

Right-of-way acquisition and construction are scheduled for FY 2015.

The estimated costs for the project are as follows:

Construction	\$ 22,400,000
Right of Way	\$ 8,950,750
Utilities	\$ 2,613,000

---

**Total Estimated Cost      \$ 33,963,750**

## II. NEED FOR PROPOSED PROJECT

### A. Description of Existing Conditions

#### 1. Functional Classification

NC 63 is a primary northwest-southeast transportation facility for Buncombe County, connecting Asheville to Leicester and the northwest portion of the county. It is designated as a major collector within the Leicester community, and a principal arterial closer to Asheville, on the North Carolina Statewide Functional Classification System.

#### 2. Roadway

The corridor of NC 63 along the proposed project site consists of a 2-lane, 24-foot roadway section. The roadway has a slightly undulating vertical alignment, along with several large horizontal curves.

#### 3. Right of Way and Access Control

Existing right of way along NC 63 within the project limits varies from approximately 35 to 100 feet. There is no control of access.

#### 4. Interchanges

There are no interchanges within the project limits; the project is located in a rural area of Buncombe County.

#### 5. Speed Limits

The posted speed limit of NC 63 is 45 miles per hour.

#### 6. Intersections and Type of Control

There are eighteen intersections on NC 63 along the project corridor; these include Jones Road/Leicester Elementary School entrance, Martin Branch Road, Mayland Road, Old Newfound Road, Alexander Road, Old NC 63, Hampton Road, Gray Fox Drive, Sherry Lane, Mountain Shadows Drive, Old Leicester Highway, Gouges Branch Road, Brookshire Road/Ramsey Road, Snelson Drive, Blue Ridge Acres Drive, Frisbee Road, Shirey Drive, and Newfound Road/Dix Creek Chapel Road. Three of the existing intersections are signalized (Jones Road/Leicester Elementary School Entrance, Alexander Road, Newfound Road/Dix Creek Chapel Road).

7. Railroad Involvement

There are no railroad crossings within the project limits.

8. Structures

Several major drainage structures are located within the limits of the proposed corridor. An existing double box (6' x 6') concrete culvert is located just east of the Jones Road intersection at the Sluder Branch Crossing. A 6' x 7' single barrel culvert lies just east of Gray Fox Drive where NC 63 crosses a tributary to Newfound Creek. Another double box (8' x 9') concrete culvert passes just east of Old Leicester Highway and carries NC 63 over Gouches Branch, and a triple box (7' x 8') concrete culvert crosses to the east of Shirey Drive and carries NC 63 over Dix Creek.

Two bridges currently service the area; an existing concrete bridge along NC 63 over Newfound Creek, as well as a steel and concrete bridge over a jurisdictional stream on Old Leicester Highway.

Two corrugated metal pipes (73" x 55") are positioned near the vicinity of the NC 63 corridor and run underneath Jones Road.

9. Greenway, Pedestrian, and Bicycle Accommodations

The current NC 63 facility has restricted options for pedestrians and bicyclists. The existing roadway has unpaved shoulders, and contains no sidewalks, bicycle routes, or greenways.

10. Geodetic Markers

There are eleven geodetic markers located within the project area. According to the NCDENR geodetic database, PID #FB1066, #FB1070, #FB3243, #FB3258, #FB3259, #FB3261, #FB3265, #FB3266, #FB3268, #FB3270, and #DG4347 may all be impacted by the proposed road improvements.

11. Utilities

Multiple power and telephone poles are located within the proposed improvement study area. Water, sewer, gas and cable lines also run adjacent to the project corridor.

12. School Buses

Including all elementary, middle and high school routes, approximately fifteen buses travel NC 63 through the project limits each day.

B. Traffic Volumes

Traffic volumes in the NC 63 project area were generated for the base year (2008) and the design year (2035). The traffic volume along US NC 63 ranges from 9,700 vehicles per day (vpd) to 20,800 vpd in the base year. Truck traffic percentage consists of 3% Duals and 1% TT-STs within the project limits. The design hourly volume is 11%.

The traffic forecast for the 2035 design year ranges from 16,500 vpd to 33,700 vpd in the project area. These numbers reflect a LOS B for a four-lane median divided facility in the design year, and an LOS F for a no-build scenario.

Projected traffic volumes, truck data, design hour data, and intersection data are shown in Appendix E. An updated traffic forecast will be available in late 2014.

C. Traffic Crash Data and Analysis

The latest crash data was completed in January 2013, after the December public meeting. The data indicates that the crash rates for the corridor (total, fatal and injury rates) are above the critical rate, indicating that safety improvements are warranted along the corridor.

**Table 2. Crash Rate Comparisons NC 63 (Leicester Hwy)**

Rate	Crashes	Crashes per 100MVM	Statewide Rate <sup>1</sup>	Critical Rate <sup>2</sup>
Total	236	221.00	177.15	198.81
Fatal	6	5.62	2.02	4.75
Non-Fatal Injury	96	89.90	61.61	74.57
Night	51	47.76	64.26	77.49
Wet	43	40.27	30.27	39.50

<sup>1</sup> 2008-2010 statewide crash rate for 2-lane, undivided rural North Carolina (NC) route  
<sup>2</sup> Based on the statewide crash rate (95% level of confidence).

D. Adjacent TIP Projects

Four bridge projects (B-4713, B-4714, B-5514, B-5891) are all between 1.5 and 2.5 miles from the project limits.

The closest roadway improvement project to U-3301 is I-4759. The northern terminus of I-4759 is located approximately 3.8 miles to the southwest of this proposed project.

### III. DESCRIPTION OF PROPOSED IMPROVEMENTS

#### A. Length of Project

The length of the proposed project improvements is approximately 4.3 miles.

#### B. Horizontal Alignment

The new alignment will flatten several curves along the project roadway by utilizing existing pavement.

#### C. Structures

Several existing culverts will be extended, including the ones located near Gray Fox Drive, Old Leicester Highway, and Shirey Drive. The two culverts that currently run adjacent to the Jones Road intersection will also be extended and connected.

Four retaining walls are proposed within the project limits; these are located near Jones Road, at Newfound Baptist Church, between Old Leicester Highway and Gouges Branch Road, and near Sherry Lane.

The existing bridge over Newfound Creek will be removed and replaced with a dual concrete bridge facility.

#### D. Traffic Control during Construction

Traffic control plans will be developed to phase construction. While some disruption during construction is expected as it is on any project, the phasing is designed to reduce inconvenience and delay. During peak traffic periods, no lane closures are expected. However, during off-peak periods, the construction contractor may need to reduce travel to one-lane in order to fully build the project.

#### E. Right of Way

A right-of-way estimate for the build alternative was completed in April 2014. The preferred alternative will affect 159 parcels, and cause the removal/relocation of nine residential properties, along with one business property. Proposed right-of-way width is variable throughout the project limits (approximately 100-200 feet).

F. Intersection Treatment

The same eighteen intersections will occur within the project limits following the proposed improvements. The intersection of NC 63 and Martin Branch Road will be signalized to further accommodate traffic needs, and the Dix Creek Road and Newfound Road intersection will be widened with the addition of turn lanes. Several intersections will be realigned to improve sight distances.

G. Sidewalks/Bicycle Accommodations

The proposed NC 63 improvements do not include provisions for a paved sidewalk; there will be 14-foot wide outside lanes within the three-lane section and 5-foot paved shoulders within the four-lane divided section to accommodate bicycle traffic along the roadway.

H. Access Control

Within the project area, NC 63 will be a three-lane facility which transitions to a four-lane median divided facility, and will have partial control of access.

I. Design Speed

The design speed of NC 63 would increase to 50 miles per hour with the wider roadway and straighter geometry. The recommended posted speed will be 45 miles per hour, with 35 miles per hour within the Leicester community.

J. Degree of Utility Conflicts

The utility estimate for the preferred alternative was completed in May 2014. There will be several relocations of power and telephone poles, as well as reconstruction of water, sewer and cable lines. The estimated cost for updating utilities is approximately \$1,326,200.

#### IV. ALTERNATIVES TO THE PROPOSED ACTION

A. Alternatives Modes of Transportation

Alternative modes of transportation do not meet the purpose and need of this project.

B. No-Build Alternative

This alternative is not recommended. Although the "No-Build" would avoid the environmental impacts that are anticipated as a result of this project, there would be no positive effect on the capacity and safety of NC 63.

### C. Build Alternatives

Three build alternatives were initially studied and discarded. The northern and southern bypasses of Leicester were removed from study after the Leicester Historic District was no longer considered eligible for the National Register of Historic Places. The initial three-lane to four-lane transitional facility with roundabouts was removed from study due to public feedback, and the updated three-lane to four-lane transitional facility was chosen as the preferred alternative based on its avoidance of roundabout usage.

## V. ENVIRONMENTAL EFFECTS OF PROPOSED ACTION

### A. Cultural Resources

#### 1. Compliance Guidelines

This project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implemented by the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified as 36 CFR Part 800. Section 106 requires Federal agencies to take into account the effect of their undertakings (federally-funded, licensed, or permitted) on properties included in or eligible for inclusion in the National Register of Historic Places and to afford the Advisory Council a reasonable opportunity to comment on such undertakings.

#### 2. Historic Architecture

A comprehensive Section 106 survey was undertaken by NCDOT architectural historians where they evaluated every property over fifty years of age within the APE according to standards set forth by the National Register of Historic Places. As a result of these efforts, NCDOT architectural historians determined the following properties eligible for the NRHP and NCHPO concurred.

The Frisbee Store and the Dr. C.K. Hughes House are both eligible for the National Register.

#### 3. 4(f) Resources

Through the environmental analysis, the Leicester Historic District was identified as a Section 4(f) resource on both sides of NC 63. In March 2002, the State Historic Preservation Office (SHPO), FHWA, and NCDOT concurred that the proposed project would have an adverse impact on the Leicester Historic District. A 3-lane section was then evaluated through the town to minimize impacts to the Historic District.

In June 2006, NCDOT received a letter from SHPO to report that the Leicester Historic District was no longer eligible for the National Register of Historic Places because of a loss of integrity. Two properties in the vicinity still remained eligible.

NCDOT, FHWA and SHPO met twice to discuss impacts to the 2 eligible properties and in September 2007 the SHPO granted a determination of "no adverse effect" for both properties. The Frisbee Store will have no new right-of-way acquired and the road will move away from the property; the Dr. C.K. Hughes House will have trees taken and replaced with the implementation of a landscape plan by NCDOT. FHWA followed with a "de minimis" finding for both properties. The plans were revisited in 2009, but the effects call remained the same; the 2007 form is still valid.

#### 4. Archaeology

In order to comply with Section 106 of the National Historic Preservation Act (1966, as amended), FHWA and NCDOT must evaluate the project's impact upon any extant archaeological resources, and determine if additional measures will be necessary to mitigate any adverse effects of the project upon any significant archaeological sites.

An archaeological survey was performed for the original widening alternative in 2001. That survey identified three archaeological sites within the proposed Area of Potential Effects (APE) for the alternative. All three of these sites were recommended as not eligible for listing in the National Register of Historic Places, and no further archaeological work was recommended for this original alternative. No further archaeological investigations are recommended for the original 2001 widening alternative.

Two additional alternatives had been proposed for the project – a Northern Avoidance Alternative and a Southern Avoidance Alternative. A review of the archaeological site files at the Office of State Archaeology in Raleigh on February 7, 2006 found that three archaeological sites were within or adjacent to the proposed Northern Avoidance Alternative. All three of these sites remain unassessed for their NRHP eligibility. No recorded archaeological sites were found in the vicinity of the Southern Avoidance Alternative. Should either Avoidance Alternative be selected, NCDOT will consult with the HPO and complete an intensive survey and site evaluation of the Avoidance Alternative. Should NRHP sites be identified within the APE, then further consultation with the HPO regarding effects will be required.

**Table 3. List of Archaeological Sites**

<b>Archaeological Site</b>	<b>Northern Avoidance Alternative</b>	<b>Southern Avoidance Alternative</b>	<b>NRHP Eligibility</b>
31BN338	Adjacent	Outside	Unassessed
31BN455	Inside	Outside	Unassessed
31BN456	Adjacent	Outside	Unassessed

**B. Land Use and Community Impacts Assessment**

**1. Land Use**

The current iteration of the Buncombe County Comprehensive Land Use Plan was released in September 2013. The existing land along the project corridor falls into three predominant categories. Low-density residential, agricultural, and vacant properties compose the majority of land use, with some scattered commercial facilities. According to the Land Use Plan, Leicester is identified as a Hub C, or a rural crossroads area, that over time should include a mixture of land uses.

**2. Community Characteristics**

The project is located in the unincorporated community of Leicester in Buncombe County, North Carolina, just beyond the City of Asheville's city limits, but not within the City's ETJ. Buncombe County is within the mountain region of the state. The project is surrounded by steep slopes as well as open, flat areas used for farming. There are no incorporated municipalities along the project; however, Leicester is an unincorporated community with an active historical preservation movement.

The Community Impact Assessment (CIA) was completed in November 2006. Based on a recent review, the information, analysis and findings in the 2006 document remains valid. At that time, no notable direct community impacts were anticipated. However, there is the potential that farm vehicle access will be altered, resulting in slightly longer travel times. Emergency response vehicle times would go unchanged.

In addition, minimal indirect and cumulative effects were projected. This conclusion was primarily based upon the lack of water and sewer service and the fact that the proposed project will not provide any new access to parcels along the corridor.

The document was written before final design. Relocations are likely, but are ultimately dependent on the final chosen alignment. Nine residential relocations and one business relocation will result from the preferred alternative. NCDOT follows the Uniform Relocation Act of 1970,

as amended, which outlines the Federal Guidelines pertaining to the relocation of displacees. Details of the relocation assistance program can be found at:

[http://www.ncdot.gov/download/construction/roadbuilt/RelocationBooklet\\_07.pdf](http://www.ncdot.gov/download/construction/roadbuilt/RelocationBooklet_07.pdf)

A Deed of Agricultural Conservation Easement was granted by the Snelson Sycamore Valley Farm to the Buncombe County Soil and Water Conservation District on December 29, 2010. The purchase fee of this easement from Snelson Sycamore Valley Farm was provided by the United States Department of Agriculture-Natural Resources Conservation Service, Buncombe County, the North Carolina Farmland Preservation Trust Fund, the North Carolina Soil and Water Foundation, and the North Carolina Tobacco Trust Fund Commission/Conservation Trust for North Carolina. Under the agreement of this easement, any portion of the farmland that is impacted by the proposed project will call for reimbursement back into the conservation easement trust fund. Coordination will be ongoing to facilitate this process throughout the right of way phase of the project.

A Limited English Proficiency (LEP) assessment was not conducted as part of the 2006 CIA. However, an updated screening evaluates more recent data from the American Community Survey 5-Year Estimates (2007-2011) and is in accordance with current LEP/LA evaluation standards. Census data does not indicate the presence of Limited English Proficiency (LEP) populations meeting the U.S. Department of Justice LEP Safe Harbor threshold but does indicate a Spanish-speaking population exceeding 50 persons within the Demographic Study Area that may require language assistance.

Title VI of the Civil Rights Act of 1964, protects individuals from discrimination on the grounds of race, age, color, religion, disability, sex, and national origin. Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" provides that each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects on minority and low-income populations. Special populations may include the elderly, children, the disabled, low-income areas, American Indians and other minority groups. Executive Order 12898 requires that Environmental Justice principles be incorporated into all transportation studies, programs, policies and activities. The three environmental principles are: 1) to ensure the full and fair participation of all potentially affected communities in the transportation decision-making process. 2) to avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority or low income populations. 3) to fully

evaluate the benefits and burdens of transportation programs, policies, and activities, upon low-income and minority populations.

Census data does not indicate a notable presence of populations meeting the criteria for Environmental Justice within the Demographic Study Area (DSA). Therefore, no notably adverse community impacts are anticipated with this project and no Environmental Justice populations appear to be affected; thus, impacts to minority and low income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community, and no denial of benefit is expected.

**Table 4. Summary of Demographics (2000)**

Race/Ethnicity	Demographic Area		Buncombe County	
	#	%	#	%
White	8,926	95.5	183,761	89.1
Black or African American	143	1.5	15,425	7.5
Hispanic or Latino	224	2.4	5,730	2.8
Other	49	0.5	1,414	0.7
**Total Non-White	416	4.5	22,528	10.9

C. Natural Resources

1. Terrestrial Communities

One natural forested community (Mesic Mixed Hardwood Forest) occurs within the project study area, as well as one additional community (Maintained/Disturbed Land) that is the result of human activities. Please refer to the Natural Resources Technical Report (NRTR) and its subsequent versions for detailed descriptions of each of these communities. The NRTR documents are available for review in the offices of the Project Development and Environmental Analysis Branch of the North Carolina Department of Transportation, located at 1000 Birch Ridge Drive, Raleigh, NC, 27610.

**Table 5. Terrestrial Community Types**

Plant Community	Coverage Area, in acres (Percentage of Total Area)
Maintained/Disturbed	261.3 (90.7%)
Mesic Mixed Hardwood Forest	26.7 (9.3%)
<b>TOTAL:</b>	<b>288.0</b>

## 2. Water Resources

Eight jurisdictional streams were identified within the proposed project study area (Table 5). Four of the streams are unnamed tributaries (UTs); two to Dix Creek, one to Newfound Creek, and one to Gouches Branch. Dix Creek, Newfound Creek, and Gouches Branch have been assigned Best Usage Classification of C; unless otherwise noted, unnamed streams carry the same classification as the receiving stream to which it is a tributary. Stream delineations can be found in the Natural Resources Technical Report.

There are no Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supplies in natural and undeveloped watersheds (WS-I), or Water Supplies in predominantly undeveloped watersheds (WS-II) within one mile downstream of the project study area. There are no streams designated as a National Wild and Scenic River or a state Natural and Scenic River. The North Carolina 2012 303(d) list of impaired waters does not include any of the streams located within the project study area as being listed for turbidity or sedimentation.

All surface waters identified within the study corridor limits have been assigned a primary water resource classification of "C." Class "C" waters are protected for secondary recreation, fishing, wildlife, fish and aquatic life propagation and survival, agriculture and other uses suitable for Class "C" waters. Secondary recreation includes wading, boating, and other uses involving human body contact with water where such activities take place in an infrequent, unorganized, or incidental manner.

**Table 6. Jurisdictional characteristics of water resources in the study area.**

Map ID	Length (ft.)	Classification	Compensatory Mitigation Required	River Basin Buffer
Sluder Branch	240	Perennial	Yes	No
SB	3,210	Perennial	Yes	No
Newfound Creek	400	Perennial	Yes	No
Gouches Creek	1,050	Perennial	Yes	No
SE	650	Perennial	Yes	No
Dix Creek	200	Perennial	Yes	No
SG	60	Intermittent	Yes	No
	540	Perennial	Yes	No
SH	650	Perennial	Yes	No

### 3. Wetlands (Waters of the US)

Surface waters and jurisdictional wetlands fall under the broad category of "Waters of the United States." Any action that proposes to place dredged or fill materials into Waters of the United States falls under the jurisdiction of the US Army Corps of Engineers (USACE), and must follow the statutory provisions under Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344).

Three jurisdictional wetlands were identified within the study area. The wetlands are located within the French Broad River basin.

**Table 7. Jurisdictional characteristics of wetlands in the study area.**

Map ID	NCWAM Classification	Hydrologic Classification	NCDWQ Wetland Rating	Area (ac.)
WA	Riverine Swamp Forest	Riparian	35	0.05
WB	Basin Wetland	Riparian	25	0.01
WC	Non-Tidal Freshwater Marsh	Riparian	40	0.01

The proposed project has been designated as a Categorical Exclusion (CE) for the purposes of NEPA documentation. On January 4, 2013, the USACE stated that an Individual Permit will be required for the project. In addition, a Section 401 Water Quality Certification will be required from the North Carolina Department of Water Resources.

### 4. Federally Protected Species

Plants and animals with a federal classification of Endangered (E), Threatened (T), Proposed Endangered (PE), and Proposed Threatened (PT) are protected under provisions of Section 7 and Section 9 of the Endangered Species Act of 1973, as amended. The US Fish and Wildlife Service lists thirteen species under federal protection for Buncombe County as of January 14, 2014. The brief biological conclusions for each are listed in the following table.

**Table 8. Federally protected species listed for Buncombe County.**

Scientific Name	Common Name	Federal Status <sup>(a)</sup>	Habitat Present	Biological Conclusion
<i>Glyptemys muhlenbergii</i>	Bog turtle	T(S/A)	No	Not Required
<i>Glaucomys sabrinus coloratus</i>	Carolina northern flying squirrel	E	No	No Effect
<i>Microhexura montivaga</i>	Spruce-fir moss spider	E	No	No Effect
<i>Myotis grisescens</i>	Gray bat	E	No	No Effect
<i>Erimonax monachus</i>	Spotfin chub	T	No	No Effect
<i>Alasmidonta raveneliana</i>	Appalachian elktoe	E	No	No Effect
<i>Epioblasma florentina walkeri</i>	Tan riffleshell	E	No	No Effect
<i>Sagittaria fasciculata</i>	Bunched arrowhead	E	Yes	No Effect
<i>Sarracenia rubra ssp. Jonesii</i>	Mountain sweet pitcherplant	E	Yes	No Effect
<i>Solidago spithamea</i>	Blue ridge goldenrod	T	No	No Effect
<i>Geum radiatum</i>	Spreading avens	E	No	No Effect
<i>Spiraea virginiana</i>	Virginia spiraea	T	Yes	No Effect
<i>Gymnoderma lineare</i>	Rock gnome lichen	E	No	No Effect

(a) E- Endangered – “taxon in danger of extinction throughout all or a significant portion of its range,” T- Threatened – “taxon likely to become endangered within the foreseeable future throughout all or a significant portion of its range.”

(b) T(S/A) – Threatened due to similarity of appearance

**Bog turtle**

**Not Required**

Species listed as threatened due to similarity of appearance do not require Section 7 consultation with the USFWS. However, this project is not expected to affect the bog turtle because there are no mountain bogs present within the study area. A review of NCNHP records, updated in April 2014, indicates no known bog turtle occurrence within 1.0 mile of the study area.

**Carolina northern flying squirrel**

**No Effect**

The elevation in the project study area is approximately 2,650 feet. Habitat in the form of northern hardwood forest or spruce-fir forests above elevations of 4,500 feet is not available in the project study area. Additionally a search of the NCNHP database, updated in April 2014,

found no occurrence of Carolina northern flying squirrel within 1.0 mile of the project. It can be concluded that the project will have no effect on the Carolina northern flying squirrel.

**Spruce-fir moss spider:** **No Effect**

The elevation at the project study area is approximately 2,650 feet. Additionally, there is no spruce-fir forest within the project study area. As such, there is no habitat for the Spruce-fir moss spider. Additionally, a search of the NCNHP database, updated April 2014, found no occurrence of Spruce-fir moss spider within 1.0 mile of the project.

**Gray bat** **No Effect**

A thorough description of the habitat assessment and survey results for the gray bat are included in Appendix F, along with the rationale for the biological conclusion rendered. A check of the NHP database, updated in April 2014, showed no known occurrences of gray bat within 1.0 mile of the project study area.

**Spotfin chub** **No Effect**

A thorough description of the habitat assessment and survey results for the spotfin chub are included in Appendix G, along with the rationale for the biological conclusion rendered. A check of the NHP database, updated in April 2014, showed no known occurrences of spotfin chub within 1.0 mile of the project study area.

**Appalachian elktoe** **No Effect**

A thorough description of the habitat assessment and survey results for the Appalachian elktoe are included in Appendix G, along with the rationale for the biological conclusion rendered. A check of the NHP database, updated in April 2014, showed no known occurrences of Appalachian elktoe within 1.0 mile of the project study area.

**Tan riffleshell** **No Effect**

A thorough description of the habitat assessment and survey results for the tan riffleshell is included in Appendix G, along with the rationale for the biological conclusion rendered. A check of the NHP database, updated in April 2014, showed no known occurrences of tan riffleshell within 1.0 mile of the project study area.

**Bunched arrowhead** **No Effect**

This project study area does offer limited habitat for the bunched arrowhead in wetland WA. An updated survey was conducted on June 4, 2014 for bunched arrowhead and no specimens were observed. A check of the NHP database, updated in April 2014, showed no known occurrences of bunched arrowhead within 1.0 mile of the project study area.

County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.

D. Traffic Noise

Existing traffic noise impacts 17 receptors in the vicinity of the proposed NC 63 widening project (TIP U-3301). For Design Year 2035 traffic volumes, the No-Build condition is predicted to create 22 traffic noise impacts. Symmetrical widening is predicted to create 32 traffic noise impacts, west side widening is predicted to create 29 impacts and the east side widening is predicted to create 20 impacts.

Consideration for noise abatement measures was given to all impacted receptors. Based upon the TNM 2.5 noise models created for the project, traffic noise abatement measures are considered to be not feasible and not reasonable, as defined in the NCDOT Traffic Noise Abatement Policy, for all predicted traffic noise impacts along the proposed NC 63 widening project. Consequently, no noise abatement measures are recommended for further consideration. Construction noise impacts – some of them potentially extreme – may occur due to the close proximity of numerous noise-sensitive receptors to project construction activities.

Additional detailed study of potential mitigation measures shall not be necessary subsequent to selection of the final design of this project unless modifications to presently considered alignments occur, additional alignments are considered, or changes to predicted traffic volumes occur. This traffic noise analysis recommends that all reasonable efforts should be made to minimize exposure of noise-sensitive areas to construction noise impacts. This analysis completes the traffic noise requirements of the Title 23 CFR Part 772 and the NCDOT Traffic Noise Abatement Policy.

E. Air Quality Analysis

The project is located in Buncombe County which complies with the National Ambient Air Quality Standards. This project will not add substantial new capacity or create a facility that is likely to meaningfully increase emissions. Therefore, it is not anticipated to create any adverse effects on the air quality of this attainment area. This evaluation completes the assessment requirements for air quality of the 1990 Clean Air Act Amendments and the NEPA process, and no additional reports are necessary.

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 done will be done 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 done at the greatest distance practical from dwellings and not when atmospheric conditions are such as to create a hazard to the public. Operational agreements that reduce or redirect work or shift times to avoid community exposures can have positive benefits. 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.

F. Hazardous Materials Evaluation

Nine (9) possible underground storage tank facilities were identified within the project corridor by the NCDOT Geotechnical Engineering Unit. Low geoenvironmental impacts are expected to result from these sites. No landfills or hazardous waste sites were identified within the project limits.

## VI. COMMENTS AND COORDINATION

A. Agency Coordination

Comments were received from the following federal, state, and local agencies at the start of study. Copies of the comments are included in Appendix B. These comments have been taken into consideration in the planning of this project and the preparation of this document.

City of Asheville  
County of Buncombe  
NC Department of Cultural Resources, State Historic Preservation Office  
NC Department of Environment and Natural Resources, Division of Water Quality  
NC State Clearinghouse, Department of Administration  
NC Wildlife Resources Commission  
United States Army Corps of Engineers  
United States Fish and Wildlife Service

On June 18, 2003, the project was included in the merger process due to the development of two alternatives on new location, which were created to bypass the Leicester Historic District. A meeting was held on February 10, 2005 to discuss Concurrence Points #1 and #2, and concurrence was reached on both points. A Concurrence Point #2A meeting was held on October 12, 2011. Following the Concurrence Point #2A meeting, lead agencies agreed to remove the project from merger, as the Leicester Historic District was no longer qualified as eligible for the National Register.

## B. Public Involvement and Comments

Four public meetings were held for the proposed project; the first two took place in May 2000 and October 2001, respectively. The May 2000 meeting had approximately 66 people in attendance. Three written comments were received; one was opposed to widening, one was in favor of widening to the west, and the other suggested widening Gilbert Road to three lanes to ease congestion during school drop-off and pick up times. An informal meeting was also held with city and county officials the same day.

The meeting held in October 2001 saw approximately 35 citizens in attendance. Five written comments were received by NCDOT; three were in favor of widening NC 63 to five lanes but were opposed to roundabouts. One comment preferred a three-lane section with no roundabouts, and one expressed concern about impacts to their property and 100-year old trees, although they indicated there is a need for a wider roadway. An informal public officials meeting was also held the same day; approximately eight persons were in attendance. The Asheville Metropolitan Planning Organization (MPO) showed support for a four-lane divided section.

The third public meeting occurred in December 2012 to present a widening alternative which included the presence of five roundabouts at various intersections throughout the Leicester community. Approximately 236 citizens attended this meeting; of those in attendance, ninety people submitted 100 comments. The majority of comments received were opposed to the inclusion of the roundabouts.

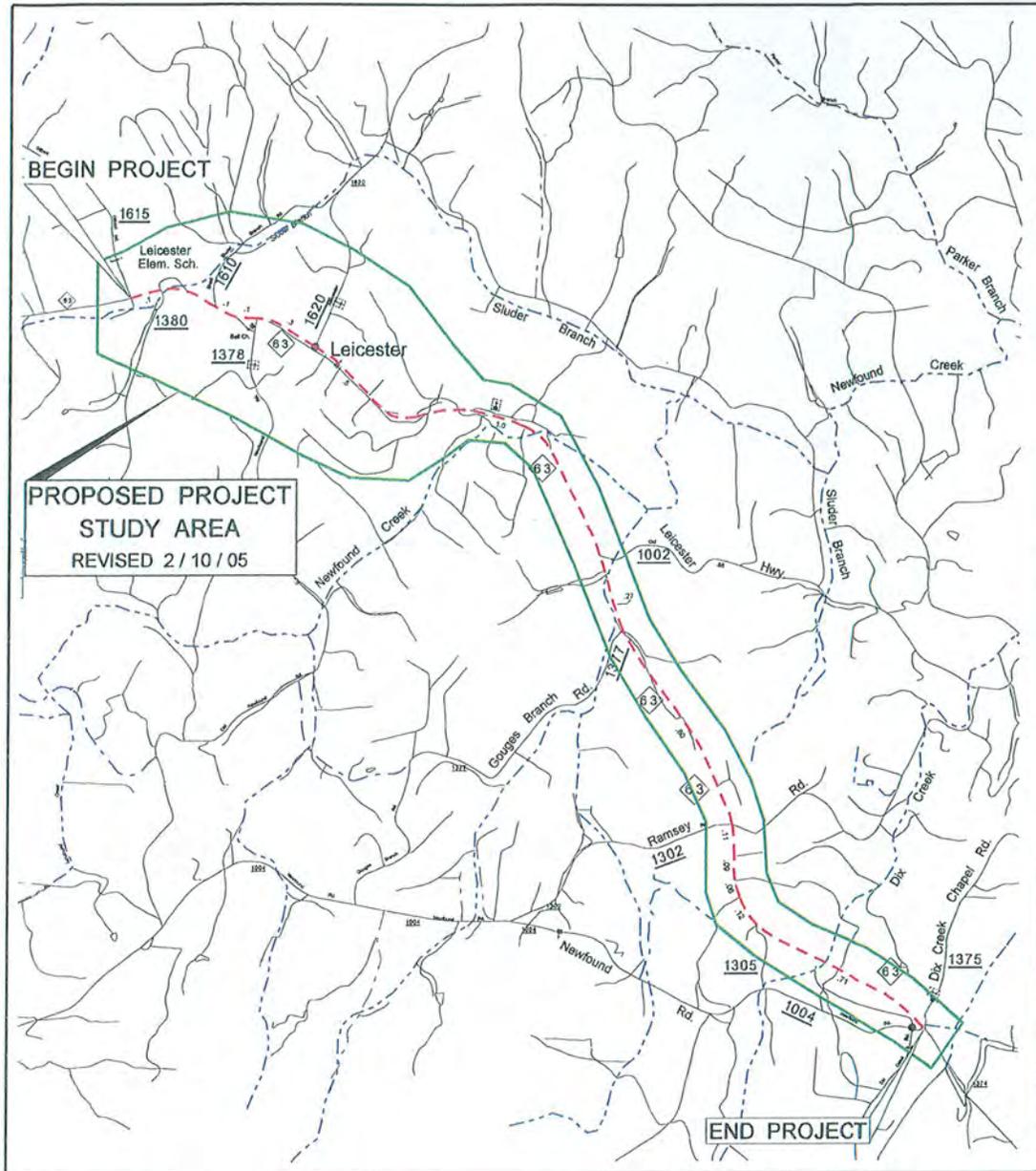
Once the alternative containing roundabouts was rejected by the citizens of Leicester, a fourth public meeting was held in October 2013 to present the current build alternative: a three-lane undivided facility which transitions to a four-lane divided facility with no roundabouts. A total of 126 citizens signed in during the meeting. Twenty-one comments were made during the panel discussion. Written comments were received from 29 citizens, including the West Buncombe Fire Chief and the Leicester Volunteer Fire Department District 3 Chief. Eleven comments were in favor of the proposed improvements, twenty-two comments recommended changes to the proposed project, two comments were opposed to the project, and fifteen comments addressed other issues. In addition, a petition with 541 signatures was received in favor of an improvement project on NC 63.

## VII. BASIS FOR CATEGORICAL EXCLUSION

Based on the studies performed for the proposed project, it is concluded that the project will not result in significant social, economic, or environmental impacts, and that the categorical exclusion classification, as defined in 40 CFR 1508.4 and CFR 771.117, is appropriate.

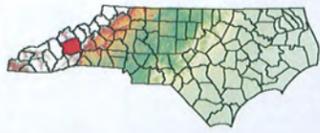
## **APPENDIX A**

# **FIGURES**



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH</p>
	<p><b>NC 63</b> <b>FROM SR 1615 (GILBERT RD.)</b> <b>TO SR 1004 (NEWFOUND RD.)</b> <b>BUNCOMBE COUNTY</b> <b>TIP NO. U - 3301</b></p>

FIGURE 1



By: J.TORTORELLA



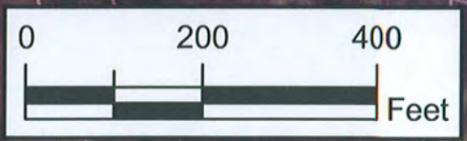
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

AERIAL MAP  
NC 63  
FROM SR 1380 (JONES RD.)  
TO SR 1004 (NEWFOUND RD.)  
BUNCOMBE COUNTY  
TIP PROJECT U-3301

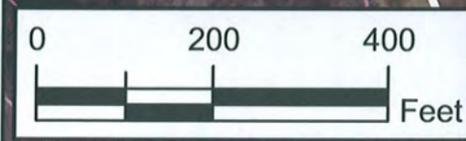
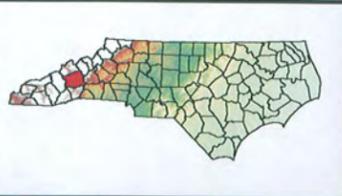


County: BUNCOMBE	
Div: 13	TIP# U-3301
WBS: 34909.1.1	
Date: July 2014	

Figure  
**2**  
Sheet 1 of 9



NC OneMap



By: J.TORTORELLA



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

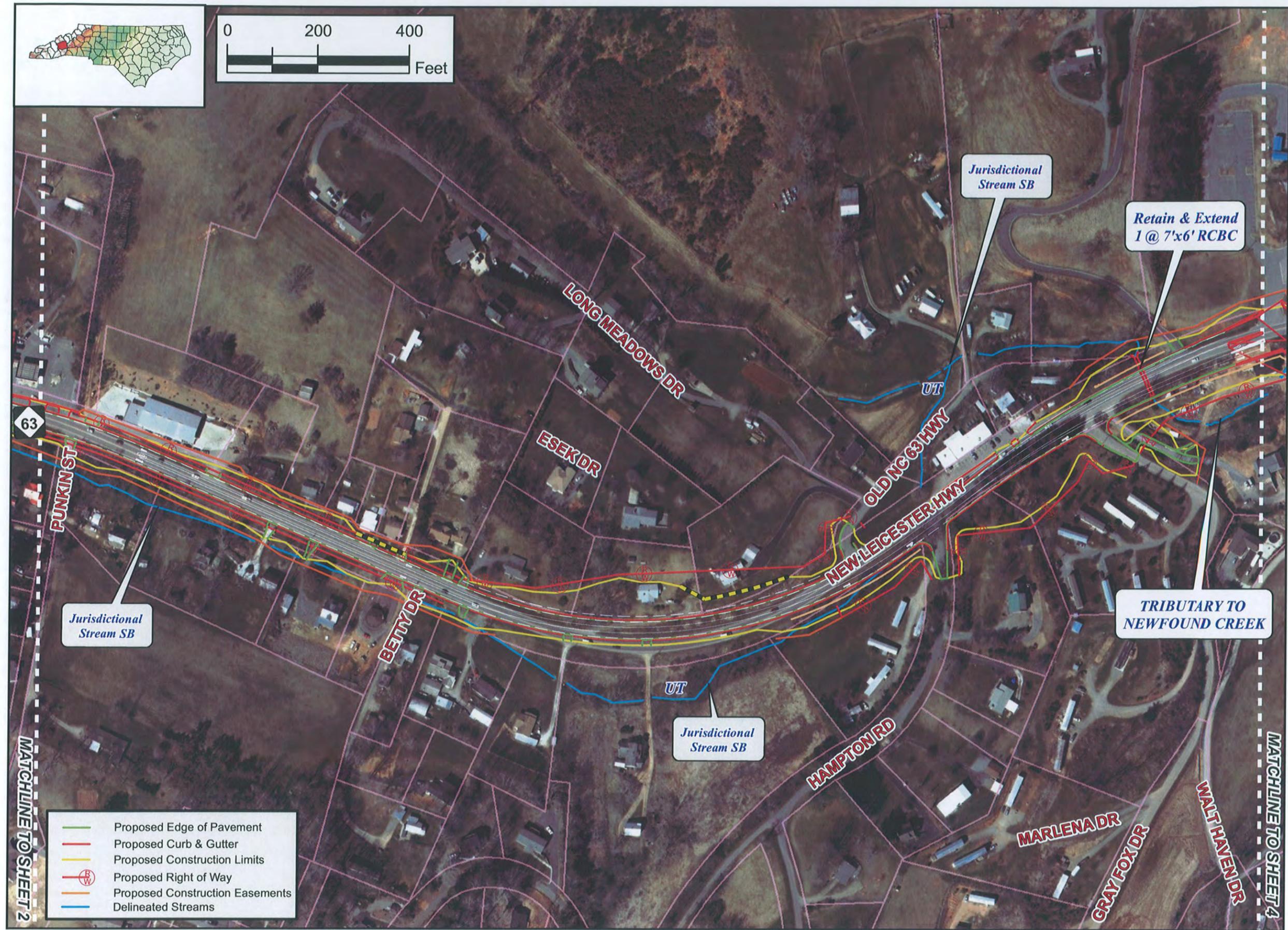
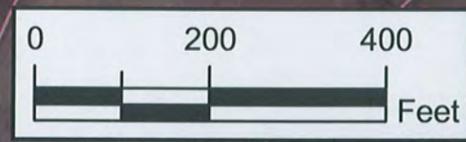
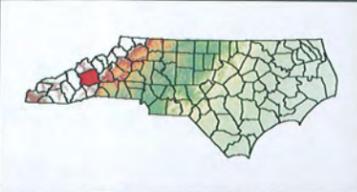
AERIAL MAP  
NC 63  
FROM SR 1380 (JONES RD.)  
TO SR 1004 (NEWFOUND RD.)  
BUNCOMBE COUNTY  
TIP PROJECT U-3301



County: BUNCOMBE	
Div: 13	TIP# U-3301
WBS: 34909.1.1	
Date: July 2014	

**Figure**  
**2**  
Sheet 2 of 9

- Proposed Edge of Pavement
- Proposed Curb & Gutter
- Proposed Construction Limits
- Proposed Right of Way
- Proposed Construction Easements
- Delineated Streams
- Eligible for the National Register



- Proposed Edge of Pavement
- Proposed Curb & Gutter
- Proposed Construction Limits
- R Proposed Right of Way
- Proposed Construction Easements
- Delineated Streams



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

AERIAL MAP  
NC 63  
FROM SR 1380 (JONES RD.)  
TO SR 1004 (NEWFOUND RD.)  
BUNCOMBE COUNTY  
TIP PROJECT U-3301



County: BUNCOMBE

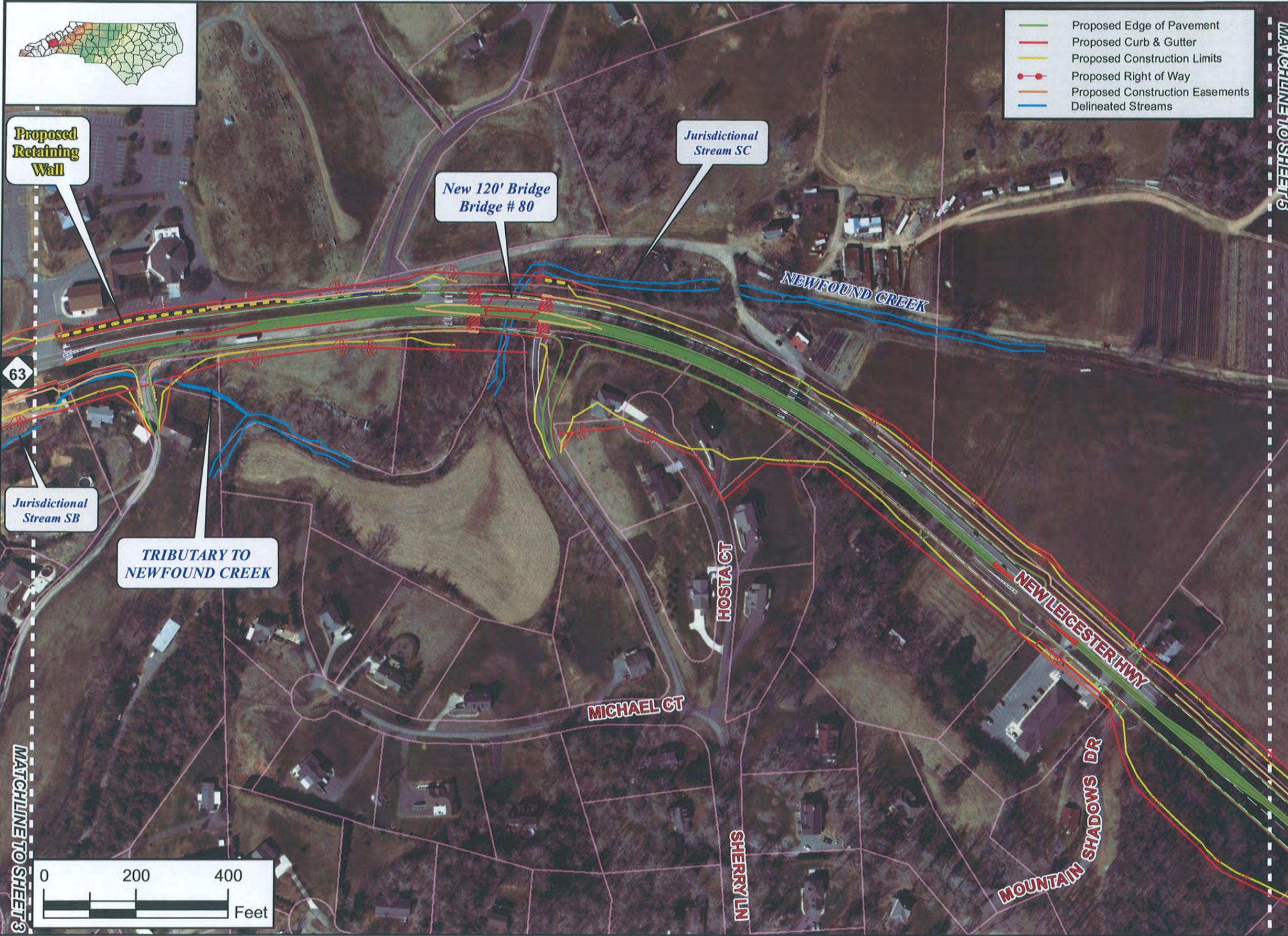
Div: 13      TIP# U-3301

WBS: 34909.1.1

Date: July 2014

**Figure**  
**2**  
Sheet 3 of 9

By: J.TORTORELLA



- Proposed Edge of Pavement
- Proposed Curb & Gutter
- Proposed Construction Limits
- - - Proposed Right of Way
- Proposed Construction Easements
- Delineated Streams

MATCHLINE TO SHEET 5

**Proposed Retaining Wall**

**New 120' Bridge Bridge # 80**

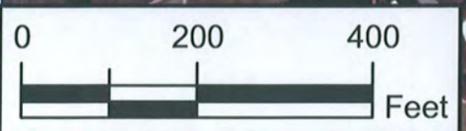
**Jurisdictional Stream SC**

63

**Jurisdictional Stream SB**

**TRIBUTARY TO NEWFOUND CREEK**

MATCHLINE TO SHEET 3



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

**AERIAL MAP**  
NC 63  
FROM SR 1380 (JONES RD.)  
TO SR 1004 (NEWFOUND RD.)  
BUNCOMBE COUNTY  
TIP PROJECT U-3301



County: BUNCOMBE

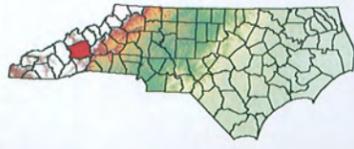
Div: 13 TIP# U-3301

WBS: 34909.1.1

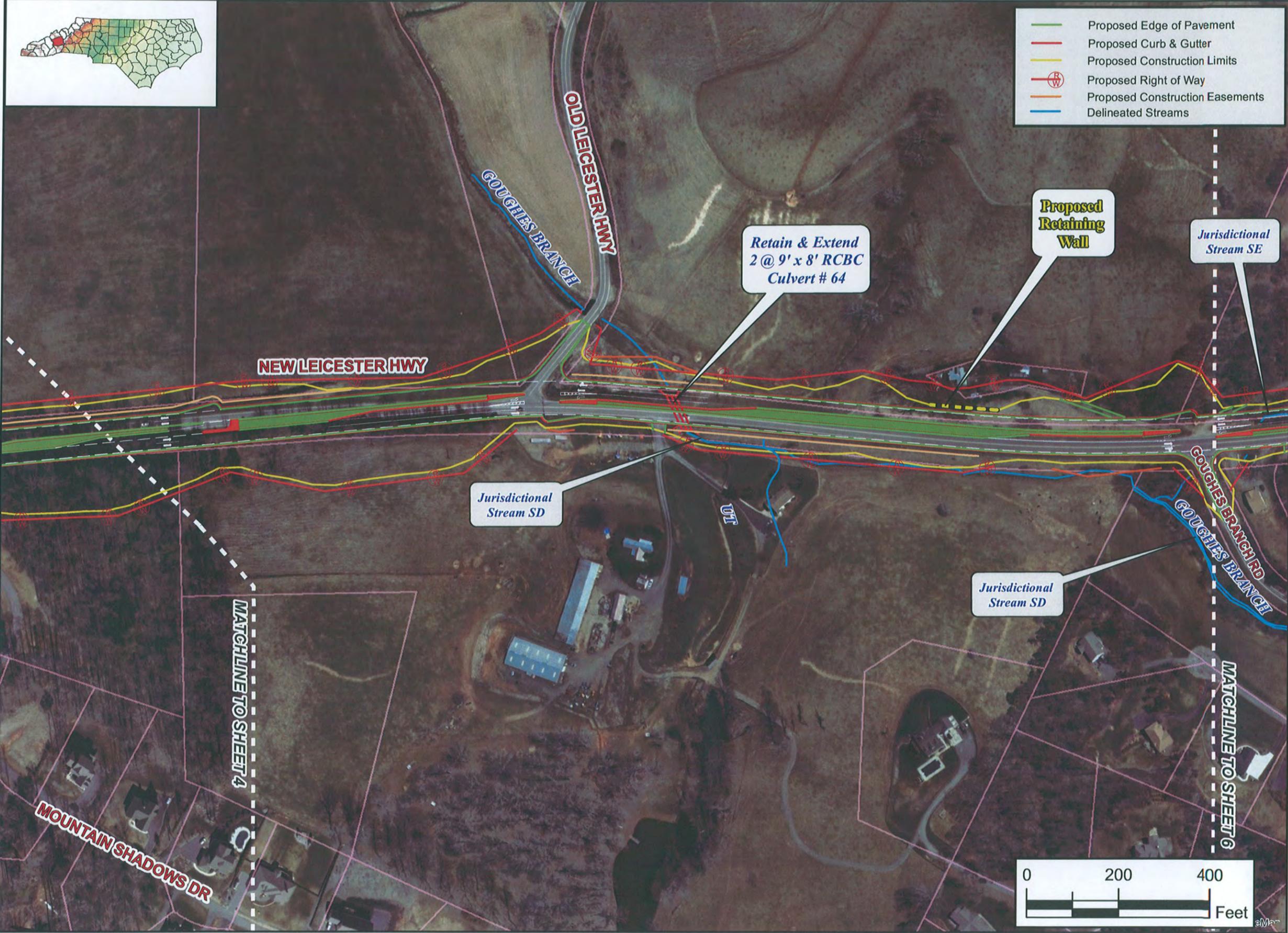
Date: JULY 2014

**Figure 2**  
Sheet 4 of 9

By: J. TORTORELLA



- Proposed Edge of Pavement
- Proposed Curb & Gutter
- Proposed Construction Limits
- ⊕ Proposed Right of Way
- Proposed Construction Easements
- Delineated Streams



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

AERIAL MAP  
NC 63  
FROM SR 1380 (JONES RD.)  
TO SR 1004 (NEWFOUND RD.)  
BUNCOMBE COUNTY  
TIP PROJECT U-3301



County:  
BUNCOMBE

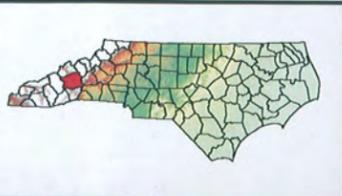
Div: 13      TIP# U-3301

WBS:  
34909.1.1

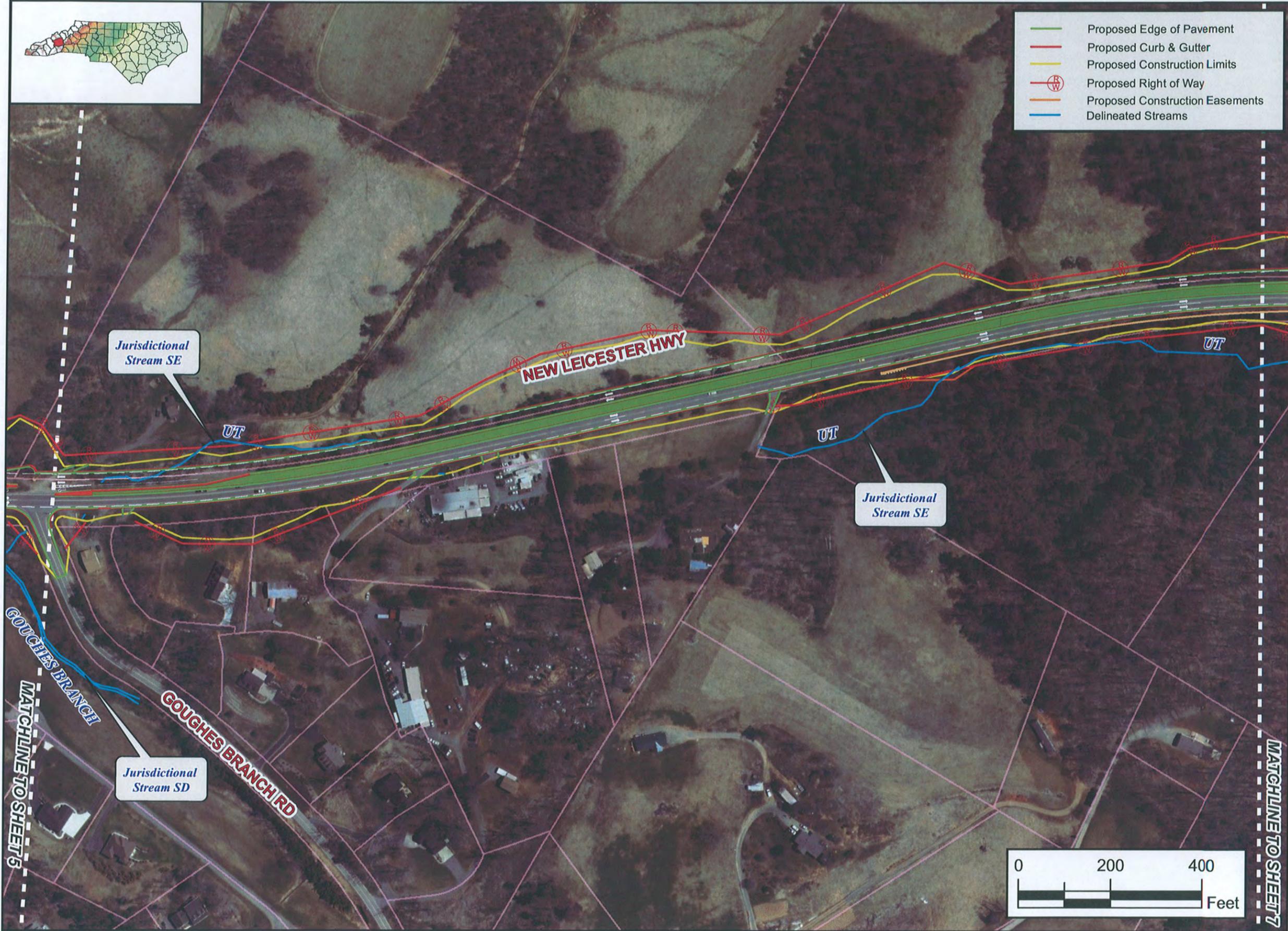
Date:  
JULY 2014

Figure  
**2**  
Sheet 5 of 9

By: J.TORTORELLA



-  Proposed Edge of Pavement
-  Proposed Curb & Gutter
-  Proposed Construction Limits
-  Proposed Right of Way
-  Proposed Construction Easements
-  Delineated Streams



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

AERIAL MAP  
NC 63  
FROM SR 1380 (JONES RD.)  
TO SR 1004 (NEWFOUND RD.)  
BUNCOMBE COUNTY  
TIP PROJECT U-3301



County:  
BUNCOMBE

Div: 13      TIP# U-3301

WBS:  
34909.1.1

Date:  
July 2014

Figure  
**2**  
Sheet 6 of 9

By: J.TORTORELLA



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

AERIAL MAP  
NC 63  
FROM SR 1380 (JONES RD.)  
TO SR 1004 (NEWFOUND RD.)  
BUNCOMBE COUNTY  
TIP PROJECT U-3301



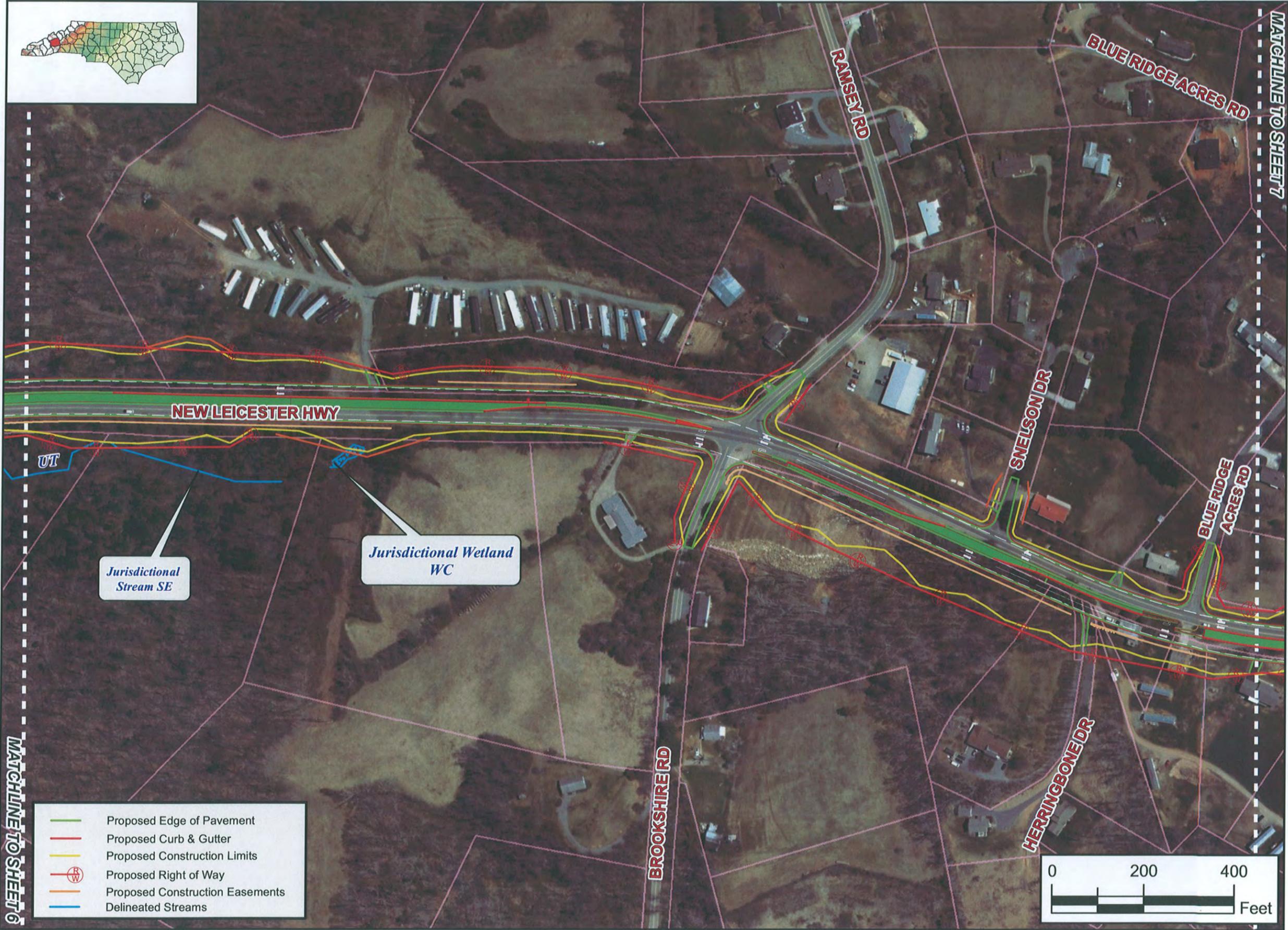
County:  
BUNCOMBE

Div: 13 TIP# U-3301

WBS:  
34909.1.1

Date:  
July 2014

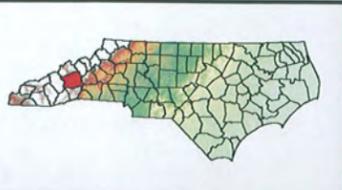
Figure  
**2**  
Sheet 7 of 9



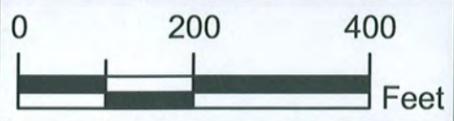
MATCHLINE TO SHEET 6

MATCHLINE TO SHEET 7

By: J.TORTORELLA



- Proposed Edge of Pavement
- Proposed Curb & Gutter
- Proposed Construction Limits
- Proposed Right of Way
- Proposed Construction Easements
- Delineated Streams



By: J.TORTORELLA



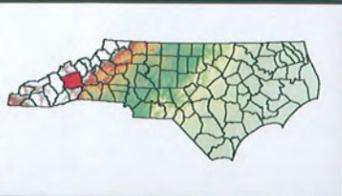
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

AERIAL MAP  
NC 63  
FROM SR 1380 (JONES RD.)  
TO SR 1004 (NEWFOUND RD.)  
BUNCOMBE COUNTY  
TIP PROJECT U-3301



County: BUNCOMBE	
Div: 13	TIP# U-3301
WBS: 34909.1.1	
Date: July 2014	

Figure  
**2**  
Sheet 8 of 9



- Proposed Edge of Pavement
- Proposed Curb & Gutter
- Proposed Construction Limits
- Proposed Right of Way
- Proposed Construction Easements
- Delineated Streams



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

AERIAL MAP  
NC 63  
FROM SR 1380 (JONES RD.)  
TO SR 1004 (NEWFOUND RD.)  
BUNCOMBE COUNTY  
TIP PROJECT U-3301



County:  
BUNCOMBE

Div: 13      TIP# U-3301

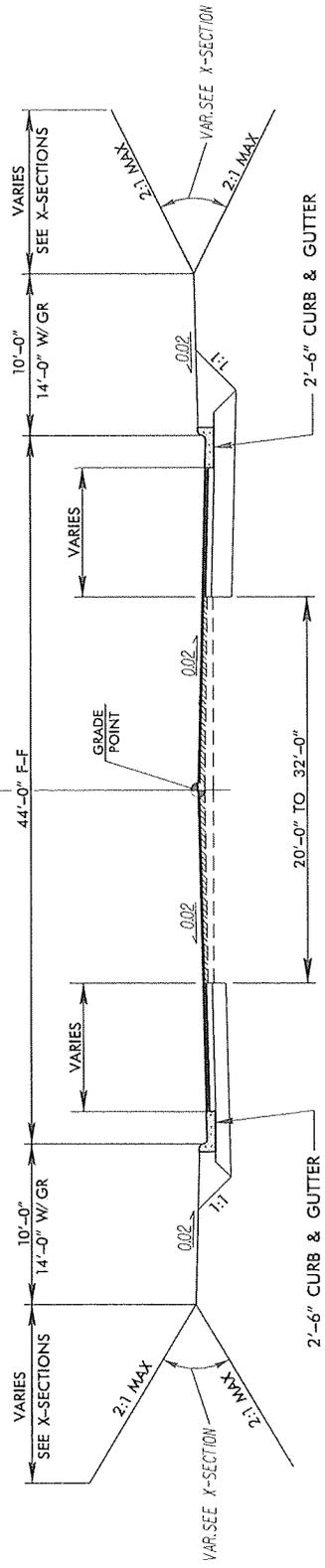
WBS:  
34909.1.1

Date:  
July 2014

Figure  
**2**  
Sheet 9 of 9

By: J.TORTORELLA

C<sub>1</sub>-L- (NC 63)





## APPENDIX B

# CORRESPONDENCE



October 16th, 2000

James Bridges  
NCDOT  
Project Development & Environmental Analysis Branch  
PO Box 25201  
Raleigh, NC 27611

Subject: Asheville Urban Area MPO Pedestrian and Bicycle Task Forces' Comments on  
TIP Project # U-3301

Dear James Bridges:

Upon review of the material supplied by the NCDOT during the Citizen's Informational Workshop on TIP Project #U-3301, the Pedestrian and Bicycle Task Forces would like to register formal input on this project.

The PBTF has noted that U-3301's project parameter is within a corridor with several pedestrian generators and residential development. The PBTF has also noted that current land use and road design south of U-3301 project's parameter dictates a pattern that is less than favorable to pedestrian and bicycle transportation. Given these observations, the proposed NCDOT typical cross section options, and the project's distance from an urbanized center; the Task Forces concur that a five-lane facility, with a possible 4-laned divided section through the Historic Resources Study Area, is the most prudent lane configuration for U-3301.

However, the Pedestrian and Bicycle Task Forces recommend that a paved shoulder with drainage swales be provided, rather than the currently proposed curb and gutter. Given the rural nature of this project and the ability for a marked paved shoulder to provide some accommodation for pedestrians; the Task Forces recommend a four (4) foot marked paved shoulder rather than a wide outside lane with curb and gutter for the length of this project.

If additional information is required from the PBTF or from my office, please feel free to contact me.

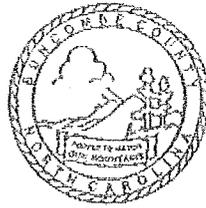
Respectfully,

Oliver J. Gajda  
Pedestrian and Bicycle Coordinator

cc: Cathy Ball; James Coman; Ron Fuller; David Gantt; Tom Norman

CITY ENGINEERING  
SERVICES DEPARTMENT  
CITY OF ASHEVILLE  
POST OFFICE BOX 7148  
ASHEVILLE, NC 28802

County of



Buncombe

PLANNING AND DEVELOPMENT

Jon E. Creighton

Director/Assistant County Manager

46 Valley Street  
Asheville, NC 28801

Telephone 828 250-4830  
Fax 828 250-6086

FACSIMILE TRANSMISSION COVER SHEET

DATE: Feb. 7, 2005

TO: Name: Colista Freeman, PE

Company: \_\_\_\_\_

Phone #: \_\_\_\_\_

Fax #: 919-733-9794

FROM: Name: Jim Cozmon

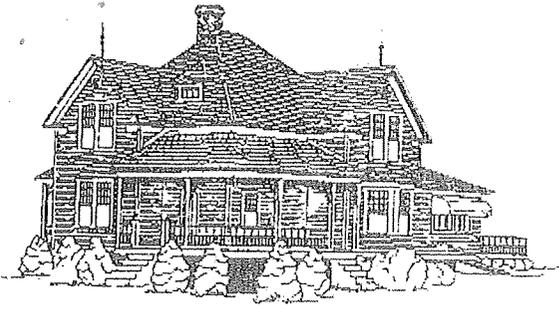
Dept.: Buncombe County Planning Dept.

Phone #: 250-4839

Fax #: 828 250-6086

COMMENTS:

Number of Pages (including cover sheet) 3



*The Comans  
14 Old Newfound Road  
Leicester, N.C. 28748*

February 7, 2005

Colista S. Freeman P.E., Project Engineer  
NCDOT Project Development & Environmental Analysis Branch  
P.O. Box 25201  
Raleigh, NC 27611

Re: NEPA/ 404 Merger Team Meeting  
TIP Project No. U-3301

Dear Ms. Freeman,

The document prepared for Thursday morning's meeting merits some comment, and I wanted to make sure this information is available to those attending that meeting. The section "existing roadway deficiencies" describes a horizontal curve 100 feet east of SR 1378 which does not meet minimum standards for a design speed of 50 mph. Straightening that curve would impact a concrete spring revetment constructed by the State Highway Commission during widening in the 1950's. It would also impact the archeological remains of the store, blacksmith shop, and springhouse located on my property at 14 Old Newfound Road, which were located at the edge of Leicester Highway.

The section "future land use and transportation plans" states that "provision of public infrastructure with the widening of NC 63 will depend on the availability of funding at the time of construction", according to the Asheville Water Department. Sewerage, on the other hand is not a realistic possibility in the foreseeable future. Buncombe County funded a study of extending sewerage to the Newfound drainage basin in 1998. That study indicated that the cost to install just the interceptor lines was far in excess of any funding possibilities. The confluence of Newfound Creek and the French Broad River is downstream of the Metropolitan Sewerage District's treatment facility, further complicating that alternative. The Buncombe County Land Use Plan recognized that "urban growth, including much of the commercial development and higher density residential development that will occur in Buncombe County in the future, will depend on the provision of public infrastructure". Provision of such infrastructure in the Newfound drainage basin is not likely in the foreseeable future.

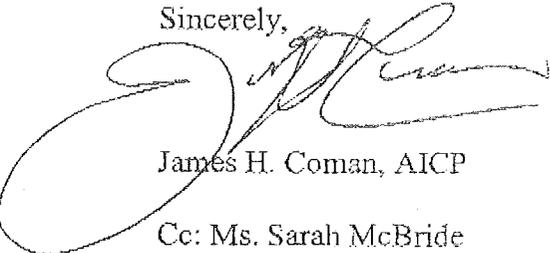
Table 4 Comparison of Alternatives, lists 1 historic resource as being impacted by widening the existing NC63, whereas it should list at least 17. Similarly, it lists no archeological sites as impacted, while there are numerous locations of very early building sites along the Leicester Highway right-of-way. Cabins and Castles, The History and Architecture of Buncombe County, North Carolina, the official historic architectural inventory of the county, lists several of the buildings that would be impacted by widening, including the home of Leicester Chapman, for whom the town was named. Work is currently underway on a historic district nomination for the National Register of Historic Places.

The "Alternatives Carried Forward" describes four alternatives. Widening Leicester Highway on the existing right-of-way, either to three lanes or four lanes will clearly have a significant negative impact on historic resources, springs and streams. The southern avoidance alternative would have a significant negative impact upon the historic cemetery of Bell United Methodist Church, unless it could be moved slightly farther south. The northern avoidance alternative is thus the most favorable of the four alternatives.

For all the reasons listed above, I would ask that the merger team consider the avoidance alternatives as the only ones that will accomplish the desired widening without significant negative impacts.

Please keep me apprised of the progress of this project. You can contact me at the above address, or at the Buncombe County Planning Department, 46 Valley Street, Asheville.

Sincerely,



James H. Coman, AICP

Cc: Ms. Sarah McBride  
North Carolina Division of Archives and History

Bridges



North Carolina Department of Cultural Resources  
State Historic Preservation Office

David L. S. Brook, Administrator

James B. Hunt Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
Jeffrey J. Crow, Director

April 12, 2000

MEMORANDUM

TO: William D. Gilmore, P.E., Manager  
Project Development and Environmental Analysis Branch  
Division of Highways  
Department of Transportation

FROM: David Brook *David Brook*  
Deputy State Historic Preservation Officer

SUBJECT: Widen NC 63 from SR 1615 to west of SR 1004, TIP No. U-3301, Buncombe County,  
ER 00-7774, CH 00-E-4200-0459

We have received information concerning the above project from the State Clearinghouse.

On October 20, 1999, April Alperin of our office attended a scoping meeting for the above referenced project. At that time ten (10) properties of historical or architectural significance were identified and an architectural survey requested.

Three archaeological sites are recorded in the vicinity of the project area. There is a high potential for additional sites to be located within the project area north of Gouches Creek.

We recommend that a comprehensive survey be conducted by an experienced archaeologist to identify the presence and significance of archaeological remains that may be damaged or destroyed by the proposed project. Potential effects on unknown resources should be assessed prior to the initiation of construction activities.

We look forward to the receipt of the evaluations of the above properties, the survey, and further consultation on this project.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

cc: Clearinghouse

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
ARCHAEOLOGY	421 N. Blount St., Raleigh NC	4619 Mail Service Center, Raleigh NC 27699-4619	(919) 733-7342 • 715-2671
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801

*James Bridges*



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

David L. S. Brook, Administrator

Michael F. Easley, Governor  
Lisbeth C. Evans, Secretary

Division of Archives and History  
Jeffrey J. Crow, Director

February 27, 2001

William D. Gilmore, PE, Manager  
Project Development and Environmental Analysis Branch  
Division of Highways  
Department of Transportation  
1548 Mail Service Center  
Raleigh, NC 27699-1548

Re: Archaeological Report, Survey and Evaluation of NC 63 (Leicester Highway), Buncombe County,  
TIP No. U-3301, ER 01-8829

Dear: Mr. Gilmore

Our Office of State Archaeology (OSA) cannot begin reviewing this report without a completed North Carolina archaeological site form for each site referenced in the report. Please forward the site forms to me as soon as possible. Upon receipt of the forms, we will log the report into our project tracking system, assign it s due date, and send the report and site forms to OSA for review.

OSA's guidelines for archaeological survey reports have included the submission of completed site forms since 1979. An increasing number of reports submitted without forms has, however, created review delays and misunderstandings. To better serve you, we request your cooperation and the joint submittal of site forms and reports.

Sincerely,

*Renee A. Earley*

Renee Gledhill-Earley  
Environmental Review Coordinator  
Historic Preservation Office

RGE:bjs

cc: Office of State Archaeology

---

	<b>Location</b>	<b>Mailing Address</b>	<b>Telephone/Fax</b>
<b>Administration</b>	507 N. Blount St, Raleigh, NC	4617 Mail Service Center, Raleigh 27699-4617	(919) 733-4763 • 733-8653
<b>Restoration</b>	515 N. Blount St, Raleigh, NC	4613 Mail Service Center, Raleigh 27699-4613	(919) 733-6547 • 715-4801

Bridges



North Carolina Department of Cultural Resources

State Historic Preservation Office

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

March 28, 2001

MEMORANDUM

To: William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch
From: David Brook (signature)
Deputy State Historic Preservation Officer
Re: Leicester Highway (NC 63) from SR 1615 to SR 1004, TIP No. U-3301,
Buncombe County, ER 00-7774

Thank you for your letter of September 25, 2000, transmitting the survey report by Vanessa E. Patrick, NCDOT, concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for listing in the National Register of Historic Places:

Harold Clark House is eligible for listing in the National Register of Historic Places under Criterion C for architecture as an intact example of a traditional I-house embellished with stylistic details such as Italianate bracketing and Queen Anne detailing, a rare surviving example in this region. We concur with the boundaries as noted on page 21 of the report.

Leicester Historic District is eligible for listing in the National Register of Historic Places under Criterion A for community development as an example of a small, rural, agricultural community common throughout the region during the late nineteenth and early twentieth century that are quickly disappearing due to urban expansion. The district is also eligible for listing under Criterion C for architecture it includes examples of he Queen Anne and Bungalow styles as well as earlier, traditional modes of design. We concur with the boundaries as noted on page 25 of the report.

Table with 4 columns: Administration, Restoration, Survey & Planning, Location, Mailing Address, Telephone/Fax. Contains contact information for various departments and their respective addresses and phone numbers.

Page Two  
William D. Gilmore  
March 28, 2001

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

Thank you for your cooperation and consideration. If you have any questions concerning the above comment, contact Renee Gledhill-Earley, Environmental Review Coordinator, at 919 733-4763.

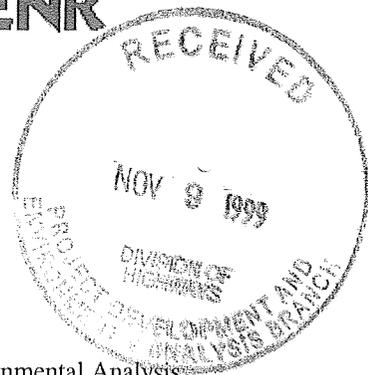
Cc: N. Graf  
M.P. Furr

*Never  
Bridges*

State of North Carolina  
Department of Environment  
and Natural Resources  
Division of Water Quality



James B. Hunt, Jr., Governor  
Bill Holman, Secretary  
Kerr T. Stevens, Director



November 2, 1999

MEMORANDUM

To: William D. Gilmore, P.E., Manager, NCDOT, Project Development & Environmental Analysis

From: John E. Hennessy, NC Division of Water Quality *JEH*

Subject: Scoping comments on the proposed widening of NC63 (Leicester Highway) from SR 1615 (Whitt Road) to West of SR 1004 (Newfound Road) in Buncombe County, Federal Aid Project No. STP-63(1), State Project No. 8.1844901, TIP U-3301.

Reference your correspondence dated September 14, 1999 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for multiple impacts to perennial streams and jurisdictional wetlands in the project area. Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Quality requests that NCDOT consider the following environmental issues for the proposed project:

- A. We would like to see a discussion in the document that presents a clear purpose and need to justify the project's existence. Based on the information presented in your report, we assume that the Level-of-Service (LOS) is one of the primary reasons for the project. Therefore, the document should delineate a detailed discussion on the existing Level-of-Service as well as the proposed future Level-of-Service. The discussion for the future Level-of-Service should consider the Level-of-Service with and without the project.
- B. The document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping.
- C. There should be a discussion on mitigation plans for unavoidable impacts. If mitigation is required, it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. While the NCDWQ realizes that this may not always be practical, it should be noted that for projects requiring mitigation, appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
- D. Review of the project reveals that no Outstanding Resource Waters, Water Supply Water, High Quality Waters, Body Contact Waters, or Trout Waters will be impacted during the project implementation. However, should further analysis reveal the presence of any of the aforementioned waters, the DWQ requests that DOT strictly adhere to North Carolina regulations entitled "Design Standards in Sensitive Watersheds" (15A NCAC 04B .0024) throughout design and construction of the project. This would apply for any area that drains to streams having WS (Water Supply), ORW (Outstanding Resource Water), HQW (High Quality Water), B (Body Contact), SA (Shellfish Water) or Tr (Trout Water) classifications.

- E. When practical, the DWQ requests that bridges be replaced on the existing location with road closure. If a detour proves necessary, remediation measures in accordance with the NCDWQ requirements for General 401 Certification 2726/Nationwide Permit No. 33 (Temporary Construction, Access and Dewatering) must be followed.
- F. Review of the project reveals that no High Quality Waters or Water Supply Waters will be impacted by the project. However, should further analysis reveal the presence of any of the aforementioned water resources, the DWQ requests that hazardous spill catch basins be installed at any bridge crossing a stream classified as HQW or WS (Water Supply). The number of catch basins installed should be determined by the design of the bridge, so that runoff would enter said basin(s) rather than flowing directly into the stream.
- G. If applicable, DOT should not install the bridge bents in the creek, to the maximum extent practicable.
- H. Wetland and stream impacts should be avoided (including sediment and erosion control structures/measures) to the maximum extent practical. If this is not possible, alternatives that minimize wetland impacts should be chosen. Mitigation for unavoidable impacts will be required by DWQ for impacts to wetlands in excess of one acre and/or to streams in excess of 150 linear feet.
- I. Borrow/waste areas should not be located in wetlands. It is likely that compensatory mitigation will be required if wetlands are impacted by waste or borrow.
- J. DWQ prefers replacement of bridges with bridges. However, if the new structure is to be a culvert, it should be countersunk to allow unimpeded fish and other aquatic organisms passage through the crossing.
- K. If foundation test borings are necessary; it should be noted in the document. Geotechnical work is approved under General 401 Certification Number 3027/Nationwide Permit No. 6 for Survey Activities.
- L. In accordance with the NCDWQ Wetlands Rules {15A NCAC 2H.0506(b)(6)}, mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation becomes required, the mitigation plan should be designed to replace appropriate lost functions and values. In accordance with the NCDWQ Wetlands Rules {15A NCAC 2H.0506 (h)(3)}, the Wetland Restoration Program may be available for use as stream mitigation.
- M. Sediment and erosion control measures should not be placed in wetlands.
- N. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater should not be permitted to discharge directly into the creek. Instead, stormwater should be designed to drain to a properly designed stormwater detention facility/apparatus.
- O. While the use of National Wetland Inventory (NWI) maps and soil surveys is a useful office tool, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

Mr. William D. Gilmore memo  
11/02/99  
Page 3

Thank you for requesting our input at this time. The DOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact John Hennessy at (919) 733-5694.

cc: Steve Lund, Corps of Engineers  
~~Mark Cantrell, USEWS~~  
Joe Mickey, NCWRC  
Personal Files  
Central Files

C:\ncdot\TIP U-3301\comments\U-3301 scoping comments.doc



North Carolina  
Department of Administration

James B. Hunt, Jr., Governor

Katie G. Dorsett, Secretary

May 3, 2000

Mr. James Bridges  
N.C. Dept. of Transportation  
Project Dev. Branch & Env. Branch  
Transportation Building  
Raleigh, NC 27603

Dear Mr. Bridges:

Re: SCH File # 00-E-4220-0459; Scoping Proposed Widening of NC 63 to a Multi-lane Facility from SR 1615 (Whitt Rd.) to SR 1004 (Newfound Rd.) in Asheville, Buncombe County; TIP #U-3301

The above referenced project has been reviewed through the State Clearinghouse Intergovernmental Review Process. Attached to this letter are comments made by agencies reviewing this document.

Should you have any questions, please do not hesitate to call me at (919) 807-2425.

Sincerely,

A handwritten signature in cursive script that reads "Chrys Baggett".

Ms. Chrys Baggett  
Environmental Policy Act Coordinator

Attachments

cc: Region B

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

STATE NUMBER: 00-E-4220-0459

F02

DATE RECEIVED: 03/16/2000

AGENCY RESPONSE: 04/28/2000

REVIEW CLOSED: 05/03/2000

Ms. Renee Gledhill-Earley  
Clearinghouse Coordinator  
Dept. of Cultural Resources  
Archives-History Bldg. (MSC 4617)  
Raleigh NC

RECEIVED  
MAR 20 2000

Ref ER00-7774

REVIEW DISTRIBUTION

CC&PS - DEM, NFIP  
Dept. of Cultural Resources  
Dept. of Environment & Natural Res  
Land of Sky Regional Council

HISTORIC PRESERVATION OFFICE

DSM 4/6/00  
BJS

PROJECT INFORMATION

APPLICANT: N.C. Dept. of Transportation

TYPE: National Environmental Policy Act

ERD: Scoping

DESC: Proposed Widening of NC 63 to a Multi-lane Facility from SR 1615 (Whitt Rd.) to SR 1004 (Newfound Rd. in Asheville, Buncombe County; TIP #U-3301

RECEIVED

APR 14 2000

N.C. STATE CLEARINGHOUSE

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date. If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:

NO COMMENT

COMMENTS ATTACHED

SIGNED BY:

Renee Gledhill-Earley

DATE:

4/12/00

MAR 28 2000

MAR 20 2000



North Carolina Department of Cultural Resources  
State Historic Preservation Office

David L. S. Brook, Administrator

James B. Hunt Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
Jeffrey J. Crow, Director

April 12, 2000

MEMORANDUM

TO: William D. Gilmore, P.E., Manager  
Project Development and Environmental Analysis Branch  
Division of Highways  
Department of Transportation

FROM: David Brook   
Deputy State Historic Preservation Officer

SUBJECT: Widen NC 63 from SR 1615 to west of SR 1004, TIP No. U-3301, Buncombe County,  
ER 00-7774, CH 00-E-4200-0459

We have received information concerning the above project from the State Clearinghouse.

On October 20, 1999, April Alperin of our office attended a scoping meeting for the above referenced project. At that time ten (10) properties of historical or architectural significance were identified and an architectural survey requested.

Three archaeological sites are recorded in the vicinity of the project area. There is a high potential for additional sites to be located within the project area north of Gouches Creek.

We recommend that a comprehensive survey be conducted by an experienced archaeologist to identify the presence and significance of archaeological remains that may be damaged or destroyed by the proposed project. Potential effects on unknown resources should be assessed prior to the initiation of construction activities.

We look forward to the receipt of the evaluations of the above properties, the survey, and further consultation on this project.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

cc: Clearinghouse

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
ARCHAEOLOGY	421 N. Blount St., Raleigh NC	4619 Mail Service Center, Raleigh NC 27699-4619	(919) 733-7342 • 715-2671
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St. Raleigh NC	4618 Mail Service Center, Raleigh NC	



NORTH CAROLINA DEPARTMENT OF  
ENVIRONMENT AND NATURAL RESOURCES



JAMES B. HUNT JR.  
GOVERNOR

BILL HOLMAN  
SECRETARY

MEMORANDUM

TO: Chrys Baggett  
State Clearinghouse

FROM: Melba McGee ✓  
Environmental Review Coordinator

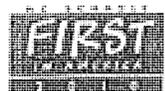
RE: 00E-0459 Scoping Widening of NC 63, Buncombe County

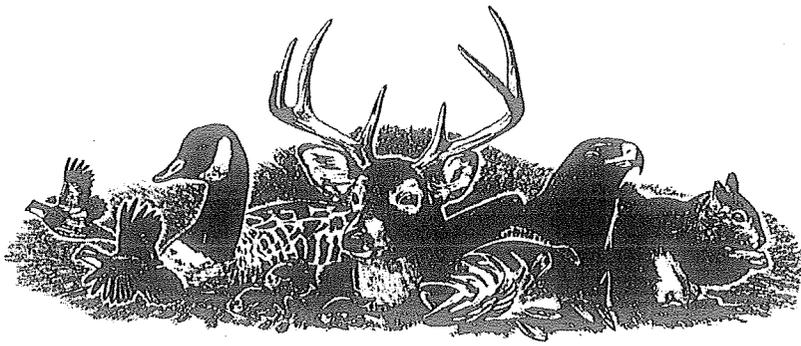
DATE: May 1, 2000

The Department of Environment and Natural Resources has reviewed the proposed information. The attached comments are for the applicant's information and consideration.

Thank you for the opportunity to review.

Attachments





## North Carolina Wildlife Resources Commission

Charles R. Fullwood, Executive Director

### MEMORANDUM

TO: Melba McGee, Environmental Coordinator  
Office of Legislative & Intergovernmental Affairs - DENR

FROM: Mark S. Davis, Mountain Region Coordinator  
Habitat Conservation Program *Mark S. Davis*

DATE: April 4, 2000

SUBJECT: State Clearinghouse Project No. 00E-0459. Scoping Comments Concerning North Carolina Department of Transportation (NCDOT) Proposed Widening of NC 63 from SR 1615 (Whitt Road) to SR 1004 (Newfound Road), Buncombe County, State Project No. 8.1844901, Federal Aid Project No. STP-63(1), TIP No. U-3301.

This memorandum responds to a request from Mr. William D. Gilmore, P.E., of the NCDOT for comments regarding impacts on fish and wildlife resources resulting from the subject project. The North Carolina Wildlife Resources Commission (NCWRC) has reviewed the proposed project, and our comments are provided in accordance with provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

The proposed work involves the widening of an existing highway facility to a multi-lane facility in an area of residential and commercial development. While direct impacts to fish and wildlife habitat will be limited to the project area, we are concerned that commercial development along the new highway corridor will quickly offset transportation benefits of the project unless driveway access is carefully managed. Such development will cause additional habitat loss and may result in the need for new transportation facilities due to the proliferation of commercial access points and unsynchronized traffic signals. We encourage the NCDOT to work with local planners to manage efficient traffic flow as the primary objective of transportation projects, because improved efficiency of existing highways will slow the loss of fish and wildlife habitat associated with construction of new highway corridors.

Fish and wildlife habitat in the project area is primarily associated with surface water resources because of present development in the project area. Areas of greatest concern are potential impacts to Sluder Branch, Newfound Creek and tributaries, Gouches Branch, and Dix Creek, which will require several crossings and possible channel relocations. We recommend that spanning structures be utilized whenever possible to prevent loss of aquatic habitat and provide open travel corridors for wildlife. Trout waters are not involved, although we are concerned about sedimentation and stormwater impacts to coolwater and warmwater fisheries and loss of riparian forest habitat used by waterfowl, songbirds, and other wildlife species.

In addition to the specific concerns mentioned above, the NCWRC offers the following list of general recommendations and informational needs:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. When practicable, potential borrow or disposal areas to be used for project construction should be included in the inventories. A listing of designated animal and plant species can be developed through consultation with:

The Natural Heritage Program  
N.C. Division of Parks and Recreation  
1615 Mail Service Center  
Raleigh, N.C. 27699-1615  
(919) 733-4181

2. Description of any streams or wetlands affected by the project.
3. Project map identifying wetland areas. Identification of wetlands may be accomplished through coordination with the U.S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
4. Description of project activities that will occur within wetlands, such as fill or channel alteration. Acreages of wetlands impacted by alternative project designs should be listed.
5. Description of project site and non-wetland vegetative communities.
6. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands and uplands).
7. Any measures proposed to avoid or reduce impacts of the project or to mitigate unavoidable habitat losses.
8. A discussion of the probable impacts on natural resources, which will result from secondary development, facilitated by the improved highway facility.

It is the policy of the NCWRC that impacts to wetlands be avoided. Non-wetland and non-riparian alternatives should be examined during design. Where wetland losses are unavoidable, the NCWRC will recommend mitigation of the losses. Because Buncombe County is recognized as a "trout water county" by the COE, the NCWRC will review any nationwide or general 404 permits for this project. While we do not anticipate modification of the project because of trout waters, we will evaluate the extent to which the project design avoids wetland areas.

Thank you for the opportunity to provide input in the planning stages for this project. If I can further assist your office, please contact me at (828) 452-2546.

cc: Mr. William D. Gilmore, P.E., Manager, Planning and Environmental Branch, NCDOT, Raleigh  
Mr. Mark Cantrell, U. S. Fish and Wildlife Service, Asheville  
Mr. Steve Lund, Highway Coordinator, COE, Asheville

State of North Carolina  
Department of Environment, Health, and Natural Resources

Reviewing Office: *ARO*

INTERGOVERNMENTAL REVIEW — PROJECT COMMENTS

Project Number: *00E 0459*

Due Date: *4-24-00*

After review of this project it has been determined that the EHNR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law.

Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form.

All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/> Permit to construct & operate wastewater treatment facilities, sewer system extensions, & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contract. On-site inspection. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/> NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES Reply time. 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/> Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
<input type="checkbox"/> Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
<input type="checkbox"/> Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/> Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15A NCAC 21H.0600	N/A	60 days (90 days)
<input type="checkbox"/> Any open burning associated with subject proposal must be in compliance with 15A NCAC 2D.0520		
<input type="checkbox"/> Demolition or renovations of structures containing asbestos material must be in compliance with 15A NCAC 2D.0525 which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-733-0820	N/A	60 days (90 days)
<input type="checkbox"/> Complex Source Permit required under 15A NCAC 2D.0800		
<input type="checkbox"/> The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Sect.) at least 30 days before beginning activity. A fee of \$30 for the first acre and \$20.00 for each additional acre or part must accompany the plan.		20 days (30 days)
<input type="checkbox"/> The Sedimentation Pollution Control Act of 1973 must be addressed with respect to the referenced Local Ordinance:		(30 days)
<input type="checkbox"/> Mining Permit	On-site inspection usual. Surety bond filed with EHNR. Bond amount varies with type mine and number of acres of affected land. Any area mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/> North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
<input type="checkbox"/> Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.D. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
<input type="checkbox"/> Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/> Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to prepare plans. Inspect construction, certify construction is according to EHNR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage of the total project cost will be required upon completion.	30 days (60 days)

PERMITS		SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process <sup>o</sup> Time (statutory time limit)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with EHNR running to State of N.C. conditional that any well opened by drill operator shall, upon abandonment, be plugged according to EHNR rules and regulations.	10 days (N/A)
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with EHNR at least 10 days prior to issue of permit Application by letter. No standard application form.	10 days (N/A)
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15-20 days (N/A)
<input type="checkbox"/>	401 Water Quality Certification	N/A	60 days (130 days)
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 fee must accompany application	55 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$50.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/>	Several geodetic monuments are located in or near the project area. If any monuments need to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687, Raleigh, N.C. 27611		
<input type="checkbox"/>	Abandonment of any wells, if required, must be in accordance with Title 15A, Subchapter 2C.0100.		
<input type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
<input type="checkbox"/>	Other comments (attach additional pages as necessary, being certain to cite comment authority):		

#### REGIONAL OFFICES

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

Asheville Regional Office  
59 Woodfin Place  
Asheville, NC 28801  
(704) 251-6208

Fayetteville Regional Office  
Suite 714 Wachovia Building  
Fayetteville, NC 28301  
(819) 486-1541

Mooresville Regional Office  
919 North Main Street, P.O. Box 950  
Mooresville, NC 28115  
(704) 663-1699

Raleigh Regional Office  
3800 Barrett Drive, Suite 101  
Raleigh, NC 27609  
(919) 733-2314

Washington Regional Office  
1424 Carolina Avenue  
Washington, NC 27889  
(919) 946-6481

Wilmington Regional Office  
127 Cardinal Drive Extension  
Wilmington, NC 28405  
(919) 395-3900

Winston-Salem Regional Office  
8025 North Point Blvd.  
Suite 100  
Winston-Salem, NC 27106  
(919) 896-7007



JAMES B. HUNT JR.  
GOVERNOR

BILL HOLMAN  
SECRETARY

STANFORD M. ADAMS  
DIRECTOR

NORTH CAROLINA DEPARTMENT OF  
ENVIRONMENT AND NATURAL RESOURCES



DIVISION OF FOREST RESOURCES

2411 Old US 70 West  
Clayton, NC 27520  
April 25, 2000

MEMORANDUM

TO: Melba McGee, Office of Legislative Affairs

FROM: Bill Pickens, NC Division Forest Resources 

SUBJECT: DOT Scoping for Widen NC 63 with some Relocation from SR 161 to SR 1004

PROJECT #: 00-0459 and TIP U-3301

The North Carolina Division of Forest Resources has reviewed the referenced scoping document and offers the following comments that should be addressed in the EA concerning impacts to woodlands.

1. The widening of an existing roadway usually has fewer impacts to forest resources than a new location project. Nonetheless, the total forest land acreage by type that would be removed or taken out of forest production as a result of the project should be listed. Efforts should be made to align corridors to minimize impacts to woodlands in the following order of priority:
  - Managed, high site index woodland
  - Productive forested woodlands
  - Managed, lower site index woodlands
  - Unique forest ecosystems
  - Unmanaged, fully stocked woodlands
  - Unmanaged, cutover woodlands
  - Urban woodlands
2. The productivity of the forest soils affected by the proposed project as indicated by the soil series.
3. The provisions the contractor will take to utilize the merchantable timber removed during construction. Emphasis should be on selling all wood products. However, if the wood products cannot be sold then efforts should be made to haul off the material or turn it into mulch with a tub grinder. This practice will minimize the need for debris burning, and the risk of escaped fires and smoke management problems to residences, highways, schools, and towns.



4. If woodland burning is needed, the contractor must comply with the laws and regulations of open burning as covered under G.S. 113-60.21 through G.S. 113-60.31. Buncombe County is a non-high hazard county, and G.S. 113-60.24 requiring a regular burning permit would apply.
5. The provisions that the contractor will take to prevent erosion and damage to forestland outside the right-of-way. Trees, particularly the root system, can be permanently damaged by heavy equipment. Efforts should be to avoid skinning of the tree trunk, compacting the soil, adding layers of fill, exposing the root system, or spilling petroleum or other substances.
6. The impact upon any existing greenways in the proposed project area should be addressed.

We appreciate the opportunity to comment on the proposed project, and encourage the impact on our forestland be considered during the planning process.

cc: Warren Boyette

# U.S. ARMY CORPS OF ENGINEERS

151 Patton Avenue, Room 143  
Asheville, North Carolina 28801-5006  
(828) 271-4854  
Fax: (828) 271-4858

FAX TRANSMISSION COVER SHEET

*Date:* October 19, 1999

*To:* James Bridges, NCDOT, PD&EA, Project Development

*Fax:*

*Re:* Scoping Comments, U-3301

*Sender:* Steven Lund

**YOU SHOULD RECEIVE 2 PAGE(S), INCLUDING THIS COVER SHEET. IF YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (828) 271-4854.**

---

**REMARKS: I cannot make it to the scoping meeting on October 20. Please consider the attached comments.**

CESAW-RG-A

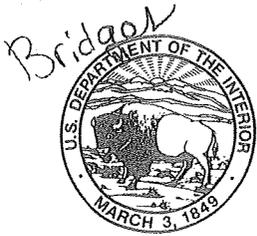
October 19, 1999

Memorandum For James Bridges, Project Development Engineer, NCDOT, Project Development and Environmental Analysis Branch

Subject: TIP U-3301, Action ID 20003030, Widening NC 63 (Leicester Highway)  
Buncombe County

1. This memorandum is in response to your request of September 14, 1999 for our comments on the scoping sheets for the subject project. I am submitting these comments in lieu of attending the scoping meeting scheduled for October 20, 1999.
2. Department of the Army permits will be required under Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the US including wetlands resulting from the proposed road widening. At this time six stream crossings are known and the location of any wetlands is unknown. We recommend that a field delineation be done of jurisdictional streams and wetlands to serve as a basis for additional planning and design activities.
3. The NCDOT should employ the maximum flexibility with asymmetrical widening to avoid and minimize impacts to waters and wetlands.
4. In order to minimize impacts, we recommend that existing bridges be replaced with new bridges.
5. New culverts and culvert extensions must allow for continued movement of aquatic species. Multiple cell box culverts should be designed so that low and normal flows are directed through a single cell.
6. Due to the existing road alignment, the probability of longitudinal stream encroachments seems to be high along Gouches Creek and tributaries, Newfound Creek and tributaries and Sluder Branch. Lengthy longitudinal stream encroachments into these channels must be minimized. Impacts from unavoidable encroachments should be mitigated by onsite channel relocations. Relocations should be designed to replace natural stream dimension, pattern, profile, substrate and riparian vegetation. In some cases this may require acquisition of additional right-of-way.
7. If you have any questions, please contact me at telephone (828) 271-4857.

Steven W. Lund  
Regulatory Project Manager  
Asheville Regulatory Field Office



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Asheville Field Office  
160 Zillicoa Street  
Asheville, North Carolina 28801

April 4, 1999



Mr. William D. Gilmore, P.E., Manager  
Project Development and Environmental Analysis Branch  
North Carolina Department of Transportation  
P.O. Box 25201  
Raleigh, North Carolina 27611-5201

Dear Mr. Gilmore:

Subject: Widening of NC 63 to a Multi-lane Facility with Some Relocation from SR 1615 (Whitt Road) to SR 1004 (Newfound Road), Buncombe County, State Project No. 8.1844901, Federal Project No. STP-63(1), TIP No. U-3301

In your letter of March 13, 2000, you requested our review and comments on the subject project. The following comments are provided in accordance with the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661-667e), and Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543) (Act).

According to the information provided with your letter, the North Carolina Department of Transportation is proposing to widen US 63 from SR 1615 (Whitt Road) to SR 1004 (Newfound Road) in Buncombe County.

Enclosed is a list of species from Buncombe County that are on the *Federal List of Endangered and Threatened Wildlife and Plants* and species of Federal concern that may occur in the project impact area. Although our records indicate no known locations of these species in the project area, we recommend surveying the project area for these species prior to any further planning or on-the-ground activities to ensure that no adverse impacts occur to these species. Species of Federal concern are not legally protected under the Act and are not subject to any of its provisions, including Section 7, unless they are formally proposed or listed as endangered or threatened. We are including these species in our response to give you advance notification. The presence or absence of these species in the project impact area should be addressed in any

environmental document prepared for this project. The environmental document should contain the following information, if pertinent:

- (1) A complete analysis and comparison of the available alternatives (the build and no-build alternatives).
- (2) A description of the fishery and wildlife resources within existing and required additional rights-of-way and any areas, such as borrow areas, that may be affected directly or indirectly by the proposed road improvements.
- (3) The acreage and a description of wetlands that will be filled as a result of the proposed road improvements. We are concerned about potential wetland areas along Dix Creek. Wetlands affected by the proposed project should be mapped in accordance with the *Federal Manual for Identifying and Delineating Jurisdictional Wetlands*. We recommend contacting the U.S. Army Corps of Engineers to determine the need for a Section 404 Clean Water Act permit.
- (4) The extent (linear feet as well as discharge) of any water courses that will be impacted as a result of the proposed project. A description of any streams should include the classification (Rosgen 1995, 1996) and a description of the biotic resources.
- (5) The acreage of upland habitat, by cover type, that will be eliminated because of the proposed project.
- (6) A description of all expected secondary and cumulative environmental impacts associated with this proposed work.
- (7) An analysis of the crossing structures considered (i.e., spanning structure, culvert) and the rationale for choosing the preferred structure(s). We prefer stream crossings that span the bank-full width of the stream and do not impede natural stream functions or fish passage.
- (8) A discussion about the extent to which the project will result in the loss, degradation, or fragmentation of wildlife habitat from direct construction impacts and from secondary development impacts.
- (9) The mitigation measures that will be employed to avoid, eliminate, reduce, or compensate for habitat value losses (wetland, riverine, and upland) associated with any phase of the proposed project.

We appreciate the opportunity to provide these scoping comments and request that you continue to keep us informed as to the progress of this project. If you have questions about these

comments please contact Ms. Marella Buncick, at 828/258-3939, Ext. 237. In any future correspondence concerning this project, please reference our Log Number 4-2-00-142.

Sincerely,

A handwritten signature in cursive script that reads "Brian P. Cole".

Brian P. Cole  
State Supervisor

Enclosure

cc:

Mr. Mark Davis, Mountain Region Coordinator, North Carolina Wildlife Resources  
Commission, 20830 Great Smoky Mtn. Expressway, Waynesville, NC 28786  
Mr. Steve Lund, U.S. Army Corps of Engineers, Asheville Regulatory Field Office, 151 Patton  
Avenue, Asheville, NC 28801-5006  
Ms. Becky Fox, U.S. Environmental Protection Agency, 1349 Firefly Road, Whittier, NC 28789

## ENDANGERED, THREATENED, AND CANDIDATE SPECIES AND FEDERAL SPECIES OF CONCERN, BUNCOMBE COUNTY, NORTH CAROLINA

This list was adapted from the North Carolina Natural Heritage Program's County Species List. It is a listing, for Buncombe County, of North Carolina's federally listed and proposed endangered, threatened, and candidate species and Federal species of concern (for a complete list of rare species in the state, please contact the North Carolina Natural Heritage Program). The information in this list is compiled from a variety of sources, including field surveys, museums and herbariums, literature, and personal communications. The North Carolina Natural Heritage Program's database is dynamic, with new records being added and old records being revised as new information is received. Please note that this list cannot be considered a definitive record of listed species and Federal species of concern, and it should not be considered a substitute for field surveys.

**Critical habitat:** Critical habitat is noted, with a description, for the counties where it is designated.

**Aquatic species:** Fishes and aquatic invertebrates are noted for counties where they are known to occur. However, projects may have effects on downstream aquatic systems in adjacent counties.

COMMON NAME	SCIENTIFIC NAME	STATUS
-------------	-----------------	--------

### BUNCOMBE COUNTY

#### Vertebrates

Southern Appalachian saw-whet owl	<i>Aegolius acadicus</i>	FSC
Bachman's sparrow	<i>Aimophila aestivalis</i>	FSC*
Bog turtle	<i>Clemmys muhlenbergii</i>	T(S/A) <sup>1</sup>
Rafinesque's big-eared bat	<i>Corynorhinus (=Plecotus) rafinesquii</i>	FSC*
Hellbender	<i>Cryptobranchus alleganiensis</i>	FSC
Cerulean warbler	<i>Dendroica cerulea</i>	FSC
Eastern cougar	<i>Felis concolor cougar</i>	Endangered*
Carolina northern flying squirrel	<i>Glaucomys sabrinus coloratus</i>	Endangered
Spotfin chub	<i>Hybopsis monacha</i>	Threatened*
Southern Appalachian red crossbill	<i>Loxia curvirostra</i>	FSC
Gray bat	<i>Myotis grisescens</i>	Endangered***
Eastern small-footed myotis	<i>Myotis leibii</i>	FSC
Southern Appalachian woodrat	<i>Neotoma floridana haematorea</i>	FSC
Southern Appalachian black-capped chickadee	<i>Parus atricapillus praticus</i>	FSC
Longhead darter	<i>Percina macrocephala</i>	FSC*
Paddlefish	<i>Polyodon spathula</i>	FSC*
Southern water shrew	<i>Sorex palustris punctulatus</i>	FSC
Southern Appalachian yellow-bellied sapsucker	<i>Sphyrapicus varius appalaciensis</i>	FSC
Appalachian Bewick's wren	<i>Thryomanes bewickii altus</i>	FSC*

#### Invertebrates

Appalachian elktoe	<i>Alasmidonta raveneliana</i>	Endangered
French Broad crayfish	<i>Cambarus reburrus</i>	FSC
Tawny crescent butterfly	<i>Phycoides batesii</i>	FSC*
Diana fritillary butterfly	<i>Speyeria diana</i>	FSC*

**Vascular Plants**

Fraser fir	<i>Abies fraseri</i>	FSC
Piratebush	<i>Buckleya distichophylla</i>	FSC
Cain's reedgrass	<i>Calamagrostis cainii</i>	FSC
Glade spurge	<i>Euphorbia purpurea</i>	FSC
Spreading avens	<i>Geum radiatum</i>	Endangered
Mountain heartleaf	<i>Hexastylis contracta</i>	FSC
French Broad heartleaf	<i>Hexastylis rhombiformis</i>	FSC
Butternut	<i>Juglans cinerea</i>	FSC
Gray's lily	<i>Lilium grayi</i>	FSC
Fraser's loosestrife	<i>Lysimachia fraseri</i>	FSC*
Sweet pinesap	<i>Monotropsis odorata</i>	FSC
Pinnate-lobed black-eyed susan	<i>Rudbeckia triloba</i> var. <i>pinnatoloba</i>	FSC
Bunched arrowhead	<i>Sagittaria fasciculata</i>	Endangered*
Mountain sweet pitcher plant	<i>Sarracenia jonesii</i>	Endangered*
Carolina saxifrage	<i>Saxifraga caroliniana</i>	FSC
Divided-leaf ragwort	<i>Senecio millefolium</i>	FSC
Mountain catchfly	<i>Silene ovata</i>	FSC
Virginia spiraea	<i>Spiraea virginiana</i>	Threatened

**Nonvascular Plants**

Rock gnome lichen	<i>Gymnoderma lineare</i>	Endangered
-------------------	---------------------------	------------

**KEY:**

<b>Status</b>	<b>Definition</b>
Endangered	A taxon "in danger of extinction throughout all or a significant portion of its range."
Threatened	A taxon "likely to become endangered within the foreseeable future throughout all or a significant portion of its range."
FSC	A Federal species of concern--a species that may or may not be listed in the future (formerly C2 candidate species or species under consideration for listing for which there is insufficient information to support listing).
T(S/A)	Threatened due to similarity of appearance (e.g., American alligator)--a species that is threatened due to similarity of appearance with other rare species and is listed for its protection. These species are not biologically endangered or threatened and are not subject to Section 7 consultation.

Species with 1, 2, 3, or 4 asterisks behind them indicate historic, obscure, or incidental records.

\*Historic record - the species was last observed in the county more than 50 years ago.

\*\*Obscure record - the date and/or location of observation is uncertain.

\*\*\*Incidental/migrant record - the species was observed outside of its normal range or habitat.

\*\*\*\*Historic record - obscure and incidental record.

<sup>1</sup>In the November 4, 1997, *Federal Register* (55822-55825), the northern population of the bog turtle (from New York south to Maryland) was listed as T (threatened), and the southern population (from Virginia south to Georgia) was listed as T(S/A) (threatened due to similarity of appearance). The T(S/A) designation bans the collection and interstate and international commercial trade of bog turtles from the southern population. The T(S/A) designation has no effect on land-management activities by private landowners in North Carolina, part of the southern population of the species. In addition to its official status as T(S/A), the U.S. Fish and Wildlife Service considers the southern population of the bog turtle as a Federal species of concern due to habitat loss.

## APPENDIX C

# EFFECTS FORM

Federal Aid # WTP-63(1)

TIP # U-3301

County: Buncombe

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Widen NC Highway 63, (Leicester Highway)

On September 18, 2007, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (SHPO)

reviewed the subject project and agreed

there are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.

there are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.

there is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.

there is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

*Snah Woodard David* Sept 18, 2007  
Representative, NCDOT Date

*[Signature]* 9.18.07  
FHWA, for the Division Administrator, or other Federal Agency Date

\_\_\_\_\_  
Representative, SHPO Date

*[Signature]* 9.18.07  
State Historic Preservation Officer Date

*FHWA intends to make a "de minimis" finding on these two Section 4(f) resources based on SHPO's concurrence on "no adverse effect" determinations.*

Federal Aid # WTP-63(1)

TIP # U-3301

County: Buncombe

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Frisbee Store (DE): no adverse effect

Dr. Hughes (DE): no ~~adverse~~ adverse effect

Reason(s) why the effect is not adverse (if applicable).

Frisbee Store:  
effect is not adverse because no new right of way will be acquired and road will move away from the property; owner will have access through curb cut.

Dr. Hughes House: effect is not adverse because SHPO & property owners will review a landscape plan to replace trees along right-of-way; NCDOT will implement the landscape plan;

Initialed: NCDOT SWD FHWA RHA SHPO \_\_\_\_\_

**Subject:** U-3301

**Date:** Thu, 11 Oct 2007 16:04:51 -0400

**From:** "Sarah W. David" <swdavid@dot.state.nc.us>

**Organization:** North Carolina Department of Transportation

**To:** April Alford Johnson <aajohnson@dot.state.nc.us>

April,  
Mary Pope went up to Leicester yesterday and documented the following trees at the Dr. Hughes House between the creek and the road:

numerous weeping willows  
cedars  
sourwoods  
hemlocks  
pecan (2 along the creek)  
maples

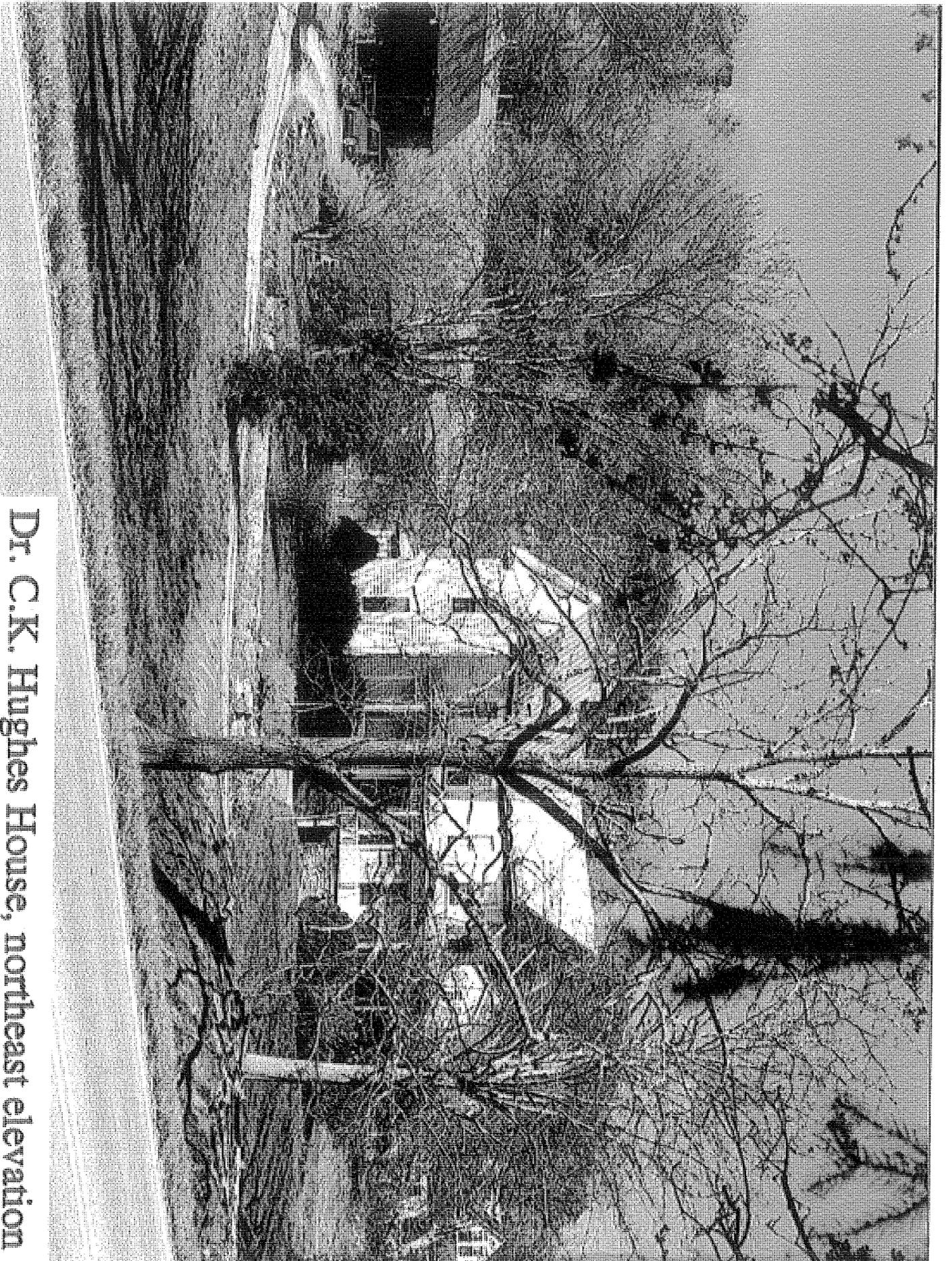
I'm sure generating this landscape plan is a ways down the road, but just let me know when you're ready to talk with SHPO, or if you want to show it to me and Mary Pope before taking it to SHPO.

Thanks,  
Sarah

---

<p>Sarah W. David &lt;swdavid@dot.state.nc.us&gt; HPRS II Project Development &amp; Environmental Analysis</p>
--

Dr. C.K. Hughes House, northeast elevation



## APPENDIX D

# RELOCATION REPORT

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

WBS:	34909.1.1	COUNTY	BUNCOMBE	Alternate 1 of 1 Alternate
T.I.P. NO.:	U-3301	F.A. PROJECT	STP-63 (1)	
DESCRIPTION OF PROJECT:		NC 63 WIDENING FROM SR 1615 TO SR 1004		

ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	8	1	9	0	1	3	2	1	2			
Businesses	1	0	1	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenants		For Sale		For Rent	
Non-Profit	0	0	0	0	0-20M	1	\$ 0-150	0	0-20M	95	\$ 0-150	25

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

20-40M	2	150-250	0	20-40M	205	150-250	40
40-70M		250-400	0	40-70M	340	250-400	60
70-100M	2	400-600	0	70-100M	220	400-600	100
100 UP	3	600 UP	1	100 UP	780	600 UP	275
TOTAL	8		1		1640		500

**REMARKS (Respond by Number)**

See Addendum For Remarks

Vivian B. Swanigan Right of Way Agent	04/30/14 Date	Relocation Coordinator	5/2/14 Date
--	------------------	------------------------	----------------

## APPENDIX E

# TRAFFIC FORECAST



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

October 23, 2008

MEMORANDUM TO: April Johnson  
Project Development & Environmental Analysis Branch

FROM: Richard Tanner  
Transportation Planning Branch

SUBJECT: Traffic Forecast update\* for TIP Project U-3301  
Buncombe County  
NC63-Leicester Highway

Please find attached the 2008-2035 traffic forecast for the above mentioned project. The project involves widening existing NC63-Leicester Highway between SR1004-Newfound Road and SR1615-Gilbert Rd. The project lies inside the French Broad River MPO jurisdiction. This forecast replaces a previous forecast for the project dated Sept. 29, 1999.

Linh Nguyen of NCDOT and Jim Coeman of Buncombe County were consulted during the development of this forecast.

The following forecast scenarios are provided:

**Base Year 2008** Existing condition  
**Horizon Year 2035** BUILD scenario

Certain assumptions were made in the development of the forecast:

**Fiscal Constraint.** The future year BUILD scenario assumes completion of all projects contained in the fiscally constrained French Broad River MPO Comprehensive Transportation Plan which was adopted on September 22, 2007.

**Future Conditions.** The forecast was developed using output from the current version of the French Broad River Travel Demand Model. Assumptions about future development activity and changes in the distribution of population and employment in the forecast study area are implicit in the model.

**\*October 2008 Update.** Upon further discussion with NCDOT personnel as well as representatives from the Buncombe County Planning Department, it was determined the growth rate used to project Horizon Year 2035 travel demand warrants revision. The following evidence is used to support a lower growth rate:

If you require travel demand projections for additional years, please use straight-line interpolation. Extrapolation for two years beyond 2035 is acceptable. If you have any questions, or I can be of further assistance, please do not hesitate to call me at 919-715-5482 x366, or e-mail me at [rtanner@ncdot.gov](mailto:rtanner@ncdot.gov).

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING BRANCH  
1554 MAIL SERVICE CENTER  
RALEIGH NC 27699-1554

TELEPHONE: 919-733-4705  
FAX: 919-733-2417

WEBSITE: [WWW.DOT.STATE.NC.US](http://WWW.DOT.STATE.NC.US)

LOCATION:  
TRANSPORTATION BUILDING  
1 SOUTH WILMINGTON STREET  
RALEIGH NC

cc : FILE (Buncombe County, U-3301)

cc: (via e-mail with PDF attachments)  
Jay Bennett, PE, Roadway Design Unit  
Deborah Hutchings, PE, Transportation Planning Branch  
Sarah Smith, PE, Transportation Planning Branch  
BenJetta L. Johnson, PE, Congestion Management Section  
Hardee Cox , Roadway Inventory Information Systems Section



**2008** AVERAGE ANNUAL DAILY TRAFFIC WITH TRUCK, DHV AND DIRECTIONAL FACTORS

TIP: U-3301    WBS: 34909.11    DIVISION: 13

COUNTY: Buncombe    DATE: October 2008

LOCATION: NC Hwy 63 from SR1004-Newfound Rd to SR1615-Gilbert Rd

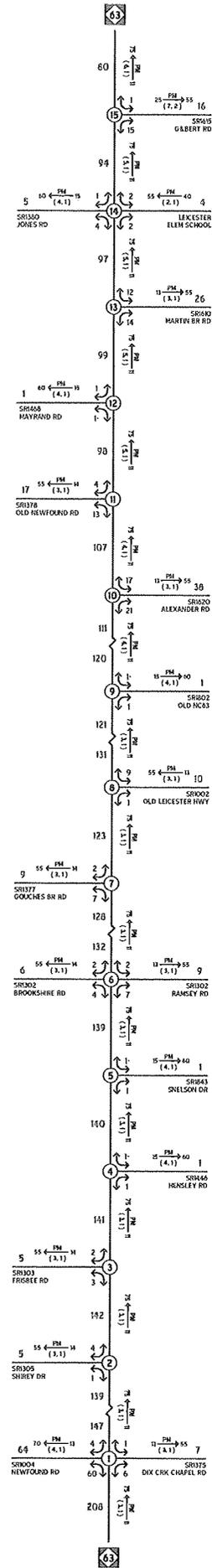
PROJECT: Widen existing NC63    PREPARED BY: R. Tanner



**LEGEND**

### No. of Vehicles Per Day (VPD) in 100s  
 ###- Much less than ### VPD  
 #### Turning volume (VPD)

DHV Design Hourly Volume (%) = K30  
 PM PM Peak Period  
 D Peak Hour Directional Split (%)  
 —> Indicates Direction of D  
 (d, t) Duals, TT-STs (%)





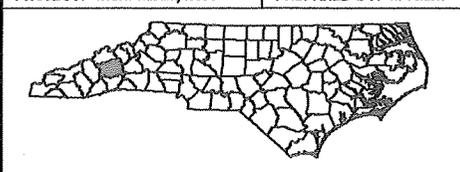
**2035** AVERAGE ANNUAL DAILY TRAFFIC WITH TRUCK, DHV AND DIRECTIONAL FACTORS

TIP: U-3301    WBS: 34909.11    DIVISION: 13

COUNTY: Buncombe    DATE: October 2008

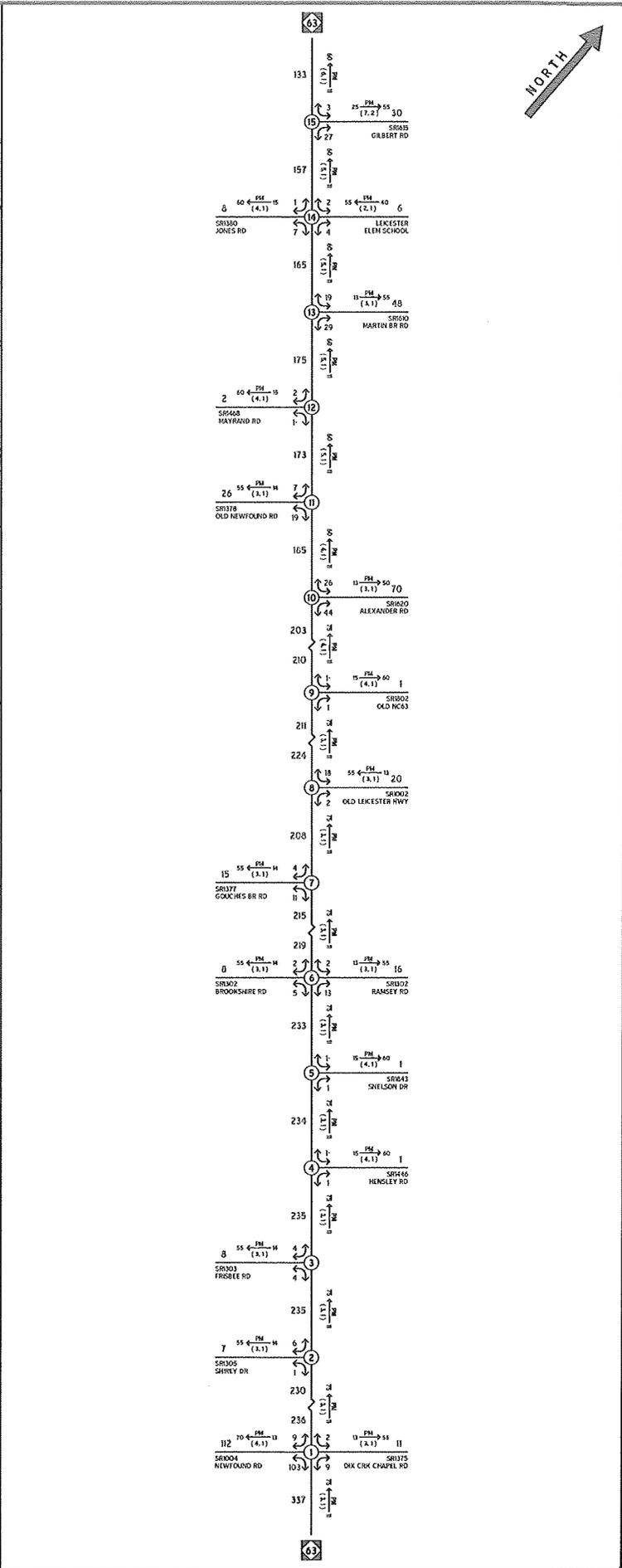
LOCATION: NC Hwy 63 from SR1004-Newfound Rd to SR1615-Gilbert Rd

PROJECT: Widen existing NC63    PREPARED BY: R. Tanner



**LEGEND**

### No. of Vehicles Per Day (VPD) in 100s	DHV (d, t) Design Hourly Volume (%) = K30
###- Much less than ### VPD	PM PM Peak Period
### Turning volume (VPD)	D Peak Hour Directional Split (%)
	→ Indicates Direction of D
	(d, t) Duals, TT-STs (%)



## APPENDIX F

# BIOLOGICAL CONCLUSION, GRAY BAT



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

June 29, 2010

MEMORANDUM

TO: Brett Feulner, Environmental Specialist

CC: April Annis, Project Development Engineer

FROM: Melissa Miller, Environmental Biologist

SUBJECT: Section 7 Biological Conclusion for the federally endangered gray bat (*Myotis grisescens*) on TIP # U-3301 in Buncombe County

A habitat assessment for gray bats was conducted on May 20, 2010 by NCDOT biologists. This project proposes to widen NC 63 for a length of approximately 4.3 miles. The project area runs through rural residential, agricultural and commercial areas. There is one bridge crossing on NC 63 over Newfound Creek. This is a concrete bridge with concrete guardrails. There are no crevices in the guardrails for bats to roost in. The underside of the bridge was inspected for bats. No evidence of bats was observed (i.e.: no bats, guano or staining). There were no bird nests observed under the bridge either. Human disturbance under the bridge was mostly in the form of graffiti. The creek itself probably supports some aquatic insects and there is a narrow stand of riparian vegetation present. The bridge receives full sun most of the day as there is very little canopy cover. NC 63 is an extremely busy road with near constant traffic at the time of our site visit. Although this is the type of bridge roosting bats prefer, no bats or evidence of bats was observed during this site visit.

A second bridge was inspected on a private road on the east side of NC 63. This small steel and creosote soaked timber bridge also crosses Newfound Creek. No evidence of bats was observed during an inspection of the underside of the bridge. No bird nests were observed either. While this bridge does occur in the study area, at this time it does not appear that it will be affected by this project. Furthermore, this bridge is not the construction type preferred by roosting bats.

There were no caves or mines located within the project area. A review of North Carolina Natural Heritage Program database (updated April 2010) indicated that the closest gray bat occurrence is ~ 8.2 miles away from the southern terminus of the project. This is a

Buncombe County record dated 1968 with an estimated accuracy record of “low”. There have been no recent documented occurrences in Buncombe County. No roosting habitat was found within the project area.

Based on the above information, this project has a biological conclusion of **NO EFFECT** on federally endangered bats. This biological conclusion does not require confirmation by the U.S. Fish and Wildlife Service. If you need any additional information, please contact me at (919) 431-6745.

### Investigator Qualifications

Investigator: Melissa Miller  
Education: B.S. Fisheries and Wildlife Sciences, North Carolina State University  
Experience: Environmental Biologist, NCDOT, February 2005-present.  
Assistant Wildlife Biologist, Howell Woods Environmental Learning Center, Four Oaks, NC, January 1999-February 2005.  
Expertise: Section 7 field investigations, protected species (terrestrial/aquatic) surveys.

Investigator: Heather Renninger  
Education: B.S. Ecology/Environmental Biology, Appalachian State University  
Experience: Environmental Specialist, NCDOT, February 2007- present  
Environmental Biologist, H.W. Lochner, Inc., 2003-2007  
Biologist, Earth Tech, Inc., 2000-2003  
Expertise: Section 7 field investigations and documentation, benthic macroinvertebrate collection, 401/404 permitting, protected species (terrestrial/aquatic) surveys, NEPA documentation, wetland delineation, stream restoration, invasive species, avian ecology and behavior.

## APPENDIX G

# AQUATIC SURVEY REPORT



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

September 8, 2010

Memorandum to: Brett Feulner, Project Manager, Natural Environment Unit

From: Heather Renninger, Environmental Specialist  
Natural Environment Unit, Biological Surveys Group

Subject: Aquatic species survey report for proposed improvements to NC 63  
(Leicester Highway) from SR 1615 (Gilbert Road) to West of SR  
1004 (Newfound Road) Northwest of Asheville in Buncombe County,  
NC. **TIP# U-3301**

The North Carolina Department of Transportation proposes to make improvements to NC 63 (Leicester Highway) from SR 1615 (Gilbert Road) to West of SR 1004 (Newfound Road) Northwest of Asheville in Buncombe County, NC (TIP# U-3301). The study area is located in the French Broad River Basin [North Carolina Division of Water Quality (NCDWQ) subbasin 040302]. Three named tributaries (Newfound Creek, Gouches Branch, and Dix Creek) and multiple unnamed tributaries drain the study area. Newfound Creek is the receiving stream for all the others, and eventually flows into the French Broad River approximately five miles northeast of the project site.

The Appalachian elktoe (*Alasmidonta raveneliana*) and tan riffleshell (*Epioblasma florentina walkeri*) are federally endangered, and are listed by the United States Fish and Wildlife Service (USFWS) as potentially occurring in Buncombe County. The Appalachian elktoe is known from two river basins in North Carolina; the Little Tennessee and French Broad River basins. Populations of Appalachian elktoe mussels typically occur in coarse sandy and gravelly substrates often mixed with cobble and boulders as well as in cracks of bedrock and in relatively silt-free areas with moderate flow. The tan riffleshell is known from the French Broad River basin in North Carolina. Populations of tan riffleshell mussels typically occur in headwaters, riffles, and shoals in sand and gravel substrates.

The spotfin chub (*Erimonax monachus*) [also called turquoise shiner *Cyprinella monacha*] is federally threatened, and is listed by the USFWS as potentially occurring in Buncombe County. The spotfin chub is known from the French Broad and Little Tennessee Rivers in North Carolina. This minnow typically inhabits moderate to large

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS  
NATURAL ENVIRONMENT UNIT  
1598 MAIL SERVICE CENTER  
RALEIGH NC 27699-1598

TELEPHONE: 919-431-2000

FAX: 919-431-2002

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

LOCATION:  
ENVIRONMENTAL RESOURCE CENTER  
4701 ATLANTIC AVENUE, SUITE 116  
RALEIGH NC 27604

streams; 50-230 feet in width but also utilize smaller tributaries during the fall. These streams should have a good current, clear water, cool to warm temperatures, and pools alternating with riffles. Specimens of spotfin chub have been taken from a variety of substrates but rarely from significantly silted substrates.

Prior to conducting in-stream surveys, a review of the North Carolina Natural Heritage Program database was conducted (June 1, 2010) to determine if there were any records of rare aquatic species within the proposed project study area or receiving waters. **This review indicated that there are no known occurrences of the federally protected Appalachian elktoe, tan riffleshell, or spotfin chub within the project study area or in Newfound Creek or any of its tributaries.** Historic records for these species occur in Buncombe County. Historic records for Appalachian elktoe and tan riffleshell exist from the French Broad River, approximately 15 miles upstream from the study area. The nearest current record of the Appalachian elktoe is in the Pigeon River (subbasin 040305), approximately 25 miles away (straight-line distance) from the project site. An historic record for spotfin chub exists from the Swannanoah River (subbasin 040302), over 40 miles from the study area. The nearest extant population of spotfin chub is located in Macon County in the Cullasajah River, over 50 miles from the study area and in the Little Tennessee River basin (subbasin 040401).

GIS data was accessed to better determine the location of the study area within the Newfound Creek watershed, and the likelihood of the stream to contain proper habitat for rare aquatic species. The watershed drains primarily rural agricultural areas and some suburban around the city of Asheville.

Newfound Creek appears on DWQ's 2008 Impaired Waters List as impaired for aquatic life due to a fair classification for ecological and biological integrity. It is also impaired for recreation because the fecal coliform bacteria standard was exceeded (<http://h2o.enr.state.nc.us/tmdl/documents/B.Draft2008303dList.pdf>).

NCDOT biologists Neil Medlin (Permit No. NC-2010-30), Jared Gray, Melissa Miller, and Heather Renninger visited the project site on June 22, 2010. Newfound Creek was the only stream within the study area large enough to survey with electrofishing equipment. Therefore, Newfound Creek was surveyed where it is crossed by NC 63 in the southern portion of the northern area. Aquatic surveys were conducted from the bridge to a point approximately 400 meters upstream and approximately 100 meters downstream. Newfound Creek was highly variable in width, but averaged 5 meters wide, with banks 2 meters high. On the day of the site visit, the overall water level was normal. The creek consisted of riffles, runs, pools, and slack areas, and the substrate was dominated by sand and bedrock. Silt covered the sediment in the bottom of most pools. The riparian buffer was narrow, corresponding to its agricultural surroundings. Areas of undercut, eroding banks, and sand/gravel bars were present in the stream. In general, the instream habitat available in Newfound Creek is very poor and not suitable for native freshwater mussels or the spotfin chub. The mussel survey was conducted by wading in the creek while using visual (batiscope) and tactile methods to survey for mussels. **No mussels were found in 0.5-person hours of survey time.**

The fish survey was conducted using a Smith-Root model LR-24 backpack electrofishing unit, seine net, and dip nets. The stream was sampled with one biologist operating the electrofishing unit while the other biologists collected the stunned fish with dip nets. All stunned fish were collected and temporarily placed in 5 gallon buckets. All fish were identified and released onsite. **No spotfin chub were collected in 1,923 seconds of shocking time.**

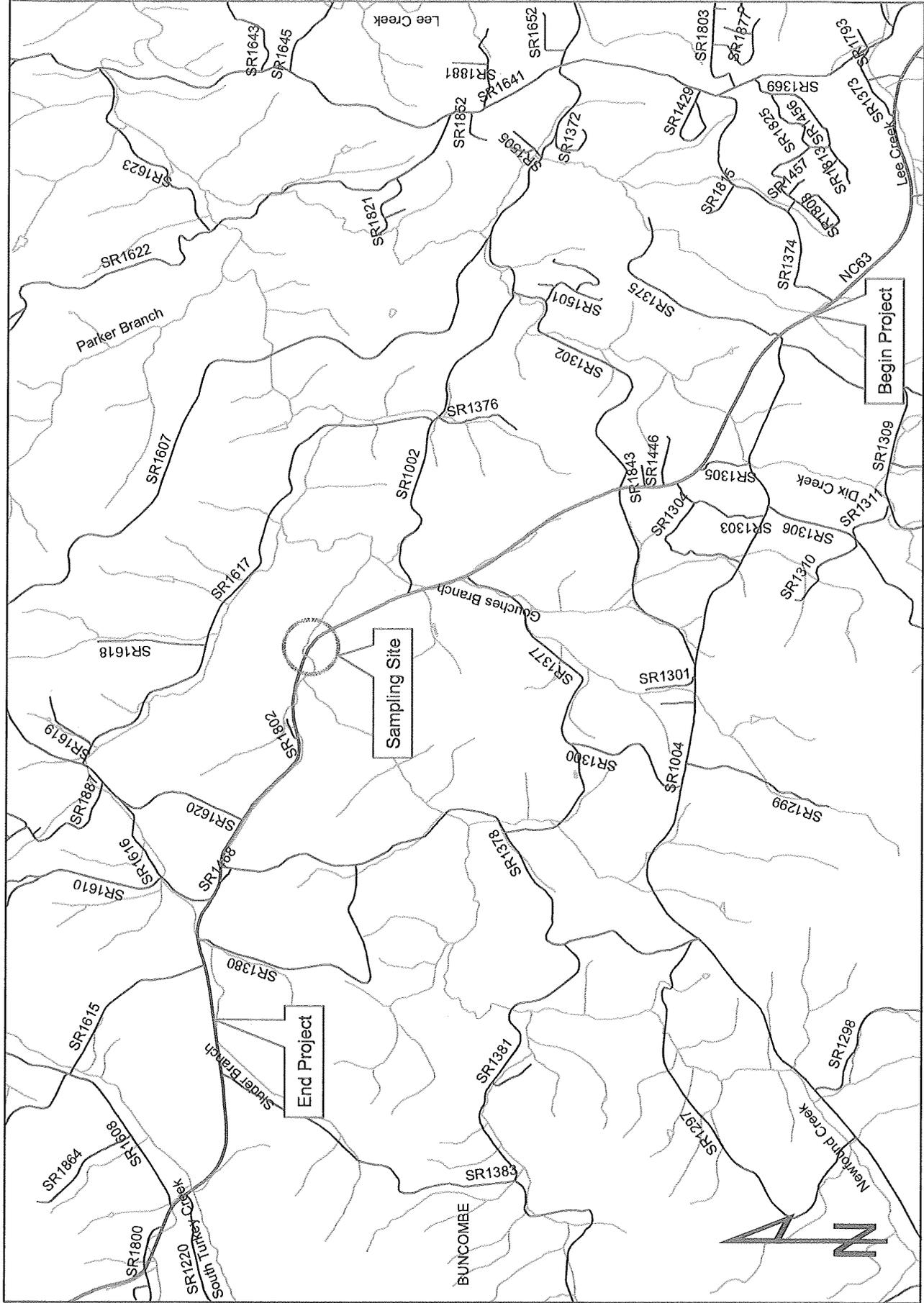
**Fish Species and Number of Individuals Collected in Newfound Creek,  
Buncombe County, on June 22, 2010**

<b>Common Name</b>	<b>Species Name</b>	<b>Number of Individuals</b>
Creek chub	<i>Semotilus atromaculatus</i>	45
Central stoneroller	<i>Campostoma anomalum</i>	45
Whitetail shiner	<i>Cyprinella galactura</i>	28
White sucker	<i>Catostomus commersonii</i>	25
Redbreast sunfish	<i>Lepomis auritus</i>	18
River chub	<i>Nocomis micropogon</i>	9
Warpaint shiner	<i>Luxilus coccogenis</i>	3
Northern hogsucker	<i>Hypentelium nigricans</i>	3
Flat bullhead	<i>Ameiurus platycephalus</i>	1
Smallmouth bass	<i>Micropterus dolomieu</i>	1

As a result of this survey, the physical characteristics of the creek, and a review of GIS and NHP data, it appears that the Appalachian elktoe, tan riffleshell, and spotfin chub do not exist in the project study area. **In summary, due to the lack of suitable habitat and the condition of the associated watershed, the biological conclusion for the Appalachian elktoe, tan riffleshell, and spotfin chub for U-3301 is “No Effect”.**

cc: April Alford Annis, Project Development Engineer, Western Region

U-3301: Improvements to NC 63 from Gilbert Road to Newfound Road, Buncombe County, NC



# APPENDIX H

# GEOENVIRONMENTAL REPORT



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

May 2, 2014

MEMORANDUM TO: Malcolm Watson, PE  
Division Project Development-Bridge Section - Section Head  
Project Development and Environmental Analysis Branch

FROM: Terry W. Fox, LG *TW Fox*  
GeoEnvironmental Project Manager  
GeoEnvironmental Section  
Geotechnical Engineering Unit

TIP NO: U-3301  
WBS: 34909.1.1  
COUNTY: Buncombe  
DIVISION: 13  
DESCRIPTION: NC 63 (Leicester Highway) from SR 1380 (Jones Road) to SR 1004 (Newfound Road)

SUBJECT: **GeoEnvironmental Report for Planning**

The GeoEnvironmental Section has completed the GeoEnvironmental Report for Planning. This report has the following components and is transmitted as:

  X   Hazardous Materials Report ( 11 ) pages

Please contact me if you have any questions concerning this project.

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
GEOTECHNICAL ENGINEERING UNIT  
GEOENVIRONMENTAL SECTION  
1589 MAIL SERVICE CENTER  
RALEIGH NC 27699-1589

TELEPHONE: 919-707-6850  
FAX: 919-250-4237

[www.ncdot.gov/doh/preconstruct/highway/geotech](http://www.ncdot.gov/doh/preconstruct/highway/geotech)

LOCATION:  
CENTURY CENTER COMPLEX  
BUILDING B  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC 27610

## Hazardous Materials Report

The GeoEnvironmental Section of the Geotechnical Engineering Unit has re-investigated the above referenced project to identify hazardous material sites requiring Preliminary Site Assessments before acquisition by the Right of Way Unit.

### HAZARDOUS MATERIALS EVALUATION

#### Purpose

This section presents the results of a hazardous material evaluation conducted along the above referenced project. The main purpose of this investigation is to identify properties within the project study area that are or may be contaminated and therefore result in increased project costs and future liability if acquired by the Department. Hazardous material impacts may include, but are not limited to, active and abandoned underground storage tank (UST) sites, hazardous waste sites, regulated landfills and unregulated dumpsites.

#### Techniques/Methodologies

The Geographical Information System (GIS) was consulted to identify known sites of concern in relation to the project corridor. GeoEnvironmental Section staff reviewed all available environmental agencies' databases against the current project Roadway Design files and public hearing maps.

#### Findings

##### **UST Facilities**

Nine (9) petroleum sites were identified within the project limits.

##### **Hazardous Waste Sites**

No Hazardous Waste Sites were identified within the project limits.

##### **Landfills**

No apparent landfills were identified within the project limits.

##### **Other GeoEnvironmental Concerns**

No other geoenvironmental concerns were identified within the project limits.

#### Anticipated Impacts

The GeoEnvironmental Section identified nine (9) contaminated properties during the air photo review and regulatory agencies' records search requiring Preliminary Site Assessments.

---

1)	<b>Property Name</b> Fergusons Well Drilling 2829 New Leicester Hwy Leicester, NC 28748	<b>Property Owner</b> George R. Lane 142 New Leicester Highway Asheville, NC 28806
----	--	---



This active well drilling business is located on the north side New Leicester Highway and 0.1 miles south of the Martin Brach Road intersection. A gas station and store may have operated at this location in the past. This parcel does not appear on the UST Section Registry nor are any ground water incidents associated with this location. There is no evidence of USTs or UST removals. **This site is anticipated to present low goenvironmental impacts to the project.**

---

---

2)	<b>Property Name</b> AW New & Used 2777 New Leicester Hwy Leicester, NC 28748  <b>Facility ID #:</b> n/a	<b>Property Owner</b> Becky Bridges PO Box 31 Leicester, NC 28748
----	---	--



This active retail business is located on the northeast side of New Leicester Highway and 0.1 miles north of the Alexander Road intersection. A gas station may have operated at this location in the past. This property does not appear on the UST Section Registry. An S&ME UST Closure Report from November 1997 documents the removal of three (3) tanks and 35 yards of petroleum contaminated soil from the adjoining Frisbee Historic property (Former Mears Grocery) to the south. Contaminated soil and groundwater remain and the monitoring wells in this area are associated with the Frisbee release. **This site is anticipated to present low geoenvironmental impacts to the project.**

---

---

3)	<b>Property Name</b> Jerry's Garage 2761 New Leicester Hwy Leicester, NC 28748  <b>Facility ID #:</b> n/a	<b>Property Owner</b> Stephen K. Sluder 431 Old County Home Road Asheville, NC 28806
----	--	---



This Automotive repair and tire business (formerly Sharp's Exxon) is located on the north quadrant of the New Leicester Highway and Alexander Road intersection. According to an employee, all known USTs were removed in 1981. UST vents are still present on the south side of the building. One (1) in ground hydraulic lift is located in the repair bay. **This site is anticipated to present low geoenvironmental impacts to the project.**

---

---

4)	<b>Property Name</b> Gossett's Grocery 2741 New Leicester Hwy Leicester, NC 28748	<b>Property Owner</b> Wayne & Shirley Gossett PO Box 326 Leicester, NC 28748
	<b>Facility ID #:</b> 0-021953	<b>UST Owner:</b>
	<b>Incident #:</b> 05566	Wayne Gossett PO Box 326 Leicester, NC 28748



This convenience store is located on the northeast side of New Leicester Highway and 0.1 miles south of the Alexander Road intersection. According to the UST Section Registry two (2) tanks were removed in 1988. The remaining seven (7) tanks were removed in 2010. Ground Water Incident 05566 was assigned to this facility in 1990 when a pipe coupling leak was discovered. An enhanced air sparge system was installed in 1997 replacing an older system. The system controls are on the northwest side of the building. **This site is anticipated to present low geoenvironmental impacts to the project.**

---

---

5)	<b>Property Name</b> The Still 2645 New Leicester Hwy Leicester, NC 28748  <b>Facility ID #:</b> n/a	<b>Property Owner</b> Demetri & Deborah Theodossis 1100 McMinn Road Hendersonville, NC 28792
----	---	---



This active bar is located on the north side New Leicester Highway and 0.1 miles east of the Old NC 63 Highway intersection. A gas station may have operated at this location in the past. This property does not appear on the UST Section Registry. An in ground hydraulic lift and two (2) fill ports were noted between the bar and the small engine repair buildings. **This site is anticipated to present low geoenvironmental impacts to the project.**

---

---

6)	<b>Property Name</b> Darold's Small Engines 2641 New Leicester Hwy Leicester, NC 28748  <b>Facility ID #:</b> n/a	<b>Property Owner</b> Darold & Dawn Rose 28 S. Creek Drive Leicester, NC 28748
----	--	---



This active small engine repair business is located on the north side New Leicester Highway and 0.15 miles east of the Old NC 63 Highway intersection. A gas station may have operated at this location in the past. This property does not appear on the UST Section Registry. An in ground hydraulic lift and two (2) fill ports were noted between the bar and the small engine repair buildings. **This site is anticipated to present low geoenvironmental impacts to the project.**

---

---

7)	<b>Property Name</b> Suttles Quik Mart 3 Newfound Road Asheville, NC 28806	<b>Property Owner</b> Stephen & Angela Suttles 49 Dix Creek Road No. 2 Leicester, NC 28748
	<b>Facility ID #:</b> 0-035999	<b>UST Owner:</b>
	<b>Incident #:</b> 28893	Stephen & Angela Suttles 49 Dix Creek Road No. 2 Leicester, NC 28748



This convenience store is located on the west quadrant of the New Leicester Highway and Newfound Road intersection. According to the UST Section Registry the two registered (2) tanks were closed in 2010. All fuel dispensers have been removed. Ground Water Incident 28893 was assigned to this facility during UST removal. The incident was closed out in December 2010. **This site is anticipated to present low geoenvironmental impacts to the project.**

---

---

8)	<b>Property Name</b> Frisbee's Upholstery 11 Newfound Road Asheville, NC 28806  <b>Facility ID #:</b> n/a	<b>Property Owner</b> Larry W. Vaughn 455 Sylvan Road China Grove, NC 28023
----	--	--



This former gas station is located on the north side of Newfound Road and 0.1 miles west of the New Leicester Highway intersection. The building is situated just west of the Suttles Store. This property does not appear on the UST Section Registry. **This site is anticipated to present low geoenvironmental impacts to the project.**

---

- 
- 9) **Property Name**  
Georgetown Food Mart  
961 New Leicester Hwy  
Asheville, NC 28806
- Property Owner**  
R. L. & Patricia Clark  
2 Quail Cove Road  
Asheville, NC 28804
- Facility ID #:** 0-035684  
**Incident #:** 07711
- UST Owner:**  
R. L. & Patricia Clark  
2 Quail Cove Road  
Asheville, NC 28804



This former gas station and convenience store is located on the east quadrant of the New Leicester Highway and Dix Creek Chapel Road intersection. According to the UST Section Registry all five (5) registered tanks were removed in 1993. There are numerous monitoring wells on the southeast portion of this parcel. Ground Water Incident 07711 was assigned to this facility in 1992 during road construction. The incident was closed out in 2003. **This site is anticipated to present low geoenvironmental impacts to the project.**

---

Please note that discovery of additional sites not recorded by regulatory agencies and not reasonably discernible during the project reconnaissance may occur. The GeoEnvironmental Section should be notified immediately after discovery of such sites so their potential impact(s) may be assessed.

If there are questions regarding the geoenvironmental issues, please contact me, at 919-707-6870.



Terry W. Fox, LG  
GeoEnvironmental Project Manager  
GeoEnvironmental Section  
Geotechnical Engineering Unit

Cc:

John Pilipchuk, LG, PE, State Geotechnical Engineer  
David Chang, Ph.D, PE, State Hydraulics Engineer  
Tom Koch, PE, Assistant State Structures Engineer  
Charles Brown, PE, PLS, State Locations and Surveys Engineer  
Teresa Bruton, PE, Design-Build Project Engineer  
Robert Haskett, Division 13 Right of Way Agent  
Eric Williams, PE, Geotechnical Regional Manager  
Jody Kuhne, LG, PE, Regional Geological Engineer  
Dennis Li, Ph. D, LG, Production Support Supervisor  
File

Appendix A  
Location of USTs, Landfills, & Other Potentially Contaminated Sites

