

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 2A – Bridge Lengths Over Streams and
Wetlands

Concurrence Point No. 4A – Avoidance and Minimization

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

TIP No. R-2247

Federal Aid Project No. (None)

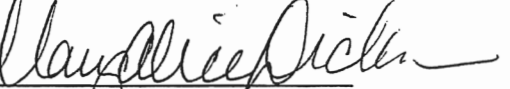
State Project No. 6.628001T

Winston-Salem Northern Beltway, Western Section

Approximately 17.4 Miles Long, from US 158 (Stratford Road) southwest of Winston-Salem to US 52 north of Winston-Salem, in Forsyth County, North Carolina


On June 9, 2005, the Merger Team agreed to the Alternative 2 design for the Bethania-Tobaccoville Road interchange. On June 9, 2005, July 13, 2005, and March 21, 2006, the Merger Team agreed to the following regarding bridges and avoidance and minimization measures for R-2247:

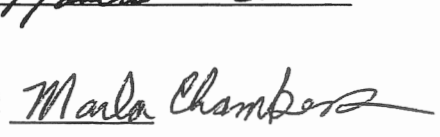
USACE 

NCDOT 

USEPA 

USFWS 

NCDWO 

NCWRC 

NCDCR 

FHWA 

MPO GREG ERRETT

Avoidance and minimization efforts to be undertaken:

- The team agreed to bridge Stream E as proposed (Structure #1).
- The team agreed to bridge Stream H as proposed (Structure #2).
- The team agreed that the alignment could not be moved to avoid the impact on Wetland 2.
- The team agreed to extend the culverts under I-40 at Stream H (Structure #3).
- The team agreed to bridge Stream J as proposed (Structure #4).
- The team agreed to culvert Stream M and include baffles (Structure #5).

- The team agreed to a bridge over Stream H, if a crossing is needed to provide access to properties (Structure #7).
- The team agreed Stream N will be relocated to daylight the stream as much as possible.
- The team agreed to the bridge as proposed over Stream P (Structure #8).
- The team agreed to the bridging of Stream R and the relocation of Stream S as proposed (Structure #9).
- The team agreed that NCDOT would evaluate stream flow and measures to maintain the quality of Wetland 7.
- The team agreed to the culvert at Stream U (Structure #10).
- The team agreed to the culvert at Stream U (Structure #11). NCDOT committed to minimize impacts to Wetland 12 as much as possible using 2:1 slopes while staying within the corridor.
- Minor structure at Stream Y and Wetland 13 – no team decision required for Concurrence Point 2a. For Concurrence Point 4a, the team agreed to leave the alignment as shown in the vicinity of Stream Y and Wetland 13.
- The NCDOT agreed to discuss minimization and stormwater treatment options for Streams AA, CC, DD, and Wetland 16 at Concurrence Point 4B
- The NCDOT agreed to daylight Stream EE as much as possible.
- The NCDOT agreed to place a bridge over Stream HH instead of the proposed culvert (Structure #12).
- The team agreed to the culvert as proposed at Stream JJ/Stream KK (Structure #13). The NCDOT agreed to consider relocating the intermittent portion of Stream KK and to evaluate minimization measures for Wetland 20 at Concurrence Point 4B.
- The team agreed to the culvert as proposed at Stream NN (Structure #14).
- The team agreed to the bridge as proposed at Stream OO (Structure #15).
- NCDOT agreed to consider ways to minimize impacts to the perennial portion of Stream B (Bb) at Concurrence Point 4b.
- The team agreed to a bridge at Structure #19 (Stream XX).
- The team agreed to a bridge at Structure #24 (Stream XX) unless constructability becomes an issue, in which case the stream will be relocated with a shorter bridge extension.
- The team agreed to extend WSBL TWB over Stream RR to span Stream XX, shortening the culvert, if practicable.
- The team agreed to change the slopes outside the loop at Structure #17 (Stream WW) to 2:1.

The merger team also agreed that Design Alternative 2 for the Bethania-Tobaccoville Road interchange will be incorporated as part of the Project R-2247 LEDPA.