



Eastern Rockingham Corridor Study Richmond County STIP Project U-5706

CONCURRENCE PACKET Concurrence Points 3 and 4A March 10, 2023

PROPOSED ACTION

The Eastern Rockingham Corridor Study is included in NCDOT's 2020-2029 State Transportation Improvement Program (STIP) as U-5706. The project would connect US 74 Business in the southeast part of Rockingham to US 1 to Aberdeen Road (SR 1426) in the city's northeastern area. The total length of the project is approximately 3.5 miles.

PROJECT PURPOSE

The purpose of the proposed project, as approved by the Merger Team on May 10, 2017, is to provide direct connectivity between commercial areas along US 74 Business and residential areas northeast of central Rockingham and reduce conflicts between through traffic and local traffic on Long Drive.

PROJECT STATUS

On December 6, 2017, the Merger Team concurred with carrying forward three alternatives (Alt. 1, Alt. 4, and Alt. 5) to study in detail. On May 7, 2019, the Merger Team concurred with hydraulic recommendations for each of the major hydraulic crossings on each alternative. On February 22, 2023, the Merger Team met to discuss the Concurrence Point 3: Least Environmentally Damaging Practicable Alternative (LEDPA). On March 8, 2023, the Team met again to continue the LEDPA discussion and to discuss Concurrence Point 4A: Avoidance and Minimization as applied to NCDOT's choice for the Preferred Alternative (Alt.5). This packet contains the relevant materials presented at the February and March meetings and is divided into individual sections for CP3 and CP4A.

CONCURRENCE POINT 3

LEDPA

CONCURRENCE POINT 3 LEDPA

Information prepared for the February 22 and March 8 merger meetings included summaries of analyses contained in the project's Environmental Assessment, various materials presented at previous merger meetings, and supplemental materials developed in response to requests made by merger meeting attendees. Those materials, as they pertain to CP3, are presented below.

DETAILED STUDY ALTERNATIVES

The three alternatives for detailed study discussed at the February 22 merger meeting are shown in **Figure 1** and are as follows:

Alternative 1 – Upgrade Existing

The corridor for Alternative 1 follows existing SR 1646 (Long Drive) and SR 1423 (Richmond Road) from US 74 Business to SR 1424 (Roberdell Road) (see **Figure 2**). Long Drive is currently a three-lane roadway with a center turn lane and Richmond Road is a two-lane roadway.

The portion of Alternative 1 on Long Drive between US 74 Business and US 1 is proposed to be four lanes separated by a 23-foot raised median with curb and gutter and sidewalks on both sides. The portion of Alternative 1 on Richmond Road between US 1 and Roberdel Road is proposed to be three lanes with two 12-foot through lanes and a 16-foot center turn lane. Ten-foot shoulders (four-foot paved) will be provided on both sides of the road. Proposed typical sections for Alternative 1 are shown on **Figure 3**. Approximately 100 feet of total right-of-way would be required for Alternative 1. No control of access is proposed with this alternative.

Alternative 4

The corridor for Alternative 4 would provide a direct route for through traffic from the commercial areas along US 74 Business to residential areas in northeast Rockingham (see **Figure 4**). It generally follows SR 1641 (Clemmer Road) until it crosses SR 1624 (County Home Road.) It then continues on new location, turning northeastward before crossing Falling Creek. It then turns back toward the northwest, roughly following SR 1645 (Mt. Olive Church Road) to US 1. From that point, the alternative continues northward on new location, where it would then intersect and follow existing SR 1626 (Old Aberdeen Road) to Richmond Road.

Alternative 5

Like Alternative 4, Alternative 5 starts at Clemmer Road and ends at the intersection of Old Aberdeen Road and Richmond Road (see **Figure 5**). It follows existing Clemmer Road from US 74 Business to County Home Road, then runs northeast until Falling Creek. It then follows a straighter path to US 1 than Alternative 4, following the same path as Alternative 4 along Old Aberdeen Road.

Portions of Alternatives 4 and 5 between US 74 Business and SR 1624 (County Home Road) are proposed to be three lanes with two 12-foot through lanes and a 16-foot center turn lane. Ten-foot shoulders (four-foot paved) will be provided on both sides of the road. Portions of Alternatives 4 and 5 between County Home Road and US 1 will be two lanes. Ten-foot

shoulders (four-foot paved) will be provided on both sides of the road. Portions of Alternatives 4 and 5 between US 1 and Richmond Road will be three lanes with two 12-foot through lanes and a 16-foot center turn lane. Ten-foot shoulders (four-foot paved) will be provided on both sides of the road. Proposed typical sections for Alternatives 4 and 5 are shown on **Figure 6**.

Approximately 150 feet of total right-of-way would be required to accommodate the proposed improvements along Alternative 4 and Alternative 5. The new location segments of Alternatives 4 and 5 will have limited control of access and the segments that follow existing road segments will have no control of access.

HYDRAULIC RECOMMENDATIONS

There are three existing major hydraulic crossings on Alternative 1. Alternatives 4 and 5 each have one major hydraulic crossing, at a large wetland area. Based on agency input at the Concurrence Point 2A Merger Meeting, a 140-foot long bridge was incorporated into Alternatives 4 and 5 where they both cross a large wetland area. **Table 1** lists the hydraulic recommendation for each of the crossings.

Table 1 – Structure Recommendations for Major Hydraulic Crossings

Crossing	Alternative	Existing Structure	Recommended Structure
Hitchcock Creek Tributary 2	1	2 @42" CMP	1 @66" RCP
Hitchcock Creek Tributary 2	1	2 @42" CMP	1 @66' RCP
North Prong Falling Creek	1	3 @12' x 8; RCBC	Retain and Extend
North Prong Falling Creek	4	New Location	140-foot bridge
North Prong Falling Creek	5	New Location	140-foot bridge

STATE ENVIRONMENTAL ASSESSMENT

NCDOT published a State Environmental Assessment (SEA) for the project in June 2022 and received review comments from several environmental resource and regulatory agencies. Those comments included the following:

- Comments from US Fish and Wildlife Service (USFWS) noting updated information about the federally protected Northern Long-Eared Bat and recommending a text change to the information in the SEA about this species.
- Comments from the NC Wildlife Resources Commission (NCWRC) noting general concerns about the potential direct and indirect impacts of each of the detailed study alternatives.
- Comments from the NC Division of Water Resources (NCDWR) noting that the project's final design plans should provide treatment of stormwater runoff through best management practices.

PUBLIC HEARING

NCDOT held a public open house and a formal Corridor Public Hearing on September 15, 2022, to present information about the three detailed study alternatives. The open house/Hearing was held at Cole Auditorium, on the campus of Richmond Community College, in Hamlet. Approximately 70 members of the public attended in person and another 14 people participated in the formal Hearing virtually. During the Hearing, 11 people made formal comments. Over the course of the public comment period, which ended on October 14, 2022, 44 comments were received. **Table 2** shows the number of comments expressing support or opposition to a particular alternative.

Table 2 – Public Support / Opposition for Each Alternative

	Alt 1	Alt 4	Alt 5
Support	6	1	11
Oppose	4	5	1

The most common concern raised in the comments was about residential relocations, with many citing lower residential impacts as their reason for preferring Alternative 5. Some comments referenced existing traffic safety issues and concerns about environmental justice impacts to a historically African-American neighborhood near US 1, east of Mt. Olive Church Road, called Philadelphia. A few comments questioned the need for the project.

NCDOT PREFERRED ALTERNATIVE

Upon review of all comments received on the SEA and during the open house/Public Hearing event, NCDOT compared and contrasted the benefits and impacts of the three detailed study alternative and made the decision to select Alternative 5 as NCDOT's Preferred Alternative.

Alternative 5 would meet the project's purpose by reducing conflicts between through traffic and local traffic on Long Drive and providing direct connectivity between commercial areas along US 74 Business and residential areas northeast of central Rockingham. The key reasons for the selection of Alternative 5 are as follows:

- Alternative 5 would have lower stream impacts than the other two alternatives.
- Alternative 5 would require the fewest overall home and business relocations, as well as the fewest minority-owned or occupied homes relocations.
- Alternative 5 has lower overall wetland impacts than Alternative 4.
- Alternative 5 would have the lowest cost among the alternatives.
- Local government representatives have indicated their support for Alternative 5.
- Alternative 5 presents the best opportunity for minimizing the overall environmental impacts of the project.

Alternative 1 is not recommended, for the following reasons:

- Alternative 1 would require relocating over twice the number of homes and businesses as Alternative 5.
- Alternative 1 would relocate the most minority-owned or occupied homes of any of the alternatives.
- Alternative 1 would have the highest stream impacts of any of the alternatives.

- Alternative 1 would adversely affect a National Register-eligible expansion to the Rockingham National Register Historic District.
- Alternative 1 would affect more sites potentially containing hazardous materials than any of the alternatives.
- Alternative 1 would not meet the project purpose of reducing conflicts between through traffic and local traffic as well as Alternatives 4 or 5.

Alternative 4 is not recommended, for the following reasons:

- Alternative 4 would have the highest wetland impacts of any of the alternatives.
- Alternative 4 would have higher stream impacts than Alternative 5.
- Alternative 4 would require more home and business relocations than Alternative 5.
- Alternative 4 would relocate more minority-owned or occupied homes than Alternative 5.

The potential environmental impacts for each of the three detailed study alternatives are summarized in **Table 3**.

Table 3 – Detailed Study Alternatives – Comparison of Impacts*

Environmental Resource		Alternative 1	Alternative 4	Alternative 5
Jurisdictional streams (linear feet)	High	154	219	0
	Medium	64	534	174
	Low	842	91	92
	Total	1,060	844	266
Jurisdictional wetlands (acres)	High	0	2.7	2.0
	Med	<0.1	1.9	1.2
	Low	0.3	0.1	0.6
	Total	0.4	4.7	3.8
100-year floodplain (acres)		1.4	1.5	1.7
Water supply watershed critical area (acres)		1.3	21.7	20.3
Protected species adversely affected		1**	1**	1**
Historic properties adversely affected		1	0	0
Archaeological sites affected		0	0	0
Agricultural operations affected		0	1	1
Residential relocations		22	16	13
Business/nonprofit relocations		8	1	1
Noise Impacted Receptors		36	3	5
Potential hazardous materials sites		12	3	3
Prime farmland soils (acres)		4.8	40.9	45.8
Cost estimates		\$49,600,000	\$44,900,000	\$43,000,000

*Impacts calculated within slope stakes.

**Northern long-eared bat – Programmatic Biological Conclusion is “May Affect, Likely to Adversely Affect”

During the February 22 merger meeting, it was noted that in ensuring compliance with the Clean Water Act, the Army Corps of Engineers must focus on aquatic resources, and that those resources include both wetlands and streams. It was further noted that while Alt 1 would have a greater impact on streams, relative to Alts 4 and 5, those two alternatives would have a greater impact on wetlands, relative to Alt 1. The quality of the wetlands that would be affected by Alts 4 and 5 was discussed, with the point made that that environment is fragmented and cannot be considered pristine. The alternatives also cross areas designated as a water supply watershed. NCDOT was asked to provide information about each alternative's effect on the watershed protected area (in addition to previously provided data on impacts to the watershed critical area). The information NCDOT prepared in response to the request for information on the water supply watershed is shown in **Table 4**.

Table 4 – Water Supply Watershed Comparison

	Alt 1	Alt 4	Alt 5
Water Supply Watershed Critical Area (acres)	2.0	30.2	27.3
Water Supply Watershed Critical Area (percent of Critical Area Affected)	0.23%	1.28%	1.20%
Water Supply Watershed Protected Area (acres)	1	27.8	32.1
Water Supply Watershed Protected Area (percent of Protected Area Affected)	22	0.04%	0.05%

The Team also discussed the alternative's effects on minority and low income households and businesses. NCDOT was asked to provide additional information on the characteristics of the homes and businesses that would be relocated under each alternative, including whether adequate replacement housing/commercial properties are available in the area. Information about potential minority and low income relocations is provided in **Table 5** and **Table 6**; a more detailed explanation of this information is provided as **Appendix 1**.

Table 5 – Environmental Justice Comparison – Homes Relocated

Minority Population Percentage within Census Block Groups	Alt 1	Alt 4	Alt 5
	Homes Relocated within Census Block Groups		
Less than 50% minority	1	11	10
50% - 60% minority	7	0	0
61% - 70% minority	3	3	3
71% - 80% minority	13	0	0
More than 80% minority	0	0	0

Table 5 (continued)

Households Below Poverty Line Percentage within Census Block Groups	Alt 1	Alt 4	Alt 5
	Homes Relocated within Census Block Groups		
Less than 30% below	7	11	10
30% - 40% below	0	0	0
41% - 50% below	0	3	3
51% - 60% below	16	0	0
More than 60% below	0	0	0

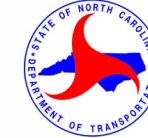
Note: This table uses 2020 Census data to update the minority and low income findings contained in the SEA.

Table 6 – Environmental Justice Comparison – Noise Impacts

Minority Population Percentage within Census Block Groups	Alt 1	Alt 4	Alt 5
	Homes Relocated within Census Block Groups		
Less than 50% minority	17	0	3
50% - 60% minority	3	0	0
61% - 70% minority	0	3	2
71% - 80% minority	16	0	0
More than 80% minority	0	0	0
Households Below Poverty Line Percentage within Census Block Groups			
Less than 30% below	17	0	3
30% - 40% below	0	0	0
41% - 50% below	0	3	2
51% - 60% below	19	0	0
More than 60% below	0	0	0

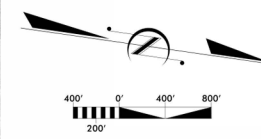
Note: This table uses 2020 Census data to update the minority and low income findings contained in the SEA.

**Eastern Rockingham Corridor Study
Richmond County
STIP Project U-5706**

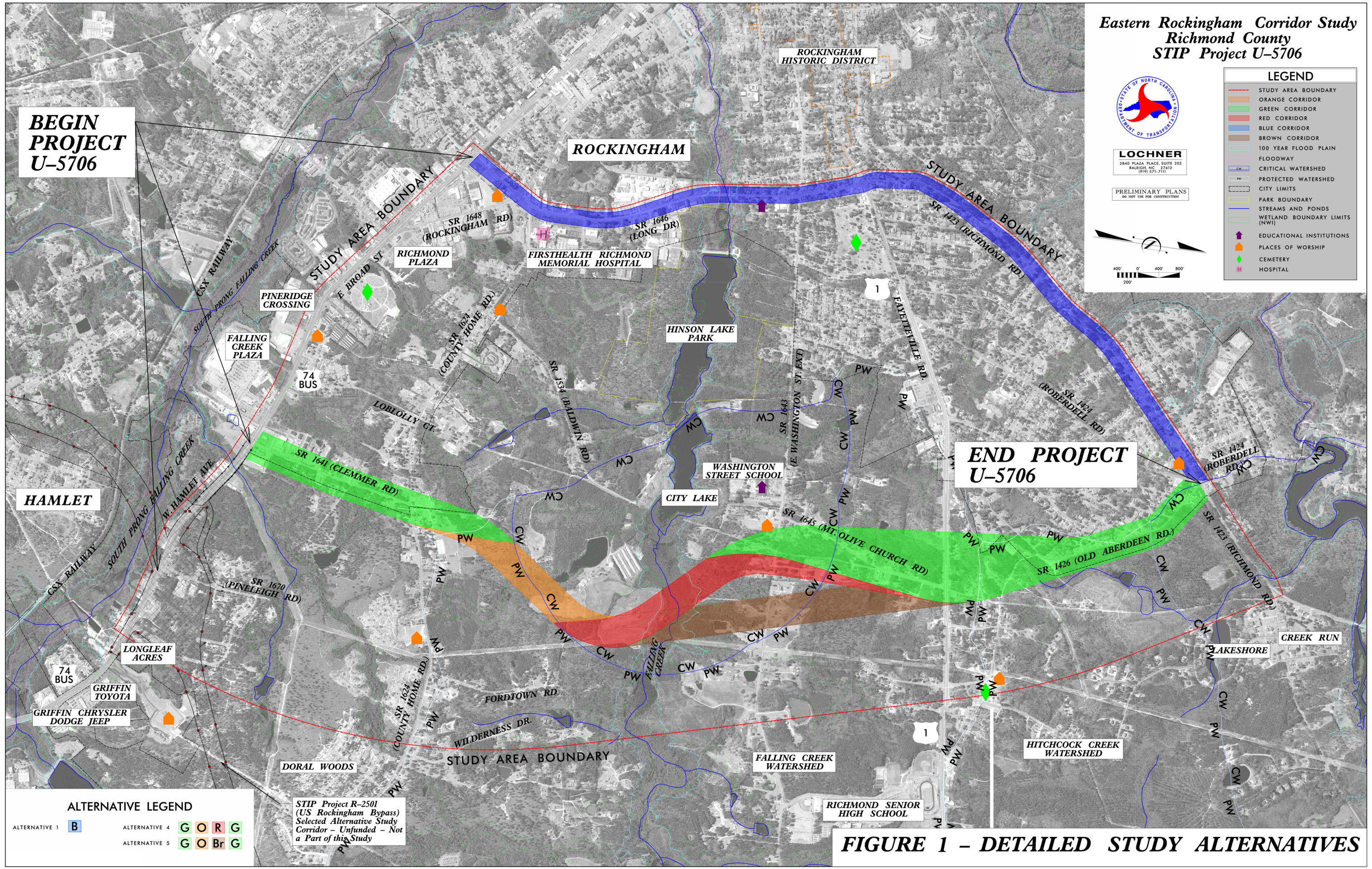


LOCHNER
2840 PLAZA PLACE, SUITE 202
RALEIGH, NC 27612
(919) 571-7111

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



LEGEND	
	STUDY AREA BOUNDARY
	ORANGE CORRIDOR
	GREEN CORRIDOR
	RED CORRIDOR
	BLUE CORRIDOR
	BROWN CORRIDOR
	100 YEAR FLOOD PLAIN
	FLOODWAY
	CRITICAL WATERSHED
	PROTECTED WATERSHED
	CITY LIMITS
	PARK BOUNDARY
	STREAMS AND PONDS
	WETLAND BOUNDARY LIMITS (NWI)
	EDUCATIONAL INSTITUTIONS
	PLACES OF WORSHIP
	CEMETERY
	HOSPITAL



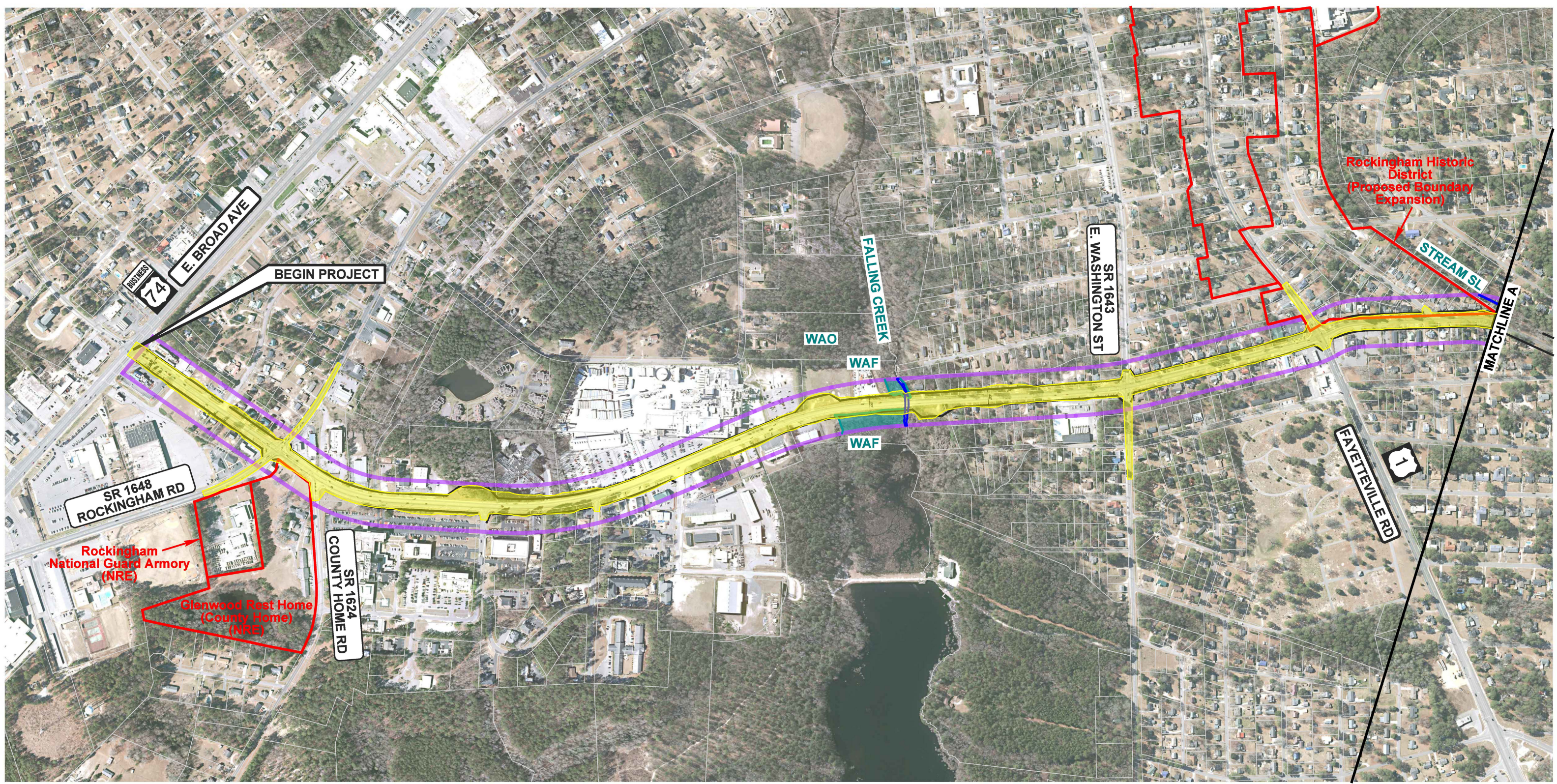
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PROJECT
U-5706**

**END PROJECT
U-5706**

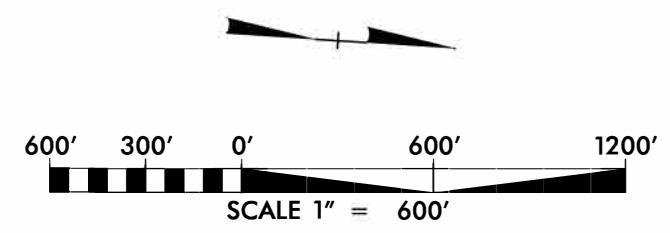
ALTERNATIVE LEGEND	
ALTERNATIVE 1	B
ALTERNATIVE 4	G O R G
ALTERNATIVE 5	G O Br G

STIP Project R-2501
(US Rockingham Bypass)
Selected Alternative Study
Corridor - Unfunded - Not
a Part of this Study

FIGURE 1 - DETAILED STUDY ALTERNATIVES




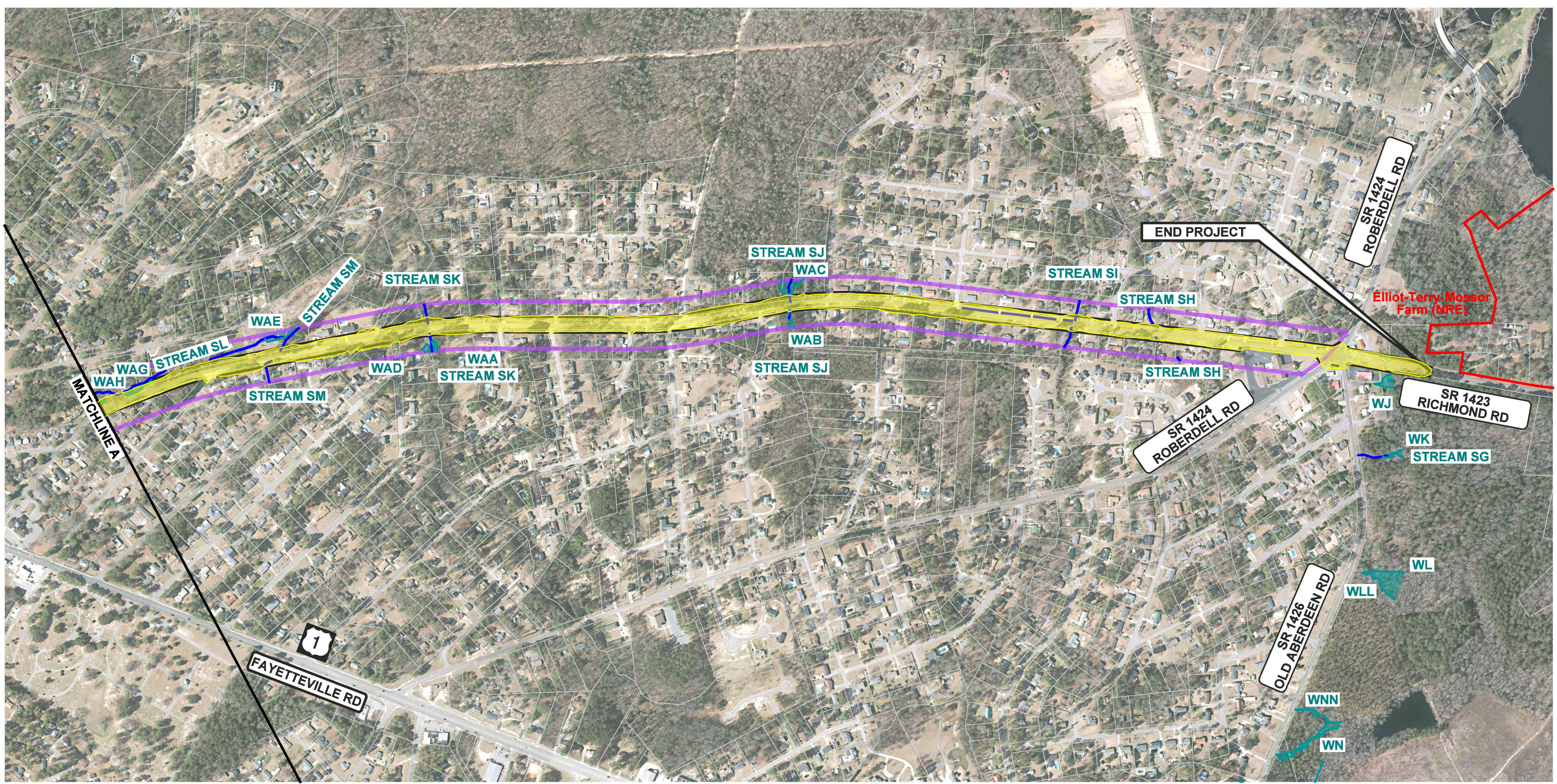
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	Proposed Right Of Way
	Historic Property Boundary (NR Listed/Eligible)
	Proposed Construction Limits
	Jurisdictional Stream Lines
	Delineated Wetlands




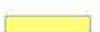





ALT 1
Upgrade existing South Long Drive & Richmond Road to 4-lane Highway with 23' raised median

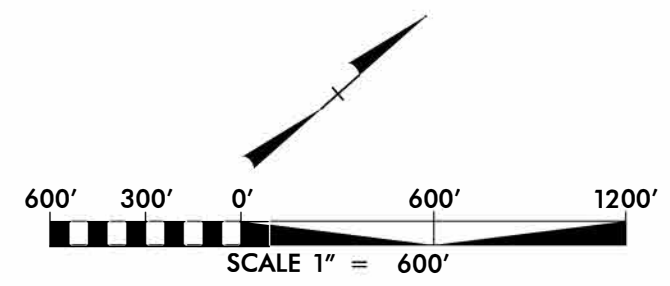
TIP U-5706
EASTERN ROCKINGHAM CORRIDOR STUDY
RICHMOND COUNTY

 North Carolina Department of Transportation	Exhibit 2a
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LEGEND

 Project Alternative Corridor	 Proposed Construction Limits
 Existing Parcel Boundary	 Jurisdictional Stream Lines
 Proposed Right Of Way	 Delineated Wetlands
 Historic Property Boundary (NR Listed/Eligible)	



ALT 1
 Upgrade existing South Long Drive & Richmond Road to 4-lane Highway with 23' raised median

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 EASTERN ROCKINGHAM
 CORRIDOR STUDY
 RICHMOND COUNTY


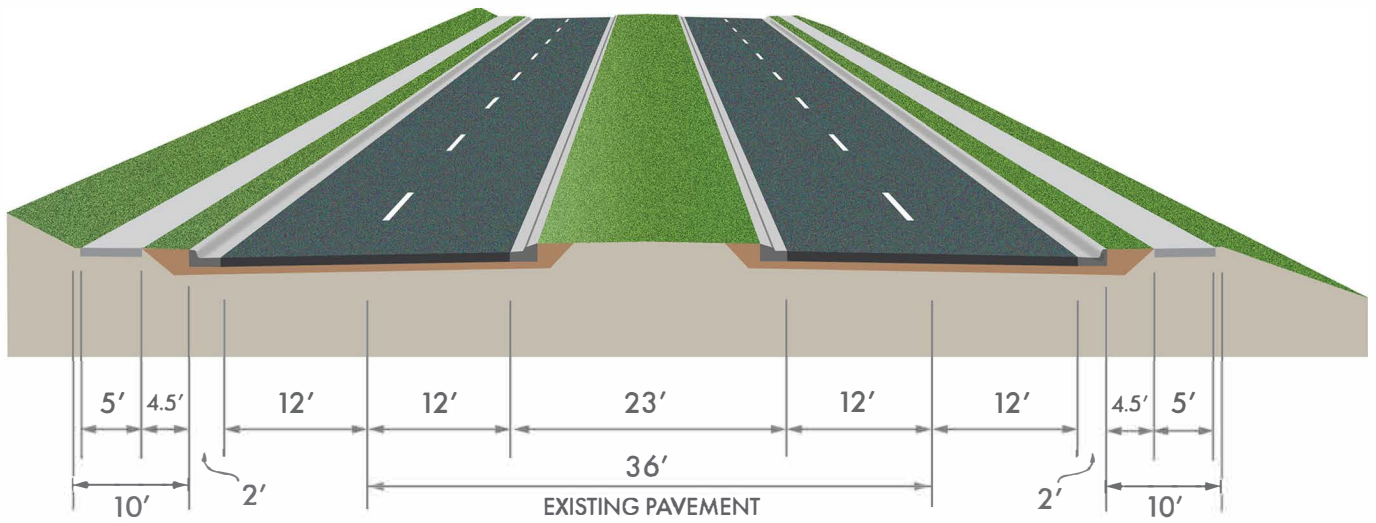
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Figure 3

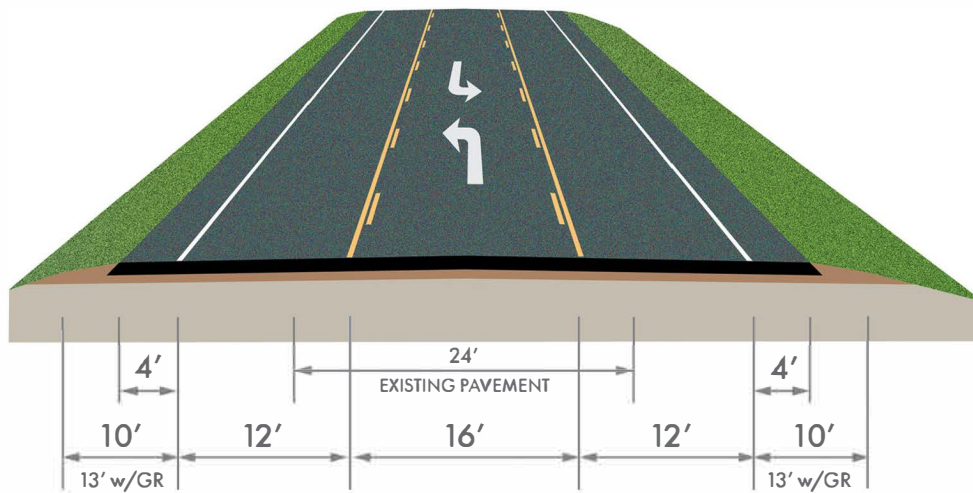
TYPICAL CROSS SECTIONS – Alternative 1

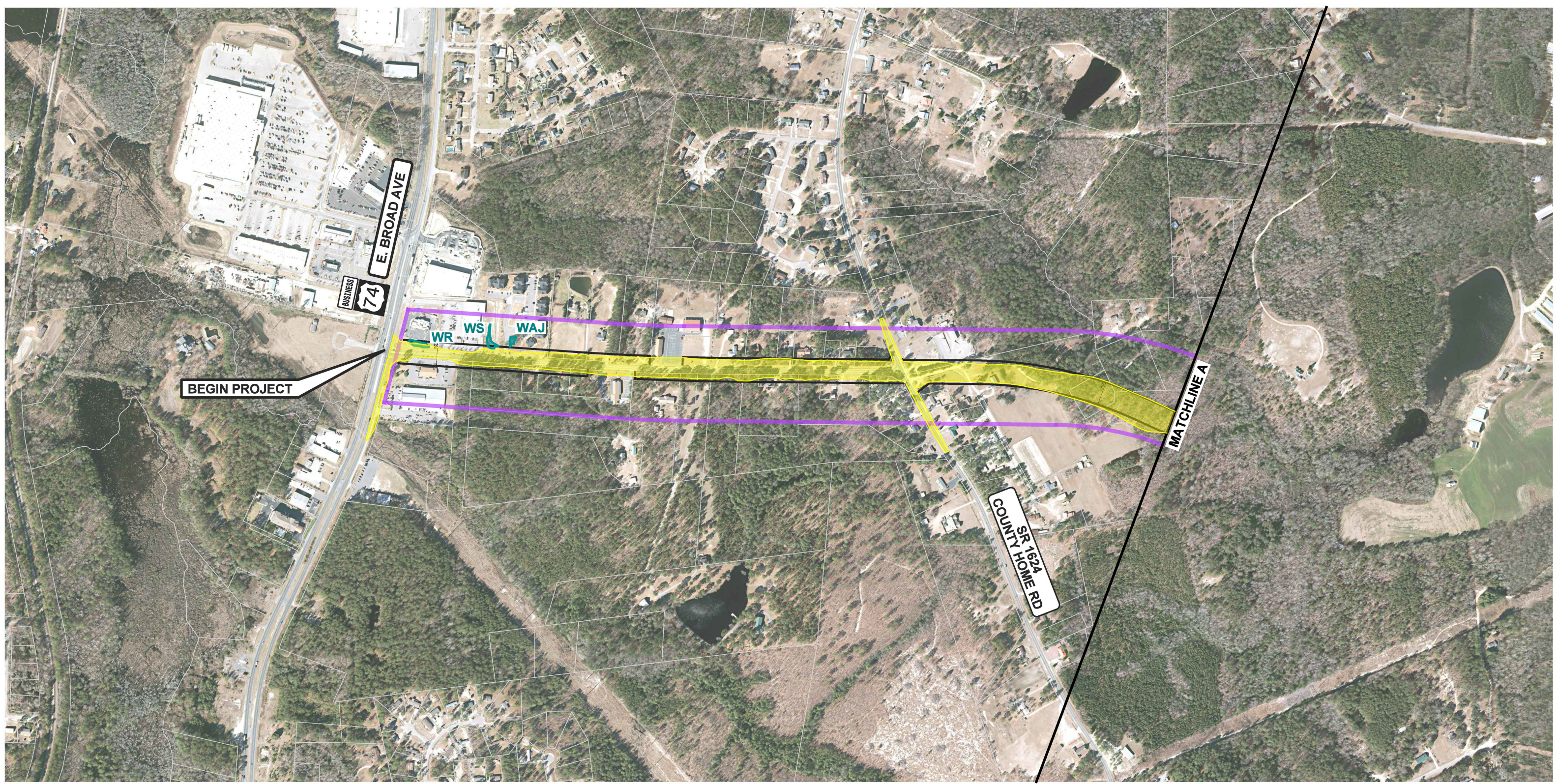
Eastern Rockingham Corridor Study,
Richmond County (STIP U-5706)

From US 74 Business (E. Broad Ave) to US 1 (Fayetteville Rd)


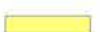







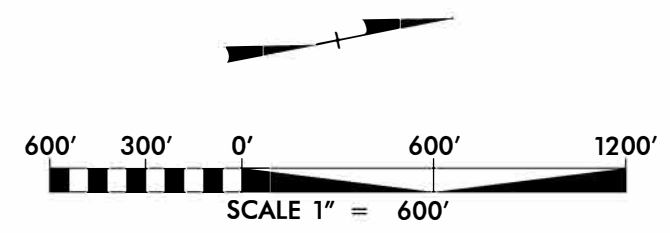
From US 1 (Fayetteville Rd) to SR 1424 (Roberdell Rd)






LEGEND

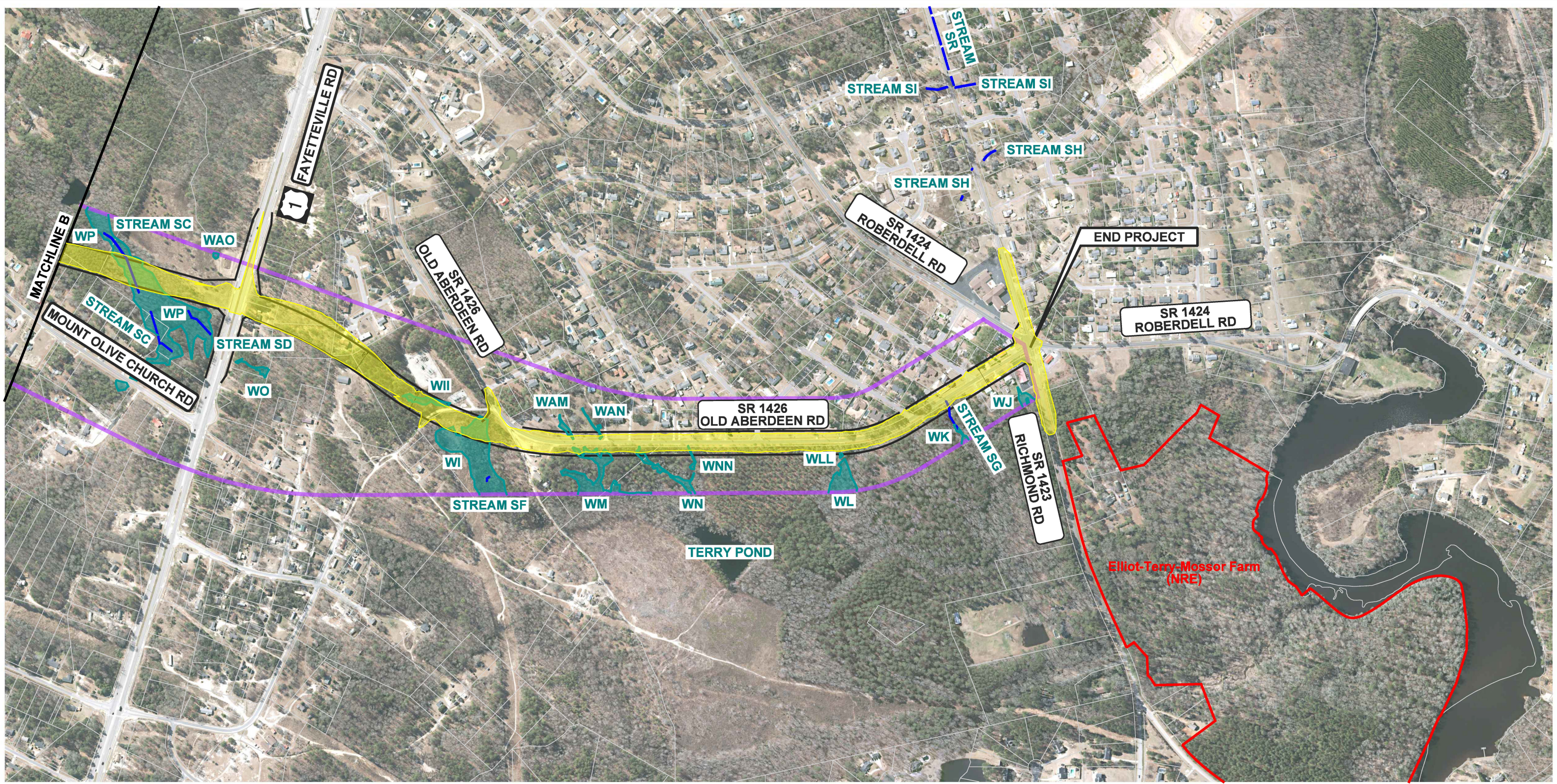
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 Existing Parcel Boundary	 Jurisdictional Stream Lines
 Proposed Right Of Way	 Delineated Wetlands
 Historic Property Boundary (NR Listed/Eligible)	




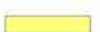





ALT 4
Connector on New Alignment

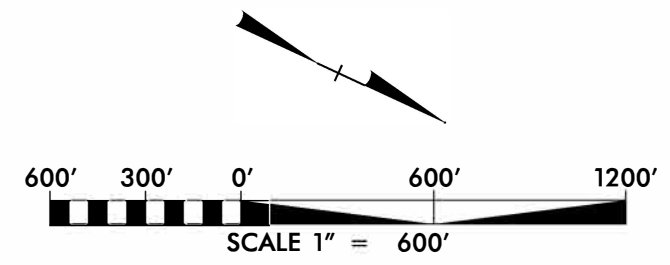
TIP U-5706
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CORRIDOR STUDY
RICHMOND COUNTY

	North Carolina Department of Transportation	Exhibit 4a
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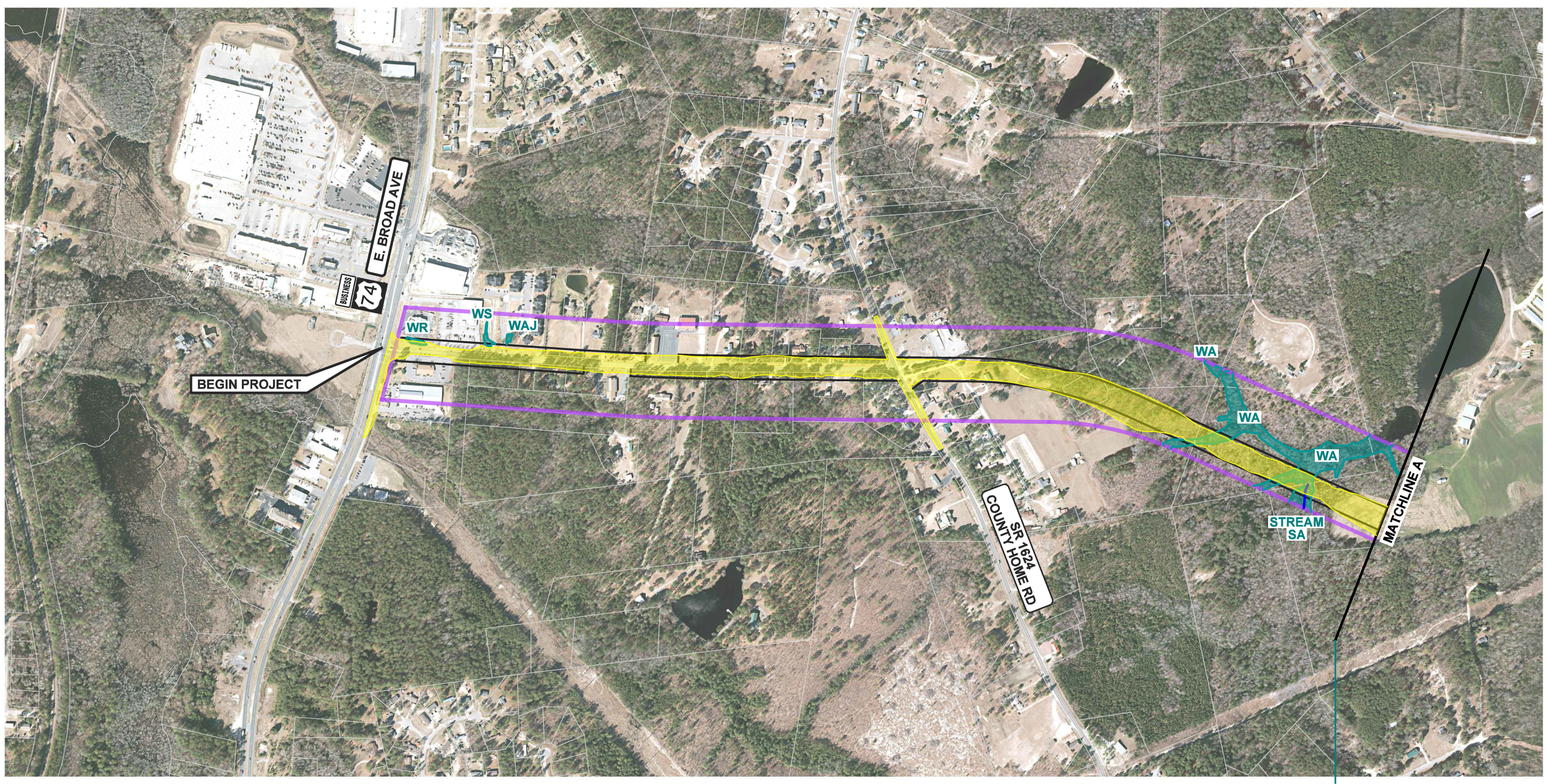
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 Existing Parcel Boundary	 Jurisdictional Stream Lines
 Proposed Right Of Way	 Delineated Wetlands
 Historic Property Boundary (NR Listed/Eligible)	




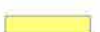





ALT 4
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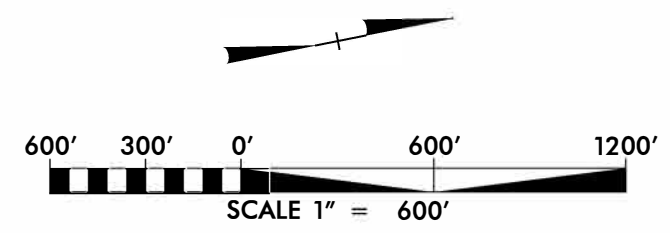
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CORRIDOR STUDY
RICHMOND COUNTY

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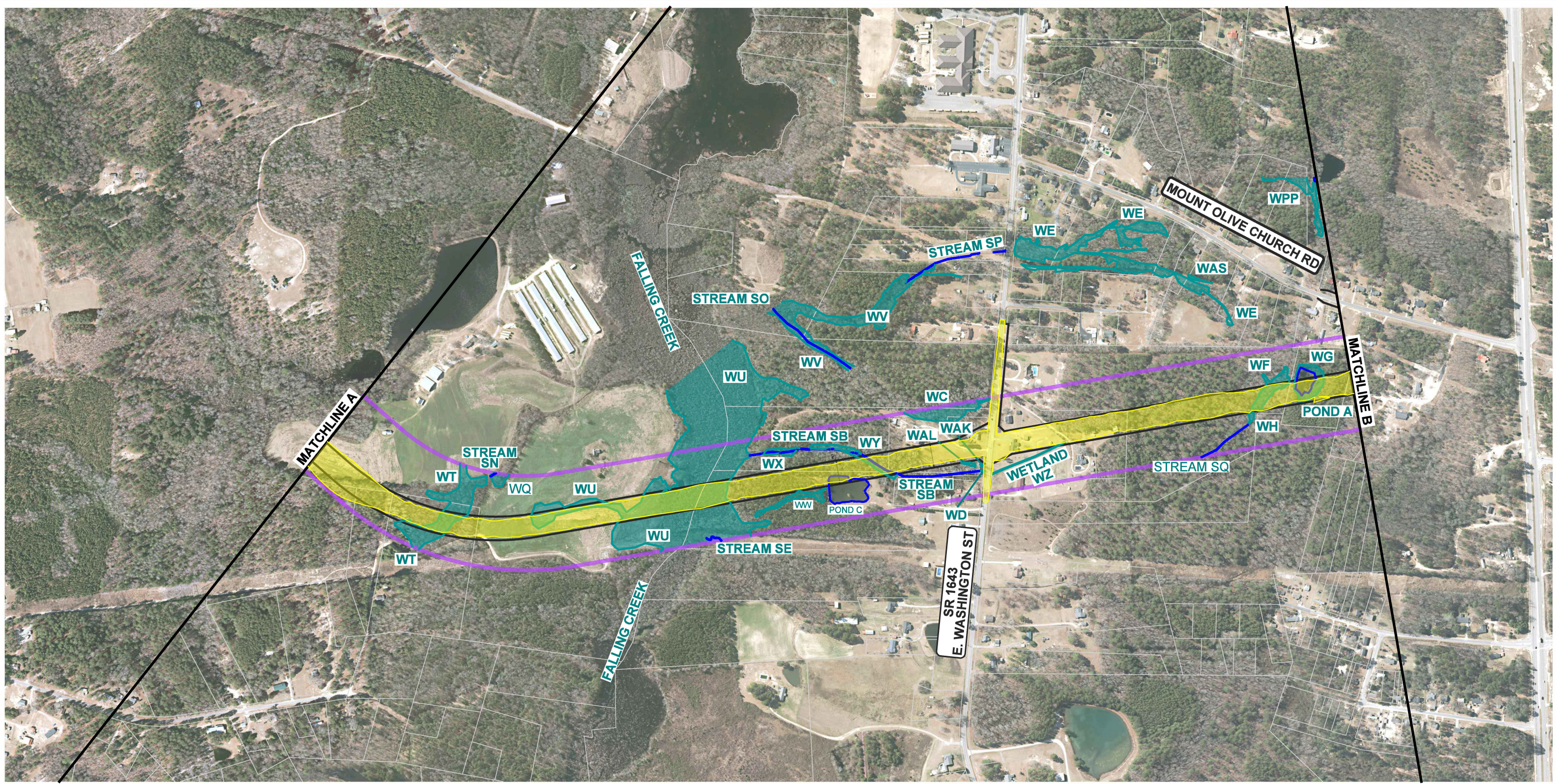
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 Historic Property Boundary (NR Listed/Eligible)	










ALT 5
Connector on New Alignment

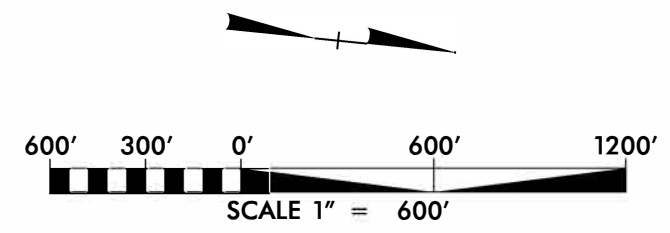
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RICHMOND COUNTY

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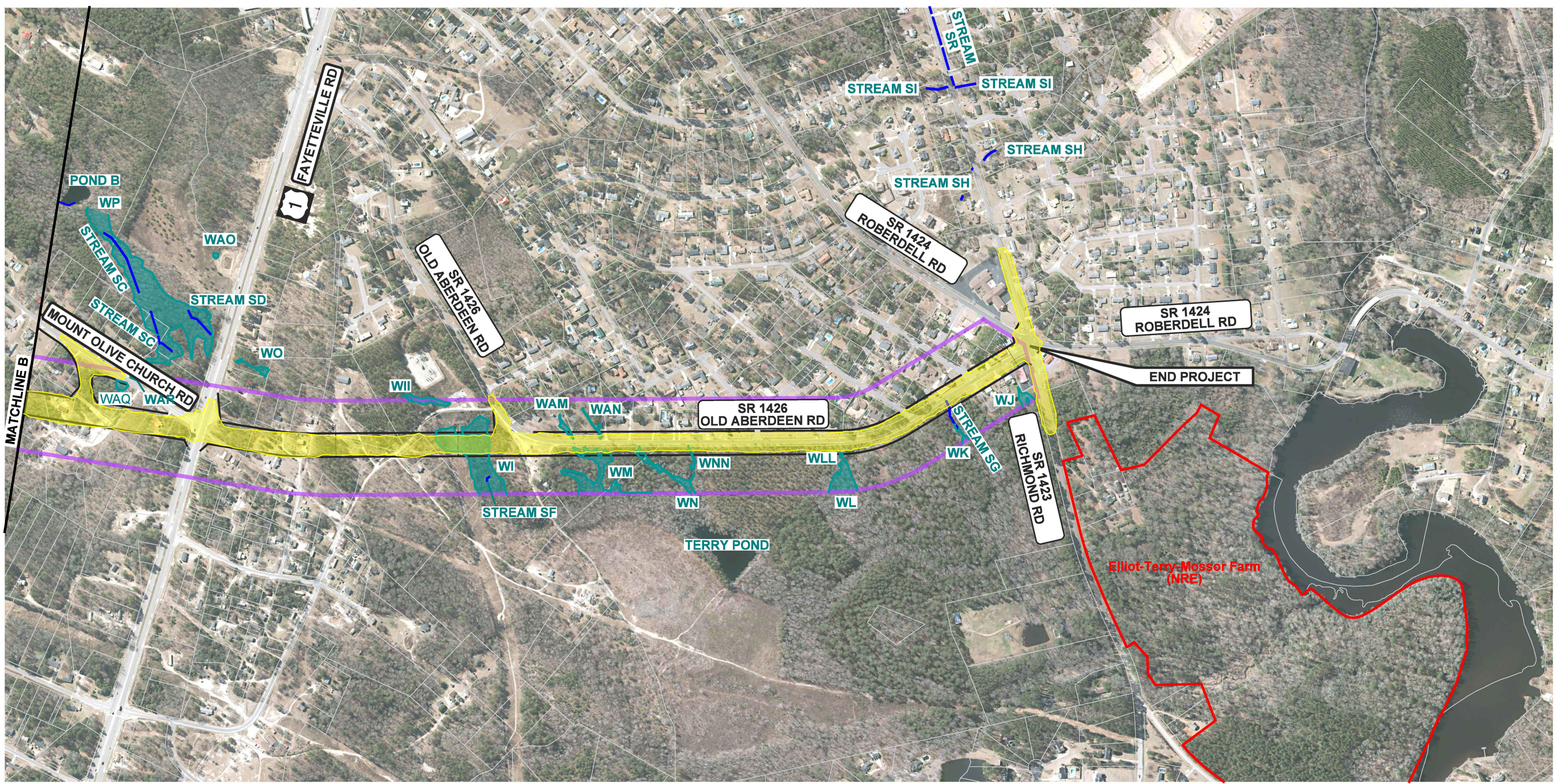
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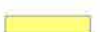





ALT 5
Connector on New Alignment

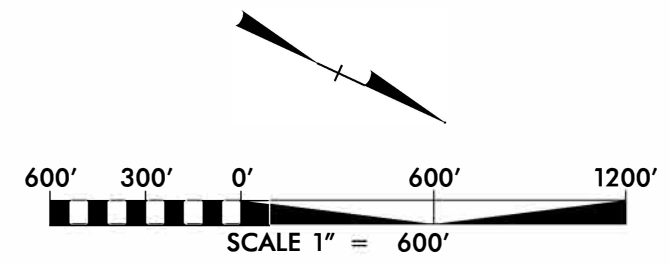
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RICHMOND COUNTY

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LEGEND

 Project Alternative Corridor	 Proposed Construction Limits
 Existing Parcel Boundary	 Jurisdictional Stream Lines
 Proposed Right Of Way	 Delineated Wetlands
 Historic Property Boundary (NR Listed/Eligible)	



ALT 5
Connector on New Alignment

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RICHMOND COUNTY


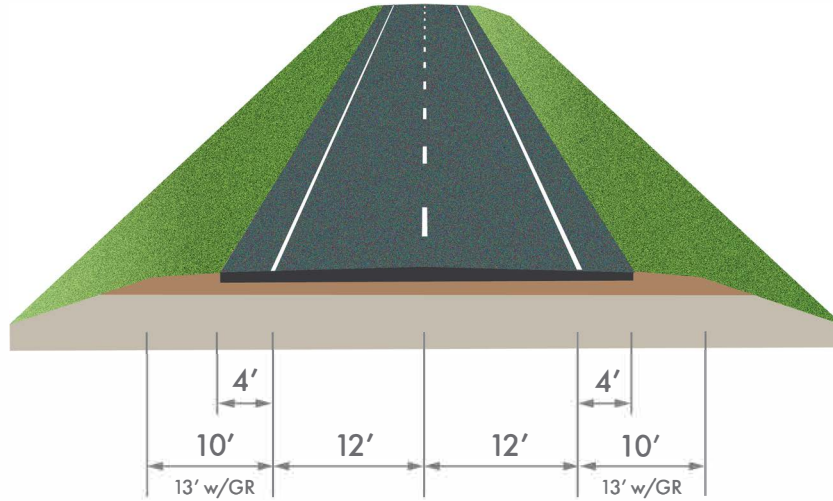
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Figure 6

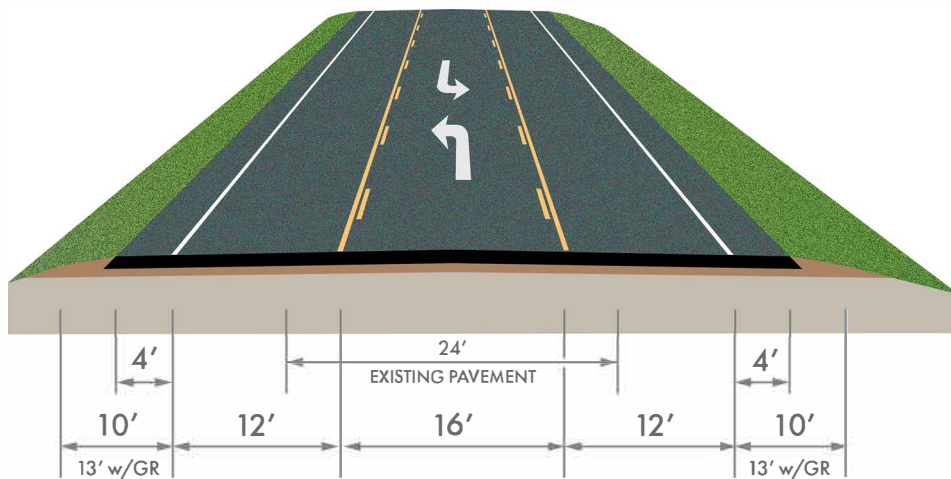
TYPICAL CROSS SECTIONS – Alternatives 4 & 5

Eastern Rockingham Corridor Study,
Richmond County (STIP U-5706)

From SR 1624 (County Home Rd) to US 1 (Fayetteville Rd)



From US 74 Business (E. Broad Ave) to SR 1624 (County Home Rd)
From US 1 (Fayetteville Rd) to SR 1423 (Richmond Rd)



APPENDIX 1

**STIP Project U-5706
Eastern Rockingham Corridor Study
Additional Details Regarding Home Relocations
March 6, 2023**

Relocation numbers presented in the state environmental assessment and in the Concurrence Point 3 materials provided to the merger team were based on relocation reports prepared by the NCDOT Right of Way Unit (see attached). In addition to the number of relocatees and demographic information, the relocation report also provides information as to whether it will be difficult to locate suitable replacement housing or business properties for the relocatees and whether the relocations due to the project will lead to a housing shortage in the area. The relocation reports prepared for this project do not indicate there will be an issue with finding replacement housing nor that the project will lead to a housing shortage.

Demographic information provided in the relocation reports indicate whether the home or business is believed to be owner or tenant occupied and whether it is believed the occupant is a minority. The relocation report also estimates the income level of the relocatees. Table 1 below presents the total number of homes relocated and the number of homes owned or occupied by minority or low-income individuals or families for each alternative from the relocation reports.

**Table 1
Homes Relocated by Alternative**

Alternative	Total Relocatees	Minority Owned or Occupied	Low-Income (Homes)
1	22	4	9
4	16	4	4
5	13	3	4

From NCDOT Right of Way Unit Relocation Report

According to 2002 Census data, approximately 44% of the population of Richmond County is minority and approximately 25% of the population is below the poverty line. For the census block groups Alternative 1 is located in, between 32% to 80% of the population is minority and 9% to 57% of the population is below the poverty line. For the census block groups Alternatives 4 and 5 are located in, between 27% to 63% of the population is minority and 6% to 57% of the population is below the poverty line.

Table 2 below presents the number of homes relocated for each alternative by percent minorities within the census block groups.

**Table 2
Homes Relocated by Alternative and Percent Minorities in Census Block Groups**

		Percent Minorities in Census Block Group(s)					
		<50%	50-60%	61-70%	71-80%	81-90%	91-100%
Number of Relocatees	Alt 1	1	7	3	13		
	Alt 4	11		3			
	Alt 5	10		3			

Percent minorities calculated from 2020 Census data.

As Table 2 shows, most of the homes relocated by Alternatives 4 and 5 are within census block groups with minority population percentages near the county average, while most of the homes relocated by Alternative 1 are within census block groups with minority population percentages higher than the county average. Alternative 1 will relocate substantially more homes within census block groups with very high percentages of minorities than Alternatives 4 and 5.

Table 3 below presents the number of homes relocated for each alternative by percentage of households below the poverty line within the census block groups.

Table 3
Homes Relocated by Alternative
and Percent Below Poverty Level in Census Block Groups

		Percent Households Below Poverty Level in Census Block Group(s)					
		<30%	30-40%	41-50%	51-60%	61-70%	>70%
Number of Relocatees	Alt. 1	7			16		
	Alt. 4	11		3			
	Alt. 5	10		3			

Percent households below poverty level calculated from 2020 Census data.

As Table 3 shows, most of the homes relocated by Alternatives 4 and 5 are within census block groups with percentages of households below the poverty line near the county average, while most of the homes relocated by Alternative 1 are within census block groups with percentages of households below the poverty level much higher than the county average. Alternative 1 will relocate over five times more homes within census block groups with a higher percentage of households below the poverty line than either Alternative 4 or 5.

TIP No.: U-5706 Alternate 1 South Long Drive Segment

County: Richmond

Description: South Long Drive from US 74 to US 1

EIS Parcel Worksheet

NO.	T	O	NAME	EMPLOYEES F	P	TYPE	M	PARCEL
1	X		ROGERS D L CORP C/O SOUTHWEST PROP TAX	5	4	Sonic Restaurant	1	179
2	X		DZC PROPERTIES, LLC	7	2	Murphy Chiropractic		183
3		X	DORSETT PRINTING INC	4	2	Printing Company		197
4	X		BASS JERRY L & TAMMY G	3	2	NC License Plate	1	235
5	X		BASS JERRY L & TAMMY G	2	2	Michelle's Jewelry & Loan		235
6	X		BASS JERRY L & TAMMY G	3	2	M3 Insurance Services		235
7		X	FAMILY VIDEO MOVIE CLUB INC 371	3	3	Family Video		312
	5	2					2	

T=Tenant

O=Owner

F=Full time

P=Part time

M=Minority

EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	50157.1.1	COUNTY	Richmond	Alt	1 Richmond Rd	of	4	Alt
				Seg				

T.I.P. No.: U-5706

DESCRIPTION OF PROJECT: Eastern Rockingham Corridor Study (US 74 Bus to SR 1426 Old Aberdeen Rd)

ESTIMATED DISPLACEES					INCOME LEVEL				
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Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
					Residential	4	0	4	0	0
Businesses	0	0	0	0	VALUE OF DWELLING		DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenants		For Sale	
Non-Profit	0	1	1	1	0-20M	0	\$ 0-150	0	0-20M	4
					20-40M	0	150-250	0	20-40M	4
					40-70M	1	250-400	0	40-70M	17
					70-100M	2	400-600	0	70-100M	14
					100 UP	1	600 UP	0	100 UP	42
					Total	4	Total	0	Total	81
					Total	4	Total	0	Total	11

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?
<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. Source for available housing (list).
<input 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? 18 to 24 months

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	\$ 0-150	0	0-20M	4	\$ 0-150	0
20-40M	0	150-250	0	20-40M	4	150-250	0
40-70M	1	250-400	0	40-70M	17	250-400	1
70-100M	2	400-600	0	70-100M	14	400-600	6
100 UP	1	600 UP	0	100 UP	42	600 UP	4
Total	4	Total	0	Total	81	Total	11

REMARKS (Respond by Number)

2. One Tenant Church will be displaced.
 3. Businesses will remain available as much of the project area is Commercial/Residential.
 6. MLS, Newspaper, Realtor, Real Estate Publications & Internet.
 8. As required by Law and in accordance with the Uniform Relocation Act.
 11. Rockingham in Richmond County has public housing.
 12. Based on current market, Housing and Storefront Business Locations should be available.
 14. MLS, Newspaper, Realtor, Real Estate Publications & Internet

Note: DSS Dwelling Availability was obtained from "Realtor.com" for Rockingham, Richmond County

<p style="font-size: 1.2em;"><i>Ph: Ward</i></p> <p>Right of Way Agent <i>Ph: Ward</i> Date 9/20/19</p>	<p style="font-size: 1.5em;"><i>Robert Woodland</i></p> <p>Relocation Coordinator Date 10/25/19</p>
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EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT: 50157.1.1 **COUNTY** Richmond **Alt** 4 New Location **of** 4 **Alt**

T.I.P. No.: U-5706

DESCRIPTION OF PROJECT: Eastern Rockingham Corridor Study (US 74 Bus to SR 1426 Old Aberdeen Rd)

ESTIMATED DISPLACEDS					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	13	3	16	4	1	3	3	4	5			
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	0	\$ 0-150	0	0-20M	4	\$ 0-150	0
					20-40M	0	150-250	0	20-40M	4	150-250	0
					40-70M	1	250-400	0	40-70M	17	250-400	1
					70-100M	4	400-600	2	70-100M	14	400-600	6
					100 UP	8	600 UP	1	100 UP	42	600 UP	4
					Total	13	Total	3	Total	81	Total	11

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 checked="" type="checkbox"/>	<input 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? 18 to 24 months

REMARKS (Respond by Number)

3. Businesses will remain available as much of the project area is Commercial/Residential.
 4. Convenience Store, 2,400 SF, Blt. 1975, 3 FT Emp. & 2 PT Emp. w/ 1 Minority Emp., Parcel 122
 6. MLS, Newspaper, Realtor, Real Estate Publications & Internet.
 8. As required by Law and in accordance with the Uniform Relocation Act.
 11. Rockingham in Richmond County has public housing.
 12. Based on current market, Housing and Storefront Business Locations should be available.
 14. MLS, Newspaper, Realtor, Real Estate Publications & Internet

Note: DSS Dwelling Availability was obtained from "Realtor.com" for Rockingham, Richmond County

<p style="font-size: 1.2em;"><i>Phil Ward</i></p> <p>Right of Way Agent <i>Phil Ward</i> Date 9/20/19</p>	<p style="font-size: 1.2em;"><i>Robert Liberman</i></p> <p>Relocation Coordinator Date 10/25/19</p>
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EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS ELEMENT: 50157.1.1 **COUNTY** Richmond **Alt** 5 New Location **of** 4 **Alt**

T.I.P. No.: U-5706

DESCRIPTION OF PROJECT: Eastern Rockingham Corridor Study (US 74 Bus to SR 1426 Old Aberdeen Rd)

ESTIMATED DISPLACEDS

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	10	3	13	3
Businesses	1	0	1	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

				0-15M	15-25M	25-35M	35-50M	50 UP			
				1	3	2	3	4			
				VALUE OF DWELLING				DSS DWELLING AVAILABLE			
		Owners		Tenants		For Sale		For Rent			
Yes	No	<i>Explain all "YES" answers.</i>									
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1.	Will special relocation services be necessary?	0-20M	0	\$ 0-150	0	0-20M	4	\$ 0-150	0
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2.	Will schools or churches be affected by displacement?	20-40M	1	150-250	0	20-40M	4	150-250	0
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3.	Will business services still be available after project?	40-70M	3	250-400	1	40-70M	17	250-400	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4.	Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.	70-100M	1	400-600	1	70-100M	14	400-600	6
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5.	Will relocation cause a housing shortage?	100 UP	5	600 UP	1	100 UP	42	600 UP	4
X		6.	Source for available housing (list).	Total	10	Total	3	Total	81	Total	11
				REMARKS (Respond by Number)							

- 3. Businesses will remain available as much of the project area is Commercial/Residential.
- 4. Convenience Store, 2,400 SF, Blt. 1975, 3 FT Emp. & 2 PT Emp. w/ 1 Minority Emp., Parcel 122
- 6. MLS, Newspaper, Realtor, Real Estate Publications & Internet.
- 8. As required by Law and in accordance with the Uniform Relocation Act.
- 11. Rockingham in Richmond County has public housing.
- 12. Based on current market, Housing and Storefront Business Locations should be available.
- 14. MLS, Newspaper, Realtor, Real Estate Publications & Internet

Note: DSS Dwelling Availability was obtained from "Realtor.com" for Rockingham, Richmond County

ANSWER ALL QUESTIONS

Yes	No	<i>Explain all "YES" answers.</i>	
<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?
X		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? 18 to 24 months

Phil Ward

9/20/19

Right of Way Agent *Phil Ward*

Date

Robert Woodland

Robert Woodland 10/25/19

Relocation Coordinator

Date

CONCURRENCE POINT 4A

AVOIDANCE AND MINIMIZATION

CONCURRENCE POINT 4A AVOIDANCE AND MINIMIZATION

The information prepared for the March 8 merger meeting included a description of the avoidance and minimization techniques that NCDOT applied to its Preferred Alternative (Alt. 5) and the resulting changes to project impacts. That information is summarized below.

AVOIDANCE

Efforts to avoid impacts to the area's environmental features have been a part of the U-5706 project since preliminary alternatives were first developed. When developing alignments for the project's preliminary alternatives, NCDOT attempted to avoid jurisdictional resources to the greatest extent possible, but total avoidance of all wetlands and streams was not possible, due to the number and location of wetlands in the project area.

MINIMIZATION

After detailed study alternatives were selected, NCDOT sought to further minimize impacts to jurisdictional resources during development of functional designs. Specific minimization efforts included:

- Elimination of the previously proposed 23-foot median for the two-lane, new location sections of Alternative. This change reduced wetland impacts by 0.7 acres.
- Incorporating bridging at a hydraulic crossing of North Prong Falling Creek, which reduced wetland impacts by 0.32 acres.
- Incorporating steeper fill slopes through wetlands
- Alignment shifts at wetlands WA and WT decreased wetland impacts by 0.73 acres but increased stream impacts by 97 feet.

OTHER MEASURES TO AVOID AND MINIMIZE IMPACTS

One additional minimization measure was evaluated for the project: reducing the previously proposed raised 23-foot median to a six-foot median with a four-foot monolithic island for the new location portion of Alternative 5 between County Home Road and US 1. This measure was rejected in favor of providing a two-lane undivided section, with no median or island, because it would have lower wetland impacts than a divided section.