

**Concurrence Point 3
Least Environmentally Damaging
Practicable Alternative (LEDPA)**

TIP Project No. U-6187
WBS 48647.1.1

Extension of SR 1630 (Baltimore Road)
and Interchange at I-40
Davie County



December 7, 2022

Purpose of Today's Correspondence:

The purpose of this correspondence is to select the LEDPA and the NEPA preferred alternative, through the project development and permitting process.

1. Introduction and Project Overview

1.1 Meeting Purpose

The North Carolina Department of Transportation (NCDOT) proposes to extend SR 1630 (Baltimore Road) and construct an interchange at I-40 on a new alignment. The project is included in the *Current 2020-2029 State Transportation Improvement Program (STIP)* as Project No. U-6187 and is currently scheduled for right-of-way in Fiscal Year (FY) 2023 and construction let in FY 2025.

In accordance with the National Environmental Policy Act (NEPA)/Section 404 Merger Process, NCDOT is seeking concurrence from the NEPA/404 Merger Team on CP 3 – Least Environmentally Damaging Practicable Alternative (LEDPA). Materials in this packet include project history, a summary of public involvement, potential environmental impacts by alternative, and a LEDPA recommendation.

1.2 Project Description

STIP U-6187 proposes to construct a 2-lane extension of Baltimore Road and new interchange with I-40 on a new alignment, with a design speed of 60 miles per hour (mph). The existing Baltimore Road is a 2-lane undivided facility with a speed limit of 55 miles per hour (mph).

Figure 1 shows the project vicinity and study area, and **Figure 2** shows the environmental and community features in the study area (figures are included in Appendix A).

1.3 Anticipated Schedule*

- Public Meeting – November 2022
- CP 3 Meeting – December 2022
- Environmental Documentation – January 2023
- Right of Way Acquisition – December 2023
- Begin Construction – March 2025

**Project schedule is preliminary and subject to change*

1.4 Merger Process History

Concurrence Points 1 & 2

On April 13, 2022, the NEPA/404 Merger Team met to discuss Purpose and Need and Study Area (CP 1) and Detailed Study Alternatives (CP 2), for the referenced project. The Merger Team agreed to the following Purpose and Need and defined the study area. The signed CP 1 and CP 2 forms are attached for your reference (previously signed concurrence forms are included in Appendix E).

Purpose of Proposed Action

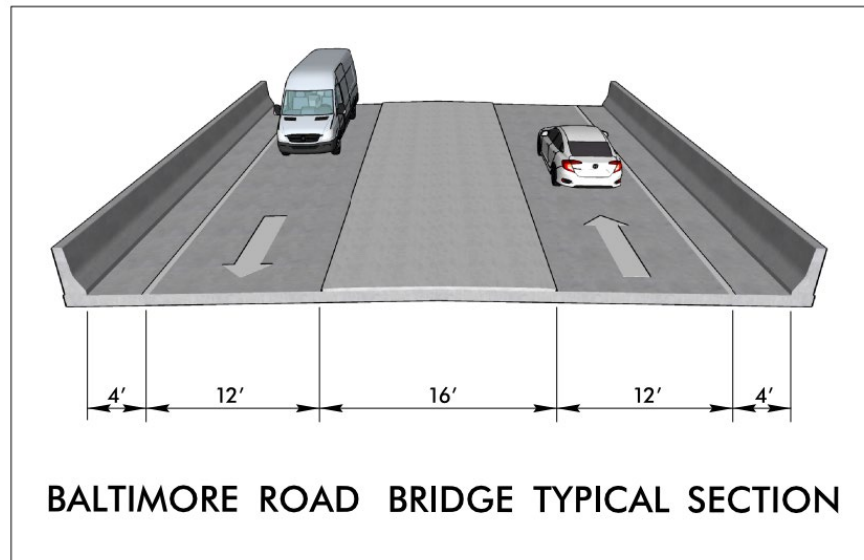
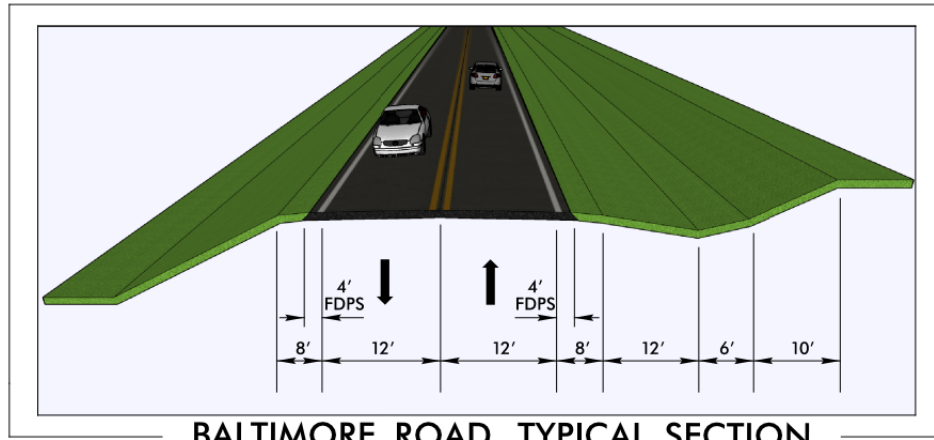
The purpose of the project is to provide direct access to I-40 from the communities of Bixby, Redland, and the surrounding rural area while adhering to local land use plans.

Need for Proposed Action

- *Provide direct routing to I-40 for industrial traffic in accordance with local comprehensive and future land use plans.*
- *Improve mobility for local/regional travelers while maintaining residential cohesiveness in accordance with local comprehensive and future land use plan.*

The Merger Team also agreed to the detailed study alternatives to be carried forward, including the No-Build Alternative and Build Alternatives 1, 2, 3, and 4 shown in **Figure 3** (see Appendix A).

Typical sections for the Baltimore Road extension and bridge over I-40 are shown below.



Concurrence Point 2A

On October 7, 2022, the NEPA/404 Merger Team concurred on Bridging Decisions and Alignment Review (CP 2A), for the referenced project. The signed CP 2A form is attached for your reference (see Appendix E).

Alternatives 1 and 4 will require a minimum of three (3) major hydraulic structures at Sites 1, 2A, and 3 and one (1) major roadway structure at Site 5. Alternatives 2 and 3 will require a minimum of two (2) major hydraulic structures at Sites 2B and 4 and one (1) major roadway structure at Site 6. The location and recommendation for the major structures vary per Alternative. An overview of all major structure locations is shown in **Figure 4** (see Appendix A).

The Merger Team agreed to the following major structures at each site as part of the detailed study alternatives (Alternatives 1-4):

- Site 1 – Construct new 1 @ 8'x8' RCBC (for Alternatives 1 & 4)

- Site 2A – Remove and replace existing culvert with 1 @ 8'x8' RCBC (for Alternatives 1 & 4)
- Site 2B – Retain & extend existing 1@ 6'x6' RCBC approximately 158' (for Alternatives 2 & 3)
- Site 3 – Construct new 1 @ 7'x7' RCBC (for Alternatives 1 & 4)
- Site 4 – Construct new 2 @ 8'x8' RCBC (for Alternatives 2 & 3)
- Site 5 – Construct new 212' Roadway Bridge (for Alternatives 1 & 4)
- Site 6 – Construct new 212' Roadway Bridge (for Alternatives 2 & 3)

After CP 2A, prior to the public meeting, the project provided updated mitigation costs for each Alternative, shown below in **Table 1**.

Table 1. Alternative Cost Estimates*

Construction	Right-of-Way & Utilities	Mitigation	Total
<i>NCDOT 2020-2029 Current (October 2022) STIP Estimate</i>			
\$28,600,000	\$3,700,000	--	\$32,300,000
<i>Current Estimate (August 2022) – Alternative 1</i>			
\$32,100,000	\$3,968,860	\$1,778,050	\$37,846,910
<i>Current Estimate (August 2022) – Alternative 2</i>			
\$28,400,000	\$3,776,860	\$865,640	\$33,042,500
<i>Current Estimate (August 2022) – Alternative 3</i>			
\$28,700,000	\$4,115,450	\$865,640	\$33,681,090
<i>Current Estimate (August 2022) – Alternative 4</i>			
\$34,600,000	\$4,574,000	\$1,778,050	\$40,952,050

**Current Estimates are from August 2022. Estimated costs are subject to change*

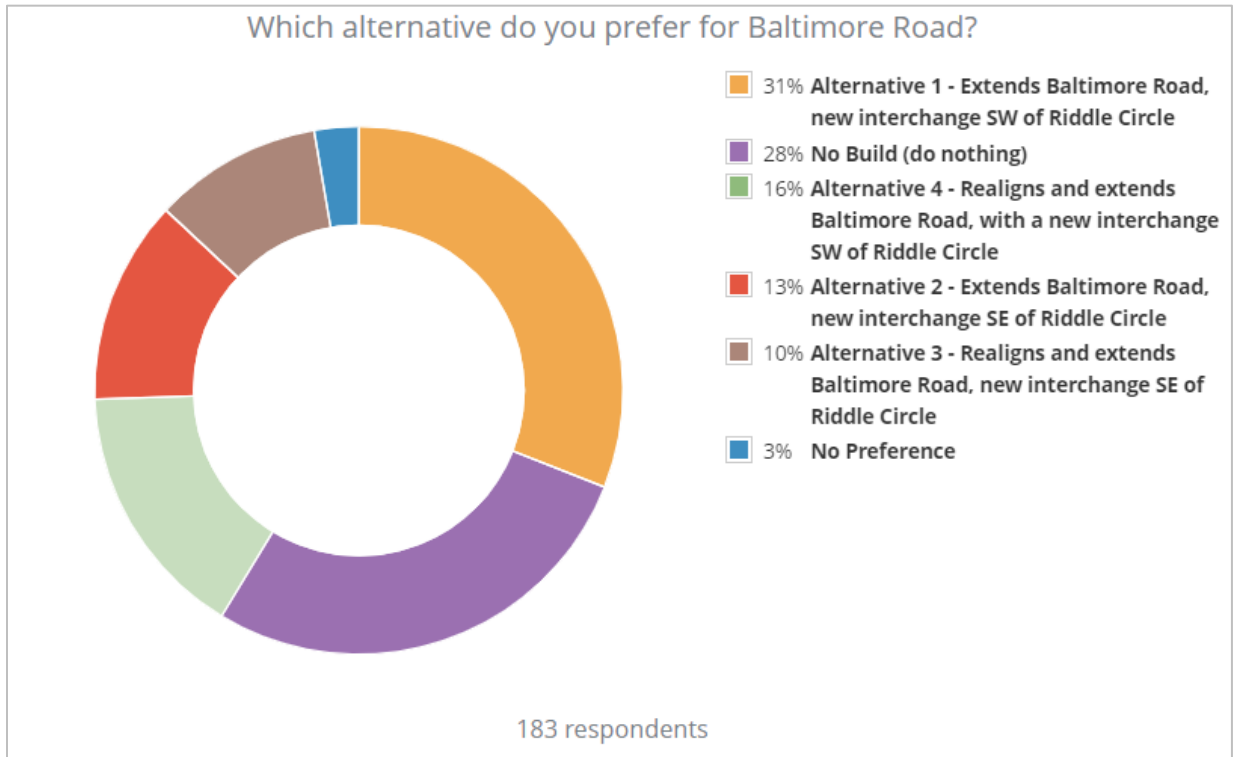
2. Public Involvement

On November 3, 2022, NCDOT hosted a Local Officials Information Meeting (LOIM) and a public meeting in Advance, NC at a venue within the study area. The public meeting was an open house format with stations to visit where NCDOT staff and consultant partners were available to discuss the project background, purpose and need, alternatives, and to receive public feedback. There were approximately 137 members of the public that attended the meeting.

A project website and comment forms were provided at the meeting, which request input on alternative preference and open-ended comments. Public feedback was accepted at the meeting, through the project website, by email or phone, or through mailing in comment forms. Maps provided at the public meeting are attached (see Appendix B).

To date, 183 commenters have expressed a preference for an alternative - 31% preferred Alternative 1, 13% preferred Alternative 2, 10% preferred Alternative 3, 16% preferred Alternative 4, and 28% preferred the No-Build (see **Chart 1** below).

Chart 1. Public Comment Alternative Preference (as of 11/17/2022)



Comments were accepted through November 17, 2022, and were reviewed, addressed, and responded to, as needed.

Most comments expressed a preference for or opposition to specific alternatives. Specific topics cited most frequently in the comments included impacts to personal property, concerns with noise, natural environment impacts, property values, and concerns with an increase in traffic along the route. The Redland Church commented on behalf of the congregation regarding concerns related to potential impacts to church property and parking.

A Comment Response Summary was prepared and posted to the project website.

In addition, USACE posted a public notice for the project on November 2, 2022, which included a 30-day comments period that expires on December 2, 2022.

3. Concurrence Point 3 – Least Environmentally Damaging Practicable Alternative

3.1 Potential Impacts

The Detailed Study Alternatives were evaluated, and **Table 2** summarizes the potential impacts associated with each alternative. Cells outlined in red indicate highest impact for that resource between alternatives.

Table 2. Potential Resource Impacts by Alternative

Resource	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Property				
Potential Affected Parcels	33	29	28	36
Total Full	6	5	5	12
Residential	0	4 (9 dwellings)	5 (9 dwellings)	1
<i>Note: some residential parcels contain multiple dwellings</i>				
Vacant	6	1	0	11
Total Partial	27	24	23	24
Residential	19	19	13	10
Vacant	8	5	11	14
Impacts Church Property	Yes	Yes	No	No
Natural Environment				
Wetlands (acres)	1.12	1.36	0.46	0.38
NCWAM Rating	High	High	High	High
<i>Note: A Low NCWAM rating corresponds with cleared land, a High NCWAM rating is forested. Potential wetland impacts the project area are primarily forested.</i>				
Streams and Tributaries (acres)	0.26	0.11	0.10	0.23
Streams and Tributaries (linear ft.)	2,083	1,208	942	1,836
NCSAM Rating	High*	Low#	Low#	High*
<i>*The NCSAM rating for Stream A (SA) and Smith Creek in the impact area associated with Alternatives 1 and 4 is rated high quality due to mature forested buffer and lack of cattle access to the stream. Additionally, the impact area associated with Alternatives 1 and 4 includes a confluence of two stream channels. #The NCSAM rating for Smith Creek in the impact area associated with Alternatives 2 and 3 is rated low quality due to cattle access and lack of forested buffer.</i>				
Ponds (acres)	0	0	0	0
Human Environment				
Area in Active Agriculture	No	Yes	Yes	No
<i>Note: Visual evidence of a cattle ranch was observed south of Alternatives 2 and 3 proposed interchange location with I-40</i>				
Historic Resources	No	No	No	No
Archaeological Sites	No	No	No	No
Project Cost				
Total Cost	\$37,846,910	\$33,042,500	\$33,681,090	\$40,952,050

Property Impacts

Property impacts were measured from the proposed right of way line and are shown for each alternative (see Appendix C). It was assumed that a property would be a full acquisition if the existing structure or more than half the property would be impacted. Property impacts are subject to change as designs are refined.

Water Resources

A Natural Resources Technical Report (NRTR) was approved in October 2022. A Preliminary Jurisdictional Determination (PJD) was approved in September 2022 and a revised PJD to include additional study areas has been sent to USACE for approval.

No High-Quality Waters (HQW), Outstanding Resource Waters (ORW) or water supply watershed WS-I or WS-II waters occur in the study area or within 1.0 mile of the study area. No streams within the study area or within 1.0 mile downstream of the study area are identified in the North Carolina 2022 Final 303(d) list of impaired waters.

Specific wetland and stream impacts are shown for each alternative (see Appendix D).

Area in Active Agriculture

According to the NC Department of Agriculture and Consumer Services GIS data, the project area is not located in a Voluntary Agricultural District (VAD). Evidence of active agriculture (cattle) was seen during a field meeting in the area just south of Alternative 2 and 3's proposed interchange location with I-40.

Historic Resources

A review of HPOWEB was conducted on February 20, 2020. There are properties over 50 years of age in the Area of Potential Effects (APE); therefore, it was determined that a survey would be required.

The survey was conducted on March 3, 2020, and it was determined that no historic properties were present or affected.

Archaeological Resources

A review of the databases maintained by the Office of State Archaeology (OSA) was performed on March 3, 2020. There are no known historic architectural resources located within or adjacent to the Study Area for which intact archaeological deposits would be anticipated within the footprint of the proposed project.

According to a concurrence letter signed on March 4, 2022, an archaeological survey is not required for this project; however, a federal permit will be required since this is a new location project with permanent and / or temporary utility and / or drainage easements.

Protected Species

The USFWS lists 3 federally protected species for the study area in IPaC (see **Table 3** below):

Table 3. USFWS IPaC Listing for Threatened and Endangered Species

Common Name	Scientific Name	Federal Status	Survey Date(s)	Biological Conclusion
Tricolored Bat	<i>Perimyotis subflavus</i>	Proposed Endangered	5/31/2022	Not Required
Michaux's Sumac	<i>Rhus michauxii</i>	Endangered	5/18/2022 5/31/2022	No Effect
Schweinitz's Sunflower	<i>Helianthus schweinitzii</i>	Endangered	10/12/2021 9/15/2022	No Effect

Source: Endangered and Threatened Species and Species of Concern for the study area (USFWS IPaC, accessed 10/3/2022)

Community Resources

A preliminary demographic screening and review of community resources was conducted. The community in the project area is primarily residential and is surrounded by industrial and employment centers.

Census Tract 803, Block Group 3 (CT 803, BG 3) in the southwest corner of the direct community impact area, shown in **Figure 5** (Appendix A), meets one of the NCDOT thresholds for minority population (**Table 4**) and both NCDOT thresholds for low income (**Table 5**). Despite being the area of highest minority and low-income populations out of each block group, it also appears to be the least dense block group. Furthermore, there are no other demographic indicators of any protected group within the demographic study area (DSA).

Table 4. Minority Population within the DSA

Geography	Total Population	White, Non-Hispanic		Minority Population*		Meets Thresholds	
		#	%	#	%	50%	10% over County
CT 803, BG 2	2,723	2,557	93.9%	166	6.1%	No	No
CT 803, BG 3	2,551	1,904	74.6%	647	25.4%	No	Yes
CT 802, BG 2	1,106	967	87.4%	139	12.6%	No	No
DSA	6,380	5,428	85.1%	952	14.9%	No	No
Advance CDP	924	882	95.5%	42	4.5%		
Bermuda Run town	2,568	2,456	95.6%	112	4.4%		
Davie County	41,991	35,562	84.7%	6,429	15.3%		
North Carolina	10,155,624	6,433,039	63.3%	3,722,585	36.7%		

* Minority population includes all races that are Non-White and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2014-2018), Table B03002, "Hispanic or Latino Origin by Race."

Table 5. Low-Income Population within the DSA

Geography	Population for whom Poverty Status is Determined	Below Poverty Level		Under 50% of Poverty Level		Between 100% and 149% of Poverty Level		Meets Thresholds	
		#	%	#	%	#	%	25%	5% over County
CT 803, BG 2	2,638	60	2.3%	50	1.9%	59	2.2%	No	No
CT 803, BG 3	2,551	725	28.4%	295	11.6%	157	6.2%	Yes	Yes
CT 802, BG 2	1,106	93	8.4%	75	6.8%	17	1.5%	No	No
DSA	6,295	878	13.9%	420	6.7%	233	3.7%	No	No
Advance CDP	924	109	11.8%	-	0.0%	112	12.1%		
Bermuda Run town	2,545	193	7.6%	9	0.4%	108	4.2%		
Davie County	41,671	5,710	13.7%	1,561	3.7%	2,899	7.0%		
North Carolina	9,881,292	1,523,949	15.4%	663,550	6.7%	1,002,739	10.1%		

Source: US Census Bureau, American Community Survey 5-year Estimates (2014-2018), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."

With some alternatives, parcels located within a portion of the CT 803, BG 3 have the potential to be affected, shown in **Figure 6** (Appendix A).

For Alternatives 1 and 2, there are 6 residential parcels that may be partially impacted and no residential parcels that may be fully acquired within CT 803, BG 3. For Alternatives 3 and 4, there are 4 residential and 2 vacant parcels that may be partially impacted and 1 residential parcel that may be fully acquired within CT 803, BG 3.

Property impacts associated with each alternative can be found in Appendix C. Based on review of the potentially affected areas, the majority of the parcels are single-family housing on individual lots. There are some parcels that include multiple residences, including manufactured housing, which may be affordable, but do not appear to be indicators of low income. The areas of potential impact do not include common recreation uses or other obvious signs of higher levels of cohesion. There is not a major concern for

identifying relocation options in Davie County for both rental and ownership. Coordination with impacted property owners will continue through small group meetings to determine if there are any concerns regarding family grouping/dependency, impaired mobility, and stability post-construction. This property owner coordination will inform the right-of-way acquisition process.

Traffic Operations

A Traffic Operations Analysis was approved in September 2022. Traffic operation recommendations are included in **Table 6** below.

Table 6. Traffic Operation Recommendations by Alternative

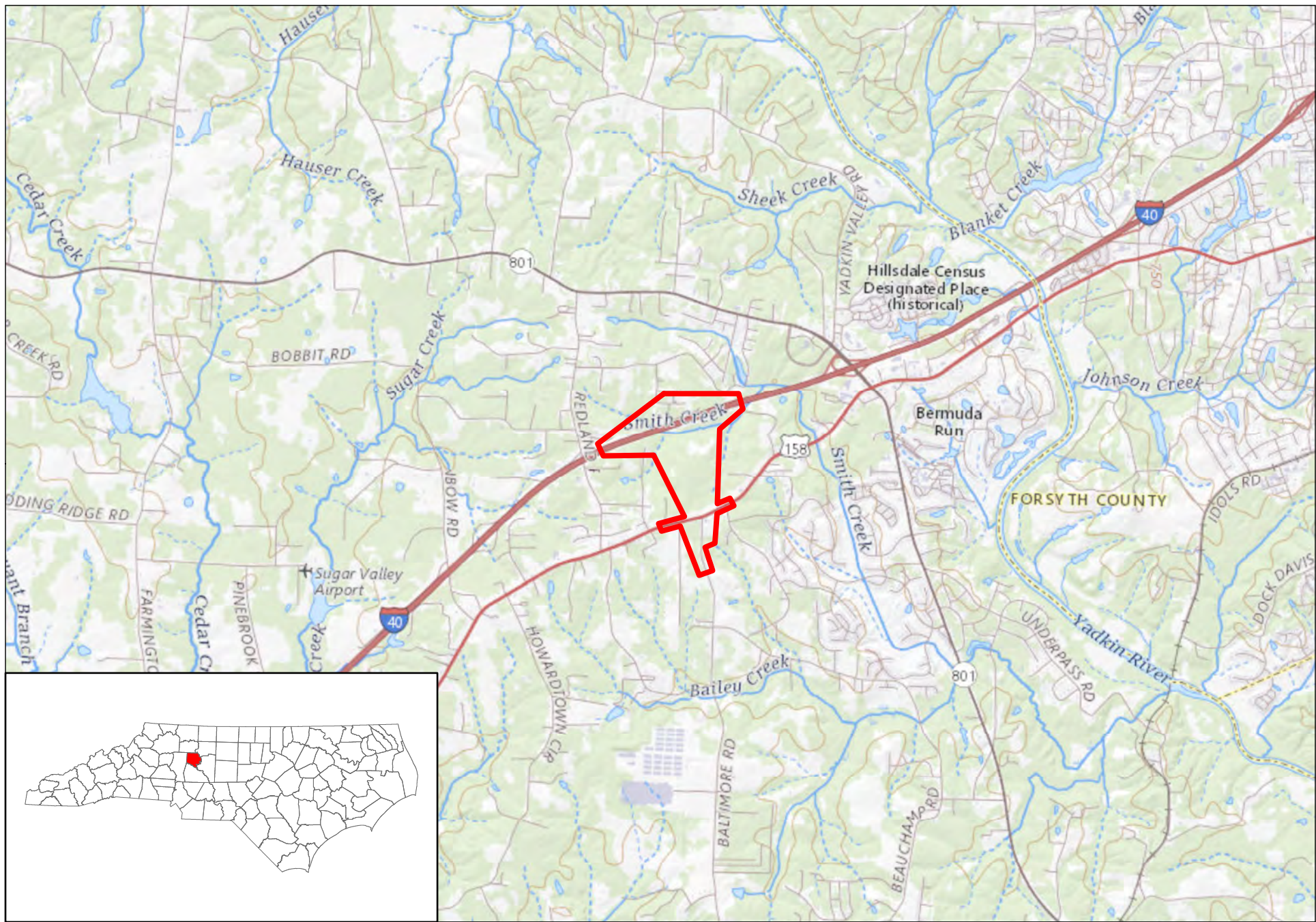
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
2045 Build LOS of EB Ramps Intersection (AM/PM)	B/C (Stop Control)	B/C (Stop Control)	B/C (Stop Control)	B/C (Stop Control)
2045 Build LOS of WB Ramps Intersection (AM/PM)	A/A (Free Flow)	A/A (Free Flow)	A/A (Free Flow)	A/A (Free Flow)
2045 Build LOS of US 158 at Baltimore Rd Intersection (AM/PM)	D/D (signalized)	D/D (with multiple turn lane improvements)	D/D (with multiple turn lane improvements)	D/D (signalized)
Traffic Control at Ramp Junctions	Stop Control (EB), Free Flow (WB)	Stop Control (EB), Free Flow (WB)	Stop Control (EB), Free Flow (WB)	Stop Control (EB), Free Flow (WB)
Spacing to NC 801 Interchange (miles)	1.5	1.25	1.25	1.5
Spacing to Rest Area Interchange (miles)	1.5	1.75	1.75	1.5
General Traffic Notes	Turn lane improvements required at the US 158 / Baltimore Rd intersection	Turn lane improvements required at the US 158 / Baltimore Rd intersection	Turn lane improvements required at the US 158 / Baltimore Rd intersection	Turn lane improvements required at the US 158 / Baltimore Rd intersection


3.2 NCDOT Recommended LEDPA

Based on impact analyses contained herein as well as stakeholder coordination efforts, public feedback, and regulatory constraints (i.e. Section 404(b)(1) requirements), NCDOT anticipates Alternative 3 to be the Least Environmentally Damaging Practicable Alternative and thus be the FHWA/NCDOT preferred alternative. Alternative 3 would meet the Purpose and Need of the project and, when compared with other alternatives, would incur the least amount of impacts to 404 wetlands and streams.

Appendix A

Figures

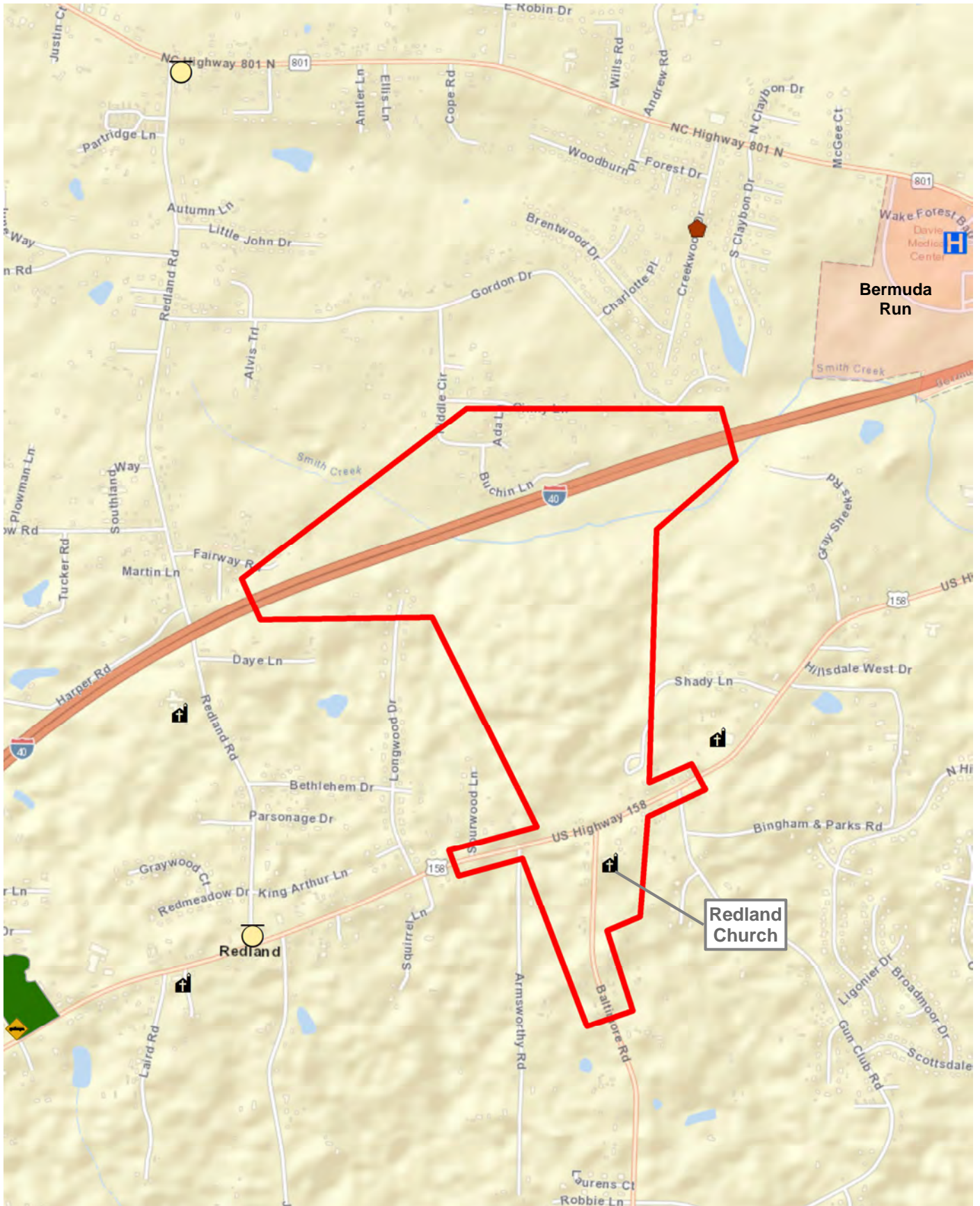


 U-6187 Study Area

STIP Project No. U-6187 | NCDOT Division 9 | Davie County, NC

Figure 1 - Vicinity Map

Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2021.



STIP Project No. U-6187 | NCDOT Division 9 | Davie County, NC

Legend

- U-6187 Study Area
- Municipal Boundary
- Fire Station
- Hospital
- UST
- Church
- Park
- NPDES

Environmental Features Map

*Service Layer Credits: NCDOT GIS Unit
 Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community*

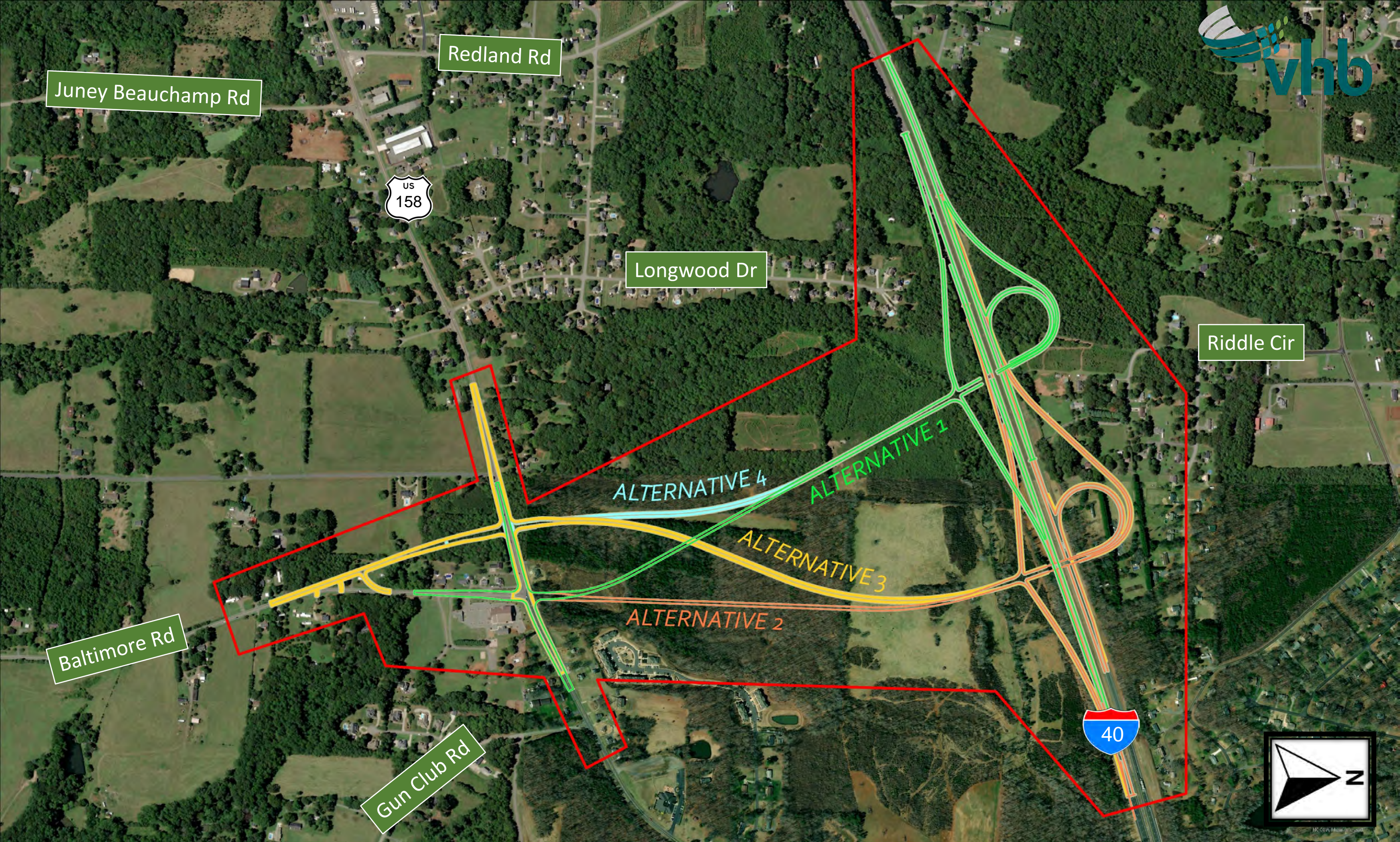
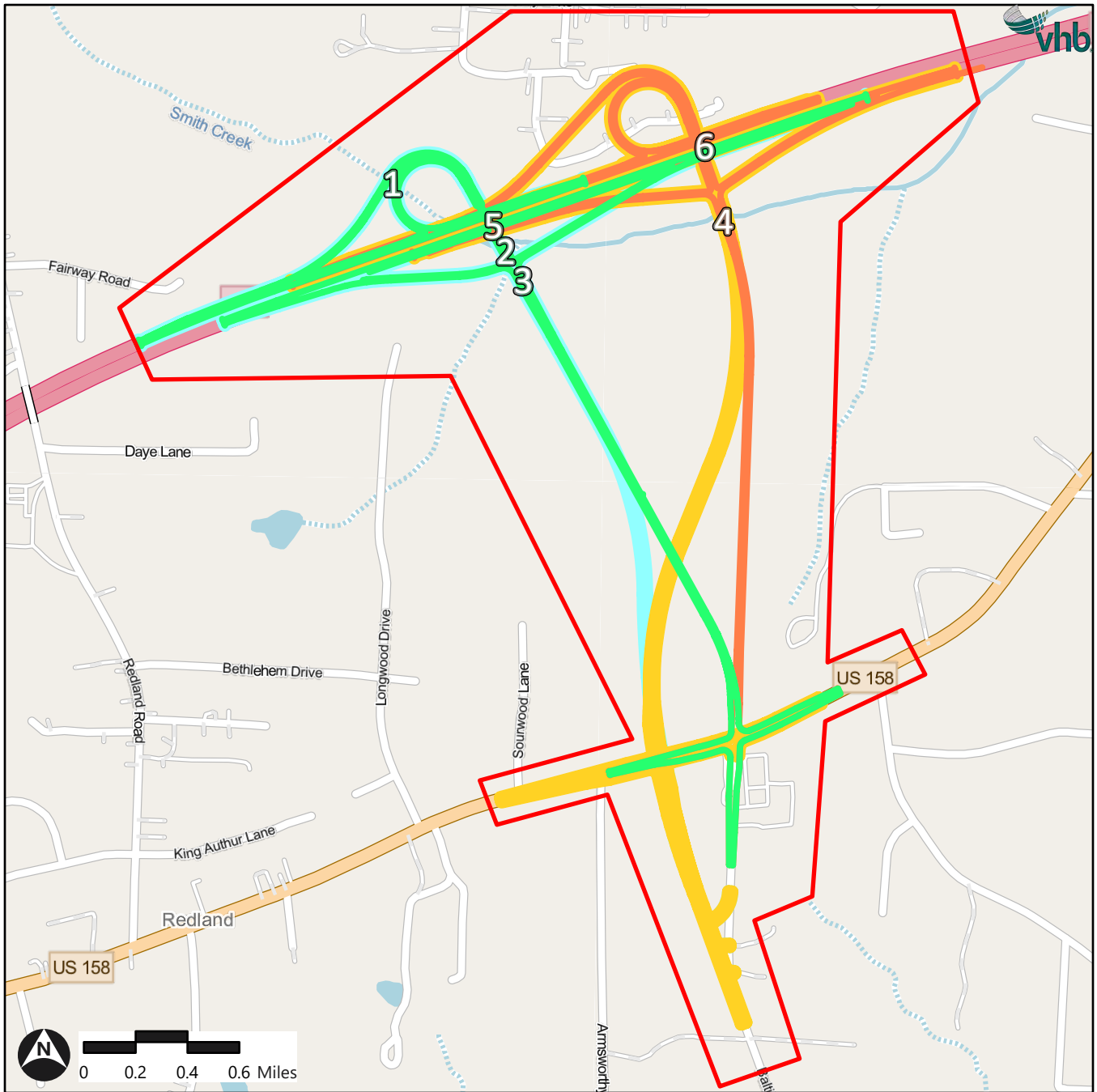


Figure 3 - Alternative Locations

Figure 4: Major Structure Locations
 U-6187 | Baltimore Road




Legend

Alternative 1



Alternative 3



 U-6187 Study Area

Alternative 2

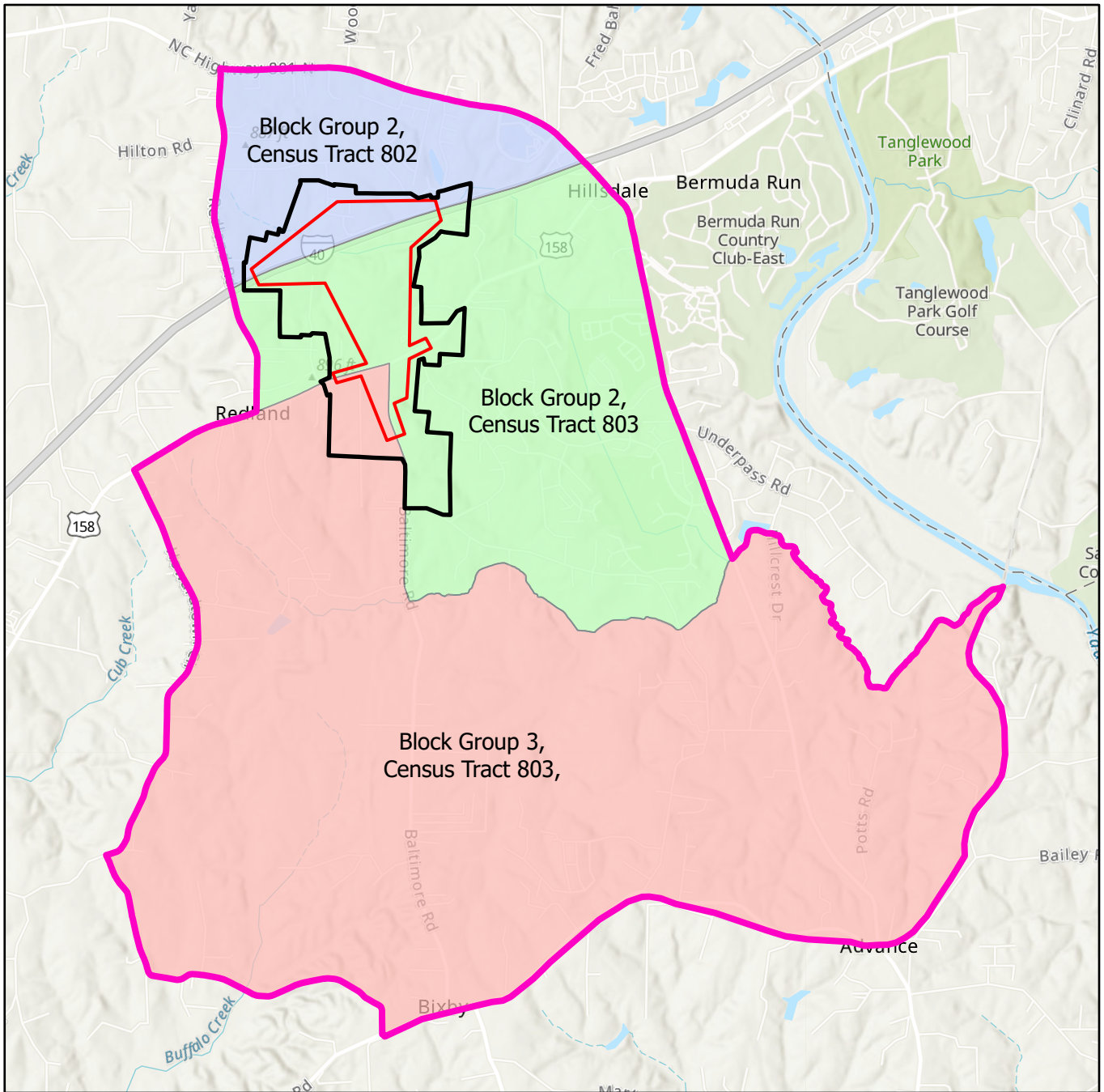


Alternative 4



Figure 5 - Demographic Study Area

U-6187 | Baltimore Road



Legend







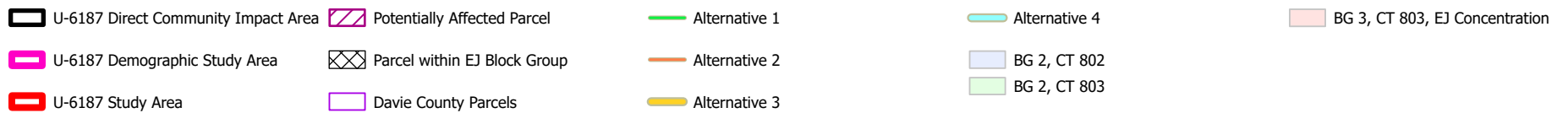
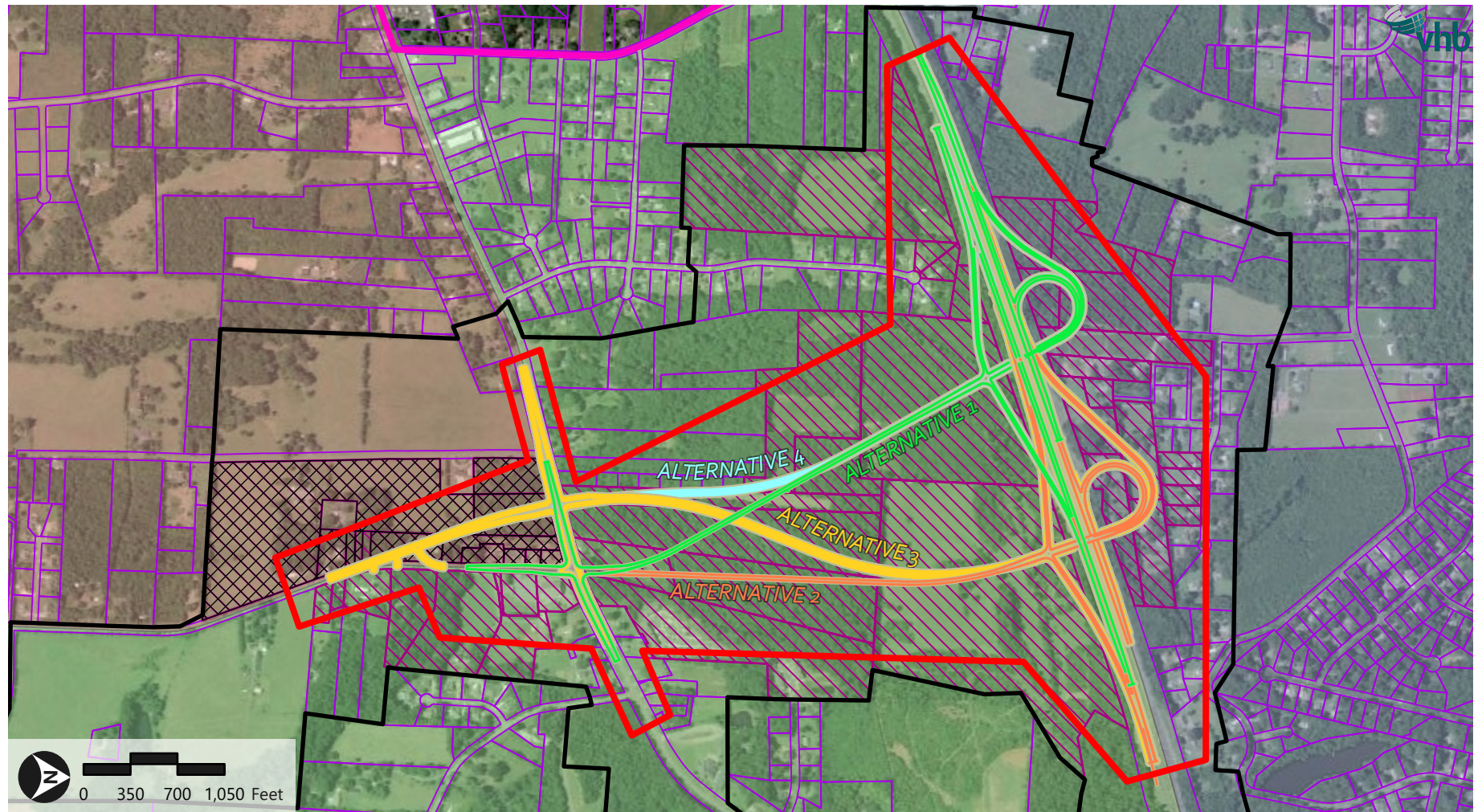
-  U-6187 Study Area
-  U-6187 Direct Community Impact Area
-  U-6187 Demographic Study Area
-  BG 2, CT 802
-  BG 2, CT 803
-  BG 3, CT 803

Figure 6 - Potentially Affected Parcels

U-6187 | Baltimore Road



Source: NC CGIA, Maxar

Appendix B
Public Meeting Maps

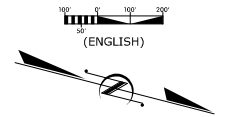
INSET 2 ALTERNATIVE 4



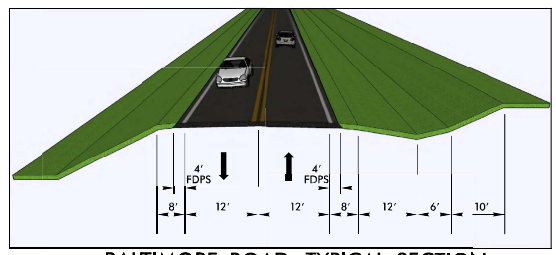
PUBLIC MEETING MAP
 PROJECT 48647.1.1 (U-6187)
DAVIE COUNTY
 SR 1630 (BALTIMORE RD) FROM US-158 TO I-40
 EXTEND SR 1630 (BALTIMORE RD) FROM US-158 TO I-40 WITH GRADE SEPARATED INTERCHANGE AT I-40
 NOVEMBER 3, 2022 ROLL 1 OF 2 ALTERNATIVE 1 & 4

PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION
INCOMPLETE PLANS
 DO NOT USE FOR R/W ACQUISITION

DESIGN DATA
 Functional Class. = Major Collector
 Design Speed = 60 mph
 Max. Superlev. = 0.06

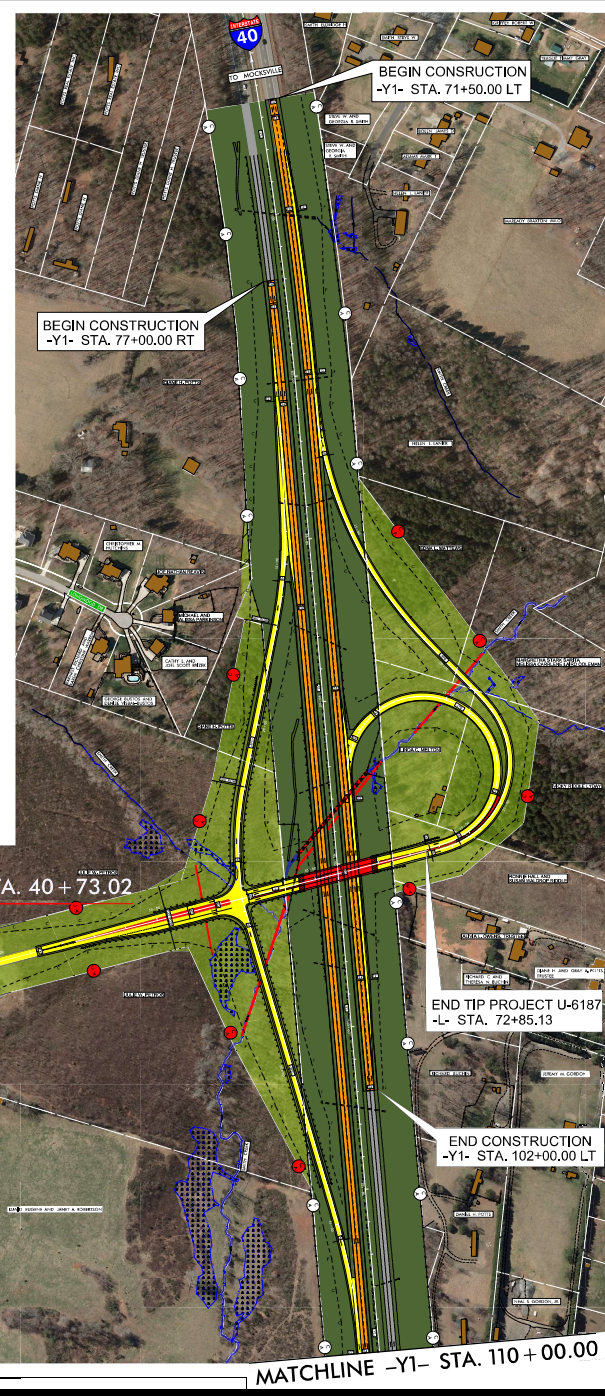


AERIAL:
 NC ONE MAP
 2018 IMAGERY



BALTIMORE ROAD TYPICAL SECTION

MATCHLINE
 ALT 4 -L- STA. 55 + 03.59 = ALT 1 -L- STA. 40 + 73.02



LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITIES)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES TO BE REMOVED
- PROPERTY LINES
- CENTERLINES
- LAKES, RIVERS, STREAMS AND PONDS
- WETLANDS
- WETLANDS BOUNDARIES
- PROPOSED TRAFFIC SIGNAL
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT AVERAGE DAILY TRAFFIC (ADT)
- FUTURE AVERAGE DAILY TRAFFIC (ADT)

FULL CONTROL OF ACCESS:
 FULL CONTROL OF ACCESS IS DEFINED AS A CONNECTION TO A FACILITY PROVIDED ONLY VIA RAMP AT INTERCHANGES (MAJOR CROSSINGS) AND AT-GRADE INTERSECTIONS (MINOR CROSSINGS AND SERVICE ROADS), NO PRIVATE DRIVEWAY CONNECTIONS ALLOWED.

DRIVEWAY INFORMATION:
 DRIVEWAYS ARE NOT SHOWN AS MAPS ARE BASED ON PRELIMINARY PLANS AND ARE SUBJECT TO CHANGE. DRIVE WAY LOCATIONS WILL BE DETERMINED AT A LATER DATE.

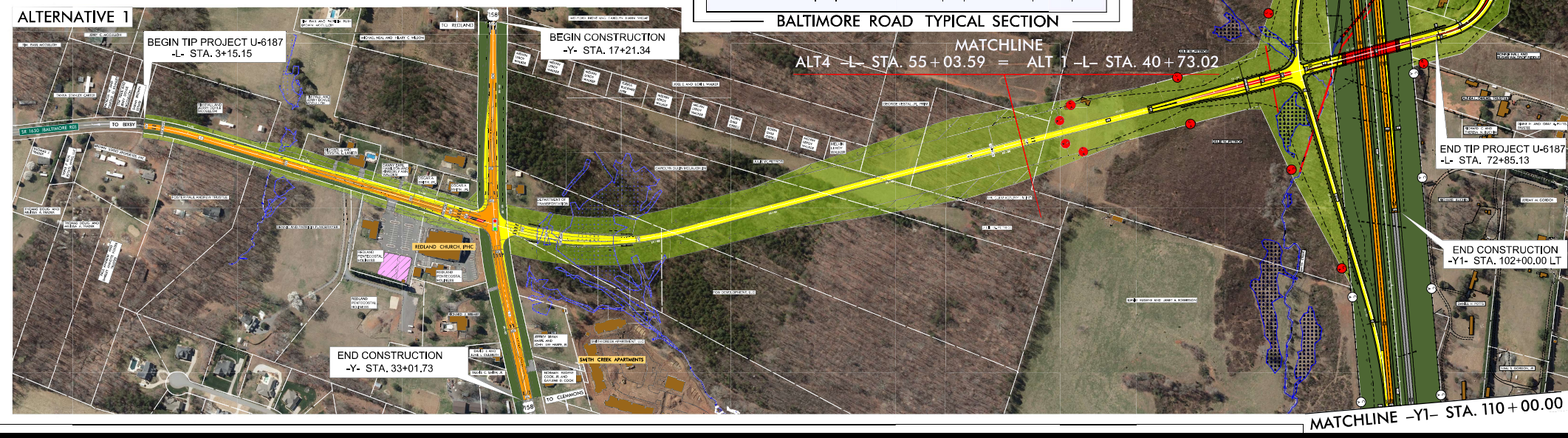
	2019 ADT	2045 ADT
BALTIMORE ROAD	5,400	7,100
US 158	21,200	11,000
I-40	NA	4,200
I-77	NA	12,800
I-85	NA	8,600
US 158	7,900	13,500
I-40	NA	11,900
I-77	NA	13,500

UTILITY INFORMATION:
 TO PROVIDE GREATER VISUAL CLARITY, EXISTING AND PROPOSED UTILITIES ARE NOT SHOWN ON THESE MAPS OR ON OTHER DISPLAYS. THE UTILITY INFORMATION SHOWN ON THESE MAPS IS LIMITED TO LOCATIONS OF MAJOR EXISTING AND POTENTIAL UTILITY ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.

LEGEND

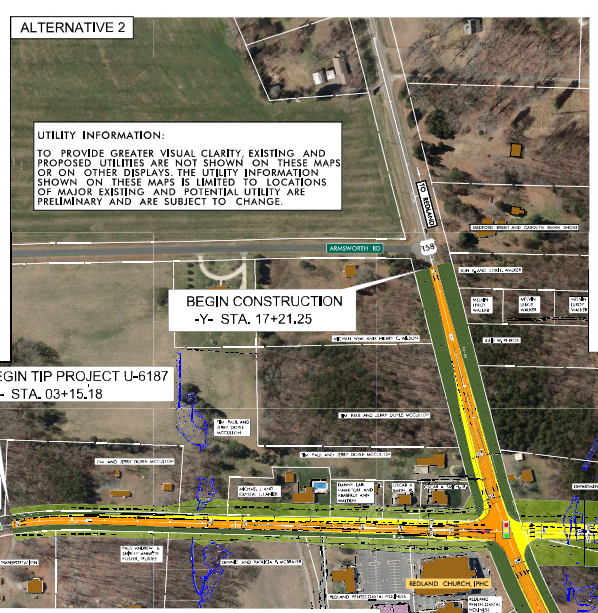
- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITIES)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES TO BE REMOVED
- PROPERTY LINES
- CENTERLINES
- LAKES, RIVERS, STREAMS AND PONDS
- WETLANDS
- WETLANDS BOUNDARIES
- PROPOSED TRAFFIC SIGNAL
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT AVERAGE DAILY TRAFFIC (ADT)
- FUTURE AVERAGE DAILY TRAFFIC (ADT)

ALTERNATIVE 1



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED RIGHT OF WAY WITH DRAINAGE CONSTRUCTION AND UTILITY
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE RESURFACED
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED ROADWAY
- EXISTING ROADWAY TO BE RESURFACED
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED ROADWAY
- PROPOSED STRUCTURE ISLAND, CURB AND GUTTER
- EXISTING STRUCTURE ISLAND, CURB AND GUTTER
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- WETLANDS BOUNDARIES
- PROPOSED TRAFFIC SIGNAL
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT AVERAGE DAILY TRAFFIC (ADT)
- FUTURE AVERAGE DAILY TRAFFIC (ADT)

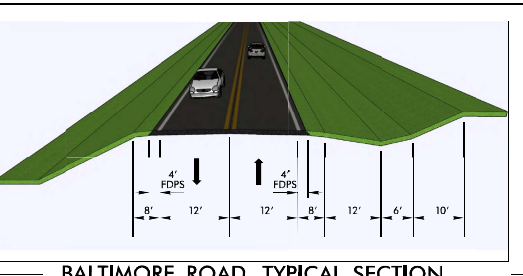
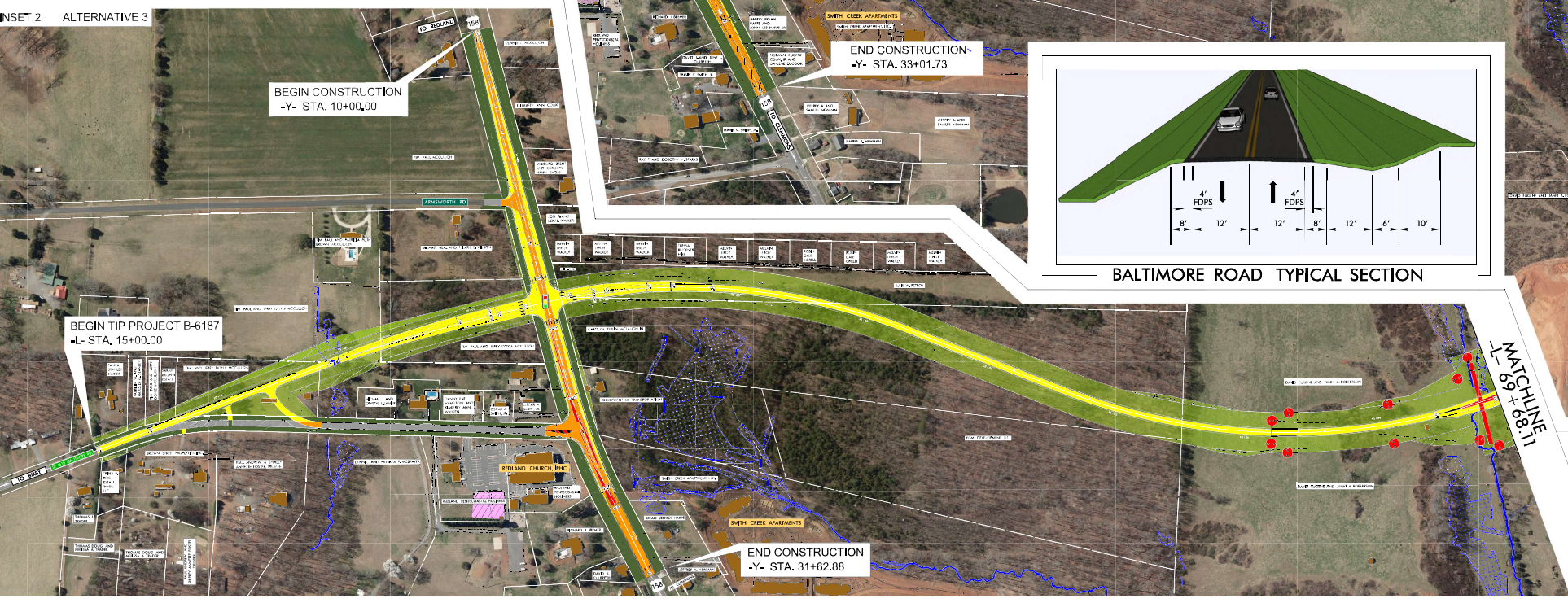
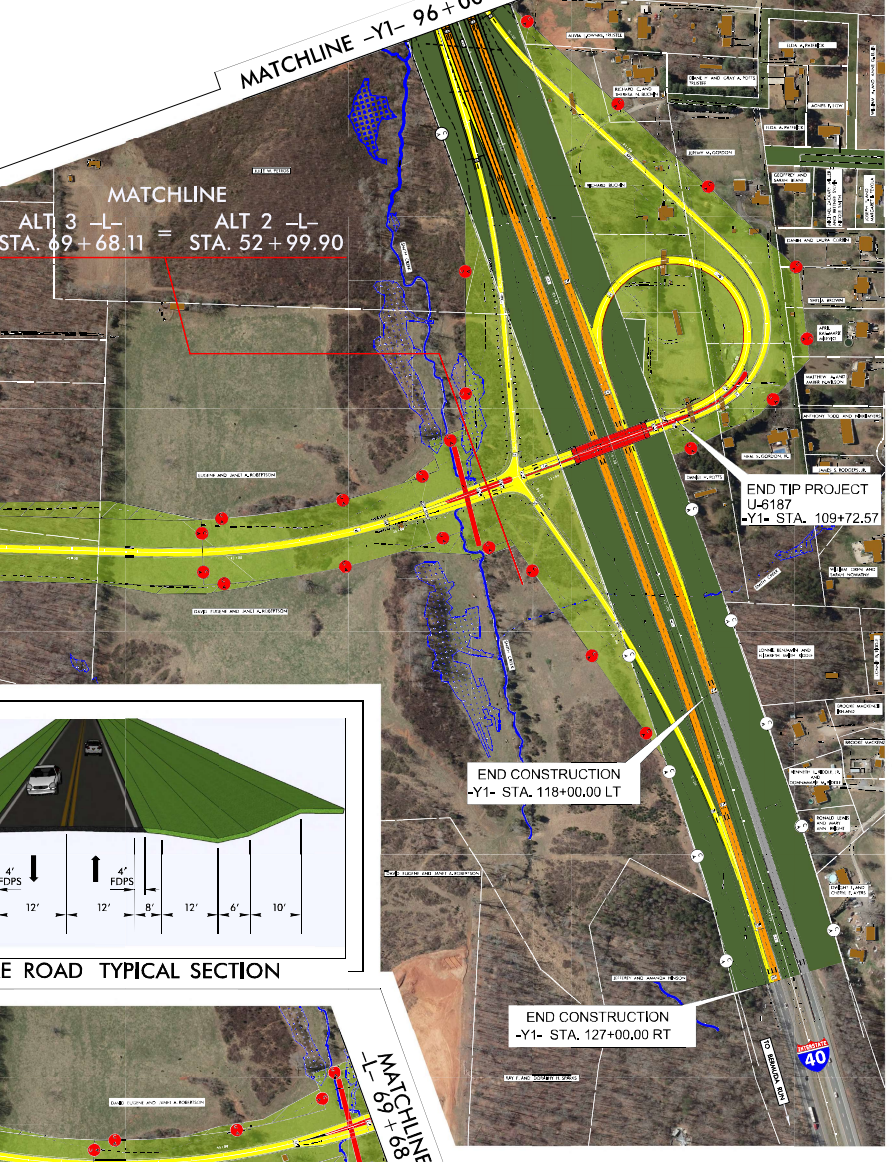


PUBLIC MEETING MAP
 PROJECT 4867.1.1 (U-6187)
 DAVIE COUNTY
 SR 1630 (BALTIMORE RD) FROM US 158 TO I-40
 EXTEND SR 1630 (BALTIMORE RD) FROM US 158 TO I-40 WITH GRADE SEPARATED INTERCHANGE AT I-40
 NOVEMBER 3, 2022 ROLL 2 OF 2 ALTERNATIVE 2 & 3

PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION
 INCOMPLETE PLANS

DESIGN DATA
 Functional Class = Major Collector
 Design Speed = 60 mph
 Max. Superelev. = 0.06

AERIAL:
 NC ONE MAP
 2018 IMAGERY



2019 ADT

	158	7,100	11,000	2,500	12,800	4,700
BALTIMORE ROAD	5,400	300	4,500	NA	NA	NA
		5,100	7,900	1,800	11,900	13,500
					158	

LEGEND

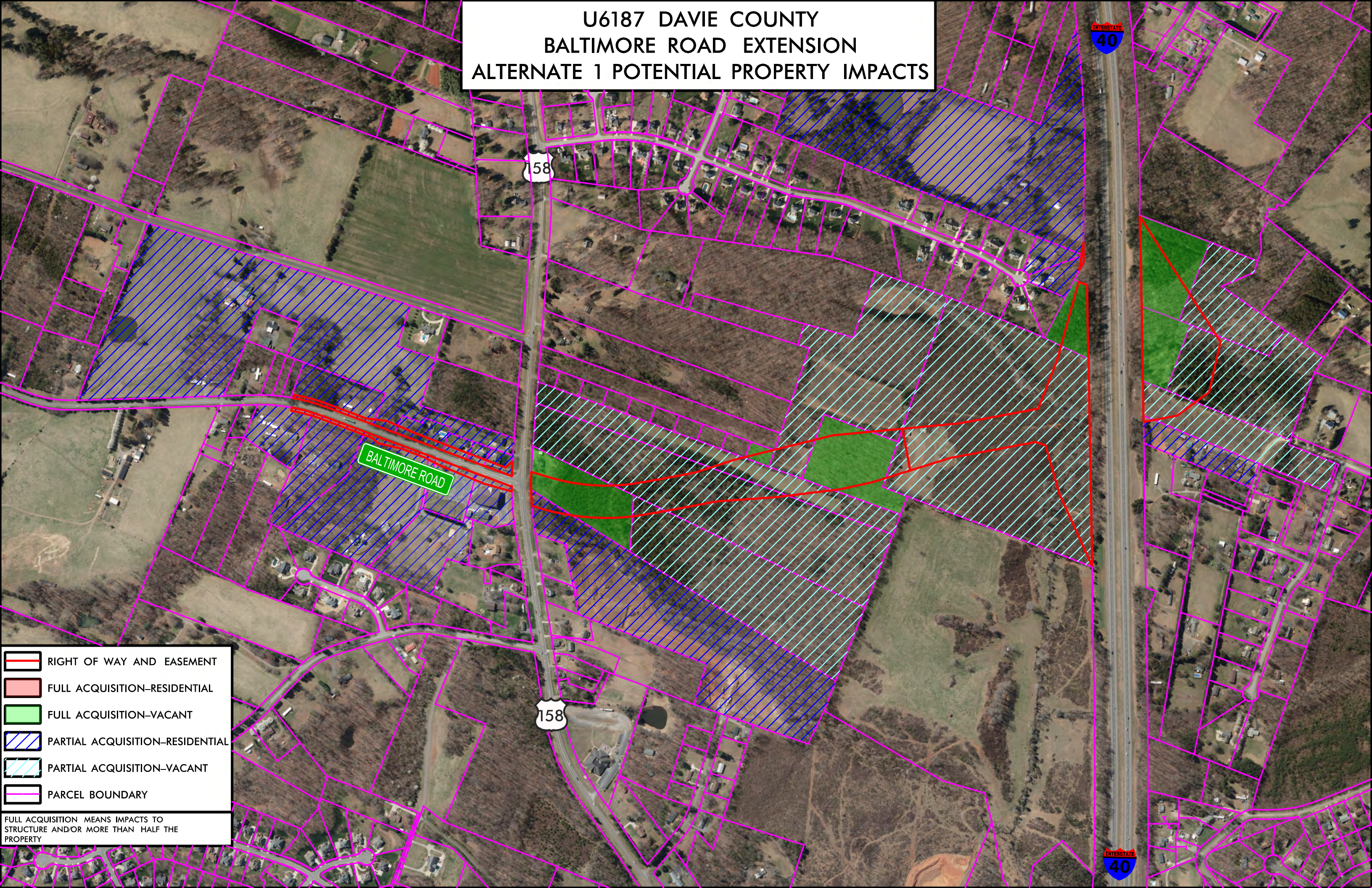
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED RIGHT OF WAY WITH DRAINAGE CONSTRUCTION AND UTILITY
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE RESURFACED
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED ROADWAY
- PROPOSED STRUCTURE ISLAND, CURB AND GUTTER
- EXISTING STRUCTURE ISLAND, CURB AND GUTTER
- EXISTING STRUCTURE TO BE REMOVED
- PROPERTY LINES
- CEMETERIES
- LAKES, RIVER, STREAMS AND PONDS
- WETLANDS
- WETLANDS BOUNDARIES
- PROPOSED TRAFFIC SIGNAL
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT AVERAGE DAILY TRAFFIC (ADT)
- FUTURE AVERAGE DAILY TRAFFIC (ADT)

FULL CONTROL OF ACCESS:
 FULL CONTROL OF ACCESS IS DEFINED AS A CONNECTION TO A FACILITY PROVIDED ONLY VIA RAMP AT INTERCHANGES (MAJOR CROSSINGS) AND AT-GRADE INTERSECTIONS (MINOR CROSSINGS AND SERVICE ROADS), NO PRIVATE DRIVEWAY CONNECTIONS ALLOWED.

DRIVEWAY INFORMATION:
 DRIVEWAYS ARE NOT SHOWN AS MAPS ARE BASED ON PRELIMINARY PLANS AND ARE SUBJECT TO CHANGE. DRIVEWAY LOCATIONS WILL BE DETERMINED AT A LATER DATE.

Appendix C
Potential Property Impacts

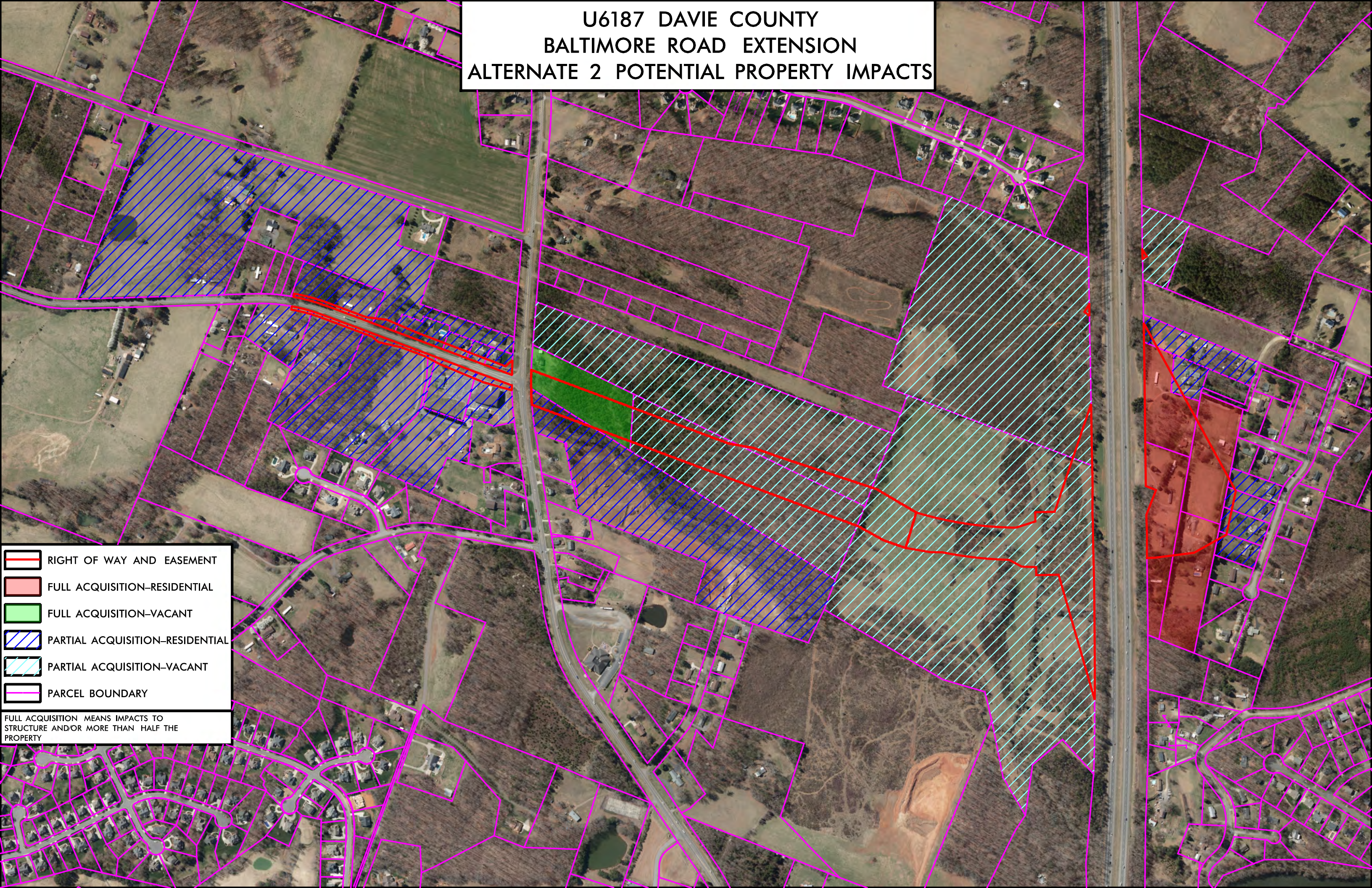
U6187 DAVIE COUNTY BALTIMORE ROAD EXTENSION ALTERNATE 1 POTENTIAL PROPERTY IMPACTS



- RIGHT OF WAY AND EASEMENT
- FULL ACQUISITION-RESIDENTIAL
- FULL ACQUISITION-VACANT
- PARTIAL ACQUISITION-RESIDENTIAL
- PARTIAL ACQUISITION-VACANT
- PARCEL BOUNDARY

FULL ACQUISITION MEANS IMPACTS TO STRUCTURE AND/OR MORE THAN HALF THE PROPERTY

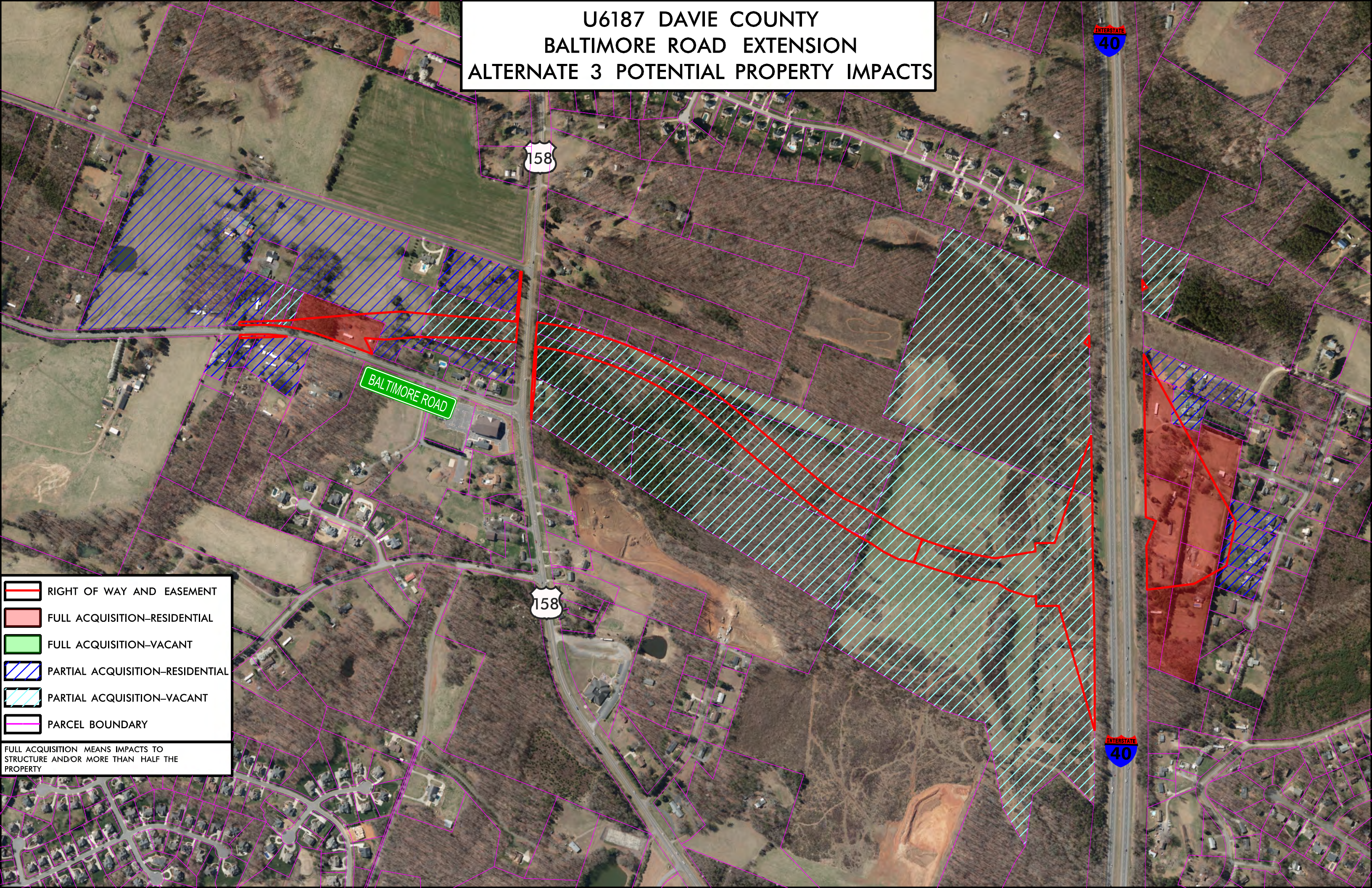
U6187 DAVIE COUNTY
BALTIMORE ROAD EXTENSION
ALTERNATE 2 POTENTIAL PROPERTY IMPACTS



- RIGHT OF WAY AND EASEMENT
- FULL ACQUISITION-RESIDENTIAL
- FULL ACQUISITION-VACANT
- PARTIAL ACQUISITION-RESIDENTIAL
- PARTIAL ACQUISITION-VACANT
- PARCEL BOUNDARY

FULL ACQUISITION MEANS IMPACTS TO STRUCTURE AND/OR MORE THAN HALF THE PROPERTY

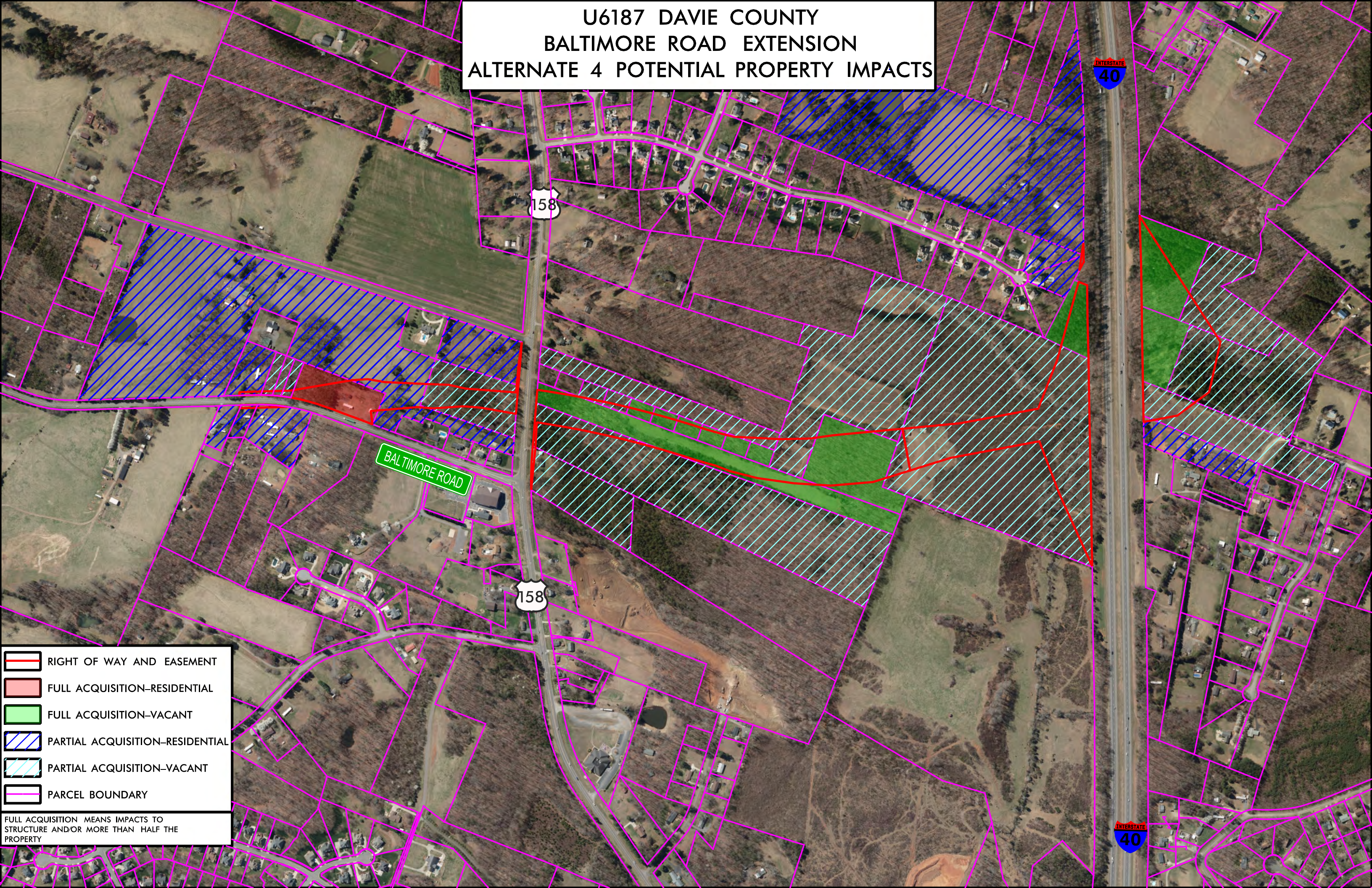
U6187 DAVIE COUNTY
BALTIMORE ROAD EXTENSION
ALTERNATE 3 POTENTIAL PROPERTY IMPACTS



- RIGHT OF WAY AND EASEMENT
- FULL ACQUISITION-RESIDENTIAL
- FULL ACQUISITION-VACANT
- PARTIAL ACQUISITION-RESIDENTIAL
- PARTIAL ACQUISITION-VACANT
- PARCEL BOUNDARY

FULL ACQUISITION MEANS IMPACTS TO STRUCTURE AND/OR MORE THAN HALF THE PROPERTY

U6187 DAVIE COUNTY
BALTIMORE ROAD EXTENSION
ALTERNATE 4 POTENTIAL PROPERTY IMPACTS

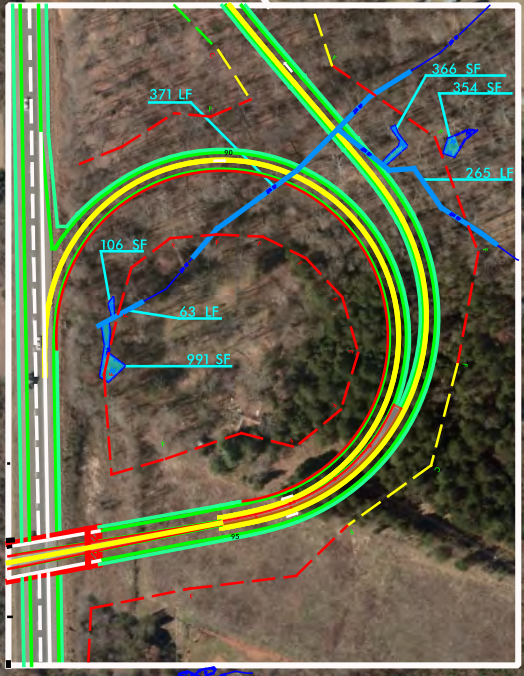
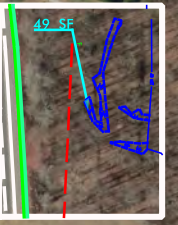
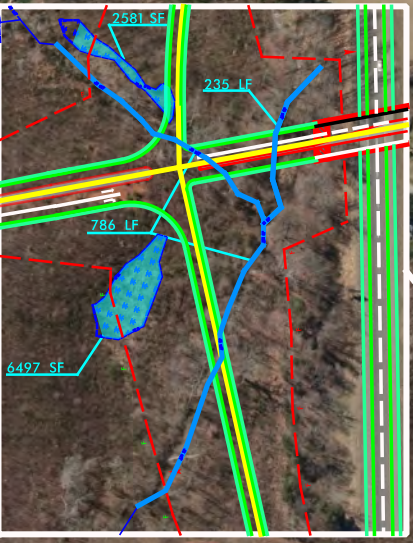
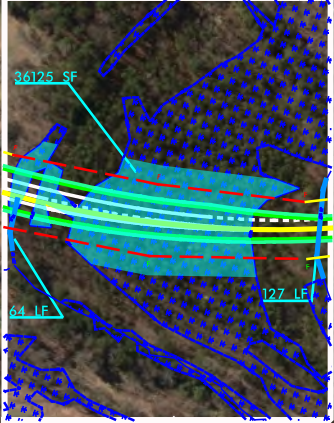
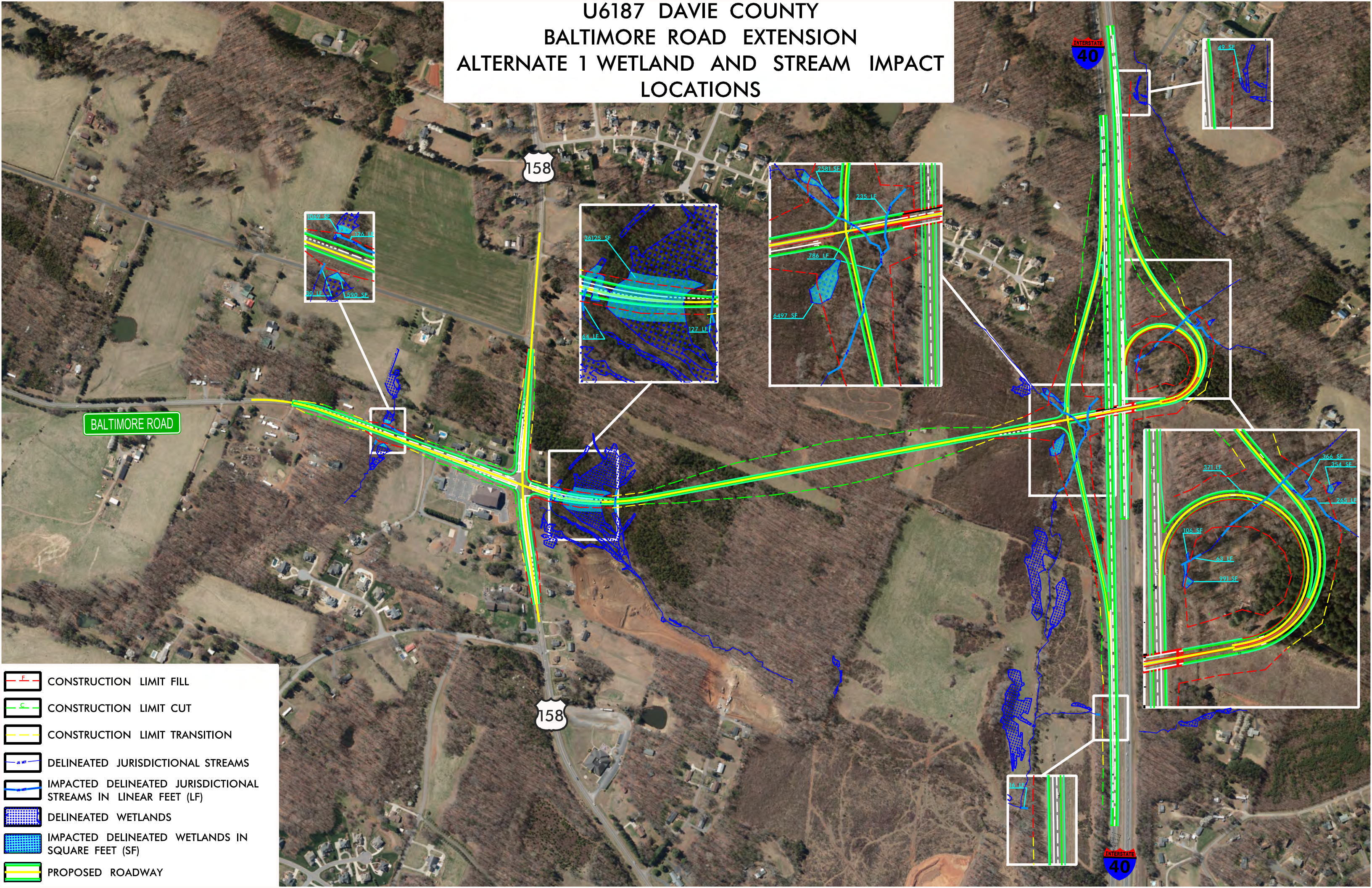


- RIGHT OF WAY AND EASEMENT
- FULL ACQUISITION-RESIDENTIAL
- FULL ACQUISITION-VACANT
- PARTIAL ACQUISITION-RESIDENTIAL
- PARTIAL ACQUISITION-VACANT
- PARCEL BOUNDARY

FULL ACQUISITION MEANS IMPACTS TO STRUCTURE AND/OR MORE THAN HALF THE PROPERTY

Appendix D
Potential Wetland Impacts

U6187 DAVIE COUNTY BALTIMORE ROAD EXTENSION ALTERNATE 1 WETLAND AND STREAM IMPACT LOCATIONS



- CONSTRUCTION LIMIT FILL
- CONSTRUCTION LIMIT CUT
- CONSTRUCTION LIMIT TRANSITION
- DELINEATED JURISDICTIONAL STREAMS
- IMPACTED DELINEATED JURISDICTIONAL STREAMS IN LINEAR FEET (LF)
- DELINEATED WETLANDS
- IMPACTED DELINEATED WETLANDS IN SQUARE FEET (SF)
- PROPOSED ROADWAY

BALTIMORE ROAD









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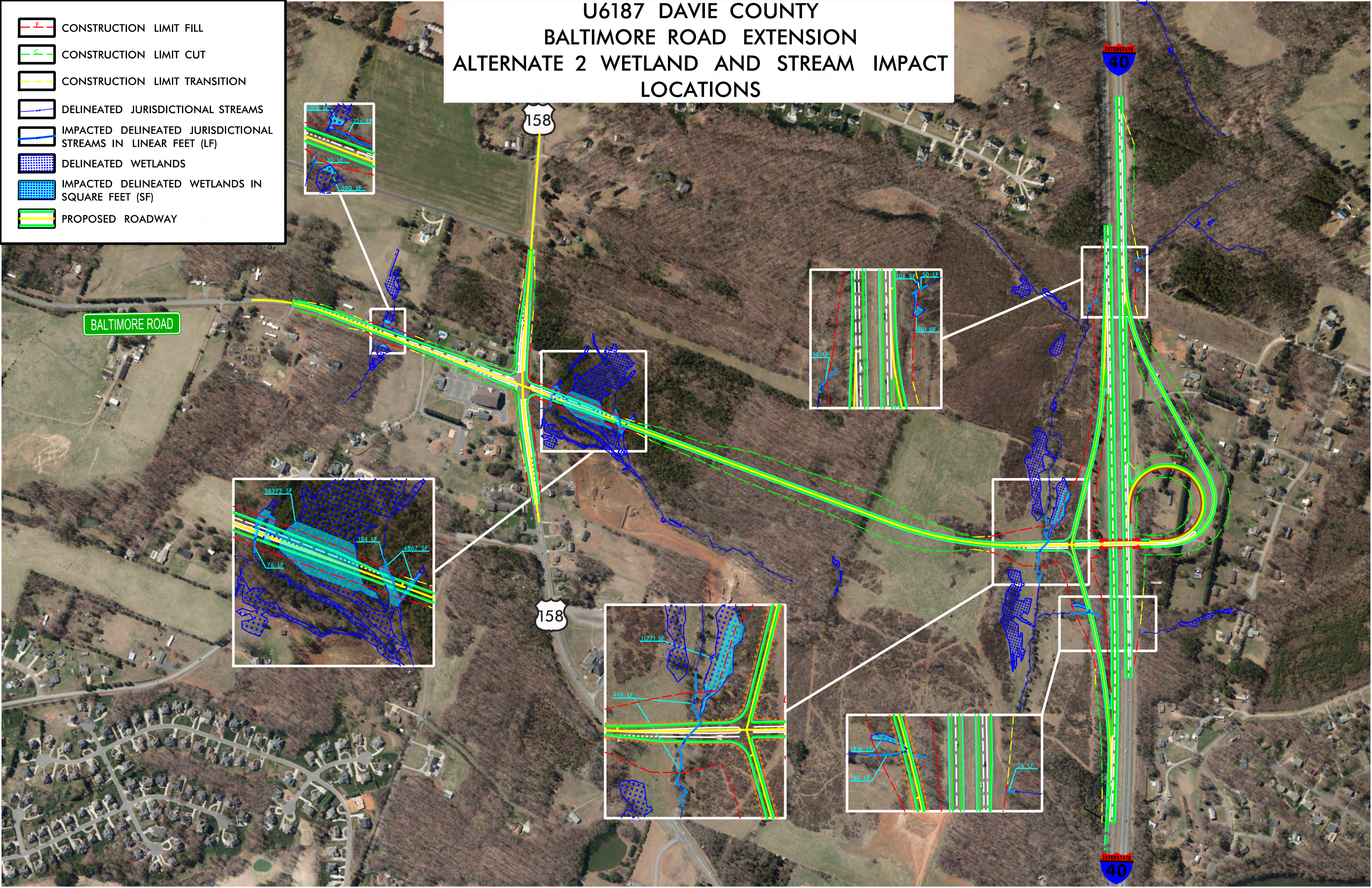
158

INTERSTATE 40

INTERSTATE 40

U6187 DAVIE COUNTY BALTIMORE ROAD EXTENSION ALTERNATE 2 WETLAND AND STREAM IMPACT LOCATIONS

-  CONSTRUCTION LIMIT FILL
-  CONSTRUCTION LIMIT CUT
-  CONSTRUCTION LIMIT TRANSITION
-  DELINEATED JURISDICTIONAL STREAMS
-  IMPACTED DELINEATED JURISDICTIONAL STREAMS IN LINEAR FEET (LF)
-  DELINEATED WETLANDS
-  IMPACTED DELINEATED WETLANDS IN SQUARE FEET (SF)
-  PROPOSED ROADWAY



BALTIMORE ROAD

158

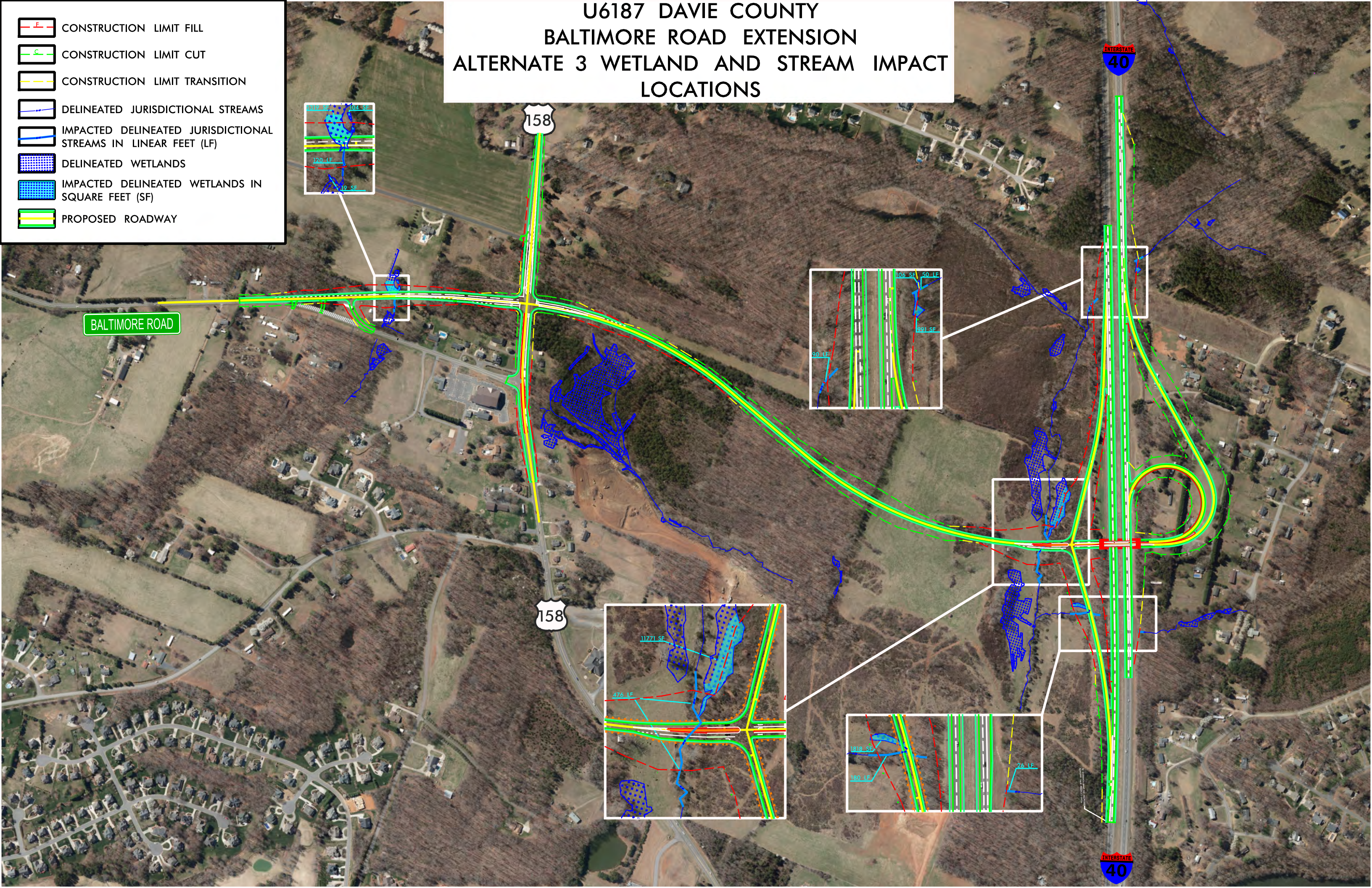
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INTERSTATE 40

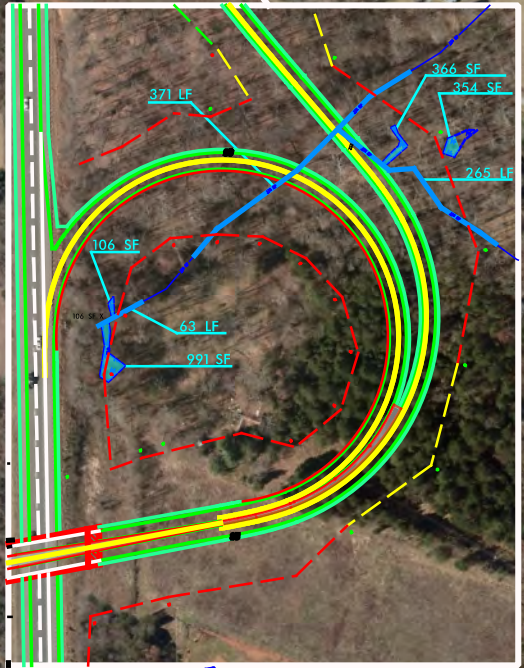
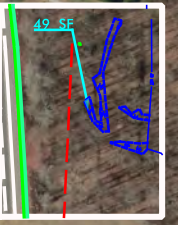
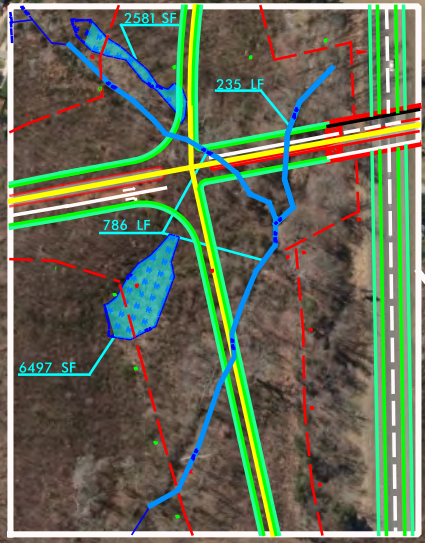
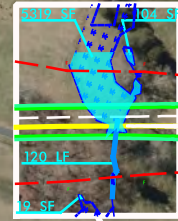
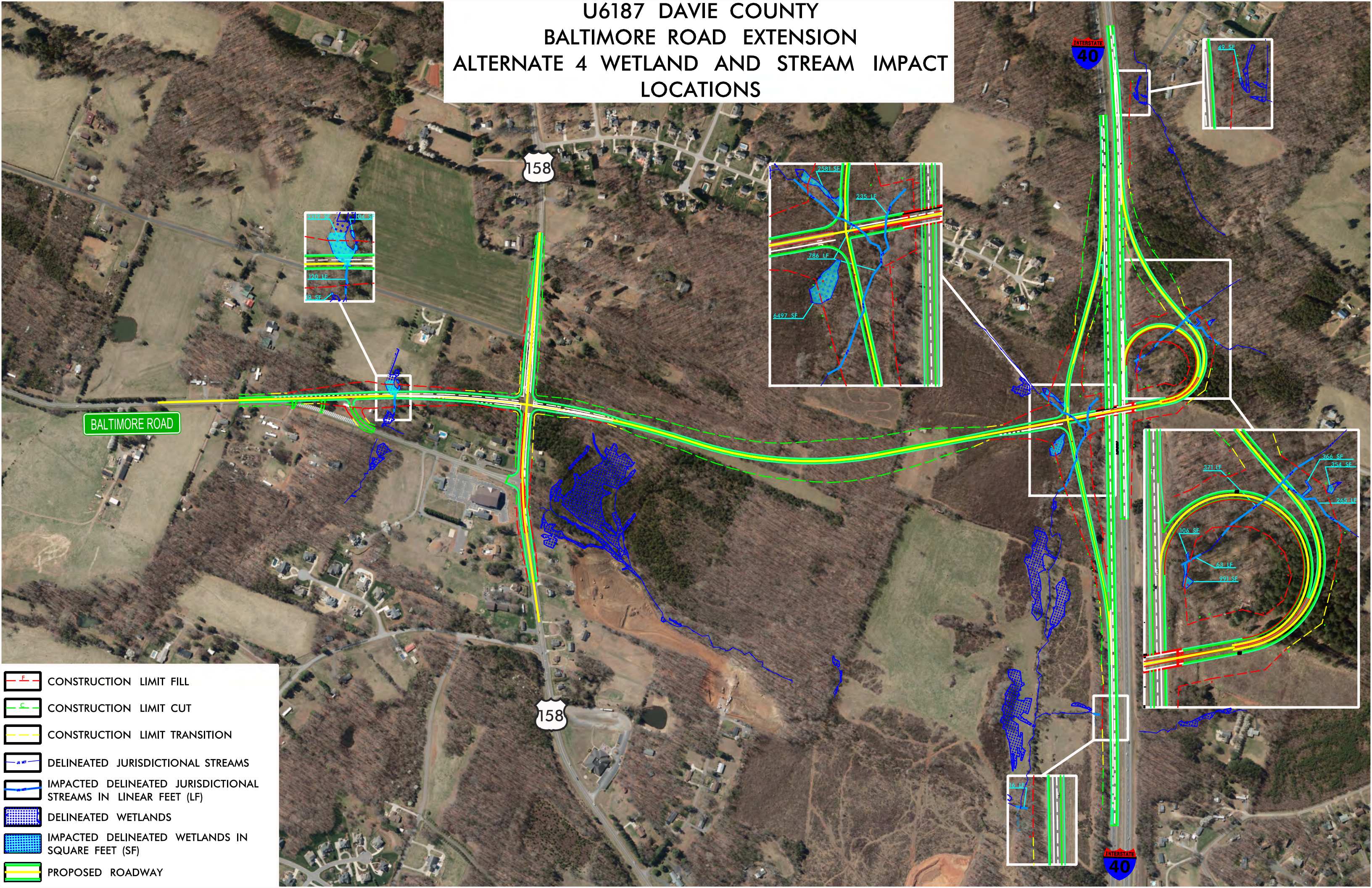
INTERSTATE 40

U6187 DAVIE COUNTY BALTIMORE ROAD EXTENSION ALTERNATE 3 WETLAND AND STREAM IMPACT LOCATIONS

- CONSTRUCTION LIMIT FILL
- CONSTRUCTION LIMIT CUT
- CONSTRUCTION LIMIT TRANSITION
- DELINEATED JURISDICTIONAL STREAMS
- IMPACTED DELINEATED JURISDICTIONAL STREAMS IN LINEAR FEET (LF)
- DELINEATED WETLANDS
- IMPACTED DELINEATED WETLANDS IN SQUARE FEET (SF)
- PROPOSED ROADWAY



U6187 DAVIE COUNTY BALTIMORE ROAD EXTENSION ALTERNATE 4 WETLAND AND STREAM IMPACT LOCATIONS



- CONSTRUCTION LIMIT FILL
- CONSTRUCTION LIMIT CUT
- CONSTRUCTION LIMIT TRANSITION
- DELINEATED JURISDICTIONAL STREAMS
- IMPACTED DELINEATED JURISDICTIONAL STREAMS IN LINEAR FEET (LF)
- DELINEATED WETLANDS
- IMPACTED DELINEATED WETLANDS IN SQUARE FEET (SF)
- PROPOSED ROADWAY

BALTIMORE ROAD

158

158

INTERSTATE
40

INTERSTATE
40

Appendix E
Previously Signed Concurrence Forms

NEPA / 404 MERGER TEAM MEETING AGREEMENT

CONCURRENCE POINT 1: Purpose and Need and Study Area Defined

PROJECT NAME / DESCRIPTION: Construct a 2-lane extension of SR 1630 (Baltimore Road) and interchange at I-40

TIP PROJECT NO.: U-6187

FEDERAL AID PROJECT NO.: N/A

WBS NO.: 48647.1.1

Purpose of Proposed Action

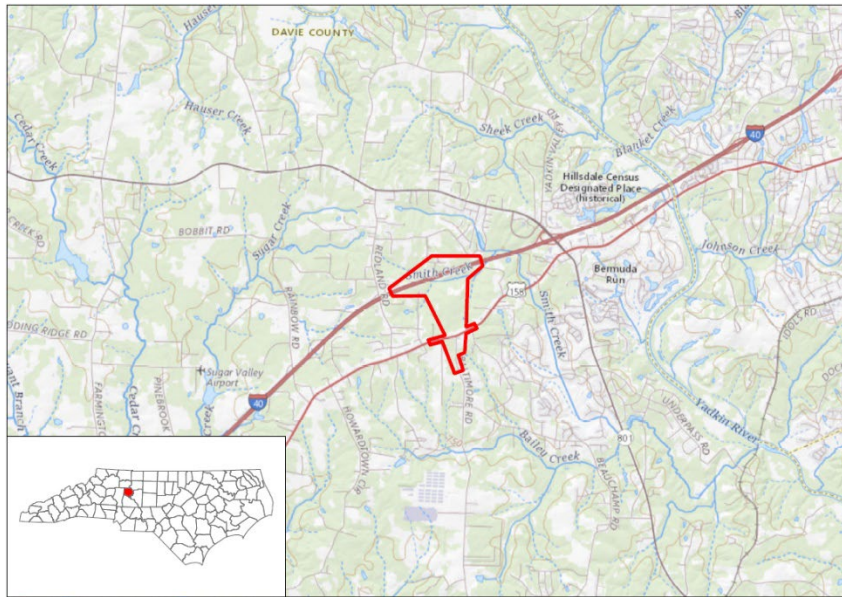
The purpose of the project is to provide direct access to I-40 from the communities of Bixby, Redland, and the surrounding rural area while adhering to local land use plans.

Need for Proposed Action

- Provide direct routing to I-40 for industrial traffic in accordance with local comprehensive and future land use plans.
- Improve mobility for local/regional travelers while maintaining residential cohesiveness in accordance with local comprehensive and future land use plans.

Study Area Defined

The project study area is shown below:



The Project Team met on April 13, 2022, and concurs with the Purpose and Need and Study Area Defined for the proposed project as stated above:

USACE *Andrew Williams*
DocuSigned by: 092C4B1...

USEPA *Amanetta Somerville*
DocuSigned by: 5356466460FC4E3...

NCWRC *David McHenry*
DocuSigned by: 48C5B2258E4DB...

NCDWR *Dave Wanucha*
DocuSigned by: 092C4B1...

SHPO *Renee Gledhill-Earley*
47DA664AE2B746C...

NCDOT *Bl. N*
DocuSigned by: 2099006A...

USFWS *Lauren Wilson*
DocuSigned by: 351CC53D3195453...

FHWA *Donnie Brew*
DocuSigned by: C9BE9CC6DAE1487...

WSUMPO *Kelly Garvin*
51211EEE5457451...

NEPA / 404 MERGER TEAM MEETING AGREEMENT

CONCURRENCE POINT 2: Detailed Study Alternatives Carried Forward

PROJECT NAME / DESCRIPTION: Construct a 2-lane extension of SR 1630 (Baltimore Road) and interchange at I-40

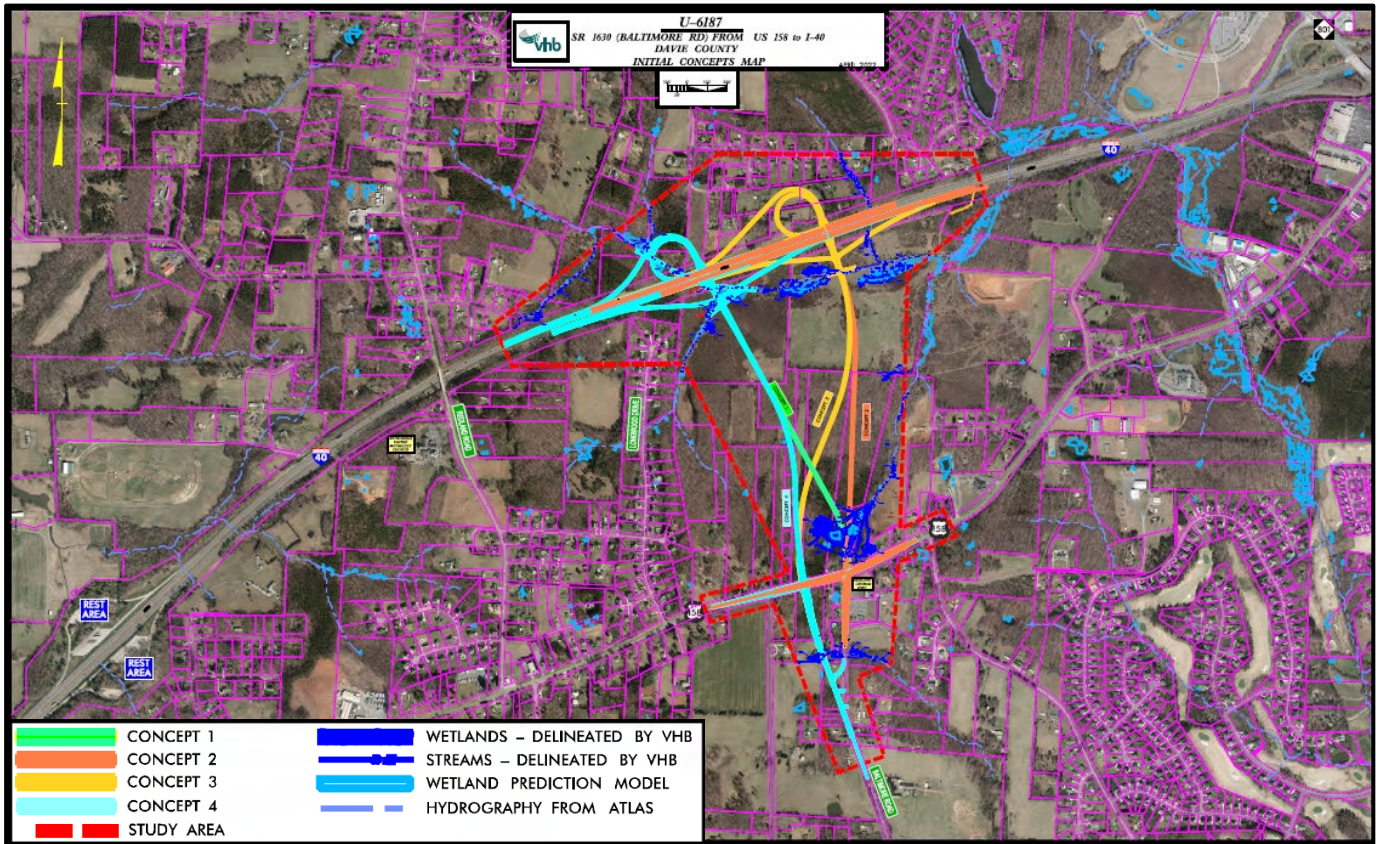
TIP PROJECT NO.: U-6187

FEDERAL AID PROJECT NO.: N/A

WBS NO.: 48647.1.1

Detailed Study Alternatives Carried Forward

Detailed study alternatives to be carried forward are the No-Build Alternative, Concepts 1, 2, 3, and 4 for the referenced project, as shown below:



The Project Team met on April 13, 2022, and concurs with the Detailed Study Alternatives Carried Forward for the proposed project as stated above:

DocuSigned by:
 USACE *Andy Williams*
 DocuSigned by:
 USEPA *Amarantha Somerville*
 DocuSigned by:
 NCWRC *David McHenry*
 DocuSigned by:
 NCDWR *Dave Wanucha*
 DocuSigned by:
 SHPO *Renee Gledhill-Earley*

DocuSigned by:
 NCDOT *[Signature]*
 DocuSigned by:
 USFWS *Lauren Wilson*
 DocuSigned by:
 FHWA *Donnie Brew*
 DocuSigned by:
 WSUMPO *Kelly Garvin*

NEPA / 404 MERGER TEAM MEETING AGREEMENT

CONCURRENCE POINT 2A: Bridging and Alignment Review

PROJECT NAME / DESCRIPTION: Construct a 2-lane extension of SR 1630 (Baltimore Road) and interchange at I-40

TIP PROJECT NO.: U-6187


FEDERAL AID PROJECT NO.: Pending

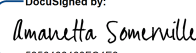
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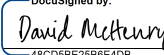
Bridging Decisions and Alignment Review

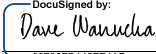
The Merger Team has concurred on this date to include the following major structures as part of the detailed study alternatives (Alternatives 1-4):

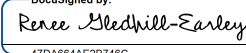
- Site 1 – Construct new 1 @ 8'x8' RCBC (applicable to Alternatives 1 & 4)
- Site 2A – Remove and replace existing culvert with 1 @ 8'x8' RCBC (applicable to Alternatives 1 & 4)
- Site 2B – Retain & extend existing 1@ 6'x6' RCBC approximately 158' (applicable to Alternatives 2 & 3)
- Site 3 – Construct new 1 @ 7'x7' RCBC (applicable to Alternatives 1 & 4)
- Site 4 – Construct new 2 @ 8'x8' RCBC (applicable to Alternatives 2 & 3)
- Site 5 – Construct new 212' Roadway Bridge (applicable to Alternatives 1 & 4)
- Site 6 – Construct new 212' Roadway Bridge (applicable to Alternatives 2 & 3)

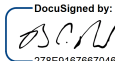
USACE 
DocuSigned by:
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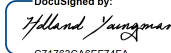
USEPA 
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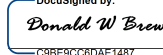
NCWRC 
DocuSigned by:
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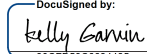
NCDWR 
DocuSigned by:
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SHPO 
DocuSigned by:
47DA664AE2B746C...

NCDOT 
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278E91467667046A...

USFWS 
DocuSigned by:
C71769CA6EF74FA...

FHWA 
DocuSigned by:
C9BE9CC8DAE1487...

WSUAMPO 
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30CFD59C6634435...