

## OTHER CORRESPONDENCE





# SOUTHERN ENVIRONMENTAL LAW CENTER

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March 15, 2013

*Via U.S. Mail and Electronic mail*

Mr. Dre Major  
NCDOT – Project Development and Environmental Analysis  
Project Development Engineer  
1548 Mail Service Center  
Raleigh, NC 27699-1548  
[ujmajor@ncdot.gov](mailto:ujmajor@ncdot.gov)

Re: *Proposed widening and Improvement of I-26, STIP No. I-4400/I-4700*

Dear Mr. Major:

Please accept these comments on behalf of the Western North Carolina Alliance and the Southern Environmental Law Center.

We are grateful for the opportunity to comment early in the process for the I26 project. At this early stage, we hope only to flag key issues for consideration as NCDOT's preliminary evaluation and needs assessment continues. We look forward to future opportunities to engage in the public process for this project.

First, we believe strongly that the nature and scope of the project should be driven by legitimate transportation needs. We recognize that the existing corridor is in need of improvement. In this time of strained transportation budgets, however, the scale of proposed improvements must be limited by a sober assessment of current road capacity and future traffic demand.

Second, we want to emphasize several challenges associated with any widening of the current highway footprint. The study corridor encompasses Progress Energy's Skyland coal-fired steam plant and, most notably, two wet storage coal-ash ponds operated at that site. The current interstate crosses over permitted and unpermitted waste discharge points from the plant and in close proximity to the large earthen impoundments that hold back a slurry of wet coal ash and industrial waste. Furthermore, groundwater under the current interstate footprint is contaminated with a variety of constituents associated with coal ash including thallium and selenium. Any structural changes to the footprint of the interstate, the size or configuration of cut and fill slopes associated with the interstate, groundwater gradients, and culverted streams and stormwater conveyances will present a substantial logistical challenge for NCDOT. Similar challenges may be presented by the Pond Road Landfill and dump site, also within the project corridor. Project

planning must emphasize alternatives to minimize structural work that threatens the integrity of measures designed to prevent the spread of pollution at these sites.

Third, major road construction so close to the French Broad River has the potential to significantly impact the aquatic life of the river itself, in addition to the smaller tributaries, crossed by the highway. The French Broad River is already heavily impacted by sedimentation from the surrounding watershed. Failure of stormwater and sedimentation control practices associated with this project could have a substantial impact on the river, when considered cumulatively with other impacts in the watershed. We urge NCDOT to minimize earth moving in close proximity to the river and ensure that the highest possible standards of stormwater control are applied to any unavoidable grading work.

Fourth, NCDOT must design its project to avoid any adverse consequences to the integrity or operation of the Blue Ridge Parkway, itself a major economic driver for the region. We are concerned that expansion of the current footprint, if not carefully designed and planned, could disrupt operation of the Parkway, which must be avoided at all costs.

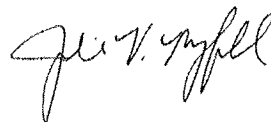
Finally, the study corridor includes significant community resources, including local elementary schools and Park Ridge hospital. We ask NCDOT to make special effort to minimize the impact of construction and changed traffic patterns on these facilities.

We appreciate NCDOT's obvious commitment to public involvement on this regionally significant project. If we can answer any questions about these comments or provide other information helpful to NCDOT as it evaluates this project, please do not hesitate to contact us.

Sincerely,



Austin D. Gerken Jr.  
Senior Attorney  
Southern Environmental Law Center



Julie Mayfield  
Executive Director  
Western North Carolina Alliance

# ROBERTS & STEVENS

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April 30, 2018

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## Via Certified Mail and Email

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Re: Comments on the I-26 Proposed I-26 Widening  
NCDOT STIP Project Nos. I-4400/I-4700B

Ladies and Gentleman:

This letter constitutes the comments by The Biltmore Company and West Range, LLC, (collectively "Biltmore") on the North Carolina Department of Transportation's ("NCDOT") proposed widening of I-26 between the Blue Ridge Parkway north to the current NCDOT Project at the intersection of Highway 191, STIP Project Nos. I-4400/I-4700B. (The "I-26 Widening Project"). Biltmore has a substantial interest in this Project because The Biltmore Estate ("the Estate") runs adjacent with and abuts the Project for most of its length on the east side of I-26. Biltmore is not opposed to the project, but is concerned about the impacts of the widening of I-26 on the Estate. As discussed in greater detail below, Biltmore requests it be consulted and included in discussions with NCDOT and its design engineers about storm-water drainage, sound/noise pollution, light pollution, and other factors that impact the historical, aesthetic, and natural qualities and experiences that are critical to the Estate.

## **Introduction**

Biltmore owns and operates the Biltmore Estate, a 6,950 acre estate in Asheville, North Carolina, that is designated a National Historic Landmark. The Estate was conceived and built in the 1890's by George Washington Vanderbilt, who envisioned an entirely self-supporting European style country estate. The grounds, gardens, and forests of the Estate were designed by Frederick Law Olmsted, the landscape architect who designed New York's Central Park and the grounds of the United States Capitol. For many years, the 250 room Biltmore House served as a private residence, but since opening to the general public in 1930, it has grown into a significant destination and experience for nearly 1.4 million visitors annually and continues to provide a substantial economic boost to the regional economy.

In addition to the Biltmore House, the Estate includes thousands of acres of forests, miles of landscaped 19<sup>th</sup> century carriage roads and trails, open space, and gardens. There are many iconic locations on the Estate where guests can enjoy, in quiet solitude, the vistas of the Blue Ridge Mountains or the beauty of the French Broad River, which bisects the Estate -- much the same as Mr. Vanderbilt and his guests did over a century ago, without intrusions from the outside world. In addition to the guests who tour the Estate by automobile, many guests enjoy horseback riding, running, cycling, and hiking on the Estate. The Estate also operates an active cattle, sheep, and produce farm, a large nursery, a vineyard, and the most highly visited winery in the United States. The Estate's focus on agricultural and forest sustainability is central to providing a rejuvenating oasis for Biltmore guests to enjoy.

Once guests pass through the main entrance to the Estate, they leave behind the daily noise and hurried lifestyles of the 21<sup>st</sup> Century and enter a place of beauty and tranquility and a life-style from a by-gone era. Biltmore makes extraordinary efforts to protect and enhance this experience for its guests, locating and designing activities and services on the Estate in a way to ensure that its guests can enjoy the quiet, solitude, and beauty unique to the Estate. The Estate is divided by the French Broad River, and I-26 marks the western boundary of the Estate. In addition to hikers who roam the western part of the Estate, the Estate's equestrian center is located there and horseback trail riding in that area is popular and frequent.

## **Potential Impacts to the Estate**

Biltmore requested and has received from HNTB, NCDOT's engineering firm for the Project, design plans designated as "Incomplete Plans" for that part of the I-26 Widening Project that runs adjacent to the Estate. From these, Biltmore can identify the following areas of concern:

A. Taking of Estate property through formal condemnation: Based on the plans submitted to date, we understand there is one area where NCDOT is considering a formal taking of Biltmore property. This area is immediately south of the French Broad River and is shown on Sheet 38 of the Plans.<sup>1</sup> Our understanding is that NCDOT is evaluating whether, during

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<sup>1</sup> Biltmore has not been notified about any other areas where NCDOT plans to either permanently or temporarily take Biltmore property for this project. If NCDOT has plans for any such takings, Biltmore requests the

construction, to temporarily move a well-established and stable jurisdictional stream that currently flows within NCDOT's existing right-of-way onto the Estate. Biltmore opposes the moving of this stream onto the Estate and requests that NCDOT find an alternative way to manage the construction of the Project within the boundaries of the existing right-of-way. The existing stream course (in excess of 6 feet in depth) and the nature of its current stability strongly supports that NCDOT use all efforts to utilize this location, even if it requires installation of a permanent RCP solution and covering the ditch. Biltmore is extremely concerned about the integrity, and maintaining same, of the existing earthen "dam" structure that runs parallel with the stream and I-26 and separates the existing stream course from Biltmore lands. Any penetration or cut through this dam may cause extensive damage to Biltmore in the future.

If NCDOT insists on pursuing this taking, Biltmore would require the following:

1. NCDOT will need to perform a complete archaeological and cultural resource investigation study/report for the area of direct impact and an area- as required by statute- in areas adjacent to the construction activities. Biltmore shall be provided a copy of this report for their review and records, as shall the State Office of Historic Preservation and US Army Corps of Engineers.
2. Any portions of the stream that are relocated or re-constructed or any other taking required shall be reviewed in detail and approved in writing by Biltmore, prior to construction and shall be designed and built in such a manner as to become an interim solution and in such a manner as to handle pre-existing and post-construction anticipated flows without causing immediate or future maintenance requirements or stream degradation. Prior to construction and replacement of the bridge being complete, this temporary diversion must be permanently located back to its original alignment and the temporary diversion route re-established back to its prior, original condition, or better.
3. The final design, size, shape, and impacts associated with the proposed temporary "skimmer basin" filled with Class 1 Rip-rap, shall be subject to review and approval by Biltmore prior to construction commencing.

B. Management of storm water run-off and discharges onto the Estate. Sedimentation, erosion, and water quality damage on the Estate resulting from the Project are significant and serious concerns. Based on the Plans provided to Biltmore, there are a minimum of fifteen (15) storm-water discharges that will flow toward or onto the Estate. Many of these discharge points or areas are immediately adjacent to and abut the property line separating the Estate from NCDOT's right-of-way. This is concerning because there will be a considerable additional amount of surface water being captured and routed from the widened I-26, which includes a sharp increase of impervious surfaces, onto the Estate. As many as seven (7) will discharge directly into jurisdictional wetlands that lie in part, or whole, on Biltmore Estate lands. Additionally, during construction, which is schedule to last at least three years, there will be many exposed slopes within the right-of-way that present high risks of run-off, erosion, and the

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opportunity to review those areas before final plans are prepared and discuss how any such takings could be avoided.

transmission of soils and sediment fines onto the Estate. Run-off and erosion from these activities present a high risk of damage to the Estate. With respect to these risks, Biltmore requests the following:

1. NCDOT will work and consult with Biltmore on the required Erosion Control Plan that NCDOT is required to develop and implement to minimize, if not eliminate, damages to the Estate resulting from run-off during construction. For construction efforts that ultimately do impact or encroach outside of the I-26 right-of-way and onto the lands of Biltmore, Biltmore will prepare revegetation and stabilization plans for the affected areas and NCDOT shall complete these efforts at its sole cost and to the satisfaction of Biltmore.
2. Prior to final design approval, NCDOT will provide Biltmore with all storm water calculations associated with each discharge point into the associated drainage areas that will potentially impact the Estate. NCDOT will work with Biltmore to ensure that any storm water flow onto the Estate will not result in damage or injury to the Estate.

C. Noise pollution. Biltmore has not seen any analysis or evaluation of the impact from the increased traffic that will result from the widening. Federal law dictates that NCDOT analyze traffic noise impacts for this project. See 23 C.F.R. 772.11(a)(1). NCDOT is required to perform "[a] traffic noise analysis . . . for . . . [e]ach Activity Category of the NAC [Noise Abatement Criteria] listed in Table 1 *that is present in the study area*. *Id.* at 772.11(c)(2) (emphasis added). There are four "Activity Categories" identified for which a traffic noise analysis is required. Category A is the one which applies to the part that abuts the Biltmore Estate:

This activity category includes the exterior impact criteria for lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities are essential if the area is to continue to serve its intended purpose. Highway agencies shall submit justifications to the FHWA on a case-by-case basis for approval of an Activity Category A designation.

Id. at 772.11(c)(2)(i).

As noted above, the Estate strives to protect and enhance for its guests the experience of serenity and quiet that existed at the turn of the 20<sup>th</sup> century in a setting unlike any other in the United States. There is no purpose for the Estate that is higher or more important than the opportunity for its guests to escape to a place that offers the experience described by Category A of the Noise Abatement Criteria.

Biltmore requests that NCDOT either provide Biltmore with its traffic noise analysis for the parts of the Project that border the Estate or that it contact the Biltmore to discuss having this analysis performed. Specific concerns -- without being able to ascertain actual facts from the traffic noise study to be provided -- relate to those portions of the interstate that may require air-



breaks to be utilized by trucking and construction vehicles to manage speed. There does not appear to be any references, to date, for signage restricting such uses and events. Sections of the widenings along the edge adjacent to the Estate that run 300 feet from either end of fill slopes within the right-of-way are of significant concern because of the lack of noise mitigation of any kind.

D. Light pollution. Biltmore has seen no information regarding the impacts of lighting from increased traffic or whether NCDOT will be installing lighting on the stretch of I-26 that borders the Estate. Biltmore is concerned about both direct and indirect light from the highway that may affect the quality of a dark star-lit night on the Estate as well as any lighting that may be directly seen from the Estate. Biltmore requests that NCDOT include the Estate in the consideration of appropriate measures to abate light pollution onto the Estate from the highway. Biltmore further requests that it be actively involved in discussions with NCDOT of lighting and abatement measures along I-26 in the area impacting the Estate.

E. Preservation of the aesthetic and visual quality, character, and experience of the Estate. Because of the Estate's status as a National Historic Landmark, NCDOT is required to undertake analysis that will minimize the impact to the aesthetic, cultural, and historic experience offered by the Estate. These impacts include, but are not limited to, the concerns outlined above. As with the foregoing, Biltmore requests that it be fully involved in the design of the widening to minimize and mitigate the adverse impacts to the Estate from the widening of I-26.

F. Security and Operations. One section of the Project, shown on Sheet 38, provides direct road access into the Estate. Other sections potentially could allow for trespassing by foot. Throughout the time of construction, NCDOT will need to maintain sufficient security to ensure that no trespassing will occur on the Estate from the right-of-way and work/construction areas. NCDOT will need to maintain the existing security gate and turn-around area on the Estate located at the end of Old River Road under the I-26 bridges over the French Broad River. Similarly, NCDOT will need to ensure the Estate's continued use of Old River Road along the edge of the French Broad River during all periods of construction - specifically as it relates to horseback riding, bike riding, and security and maintenance operations. Finally, there is fencing down the property line separating the Estate from the right-of-way. NCDOT will need to maintain the integrity of that fencing during construction and notify Biltmore of any areas where the fencing is damaged or non-functional.

## **Conclusion**

The I-26 Widening Project impacts the Biltmore Estate perhaps more than any other single property along the project route. Biltmore does not oppose the Project, but as discussed above, there are a number of significant, actual, and potential impacts to the Estate that need to be considered and addressed. Biltmore requests that NCDOT provide the necessary data and information so that the parties can discuss how these impacts may be minimized if not eliminated. We look forward to the dialogue with NCDOT about these important issues.

Very truly yours,

ROBERTS & STEVENS, P.A.

A handwritten signature in black ink, appearing to read "F. Lachicotte Zemp, Jr.", written in a cursive style.

F. Lachicotte Zemp, Jr.

LZ/ak

cc: (by email only)  
William A.V. Cecil, Jr.  
Diana C. Pickering  
George W. Pickering, II  
Stephen H. Watson  
John S. Stevens  
Vince D. Childress



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

June 27, 2018

The Biltmore Company and West Range, LLC  
c/o Mr. Lachicotte Zemp, Jr.  
Roberts & Stevens, P.A.  
P.O. Box 7647  
Asheville, N.C. 28802

Mr. Zemp:

Thank you for your participation in the April 3, 2018 meeting with NCDOT, and for your April 30, 2018 letter concerning the NC Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) Project Nos. I-4400/I-4700, I-26 widening. We appreciate the additional background information on the Biltmore property and your concerns. NCDOT understands and appreciates the interest Biltmore Estate has in the project and the importance of maintaining the user experience at the Estate. Since the date of your letter, project designs have been revised, and we feel that many of your concerns have been addressed.

**A. Taking of Estate property through formal condemnation**

Per NCDOT policy, jurisdictional streams flowing directly in the French Broad River are Environmentally Sensitive Areas (ESAs) due to the presence of the federally protected Appalachian elktoe in the French Broad River. ESAs require that special procedures be used for construction activities within a 50-foot zone on both sides of the stream measured from top-of-bank. The following measures are required for ESAs:

- The Contractor may perform clearing operations, but not grubbing operations, until immediately prior to beginning grading operations.
- Once grading operations begin, work shall progress in a continuous manner until complete.
- Erosion control devices shall be installed immediately following the clearing operation.
- Seeding and mulching shall be performed on the areas disturbed by construction immediately following final grade establishment.
- Seeding and mulching shall be done in stages on cut and fill slopes that are greater than 20 feet in height measured along the slope, or greater than 2 acres in area, whichever is less.
- All sediment and erosion control (SEC) measures, throughout the project limits, must be cleaned out when half full of sediment, when applicable, to ensure proper function of the SEC measures.

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As part of the project the pair of I-26 bridges over the French Broad River must be replaced. Access roads and causeways will be used to perform the construction and demolition. In the original design, provided on April 20, 2018, the access road parallel to westbound I-26 and south of the river came within 9 feet of a jurisdictional stream. NCDOT proposed temporarily moving the stream to comply with the ESA policy of a 50-foot buffer. In response to Biltmore's concerns, NCDOT is coordinating with the US Army Corps of Engineers (USACE) to develop a solution that avoids impacts to the Biltmore Estate property. Additional SEC measures will be developed. The Sediment and Erosion Control Plan (SECP) will be available for review by US Fish and Wildlife Service (USFWS) and USACE once it is developed. In addition, a revegetation and stream stability monitoring plan will be developed by NCDOT and approved by the USACE. The revegetation and stream stability monitoring will begin immediately following the I-26 bridge replacement and continue for three years.

### **B. Management of storm water runoff and discharges onto the Estate.**

In addition to the ESA policy and procedure described in Section A, NCDOT has committed to using Design Standards in Sensitive Watersheds (DSSW) [15A NCAC 04B .0124 (a) – (e)] within the existing and proposed right of way from the Blue Ridge Parkway bridge to the northern project terminus (I-40/I-240). This includes right of way adjacent to Biltmore. DSSW erosion control measures exceed the standard Best Management Practices (BMPs) for sediment and erosion by requiring:

- Uncovered areas shall be limited to a maximum total area of 20 acres.
- Erosion and sedimentation control measures shall be designed and constructed to provide protection from the runoff of the 25-year storm event, instead of a 10-year storm.
- Sediment basins will have a settling efficiency of at least 70 percent for the 40-micron (0.04mm) size soil particle transported into the basin by the runoff of a two-year storm.
- Newly constructed open channels shall be constructed with side slopes no steeper than two horizontal to one vertical foot (2:1) if a vegetative cover is used for stabilization. The angle for side slopes shall be sufficient to restrain accelerated erosion.
- Ground cover sufficient to restrain erosion must be provided within 15 working days or 60 calendar days following completion of construction, whichever period is shorter.

NCDOT will evaluate the stormwater flow into the culvert under Old River Road and if it is undersized, it will be replaced.

NCDOT will develop a SECP that will be available for review by USFWS, USACE, and NC Department of Water Resources.

### **C. Noise**

All of the finalized technical reports for the I-26 Widening project can be found on the NCDOT website (<https://www.ncdot.gov/projects/i26Widening/>), The Traffic Noise Report (HNTB, 2017) can be found under "Project Documents", "Documents and Maps". In the Traffic Noise Report, the portion of the Biltmore Estate located directly adjacent to I-26 is shown primarily in Areas X, Y, and Z on Figure 26. Areas X, Y, and Z are discussed on pages 23 and 24 with the conclusion that there are no noise sensitive land uses with outdoor areas of frequent human use in close enough proximity to the interstate to warrant consideration of traffic noise impacts.

We understand your position that the Biltmore Estate should be considered a Noise Abatement Criteria (NAC) Category A. This designation can only be made by the Federal Highway Administration (FHWA). To be considered as a Category A, the following conditions must be met:

1. Serenity and Quiet: Is the site currently serene and quiet? Current ambient noise levels must not equal or exceed 56 dB(A).
2. Public Need: Does the site currently serve an important public need?
3. Intended Purpose: Is the preservation of serenity and quiet essential to serve the site's intended purpose?
4. Frequent Human Use: Is the site frequently used (or frequently available for use) by the public?

If Biltmore would like to pursue this designation, NCDOT can review any information provided by the estate and assist with FHWA coordination. Please contact me, by phone at 828.251.6171 ext 213 or by email at [slcannon@ncdot.gov](mailto:slcannon@ncdot.gov), to coordinate this effort with the NCDOT Traffic Noise and Air Quality Group.

#### **D. Light**

Two locations will require permanent lighting as part of the I-26 widening project: the I-26 and US 25 (Asheville Highway) interchange and the reconstructed rest areas, south of the Fanning Bridge Road overpass. No other portions of the project will have new lighting. The lighting at the NC 191 (Brevard Road) will remain the same.

Some construction work on the I-26 bridge over the French Broad River will likely need to be completed at night. These activities may include causeway installation, setting girders, drilling shafts, concrete pours, deck concrete pours, beam setting, construction material(s) stockpiling, and traffic shifts. The amount and type of lighting for all activities will be minimized to the maximum extent practicable.

In addition to construction lighting, red safety lighting will be used on the causeways to alert river users to the causeways' location.

The proposed bridge guardrail is expected to be solid; thereby eliminating the light from vehicles crossing the bridge.

#### **E. Preservation of the aesthetic and visual quality, character and experience of the Estate.**

NCDOT makes every effort to develop transportation projects with the quality of natural and cultural environments in mind. Avoidance and minimization measures are implemented throughout the design process. Through coordination with resource agencies, NCDOT further refines avoidance, minimization, and mitigation measures appropriate for a given resource.

NCDOT evaluates National Register eligibility and the potential for adverse effects through the Section 106 Process. In consultation with the NC State Historic Preservation Office (SHPO) and Federal Highway Administration (FHWA), a determination of "no adverse effect" to the National Historic Landmark (NHL) Biltmore Estate was made as impacts will not diminish resources that contribute the property's significance. Further, pursuant to Section 4(f) of the Department of Transportation Act, FHWA coordinated with the official with jurisdiction over the NHL Biltmore Estate – National Park Service (NPS) – in the determination of a *de minimis* impact to the property. The NPS concurred with this finding on March 8, 2017. The *de minimis* determination was announced in a project newsletter dated April 26, 2017.

#### **F. Security and Operations**

NCDOT will require the Contractor to secure and maintain the construction site to prevent trespassing onto both the construction site and Biltmore property. NCDOT will provide access for Old River Road users to traverse from one side of the I-26 bridge to the other to the extent practicable. NCDOT has committed to the installation of a catchment device on the bridge to prevent construction material from falling onto Old River Road users, onto river users, and/or into the water.

### Further Coordination and Next Steps

NCDOT appreciates Biltmore's input, and is committed to avoiding and minimizing impacts to all stakeholders to the extent practicable. We appreciate the opportunity to address your concerns regarding impacts to the Estate as a result of the project.

In response to Biltmore's request to be included in these discussions, NCDOT is requesting a meeting with yourself and other representatives of Biltmore. Please contact me, by phone at 828.251.6171 ext 213 or by email at [slcannon@ncdot.gov](mailto:slcannon@ncdot.gov), at your convenience to coordinate this meeting.

Sincerely,

DocuSigned by:  
  
0FECB6ABFE95408...

Steve Cannon, PE  
Project Development Engineer  
Division 13  
North Carolina Department of Transportation

SC/kb

Cc: (by email)  
Wanda Austin  
Randy McKinney  
Jennifer Martin  
Brendan Merithew  
Missy Pair  
Beverly Robinson  
Mark Staley  
Derrick Weaver  
Bill Zerman

Meeting Date: **October 2, 2018**

NCDOT STIP Number: I-4400/I-4700

**Project:** I-26 Widening, Henderson and Buncombe Counties  
**Meeting Subject:** Potential Impacts to Biltmore Estate  
**Attendees:** Wanda Austin, Steve Cannon, Randy McKinney, Bob Haskett, Mark Gibbs, Derrick Weaver, Missy Pair, Jake Day, Frankie Dills - NCDOT  
Lach Zemp, Chuck Pickering, Bruce Hazzard - Biltmore Estate  
Joe Olson, Matt Foster, Kat Bukowy, Marc Whitmore, Aaron Castro - HNTB

### Meeting Summary:

The attendees met to discuss potential impacts to the Biltmore Estate property from the I-26 widening project (I-4700 in Buncombe County). To understand impacts, the group reviewed the plan set from the Blue Ridge Parkway to Westerly Lake.

Biltmore requested outfall/discharge calculations for pipes discharging on or near Biltmore properties.

Spot locations were identified as areas of interest or concern:

- SDX @ Station 1092,
- Station 1107
- Station 1120 - 1123 (approx.)
- Culvert (42" pipe) under Old River Road
- SEE Station 1154

General questions were asked on where the water goes once discharged, use of riprap, and other dissipation approaches. Biltmore wants to ensure all measures or mechanisms for managing the discharge are sufficient.

Biltmore asked about noise impacts. DNR will be available in December. Missy asked for location and usage data for "human uses".

Follow up items that were provided:

- A link to the updated plans showing the drainage design.
- The outlet discharge calculations showing both volume and velocity at the outlets under current conditions and under conditions as designed. Drainage areas determined by NCDOT that supply each drainage outlet. Event (2 yr, 10 yr, 25 hr?) selection for design of individual elements
- French Broad River construction access design.
- Sign in sheet from the subject meeting.