

US 221A RELOCATION

SR 1920 (Main St.) in Henrietta to just north of SR 1941 (Melton St.)
in Caroleen

Rutherford County

WBS Element 34547.1.1
Federal Project No. STP-221A (001)
State Project No. 8.1891401

TIP PROJECT R-3612

ADMINISTRATIVE ACTION CATEGORICAL EXCLUSION

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



APPROVED:

9.13.12
Date for Jennifer H. Harris
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Project Development and Environmental Analysis Branch, NCDOT

9.12.12
Date for Michael J. Stetson
John F. Sullivan III, P.E., Division Administrator
Federal Highway Administration

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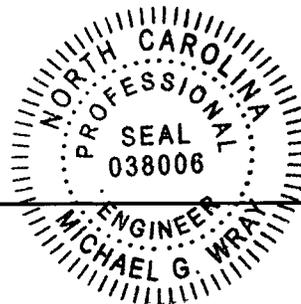
CATEGORICAL EXCLUSION

September 2012

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

Date


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Project Planning Engineer



9-13-2012


John G. Conforti, REM
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9-13-2012

PROJECT COMMITMENTS

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Construction Unit

If later project design should accidentally encroach into the historic property area, avoidance to any nearby historic property is required.

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I. DESCRIPTION OF PROPOSED ACTION

A. Project Purpose

The primary purpose of this project is to improve the traffic carrying capacity, alignment, safety, and maintenance conditions of the roadway in the manufacturing/institutional area between Henrietta and Caroleen. Currently, the US 221A corridor between SR 1920 in Henrietta and SR 1941 in Caroleen consists of 2-lane, 24-foot roadway sections.

B. General Description and Alternatives Considered

The NCDOT has considered three build alternatives and the no-build alternative for the improvements to US 221A. The build alternatives propose to improve US 221A with the horizontal realignment of several sharp curves, as well as the addition of 2-foot paved shoulders and 8-foot grassed shoulders from SR 1920 (Main St.) in Henrietta to SR 1941 (Melton St.) in Caroleen. The alterations in the roadway will result in the removal of several driveways and structures along the US 221A corridor.

Two other build alternatives had been previously considered. One alternative directly impacted the Caroleen Depot and the other directly impacted a nearby residence, both of which are located in the Caroleen Mill Village Historic District. After mitigation efforts to the depot site were unsuccessful, a third avoidance alternative was developed, and is now the NCDOT preferred alternative.

C. Cost Estimates and Schedule

Right-of-way acquisition is to begin in FY 2013, while construction is scheduled for FY 2015.

Table 1. Cost Estimates

2012 – 2020 TIP Estimate				
Construction	Right of Way	Mitigation	Prior Years	Total Cost
\$4,100,000	\$250,000	\$146,000	\$125,000	\$4,621,000

*Updated construction cost estimate: \$4,600,000 (July 2012)
 *Updated right of way cost estimate: \$880,100 (September 2011)

II. NEED FOR PROPOSED PROJECT

A. Description of Existing Conditions

1. Functional Classification

US 221A is a primary north-south transportation facility for Rutherford County, connecting US 74 to Caroleen, Avondale and Cliffside. It also serves as an alternate route to US 221 for north-south travel between Forest City and the South Carolina state line, and is designated as a major collector on the North Carolina Statewide Functional Classification System.

2. Roadway

The corridor of US 221A along the proposed project site consists of a 2-lane, 24-foot roadway section. The roadway has an undulating vertical alignment, and one specific section of horizontal alignment that is undesirable.

3. Right of Way and Access Control

Existing right of way along US 221A within the project limits varies from approximately 60 to 80 feet.

4. Interchanges

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

5. Speed Limits

The posted speed limit of US 221A is 45 miles per hour.

6. Intersections and Type of Control

There are five intersections with US 221A along the project corridor; these include Melton Street, Boss Moore Road, Cooperstown Road, Hotel Street, and Avondale Landfill Road/Ellenboro-Henrietta Road. There are also two extended driveways off of US 221A within the project corridor. All of the intersections are controlled by stop signs.

7. Railroad Involvement

There are no railroad crossings within the project limits.

8. Structures

One major drainage structure is located in the vicinity of the proposed corridor. An existing single barrel (12' x 10') reinforced concrete box culvert (RCBC) is located along US 221A approximately fifty feet north of SR 1949 (Hotel Street). The crossing intersects an unnamed tributary to the Second Broad River and is approximately 600 feet upstream from its confluence with the river. There is a 25-foot concrete apron at the downstream end of the culvert.

9. Greenway, Pedestrian, and Bicycle Accommodations

The current US 221A facility has restricted options for pedestrians and bicyclists. The existing roadway has unpaved shoulders, but contains no sidewalks, bicycle routes, or greenways. The proposed US 221A improvements do not include provisions for a paved sidewalk; instead 2-foot paved shoulders will better suit the minimal amount of bicycle and pedestrian traffic that US 221A currently facilitates.

10. Geodetic Markers

There was one geodetic marker located near the project area. According to the NCDENR geodetic database, PID #AF7897 is located approximately 100 feet east-southeast from the centerline of US 221A at Ellenboro-Henrietta Road.

11. Utilities

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

12. School Buses

Approximately eight buses are housed at the Thomas Jefferson Classical Academy's campus in Henrietta. Five route buses operate during the morning and afternoon hours, and activity buses generally operate in the late afternoon and evening hours.

B. Traffic Volumes

Traffic volumes in the US 221A project area were generated for the base year (2010) and the design year (2035). The traffic volume along US 221A ranges from 2,700 vehicles per day (vpd) to 4,000 vpd in the base year. Truck

traffic percentage consists of 4% Duals and 1% TT-STs within the project limits. The design hourly volume is 11%.

Population in the vicinity of this project and traffic volumes on US 221A have been decreasing during the past twenty years. These trends are expected to continue into the future. Any new development is assumed to offset further decline in population and traffic resulting in a negligible traffic gain for the 2035 forecast. Therefore, the traffic forecast for 2035 is the same as current (2010) traffic.

Projected traffic volumes, truck data, design hour data, and intersection data are shown in Appendix C.

C. Traffic Crash Data and Analysis

There were 7 reported crashes along this segment from April 1, 2008 to March 31, 2011 (attached). For crash rate purposes, this location can be classified as a rural 2-lane, undivided United States (US) route. Table 1 shows the comparison of the crash rates for the analyzed section of US 221A versus the 2007-2009 statewide rural 2-lane, undivided US crash rates. Current crash rates exceed the statewide crash rates in the total, non-fatal injury and wet categories and exceed the critical crash rates in the wet category only.

Table 2. Crash Rate Comparisons, US 221A

Rate	Crashes	Crashes per 100 MVM	Statewide Rate ¹	Critical Rate ²
Total	7	248.50	151.02	289.13
Fatal	0	0.00	1.78	32.58
Non-Fatal Injury	2	71.00	55.37	145.99
Night	0	0.00	50.88	138.48
Wet	3	106.50	27.54	96.68

¹ 2007-2009 statewide crash rate for rural 2-lane, undivided United States (US) routes

² Based on the statewide crash rate (95% level of confidence).

D. Adjacent TIP Projects

There are no TIP projects within two miles of the R-3612 corridor. Three bridge projects (B-4653, B-5399, and B-4075) are all between 2.5 and 4.0 miles from the project limits.

The road project in the closest proximity to R-3612 is R-2233AB, a segment of the widening of US 221. It is located approximately 3.8 miles to the west of this proposed project.

III. DESCRIPTION OF PROPOSED IMPROVEMENTS

A. Length of Project

The length of the proposed project improvements will be quite similar to the existing length within the area, which is approximately 1.1 miles.

B. Horizontal Alignment

The existing roadway of US 221A has an extremely steep curve located just south of the town of Caroleen. The new alignment will flatten that curve considerably, which will result in a segment of the roadway on new location from Coopertown Road to just north of the Thomas Jefferson Classical Academy.

C. Structures

Based on the preliminary hydraulic analysis, the existing single barrel 12' x 10' RCBC is greatly oversized (possibly for grade and right of way constraints). It is recommended that the existing single barrel 12' x 10' RCBC be replaced with a double barrel 6' x 6' RCBC. Any widening or relocation should be done on the upstream (east) side of the existing culvert.

D. Traffic Control during Construction

An on-site detour should not be required, as phased construction should allow the existing roadway to maintain traffic. Also there is an off-site detour route available with a length of approximately 1.5 miles.

E. Right of Way

A right-of-way estimate for each alternative was completed in September 2011. The preferred alternative will affect 23 parcels, and cause the removal/relocation of two residential properties. This alternative has slightly less impacts than the original two alternatives, which affected 24 parcels and had three relocations each. Proposed right-of-way width is 80 feet.

F. Intersection Treatment

The same five intersections will occur within the project limits following the proposed improvements. The intersection of US 221A and Hotel Street will be altered to accommodate the new alignment of the roadway, while the intersection at Avondale Landfill Road/Ellenboro-Henrietta Road will be shifted south to improve sight distance and the alignment of the existing intersection.

G. Sidewalks/Bicycle Accommodations

There will be no sidewalk or bicycle accommodations within the project limits.

H. Access Control

Within the project area, US 221A is a rural, two lane highway and has no control of access.

I. Design Speed

The design speed of US 221A would likely increase to 50 miles per hour with wider lanes and straighter geometry.

J. Degree of Utility Conflicts

The utility estimate for the preferred alternative was completed in October 2011. There will be several relocations of power and telephone poles, as well as reconstruction of water and sewer lines. The estimated cost for updating utilities is approximately \$372,000.

IV. ALTERNATIVES TO THE PROPOSED ACTION

A. Alternatives Modes of Transportation

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

B. No-Build Alternative

This alternative is not recommended. Although the "No-Build" would avoid the minor environmental impacts that are anticipated as a result of this project, there would be no positive effect on the horizontal alignment and safety of US221A.

C. Build Alternatives

Two build alternatives were initially studied and discarded; Alternative L impacted a house in the Caroleen Mill Historic District, while Alternative L2 directly impacted the historic Caroleen Depot. Alternative L1 was designed after the original two were rejected; it was chosen as the preferred alternative based on its avoidance of the historic properties.

V. ENVIRONMENTAL EFFECTS OF PROPOSED ACTION

A. Cultural Resources

1. Compliance Guidelines

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

2. Historic Architecture

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

The Avondale United Methodist Church, the Henrietta-Caroleen High School/Thomas Jefferson Classical Academy, and the Caroleen Mill and Mill Village Historic District are all eligible for the National Register.

3. 4(f) Resources

An updated effects meeting was held with FHWA and NC-HPO on November 15, 2011. All three properties were determined to fall under a "no adverse effect" finding, and therefore a "de minimis" finding pursuant to Section 4(f).

4. Archaeology

On August 6th, 2012, NCDOT archaeologists conducted an archaeological field investigation of the project's Area of Potential Effects. The survey strategy was based on consultation with OSA.

Pedestrian inspection and limited subsurface testing confirmed expectations of widespread erosion and localized soil disturbances. No archaeological sites were identified as a result of this investigation. No

further archaeological fieldwork is recommended at this time for the project as currently proposed. A brief archaeological survey report will be prepared and circulated to HPO and OSA for review and comments prior to construction.

B. Land Use and Community Impacts Assessment

1. Land Use

A Draft Rutherford County Land Use Plan designated the area surrounding Caroleen, Avondale and Henrietta as “community.” East of the community is “limited transition” land that stretches to the railroad tracks. South of Henrietta is considered “rural” except for the area around Cliffside, which is also designated as “community.”

Land use within the demographic area predominantly consists of single family residential properties, with some scattered retail and industrial facilities.

2. Community Characteristics

The communities of Caroleen, Avondale, Henrietta and Cliffside all started as cotton mill towns in the late 19th and early 20th centuries. With the majority of the mills closing, a large economic resource has been lost in the area.

A CIA update statement was issued in June 2010. It states that the original Community Impact Assessment was completed in 2004. At that time no notable community impacts were anticipated, nor were any indirect and cumulative effects projected. The document was written before final design and noted that potential effects on Avondale United Methodist Church and Thomas Jefferson Classical Academy were possible. Residential relocations might also be possible, depending on final alignment.

Attempts to reach local planners by phone and email were unsuccessful. Based on a recent review, it appears the information, analysis and findings in the 2004 document remains current.

Limited English Proficiency (LEP) assessment did not exist in 2004. According to Census data, 0.6% of the adult population of the Demographic Study Area spoke English less than well. Therefore, demographic assessment does not indicate the presence of LEP language groups that exceed the Department of Justice’s Safe Harbor threshold.

Two residential relocatees are caused by the preferred alternative;

there are no businesses that require relocation. NCDOT follows the Uniform Relocation Act of 1970, as amended, which outlines the Federal Guidelines pertaining to the relocation of displacees. Details of the relocation assistance program can be found at:

http://www.ncdot.gov/download/construction/roadbuilt/RelocationBooklet_07.pdf

Table 3. Summary of Demographics

Race/Ethnicity	Demographic Area		Rutherford County	
	#	%	#	%
White	5,195	89.5	53,957	85.8
Black or African American	394	6.8	7,028	11.2
American Indian/Alaska Native	9	0.1	102	0.2
Asian	8	0.1	191	0.3
Native Hawaiian/Pacific Islander	0	0.0	15	0.0
Some other race	4	0.1	54	0.1
Two or more races	32	0.6	416	0.7
Hispanic or Latino	165	2.8	1,136	1.8
**Total Non-White	613	10.5	8,942	14.2

C. Natural Resources

1. Terrestrial Communities

Two natural forested communities (Piedmont Alluvial Forest, Dry-Mesic Oak-Hickory Forest) occur within the project study area and one additional community (Maintained/Disturbed Land) that is the result of human activities. Please refer to the Natural Resources Technical Report (NRTR) and its addendum for detailed descriptions of each of these communities. The NRTR and addendum are available for review in the offices of the Project Development and Environmental Analysis Branch of the North Carolina Department of Transportation, located at 1000 Birch Ridge Drive, Raleigh, NC, 27610.

Table 4. Terrestrial Community Types

Plant Community	Coverage Area, in acres (Percentage of Total Area)
Maintained/Disturbed	7.61 (67.9%)
Piedmont Alluvial Forest	0.14 (1.2%)

Dry-Mesic Oak-Hickory Forest	3.46 (30.9%)
TOTAL:	14.04 (100%)

2. Water Resources

Three jurisdictional streams were identified within the proposed project study area (Table 5). All three of the streams are unnamed tributaries (UTs) to the Second Broad River. This reach of the Second Broad River has been assigned Best Usage Classification of WS-IV; unless otherwise noted, unnamed streams carry the same classification as the receiving stream to which it is a tributary. Stream delineations can be found in the Natural Resources Technical Report.

There are no Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supplies in natural and undeveloped watersheds (WS-I), or Water Supplies in predominantly undeveloped watersheds (WS-II) within three miles upstream or downstream of the project study area. There are no streams designated as a National Wild and Scenic River or a state Natural and Scenic River, nor any streams listed as impaired waters according to the Division of Water Quality's (DWQ) 303(d) list, within the project study area.

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

Table 5. Jurisdictional water resources

Stream Segment	Length (feet)	Classification
UT1	615	Perennial
UT2	221	Perennial
UT3	189	Perennial

3. Wetlands (Waters of the US)

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

No jurisdictional wetlands were identified within the study area.

The proposed project has been designated as a Categorical Exclusion (CE) for the purposes of NEPA documentation. As a result, the Nationwide Permits (NWPs) 14 and 23 will likely be applicable due to encroachment into stream channels as a result of highway construction. The USACE holds the final discretion as to what permit will be required to authorize project construction.

In addition to the 404 permit, other required authorizations include the corresponding Section 401 Water Quality Certification (WQC) from the NCDWQ. A NCDWQ Section 401 Water Quality General certification for a Categorical Exclusion may be required prior to the issuance of a Section 404 Permit.

4. Federally Protected Species

Plants and animals with a federal classification of Endangered (E), Threatened (T), Proposed Endangered (PE), and Proposed Threatened (PT) are protected under provisions of Section 7 and Section 9 of the Endangered Species Act of 1973, as amended. The US Fish and Wildlife Service lists five species under federal protection for Rutherford County as of March 7, 2007. The brief biological conclusions for each are listed below.

Table 5. Federally protected species listed for Rutherford County.

Scientific Name	Common Name	Federal Status ^(a)	Habitat Present	Biological Conclusion
<i>Myotis sodalis</i>	Indiana bat	Endangered (b)	No	No Effect
<i>Hexastylis naniflora</i>	Dwarf-flowered heartleaf	Threatened	No	No Effect
<i>Isotria medeoloides</i>	Small whorled pogonia	Threatened	No	No Effect
<i>Sisyrinchium dichotomium</i>	White irisette	Endangered	No	No Effect
<i>Gymnoderma lineare</i>	Rock gnome lichen	Endangered	No	No Effect

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

(b) Winter records

Indiana bat**No Effect**

No known occurrences of Indiana bat have been documented within 3.0 miles of the project study area (NCNHP 2003). No impacts to Indiana bat populations are expected as a result of this project due to the absence of suitable habitat within the project area.

Dwarf-flowered heartleaf**No Effect**

There is one documented occurrence of dwarf-flowered heartleaf approximately 3.0 miles from the project study area, near the intersection of SR 2210 and SR 2146, which was last observed in May 1981 (NCNHP 2003). No impacts to dwarf-flowered heartleaf populations are expected as a result of this project, due to the absence of suitable habitat and absence of heartleaf species within the project area.

Small whorled pogonia**No Effect**

No known occurrences of the small whorled pogonia have been documented within 3.0 miles of the project study area (NCNHP 2003). No impacts to small whorled pogonia populations are expected as a result of this project due to the absence of suitable habitat within the project area.

White irisette**No Effect**

No known occurrences of white irisette have been documented within 3.0 miles of the project study area (NCNHP 2003). No impacts to white irisette populations are expected as a result of this project due to the absence of suitable habitat within the project area.

Rock gnome lichen**No Effect**

No known occurrences of rock gnome lichen have been documented within 3.0 miles of the project study area (NCNHP 2003). No impacts to the rock gnome lichen are expected as a result of this project due to the absence of suitable habitat within the project area.

D. Traffic Noise

The traffic noise analysis determined there is no predicted impact on any noise receptors within the study area for this proposed highway project. Based on this preliminary study, traffic noise abatement is not recommended and no noise abatement measures are proposed. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a significant change in the project scope, vehicle capacity or alignment.

In accordance with NCDOT Traffic Noise Abatement Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed

highway project is the approval date of the Categorical Exclusion (CE). For development occurring after this date, local governing bodies are responsible to insure that noise compatible designs are utilized along the proposed facility.

E. Air Quality Analysis

The project is located in Rutherford County, which has been determined to be in compliance with the National Ambient Air Quality Standards. 40 CFR part 51 is not applicable, because the proposed project is located in an attainment area. This project is not anticipated to create any adverse effects on the air quality of this attainment area.

If vegetation is disposed of by burning, all burning shall be done in accordance with applicable local laws and regulations of the North Carolina SIP for air quality in compliance with 15 NCAC 2D.0520. This evaluation completes the assessment requirements for air quality of the 1990 Clean Air Act and the NEPA process, and no additional reports are necessary.

F. Hazardous Materials Evaluation

Two possible underground storage tank facilities and two industrial sites were identified within the project corridor by the NCDOT Geotechnical Engineering Unit. Low to non-existent monetary and scheduling impacts are expected to result from these sites. No landfills or hazardous waste sites were identified within the project limits.

VI. COMMENTS AND COORDINATION

A. Agency Coordination

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

Appalachian Regional Commission
NC Department of Cultural Resources, State Historic Preservation Office
NC Department of Environment and Natural Resources, Division of Water Quality
NC State Clearinghouse, Department of Administration
NC Wildlife Resources Commission
Rutherford County
United States Fish and Wildlife Service

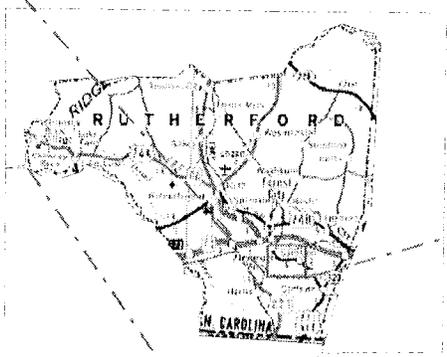
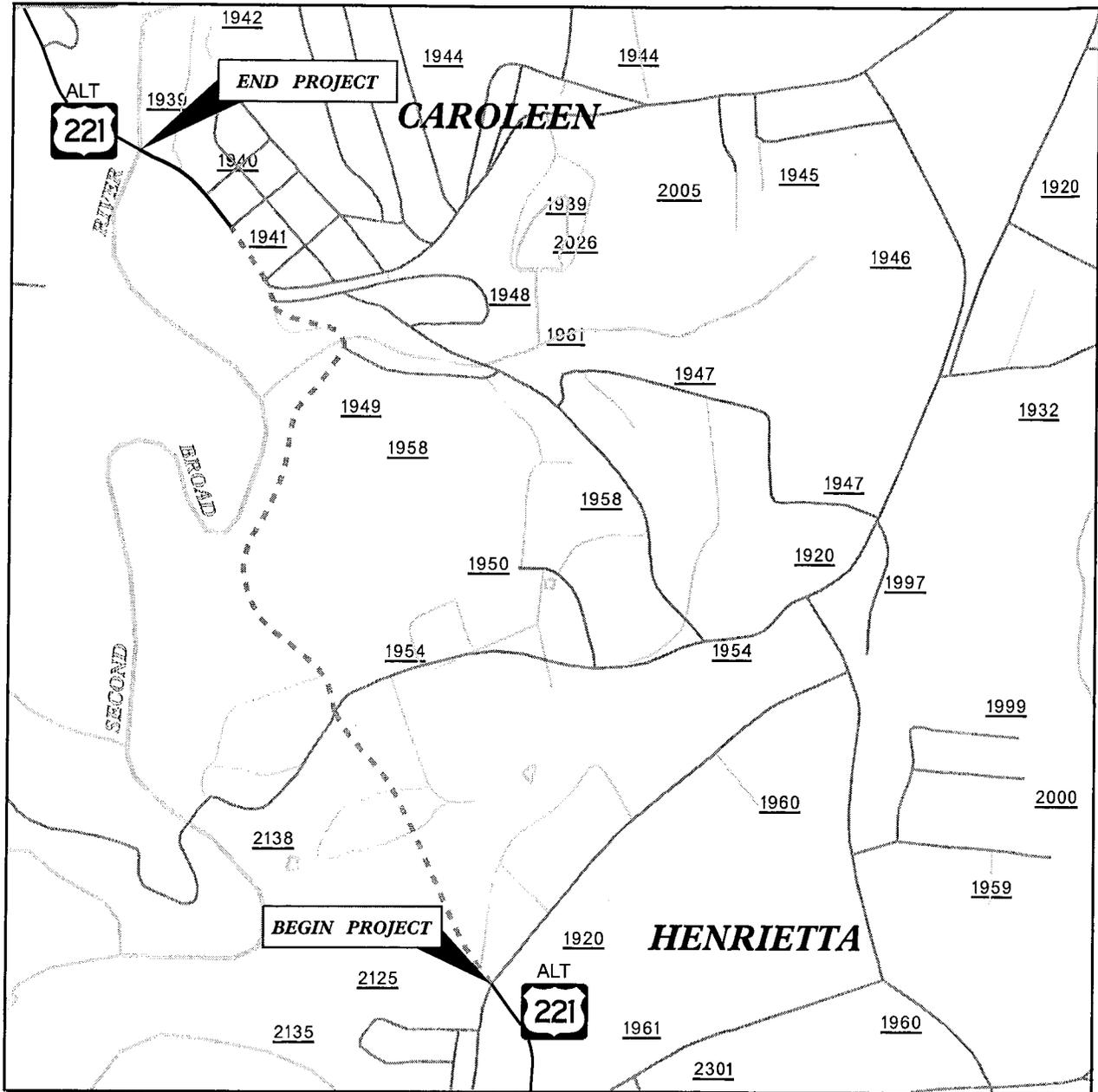
B. Public Involvement and Comments

Two Citizens' Informational Workshops (CIWs) were held for the proposed project; both took place at Forrest Hunt Elementary School in Forest City, NC. The first workshop occurred in September 2006 to present the original two alternatives for realignment (Alternatives L and L2). Approximately 15 citizens attended this workshop, and the majority of those who left comments preferred Alternative L2 due to its flatter horizontal curvature.

Once Alternative L2 was deemed unfeasible due to issues regarding the Caroleen Depot, a second CIW was held in December 2011 to present the avoidance alternative to the historic properties. Approximately 5-10 citizens attended and no issues were reported with the preferred avoidance alternative.

VII. BASIS FOR CATEGORICAL EXCLUSION

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



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>US 221 ALT FROM SR 1920 (MAIN ST) IN HENRIETTA TO SOUTH OF SR 1941 (MELTON ST) IN CAROLEEN RUTHERFORD COUNTY TIP # R-3612</p>	
<p>FIGURE 1: VICINITY MAP</p>	



**R-3612 PREFERRED ALTERNATIVE
US 221A IMPROVEMENTS**
FROM SR 1920 (MAIN STREET) IN HENRIETTA
TO SR 1941 (MELTON STREET) IN CAROLEEN
RUTHERFORD COUNTY
ALTERNATE L1
(PREFERRED)

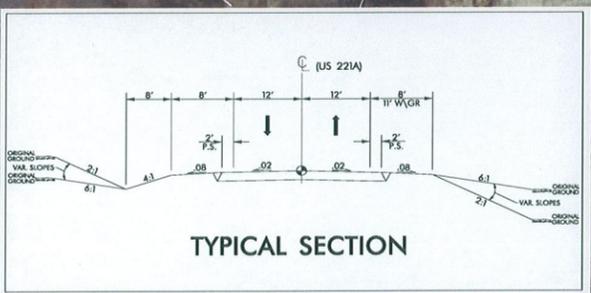


DESIGN DATA

Functional Class	Major Collector
Design Speed	40 mph
Max. Superelev.	0.04
Max. Grade	3%
Photo Date	03-26-2004

BEGIN TIP PROJECT R-3612

END TIP PROJECT R-3612



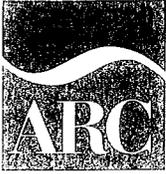
LEGEND

	BUILDINGS
	TEMPORARY CONSTRUCTION EASEMENT
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	EXISTING ROADWAY
	PROPOSED ROADWAY
	PROPOSED CULVERT, CURB AND GUTTER
	PROPERTY LINES / EXISTING RIGHT OF WAY
	LAKES, RIVER, STREAMS AND PONDS
	HISTORIC PROPERTY BOUNDARY
	REMOVAL OF EXISTING PAVEMENT

- | | |
|-------------------------------------------------------|-------------------------------------|
| 1 FIRST CITIZENS BANK & TRUST COMPANY | 16 ROBERT A. & CATHERINE D. HOPFES |
| 2 DUKE POWER COMPANY | 17 BOBBY E. & PEGGY H. LOWERY |
| 3 TRUSTEES OF AVONDALE METHODIST CHURCH | 18 R/S PROPERTIES, LLC |
| 4 GALEY & LORD INDUSTRIES, INC. | 19 HOMER RAY & KATHERINE C. INMAN |
| 5 LILLIE L. & TAMELA P. ROBERTS | 20 PHILLIP W. MORROW |
| 6 CHARLES M. & SHERRY M. JACKSON | 21 CINDY D. POTAT |
| 7 DEBRA B. SMITH CO. BERTHA S. BURGESS | 22 JOEL DEAN JENNINGS |
| 8 FRANCIS JORANE DUNCAN & JOSEPH SCOTT JACKENNY | 23 EDDIE JENNINGS |
| 9 MICHAEL D. & MARY M. DAUGHERTY | 24 KAREN WATTS HILL |
| 10 GAIL JOHNSON TEDDER | 25 BARBARA CLARK BALCERAK |
| 11 CLYDE WILLIAM EARLEY | 26 DOYLE A. DEZIO |
| 12 DOUGLAS A. & JACKQUELINE DUNCAN | 27 CLAUDE T. & GLORIA L. MORRIS III |
| 13 DONALD & GINGER LOWERY & JIMMY LEE BETTY JO LOWERY | 28 COUNTY OF RUTHERFORD |
| 14 PAUL R. & EYNN M. WURZBACH | 29 EDWIN BAXTER HOLLAND |
| 15 JIMMY LEE LOWERY | 30 DUKE ENERGY CORPORATION |

(ENGLISH)
INCOMPLETE PLANS
PRELIMINARY PLANS

(ENGLISH)
INCOMPLETE PLANS
PRELIMINARY PLANS



APPALACHIAN
REGIONAL
COMMISSION

*A Proud Past,
A New Vision*



April 30, 2002

Mr. William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

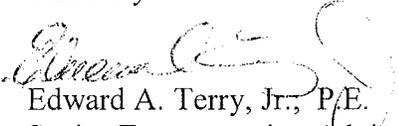
Dear Mr. Gilmore:

Thank you for your April 12, 2002 letter offering the Appalachian Regional Commission an opportunity to comment on the proposed relocation of US 221A from south of SR 1954 at Avondale to south of the Broad River at Caroleen in Rutherford County.

The proposed project will not have any adverse effect on the Appalachian Development Highway System.

Should you have any questions please do not hesitate to contact me at (202) 884-7706.

Sincerely:


Edward A. Terry, Jr., P.E.
Senior Transportation Advisor

Cc:

Mr. Nicholas L. Graff - FHWA



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Asheville Field Office
160 Zillicoa Street
Asheville, North Carolina 28801

May 2, 2002



Mr. William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Mr. Gilmore:

Subject: Relocation of US 221A from South of SR 1954 (Ellenboro-Henrietta Road) to South of Second Broad River, Rutherford County, Division 13, State Project No. 8.1891401, Federal Aid Project No. STP-221A(001), TIP Project No. R-3612

This letter responds to a request for our review and comments regarding the subject project. Our comments are provided in accordance with the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661-667e), and Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543) (Act).

The North Carolina Department of Transportation proposes to relocate US 221A from SR 1954 at Avondale to south of the Second Broad River at Caroleen. The current proposal is for a two-lane road with 12-foot travel lanes, 2-foot paved shoulders, and 8-foot shoulders. At this time we will limit our comments primarily to listed species. We will provide comments on impacts to aquatic resources and terrestrial wildlife habitat when more detailed information is available, including wetland delineation, stream impacts, and overall project maps.

Enclosed is a list of species from Rutherford County that are on the *Federal List of Endangered and Threatened Wildlife and Plants*, as well as Federal species of concern. Our records for Rutherford County indicate there are several known locations of the federally threatened dwarf-flowered heartleaf (*Hexastylis naniflora*) near the project area. You should determine whether there is suitable habitat for the dwarf-flowered heartleaf in the area affected by the project. If suitable habitat occurs in the project area, surveys will be required to determine if the species is present. If this species occurs in the project area, additional consultation will be required.

Federal species of concern are not legally protected under the Act and are not subject to any of its provisions, including Section 7, unless they are formally proposed or listed as endangered or threatened. We are including these species in our response to give you advance notification and to request your assistance in protecting them if any are found in the vicinity of your project.

If you have questions about these comments, please contact Ms. Marella Buncick of our staff at 828/258-3939, Ext. 237. In any future correspondence concerning this project, please reference our Log Number 4-2-02-283.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian P. Cole". The signature is written in a cursive style with a large, stylized initial "B".

Brian P. Cole
State Supervisor

Enclosure

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

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

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

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

COMMON NAME	SCIENTIFIC NAME	STATUS
RUTHERFORD COUNTY		
Vertebrates		
Green salamander	<i>Aneides aeneus</i>	FSC
Cerulean warbler	<i>Dendroica cerulea</i>	FSC
Eastern small-footed myotis	<i>Myotis leibii</i>	FSC
Indiana bat	<i>Myotis sodalis</i>	Endangered (winter records)
Southern Appalachian woodrat	<i>Neotoma floridana haematorea</i>	FSC
Northern pine snake	<i>Pituophis melanoleucus melanoleucus</i>	FSC
Vascular Plants		
Dwarf-flowered heartleaf	<i>Hexastylis naniflora</i>	Threatened
Small whorled pogonia	<i>Isotria medeoloides</i>	Threatened
Butternut	<i>Juglans cinerea</i>	FSC
Sweet pinesap	<i>Monotropsis odorata</i>	FSC
Carolina saxifrage	<i>Saxifraga caroliniana</i>	FSC
Divided-leaf ragwort	<i>Senecio millefolium</i>	FSC
Mountain catchfly	<i>Silene ovata</i>	FSC**
White irisette	<i>Sisyrinchium dichotomum</i>	Endangered
Nonvascular Plants		
Rock gnome lichen	<i>Gymnoderma lineare</i>	Endangered

KEY:

Status	Definition
Endangered	A taxon "in danger of extinction throughout all or a significant portion of its range."
Threatened	A taxon "likely to become endangered within the foreseeable future throughout all or a significant portion of its range."

FSC A Federal species of concern--a species that may or may not be listed in the future (formerly C2 candidate species or species under consideration for listing for which there is insufficient information to support listing).

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

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

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

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

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



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

D. Furr

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David J. Olson, Director

March 20, 2002

MEMORANDUM

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

FROM: David Brook *David L. S. Brook*

SUBJECT: Review of Scoping Sheets for Relocation of US 221A from South of SR 1954 at Avondale to SR 1949 South of Caroleen, Federal Aid STP-221A(001), State Project 8.1891401, R-3612, Rutherford County, ER 02-9099

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

Two copies of the resulting archaeological survey report, as well as one copy of the appropriate site forms, should be forwarded to us for review and comment as soon as they are available and well in advance of any construction activities.

A list of archaeological consultants who have conducted or expressed an interest in contract work in North Carolina is available at www.arch.dcr.state.nc.us/consults. The archaeologists listed, or any other archaeologist, may be contacted to conduct the recommended survey.

Because the architectural survey for the area of potential effect is more than 20 years old, we recommend that a Department of Transportation architectural historian identify and evaluate any structures over fifty years old and report the findings to us.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT

	Location	Mailing Address	Telephone/Fax
Administration	507 N. Blount St, Raleigh, NC	4617 Mail Service Center, Raleigh 27699-4617	(919) 733-4763 • 733-8653
Restoration	515 N. Blount St, Raleigh, NC	4613 Mail Service Center, Raleigh 27699-4613	(919) 733-6547 • 715-4801
Survey & Planning	515 N. Blount St, Raleigh, NC	4618 Mail Service Center, Raleigh 27699-4618	(919) 733-4763 • 715-4801



North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

April 16, 2002

Mr. William Gilmore
N.C. Department of Transportation
Project Dev. & Env. Analysis Branch
Transportation Bldg. - 1548 MSC
Raleigh NC 27699-1548



Dear Mr. Gilmore:

Subject: Scoping - Proposed Relocation of US 221A from SR 1954 (Ellenboro-Henrietta Rd.) at Avondale to South of the Second Broad River at Caroleen; TIP #R-3612

The N. C. State Clearinghouse has received the above project for intergovernmental review. This project has been assigned State Application Number 02-E-4220-0557. Please use this number with all inquiries or correspondence with this office.

Review of this project should be completed on or before 05/29/2002. Should you have any questions, please call (919)807-2425.

Sincerely,

Ms. Chrys Baggett
Environmental Policy Act Coordinator

PLEASE NOTE NEW MAILING ADDRESS
EFFECTIVE IMMEDIATELY

**N.C. STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
1302 MAIL SERVICE CENTER
RALEIGH, NC 27699-1302**



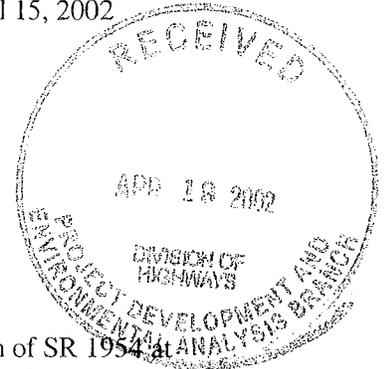
April 15, 2002

MEMORANDUM

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

FROM: Cynthia F. Van Der Wiele, NCDOT Coordinator *cvdw*

SUBJECT: Review of Scoping Sheets for Relocation of US 221A from south of SR 1954 at Avondale to south of Second Broad River at Caroleen, Rutherford County, F.A. Project No. STP-221A(001), State Project No. 8.1891401, TIP Project R-3612.



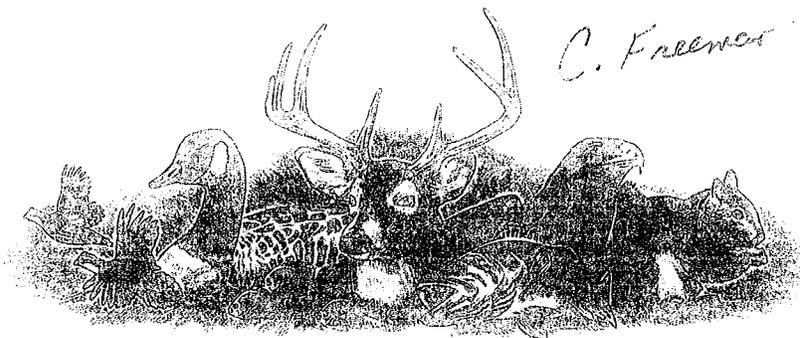
In reply to your correspondence dated February 19, 2002 in which you requested comments for the referenced project, preliminary analysis of the project indicates that an unnamed tributary to Second Broad River (Index No. 9-41, Hydrological Unit 030802) lies within the project area. These waters are classified as WS-IV. The Division of Water Quality offers these comments:

1. According to *the Broad River Water Quality Plan*, water quality issues include controlling sedimentation and nonpoint sources. NCDOT is urged to abide by *Best Management Practices for the Protection of Surface Waters* (March 1997) for design, construction and maintenance of this transportation facility. Additionally, design plans should include ways to maintain the existing good water quality in this Basin. In order to reduce sedimentation in receiving waters, same day seeding and mulching is strongly encouraged. Since US 221A is a major collector, stormwater should be designed to flow into buffer areas or retention basins rather than routed directly into streams. DWQ prefers that stormwater runoff be designed to drain into a properly designed stormwater detention facility/apparatus.
2. While vegetated buffers are not a requirement within this basin, NCDOT is encouraged to retain vegetation as much as possible. Do not remove vegetation from the stream bank unless it is absolutely necessary. Especially avoid removing large trees and undercut banks. If large, undercut trees must be removed, then cut the trunks and leave the stumps and root systems in place to minimize damage to stream banks.
3. Any environmental documents pertaining to this project should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. There should be a discussion on mitigation plans for unavoidable impacts. If mitigation is required, it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. For projects requiring mitigation, appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
4. Borrow/waste areas should not be located in wetlands. It is likely that compensatory mitigation will be required if wetlands are impacted by waste or borrow.
5. Wetland delineation should be performed prior to permit application. Wetland and stream impacts should be avoided to the maximum extent practical. If this is not possible, alternatives that minimize wetland impacts should be chosen. In accordance with the NCDWO Wetlands

Rules { 15A NCAC 2H.0506(b)(6) }, mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation becomes required, the mitigation plan should be designed to replace appropriate lost functions and values. In accordance with the NCDWQ Wetlands Rules { 15A NCAC 2H.0506 (h)(3) }, the Wetland Restoration Program may be available for use as stream mitigation.

Thank you for requesting our input at this time. The DOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Cynthia Van Der Wiele at (919) 733.5715.

pc: Steve Lund, USACE Asheville Field Office
Marcella Buncick, USFWS
MaryEllen Haggard, NCWRC
Central Files
File Copy



☒ North Carolina Wildlife Resources Commission ☒

Charles R. Fullwood, Executive Director

MEMORANDUM

TO: William T. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch, NCDOT

FROM: Owen F. Anderson, Mountain Region Coordinator
Habitat Conservation Program

DATE: June 20, 2002

SUBJECT: Scoping For Relocation of US 221A from South of SR 1954 (Ellenboro-Henrietta Road) to South of Second Broad River, Rutherford County, Federal Aid Project STP-221A (001), State Project 8.1891401, Tip No. R-3612, Division 13

Biologists with the North Carolina Wildlife Resources Commission familiar with the project area have reviewed the scoping letter for the subject project to assess the potential for adverse impacts to fish and wildlife resources. Our comments are provided in accordance with provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

The proposed work involves the relocation of US221A from South of SR 1954 to South of the Second Broad River at Caroleen. Construction is expected to consist of a two-lane facility with 12-foot travel lanes, 2-foot paved shoulders and 8-foot shoulders.

There do not appear to be any major streams that will be impacted by the project; however, several small tributaries will be impacted by the construction. Also there do not appear to be any major wetland complexes associated with the project but there may be wetlands associated with these tributaries and at the point where the project approaches the Second Broad River at Caroleen. The Division of Water Quality classifies this reach of the Second Broad River as WS-IV.

We do not have records for endangered, threatened, special concern or significantly rare species from the immediate project area. However, there are records for the Santee Chub (*Hybopsis zanema*) from the Second Broad River. Additionally, several rare Crayfish are known from the Broad River drainage. If suitable habitat exists in the small tributaries, these species have the potential to be within the project area.

It is not known from the scoping notice what the purpose and need of this project is. However, given the location, it appears the project is likely to promote development that would result in additional adverse impacts to habitat including the Second Broad River. Thus, secondary and cumulative impacts resulting from the project are a major concern. The direct impacts of

greatest concern are the direct loss of habitat and the potential for erosion and sedimentation to the small streams that will convey that sediment to the Second Broad River.

The information provided is not sufficient for our staff to make definitive recommendations or conclusions concerning this project. Due to staff limitations, this standardized response was developed for projects such as this. Although some of the information, requests and comments may not be applicable to certain projects, these guidelines should facilitate preparation of fish and wildlife impact assessments. This information will be very useful if it becomes necessary to prepare an environmental document.

In addition to addressing the concerns discussed above, the environmental document should include a detailed assessment of existing natural resources within these areas of potential development and should discuss the potential of mitigating development impacts to wetlands, surface waters and high-quality upland habitat. Additionally, to provide a meaningful review of proposed project impacts on fish and wildlife resources, we request that consultants, project sponsors or permit applicants provide the following information in the environmental document.

1. Include descriptions of fish and wildlife resources within the project area, and a listing of federally or state designated threatened, endangered or special concern species. When practicable, potential borrow or disposal areas to be used for project construction should be included in the inventories. A listing of designated species can be developed through consultation with: The Natural Heritage Program, NC Division of Parks and Recreation, 1615 Mail Service Center Raleigh NC 27699-1615, PH: (919) 733-4181.
2. Include descriptions of any streams or wetlands affected by the project.
3. Include project maps identifying wetland areas. Identification of wetlands may be accomplished through coordination with the U.S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
4. Provide a description of project activities that will occur within wetlands, such as fill or channel alteration. Acreage of wetlands impacted by alternative project designs should be listed.
5. Provide a description and a cover type map showing acreage of upland wildlife habitat impacted by the project.
6. Discuss the extent to which the project will result in loss, degradation or fragmentation of wildlife habitat (wetlands and uplands).
7. Discuss any measures proposed to avoid or reduce impacts of the project or to mitigate unavoidable habitat losses.
8. Discuss the secondary and cumulative impacts associated with the proposed project. Such discussion should weigh the economic benefits of such growth against the costs of associated environmental degradation.
 - (a) Include specific measures that will be used to manage stormwater runoff. Include specific requirements for residential, commercial and industrial developments and BMPs that will be required.

- (b) Include specific measures that will be used to protect stream corridors, riparian habitat and a minimum of the 100-year floodplain from filling and development. Commitments by the project sponsors to protect area streams with riparian buffers through purchase or conservation easement are of particular interest.
 - (c) Include specific measures that will help mitigate the impacts to fish and wildlife of the region and help maintain the functions of the Second Broad River.
9. Include a list of document preparers that shows each individual's professional background and qualifications.

Measures to avoid or minimize impacts to sensitive resources, including wetlands, should be implemented during construction. Where impacts to wetlands are unavoidable, we will recommend mitigation of the losses. In addition to providing wildlife habitat, wetland areas perform important functions of flood control and water quality protection.

The U.S. Army Corps of Engineers (COE) recognizes Rutherford County as a trout county. Therefore, the NCWRC will review any COE permits associated with the project and recommend conditions to the permit to protect aquatic species. Although some streams in the area do support trout, we do not anticipate a need for a trout moratorium based on our current knowledge of this project.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can be of further assistance, please contact our office at (828) 452-2546.

cc: Melba McGee, Environmental Coordinator, OLIA
Steve Lund, NCDOT Coordinator, COE, Asheville
Marella Buncick, Biologist, USFWS Asheville
Cynthia Van Der Wiele, Highway Coordinator, Division of Water Quality

County Commissioners

Franklin Goode, *Chairman*
Don Splawn, *Vice Chairman*
Chivous Bradley
Lewis Hamrick
Charles Hill



John W. Condrey, *County Manager*
Hazel S. Haynes, *Clerk to the Board*
Walter Dalton, *County Attorney*

Rutherford County

August 20, 2002

Mr. Eric Midkiff
North Carolina Department of Transportation
Project Development and Environmental Analysis Branch
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Mr. Midkiff:

Thank you for meeting with members of the Rutherford County Board of Commissioners and me regarding the proposed improvement of US 221A near the Thomas Jefferson Classical Academy. The Board discussed this issue at their regular meeting held on August 5 and voted unanimously to notify you of their support for improving US 221A without impacting the Thomas Jefferson Classical Academy property. As indicated by you at our meeting at the school, this is an option that DOT could also support.

If you have questions on this or would like to discuss it, please give me a call.

Sincerely,

John W. Condrey,
County Manager

JWC/hh

Supersedes effects form
of June 2006

Federal Aid #:STP-221A(001)

TIP#: R-3612

County: Rutherford

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

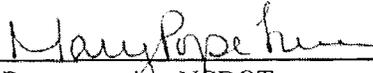
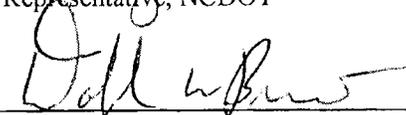
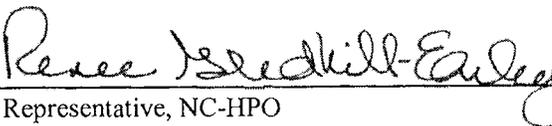
Project Description: Improvements to US 221A from SR 1954 @ Avondale to SR 1949 @
Caroleen

On November 1, 2011, representatives of the

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

Reviewed the subject project and agreed on the effects findings listed within the table on the
reverse of this signature page.

Signed:

 Representative, NCDOT	11/15/2011 Date
 FHWA, for the Division Administrator, or other Federal Agency	11-15-11 Date
 Representative, NC-HPO	11-15-11 Date

Federal Aid #:STP-221A(001)

TIP#: R-3612

County: Rutherford

Property and Status	Alternative	Effect Finding	Reasons
Avondale United Methodist Church (DE)	Preferred Alternative	No Adverse Effect	Realign y-line away from church -- move existing driveway away from intersection and shoulder and ditch to make inaccessible, will need temp. easements to construct new driveway, offer church the majority of existing driveway for parking -- some ROW & easements needed along US 221A to construct shoulder and ditch and tie into slope -- church not impacted visually because sits above road and few trees impacted with driveway construction
Henrietta-Caroleen High School(NR)/Thomas Jefferson Classical Academy (DE)	Preferred Alternative	No Adverse Effect	Expressway gutter used to narrow section, but still require ROW and temp. easements along US 221A for entire historic parcel -- tree impacts with slope cutbacks, but minimize/mitigate with landscaping plan to be developed with NC-HPO and Academy -- fencing to be replaced in-kind
Caroleen Mill Village Historic District (DE)	Preferred Alternative	No Adverse Effect	Neither house nor depot impacted by project because of realignment of US 221A with slight curve -- both streets near depot to remain open -- no construction impacts to structures -- only slight amount of ROW near SR 1941 to maintain ditch, otherwise only need temp. easements in district

Initialed:

NCDOT MP

FHWA DB

HPO DB

FHWA Intends to use the SHPO's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f):
 Avondale United Methodist Church (DE)
 Henrietta-Caroleen High School(NR)/Thomas Jefferson Classical Academy (DE)
 Caroleen Mill Village Historic District (DE)

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	34547.1.1	COUNTY	Rutherford	Alternate	L1	of	Section
T.I.P. No.:	R-3612						
DESCRIPTION OF PROJECT:	US 221A Relocation						

ESTIMATED DISPLACEDS					INCOME LEVEL				
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP
Residential	2	0	2	0	0	0	0	2	0
Businesses	0	0	0	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	\$ 0-150	0-20M	12	\$ 0-150
					20-40M	150-250	20-40M	16	150-250
					40-70M	250-400	40-70M	19	250-400
					70-100M	400-600	70-100M	37	400-600
					100 UP	600 UP	100 UP	85+	600 UP
					TOTAL	2	0	169	73

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
x		1. Will special relocation services be necessary?
x		2. Will schools or churches be affected by displacement?
x		3. Will business services still be available after project?
x		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
x		5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
x		7. Will additional housing programs be needed?
x		8. Should Last Resort Housing be considered?
x		9. Are there large, disabled, elderly, etc. families?
x		10. Will public housing be needed for project?
x		11. Is public housing available?
x		12. Is it felt there will be adequate DSS housing available during relocation period?
x		13. Will there be a problem of housing within financial means?
		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 16 months

REMARKS (Respond by Number)									
3. Will not be disrupted due to the project.									
6. Century 21, Coldwell-Banker, and local real estate publications.									
8. As necessary in accordance with State Law.									
11. HUD housing.									
12. Given the Last Resort Housing Programs & proper lead time, it is felt that DSS housing could be made available to those persons being displaced. Adequate lead time should be 12-18 months.									

Please note that you may notice a difference in the number of displacees on the Relocation EIS Report and the Appraisal Cost Estimate. This is due to proximity damage being a factor on the Cost Estimate Report (improvements not actually in the proposed take, but considered damaged to the point of no value) as well as potential loss of access due to the control of access right of way. The displacees shown on this report only include those actually located within the proposed right of way of this project.

 Daryl C. Roberts Right of Way Agent	10-6-2011 Date	 Relocation Coordinator	1/11/12 Date
------------------------------------------------------------------------------------------------------------------------------	-------------------	----------------------------------------------------------------------------------------------------------------	-----------------



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

August 13, 2010

MEMORANDUM TO: Michael Wray
Project Development- Western Unit

FROM: Atefe M. Northcutt
Transportation Planning Branch

SUBJECT: Traffic Forecast for TIP Project R-3612, Rutherford County
US 221A Improvements from SR 1920- N Main St. to SR 1941-Melton St.

Please find attached the 2010 / 2035 traffic forecast for the above mentioned project. Project R-3612 is defined as US 221A improvements from SR 1920- North Main Street to North of SR 1941- Melton Street in Rutherford County. This project is an update to and replacement for the previous forecast completed in February 2003. This project does not fall within an MPO area.

Land use planning information was obtained from Danny Searcy, Rutherford County Public Works & Planning Director; Josh King, Isothermal RPO Regional Planner; Mary Swanson, Thomas Jefferson Academy Executive Assistant; Ricky Tipton, Division 13 Construction Engineer; Darius Sturdivant, NCDOT Transportation Planning Engineer; and Cooper Sellers, NCDOT Transportation Planning Engineer were consulted during the development of this forecast.

The following scenarios are provided:

- 2010 Base Year No-Build
- 2035 Future Year Build. (Applies to both alternatives noted in the forecast request)

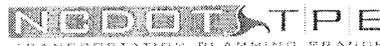
Certain Assumptions were made during the development of this forecast.

Fiscal Constraint:

In areas outside an MPO, the future year forecasts assume construction of projects listed within the State Transportation Improvement Plan (STIP) which include construction money. According to the 2009-2015 STIP, R-3612 is scheduled for construction in 2011.

No other projects within the 2009-2015 STIP are expected to affect this forecast.

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



<http://ncdot.org/doh/preconstruct/tip/>

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601
Phone: 919-733-4705
Fax: 919-733-2417

Development Activity:

There are currently no approved plans for additional development near the project area that are expected to impact projected traffic growth beyond historic traffic trends.

Forecast Methodology:

2010 AADT estimate is based on traffic counts taken in April, 2010 and the extrapolation of historical traffic counts. Please note that US 221A has a PM peak while SR 1954 and the driveway for Thomas Jefferson Classical Academy have AM peaks because peak school traffic occurs in the morning.

Population in the vicinity of this project and traffic volumes on US 221A have been decreasing during the past twenty years. These trends are expected to continue into the future. Any new development is assumed to offset further decline in population and traffic resulting in a negligible traffic gain for the 2035 forecast. Therefore, the traffic forecast for 2035 is the same as current (2010) traffic.

If it is determined that any of these assumptions have become inconsistent with the project and surrounding area activity, please request updated projections for this location.

The forecast volumes apply to all years between 2010 and 2035, inclusive, as well as two years beyond 2035.

For future reference, this forecast will be saved in Project Store in the LongRangePlanning\Traffic Forecasts folder.

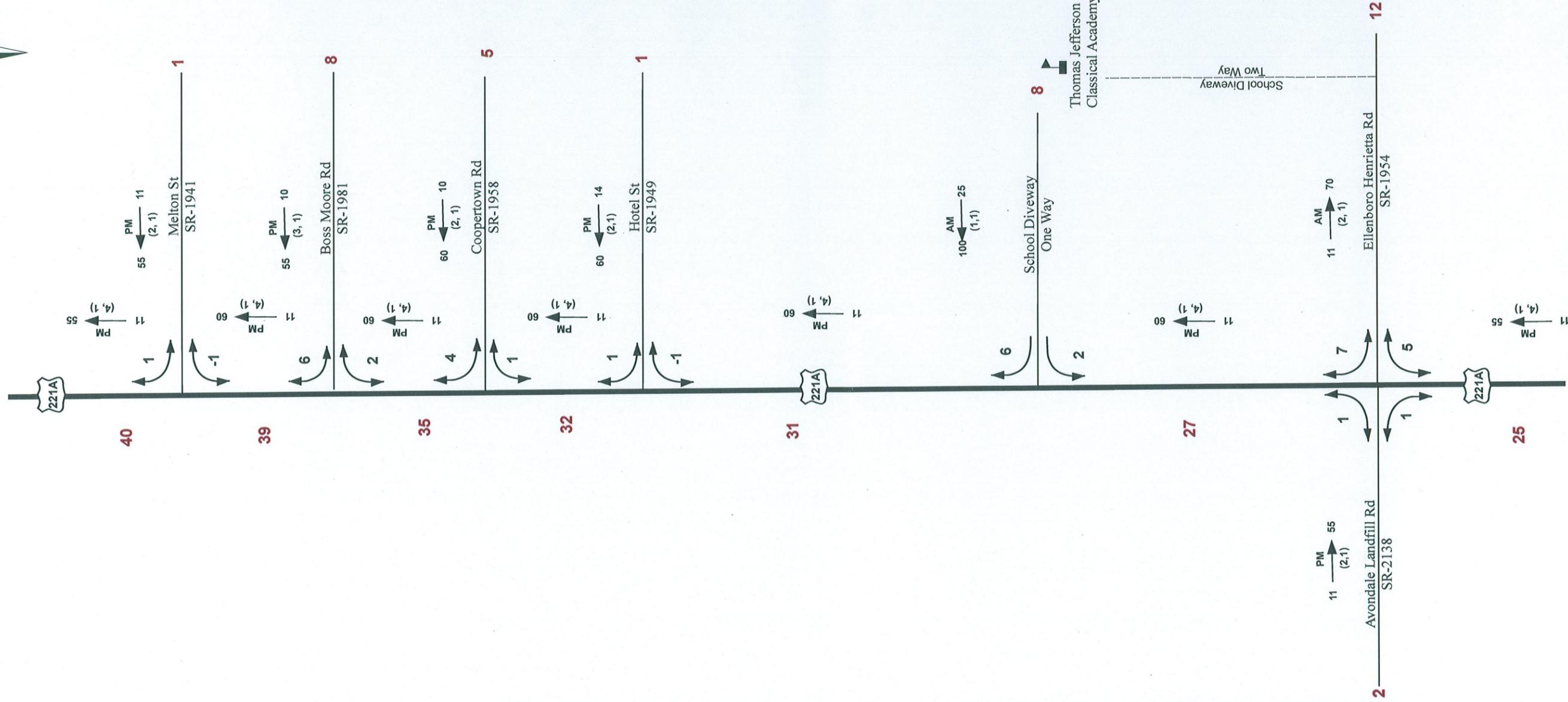
If you have any questions, or I can be of further assistance, please do not hesitate to call me at (919) 715-5482 ext. 395, or e-mail me at anorthcutt@ncdot.gov.

AMN

cc: FILE (Rutherford County, TIP Project R-3612)

cc: *(via e-mail with PDF attachments):*

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Faith Baxter Stuart, Geographic Information Systems Unit



2010 / 2035

NO BUILD BUILD

AVERAGE ANNUAL
DAILY TRAFFIC
SHEET 1 OF 1

LEGEND

DHV $\xrightarrow{\text{PM}}$ D
(d,t)

- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- DHV Design Hourly Volume
- PM PM Peak Period
- D Peak Hour Directional Split
- \rightarrow Indicates Direction of D
- (d,t) Duals, TT-STs (%)

TIP: R-3612

WBS: 34547.1.1

COUNTY: Rutherford

DIVISION: 13

DATE: 08-13-2010

PREPARED BY: Atefe M. Northcutt

LOCATION: US 221A
From south of SR1920 to north of SR1941

PROJECT: US 221A improvements