

## Type III Categorical Exclusion Action Classification Form

STIP Project No.	<u>I-3802/I-3610/B-5365</u>
WBS Element	<u>36780.1.2</u>
Federal Project No.	<u>FANHIMF-085-2(61)55</u>

- A. Project Description: (Include project scope and location, including Municipality and County. Refer to the attached project location map and photos.)

The North Carolina Department of Transportation and Federal Highway Administration propose the reconstruction and widening of I-85 to an eight-lane freeway from NC 73 in Cabarrus County to US 29-601 Connector in Rowan County. The project is approximately 13.5 miles in length.

- B. Description of Need and Purpose:

The primary purpose of the proposed project is to improve level of service (LOS) on I-85 and its interchanges in the project area. The project is part of a multi-faceted solution to address congestion and capacity problems along the I-85 corridor in and near the Charlotte metropolitan area. Traffic analysis shows that traffic demand along I-85 for most of the study area either approaches or exceeds the roadway capacity limits. If no improvements are made, by 2035, the entire length of I-85 in the study area is expected to approach or exceed roadway capacity limits. In addition, the proposed project addresses a "bottleneck" created by the construction of TIP Project No. I-3803 to the south (currently under construction) and the eight-lane section to the north. The projects increase the number of travel lanes on I-85 to eight lanes in Mecklenburg County and Rowan County, respectively.

Reconstructing the interchange at US 29-601 Connector and NC 152, which connects the two US highways to I-85, will allow it to meet current design standards and replace a structurally deficient bridge. Modifications also would improve overall traffic operations at the interchange. The improvements would increase the distance between the interchange and local driveways and intersections, thereby reducing the number of conflict points and providing additional capacity for drivers in the interchange vicinity.

- C. Categorical Exclusion Action Classification: Type III

- D. Proposed Improvements:

For I-3802, NCDOT proposes to add four additional travel lanes (two in each direction) to I-85 from north of NC 73 in Cabarrus County to US 29-601 Connector in Rowan County. The project is approximately 13.5 miles long. The project involves widening the existing four-lane freeway to eight lanes, matching TIP project I-3803 at NC 73 to the south, and the recently widened freeway to the north. The majority of the I-85 widening will occur within the existing right-of-way. Interchange improvements, including reconstruction of existing structures to meet current design standards for

vertical clearance, are proposed at US 29-601, SR 2126 (Dale Earnhardt Boulevard) and SR 2180 (Lane Street). In addition, a new bridge carrying Winecoff School Road over the railroad tracks, S. Ridge Avenue, and S. Main Street will be constructed. The existing at-grade crossing will be closed and the S. Ridge Avenue bridge over I-85 will be removed. Winecoff School Road is located near the US 29-601 interchange. The project is divided into two sections for construction phasing – Section A extends from NC 73 to Lane Street and Section B extends from Lane Street to US 29-601 Connector. Additional structures may need to be improved to meet current design standards.

For TIP Project Number I-3610, NCDOT proposes to reconstruct the existing cloverleaf interchange at NC 152 and US 29-601, reconstruct the interchange at NC 152 and I-85, and improve existing NC 152, which provides access to I-85 between the two interchanges.

For TIP Project Number B-5365, NCDOT proposes to replace Bridge No. 21 and Bridge No. 34 over the Norfolk Southern Railroad and US 29 in China Grove.

#### E. Special Project Information:

##### Alternatives

In addition to the NCDOT-preferred improvements (Improve Existing Facility), the following alternatives to the proposed widening of I-85 were considered:

- No-Build Alternative
- Alternate Modes of Transportation
- Transportation Management Alternative
- New Location Alternatives

The No-Build Alternative would not reduce congestion along I-85 and would not provide lane continuity with the eight-lane cross sections south of US 29-601 in Concord and north of US 29-601 Connector in China Grove.

The Alternate Modes of Transportation and Transportation Management alternatives could help reduce congestion on I-85 but they would not provide the level of benefit of the recommended alternative nor would they provide the lane continuity between the eight-lane sections north and south of the proposed project.

##### Traffic Control/Construction Phasing

During project construction, four lanes of traffic on I-85 will be maintained as much as possible. Some lane closures and traffic shifts will be required. For the replacement of Bridge No. 139 on Centergrove Road, an offsite detour will be used (see Figure 7). Construction for NC 152/I-85/US 601 is proposed to be done in four phases, some of which will require detouring some local traffic to other local roads (see Figure 8). Appropriate signing will be provided for the detours. Changeable message signs and dynamic message signs will be used to notify motorists of construction activities and lane shifts. Other methods to notify motorists of changing traffic conditions may also be used as part of the public information efforts. Efforts will be made to provide continuous access to businesses and residences, while ensuring work zone safety and efficiency.

## Public Involvement Summary

Local officials meetings were held in the Kannapolis Train Station on January 8, 2008, November 27, 2012, and February 26, 2013. Officials expressed various concerns such as project funding, schedule, emergency response, roundabouts, accommodations on Lane St. for tractor trailers, improved access along Dale Earnhardt Boulevard and Lane Street. In a fourth meeting on November 4, 2013 at Winecoff Elementary School, NCDOT discussed improvements to Winecoff School Road and introduced Alternate 2A which was added to avoid and minimize impacts to Barrier House property that HPO recommended eligible for the National Register of Historic Places.

A Citizens Informational Workshop was held on January 29, 2008. Comments were generally supportive of the project. Over half of the concerns were about noise impacts and requests for noise walls. Commenters also expressed a desire for landscaping along interchange ramps. A few comments mentioned the impact of this project on US 29 access.

Design Public Meetings were held on November 27 and November 29, 2012. Additional Public Meetings were held on February 26, 2013 and November 4, 2013. A summary of Concerns are listed below.

- Right-of-way impacts to property. Many property owners whose property would be purchased as a result of the project had questions about the right-of-way acquisition and relocation process.
- Changes in access or loss of multiple access points as a result of proposed medians on cross streets.
- Local officials in Kannapolis expressed a desire for a connection between Winecoff School Road and Mt. Olivet Road in lieu of replacing the bridge on S. Ridge Avenue.
- Impacts to the Rider Transit Center of the proposed right-in/right-out access from S. Ridge Avenue to S. Main Street.
- Redesigned interchange at Dale Earnhardt Boulevard. Some residents of the Forest Brook neighborhood expressed opposition over the proposed relocation of the southbound ramp to Jaycee Boulevard. They indicated concern about noise and visual impacts and a reduction in property values. Other residents whose homes would be directly affected by the relocated ramp expressed support for the project.
- Lack of interchange at Old Beatty Ford Road. Some local officials commented that not having an area where emergency vehicles could turn around in the median of I-85, combined with the lack of an interchange for five miles, will create a safety hazard. Others believe the interchange would foster economic development in southern Rowan County.
- Roundabouts on Lane Street. Some commenters expressed concern over impacts of the roundabout to businesses in that area, including the truck stop.
- Project schedule. Some officials in Rowan County requested that the schedule for the "B" section of the project be moved up to coincide with the "A" section.

- Some residents and local officials expressed concern about modified access on US 29 in China Grove.
- Some comments expressed concern over a perceived lack of coordination between NCDOT and local municipalities.
- The need for a service road to provide access to businesses along Dale Earnhardt Boulevard between the existing ramp and Jaycee Road. Existing access on Jaycee Road will be terminated with the proposed improvements and the proposed median will alter access from Dale Earnhardt Boulevard. NCDOT is recommending a service road to address this issue.

**F. Project Impact Criteria Checklists:**

<u>Type III Actions</u>		Yes	No
If the proposed improvement is identified as a Type III Class of Action answer all questions.			
<ul style="list-style-type: none"> <li>• The Categorical Exclusion will require FHWA approval.</li> <li>• If any questions are marked "yes" then additional information will be required for those question in Section G.</li> </ul>			
1	Does the project involve potential effects on species listed with the USFWS or NMFS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the BGPA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Does the project impact anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as ORW, HQW, Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or SAV?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a USACE Individual Section 404 Permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	Will the project require an easement from a FERC licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the NHPA effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

16	Does the project require work encroaching and adversely effecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a CAMA county and substantially affects the coastal zone and/or any AEC?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a USCG permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve CBRA resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Type III Actions (continued)</u>		Yes	No
21	Does the project impact federal lands (e.g. USFS, USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the MPO's TIP (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, TVA, Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve FEMA buyout properties under the HMGP?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is there prime or important farmland soil impacted by this project as defined by the FPPA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Are there other issues that arose during the project development process that effected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

**Question 5 – Displacements/Right of Way Acquisition:**

Based on preliminary design, 34 residences, 14 businesses, and one church will be displaced.

Sufficient right-of-way and easements will be acquired to accommodate the proposed improvements. Most improvements will occur within the existing I-85 right-of-way. Minor amounts of additional right-of-way will be required at some sections along I-85 to accommodate the widening. Additional right-of-way will be required along some of the cross streets to accommodate widening or other improvements associated with interchange reconstruction.

**Question 7 – Direct, Indirect, and Cumulative Effects**

Water resources in the study area, including a drinking water supply, could incur indirect and cumulative effects. Some protection will be provided from development restrictions within the Critical Area of the Water Supply Watershed, and to a lesser extent, in the Protected Area.

Reduced congestion on I-85 and improvements to existing interchanges will likely contribute to travel time savings in the study area.

An increase in development interests in the more rural portions of the study area could eventually result in some of those areas transitioning to residential and business land use. Local ordinances regulating development and designed to preserve agricultural lands will guide this development.

**Question 8 – MSAT:**

Vehicles are a major contributor to decreased air quality because they emit a variety of pollutants into the air. Changing traffic patterns are a primary concern when determining the impact of a new highway facility or the improvement of an existing highway facility. New highways or the widening of existing highways increase localized levels of vehicle emissions, but these increases could be offset due to increases in speeds from reductions in congestion and because vehicle emissions will decrease in areas where traffic shifts to the new roadway. Significant progress has been made in reducing criteria pollutant emissions from motor vehicles and improving air quality, even as vehicle travel has increased rapidly.

The project is located in Cabarrus and Rowan Counties, which comply with the National Ambient Air Quality Standards. This project will not add substantial new capacity or creating a facility that is likely to meaningfully increase emissions. Therefore, it is not anticipated to create any adverse effects on the air quality of this nonattainment area.

This project falls under MSAT Analysis Category Three (3) because AADT is projected to be in the range of 140,000 to 150,000 or greater by the design year. Therefore, this project requires a quantitative MSAT analysis. Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT

concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment.

### **Question 10 – Impacted Waters**

Town Creek and Irish Buffalo Creek are 303(d) streams. No special commitments required.

### **Question 12 – USACE Permit**

Under the current Section 404 permitting requirements, it is expected the project will require an Individual Permit (IP). In general, the USACE Wilmington District issues an IP for projects that result in 0.5 acre or more of fill to Waters of the US or 300 linear feet or more of stream impacts or if the project is considered by the agency to be a major action. This permit requires a full public interest review, including public notices and coordination with involved agencies, interested parties, and the general public.

### **Question 15 - Hazardous Materials:**

Based on a hazardous materials evaluation prepared by NCDOT in August 2011, thirteen sites presently or formerly containing petroleum underground storage tanks (USTs) were identified within the project limits. These sites are listed in Table 16 and shown on Figure 4. No hazardous waste sites or landfills were noted. Four other geoenvironmental concerns were identified within the project limits: three automotive repair facilities and one automotive salvage yard. Soil and groundwater assessments will be conducted at each of the UST sites prior to right-of-way acquisition.

### **Question 16 – Floodplain**

The proposed project crosses approximately 21 acres of 100-year floodplain. Appropriate commitments are located in the greensheet.

### **Question 22 - Access Control**

Full control of access will be maintained along I-85. For intersecting streets, controlled access will be utilized at the following locations:

- US 29-601 from just south of Cloverleaf Plaza to just north of the new intersection with S. Main Street.
- Concord Lake Road/Lake Concord Road from just south of Cloverleaf Parkway to Country Club Drive.
- Main Street/Kannapolis Highway from south of Stewart Street to north of Mills Avenue.
- S. Ridge Avenue, approximately 200 feet on either side of the bridge over I-85.
- Dale Earnhardt Boulevard from north of Coldwater Ridge Drive to south of the Denwood Street, and from Roxie Street to Dickens Place.
- Along both sides of Centergrove Road, approximately 150 feet on either side of the proposed bridge.
- Brantley Road, approximately 250 feet on either side of the proposed bridge.
- From approximately 950 feet west of the proposed Lane Street bridge to approximately 1,300 feet east of the proposed bridge.
- Pine Ridge Road, from approximately 200 feet west of the proposed bridge over

I-85 to approximately 100 feet east of the bridge. On the east side of I-85, an additional 100 feet of controlled access will be purchased to maintain an existing driveway.

- Approximately 300 feet west of the proposed bridge on Lentz Road over I-85 to approximately 150 feet east of the proposed bridge.
- NC 152 from the intersection of the newly aligned Power Street to Hitachi Metals Drive. A break in the control of access is provided, just east of Ketchie Estates Road to maintain an existing driveway.
- US 29/NC 152 from south of N. Main Street (US 29A) to west of realigned Power Street (through the current interchange area).

### **Question 28 - Noise**

Based on the preliminary Traffic Noise Analysis, traffic noise abatement is recommended and noise abatement measures are proposed at five of eleven noise study areas analyzed for this project. This evaluation partially completes the highway traffic noise requirements of 23 CFR 772. These are preliminary findings only, for use in the project environmental document. An additional noise analysis (Design Noise Report) will be performed during final design of this project to develop more detailed locations and dimensions of the recommended noise barriers.



## H. Project Commitments

### **Roadway Design Unit, Hydraulics Unit, Structure Design Unit, Division Office - Provisions for Greenway**

The proposed new I-85 bridges over Irish Buffalo Creek will be designed with adequate vertical and horizontal clearance to accommodate the future Irish Buffalo Creek greenway crossing under I-85. Coordination with the local municipality will be performed during design of those bridges to ensure they are compatible with the future greenway crossing.

### **Project Development and Environmental Analysis Unit, Division 10, Roadway Design – Blake House and Goodman Farm**

Blake House and Goodman Farm, both National Register-eligible properties, are within the project's Area for Potential Effects. Currently, the proposed project will have No Effect on either of these properties. If design plans change near either of the properties, impacts will be re-evaluated and appropriate coordination with the Department of Cultural Resources will be undertaken.

### **Project Development and Environmental Analysis Unit, Division 10, Roadway Design – North Cabarrus Park**

North Cabarrus Park, owned and managed by Cabarrus County, is located on the west side of I-85 near Irish Buffalo Creek. No additional right-of-way or easements are proposed along I-85 on park property; thus, the project will not impact North Cabarrus Park. If design plans change in this vicinity, a Section 4(f) evaluation will be prepared.

### **Hydraulics Unit – Floodplain Mapping Program Coordination**

The NCDOT Hydraulics Unit will coordinate with the North Carolina Floodplain Mapping Program (FMP), the delegated state agency for administering FEMA's National Flood Insurance Program, to determine the status of the project with regard to the applicability of NCDOT's Memorandum of Agreement with the FMP or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

### **Divisions 9 and 10 – As-Built Construction Plans**

The Divisions shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

### **Division 10 and Roadside Environmental Unit- Landscaping**

NCDOT will provide vegetative screening along the Dale Earnhardt Boulevard southbound off-ramp, which utilizes Jaycee Road.

### **Congestion Management Unit – Interchange Modification Report**

Due to the proposed improvements at the I-85 interchanges in the study area, an interchange modification report is being prepared and will be submitted to the Federal Highway Administration for approval following completion of the final environmental document.

**Design-Build Unit**

- During Final Design, NCDOT will investigate the feasibility of a roundabout at Vinehaven Drive and Copperfield Boulevard.
- NCDOT will provide a leftover from northbound US 29-601 (Cannon Boulevard) to Ridge Avenue, and will provide access from Ridge Avenue to the Rider Transit Center. The proposed roundabout on S. Main Street will be removed from the design.
- NCDOT will connect S. Ridge Avenue to US 29-601 (Cannon Boulevard) with right-in/right-out access.
- NCDOT will provide full access at the intersection of Old Earnhardt Road and Dale Earnhardt Boulevard.
- NCDOT will coordinate with representatives of F&M Bank to minimize impacts.
- NCDOT will modify the proposed service road at the Dale Earnhardt Boulevard interchange to provide improved access to F&M Bank, the Chamber of Commerce Building, and Lowe's.
- NCDOT will provide a leftover into the Pilot Truck Stop on Lane Street.
- NCDOT will provide right-in/right-out access to Motel 6, Waffle House, and Brantley property on Lane Street. The proposed service road will be removed.
- NCDOT will coordinate, on a case-by-case basis, the location of bus stops, sidewalks, and pedestrian controls with the City of Concord, City of Kannapolis, and Rider Transit.
- NCDOT will coordinate with local officials regarding emergency access in the NC 152/US 29 interchange area.

I. Categorical Exclusion Approval

STIP Project No.	<u>I-3802/I-3610/B-5365</u>
WBS Element	<u>36780.1.2</u>
Federal Project No.	<u>FANHIMF-085-2(61)55</u>

**Prepared By:**

<u>12/20/13</u>	<u>John D. Bridges</u>
Date	John D. Bridges, P.E., Project Manager ABC Engineering

**Prepared For:** North Carolina Department of Transportation

**Reviewed By:**

<u>12-30-13</u>	<u>Jane S. Doe</u>
Date	Jane S. Doe, Project Development Engineer NCDOT

NCDOT certifies that the proposed action qualifies as a Type III Categorical Exclusion

<u>1/04/14</u>	<u>Jane S. Temple</u>
Date	for John Hancock, Division Engineer North Carolina Department of Transportation

FHWA Approval:

<u>1/04/14</u>	<u>John W. Smith</u>
Date	for John F. Sullivan, III, PE, Division Administrator Federal Highway Administration

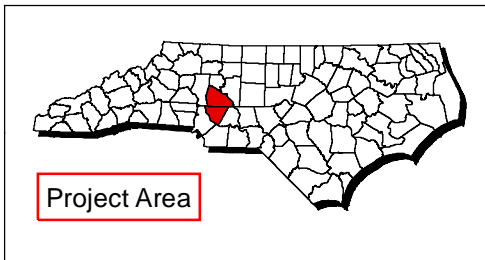
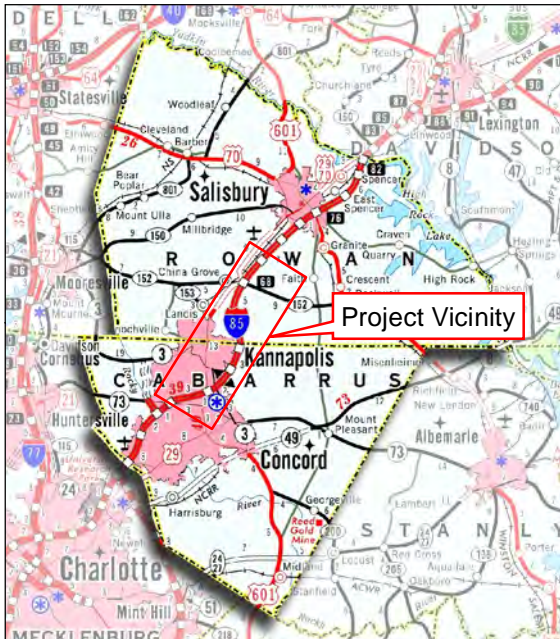


Figure 1

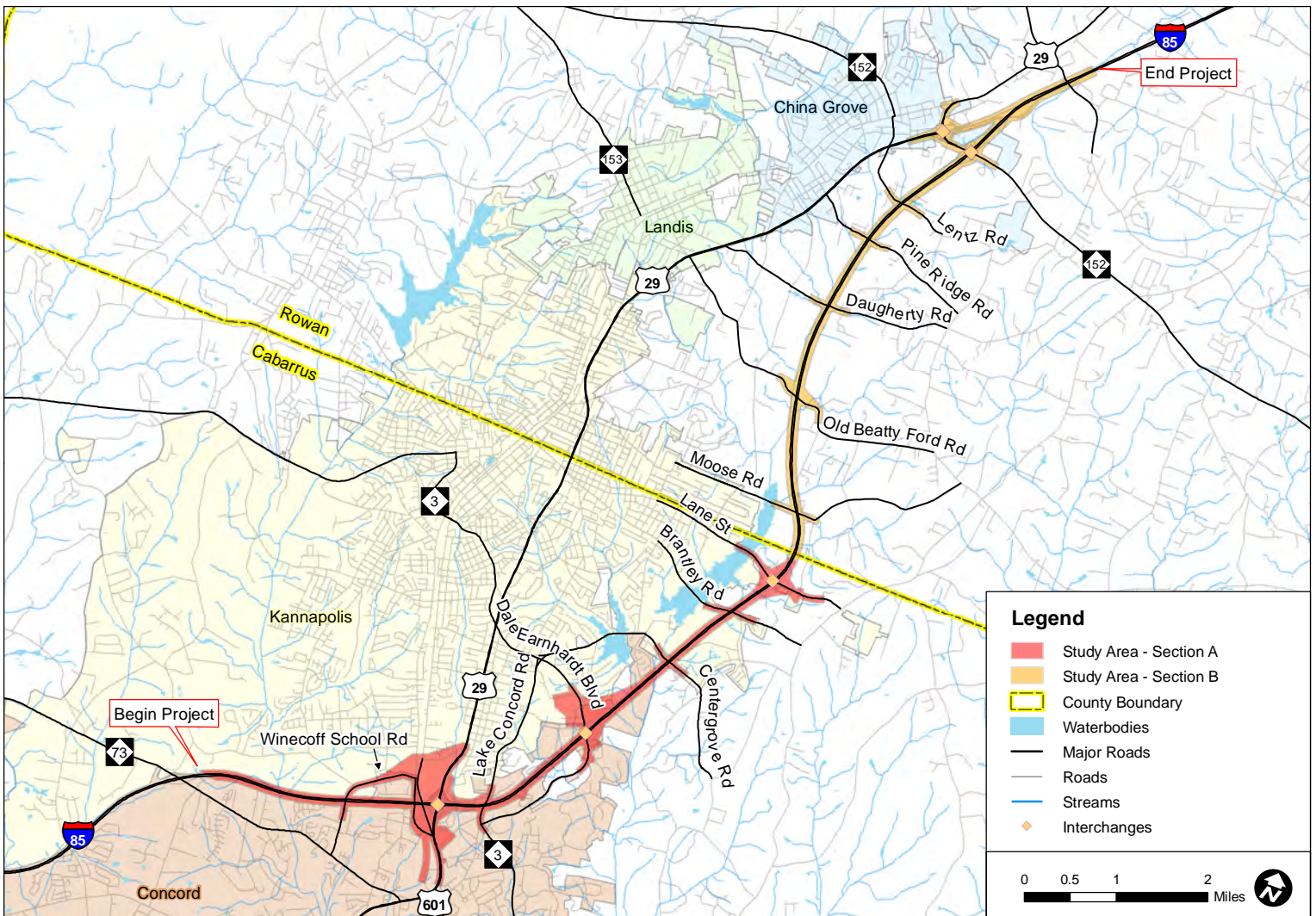
## Project Vicinity

I-85 Widening and Interchange Improvements From North of NC 73 to  
US 29-601 Connector (I-3802/I-3610/B-5365)

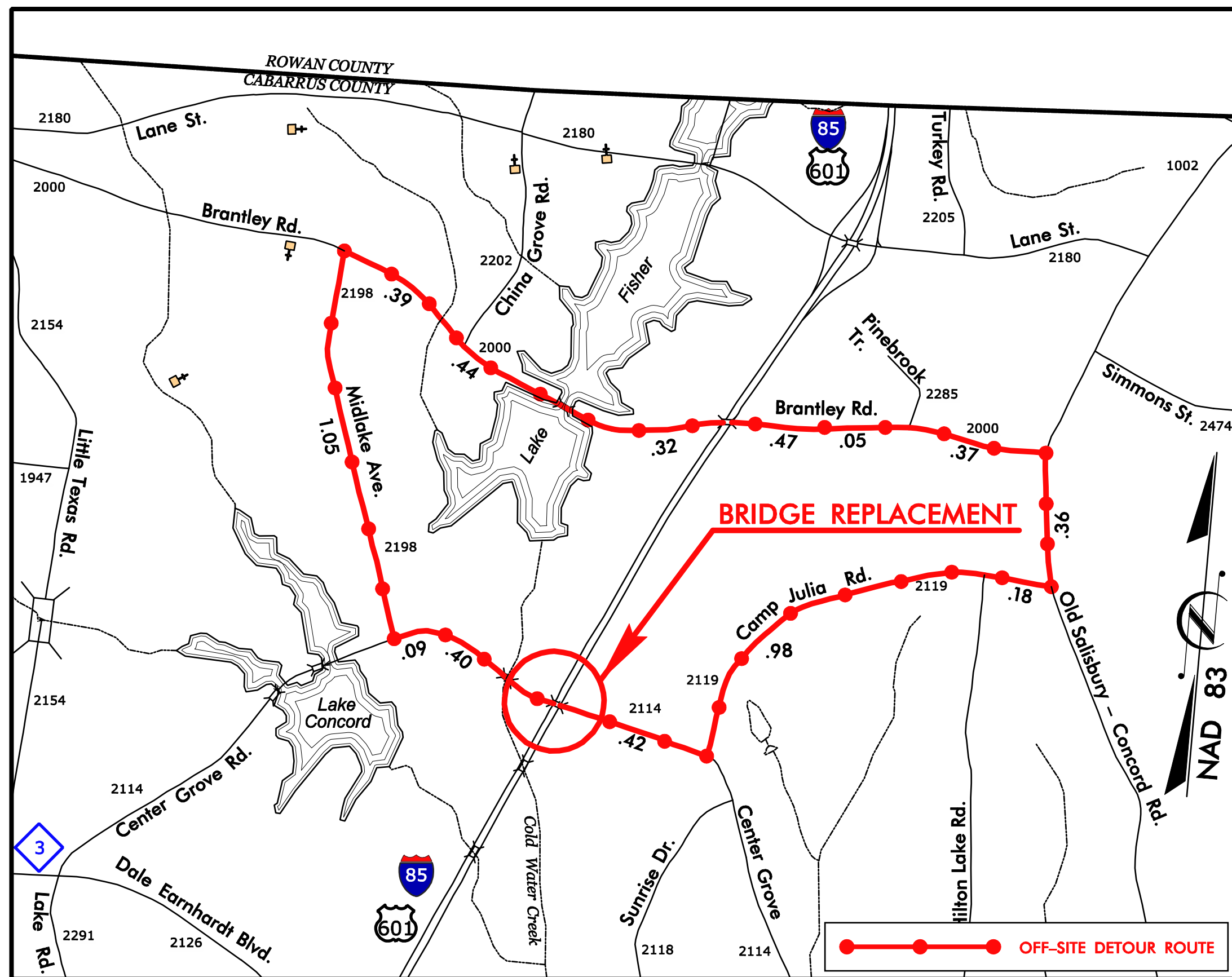
Rowan and Cabarrus Counties, North Carolina



North Carolina  
Department of Transportation







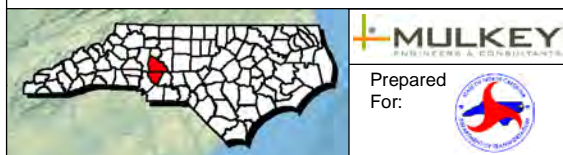
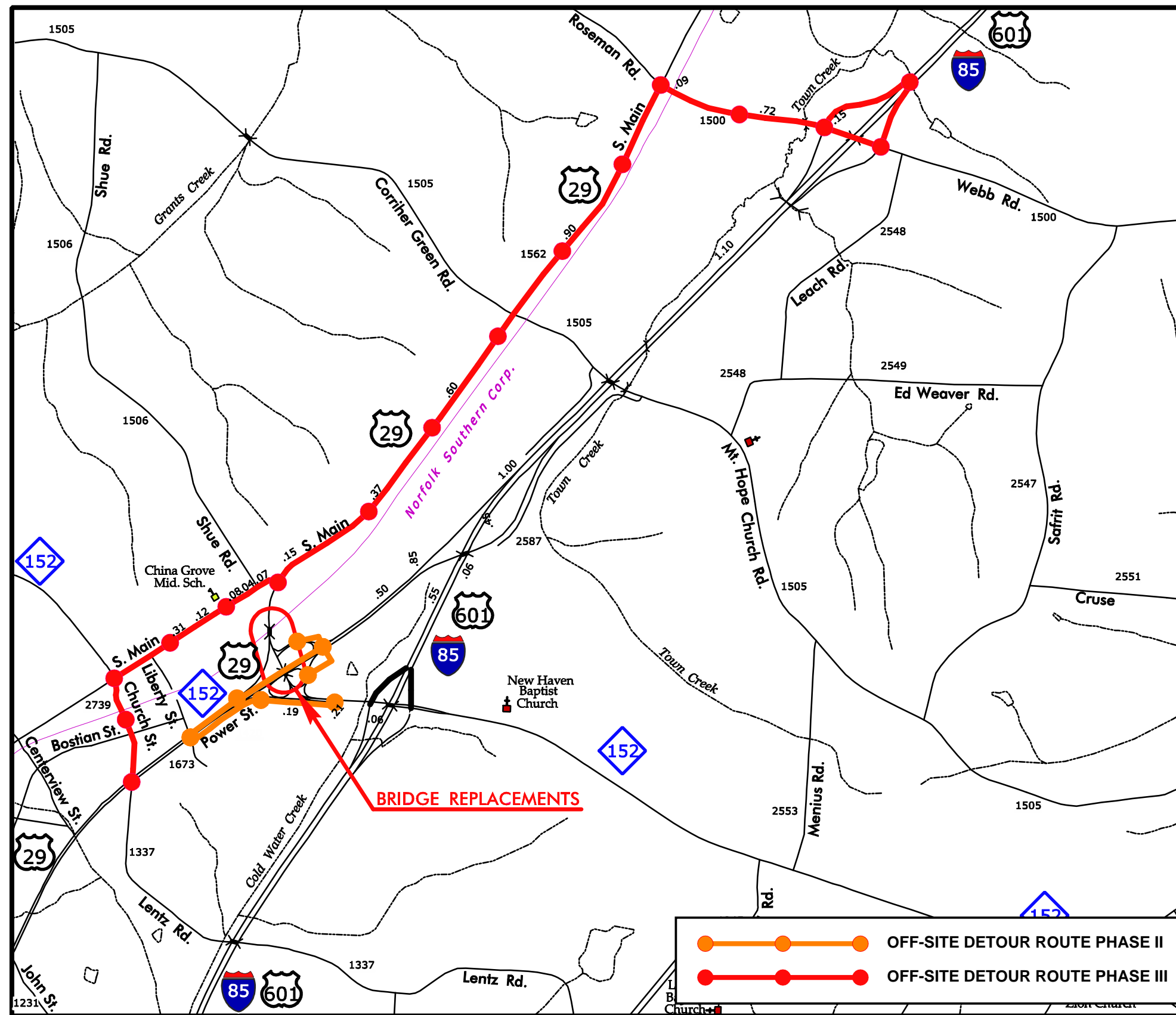
### Proposed Improvements - Centergrove Road Detour

I-85 Widening and Interchange Improvements From North of NC 73 to  
US 29-601 Connector (I-3802/I-3610)  
Rowan and Cabarrus Counties, North Carolina

Map Date: 3/21/2013

Figure

7



## Proposed Improvements – NC 152/I-85/US 601 Detour

I-85 Widening and Interchange Improvements From North of NC 73 to  
US 29-601 Connector (I-3802/I-3610)  
Rowan and Cabarrus Counties, North Carolina

Map Date: 3/21/2013

Figure

8

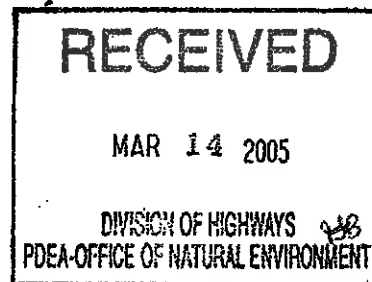


DEPARTMENT OF THE ARMY  
WILMINGTON DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 1890  
WILMINGTON, NORTH CAROLINA 28402-1890

IN REPLY REFER TO

March 10, 2005

Regulatory Division



SUBJECT: Action ID. 200520565; Environmental Study for the Proposed Widening and Interchange Improvements of I-85, Cabarrus and Rowan Counties, North Carolina, TIP Nos. I-3802, I-3610 and B-3039.

Gregory J. Thorpe, Ph.D.  
Environmental Management Director, PDEA  
N.C. Department of Transportation  
1548 Mail Service Center  
Raleigh, NC 27699-1548



Dear Dr. Thorpe:

This is in response to your February 16, 2005 letter requesting comments for the proposed environmental study being initiated for the Proposed Widening and Interchange Improvements of I-85, from NC 73 in Cabarrus County, to US29/601 Connector in Rowan County, North Carolina, TIP Nos. I-3802, I-3610 and B-3039.

Prior Department of the Army permit authorization, pursuant to Section 404 of the Clean Water Act of 1977, as amended, will be required for the discharge of excavated or fill material into waters and/or wetlands in conjunction with this project, including temporary impacts for construction access, temporary detours, site dewatering or bridge demolition, and the disposal of construction debris.

Review of the project indicates that the proposed work will likely involve the discharge of excavated or fill material into waters and wetlands. Based on the anticipated total impacts to waters of the United States, and the likely requirement for an individual Department of the Army permit, it is recommended that The Corps recommends that NCDOT conduct further evaluation of this project through the full NEPA/404 Merger Process.

The Corps of Engineers must assess the impacts of the proposed activities on the aquatic environment prior to issuing Department of the Army permits. Authorization of aquatic fill activities requires that the project be water dependent and/or that no practicable alternatives are available. Our initial review emphasis for this NCDOT project will focus on the impacts to waters and/or wetlands. However, if degradation to other aspects of the natural environment

(e.g., habitat of endangered species) is considered to be of greater concern, an alternative resulting in greater aquatic losses may be chosen as preferred.

In all cases, and in accordance with the Memorandum of Agreement between the U.S. Environmental Protection Agency and the Corps, the sequencing process of avoidance, minimization, and compensatory mitigation of unavoidable wetland and stream impacts will be satisfied prior to the final permit decision. The corps will not issue a Department of the Army permit until a final plan for compensatory mitigation is approved.

Special attention should be given to avoiding impacts to stream/wetland corridors that parallel the proposed project, particularly as follows: 1) The tributary to Irish Buffalo Creek, and adjacent wetlands (shown on National Wetlands Inventory (NWI) mapping), that parallel the north side of I-85 just east of the NC 73 Interchange. 2) Cold Water Creek where it parallels the west side of I-85 from upstream of Lake Fisher to its headwaters. Avoidance and minimization of impacts to jurisdictional waters of the United States can probably be best obtained by considering asymmetrical widening as a practicable alternative.

Questions or comments pertaining to permits may be directed to me at telephone (919) 876-8441, ext. 23 (Web page <http://www.saw.usace.army.mil/WETLANDS>).

Sincerely,

A handwritten signature in black ink, appearing to read "Eric C. Alsmeyer". The signature is fluid and cursive, with the first name "Eric" and last name "Alsmeyer" clearly distinguishable.

Eric C. Alsmeyer  
Regulatory Project Manager





**North Carolina Department of Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Beverly Hayes Perdue, Governor  
Linda A. Carlisle, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

May 9, 2012

**MEMORANDUM**

**TO:** Matt Wilkerson  
Office of Human Environment  
NCDOT Division of Highways

**FROM:** Ramona M. Bartos *RM Bartos for Ramona M. Bartos*

**SUBJECT:** Amendment for Widening I-85 Between China Grove and Kannapolis, I-3802,  
Rowan and Cabarrus Counties, ER 05-0376

Thank you for your letter of April 25, 2012, concerning the above project.

There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

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-Barley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above referenced tracking number.

Federal Aid #: NHMF-85-2 (61) 55

TIP#: 1-3802

County: Cabarrus

**CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS**

*Project Description:* Widen I-85 from NC 73 to the US 29/601 Connector in Cabarrus County

On July 26, 2011, representatives of the

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

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

Signed:

Shelby Spillers  
Representative, NCDOT

7/26/2011  
Date

Dahl L. Bruns  
FHWA, for the Division Administrator, or other Federal Agency

7-26-11  
Date

\_\_\_\_\_  
Representative, HPO

\_\_\_\_\_  
Date

Renee Blackhill-Early  
for State Historic Preservation Officer

7-26-11  
Date

Federal Aid #: NHMF-85-2 (61) 55

TIP #: I-3802

County: Cabarrus

Property and Status	Alternative	Effect Finding	Reasons
Goodman Farm (DOE) Criteria A & C	best fit	no effect	not within ROW and no changes to Winescott Rd.
Blake House (DOE)	best fit	no effect	inside the APE but outside the project area.

Initialed: NCDOT SLS FHWA DB HPO RJC

**CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR  
THE NATIONAL REGISTER OF HISTORIC PLACES**

**Project Description:**

On December 21, 2010, representatives of the

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

Reviewed the subject project at historic architectural resources photograph review session/consultation and

All parties present agreed

- ☐ There are no properties over fifty years old within the project's Area of Potential Effects (APE).
- ☒ There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's APE.
- ☒ There are properties over fifty years old within the project's APE, but based on the historical information available and the photographs of each property, the properties identified as 1-43 are considered not eligible for the National Register and no further evaluation of them is necessary. Photographs of these properties are attached.
- ☒ There are no National Register-listed or Study Listed properties within the project's APE.
- ☒ All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- ☐ More information is requested on properties \_\_\_\_\_.

Signed:



Representative, NCDOT

12/21/2010  
Date\_\_\_\_\_  
FHWA, for the Division Administrator, or other Federal Agency

Date

\_\_\_\_\_  
Representative, HPO

Date

  
State Historic Preservation Officer12/21/10  
Date

If a survey report is prepared, a final copy of this form and the attached list will be included.

Federal Aid #

TIP# I-3802

County: Rowan/Cabarrus

**CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR  
THE NATIONAL REGISTER OF HISTORIC PLACES**

Project Description: **Widen I-85 and improve interchanges**

On **March 24, 2008** representatives of the

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


Reviewed the subject project at

- ☐ Scoping meeting  
☒ Historic architectural resources photograph review session/consultation  
☐ Other

All parties present agreed

- ☐ There are no properties over fifty years old within the project's area of potential effects.
- ☒ There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- ☒ There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as 1-10 are considered not eligible for the National Register and no further evaluation of them is necessary.
- ☒ There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- ☒ All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- ☐ There are no historic properties affected by this project. (Attach any notes or documents as needed)

Signed:

  
Representative, NCDOT

3/24/2008  
Date

FHWA, for the Division Administrator, or other Federal Agency

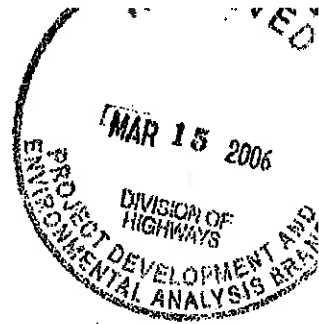
Date

Representative, HPO

Date

  
State Historic Preservation Officer

3.24.08  
Date



North Carolina Department of Cultural Resources  
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Hasley, Governor  
Lisbeth C. Evans, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

March 9, 2006

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director  
Project Development and Environmental Analysis Branch  
NCDOT Division of Highways

FROM: Peter Sandbeck *PSE for Peter Sandbeck*

SUBJECT: Historic Architectural Resources Survey Report, I-85 Widening From NC 73 to the US 29/601 Connector, NC 152 Interchange Improvements at US 29/601 and I-85 Bridge Over US 29 on NC 152, I-3802/I-3610/B-3029, Cabarrus and Rowan Counties, ER 05-0376

Thank you for your letter of December 20, 2006, transmitting the survey report by Debbie Bevin of Circa, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for the National Register of Historic Places under the criterion cited:

- Blake House, E side of SR 1622 (Trinity Church Road), .2 mi. N of junction with NC 73, Odell School vicinity, is eligible for the National Register under Criterion C for architecture as a notable example of an early-nineteenth-century Cabarrus County vernacular house. The house exhibits Federal-style trim and is unusual for its enclosed stair that rises directly from the front porch.

We concur with the proposed National Register boundary as described, justified, and delineated in the survey report.

- Goodman Farm, W side SR 1790 (Wincoff Road) S of intersection with SR 1778 (Orphanage Road), Concord vicinity, is eligible for the National Register under Criteria A and C for agriculture and architecture. The property is a now rare example of the dairy farms that once dotted the county in the first quarter of the twentieth century. The complex is representative of a dairy farm of the period and includes the 82-acre parcel, Queen Anne farmhouse, and surviving outbuildings.

We concur with the proposed National Register boundary as described, justified, and delineated in the survey report.

ADMINISTRATION  
RESTORATION  
SURVEY & PLANNING

Location  
507 N. Blount Street, Raleigh NC:  
515 N. Blount Street, Raleigh NC:  
515 N. Blount Street, Raleigh, NC

Mailing Address  
4617 Mail Service Center, Raleigh NC: 27699-4617  
4617 Mail Service Center, Raleigh NC: 27699-4617  
4617 Mail Service Center, Raleigh NC: 27699-4617

Telephone/Fax  
(919) 733-4763/733-8653  
(919) 733-6547/715-4811  
(919) 733-6545/715-4811

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties and the remaining properties noted in the report are not eligible for the National Register of Historic Places.

- Samuel Deal House, SR 1221 (Old Beatty Road), North Kannapolis vicinity, is not eligible for the National Register because it has lost architectural integrity and integrity of setting.
- Shinn House, 1410 N. Main St., China Grove, is not eligible for the National Register because it has lost immediate setting integrity, thus compromising the house's ability to convey its architectural significance.

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, please 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  
Debbie Bevin, Circa, Inc.

## SECTION 404/NEPA INTERAGENCY AGREEMENT

### CONCURRENCE POINT NO. 1

#### PURPOSE AND NEED AND STUDY AREA DEFINED

**PROJECT TITLE:** I-85 Widening and Interchange Improvements from North of NC 73 to US 29-601 Connector; Rowan and Cabarrus Counties; TIP Project Numbers I-3802/I-3610; Federal Project Number FANHIMF-085-2(61)55; WBS Number 36780.1.1

**PURPOSE AND NEED OF PROPOSED PROJECT:** The purposes of the proposed project are as follows:

- To address congestion and capacity problems along the I-85 corridor in the project area by improving the level of service (LOS) on I-85 and its interchanges by 2035. Another desirable outcome is to eliminate vertical clearance deficiencies for structures over I-85 within the project study area in order to meet current design standards.
- To reduce operational deficiencies at the interchange of US 29-601 Connector and NC 152.

**STUDY AREA:** The project study area begins approximately 1,000 feet north of NC 73 and ends at approximately 2,000 feet north of US 29-601 Connector. It consists of a 600-foot wide corridor centered on I-85. At intersections and interchanges, corridors are 400 feet wide and approximately 2,000 feet long. At the US 29-601 interchange, the study area extends 2,600 feet north along Kannapolis Highway and the railroad corridor and approximately 5,000 feet to the south down US 29-601/Concord Parkway. It extends approximately 3,000 feet along Lane Street on each side of I-85. Along SR 1221 (Old Beatty Ford Road), the corridor extends approximately 1,200 feet west of I-85 and approximately 2,000 feet to the east of I-85. At NC 152, the corridor along I-85 is widened to approximately 2,000 feet to the west (from the I-85 centerline) to include the US 29-601/NC 152 interchange, Main Street and the NC 152 interchange with I-85. It extends approximately 1,500 feet along NC 152 on both sides of I-85.

The project team has concurred on this date of January 19, 2011, with the purpose and need for the proposed project as described above.

USACE

USEPA

USFWS

NCDWQ

CRMPO

FHWA

NCDOT

NCDCR

NCWRC



## Section 404/NEPA Interagency Agreement

### Concurrence Point No. 2 Design Options for Detailed Study

**Project Title:** I-85 Widening and Interchange Improvements from North of NC 73 to US 29-601 Connector; Rowan and Cabarrus Counties; TIP Project Numbers I-3802/I-3610; Federal Project Number FANHIMF-085-2(61)55; WBS Number 36780.1.1

#### Design Option to Study in Detail:

1. No Build
2. Widen to the Inside of I-85
3. I-85/US 29-601: Diverging Diamond Interchange (DDI)
4. I-85/Dale Earnhardt Blvd: Diamond with Slip Ramp
5. I-85/Lane Street: Diamond with Roundabouts
6. I-85/NC 152: Diamond with Roundabouts
7. US 29-601 Connector/NC 152: Half diamond

The project team has concurred on this day, December 16, 2010, with the design options to study in detail for the proposed project as indicated above.

USACE

USEPA

USFWS

NCDWQ

CRMPO

FHWA

NCDOT

NCDCR

NCWRC

## SECTION 404/NEPA INTERAGENCY AGREEMENT

### UPDATED CONCURRENCE POINT NO. 2 DESIGN OPTIONS FOR DETAILED STUDY

**Project Title:** I-85 Widening and Interchange Improvements from North of NC 73 to US 29-601 Connector; Rowan and Cabarrus Counties; TIP Project Numbers I-3802/I-3610; Federal Project Number FANHIMF-085-2(61)55; WBS Number 36780.1.1

#### Design Option for the Detailed Study:

1. No Build
2. Widen to the Inside of I-85
3. I-85/US 29-601: Diverging Diamond Interchange (DDI)
4. I-85/Dale Earnhardt Blvd: Diamond with Slip Ramp
5. I-85/Lane Street: Diamond with Roundabouts
6. I-85/NC 152: Diamond with Roundabouts
7. US 29-601 Connector/NC 152: Half diamond
8. I-85/Dale Earnhardt Blvd: Diamond with Elongated Loop

The project team has concurred on this day, January 16, 2013, with the design options to study in detail for the proposed project as indicated above.

USACE

USEPA

USFWS

NCDWQ

CRMPO

FHWA

NCDOT

NCDCR

NCWRC

*[Handwritten signatures for USACE, USEPA, USFWS, NCDWQ, CRMPO, FHWA, NCDOT, NCDCR, and NCWRC]*