

Attachment 3

Federal Highway Administration

Environmental Assessment and Re-evaluation

Project No. APD-355(505), Corridor V, Mississippi State Line to SR 247

***Red Bay Bypass, Corridor V
Franklin County, Alabama***

Project Number APD-355 (32)

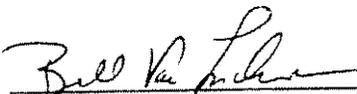
Re-evaluation

Submitted Pursuant to U.S.C. 4332(2)(c)

This action complies with
Executive Order 11988, Flood Plain Management
And
Executive Order 11990, Protection of Wetlands

By
U.S. Department of Transportation
Federal Highway Administration
And Alabama Department of Transportation

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Date of Approval


for Federal Highway Administration

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Appendix A - Exhibits

Exhibit 1 – Farmland Conversion Impact Rating, Form AD 1006
Exhibit 2 – ROW-RA-1 Forms
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Exhibit 4 - U. S. Fish and Wildlife letter dated October 14, 1999
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Exhibit 5 – Alabama Historical Commission letter dated May 18, 2001
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Volume II: Technical Appendices

Appendix B – Air Quality Analysis
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Appendix D – Wetland Determination Report
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Background and Purpose

Background

The Alabama Department of Transportation (ALDOT) is proposing to expand the capacity of State Route 24 (SR 24) in Franklin County, Alabama. The proposed project begins at the Alabama / Mississippi state line; provides a four-lane bypass on new alignment south of Red Bay, Alabama; merges with existing SR 24 west of Bear Creek; and constructs two additional travel lanes south of the existing highway between Bear Creek and State Route 247 (SR 247).

Purpose of Report

The purpose of this report is to reevaluate the *Finding of No Significant Impact, Project APD-355(4), Relocation of State Route 24 through Red Bay, Franklin County* as approved by the Federal Highway Administration on March 11, 1982; hereafter referred to as the *1982 FONSI*. This report determines the potential environmental impacts resulting from changes in the project or surroundings and to identify issues that have arisen since the last formal evaluation was prepared.

Changes in Project

There are no substantive changes in the current project from the same alternative described in the prior environmental documents. Minor project changes are addressed in the project description beginning on page 3 of this report.

Changes in Surroundings

The natural surroundings as described on pages 8 through 10 of the *1982 FONSI* remain valid and applicable to the current project. The man-made surroundings have expanded moderately due to residential growth occurring along existing roadways in the vicinity of Red Bay. Field investigations were conducted as a part of this reevaluation and the present community conditions have been considered throughout this assessment.

Impacts

Table 1 summarizes the impacts identified in the *1982 FONSI* and compares them with the impacts identified by this reevaluation.

Issues

No new issues were identified during the reevaluation process.

Purpose of and Need for Project

The *1982 FONSI* stated that the need for the proposed project was based on: 1) Being a connecting link in "Corridor V" in the Appalachian Development Highway System (ADHS); 2) Enhancing interstate travel and area growth and development; 3) Correcting inadequate geometry; 4) Increasing capacity to handle present and future traffic; 5) Reducing an above

average accident rate; and 6) To reduce inconvenience to through traffic and congestion in the downtown area. These statements remain valid purpose for the current project.

Table 1
COMPARISON OF IMPACTS
1982 FONSI and 2001 Reevaluation

<i>Comparison of 1982 FONSI and 2001 Reevaluation</i>	
1982 FONSI	2001 Re-evaluation
Approximately 100 acres converted to right-of-way	An estimated 140 acres converted right-of-way between the Mississippi state line to existing SR 24. No ROW acquisition is anticipated along existing SR 24 between Bear Creek and SR 247.
Relocation of 19 residences (18 owners and one tenant) and one business (a home occupation).	Relocation of 37 residences, no businesses, and one non-profit organization (church).
Construction causes short term impacts to air quality and noise and minor erosion affecting water quality.	Short term construction impacts, as described in prior document, are applicable to the current project.
Minor amounts of wildlife habitat would be destroyed or converted when forested areas are developed for highway purposes.	A new habitat survey was conducted for three listed species. It was determined that the project would not impact the identified species.
No wetlands were identified in corridor.	A wetland delineation study was performed using current criteria. It was determined that 5 areas involving approximately 4.3 acres of wetlands would be impacted.
Noise analysis included in 1982 FONSI not summarized here. See new analysis results.	A new noise analysis determined that three residences on the north side of SR 24 between Bear Creek and SR 247 will be impacted, regardless of construction, for which there are no reasonable and feasible abatement measures.
Positive Benefits	
Project provides a safe, efficient transportation system, increases the potential for economic growth, enhances national defense and fire protection, and is aesthetically developed.	Statements in 1982 FONSI remain applicable to current project.

Alternatives

The 1982 FONSI identified five alternatives on pages 2 and 3 and discussed them on pages 30 through 32. Alternative 1 was the preferred alternative in the 1982 FONSI. The Alabama Department of Transportation presented three alternatives at a public involvement meeting conducted on August 17, 2000. Current "Alternative 1" matched former Alternative 1 presented in the 1982 FONSI. Current "Alternative 2" matched former Alternative 3 presented in the 1982

FONSI. At the August meeting an additional alternative, "Alternative 3", was proposed farther south and east of Red Bay. Comments received during and following the public involvement meeting clearly rejected current Alternatives 2 and 3. (See Public Involvement for additional information.) Alternative 1 remains the preferred build alternative for this reevaluation.

Project Description

The project was described in the 1982 *FONSI* on pages 1 and 2 of the executive summary and discussed in detail on pages 5 and 6.

Location

The location of the state line crossing for Alternative 1 was coordinated with the State of Mississippi in a letter dated February 8, 1977 and remains the western termini for the current project. The project proposes to build a four-lane facility on new alignment, south of the City of Red Bay, from the Alabama / Mississippi state line to just west of Bear Creek. The proposed project then expands existing SR 24 from a two-lane to a four-lane facility by adding a median and two travel lanes south of existing SR 24 from just west of Bear Creek to SR 247. The total length of the proposed "Build Alternative" is approximately 6 miles. See Figure 1 - Regional Location map.

Typical Cross Section

The 1982 *FONSI*, on page 6, proposed a cross section consisting of a four-lane right-of-way and the construction of two travel lanes (24 feet of pavement) with 10 feet shoulders on each side. The final two lanes were to be constructed later when traffic volumes increased. The current project proposes a four-lane right-of-way with four 12 feet wide travel lanes, two in each direction, with 10 foot wide outside shoulders and a 54 feet wide center median. See Figure 2 - Typical Cross Section.

Design Speed

The 1982 *FONSI* stated that all design features would be in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standard specifications for a 60 mph design speed. The proposed project is currently being designed to meet AASHTO 70 mph design speed criteria.

Alignment (Horizontal and Vertical)

Page 6 of the 1982 *FONSI* stated that preliminary plans showed a maximum grade of approximately 5.8 percent and a maximum horizontal curve of two degrees. This data remains valid for the current assessment.

Intersections

The 1982 *FONSI* stated that the following types of intersections were being considered pending evaluation for need. Grade separations with access were being studied at State Route 19 and

present SR 24. Grade separations without access were being studied at the Illinois Central Railroad and County Roads 11 and 35. At grade intersections were being studied at County Roads 1, 9, 25 and one other unnumbered county road. A flared right-of-way has been included for the above intersections in order to clear a sufficient corridor to provide for alternative intersection designs. The specific intersection designs will be reconsidered as a part of the final design phase of the proposed project.

Right-of-way

The 1982 project proposed acquiring a 300 foot wide right-of-way from the Alabama / Mississippi state line to approximately Bear Creek. This required the acquisition of approximately 100 acres. The current project proposes acquiring a 350 foot wide right-of-way for the majority of the distance from the Alabama / Mississippi state line to approximately Bear Creek. The right-of-way between East Fourth Street and East Eleventh Street (Alabama Highway 19) is proposed to be 450 feet wide. The flares provided at the intersections vary in width, but range up to 1,000 feet along existing roads. The current proposed right-of-way requires the acquisition of approximately 140 acres of land.

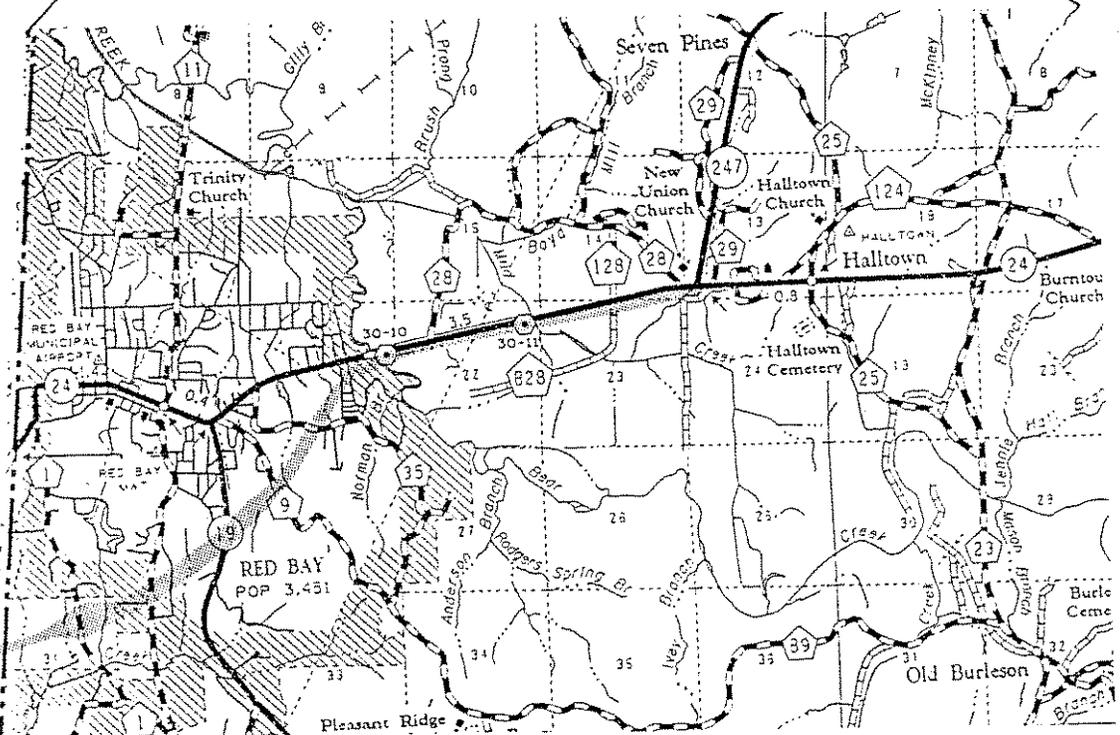
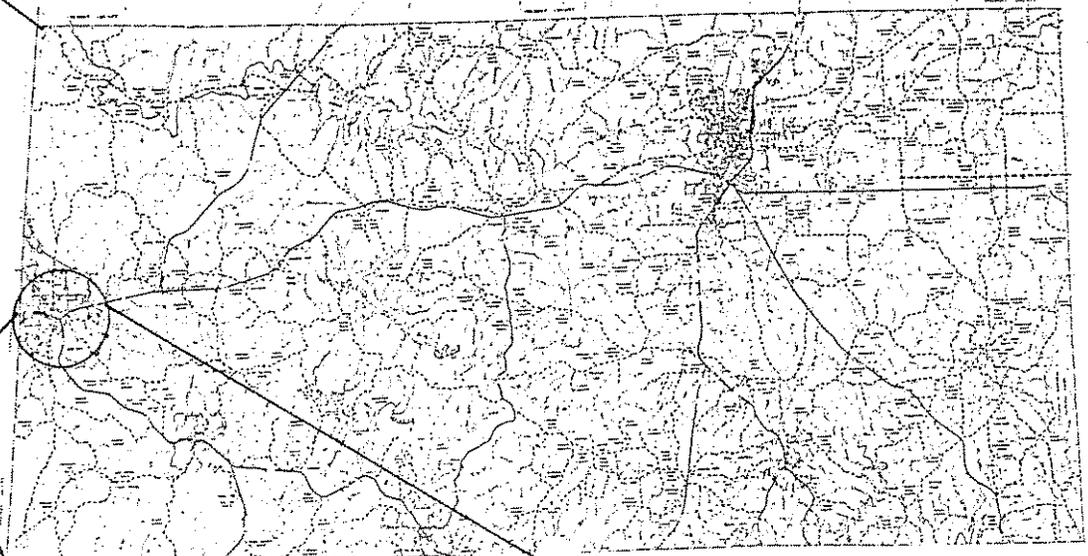
ALDOT previously acquired right-of-way for a four-lane divided highway from Bear Creek to SR 247 and no additional right-of-way acquisition is proposed for acquisition in this portion of the proposed project.

Traffic

Page 7 of the 1982 FONSI listed the 1978 annual average daily traffic (AADT) along existing SR 24 as ranging from 160 to 6,620 vehicles per day and projected that the 1998 AADT would range from 2,500 to 10,950 vehicles per day. Traffic data for the proposed project was updated by ALDOT for this reevaluation. The 2001 AADT was estimated to range from 1,920 to 5,970 vehicles per day. The projected 2021 AADT's range from 4,200 to 11,430 vehicles per day.

Cost

The 1982 FONSI listed the estimated total project cost for the ultimate four-lane construction of Alternative 1 to be \$10,454,000. Currently, the total estimated project cost for the build alternative is \$40,580,765.



Regional Vicinity Map

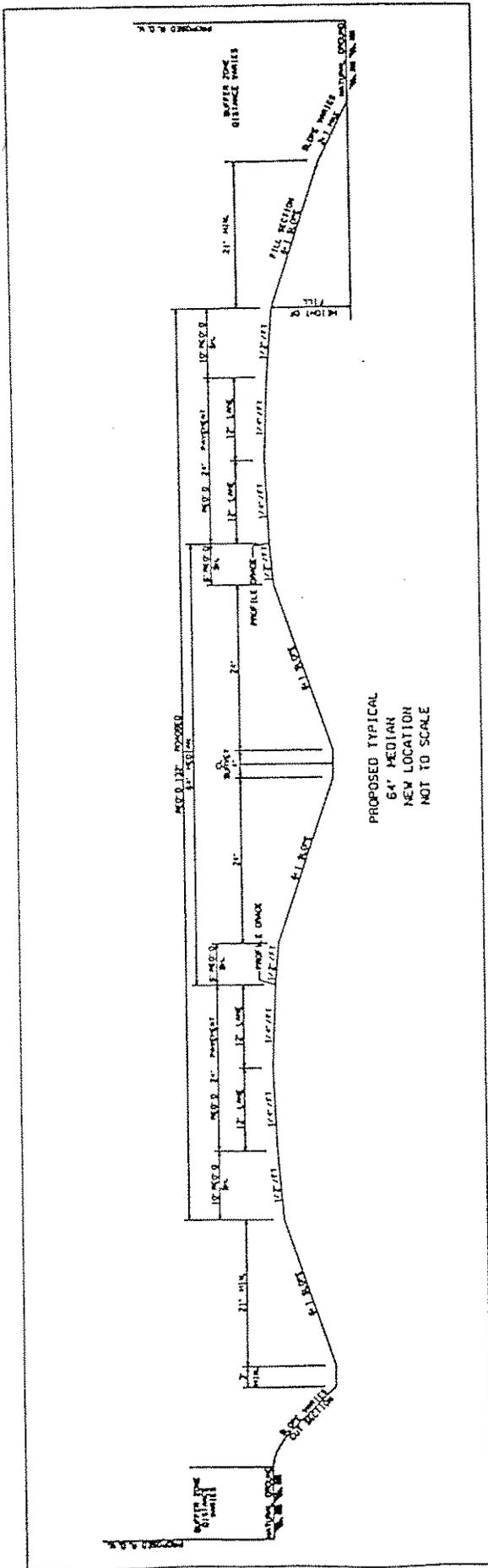
Corridor V from Mississippi State Line to Hwy 247
(Red Bay Bypass)

Franklin, County

Project No.
APD-355 (32)

Figure No.
1

Scale
Not to Scale



Source: ALDOT

Proposed Typical Crosssection

Corridor V from the Mississippi State Line to Hwy 247
(Red Bay Bypass)
Franklin County, Alabama

Project No.
APD-355 (32)

Figure No.
2

Scale:
Not to Scale

Environmental Consequences

The probable impacts for the proposed project were discussed in the *1982 FONSI* on pages 13 through 29. Information from the *1982 FONSI* has been considered, as appropriate, in the following assessments.

Land Use and Consistency with Plans

Land use was discussed on page 11 of the *1982 FONSI*. The proposed project primarily passed through pasture and forest land and was not predicted to alter the land use except for minor amounts of commercial development where the proposed highway intersected local streets. Only minor changes, due to residential development along existing local streets, has occurred. The increased residential development is reflected in the number of relocations involved. The previous findings regarding land use remain valid.

No local land use plans have been adopted for the Red Bay area. The proposed project is consistent with the *State Transportation Improvement Plan (STIP)* and the policies of the *State Energy Plan*.

Prime Farmland

Prime farmland was considered in the *1982 FONSI* on page 29. It was determined that there were no adverse impacts to prime farmland. As a part of this reevaluation, coordination was undertaken with the U. S. Department of Agriculture, Natural Resource Conservation Service (NRCS). No segment of the proposed corridor received a score greater than 160 on the Farmland Conversion Impact Rating form (AD-1006). Based on the U.S. Department of Agriculture, NRCS regulation 7 CFR 658.4 (c) (2), which states that sites receiving a total score of less than 160 need not be given further consideration for protection, no additional sites need to be evaluated and the project may be forwarded. (See Appendix A, Exhibit 1, Form AD-1006.)

Relocation

The *1982 FONSI* discussed relocation on pages 18 through 22. A comparison to the number and types of relocations required for the current project is reported in Table 2. The increases in relocations are due to residential growth along existing streets in the Red Bay community.

Neither the relocations in 1982 nor 2001 adversely impact minority or low income areas. Only one residential development, the Brookwood subdivision, has occurred south of the location of the proposed bypass. Therefore, the bypass will not divide the community or create a barrier to community growth and development.

Table 2
COMPARISON OF RELOCATIONS
1982 FONSI and 2001 Reevaluation

Type Activity	1982	2001 /c
Residential	19 /a	36
Businesses	1 /b	0
Non-profit Organizations	0	1 /d
Total	20	37

Notes:

a/ 18 owners and one tenant

b/ Home occupation

c/ ALDOT, Second Division, ROW-RA-1 forms, see Appendix A, Exhibit 2

d/ Church

The acquisition and relocation program undertaken as a result of the proposed action will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987. ALDOT relocation personnel will provide relocation services for each relocation situation encountered without discrimination and provide, build, replace or utilize the methods of "last resort" housing for all displaced people as appropriate.

Utility Relocations

Utility relocations were considered on page 29 of the 1982 FONSI. All utility services were to be restored in accordance with legal requirements and codes in effect. This finding remains applicable to the current project. In addition, all utility service relocations will be coordinated with the applicable utility and advance notice of temporary disruptions of utility services can be given to residents to avoid hardships.

Socioeconomic

Socioeconomic impacts were discussed on pages 13 and 22 of the 1982 FONSI. As a part of the Appalachian Development Highway System the project was predicted to enhance development by increasing accessibility to employment centers, shopping areas and community facilities in Red Bay and improving regional access. The project was also expected to create local employment during the construction phase. Businesses, such as gas stations, that serve the traveling public were expected to develop on local streets near the proposed intersections with the bypass. These findings remain applicable to the current project.

The proposed Corridor V, Red Bay Bypass is not expected to affect the economic vitality of the downtown. The downtown area of Red Bay has been renovated to maintain a pleasant

environment (sidewalks, landscaping, and store remodeling) since the last environmental document was prepared. The proposed project will separate local and through traffic. By removing the through traffic from the central business district the shopping environment will be improved. Businesses in the downtown area will continue to be supported by residents as stated in the 1982 FONSI.

The only negative economic factor reported in the 1982 FONSI was a predicted decrease in revenue attributable to converting taxable land to public right-of-way. The amount of land converted will increase from approximately 100 to 140 acres under the current proposal. However, the finding in the 1982 FONSI stating that short-term revenue losses were expected to be offset by increased taxes from new development remains valid.

Consideration of Pedestrian and Bicyclists

The 1982 FONSI did not include considerations of pedestrians and bicyclists. No pedestrian or bicycle facilities were observed in the project area during field investigations, therefore, no facilities are expected to be impacted by the proposed project. The project does not propose to construct pedestrian or bicycle facilities.

Air Quality

Results of an air quality study were reported on page 23 of the 1982 FONSI. The air quality study was included as an exhibit on pages A-26 to A-28. The analysis determined that National Ambient Air Quality Standards (NAAQS) would not be violated.

A new air quality analysis was performed as a part of the current reevaluation and has been submitted separately. The report, "Air Quality Analysis, Proposed Corridor V Red Bay Bypass" is included in Volume II, Technical Appendices, Appendix B, which is available for inspection at the Alabama Department of Transportation. Based on modeling performed for this reevaluation using EPA approved computer software, the construction of the proposed project should not cause emissions of CO greater than concentrations allowed under the NAAQS. This project is included in an approved *Statewide Transportation Improvement Program (STIP)* that has been determined to meet the requirements under *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans Funded or Approved under Title 23 USC* of the Federal Transit Act; Final Rule, released November 1993.

Noise

Results of the previous noise analysis were reported on pages 23 and 24 of the 1982 FONSI and the complete noise analysis was included as an exhibit on pages A-29 to A-37. Due to the increase in traffic volumes, a new noise analysis was conducted as a part of the current reevaluation. The report, "Noise Analysis" is included in Volume II, Technical Appendices, Appendix C and is available for inspection at the ALDOT. The noise analysis determined that,

whether or not the proposed project is constructed, three receptors, located north of existing SR 24 between Bear Creek and SR 247, will experience impacts due to noise levels exceeding the Federal Noise Abatement Criteria (NAC) caused by increased traffic volumes. (See Figure 3) No other noise impacts are predicted to occur.

Water Quality

Water quality was discussed on pages 24 and 25 of the 1982 FONSI. A separate water quality exhibit was provided on pages A-38 to A-48. The Alabama Water Improvement Commission (predecessor to Alabama Department of Environmental Management – ADEM) determined that the project would not impact public water supplies, adversely affect waterways or lower water quality in the streams. These findings remain applicable to the current project.

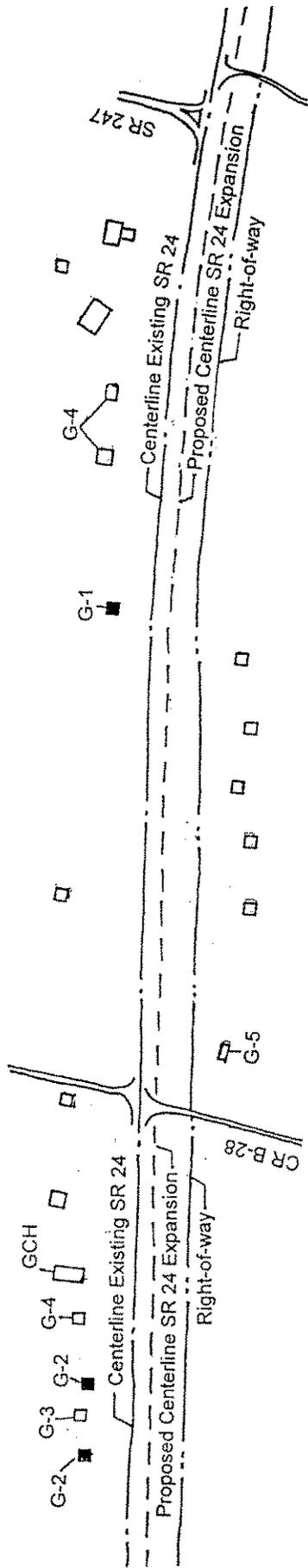
Construction impacts to water quality will also be avoided or minimized by using the standard contract provisions and best management practices as recommended by the USDA, Natural Resources Conservation Service. In addition, an NPDES permit will be acquired prior to construction. Storm water from the construction site will be managed in accordance with permit requirements.

Wetlands

On page 26 of the 1982 FONSI it was stated that there were no wetlands in the proposed project area. The entire project area was reevaluated to determine the boundaries of all wetlands regulated under Section 404 of the Clean Water Act, according to the methods and procedures described in the *Corp of Engineers Wetlands Delineation Manual, January, 1987* using the routine determination method. Five areas were identified within the build alternative project area containing approximately four acres of wetlands. (See Figure 4) The areas identified primarily function as flood control, water storage and filtration and wildlife habitat. The identified areas were assigned letter designations and are briefly described below. More detailed descriptions and area maps are included in the "Wetland Determination Report" is included in Volume II, Technical Appendices, Appendix D which is available for inspection at the ALDOT.

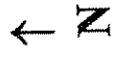
The first wetland area, designated as Area CB (Clear Branch), lies within the linear floodplain of Clear Branch. This area was clear cut of existing timber some time ago and has become covered with very thick herbaceous, vine and shrub/sapling rank vegetation. Area CB extends outside the project corridor to both the north and south and cannot be avoided without major shifts in alignment. Area CB contains approximately 1.95 acres of low quality, disturbed Palustrine wetlands.

AREA G



Legend

- Receptor
- Impacted Receptor



Source:	Figure
Scale: Not to scale	3
Project Number: ADP - 355 (32)	
AREA DETAIL	

The second wetland area, designated as Area B, lies west of an unnamed pond between Clear Branch and 4th Street. Area B is a bottomland hardwood area surrounding a small, unnamed, intermittent stream that runs west from the unnamed pond's earthen dam to Clear Branch. The stream and wetland area feed from a seep in the west side of the earthen dam. Shifting alignment to avoid this area would result in either additional wetland impacts or additional relocations. Area B contains approximately 0.27 acres of moderate quality Palustrine Forested wetlands.

The third wetland area, designated Area A, lies northwest of the unnamed pond between Clear Branch and 4th Street. Soil saturation in this area appears to be fed by groundwater seeps. Shifting alignment to avoid this area would result in either additional wetland impacts or additional relocations. Area A contains approximately 0.30 acres of moderate quality Palustrine Forested wetlands.

The fourth wetland area, designated as Area RB, is a small overflow srew at the northeast corner of the unnamed pond between Clear Branch and 4th Street. This area is fed by the unnamed pond and may be covered with water when pond water levels are normal. Due to low rainfall during 2000, the pond's water level was an estimated 12-14 inches lower than normal during the period of investigation. No avoidance efforts are considered reasonable or feasible due to the minimal amount of area impacted. Area RB contains approximately 0.007 acres Palustrine Forested wetlands.

The fifth wetland area, designated as Area C, lies just north of East 10th Street. This area is a depressed bottomland hardwood area surrounding a small unnamed stream. Shifting alignment in this area in either direction would result in additional relocations. Area C contains approximately 1.8 acres of Palustrine Forested wetlands.

These findings are in accordance with Executive Order 11990 and 23 CFR 771. All reasonable efforts will be made to avoid and minimize harm to as many wetlands as possible and still meet the transportation needs. Any unavoidable impacts will be minimized through engineering and design and using Best Management Practices (BMPs) during construction. Any impacts to wetlands within the project area will be mitigated using the ALDOT Mitigation Bank and in accordance with Corps of Engineers requirements.

Stream Modification and Impoundment Impacts

Stream modifications and impoundment impacts resulting from the proposed project were considered on pages 26 and 27 of the 1982 FONSI. It was determined that Alternative 1 would not require stream or water body modifications. This finding remains valid for the current project. In addition, the following measures are applicable to the current project. Existing streams will be crossed as close to perpendicular as possible to minimize the linear distance of

stream crossing. The proposed road improvements will be designed and constructed in such a manner that existing waterways will maintain and support habitat for fish, wildlife and aquatic life upon completion of the project. Stream banks will be restored to conditions similar in elevation and shape to that which now exists to facilitate natural regeneration of vegetation. Erosion control measures will be used to minimize turbidity and sedimentation so the project does not adversely affect wildlife habitat and the use of these streams.

Floodplains

Potential flood hazard areas were considered on page 27 of the 1982 *FONSI*. It was stated that Clear Branch and some smaller tributary streams "may have flood areas." As a part of this reevaluation the Franklin County Flood Insurance Rate Maps (FIRM) dated January 20, 1982 were examined. The project area is covered by community panel numbers 010334 0001A, 010334 0002A and 010322 0080B. It was determined that the proposed corridor for SR 24 crosses three areas that were identified as flood zones.

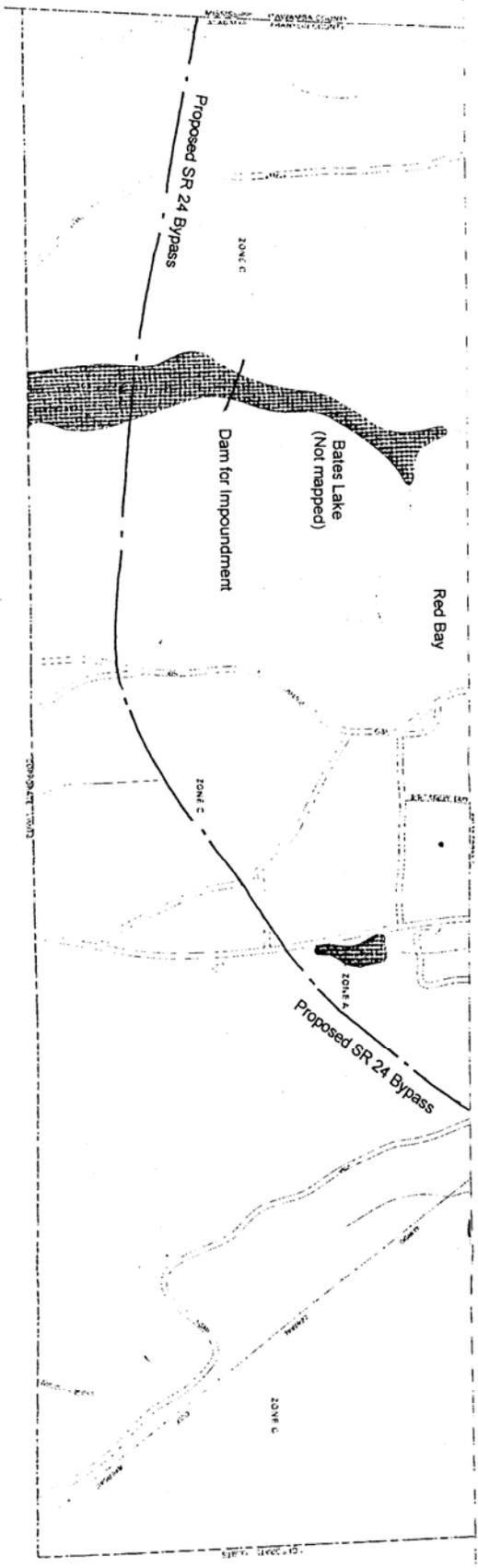
The first flood zone is associated with Clear Branch south of Bates Lake. (See Figure 5, extract from FIRM Community Panel 010334 0002 A.) It is designated as "Zone A" which, by definition, is an area where the base flood elevation and risks have not been determined. The proposed project corridor is approximately perpendicular to the Clear Branch flood zone and the pairs of travel lanes in each direction would have a crossing distance of approximately 200'. No determination has been made regarding the design of highway (elevation of roadbed or type of elevated structure) at Clear Branch. South of the proposed point of intersection the flood zone widens and joins the flood area associated with Gum Creek. Shifting the alignment south would increase flood plain impacts. Shifting the alignment north could impact the Bates Lake impoundment which is not shown on the FIRM.

The Clear Branch area is located approximately 2,800 feet east of the Alabama-Mississippi state line. The location for crossing the state line has been coordinated with the State of Mississippi for decades. There is limited ability to shift the alignment and match the state line crossing point without adversely affecting the design geometry of SR 24. Therefore, an alternative to avoid the Clear Branch floodplain crossing is not considered practical.

The second flood zone is also indicated on the FIRM Community Panel 010334 0002 A. It is located immediately east of East Eleventh Street and on the north side of the proposed corridor. (See Figure 5) It is classified on the FIRM as Zone A, but field investigations determined that the area was actually open water. The proposed right-of-way currently only includes a small portion, approximately 150' by 200', of the open water area. The final design and actual construction of the intersection at East Eleventh Street is expected to avoid the open water since

the majority of the open water is outside the project area and the proposed right-of-way being flared to allow options for the design of the intersection.

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Corridor V from Mississippi State Line to HWY 247 (Red Bay Bypass) Franklin County Project No. APD-355 (32)	Source: Flood Insurance Rate Map Panel 010334 002 A Not to Scale Figure 5
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The third flood zone crossing begins immediately west of Bear Creek and extends 7,800 feet to the east. (See Figures 6 and 7, FIRM Community Panels 010334 0001A and 010322 0080B.) The flood zone associated with Bear Creek is designated as "Zone A-4" which, by definition, is a 100 year floodplain where the base flood elevations and flood hazard factors have been determined. Base flood elevations are shown on the FIRM. According to the FIRM map, existing SR 24 appears to be elevated above the 100 year floodplain. The proposed project would add a median and two travel lanes to the south of existing SR 24. When ALDOT surveys for the proposed SR 24 project, the actual elevations of existing SR 24 and the proposed construction area will be determined so they can be compared to the flood elevations.

The existing Bear Creek floodplain crossing is approximately 7,800 feet in length. An unnamed road south of this location crosses approximately 8,500 feet of floodplain. The shortest distance across the floodplain, south of existing SR 24, is 6,400 feet but the location is not on a good alignment to reconnect with proposed SR 24 due to traversing existing residential areas in Red Bay. Therefore, shifting the alignment of SR 24 to the south would not substantially decrease, and potentially could increase, the floodplain crossing distance or cause more community impacts.

Alignment alternatives to the north of existing SR 24 would have to detour to reach the location where the Bear Creek floodplain is narrowest; a floodplain crossing distance of approximately 3,500 feet. However, this alignment adds approximately one mile to the project distance and abandons the use of approximately three miles of existing two-lane highway. The west end of the north alignment would enter Red Bay near the north end of East Tenth Street. In order to connect to other portions of the proposed bypass corridor it would be necessary to traverse a more densely developed area of Red Bay and avoid a large cemetery. Therefore, a northern alternative, with a floodplain crossing of 3,500 feet, would create more impacts in the community.

The City of Red Bay does not participate in the National Flood Insurance Program (NFIP) and does not regulate development in local flood hazard areas. The first two flood zones identified above are located in the City of Red Bay. Franklin County does participate in the NFIP and regulates development in flood hazard areas. The Bear Creek flood zone identified above is located in Franklin County.

Based on the above considerations it has been determined that locating the proposed travel lanes adjacent to existing SR 24 and encroaching in the floodplain with approximately half the proposed roadway is preferable to creating a new floodplain crossing where the entire corridor would encroach on the floodplain. Since Franklin County regulates development in flood hazard

areas, the alternative paralleling existing SR 24 is likely to result in the least adverse development impacts to the total floodplain area.

This assessment of the proposed SR 24 project is currently reviewing a corridor to determine the potential environmental impacts. When the project survey is completed, ALDOT will have detailed data on which to base the final design of the project. The final design will be coordinated with federal, State and local floodplain agencies and be consistent with their regulations. The final design will be based on hydrologic and hydraulic studies as required in Part 650 - Bridges, Structures and Hydraulics, Subpart A, Section 650.115 (a) to insure the passage of floodwaters without increasing flood risks and the preservation of floodplain values. Therefore, as a result of the proposed project, it is anticipated that: there will not be significant adverse impacts on the natural and beneficial floodplain values; there will not be significant change in flood risks; and there will not be significant increase in potential for the interruption or termination of emergency service or emergency evacuation routes. The Flood Risk Assessment forms are included in Appendix A as Exhibit 3.

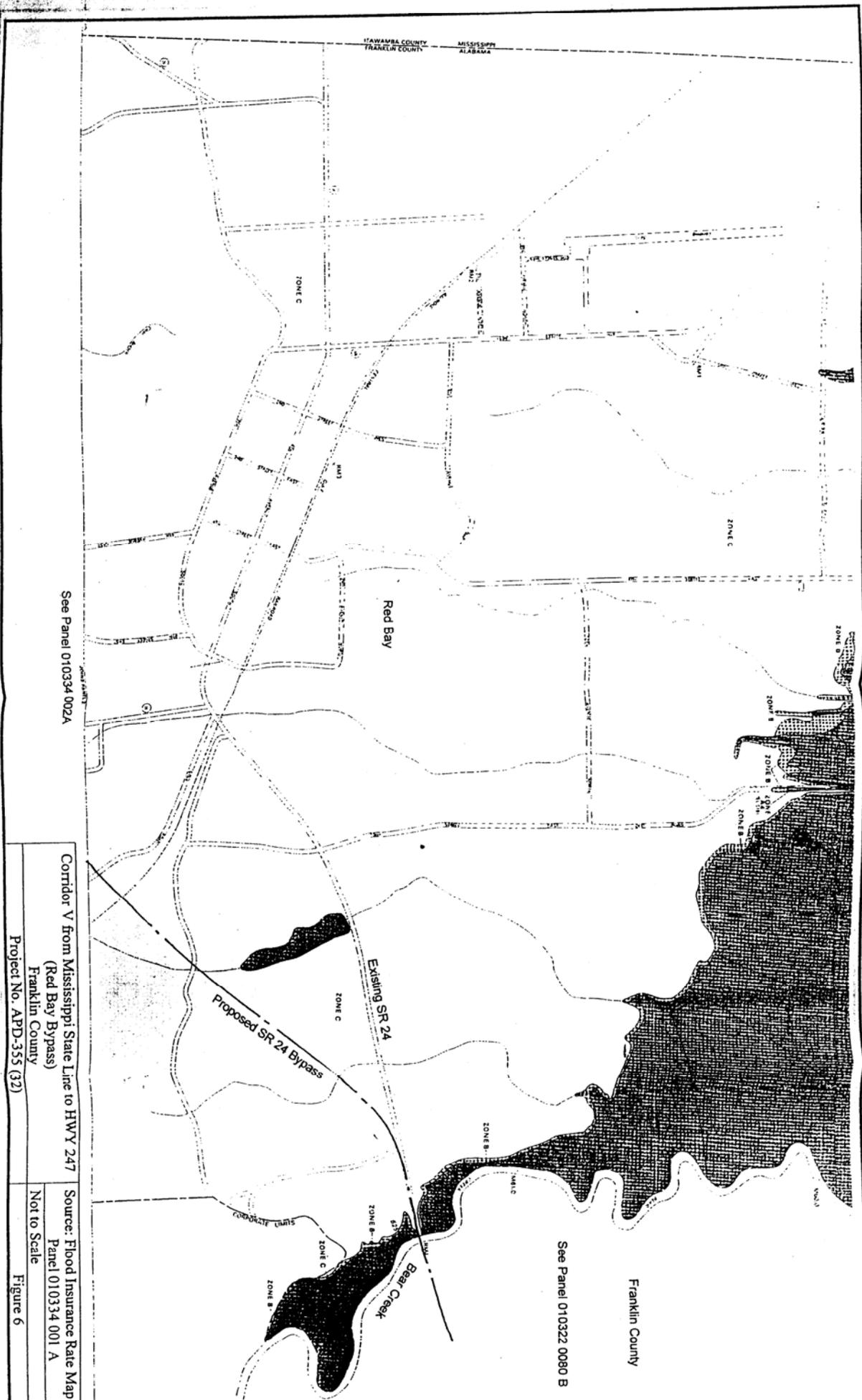
Wild and Scenic Rivers

Wild and Scenic Rivers were not discussed in the 1982 FONSI. A review of the National Park Service's, wild and scenic rivers list on their web site indicated that no classified rivers are currently located in the proposed project area.

Threatened and Endangered Species

The natural setting of the area and the relationship to habitats for various species was discussed in the 1982 FONSI on pages 14 through 17. It was determined that the proposed project would not cause an adverse impact for threatened and endangered species.

The U. S. Fish and Wildlife Service (FWS) was contacted as a part of the current reevaluation. FWS' letter dated October 14, 1999 (See Appendix A, Exhibit 4, page 1) indicated the potential presence of three Federally protected flora species: the Lyrate bladderpod (*Lesquella lyrata*), Leafy prairie-clover (*Dalea foliosa*) and Tennessee yellow-eyed grass (*Xyris tennesseensis*). A habitat survey was conducted of the proposed project corridor to determine the occurrence or potential for occurrence for the protected species. It was concluded that none of the three targeted plant species occurs within, or within relative proximity to the proposed bypass corridor. FWS accepted the statements that no listed species occur in the project area in a letter dated March 20, 2001. (See Volume II, Technical Appendices, Appendix A, Exhibit 4, page 3)



See Panel 010334 002A

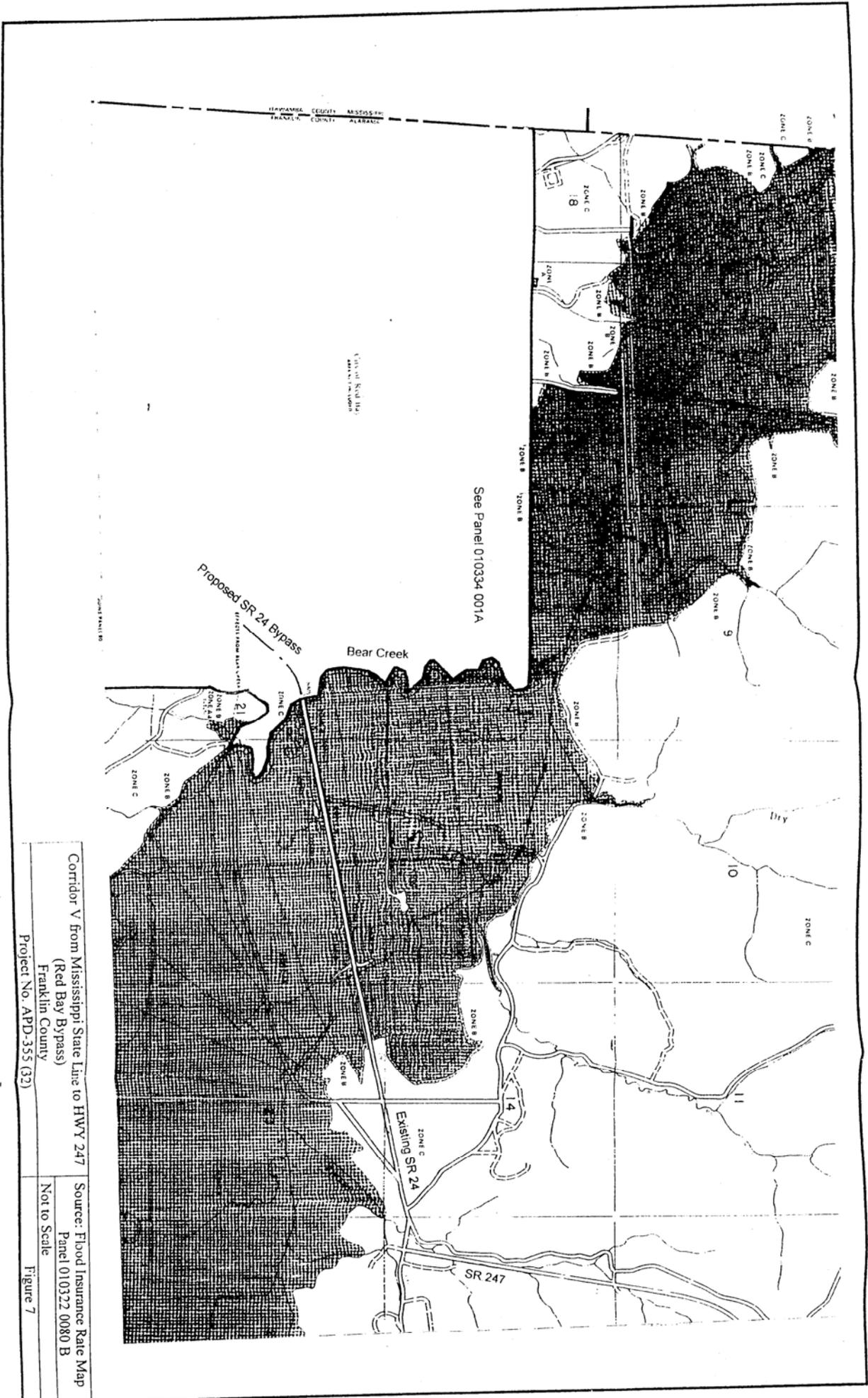
See Panel 010322 0080 B

Corridor V from Mississippi State Line to HWY 247
 (Red Bay Bypass)
 Franklin County

Project No. APPD-355 (32)

Source: Flood Insurance Rate Map
 Panel 010334 001 A
 Not to Scale
 Figure 6

Page 26 intentionally left blank



Corridor V from Mississippi State Line to HWY 247
 (Red Bay Bypass)
 Franklin County
 Project No. APPD-355 (37)

Source: Flood Insurance Rate Map
 Panel 010322 0080 B
 Not to Scale
 Figure 7

Page 28 - intentionally left blank

Wildlife or Waterfowl Management Areas

Coordination with the U.S. Fish and Wildlife Service also determined that no wildlife or waterfowl management areas will be impacted by this project. (See letter FWS letter included in Appendix A as Exhibit 4, page 3.)

Archeological Sites and Historical Structures

Page 10 of the 1982 *FONSI* stated that an intensive archeological and historic structure survey was undertaken from the Alabama / Mississippi state line to Russellville, Alabama. The October, 1976 archeology and historic structures report was included as an exhibit on pages A-49 through A-73. No archeological sites or historic structures eligible for the National Register of Historic Places were identified within the proposed project right-of-way.

As a part of the re-evaluation process both a *Historic Structures Survey* and a *Cultural Resources Phase I Archeological Survey* were performed. The *Historic Structures Survey* determined that there were no structures potentially eligible for the National Register of Historic Places within or adjacent to the Area of Potential Effect (APE). The State Historic Preservation Officer (SHPO) concurred with these findings on March 23, 2001. (See Appendix A, Exhibit 5, page 2.)

The *Cultural Resources Phase I Archeological Survey* found two sites, 1Fr4 and 1Fr5, that are considered to be potentially National Register eligible and which may be affected by the proposed project as currently designed. The SHPO concurred with this report and its findings on April 24, 2001. (See Appendix A, Exhibit 5, Page 1.) The Phase II testing results determined that archaeological site 1Fr5 is not eligible for the National Register of Historic Places (NRHP). Archaeological site 1Fr4, however, is eligible for the NRHP and will require Phase III archaeological mitigation. The SHPO concurred with these findings on November 15, 2002. (See Appendix A, Exhibit 5, Page 3.)

Visual Impacts

Page 29 of the 1982 *FONSI* stated that the project was to be constructed in a manner to minimize visual impacts and make the project aesthetically pleasing. These findings remain applicable to the current project.

Hazardous Material Sites

Potential hazardous material sites were not addressed in the 1982 *FONSI*. An investigation of potential hazardous material sites was undertaken as a part of the current reevaluation. One site, Page Sod Farm, was identified as being in the proposed right-of-way by a combination of field investigations and database research of sites regulated under the Resource Conservation and Recovery Act (RCRA - 33 USC 1241, et. Seq.) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA - 42 USC 9601, et. seq.). See Figure 8 -

Potential Hazardous Material Sites. The Hazardous Material Notification Form for Page Sod Farm is included in Appendix A, Exhibit 6.

Construction Impacts

Construction impacts were considered on pages 27 through 29 of the 1982 FONSI. It was stated that minor and temporary air quality and noise impacts would be caused by construction equipment. In addition, anticipated erosion and siltation was to be mitigated during construction and with permanent measures installed as a part of the project. Solid waste from the construction process was to be cleared and disposed of in accordance with solid waste regulations and Highway Department standards. These earlier findings remain applicable to the currently proposed project. Avoidance and mitigation measures will be undertaken in accordance with current laws, regulations and standard contract provisions. At the time the PS&E review is held ALDOT will consider whether it is necessary to include any other limitations in the plans or specifications.

Permits

Page 2 of the executive summary in the 1982 FONSI indicated that no permits were required from the U. S. Army, Corps of Engineers or the U. S. Coast Guard. A Corps of Engineers permit will now be required. (See the previous Wetlands section of this reevaluation.) No permit will be required from the U. S. Coast Guard. An NPDES permit will be required from ADEM for storm water management. (See the previous Water Quality section of this reevaluation.) No other permit requirements were identified during this reevaluation.

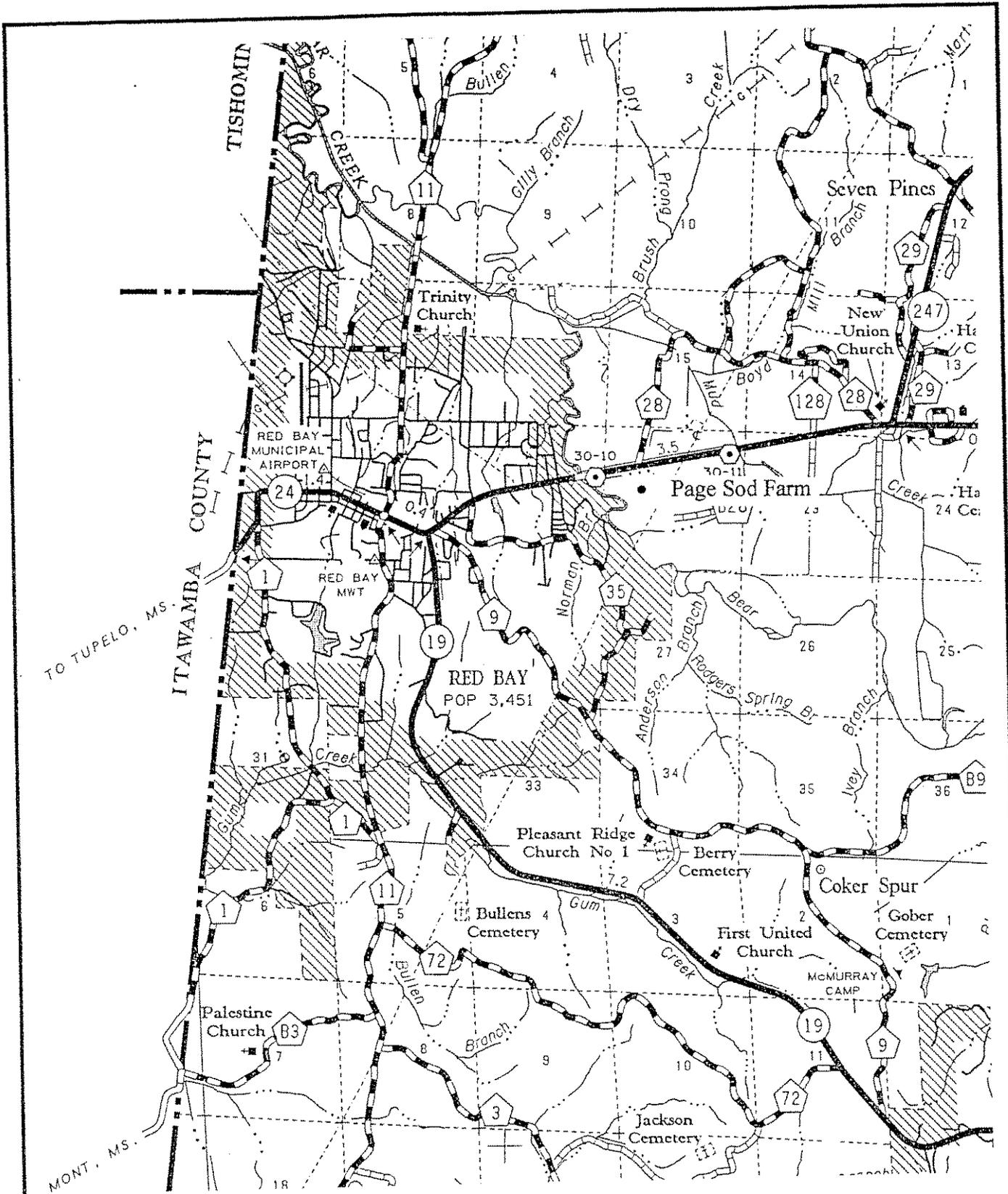
Since the project is located in the area served by the Tennessee Valley Authority (TVA) the project will be coordinated with TVA as previously requested. (See Agency Coordination section.) It is not expected that TVA will require any permits.

Relationship Between Short Term Use of Man's Environment and the Maintenance and Enhancement of Long Term Productivity

The relationship between short-term use of man's environment and the maintenance and enhancement of long term productivity was discussed on page 33 of the 1982 FONSI. The short-term use of the environment was primarily influenced by the impacts associated with construction. Over the long term the highway was predicted to provide a long lasting, safe, efficient transportation in the region and provide an impetus for growth and development. The statements in the 1982 FONSI remain applicable to the current project.

Irreversible and Irretrievable Commitment of Resources

On page 33 of the 1982 FONSI it was stated that labor and fuels would be expended, but that all other resources would be recoverable if the need arose. The current reevaluation considered a broader range of resource commitments as discussed in the following paragraphs.



TO TUPELO, MS.

ITAWAMBA COUNTY

MONT, MS.

Source:	POTENTIAL HAZARDOUS MATERIAL SITES	Figure
Scale: Not to scale		8
Project Number: APD-355 (32)		

Implementation of the proposed action would involve the commitment of a range of natural, physical, human, and fiscal resources. Land used in the construction of the proposed facility is considered an irreversible commitment during the time period that the land is used for a highway facility. However, if a greater need arises for use of the land, or if the highway facility is no longer needed, the land can be converted to another use. At present, there is no reason to believe such a conversion will ever be necessary or desirable.

The proposed project will require the use of fossil fuels, labor and highway construction materials such as cement, aggregate, and bituminous material. Additionally, large amounts of labor and natural resources will be used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use will not have an adverse effect upon continued availability of these resources. The commitment of labor to this project is considered beneficial to the community, region and state.

Any construction will also require a substantial one-time expenditure of both State and Federal funds to construct the proposed improvements. An on-going commitment of financial resources will also be required to maintain the highway. These fiscal resources are not considered to be retrievable.

The commitment of these resources is based on the concept that residents in the immediate area, region and State will benefit from the improved quality of the transportation system. These benefits will consist of improved accessibility and safety, savings in time, and greater availability of quality services that are anticipated to outweigh the commitment of these resources.

Public Involvement

Prior public involvement meetings indicated that most people expressed a desire to see the project advance, but did not indicate a clear preference regarding an alternative location. Three proposed alternatives were presented at the public involvement meeting held August 17, 2000. Two of the alternatives, 1 and 2, corresponded to Alternatives 1 and 3 evaluated by the 1982 *FONSI*. One additional alternative, located farther south of Red Bay, was also presented to the public at the August meeting. Approximately 168 people attended the meeting and 103 written comments were received. Ninety-two comments favored Alternative 1, five favored Alternative 2 and five favored Alternative 3. One comment opposed all three Alternatives. Due to overwhelming public support, Alternative 1 was advanced as the build alternative in this reevaluation. See Volume II, Technical Appendices, Appendix E for copies of public involvement comments.

Agency Coordination

Agency coordination was summarized on page 3 of the executive summary and further discussed on page 34 of the 1982 *FONSI*. Responses to pertinent agency comments were included on pages 35 through 38 of the 1982 report. The actual letters from the agencies were included in the 1982 *FONSI* as exhibits on pages A-74 through A-87. Two comments are pertinent for consideration with the current project. The Tennessee Valley Authority (TVA) stated that plans for all bridges should be submitted to TVA for review in accordance with Section 26 A of the TVA Act. The Illinois Central Railroad submitted a copy of their standard requirements for overhead bridges to be incorporated in the final design of the project. The ALDOT (formerly the Highway Department) responded that each of these comments would be incorporated in the project. The remarks are considered to remain applicable to the current project.

No new issues have arisen as a result of the agency coordination conducted as a part of the reevaluation process.

Determination of 4(f) Impacts

Page 10 of the 1982 *FONSI* determined that no 4(f) properties were affected by the proposed project. This determination remains applicable to the current project.

APPENDIX A - Exhibits

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	03/14/00
Name Of Project		Federal Agency Involved	FHWA-ALDOT
Proposed Land Use		County And State	Franklin, AL
		Date Request Received By NRCS	

PART II (To be completed by NRCS)		Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)		Farmable Land In Govt. Jurisdiction	Acres: 167,579 % 41		Amount Of Farmland As Defined in FPPA	Acres: 63,264 % 16
Name Of Land Evaluation System Used		Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS		03/27/00	
LESA		N/A				

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A 1	Site B 2	Site C 3	Site D 4
A. Total Acres To Be Converted Directly	37.6	129.9	119.5	34.3
B. Total Acres To Be Converted Indirectly	0.0	0.0	0.0	0.0
C. Total Acres In Site	37.6	129.9	119.5	34.3

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	3.0	15.0	5.0	5.0
B. Total Acres Statewide And Local Important Farmland	0.0	0.0	0.0	0.0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.002	0.002	0.008	0.008
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	8.5	15.4	22.4	22.4

PART V (To be completed by NRCS) Land Evaluation Criterion	83	61	56	56
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	15	13	8	8	7
2. Perimeter In Nonurban Use	10	8	6	6	8
3. Percent Of Site Being Farmed	20	4	0	0	0
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Distance From Urban Builtup Area	N/A				
6. Distance To Urban Support Services	N/A				
7. Size Of Present Farm Unit Compared To Average	10	0	0	0	0
8. Creation Of Nonfarmable Farmland	25	15	0	0	0
9. Availability Of Farm Support Services	5	5	5	5	5
10. On-Farm Investments	20	5	0	0	5
11. Effects Of Conversion On Farm Support Services	25	0	0	0	0
12. Compatibility With Existing Agricultural Use	10	2	2	2	2
TOTAL SITE ASSESSMENT POINTS	160	• 52	• 21	• 21	• 27

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	83	61	56	56
Total Site Assessment (From Part VI above or a local site assessment)	160	• 52	• 21	• 21	• 27
TOTAL POINTS (Total of above 2 lines)	260	135	82	77	83

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
----------------	-------------------	-----------------------------------	------------------------------	-----------------------------

Reason For Selection:

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	03/14/00
Name Of Project Red Bay Bypass		Federal Agency Involved	FHWA-ALDOT
Proposed Land Use Highway Construction		County And State	Franklin, AL
PART II (To be completed by NRCS)		Date Request Received By NRCS	

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size 158
Major Crop(s) [Cotton], Corn, Soybeans	Farmable Land In Govt. Jurisdiction Acres: 167,579	% 41		Amount Of Farmland As Defined In FPPA Acres: 63,264	% 16
Name Of Land Evaluation System Used LESA	Name Of Local Site Assessment System N/A	Date Land Evaluation Returned By NRCS 03/27/00			

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A 5	Site B 6	Site C 7	Site D 8
A. Total Acres To Be Converted Directly	13.9	19.7	107.3	29.4
B. Total Acres To Be Converted Indirectly	0.0	0.0	0.0	0.0
C. Total Acres In Site	13.9	19.7	107.3	29.4

PART IV (To be completed by NRCS) Land Evaluation Information	Site A 5	Site B 6	Site C 7	Site D 8
A. Total Acres Prime And Unique Farmland	7.0	16.7	7.0	27.0
B. Total Acres Statewide And Local Important Farmland	0.0	0.0	0.0	0.0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.001	0.03	0.001	0.04
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	22.3	8.5	40.7	8.5

PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	Site A 5	Site B 6	Site C 7	Site D 8
	60	80	30	80

PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points	Site A 5	Site B 6	Site C 7	Site D 8
1. Area In Nonurban Use	15	4	13	9	13
2. Perimeter In Nonurban Use	10	5	9	8	10
3. Percent Of Site Being Farmed	20	0	13	6	12
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Distance From Urban Builtup Area	N/A				
6. Distance To Urban Support Services	N/A				
7. Size Of Present Farm Unit Compared To Average	10	0	10	10	10
8. Creation Of Nonfarmable Farmland	25	5	5	5	5
9. Availability Of Farm Support Services	5	5	5	5	5
10. On-Farm Investments	20	5	5	5	5
11. Effects Of Conversion On Farm Support Services	25	0	0	0	0
12. Compatibility With Existing Agricultural Use	10	2	2	2	2
TOTAL SITE ASSESSMENT POINTS	160	• 26	• 62	• 50	• 62

PART VII (To be completed by Federal Agency)	Site A 5	Site B 6	Site C 7	Site D 8	
Relative Value Of Farmland (From Part V)	100	60	80	30	80
Total Site Assessment (From Part VI above or a local site assessment)	160	• 26	• 62	• 50	• 62
TOTAL POINTS (Total of above 2 lines)	260	86	142	80	142

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
Reason For Selection:		



DON SIEGELMAN
GOVERNOR

ALABAMA DEPARTMENT OF TRANSPORTATION

SECOND DIVISION
OFFICE OF DIVISION ENGINEER
295 HIGHWAY 20 EAST
P.O. BOX 495
TUSCUMBIA, ALABAMA 35674
Telephone: (256) 389-1400

G M ROBERTS
TRANSPORTATION DIRECTOR

June 30, 2000

Mr. Lamar S. Woodham, Jr.
Right of Way Engineer
Alabama Department of Transportation
Montgomery, Alabama 36130-3050

RE: Project No. APD-355(32)
Corridor V from Alabama and Mississippi
State Line to near Bear Creek
Franklin County

Dear Mr. Woodham:

As you have requested the following is a preliminary right of way estimate on the above referenced project. The estimate is broke down by points that correspond to the map provided. An additional 50 percent has been added to cover adverse court awards and contingencies involved in right of way acquisitions.

Alternate No. 1

A-B1 - 109.00 acres	=	\$2,222,250.00
50%	=	<u>1,111,125.00</u>
		\$3,333,375.00
 B1-C - 64.00 acres	 =	 \$2,154,500.00
50%	=	<u>1,077,250.00</u>
		\$3,231,750.00
 C-D - 2.00 acres	 =	 \$12,000.00
50%	=	<u>6,000.00</u>
		\$18,000.00
 D-E - 0.00 acres	 =	 \$0.00

Total Cost = \$6,583,125.00

Alternate No. 2

A-B - 116.00 acres	=	\$1,345,000.00
50%	=	672,500.00
		<u>\$2,017,500.00</u>
B-C - 83.00 acres	=	\$1,676,750.00
50%	=	838,375.00
		<u>\$2,515,125.00</u>
C-D - 2.00 acres	=	\$12,000.00
50%	=	6,000.00
		<u>\$18,000.00</u>
D-E - 0.00 acres	=	\$0.00

Total Cost = \$4,550,625.00

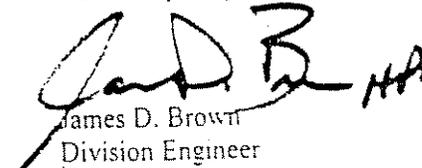
Alternate No. 3

A-B - 116.00 acres	=	\$1,345,000.00
50%	=	672,500.00
		<u>\$2,017,500.00</u>
B-D - 128.00 acres	=	\$2,037,000.00
50%	=	1,018,500.00
		<u>\$3,055,500.00</u>
D-E - 0.00 acres	=	\$0.00

Total Cost = \$5,073,000.00

Also attached are ROW-RA-1 and relocation analysis. There does not appear to be any hazardous material sites on any of the alternates.

Yours very truly,


James D. Brown
Division Engineer

JDB/JH
Pc: File

ROWESTAPD355(32)

ALABAMA DEPARTMENT OF TRANSPORTATION
PRELIMINARY PROJECT RELOCATION ANALYSIS
(To be prepared prior to Corridor Public Hearing)

Project No. APD-355(32) County Franklin
Description Corridor V from Alabama and Alternate No. 1, A-B1
Miss. State Line to near Bear Creek

DISPLACEMENT AND REPLACEMENT HOUSING INVENTORY ESTIMATE

ESTIMATED NUMBER DISPLACED						INCOME LEVEL			
Type of Displacee	Owners	Tenants	Total	Minority		*0-15	15-30	30-50	Over 50
				Own.	Ten.				
Individuals and Families	16	3	19	0	0	0	6	3	10
Businesses	0	0	0	0	0				
Farms	0	0	0	0	0				
Non-Profit Organizations	0	0	0	0	0				
Signs	0	0	0	0	0				

OWNERS

VALUE OF DWELLING

DISPLACED DWELLINGS	** 0 - 40	40 - 60	60 - 80	80 - 100	Over 100
1 - 3 BEDROOMS	6	1	1	7	1
4 - OVER BEDROOMS	0	0	0	0	0

AVAILABLE DWELLINGS

1 - 3 BEDROOMS	6	5	14	10	6
4 - OVER BEDROOMS	0	0	0	0	1

TENANTS

MONTHLY RENTAL RATE

DISPLACED UNITS	\$ 0 - 150	\$ 151 - 300	\$ 301 - 400	\$ 401 - 500	\$ 501 +
1 - 3 BEDROOMS	0	3	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

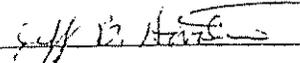
AVAILABLE UNITS

1 - 3 BEDROOMS	2	5	1	0	0
4 - OVER BEDROOMS	0	0	0	0	0

Items numbered 1 through 7 on the back of this form must be answered and explained. Number the corresponding responses and attach additional pages as needed.

I certify that the above is a realistic estimate.

Date: June 30, 2000

Signed: 
Title: Division Relocation Officer

(Submit in duplicate to Bureau of Right of Way)

Attach: Narrative Explanations

* Denotes Thousands

** DSS dwellings currently available.

1. Our study revealed that there would be nineteen families to be displaced. There appears to be sixteen owners and three tenants. There does not appear to be any minorities to be displaced. The income level of the displacees are in the middle to upper income range. We are unable to determine if there are any elderly, handicapped, or large families to be displaced.
2. Our study revealed that there are six single-family residences with three bedrooms in the \$0.00 - 40,000 value range available; there are six to be displaced in this price range. There are five single-family residences with three bedrooms in the \$40,000 - 60,000 value range available; there is one to be displaced in this price range. There are fourteen single-family residences with three bedrooms in the \$60,000 - 80,000 value range available; there is one to be displaced in this price range. There are ten single-family residences with three bedrooms in the \$80,000 - 100,000 value range available; there are seven to be displaced in this price range. There are six single-family residences with three bedrooms over the \$100,000 value range available; there is one to be displaced in this price range. There is one single-family residences with four bedrooms over the \$100,000 value range available; there are none to be displaced in this price range. There are two mobile home spaces available to rent in the \$0.00 - 150 price range and none being displaced in this range. There are five mobile home spaces available to rent in the \$151 - 300 price range and three to be displaced in this range. There is one mobile home spaces available to rent in the \$301 - 400 price range and none to be displaced in this range. From all indications there appears to be ample residences for sale at this time and ample mobile home spaces to rent in the area.
3. It is our opinion that there will be no disruptive effect on the community as a result of the project.
4. There appears to be an adequate supply of replacement housing available in the area at this time. There are several lots available in the area for those who wish to build. However, there could be a possibility of last resort housing based on income of a few of the displacees. If this is the case, the State's relocation personnel will work with local realtors, other agencies, and Federal agencies to find housing in the price range that the displacees can afford.
5. There are no businesses being displaced.
6. Discussion with local officials, individuals, business owners, and realtors in the area indicate that everyone is in favor of the project and feel it will have a positive impact on the community.
7. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation & Uniform Relocation Assistance Act of 1987, and there are relocation resources that are available to all residential and business relocatees without discrimination.

ALABAMA DEPARTMENT OF TRANSPORTATION
PRELIMINARY PROJECT RELOCATION ANALYSIS
(To be prepared prior to Corridor Public Hearing)

Project No. APD-355(32) County Franklin
Description Corridor V from Alabama and Alternate No. 1, B1-C
Miss. State Line to near Bear Creek

DISPLACEMENT AND REPLACEMENT HOUSING INVENTORY ESTIMATE

ESTIMATED NUMBER DISPLACEES						INCOME LEVEL			
Type of Displacee	Owners	Tenants	Total	Minority		*0-15	15-30	30-50	Over 50
				Own.	Ten.				
Individuals and Families	15	2	17	0	0	0	0	2	15
Businesses	0	0	0	0	0				
Farms	0	0	0	0	0				
Non-Profit Organizations	1	0	1	0	0				
Signs	1	0	1	0	0				

OWNERS

VALUE OF DWELLING

DISPLACED DWELLINGS	** 0 - 40	40 - 60	60 - 80	80 - 100	Over 100
1 - 3 BEDROOMS	0	1	12	1	1
4 - OVER BEDROOMS	0	0	0	0	0

AVAILABLE DWELLINGS

1 - 3 BEDROOMS	6	5	14	10	6
4 - OVER BEDROOMS	0	0	0	0	1

TENANTS

MONTHLY RENTAL RATE

DISPLACED UNITS	\$ 0 - 150	\$ 151 - 300	\$ 301 - 400	\$ 401 - 500	\$ 501 +
1 - 3 BEDROOMS	0	2	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

AVAILABLE UNITS

1 - 3 BEDROOMS	2	5	1	0	0
4 - OVER BEDROOMS	0	0	0	0	0

Items numbered 1 through 7 on the back of this form must be answered and explained. Number the corresponding responses and attach additional pages as needed.

I certify that the above is a realistic estimate.

Date: June 30, 2000

Signed: *Geff B. Hurd*
Title: Division Relocation Officer

(Submit in duplicate to Bureau of Right of Way)

Attach: Narrative Explanations

* Denotes Thousandths

** DSS dwellings currently available.

1. Our study revealed that there would be seventeen families to be displaced. There appears to be fifteen owners and two tenants. There is one non-profit organization being displaced a church. There does not appear to be any minorities to be displaced. The income level of the displacees are in the middle to upper income range. We are unable to determine if there are any elderly, handicapped, or large families to be displaced. There is one sign being displaced, which is located at the church.
2. Our study revealed that there are six single-family residences with three bedrooms in the \$0.00 - 40,000 value range available; there are none to be displaced in this price range. There are five single-family residences with three bedrooms in the \$40,000 - 60,000 value range available; there is one to be displaced in this price range. There are fourteen single-family residences with three bedrooms in the \$60,000 - 80,000 value range available; there are twelve to be displaced in this price range. There are ten single-family residences with three bedrooms in the \$80,000 - 100,000 value range available; there is one to be displaced in this price range. There are six single-family residences with three bedrooms over the \$100,000 value range available; there is one to be displaced in this price range. There is one single-family residences with four bedrooms over the \$100,000 value range available; there are none to be displaced in this price range. There are two mobile home spaces available to rent in the \$0.00 - 150 price range and none being displaced in this range. There are five mobile home spaces available to rent in the \$151 - 300 price range and two to be displaced in this range. There is one mobile home spaces available to rent in the \$301 - 400 price range and none to be displaced in this range. From all indications there appears to be ample residences for sale at this time and ample mobile home spaces to rent in the area.
3. It is our opinion that there will be no disruptive effect on the community as a result of the project.
4. There appears to be an adequate supply of replacement housing available in the area at this time. There are several lots and land available in the area for those who wish to build. However, there could be a possibility of last resort housing based on income of a few of the displacees. If this is the case, the State's relocation personnel will work with local realtors, other agencies, and Federal agencies to find housing in the price range that the displacees can afford.
5. There are no businesses being displaced.
6. Discussion with local officials, individuals, business owners, and realtors in the area indicate that everyone is in favor of the project and feel it will have a positive impact on the community.
7. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation & Uniform Relocation Assistance Act of 1987, and there are relocation resources that are available to all residential and business relocatees without discrimination.

ALABAMA DEPARTMENT OF TRANSPORTATION
PRELIMINARY PROJECT RELOCATION ANALYSIS
(To be prepared prior to Corridor Public Hearing)

Project No. APD-355(32) County Franklin
Description Corridor V from Alabama and Alternate No. 1, C-D
Miss. State Line to near Bear Creek

DISPLACEMENT AND REPLACEMENT HOUSING INVENTORY ESTIMATE

ESTIMATED NUMBER DISPLACEES						INCOME LEVEL			
Type of Displacee	Owners	Tenants	Total	Minority		*0-15	15-30	30-50	Over 50
				Own.	Ten.				
Individuals and Families	0	0	0	0	0	0	0	0	0
Businesses	0	0	0	0	0				
Farms	0	0	0	0	0				
Non-Profit Organizations	0	0	0	0	0				
Signs	0	2	2	0	0				

OWNERS

VALUE OF DWELLING

DISPLACED DWELLINGS	** 0 - 40	40 - 60	60 - 80	80 - 100	Over 100
1 - 3 BEDROOMS	0	0	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

AVAILABLE DWELLINGS

1 - 3 BEDROOMS	0	0	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

TENANTS

MONTHLY RENTAL RATE

DISPLACED UNITS	\$ 0 - 150	\$ 151 - 300	\$ 301 - 400	\$ 401 - 500	\$ 501 +
1 - 3 BEDROOMS	0	0	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

AVAILABLE UNITS

1 - 3 BEDROOMS	0	0	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

Items numbered 1 through 7 on the back of this form must be answered and explained. Number the corresponding responses and attach additional pages as needed.

I certify that the above is a realistic estimate.

Date: June 30, 2000

Signed: [Signature]

Title: Division Relocation Officer

(Submit in duplicate to Bureau of Right of Way)

Attach: Narrative Explanations

* Denotes Thousandths

** DSS dwellings currently available.

1. Our study revealed that there are no families to be displaced. There are two signs encroaching on the present right of way.
2. There are no families being displaced and no need to find adequate housing in the area.
3. It is our opinion that there will be no disruptive effect on the community as a result of the project.
4. There is no need for any relocation study, because no families are being displaced.
5. There are no businesses being displaced.
6. Discussion with local officials, individuals, business owners, and realtors in the area indicate that everyone is in favor of the project and feel it will have a positive impact on the community.
7. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation & Uniform Relocation Assistance Act of 1987, and there are relocation resources that are available to all residential and business relocatees without discrimination.

ALABAMA DEPARTMENT OF TRANSPORTATION
PRELIMINARY PROJECT RELOCATION ANALYSIS
(To be prepared prior to Corridor Public Hearing)

Project No. APD-355(32) County Franklin
Description Corridor V from Alabama and Alternate No. 1, D-E
Miss. State Line to near Bear Creek

DISPLACEMENT AND REPLACEMENT HOUSING INVENTORY ESTIMATE

ESTIMATED NUMBER DISPLACED						INCOME LEVEL			
Type of Displacee	Owners	Tenants	Total	Minority		*0-15	15-30	30-50	Over 50
				Own.	Ten.				
Individuals and Families	0	0	0	0	0	0	0	0	0
Businesses	0	0	0	0	0				
Farms	0	0	0	0	0				
Non-Profit Organizations	0	0	0	0	0				
Signs	0	0	0	0	0				

OWNERS

VALUE OF DWELLING

DISPLACED DWELLINGS	** 0 - 40	40 - 60	60 - 80	80 - 100	Over 100
1 - 3 BEDROOMS	0	0	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

AVAILABLE DWELLINGS

1 - 3 BEDROOMS	0	0	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

TENANTS

MONTHLY RENTAL RATE

DISPLACED UNITS	\$ 0 - 150	\$ 151 - 300	\$ 301 - 400	\$ 401 - 500	\$ 501 +
1 - 3 BEDROOMS	0	0	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

AVAILABLE UNITS

1 - 3 BEDROOMS	0	0	0	0	0
4 - OVER BEDROOMS	0	0	0	0	0

Items numbered 1 through 7 on the back of this form must be answered and explained. Number the corresponding responses and attach additional pages as needed.

I certify that the above is a realistic estimate.

Date: June 30, 2000

Signed: [Signature]

Title: Division Relocation Officer

(Submit in duplicate to Bureau of Right of Way)

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7. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation & Uniform Relocation Assistance Act of 1987, and there are relocation resources that are available to all residential and business relocatees without discrimination.

LOCATION RISK ASSESSMENT RECORD
FOR
LOCATION OF FLOODPLAIN ENCROACHMENT

Date: 10/9/00

PROJECT NO.: APD 355(22)

PROJECT DESCRIPTION: Corridor "V" Red Bay Bypass

PREPARED BY: LEC, LLC

NFIP PARTICIPATION
(Fill in)

ENCROACHMENT DETERMINATION
(Date of Map)

COUNTY _____	PARTICIPATING _____	FHBM _____	FBFM _____
	NON-PARTICIPATING _____		
CITY <u>Red Bay</u>	PARTICIPATING _____	FIRM <u>01/20/82</u>	HUD STUDY _____
	NON-PARTICIPATING _____	PANELS <u>010334 0002A</u>	

OTHER SOURCES:

U.S.G.S. TOPO MAPPING X FLOOD PRONE AREA MAP _____

PLAN-PROFILE SHEET _____

EXISTING STRUCTURE(S): (FILL IN)

LENGTH: 200'

P.G. _____

SKEW: Approximately perpendicular

CENTERLINE ELEV.: To be determined

<u>PROJECT SITE EVALUATION</u>	<u>ALTERNATIVE NO.</u>	<u>YES OR NO</u>
LONGITUDINAL ENCROACHMENT?		NO
SIGNIFICANT ENCROACHMENT?		NO
ALTERNATIVES TO SIGNIFICANT ENCROACHMENT?		N/A
ONLY PRACTICABLE ALTERNATIVE (ONLY IF SIGNIFICANT ENCR.)?		N/A
SIGNIFICANT RISK?		NO
MEASURES TO MINIMIZE FLOOD PLAIN IMPACTS?		YES
DIRECT OR INDIRECT SUPPORT TO BASE FLOOD PLAIN DEVELOPMENT?		NO
POTENTIAL FOR INTERRUPTION OF EVACUATION ROUTE?		NO

YES OR NO

IMPACT ON BENEFICIAL FLOOD PLAIN VALUES
IF YES EXPLAIN

NO

MEASURES TO RESTORE AND PRESERVE BENEFICIAL VALUES?
IF YES EXPLAIN

NO

TYPE AND DEGREE OF DEVELOPMENT ON THE FLOOD PLAIN

None

PROPOSAL AFFECTING A REGULATORY FLOODWAY?

NO

PROJECT COORDINATION WITH FEMA REQUIRED?
IF YES WHEN?

YES

OTHER COMMENTS

CONCLUSION:

Under the guidelines provided in the Alabama Highway Department's "Screening Process for the Design of Flood plain and Federal Aid Projects", this project qualifies for the level of analysis under Category 6

Category 6: Construction of the proposed project could cause minimal increase in flood heights and flood limits. These minimal increases in flood heights and limits will not result in any significant adverse impacts on the natural and beneficial floodplain values; they will not result in any significant change in flood risks or damage; and they do not have significant potential, or interruption or termination of emergency evacuation routes. There is avoidance of significant or longitudinal encroachments.

LOCATION RISK ASSESSMENT RECORD
FOR
LOCATION OF FLOODPLAIN ENCROACHMENT

Date: 10/9/00

PROJECT NO.: APD 355(22)

PROJECT DESCRIPTION: Corridor "V" Red Bay Bypass

PREPARED BY: LEC, LLC

NFIP PARTICIPATION
(Fill in)

ENCROACHMENT DETERMINATION
(Date of Map)

COUNTY <u>Franklin</u>	PARTICIPATING	<u>XX</u>	FHBM	<u> </u>	FBFM	<u> </u>
	NON-PARTICIPATING	<u> </u>				
CITY <u> </u>	PARTICIPATING	<u> </u>	FIRM	<u>01/20/82</u>	HUD STUDY	<u> </u>
	NON-PARTICIPATING	<u> </u>	PANELS	<u>010322 0080B</u>		

OTHER SOURCES:

U.S.G.S. TOPO MAPPING X FLOOD PRONE AREA MAP

PLAN-PROFILE SHEET

EXISTING STRUCTURE(S): (FILL IN)

LENGTH: 7,800'

P.G

SKEW:

CENTERLINE ELEV.: To be determined

<u>PROJECT SITE EVALUATION</u>	<u>ALTERNATIVE NO.</u>	<u>YES OR NO</u>
LONGITUDINAL ENCROACHMENT?		NO
SIGNIFICANT ENCROACHMENT?		YES
ALTERNATIVES TO SIGNIFICANT ENCROACHMENT?		NO
ONLY PRACTICABLE ALTERNATIVE (ONLY IF SIGNIFICANT ENCR.)?		YES
SIGNIFICANT RISK?		NO
MEASURES TO MINIMIZE FLOOD PLAIN IMPACTS?		YES
DIRECT OR INDIRECT SUPPORT TO BASE FLOOD PLAIN DEVELOPMENT?		NO
POTENTIAL FOR INTERRUPTION OF EVACUATION ROUTE?		NO

YES OR NO

IMPACT ON BENEFICIAL FLOOD PLAIN VALUES
IF YES EXPLAIN

NO

MEASURES TO RESTORE AND PRESERVE BENEFICIAL VALUES?
IF YES EXPLAIN

NO

TYPE AND DEGREE OF DEVELOPMENT ON THE FLOOD PLAIN
Sod farm and electric transmission towers.

PROPOSAL AFFECTING A REGULATORY FLOODWAY?

NO

PROJECT COORDINATION WITH FEMA REQUIRED?
IF YES WHEN?

YES

OTHER COMMENTS Other alternatives north and south of proposed corridor considered, but not practical.

CONCLUSION:

Under the guidelines provided in the Alabama Highway Department's "Screening Process for the Design of Flood plain and Federal Aid Projects", this project qualifies for the level of analysis under Category 6

Category 6: Construction of the proposed project could cause minimal increase in flood heights and flood limits. These minimal increases in flood heights and limits will not result in any significant adverse impacts on the natural and beneficial floodplain values; they will not result in any significant change in flood risks or damage; and they do not have significant potential, or interruption or termination of emergency evacuation routes. There is avoidance of significant or longitudinal encroachments.



United States Department of the Interior

FISH AND WILDLIFE SERVICE

████████████████████
P. O. Drawer 1190
Daphne, Alabama 36526
October 14, 1999

RECEIVED
10/21/99

IN REPLY REFER TO:
99-2021a

Ms. Cheri A. Escaro
Lanier Environmental Consultants, L.L.C.
P.O. Box 241562
Montgomery, AL 36124-1562

Dear Ms. Escaro:

Thank you for your letter of September 14, 1999, requesting comments on the proposal to install a bypass in Red Bay, Franklin County, Alabama. We have reviewed the information you enclosed and are providing the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

We have determined that the following Federally protected species may occur in your project area:

Lyrate bladderpod (*Lesquella lyrata*) T.

This small herbaceous annual plant species that occupies open, often xeric, habitats was listed in October 29, 1990, without critical habitat. Populations occur in shallow soils adjacent to outcrops supporting cedar glades. This species is vulnerable due to its limited distribution and threats from herbicide usage, road improvements, and increasing development. We recommend that surveys be conducted if potential lyrate bladderpod habitat exists within, or 100 yards adjacent to, the project impact zone.

Leafy prairie-clover (*Dalea* = (*Petalostemum*) *foliosa*) E.

Dalea foliosa, a member of the legume family or Fabaceae, requires full sun and low competition for optimum growth and reproduction. The species occurs in thin-soiled (2 to 18 inches) mesic and wet-mesic dolomite prairie, limestone cedar glades, and limestone barrens. These areas have shallow, silt to silty clay loam soils over flat and often highly fractured, horizontally bedded limestone or dolomite with frequent expanses of exposed bedrock at surface elevations typically between 550 and 700 feet. These habitats experience high surface and soil temperatures, generally have low soil moisture but are wet in the spring and fall and become droughty in the summer.

The leafy prairie clover is a hemicryptic, short-lived, glabrous, stout perennial herb, with one to several stems 8 to 31 inches high arising from a hardened root crown that has no capacity for vegetative spread. It occurs in small to large isolated populations that range across a

disturbed and patchy habitat. It can persist in successional plant communities following disturbance or woody succession, but will decline in advanced stages of woody succession. Since it was first observed, known leafy prairie-clover occurrences have declined by 45 percent due to habitat destruction, overgrazing, and habitat loss from encroachment by woody species.

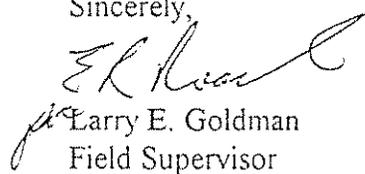
Tennessee yellow-eyed grass (*Xyris tennesseensis*) E.

This is a perennial which typically occurs in clumps of a few to many bulbous-based individuals. It is a small herb with grasslike basal leaves and leafless, unbranched, flowering stalks each bearing a terminal, conelike inflorescence comprised of spirally arranged bracts enclosing small flowers with yellow or occasionally white petals. Populations are located in spring meadows or along small streams. Suitable habitat usually contains nearly permanent moisture regimes, open, sunny conditions, and calcareous bedrock (shale, limestone, dolomite) or thin calcareous soils. Much suitable habitat has been lost or impacted due to drainage and conversion of these habitats for agricultural or silvicultural practices.

We recommend that surveys be conducted if potential plant habitat exist within and around (minimum 100 ft. radius) the project impact zones. These surveys should be conducted by a qualified biologist familiar with the species. The survey findings should be provided to this office for review and comment before Endangered Species Act consultation can be completed.

If you need any additional information, please contact Mr. Bruce Porter, at 334-441-5181 x 37 and kindly refer to the reference number above.

Sincerely,



Larry E. Goldman
Field Supervisor

LK

United States Department of the Interior



FISH AND WILDLIFE SERVICE
P. O. Drawer 1190
Daphne, Alabama 36526

IN REPLY REFER TO:

01-0709a

March 20, 2001

Mr. Joe D. Wilkerson
Federal Highway Administration
500 Eastern Boulevard, Suite 200
Montgomery, Alabama 36117

Dear Mr. Wilkerson:

In your letter, dated January 25, 2001, you provided the results of a survey we requested on the Red Bay Bypass, Project ADP-355(32), in Franklin County, Alabama. The following comments are provided in accordance with the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661-667e), the Migratory Bird Treaty Act (16 U.S.C. 703, *et seq.*) and section 7 of the Endangered Species Act, as amended (16 U.S.C. 1531-1543).

We accept the statements that no listed species occur in the project area. Therefore, no further endangered species consultation will be required for this portion of the project unless: 1) the identified action is subsequently modified in a manner that causes an effect on listed species or a designated Critical Habitat; 2) new information reveals the identified action may affect Federally protected species or designated Critical Habitat in a manner or to an extent not previously considered; or 3) a new species is listed or Critical Habitat is designated under the Endangered Species Act that may be affected by the identified action.

If you have any questions or need additional information, please contact Mr. Bert W. Steen at (334) 441-5181, ext. 38. Please refer to the reference number above.

Sincerely,

Larry E. Goldman
Field Supervisor



PHONE: 334-441-5181

www.fws.gov

FAX: 334-441-6222

SHIPPING ADDRESS: 1208-B Main Street, Daphne, AL 36526



ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36130-3050

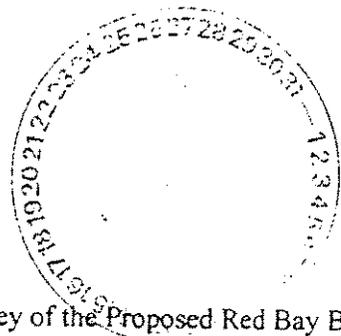


Don Siegelman
Governor

April 24, 2001

G. M. Roberts
Transportation Director

Ms. Elizabeth A. Brown
Deputy Historic Preservation Officer
Alabama Historical Commission
468 South Perry Street
Montgomery, Alabama 36130



RE: Cultural Resources Phase I Archaeological Survey of the Proposed Red Bay Bypass Corridor V, ALDoT Project APD-355(32), Franklin County, Alabama

Dear Ms. Brown:

Please find enclosed for your review and concurrence two copies of the above referenced report. As detailed in the report, archaeological sites 1Fr4 and 1Fr5 are considered to be potentially National Register-eligible and will be affected by the proposed project as currently designed. These sites are not types that would be considered for preservation in place and are of value for the research potential they may provide.

Upon property acquisition by ALDoT, a Phase II testing program will be conducted subsequent to consultation, review, and approval by Dr. Tom Maher, State Archaeologist. A formal report of Phase II results will be provided the ALSHPO office for review and comment following fieldwork completion. Should Phase II results indicate that 1Fr4 & 5 are National Register-eligible, a Phase III Data Recovery proposal will be developed and provided for your review. Data Recovery will be completed in accordance with the approved proposal prior to the initiation of project construction. A Phase III report will be provided to your office for review following fieldwork completion.

We respectfully request concurrence with the report and its findings, the project, and the proposed plan of action.

Sincerely,

Don T. Arkle, Chief
Design Bureau

By:
Alfredo Acoff, Coordinator
Environmental Technical Section



WBT
enclosure

Concur

Date May 18, 2001



RECEIVED
03/03/01

STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900
March 23, 2001

LEE H. WARNER
EXECUTIVE DIRECTOR

TEL: 334-242-3184
FAX: 334-240-3477

Ms. Alfredo Acoff
Coordinator, Environmental Technical Section
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, AL 36130-3050



RE: AHC 01-1012
Project APD-355 (32)
Corridor V Red Bay Bypass, SR 24 from the Mississippi State Line to near Bear Creek
Franklin County

Dear Ms. Acoff:

Upon review of the proposed project, the Alabama Historical Commission has determined that the project activities will have no effect on any known standing structures listed on or eligible for the National Register of Historic Places. Therefore, our office can concur with the proposed activities.

However, should any archaeological cultural resources be encountered during project activities, work shall cease and our office shall be consulted immediately. This stipulation shall be placed on the construction plans to insure contractors are aware of it.

We appreciate your efforts on this issue. If we may be of further service or if you have any questions or comments, please contact Susan Enzweiler of our office and be sure to include the project number referenced above.

Yours truly,

Elizabeth Ann Brown
Deputy State Historic Preservation



STATE OF ALABAMA
 ALABAMA HISTORICAL COMMISSION
 468 SOUTH FERRY STREET
 MONTGOMERY, ALABAMA 36130-0900

LEE H. WARNER
 EXECUTIVE DIRECTOR

TEL: 334-242-3184
 FAX: 334-240-3477

November 15, 2002

Alfedo Acoff
 Environmental Technical Section
 Alabama Department of Transportation
 1409 Coliseum Boulevard
 Montgomery, Alabama 36130-3050

Re: AHC 2001-1012
 APD-355(32) Proposed Red Bay Bypass
 Phase II Archaeological Investigation of Archaeological Sites 1Fr4 and 1Fr5
 Franklin County

Dear Ms. ~~Acoff~~ *Alfedo*:

Upon review of the above referenced Phase II Archaeological Investigation by Jacksonville State University, that Alabama Historical Commission has determined that we agree with the author's findings. Archaeological site 1Fr5 is not eligible for the National Register of Historic Places. Archaeological site 1Fr4, however, is eligible for the National Register of Historic Places and will require phase III archaeological mitigation. Please provide a Phase III research proposal for our review and approval prior to the initiation of the investigation.

We appreciate your efforts to help us in preserving Alabama's nonrenewable cultural resources. If we may be of further service or if you have any questions or comments, please contact Susan Enzweiler of our office and include the AHC project number referenced above.

Very truly yours,

Elizabeth Ann Brown
 Deputy State Historic Preservation Officer

EAB/SGH/sgh



HAZARDOUS MATERIALS NOTIFICATION FORM

PROJECT # APD-355(32) STATION # _____

Municipality or Community Red Bay County Franklin

Facility Name Page Sod Farm

Facility Address 21 Page Lane
Red Bay, AL 36682

Owner's Name New Page

Owner's Address 21 Page Lane
Red Bay, AL 36682

Facility Phone # _____ Owner's Phone # 256/356-4319

ADEM Registration # N/A

Type Facility (check applicable response(s)):

- Gas Station Scrap Metal Foundry Landfill
 Dry Cleaner Chem. Plant Manufacturing Facility
 Fertilizer Plant Wood Treatment Plant Farmer's Coop.
 Plating Plant Auto Parts w/Engine Repair Shop
 Leather Tan. Other (specify): Sod Farm

COMMENTS: Has been a sod farm for approximately
20 yrs. Previously was farmland There is
1 100 gal. farm diesel unregistered tank.

Inspector's Name: Jim Lee Date Inspected: 10-3-00

Supervisor's Signature: _____