

**US 158  
From the I-95 / NC 46 Interchange West of Garysburg  
To the Murfreesboro Bypass  
Northampton County**

**WBS Nos. 34472 & 38807  
T.I.P. Project No. R-2582 & R-2584**

**ADMINISTRATIVE ACTION  
STATE RECORD OF DECISION**

In Compliance with the North Carolina  
State Environmental Policy Act

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**

**DIVISION OF HIGHWAYS**



**SEPTEMBER 2013**



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## 1. DECISION

This State Record of Decision (ROD) records the decision of the North Carolina Department of Transportation (NCDOT) with regard to the US 158 Widening Study in Northampton County, North Carolina. In making this decision, the agency considered the information, analysis, and public comments contained in the State Draft Environmental Impact Statement (DEIS), approved in February 2008, and the State Final Environmental Impact Statement (FEIS), approved in March 2011, for the proposed project. No federal money is anticipated to be expended on this project. Therefore, this document has been prepared in accordance with the requirements of the North Carolina Environmental Policy Act (NCEPA).

The proposed action consists of widening 31.9 miles of US 158 in Northampton County from the I-95/NC 46 Interchange to the Murfreesboro Bypass (see Figure 1). The proposed action involves a combination of widening, new location segments, and other improvements to existing US 158. Based on the need to reduce disruption to the area towns along existing US 158, bypasses and/ or other alternative routings are proposed around Weldon, Garysburg, Jackson, Faison's Old Tavern, and Conway. The purpose of the project is to improve traffic flow and Level of Service (LOS) on this section of US 158; thereby improving safety; and to improve access to existing and future industry in this region. R-2582 and R-2584 are being addressed in one environmental planning document to more appropriately address logical termini and are identified in the approved 2012-2020 State Transportation Improvement Program (STIP) and Draft 2013-2023 STIP as Project R-2582 & R-2584.

In developing alternatives, the project was divided to correspond with the four main populated segments of the project: Garysburg, Jackson, Faison's Old Tavern, and Conway. The Preferred Alternative for each of the four main segments is as follows (see Figure 1):

- Garysburg Southern Bypass 1 (Segments A1, B2, B3)
- Northern Jackson Bypass (Segments C1, E2, E3)
- Faison's Old Tavern Northern Bypass 2 (Segments F2, F6, F10)
- Conway Northern Bypass 2 (Segments G1, G6, G7, H1)

Figure 2 illustrates all of the build alternative segments considered in the FEIS, and Figure 3 shows the Preferred Alternative. The selection of the Preferred Alternative was based on comments received at the Corridor Public Hearing, comments on the State DEIS, and agency coordination. The State FEIS includes details of the decision-making process and reasons for the selection of the NCDOT's Preferred Alternative. A complete description of the anticipated impacts of the Preferred Alternative is also included in the State FEIS, dated March 31, 2011, and is incorporated by reference.

The project was divided into segments for planning and construction purposes. Some portions of the project included only one alternative, while in other areas there were several alternative routings. In order to effectively analyze these alternatives and ultimately provide information necessary for the selection of the Preferred Alternative, the segments were consolidated into 17 alternatives created from 29 segments (A1-H1). Figure 2A-2D shows the location and relationship of these alternatives and segments.

## **2. ALTERNATIVES CONSIDERED**

Four broad-ranged alternatives were established and investigated for this project. The alternatives included a No-Build Alternative, a Transportation System Management Alternative, a Mass Transit Alternative, and a Build Alternative involving the widening of existing roadway and construction of a roadway on new location creating several individual bypasses. The Transportation System Management Alternative and the Mass Transit Alternative were determined not to meet the purpose and need for the project and were eliminated from detailed study. Several individual Build Alternatives were also eliminated. The No-Build Alternative and 17 individual Build Alternative bypass alternates were examined in detail in the State FEIS and are briefly described below:

- No-Build Alternative – consists of not implementing the proposed project or any major improvements to the existing routes, except those currently planned or programmed in the TIP. The No-Build Alternative would not meet the project’s purpose and need, but it was retained for study to provide a baseline for comparison with the Build Alternative.
- Build Alternative – consists of a combination of widening existing roadway and constructing new bypasses corresponding to the four main populated communities in the project area: Garysburg, Jackson, Faison’s Old Tavern, and Conway. The Build Alternative will provide a four-lane highway connecting the I-95/NC 46 Interchange to the Murfreesboro Bypass. Twenty preliminary study corridors were considered for the project. Based on preliminary screening for potential impacts of each corridor and on consideration of comments received through public involvement and agency coordination, three preliminary study corridors were eliminated from further consideration. The 17 bypass alternates remaining for detailed study are listed in Table 1 and the location of the bypass alternates are shown in Figure 2.

**Table 1: Corridors Carried Forward for Detailed Study**

<b>Community</b>	<b>Alternative Description</b>	<b>Alternative Segments</b>
<b>Garysburg</b>		
	Garysburg Northern Bypass	A1, B1
	Garysburg Southern Bypass 1	A1, B2, B3
	Garysburg Southern Bypass 2	A1, B2, B4
<b>Jackson</b>		
	Old Jackson Bypass	D1
	Extended Northern Jackson Bypass	C1, E1
	Northern Jackson Bypass	C1, E2, E3
	Southern Jackson Bypass	C1, E2, E4
<b>Faison's Old Tavern</b>		
	Faison's Widen on Existing 1	F2, F5, F7
	Faison's Widen on Existing 2	F4, F7
	Faison's Northern Bypass 1	F2, F6, F9
	Faison's Northern Bypass 2	F2, F6, F10
	Faison's Southern Bypass 1	F1, F8
	Faison's Southern Bypass 2	F3, F8
<b>Conway</b>		
	Conway Northern Bypass 1	G2, G6, G7, H1
	Conway Northern Bypass 2	G1, G6, G7, H1
	Conway Southern Bypass 1	G3, G5, G7, H1
	Conway Southern Bypass 2	G3, G4, H1

## 2.1 Basis for Selection

Following publication of the State DEIS and the subsequent Corridor Public Hearings (3 of them), the NEPA/Section 404 Merger Team met on October 19, 2010 and selected the following combination of alternatives as the Preferred Alternative, or Least Environmentally Damaging Practicable Alternative (LEDPA):

- Garysburg Southern Bypass 1 (Segments A1, B2, B3)
- Northern Jackson Bypass (Segments C1, E2, E3)
- Faison's Old Tavern Northern Bypass 2 (Segments F2, F6, F10)
- Conway Northern Bypass 2 (Segments G1, G6, G7, H1).

Bypass Alternatives for each individual community were evaluated independently, with the exception of Faison's Old Tavern and Conway which were combined due to the complexity of alternative combinations. The following provides the rationale for each selection made.

### **Garysburg Southern Bypass 1**

- 1) The Garysburg Northern Bypass was eliminated from consideration due to the disproportionately high and adverse impacts it would have on minority and low income populations within the town limit of Garysburg.
- 2) Stream impacts for Garysburg Southern Bypass 1 are 1364 linear feet less than Garysburg Southern Bypass 2.
- 3) Garysburg Southern Bypass 1 is the less expensive of the two remaining alternatives.
- 4) Impacts associated with Garysburg Southern Bypass 1 and Garysburg Southern Bypass 2 are fairly similar, however, Garysburg Southern Bypass 1 was selected because it provides a smoother and safer connection to the Jackson Bypass alternatives.

### **Northern Jackson Bypass**

- 1) Old Jackson Bypass was eliminated from consideration due to higher wetland and stream impacts (with a total of 40 acres of wetland impacts and 1620 feet of stream impacts).
- 2) The Southern Jackson Bypass was also eliminated from consideration due to high environmental impacts, with 25 residential relocations, 30 acres of wetland impacts, and 2107 linear feet of stream impacts.
- 3) Although shifting the Extended Northern Jackson Bypass reduced wetland impacts by 12.5 acres, the wetlands avoided are lower quality wetlands. The Extended Northern Jackson Bypass would still impact 23.5 total acres of wetlands, including 10 acres of high quality wetlands, 9.5 acres of medium quality wetlands, and 4 acres of lower quality wetlands.
- 4) Conversely, the majority of wetland impacts associated with the Northern Jackson Bypass are to medium or lower quality wetlands. The Northern Jackson Bypass would impact 10.4 total acres of wetlands, including 0.1 acres of high quality wetlands, 5.3 acres of medium quality wetlands, and 5 acres of lower quality wetlands.
- 5) Shifting the Northern Jackson Bypass to the north eliminated its adverse effect on the Jackson Historic District. The new alignment will result in No Adverse Effect on both the Historic Peebles House and the Jackson Historic District.
- 6) The Extended Northern Jackson Bypass would fragment wildlife by segmenting a large tract of woodlands, east of its intersection with NC 305.
- 7) Public comments strongly supported the Extended Northern Jackson Bypass. Comments cited concerns that dividing the Historic Downtown from the newly developed county facilities, with a roadway, would divide the community. However, greater impacts to the natural environment prevented the selection of the Extended Northern Jackson Bypass as

the Least Environmentally Damaging Practicable Alternative. Therefore, Northern Jackson Bypass was selected.

### **Faison's Old Tavern Northern Bypass 2 & Conway Northern Bypass 2**

- 1) Faison's Widen on Existing 1 and Faison's Widen on Existing 2 were eliminated from consideration due to high residential relocations, 36 relocations and 39 relocations respectively.
- 2) Faison's Southern Bypass 2 was dropped from consideration due to its tie-in to the Old Jackson Bypass alternative, previously eliminated from Jackson alternatives.
- 3) The combination of Faison's Southern Bypass 1 and Conway Southern Bypass 1 was dropped from consideration based on its high impact to the surrounding environment. The combination of Faison's Southern Bypass 1 and Conway Southern Bypass 1 would result in 45 acres of wetland impacts, 28 residential relocations, and 2,563 linear feet of stream impacts.
- 4) Likewise, the combination of Faison's Southern Bypass 1 and Conway Southern Bypass 2 was dropped from consideration based on its high impact to the surrounding environment. The combination of Faison's Southern Bypass 1 and Conway Southern Bypass 2 would result in 52 acres of wetland impacts, 22 residential relocations, and 3,331 linear feet of stream impacts.
- 5) The combination of Faison's Northern Bypass 1 and Conway Northern Bypass 1 was eliminated from consideration due to its high cost and 5,283 linear feet of stream impacts. This combination would also require a small section of widening on existing US 158 between Faison's Old Tavern and Conway. This would limit the continuity of the freeway section by requiring partial control of access for this section of freeway.
- 6) Although the combination of Faison's Southern Bypass 1 and Conway Northern Bypass 1 has the lowest impact on the natural environment, with 24 acres of wetland impacts and 2,770 linear feet of stream impacts, the alternatives would require the widening of an existing section of US 158 between Faison's Old Tavern and Conway. This section of widening on existing would limit the continuity of the freeway section by requiring a section of partial control of access.
- 7) Faison's Northern Bypass 2 and Conway Northern Bypass 2 were selected because they provide a continuous section of new location freeway from the west side of Faison's Old Tavern to the east side of Conway. This continuous section would provide approximately 11.5 miles of freeway with full control of access, minimizing secondary and cumulative impacts.

## 2.2 Description of the Preferred Alternative

The Preferred Alternative, as shown in Figure 3, begins just west of the I-95/NC 46 interchange and follows existing NC 46 east until just west of Garysburg and turns south on new location crossing over existing US 158 and then tying into existing US 158 near its existing intersection with SR 1310 (Old Highway Road). The Preferred Alternative continues east on existing US 158 until veering north on new location, just east of SR 1126 (Barrows Mill Road). The Alternative will cross over NC 305 at an interchange just north of the Jackson Historic District and continue east on new location until returning to the existing US 158 alignment, just east of SR 1333 (Mt. Carmel Road). The Alternative continues east on the existing US 158 alignment until veering north near the existing intersection of US 158 and SR 1311 (Jackson Bypass Road). The Alternative will continue east on new location, bypassing both Faison's Old Tavern and Conway to the north, until tying back into existing US 158 just east of its existing intersection with SR 1543 (Gilmer Ricks Road), on the east side of Conway. The Alternative will then continue on existing US 158 until tying into the existing Murfreesboro Bypass. The Preferred Alternative includes four new interchanges at US 301, NC 305, SR 1344 (Galatia Road), and NC 35 and is approximately 31.9 miles long with 17.3 miles on new location.

The proposed four-lane median-divided freeway, along with associated bridges, interchange ramps, and service roads, was designed using NCDOT design standards and design guidelines developed by the American Association of State Highway and Transportation Officials (AASHTO) for freeway facilities. The widening will convert the highway from its current configuration as a two-lane facility to a four-lane, median-divided facility. The proposed facility will have 12-foot lanes, paved shoulders, and a 46-foot grass median. Widened portions, on existing alignment, will have partial control of access, while new location segments will have full control of access. The design speed for the road is 70 mph, which will accommodate posted speed limits of 65 mph.

## 2.3 Cost Estimates

The total cost in the Draft 2013-2023 STIP is \$237,901,000, which includes \$2,551,000 for mitigation, \$34,350,000 for right of way and \$201,000,000 for construction. Right of way acquisition is scheduled to begin, for the first section (R-2582A), in State Fiscal Year (FY) 2014 and construction in FY 2016; however, R-2582A, R-2582B, and R-2584A are the only sections currently funded for construction, and all other sections are in an "unfunded" status, see Figure 1 for TIP section breakdowns.

Table 2 provides a comparison of right-of-way, construction, mitigation, and utility cost estimates for the Preferred Alternative developed during preparation of the State DEIS and State FEIS.

**Table 2: Cost Estimates for Preferred Alternative**

	<b>DEIS February 2008</b>	<b>FEIS March 2011</b>	<b>ROD August 2013</b>
<b>Construction Cost</b>	\$173,330,000	\$240,901,257	\$201,000,000
<b>Right of Way Cost</b>	\$34,488,250	\$34,329,750	\$28,853,350
<b>Mitigation</b>	NA	\$4,480,028	\$4,480,028
<b>Utilities</b>	\$3,849,956	\$3,849,956	\$3,849,956
<b>Total Cost</b>	\$211,668,206	\$283,560,991	\$238,183,334

## 2.4 Impacts

Evaluation criteria for selecting a preferred alternative included socioeconomics, cultural resources, community facilities, air quality, noise impacts, natural environment, protected species, and water resources. Although this project is to be constructed entirely with state funds, the NCDOT and its federal and state regulatory and resource partners chose to follow the Section 404/NEPA Merger guidelines. Impacts of the proposed project were minimized during the preliminary design process and through the Section 404/NEPA Merger process. Impacts associated with the Preferred Alternative are discussed in detail in Chapter 4 of the State FEIS and summarized in Table 3 below.

**Table 3: Environmental Impacts for Preferred Alternative**

<b>Project Length (miles)</b>		31.9
<b>Relocations</b>	Residential	45
	Business	7
	Total Relocations	52
<b>Minority/Low Income Populations – Disproportionate Impacts</b>		None
<b>Historic Properties (adverse effect)</b>		2
<b>Community Facilities Impacted*</b>		1
<b>Noise Impacts (impacted properties)</b>		32
<b>Prime Farmland (acres)</b>		517
<b>Forested Acres</b>		439
<b>Wetlands (acres)</b>		56.8
<b>Streams (linear feet)</b>		9142
<b>Archaeological Resources (adverse effect)</b>		2
<b>Federally Protected Species</b>		No effect
<b>Cost</b>	Construction Cost	\$201,000,000
	Right of Way Cost	\$28,853,350
	Mitigation	\$4,480,028
	Utilities Cost	\$3,849,956
	Total Cost	\$238,183,334

\* The roadside picnic area, which overlooks a former millpond (that served Boone's Mill), is accessed by a dead-end section of roadway that parallels US 158. The picnic area is within the existing US 158 right of way.

### 3. MEASURES TO MINIMIZE HARM

Avoidance and minimization measures were incorporated throughout the project planning and design process to minimize impacts to human and natural resources. A complete discussion of these measures can be found in Chapter 4 of the State FEIS. Examples of measures to minimize impacts are summarized below:

- **Relocations** – Three of the four sections that comprise the Preferred Alternative includes an alignment that would result in the fewest relocations. NCDOT will provide relocation assistance to residences and businesses displaced during acquisition of right-of-way in accordance with the Federal Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646) and the North Carolina Relocation Assistance Act (GS-133-5 through 133-18).
- **Cultural Resources** – Following selection of the LEDPA, design modifications were incorporated into the alternative to minimize impacts on Historic Oak Grove Baptist Church, Henry Stephenson House, and Francis Parker House. Design modifications incorporated into the alternative resulted in a finding of no adverse effect for: Oak Grove Baptist Church, Longview, Mowfield, the Jackson Historic District, the Peebles House, the Ivy School, and the Francis Parker House. In order to further minimize and mitigate impacts on effected historic properties, NCDOT, the US Army Corps of Engineers (USACE), and the North Carolina State Historic Preservation Office (HPO), along with input from local property owners who requested to be consulting parties, participated in the consultation process established by Section 106 of the National Preservation Act of 1966, as amended. To complete Section 106 consultation, NCDOT, USACE, and HPO, along with the participating consulting parties, developed a Memorandum of Agreement (MOA) stipulating measures NCDOT will follow during final design and construction of the Preferred Alternative to mitigate adverse impacts. Further information about the Section 106 consultation process and the MOA is presented in Section 9.
- **Water Resources** – A key factor in selection of the LEDPA Alternative was its impacts on wetlands and streams. Two of four sections that comprise the Preferred Alternative resulted in the lowest possible impacts to water resources. NCDOT will investigate potential on-site stream and wetland mitigation opportunities. If on-site mitigation is not feasible, mitigation will be provided by North Carolina Department of Environment and Natural Resources Ecosystem Enhancement Program prior to issuance of a Section 404 permit and Section 401 Water Quality Certification.
- **Construction Impacts** – Construction-related impacts associated with the proposed action will be minimized by adhering to applicable rules, regulations, and permit conditions and by NCDOT's *Best Management Practices for Protection of Surface Waters*.
- **Minority/ Low Income Populations** – An Environmental Justice Technical Memorandum for the Town of Garysburg was completed in October 2010. A southern bypass was selected to minimize impacts to the low-income and minority populations identified.

#### **4. MONITORING AND ENFORCEMENT PROGRAM**

Coordination will be maintained with regulatory and resource agencies during final design, permitting, right-of-way acquisition and construction to ensure that the avoidance, minimization, and compensatory mitigation measures will be initiated.

#### **5. PROJECT COMMITMENTS**

Project Commitments are commitments established during the development of the State DEIS and State FEIS for this project. An updated list of these commitments is in Appendix A.

#### **6. CORRECTIONS TO THE STATE FEIS**

Comments on the State FEIS submitted by the NCDWQ included one correction to be made to the State FEIS. The correction is as follows:

- **Water Quality Section 3.5.3.2-**  
The 303(d) analysis is based on the 303(d) list released in 2006. The analysis should be updated using the more recently approved 2012 303(d) list. While there does not appear to be any change to individual listings, the 2012 303(d) list lists all waters in the state as impaired due to fish consumption advisories related to mercury.

#### **7. COMMENTS ON THE STATE FEIS**

The State FEIS was circulated in June 2011 for public and agency comment. Correspondence was received from the following agencies regarding the State FEIS:

- U.S. Environmental Protection Agency
- N.C. Wildlife Resources Commission
- N.C. Department of Environment and Natural Resources – Division of Water Quality
- N.C. Department of Environment and Natural Resources – Natural Heritage Program
- N.C. Department of Environment and Natural Resources – Division of Environmental Health
- N.C. Department of Agriculture and Consumer Services – Agricultural Services
- N.C. Department of Cultural Resources – State Historic Preservation Office

Copies of the agency letters are included in Appendix B. Each substantive comment requiring a response is listed below, followed by a response.

#### **U.S. Environmental Protection Agency**

**Letter Date: July 6, 2011**

**Comment 1:** “Terrestrial forest impacts are not identified in Table S-1 for the Summary Impacts for the Preferred Alternative. The direct loss of forested wildlife habitat continues to be an environmental concern. EPA requests that the NCDOT identify the quantity of terrestrial forests impacted from the Preferred Alternative in the Record of Decision (ROD).”

**Response:** Terrestrial forest impacts have been quantified for the Preferred Alternative and are included in Table 3. The total anticipated impact to terrestrial forests is 439 acres.

**Comment 2:** “The proposed project is expected to have an adverse effect to 4 historic properties, including the Francis Parker House, the J.R. Martin Farm, the Henry Stephenson House, and the Oak Grove Baptist Church. The adverse effects are detailed in Section 4.1.4.1 of the FEIS and Appendix C. Archeological resources have not been identified in FEIS and a survey is currently underway for the LEDPA for inclusion in the ROD.”

**Response:** Following the publication of the State FEIS, modifications to the project design reduced impacts to the Francis Parker House and the Oak Grove Baptist Church resulting in a finding of no adverse effect. However, archeological surveys identified two additional sites that received adverse effect calls. A copy of the Section 106 Memorandum of Agreement (MOA) for all adversely affected historic properties can be found in Appendix D.

#### **N.C Wildlife Resources Commission**

**Letter Date: July 22, 2011**

**Comment 1:** “As a member of the Section 404/NEPA Merger Team, NCWRC does not object to the selected Least Environmentally Damaging Alternative.”

**Response:** Comment noted.

**Comment 2:** “We have reviewed the data provided in the SFEIS. The SFEIS reflects NCWRC comments from prior meetings and coordination. This project will continue to go through the Section 404/NEPA Merger process. Specifically agency coordination will continue through concurrence point 4b and 4c in Section 404/NEPA Merger process.”

**Response:** Comment noted.

#### **N.C. Department of Environment and Natural Resources**

**Division of Water Quality**

**Letter Date: July 18, 2011**

**Comment 1:** “This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, NCDWQ will continue to work with the team.”

**Response:** Comment noted.

**Comment 2:** The 303(d) analysis, Section 3.5.3.2 Water Quality, is based on the 303(d) list released in 2006. The analysis should be updated using the more recently approved 2010 303(d) list. While there does not appear to be any changes to individual listings, the

2010 303(d) list lists all waters in the state as impaired due to fish consumption advisories related to mercury.”

**Response:** Comment noted. The analysis has been updated with the most recent 2012 303(d) list.

**Comment 3:** “The NCDOT is respectfully reminded that jurisdictional determinations made in May 2005 have or will expire soon. The NCDWQ suggests the re-verification of jurisdictional features be performed prior to submitting a 401 Water Quality Certification application”

**Response:** Comment noted. Re-verification of jurisdictional features will be performed prior to submission of a 401 Water Quality Certification application.

**Comment 4:** “The NCDWQ requests a copy of the referenced Qualitative Indirect and Cumulative Effects Assessment, dated August 25, 2008.

**Response:** NCDOT submitted a copy of the Quantitative Indirect and Cumulative Effects Assessment to the NCDWQ in July 2013.

## **N.C. Department of Environment and Natural Resources**

### **Natural Heritage Program**

**Letter Date: July 20, 2011**

**Comment 1:** “Where US 158 crosses Arthurs Creek, there is a 1958 record of the State Significantly Rare Emmons’s sedge (*Carex emmonsii*). Though it is certainly possible that this sedge could still be present in the general area, it is given a historical occurrence because of the time lapse since it was last reported.”

**Response:** Comment noted.

**Comment 2:** “Of greater concern is the location of the Roanoke Breastworks State Historic Site, lying along the south side of US 158 about a mile west of Jackson. The additional lanes of US 158 should be constructed on the north side of the existing highway here. It is important that the NC Department of Cultural Resources comment on this project, especially if some of their land is proposed to be taken.”

**Response:** The Roanoke Breastworks State Historic Site was identified during the archeological surveys as eligible for listing on the National Register of Historic Places. Impacts associated with the proposed project resulted in adverse impacts to this site. Coordination with the NC Department of Cultural Resources resulted in the completion of a Section 106 MOA. A copy of the MOA can be found in Appendix D.

**N.C. Department of Environment and Natural Resources  
Division of Environmental Health  
Letter Date: June 24, 2011**

**Comment 1:** “Any water main relocations must be approved by the Public Water Supply Section – Technical Services Branch prior to construction.”

**Response:** Comment noted.

**N.C. Department of Agriculture and Consumer Services  
Agricultural Services  
Letter Date: July 27, 2011**

**Comment 1:** “Due to the importance of agricultural activities in the area, as well as the economy of the entire state, NCDA&CS Strongly encourages the project planners to avoid conversion of agricultural land to other uses whenever possible. When avoidance is not possible, all reasonable efforts to minimize impacts to agricultural operations and agricultural land should be implemented.”

**Response:** Avoidance and minimization efforts are incorporated throughout the project planning and design process. However, due to the large amount of agricultural land in this area and the need for new location bypasses, to minimize relocation impacts, impacts to agricultural activities is unavoidable. Service roads have been added to the design, where feasible, to minimize impacts.

**Comment 2:** “The recommended alternative will have significant impact on the agricultural operations in the project area. As indicated in Table 4-3, a total of 517 acres of agricultural land will be converted from their current use. In addition, access to remaining farmland will be limited as a result of the construction of this corridor. NCDOT must work closely with landowners to minimize disruptions to farming operations both during construction and as a result of the new roadway once it is constructed. Of particular importance is to provide adequate access for farm machinery to remaining tracts of farmland and seek to minimize isolation of individual parcels of property that could render them unusable for agricultural production.”

**Response:** Service roads will be implemented to allow access to remaining farmland, where feasible.

**N.C. Department of Cultural Resources  
State Historic Preservation Office  
Letter Date: July 13, 2011**

**Comment 1:** “Effects finding correct, awaiting archaeological survey.”

**Response:** Comment noted. The archaeological survey report was submitted to the State Historic Preservation Office in October 2011. Coordination with the State Historic

Preservation Office resulted in the completion of a Section 106 MOA. A copy of the MOA can be found in Appendix D.

## **8. COMMENTS FOLLOWING DESIGN PUBLIC HEARINGS**

Public comments were received, following the Design Public Hearings. These hearings were held on August 14, 2012 at the Conway Middle School located in Conway, August 15, 2012 at the Garysburg Town Hall located in Garysburg, and August 16, 2012 at the Northampton County Cultural & Wellness Center located in Jackson. Over 160 people attended these events. Substantive comments requiring a response have been categorized and generalized below, followed by a response. A copy of the post hearing meeting minutes is included in Appendix C.

### **Long Farm Impacts**

**Comment:** Mr. Derreck Long of Seaboard wrote Representative Michael Wray opposing this project and questions the impacts to his hog farming operations. He is concerned about access to hog waste spray fields and the current moratorium on new lagoon construction. He also asked about access to his hunting cabin, farm equipment travel distances, and compensation for both Right of Way and loss of future revenue for his family. He recommended an alternative alignment that went through his house but missed his farming operations.

**Response:** NCDOT and the North Carolina Department of Environment and Natural Resources (NCDENR) collaborated to evaluate impacts to the hog farming operations. It has been determined that the proposed reduction in Mr. Long's spray field availability will not affect the capacity of Mr. Long's operation; therefore, NCDOT will continue with its original alignment. Two alternatives based on Mr. Long's suggestions were investigated. Each had substantial impacts on adjacent property owners, some who were previously unaffected by the project.

### **Project Necessity**

**Comment:** Opposed to the project as a whole, citing low traffic volumes that do not support the need for a bypass, the project's impact on farmers due to limited access, and high costs.

**Comment:** Would prefer that the funds be spent in other areas such as bridge replacements, the I-95 corridor, education, and creating new jobs.

**Comment:** Concerned about the negative secondary impacts to local businesses as a result of the bypasses.

**Response:** US 158 is a part of the NCDOT's Strategic Highway Corridor Plan. In the plan, the ultimate goal for the US 158 corridor is to provide a four-lane facility that will serve all of northeastern North Carolina. This section of US 158 in Northampton County has been currently prioritized high for this region; however, the North Carolina General Assembly has recently passed legislation that changes the funding formula for road

projects. The project will be reprioritized based on the new criteria. Information on the strategic mobility formula is found at <http://www.ncdot.gov/strategicmobilityformula/>.

### **Reduce Impacts on Property**

**Comment:** Several property owners requested design modifications to reduce or eliminate impacts to their property. Some of the reasons noted were to save ancestral homes, to save business and allow for future development.

**Response:** Many of the requests to change the design are in areas where existing US 158 is being widened to retain existing pavement and/or the existing Right of Way. This limits the options in reacting to these requests; however, revisions will be made where practical. Further means to reduce impacts such as reducing the proposed Right of Way width will be investigated once the Hydraulic and Utility designs are finalized.

**Comment:** Some property owners requested information about impacts to their property. Some of the specific concerns mentioned were right of way and easement acquisition, control of access fencing through front yards, mislabeled property owner information on the Public Hearing Map, and septic field impacts.

**Response:** NCDOT representatives met with, called, or emailed individuals who had questions about impacts associated with the project. Maps were provided to help the residents better understand the impacts to their property. Most of the information shown to the public was based on preliminary survey data used to prepare the hearing maps and therefore the exact impact to individual properties is subject to change.

### **Access Questions**

**Comment:** Several property owners had questions about access to property, Right of way acquisition, uneconomic remnants (a portion of a larger property determined to have little or no utility to its owner because of the partial acquisition of the larger portion), service roads, and distances to median crossover locations.

**Response:** NCDOT personnel have been working with residents to explain how access to their properties will change as a result of the proposed project. Service roads are being proposed at select locations. Restricting crossing movements with the median and limited crossover locations reduces the number of crash conflict points.

### **Miscellaneous Comments**

**Comment:** A few comments suggested that the project should be constructed from east to west.

**Response:** The western end of the project is phased for construction first where projected traffic volumes are highest.

**Comment:** Property owner is offering free gravel in exchange for construction of a pond out of the pit.

**Response:** Issues relating to construction materials should be addressed with the construction contractor.

**Comment:** Some impacted property owners noted that they did not receive notification of the meeting and asked to be included on the mailing list of all future correspondence relating to this area.

**Response:** The project mailing list will be updated prior to any additional mailings.

## 9. SECTION 106 MEMORANDUM OF AGREEMENT (MOA)

As documented in the State FEIS, the USACE, HPO, and NCDOT originally determined that the Preferred Alternative would have an adverse effect on the Francis Parker House, the J.R. Martin Farm, the Henry Stephenson House, and the Oak Grove Baptist Church. However, design modifications to minimize impacts were subsequently incorporated into the project design and resulted in no adverse effects to the Francis Parker House and Oak Grove Baptist Church. The Archaeological Survey and Evaluation Technical Report identified two additional eligible sites resulting in adverse effects. To resolve the adverse effects in accordance with Section 106 of the National Preservation Act of 1966, as amended, NCDOT coordinated with the USACE and the HPO to complete the Section 106 consultation process. A public Section 106 Consultation Meeting was held on December 04, 2012, at the Northampton County Cultural & Wellness Center in Jackson to receive comments from stakeholders representing each impacted property. At this meeting, stakeholders provided input on additional strategies to mitigate impacts of the project on the historic properties. A draft MOA was then developed by NCDOT and distributed to all consulting parties for comment. The MOA was then finalized and distributed to USACE, HPO, and NCDOT for signatory approval; this approval was received on April 5, 2013. The signed MOA was filed with the Advisory Council on Historic Preservation (ACHP) by the USACE on May 24, 2013. The ACHP acknowledged receipt of the MOA in a letter dated June 5, 2013. The filing of the MOA, and execution of its terms, completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

The key stipulations included in the MOA are as follows:

- NCDOT will complete photo documentation of the Henry Stephenson House and the J.R. Martin Farm prior to the initiation of construction. NCDOT will deposit copies of the documentation with the State Historic Preservation Officer (SHPO), NCDOT Historic Architecture Group, Mrs. Linda Morgan, Mr. Melvin King Futrell, and Mrs. Katherine F. Allen.
- The controlled access fencing required by the Undertaking will be of wooden post-and-board construction instead of the standard woven wire. Fencing will accommodate existing access points and extend along the entire US 158 frontage of the Henry Stephenson House property and the southern side of new location crossing the J.R. Martin Farm. Fencing placement and

composition will be incorporated into the final project design plan.

- The NCDOT Roadside Environmental Unit, in consultation with the property owners, will develop and implement landscape plans for those parts of the properties directly impacted by the Undertaking, specifically the US 158 frontage on the Henry Stephenson House and the southern side of new location crossing the J.R. Martin Farm. The Plans will utilize materials from native plant communities to reestablish a natural appearance, as well as help screen the properties from the proposed new and widened roadways.
- NCDOT, in consultation with the SHPO, will develop a Data Recovery Plan (DRP) for site 31NP317, which will be affected by the subject project.
- To mitigate impacts to site 31NP290/290\*\*, NCDOT will fund and contract with an individual or firm (equivalent to an Archaeologist II position) to assist NCDOT and the Office of State Archaeology (OSA) with the development of an archaeological research context to better understand the Confederate strategic defensive plan in North Carolina (In particular, the events surrounding the 1863 Battle of Boone's Mill) and to aid in future National Register of Historic Places evaluation of Civil War-era fortifications in North Carolina. NCDOT or their consultants will complete the research report and context within eighteen (18) months of the date of execution of this Agreement. These documents will be subject to review and acceptance by OSA.

A copy of the MOA signed by the USACE, HPO, and NCDOT is included in Appendix D.

## **10. UNRESOLVED ISSUES**

The known unresolved issues are as follows:

- Jurisdictional determinations for wetlands and streams will be completed prior to permit applications.
- The NCDOT will continue its ongoing coordination with the Long Farm, to minimize impacts to hog farming operations if possible.

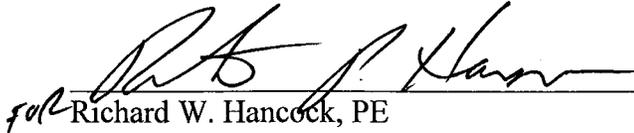
NCDOT will continue coordination on these issues and will resolve them prior to the completion of the final design for the project.

## **11. CONCLUSION**

The final statement is in conformance with applicable provisions of NCEPA and satisfactorily covers the anticipated environmental impacts including physiographic and cultural effects. Comments on the State FEIS have been reviewed, and no new substantive issues or impacts were identified; therefore, the State FEIS remains valid.

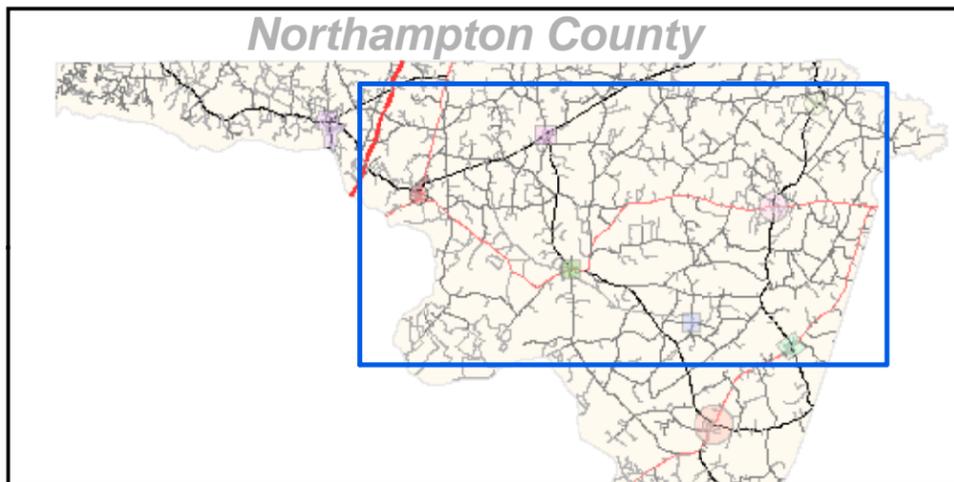
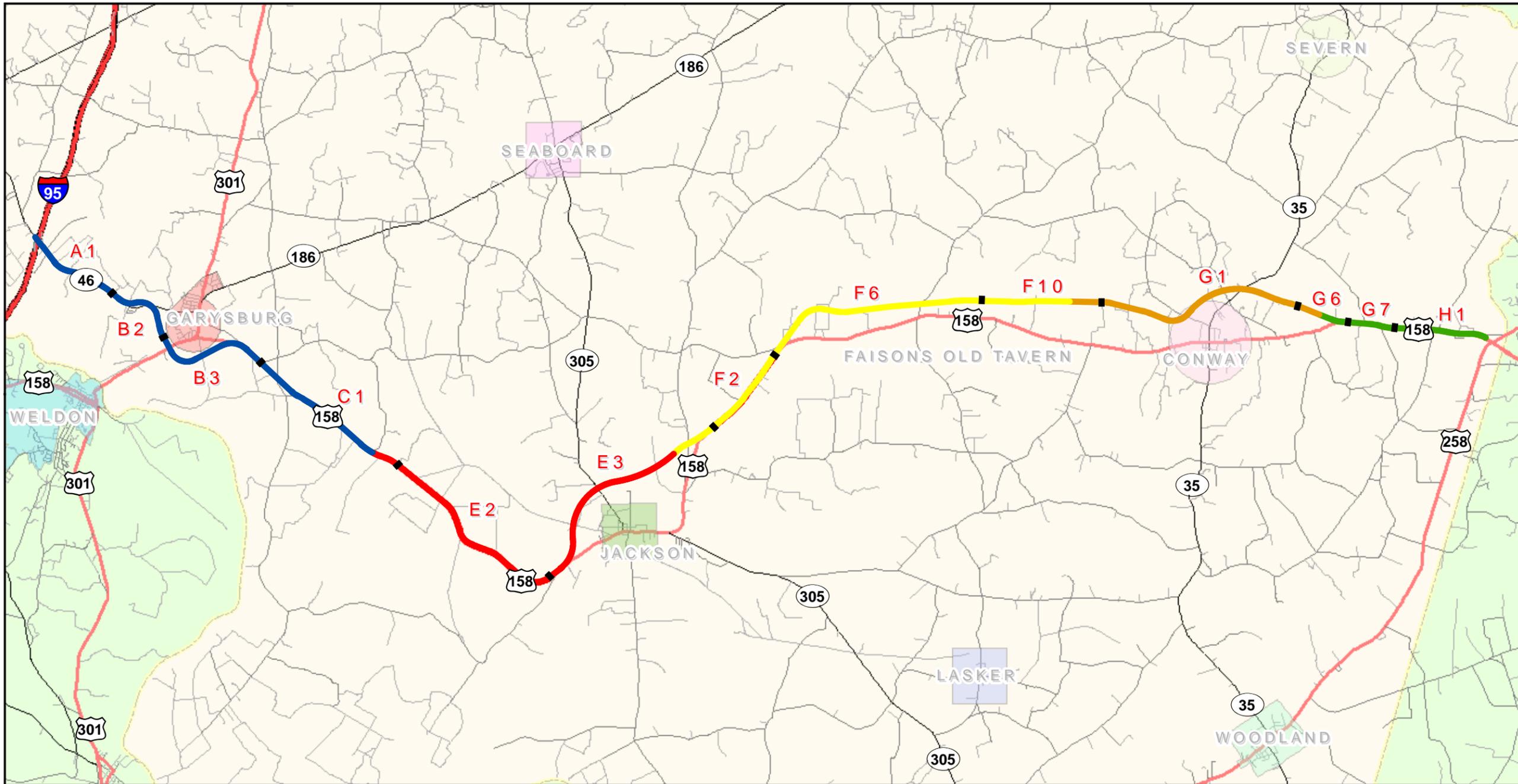
Based on the analysis and evaluation contained in this project's State FEIS and after careful consideration of all social, economic, and environmental factors and input from the public involvement process, NCDOT's Preferred Alternative is comprised of, Garysburg Southern

Bypass 1, Northern Jackson Bypass, Faison's Old Tavern Northern Bypass 2, and Conway Northern Bypass 2, and is the proposed action for this project.

Date 9/26/13   
for Richard W. Hancock, PE  
Manager  
Project Development & Environmental Analysis Unit  
North Carolina Department of Transportation

# **FIGURES**

- FIGURE 1 – PROJECT VICINITY
- FIGURE 2 – BUILD ALTERNATES
- FIGURE 3 – PREFERRED ALTERNATIVE



**Legend**

- R-2582A
- R-2582B
- R-2584A
- R-2584B
- R-2584C



**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

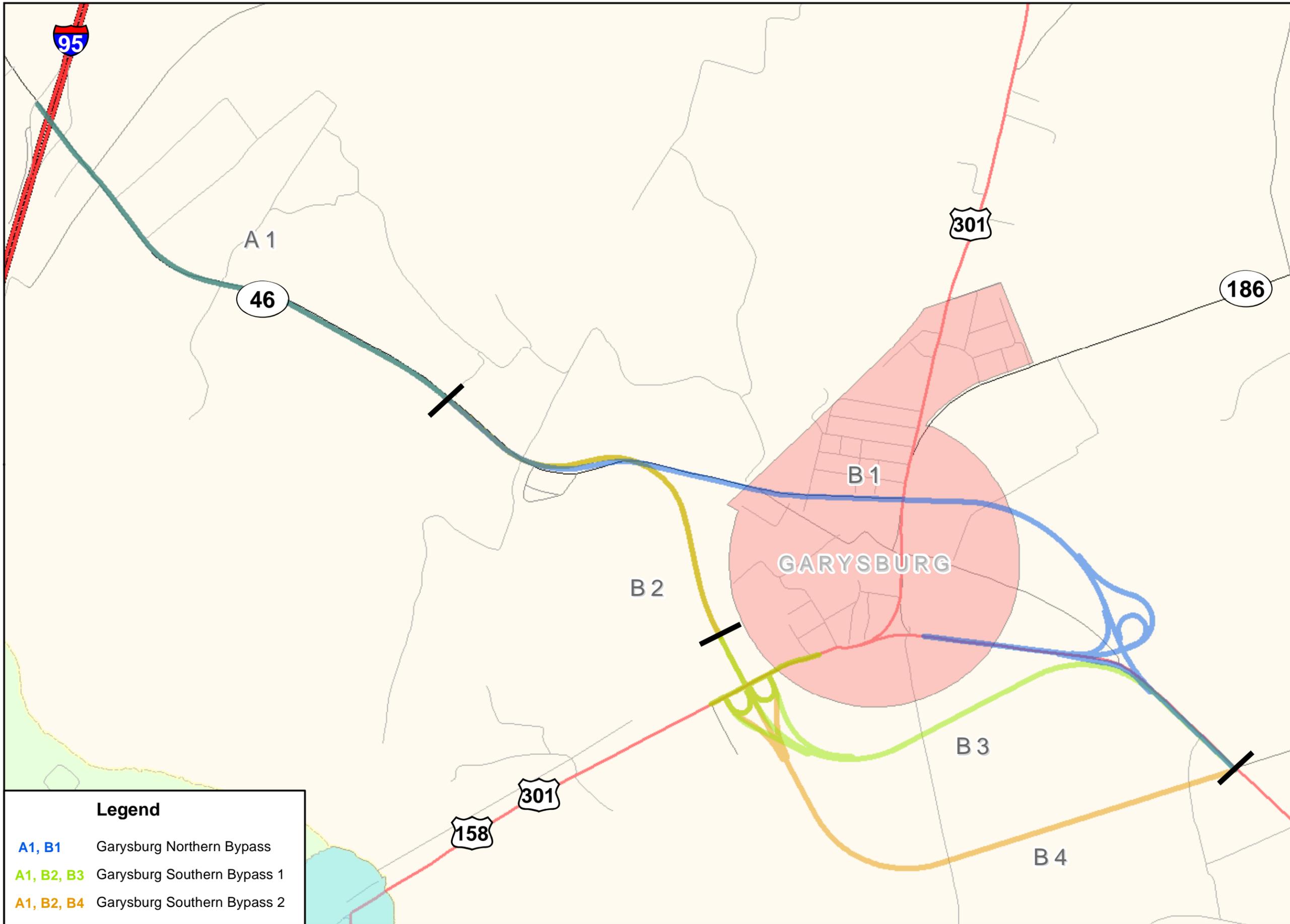
**VICINITY MAP**  
**WIDENING OF US 158 FROM THE I-95/NC 46 INTERCHANGE WEST OF GARYSBURG TO THE MURFREESBORO BYPASS**  
NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County: NORTHAMPTON	
Div: 1	TIP# R-2582/84
WBS: 34472.1.1	
Date: AUGUST 2013	

**Figure**  
**1**

Sources: Esri, USGS, NOAA



Legend	
A1, B1	Garysburg Northern Bypass
A1, B2, B3	Garysburg Southern Bypass 1
A1, B2, B4	Garysburg Southern Bypass 2



NORTH CAROLINA DEPARTMENT  
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 PROJECT DEVELOPMENT AND  
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**JACKSON ALTERNATIVES**  
**WIDENING OF US 158**  
**FROM THE I-95/NC 46 INTERCHANGE**  
**WEST OF GARYSBURG TO THE**  
**MURFREESBORO BYPASS**  
 NORTHAMPTON COUNTY  
 TIP PROJECT R-2582 & R-2584



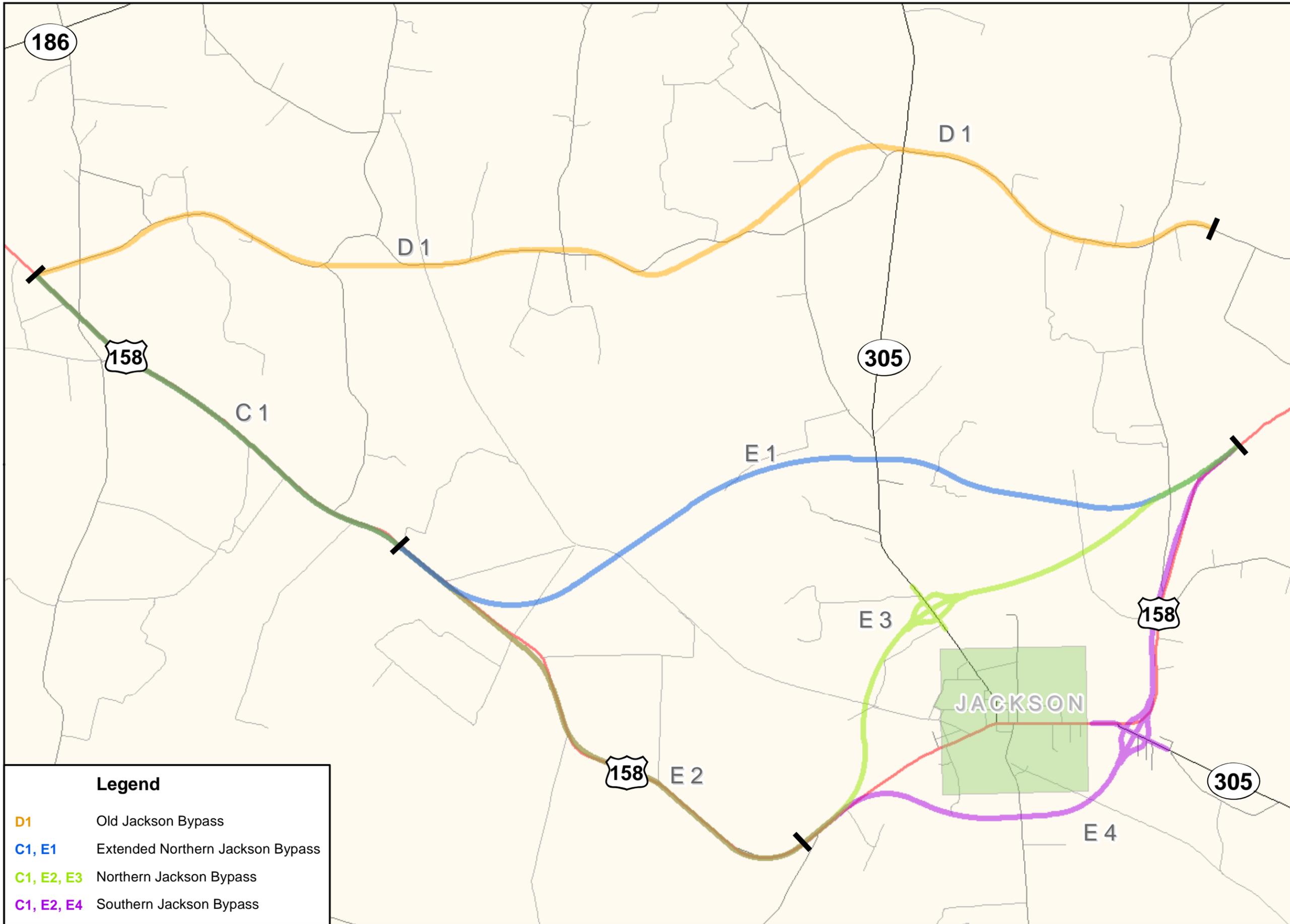
N

County: NORTHAMPTON	
Div: 1	TIP# R-2582/84
WBS: 34472.1.1	
Date: AUGUST 2013	

**Figure**

**2**

1 of 4



Legend	
D1	Old Jackson Bypass
C1, E1	Extended Northern Jackson Bypass
C1, E2, E3	Northern Jackson Bypass
C1, E2, E4	Southern Jackson Bypass



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PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS BRANCH

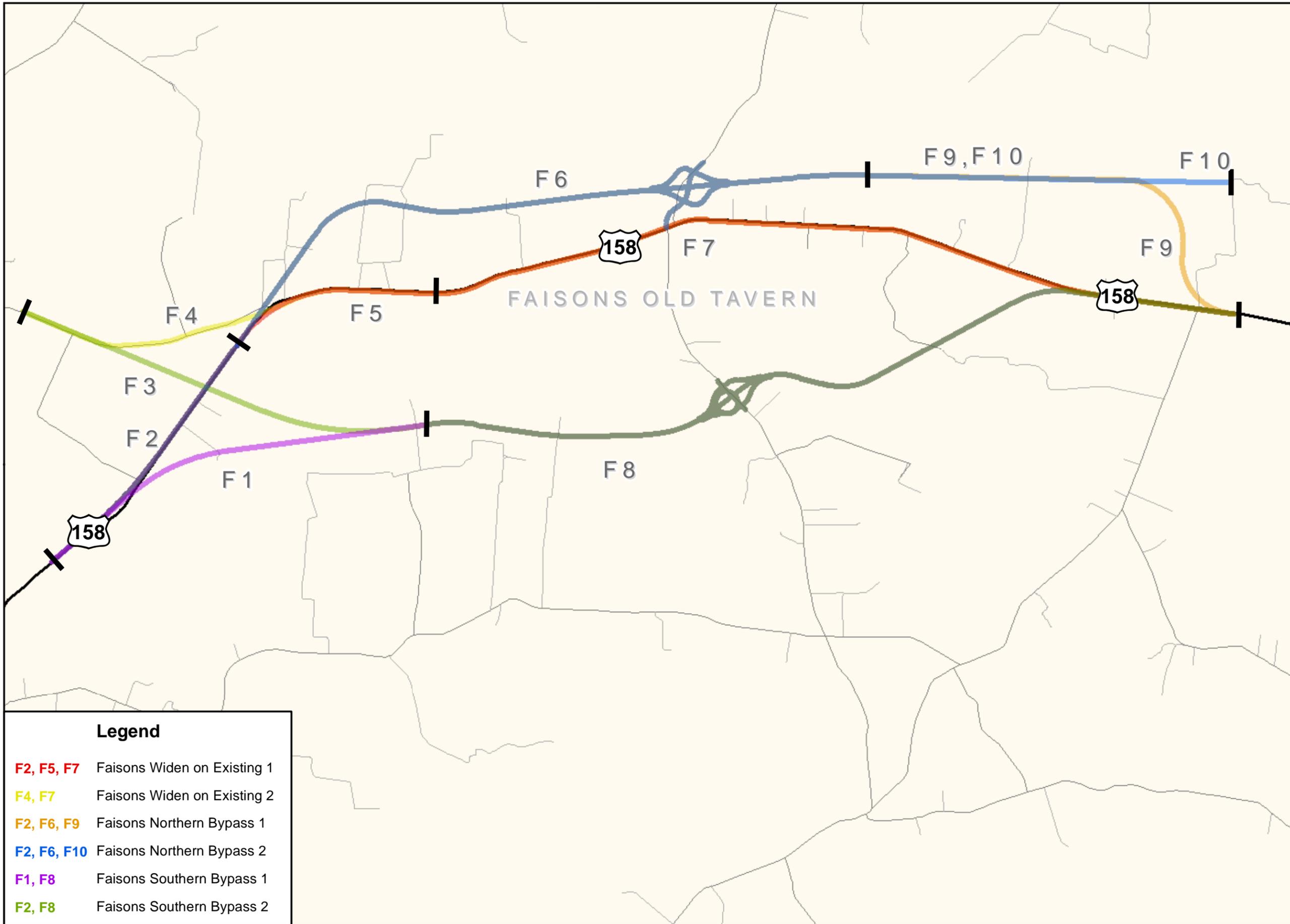
**JACKSON ALTERNATIVES**  
**WIDENING OF US 158**  
**FROM THE I-95/NC 46 INTERCHANGE**  
**WEST OF GARYSBURG TO THE**  
**MURFREESBORO BYPASS**  
 NORTHAMPTON COUNTY  
 TIP PROJECT R-2582 & R-2584



N

County: NORTHAMPTON	
Div: 1	TIP# R-2582/84
WBS: 34472.1.1	
Date: AUGUST 2013	

**Figure**  
**2**  
2 of 4



Legend	
<b>F2, F5, F7</b>	Faisons Widen on Existing 1
<b>F4, F7</b>	Faisons Widen on Existing 2
<b>F2, F6, F9</b>	Faisons Northern Bypass 1
<b>F2, F6, F10</b>	Faisons Northern Bypass 2
<b>F1, F8</b>	Faisons Southern Bypass 1
<b>F2, F8</b>	Faisons Southern Bypass 2



NORTH CAROLINA DEPARTMENT  
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 PROJECT DEVELOPMENT AND  
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**FAISONS OLD TAVERN ALTERNATIVES**  
**WIDENING OF US 158**  
**FROM THE I-95/NC 46 INTERCHANGE**  
**WEST OF GARYSBURG TO THE**  
**MURFREESBORO BYPASS**  
 NORTHAMPTON COUNTY  
 TIP PROJECT R-2582 & R-2584



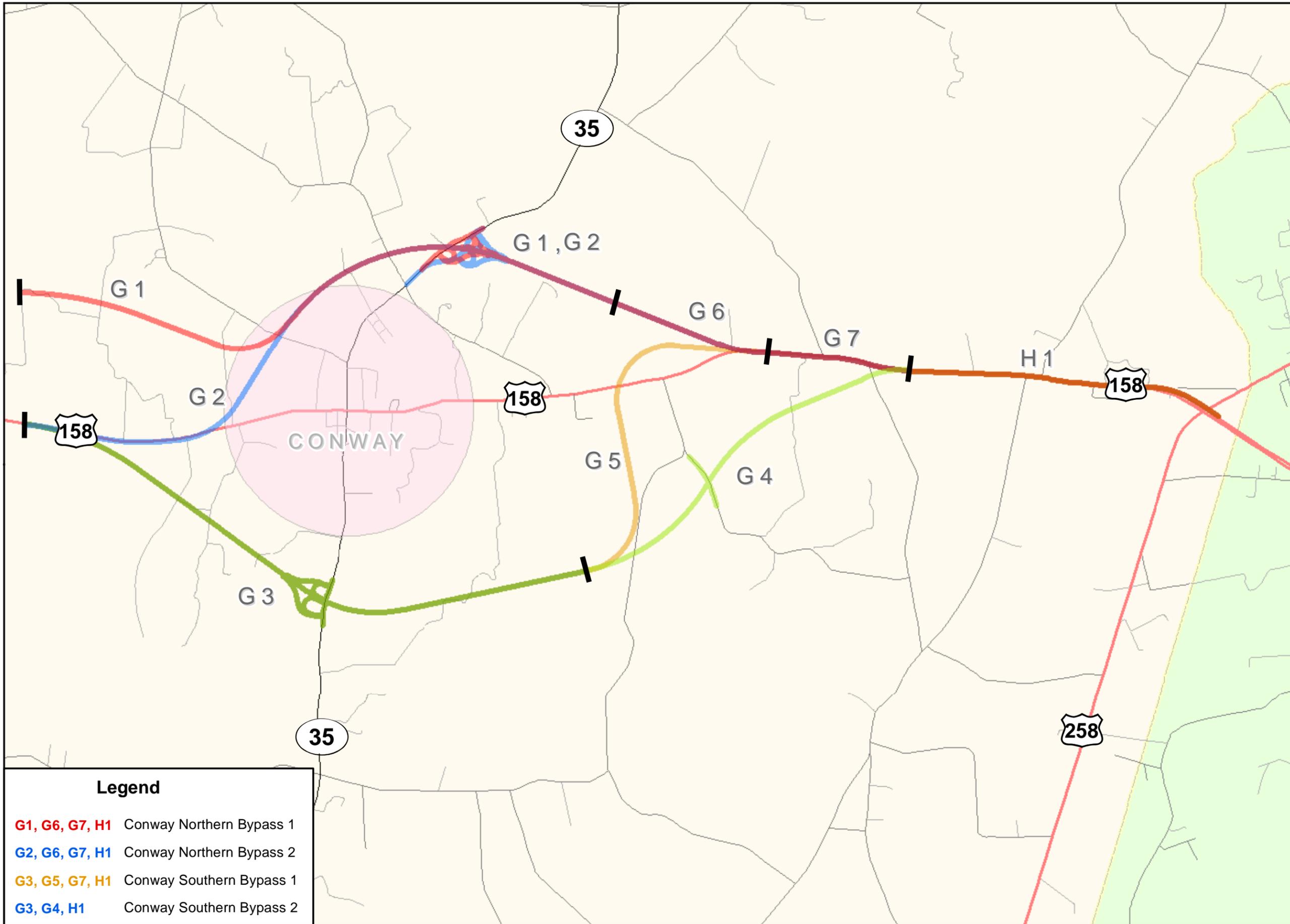
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County: NORTHAMPTON	
Div: 1	TIP# R-2582/84
WBS: 34472.1.1	
Date: AUGUST 2013	

**Figure**

**2**

3 of 4



Legend	
G1, G6, G7, H1	Conway Northern Bypass 1
G2, G6, G7, H1	Conway Northern Bypass 2
G3, G5, G7, H1	Conway Southern Bypass 1
G3, G4, H1	Conway Southern Bypass 2



NORTH CAROLINA DEPARTMENT  
 OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 PROJECT DEVELOPMENT AND  
 ENVIRONMENTAL ANALYSIS BRANCH

**CONWAY ALTERNATIVES**  
**WIDENING OF US 158**  
**FROM THE I-95/NC 46 INTERCHANGE**  
**WEST OF GARYSBURG TO THE**  
**MURFREESBORO BYPASS**



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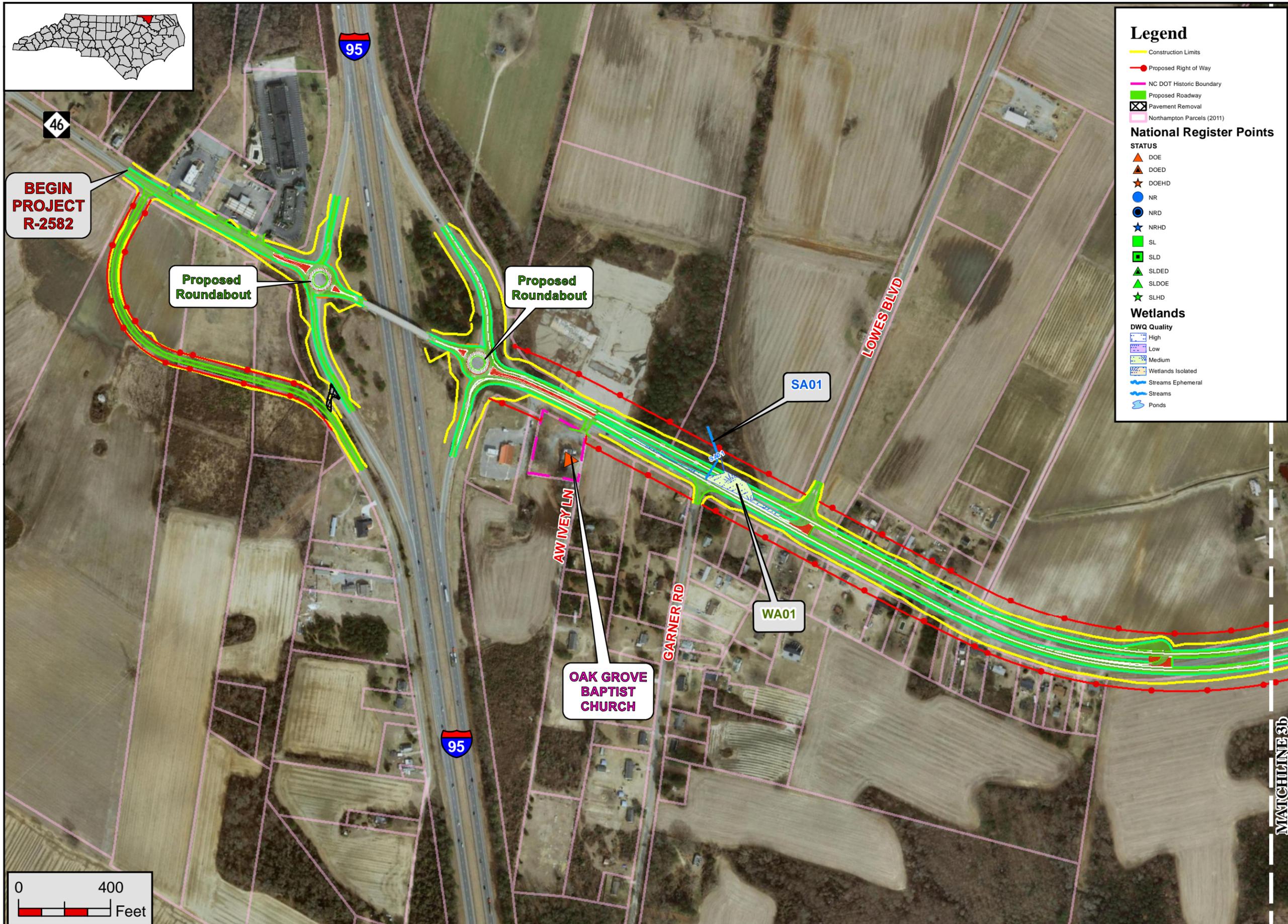
County: NORTHAMPTON	
Div: 1	TIP# R-2582/84
WBS: 34472.1.1	
Date: AUGUST 2013	

**Figure**

**2**

4 of 4

NORTHAMPTON COUNTY  
 TIP PROJECT R-2582 & R-2584



**Legend**

- Construction Limits
- Proposed Right of Way
- NC DOT Historic Boundary
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**National Register Points**

STATUS

- DOE
- DOED
- DOEHD
- NR
- NRD
- NRHD
- SL
- SLD
- SLDED
- SLDOE
- SLHD

**Wetlands**

- DWQ Quality
  - High
  - Low
  - Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

**WIDENING OF US 158 FROM THE I-95/NC 46 INTERCHANGE WEST OF GARYSBURG TO THE MURFREESBORO BYPASS (PREFERRED ALTERNATIVE)**

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584

County: Northampton

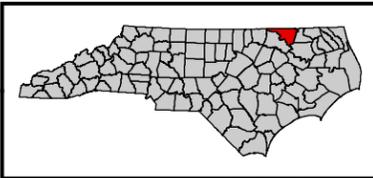
Div: 1	TIP# R-2582
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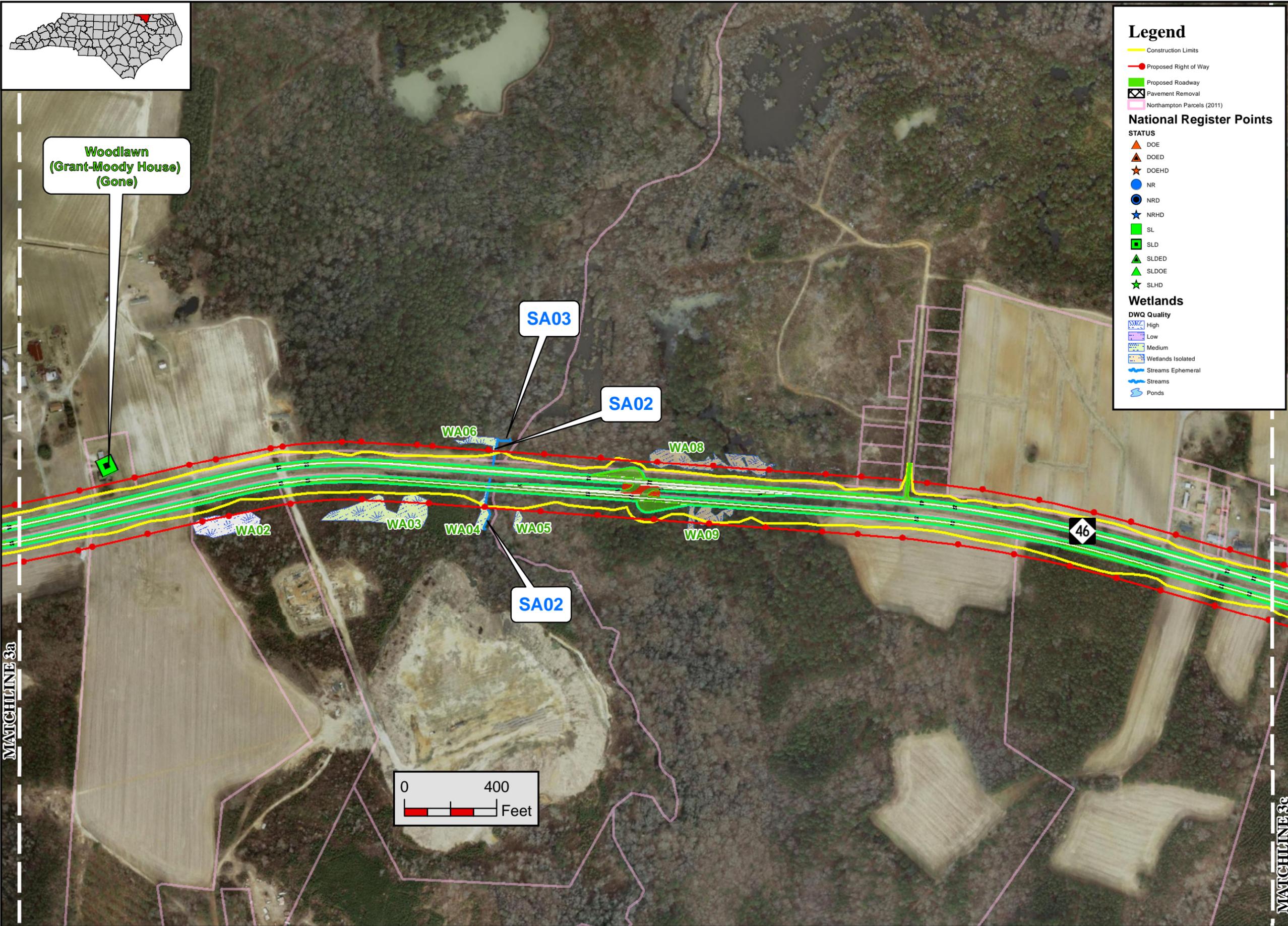
Date: September 2013

**Figure 3a**

By: J.TORTORELLA



**Woodlawn  
(Grant-Moody House)  
(Gone)**



**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**National Register Points**

STATUS

- DOE
- DOED
- DOEHD
- NR
- NRD
- NRHD
- SL
- SLD
- SLDED
- SLDOE
- SLHD

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
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- Ponds



NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
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WIDENING OF US 158  
FROM THE I-95/NC 46 INTERCHANGE  
WEST OF GARYSBORO TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

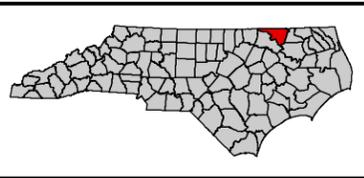
Div: 1      TIP# R-2582

WBS:  
34472.1.1

Date:  
September 2013

**Figure  
3b**

By: J.TORTORELLA



**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



NORTH CAROLINA DEPARTMENT  
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PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

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WEST OF GARYSBORO TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

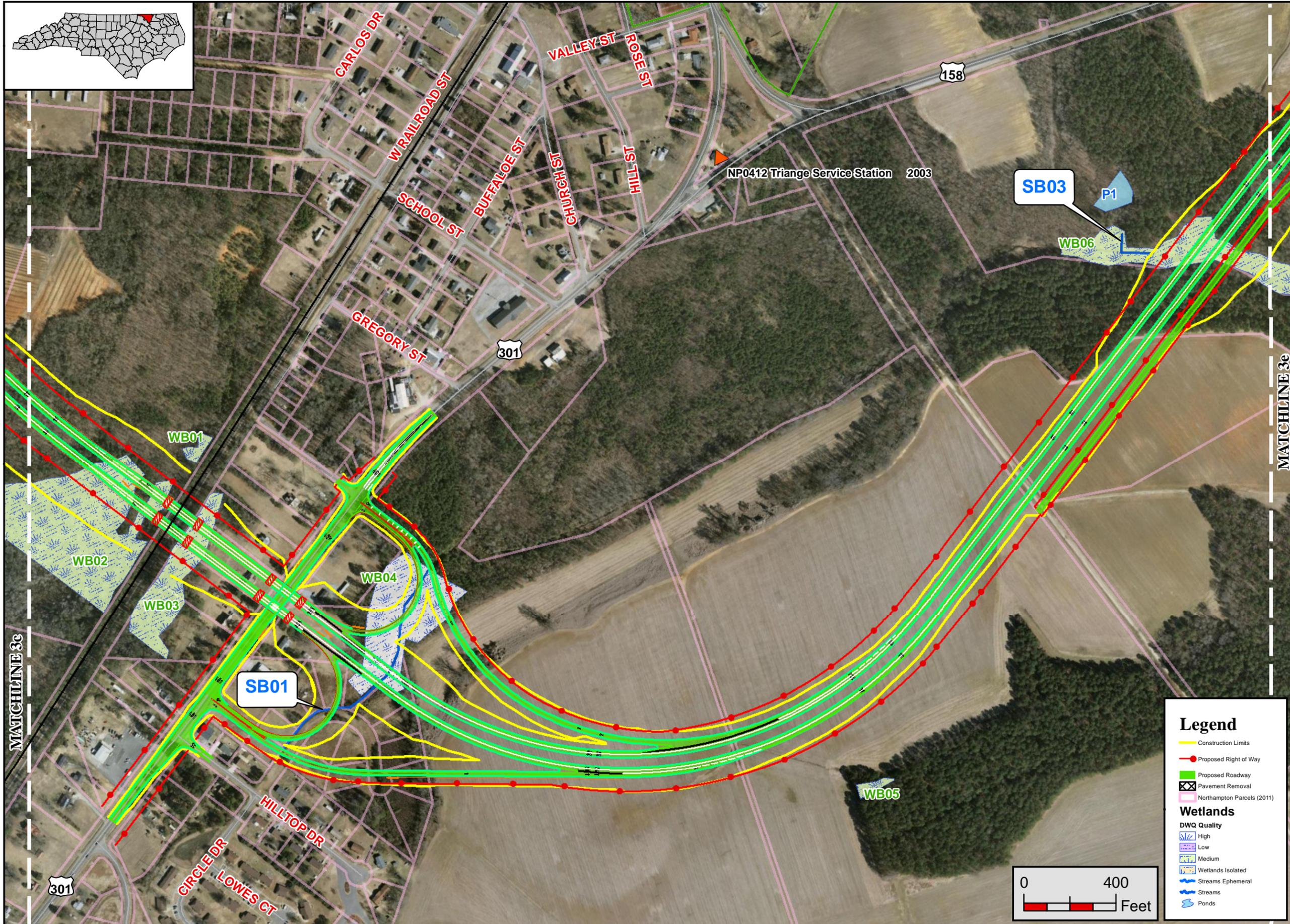
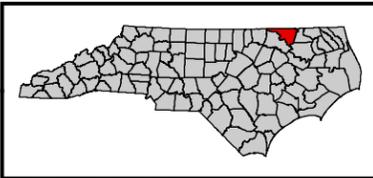
Div: 1	TIP# R-2582
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WBS:  
34472.1.1

Date:  
September 2013

**Figure**  
**3c**

By: J.TORTORELLA



NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

WIDENING OF US 158  
FROM THE I-95/NC 46 INTERCHANGE  
WEST OF GARYSBURG TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)  
NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

Div: 1 TIP# R-2582

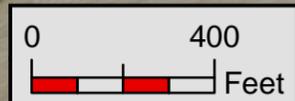
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Date:  
September 2013

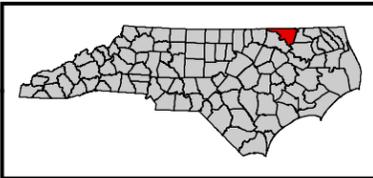
Figure  
**3d**

**Legend**

- Construction Limits
  - Proposed Right of Way
  - Proposed Roadway
  - ▣ Pavement Removal
  - ▣ Northampton Parcels (2011)
- Wetlands**
- DWQ Quality
  - High
  - Low
  - Medium
  - Wetlands Isolated
  - Streams Ephemeral
  - Streams
  - Ponds



By: J.TORTORELLA



OLD HIGHWAY RD

MATCHLINE 3F

MATCHLINE 3d

JACKSON BY-PASS RD

158

158

SB07

SB05

SB04

SB06

WB08

WB09

SB08

SB08

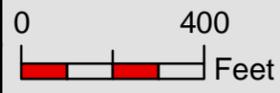
SB09

WB10

WB06

### Legend

- Construction Limits
  - Proposed Right of Way
  - Proposed Roadway
  - Pavement Removal
  - Northampton Parcels (2011)
- Wetlands**
- DWQ Quality High
  - DWQ Quality Low
  - Medium
  - Wetlands Isolated
  - Streams Ephemeral
  - Streams
  - Ponds



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

### WIDENING OF US 158 FROM THE I-95/NC 46 INTERCHANGE WEST OF GARYSBORO TO THE MURFREESBORO BYPASS (PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County: Northampton

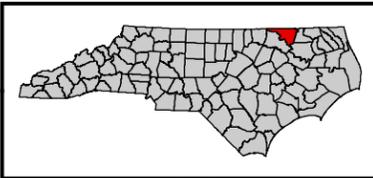
Div: 1 TIP#: R-2582

WBS: 34472.1.1

Date: September 2013

Figure 3e

By: J.TORTORELLA



**Legend**

- Construction Limits
- Proposed Right of Way
- NC DOT Historic Boundary
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

WIDENING OF US 158  
FROM THE I-95/NC 46 INTERCHANGE  
WEST OF GARYSBORO TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



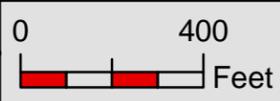
County:  
Northampton

Div: 1      TIP# R-2582

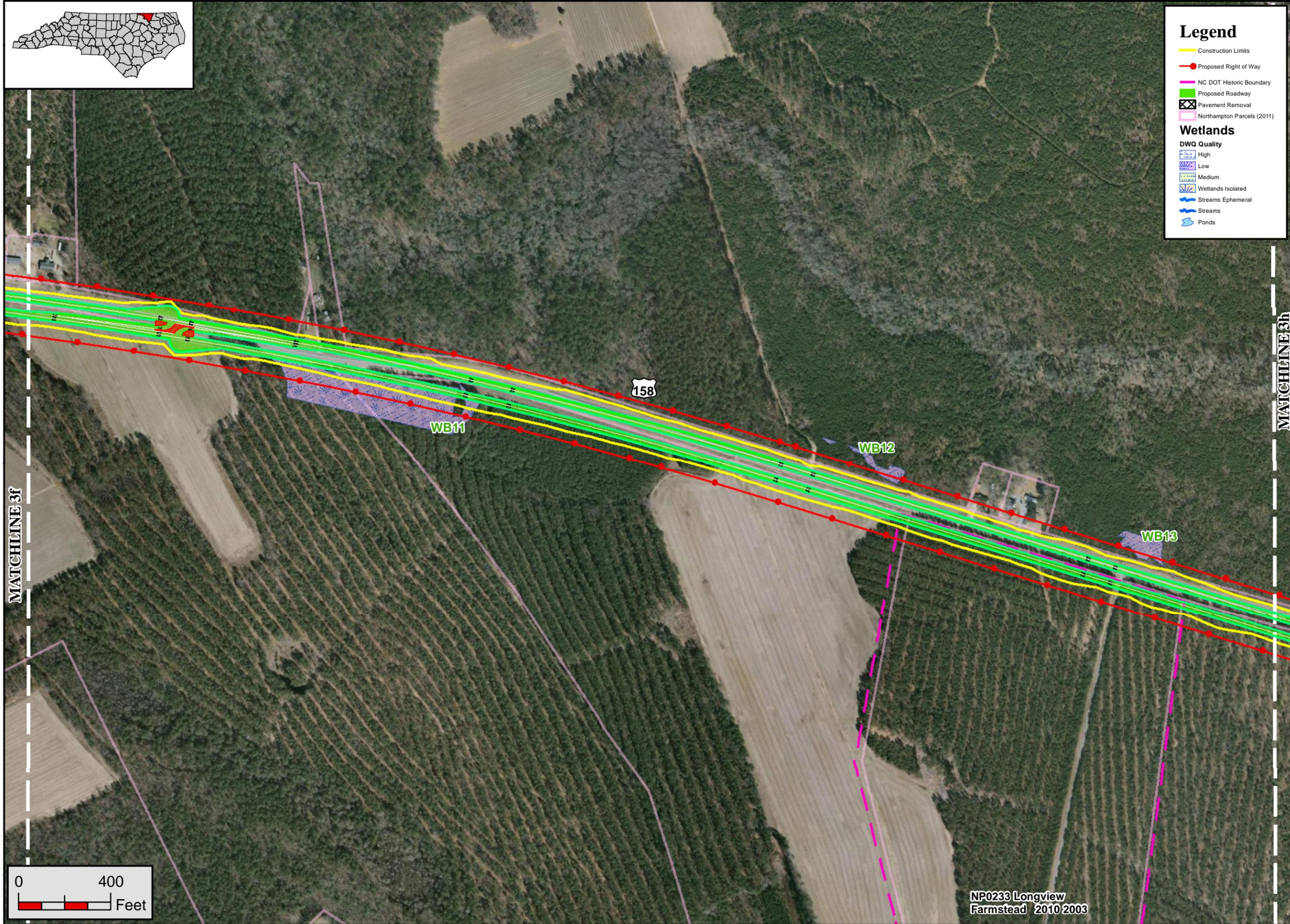
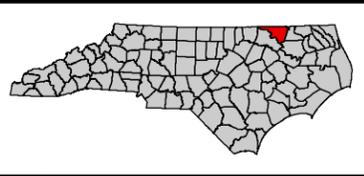
WBS:  
34472.1.1

Date:  
September 2013

**Figure**  
**3f**



By: J.TORTORELLA



**Legend**

- Construction Limits
- Proposed Right of Way
- NC DOT Historic Boundary
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

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NORTH CAROLINA DEPARTMENT  
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WEST OF GARYSBURG TO THE  
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(PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



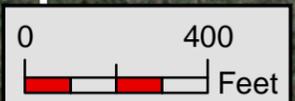
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Northampton

Div: 1	TIP# R-2582
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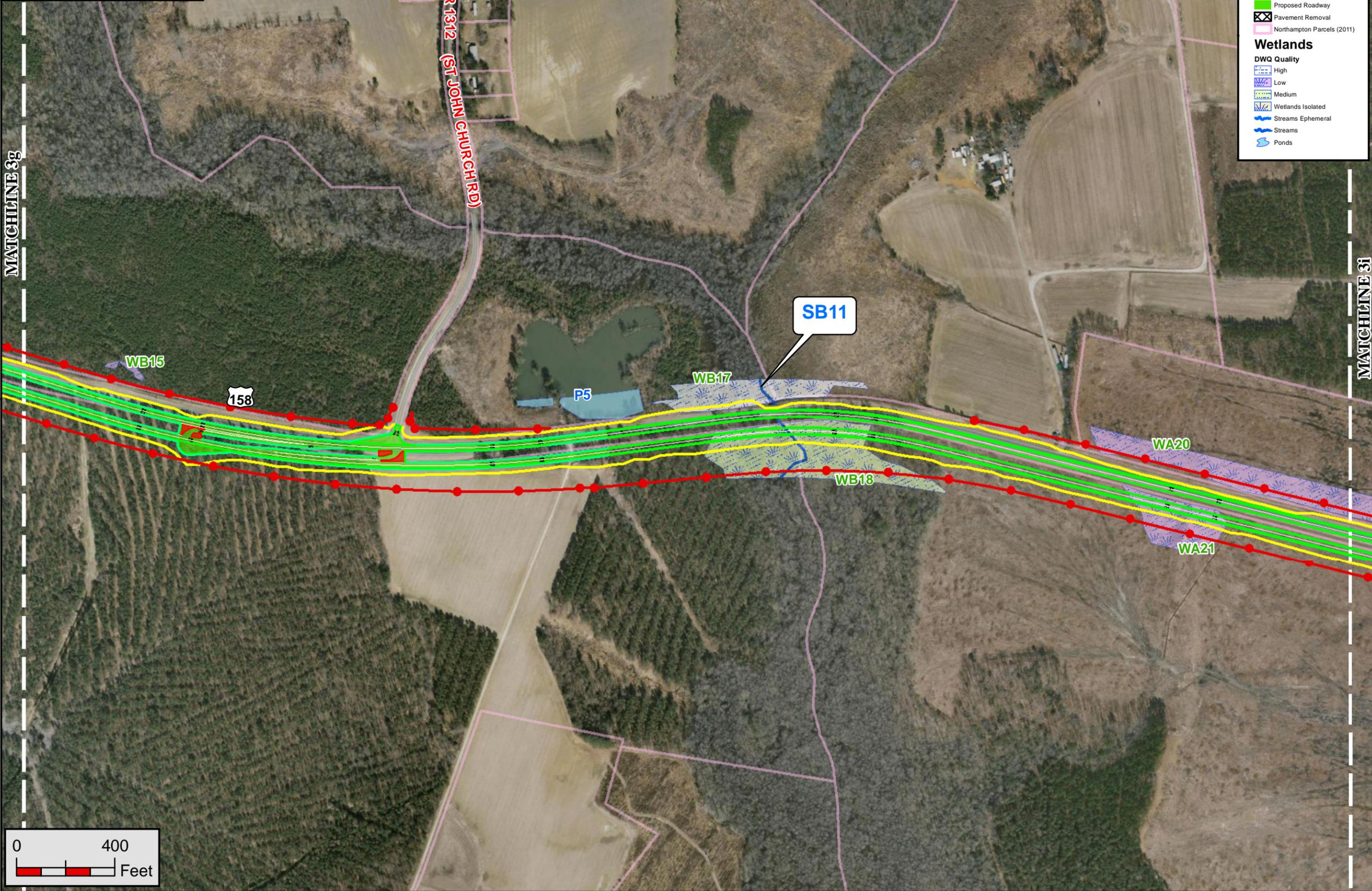
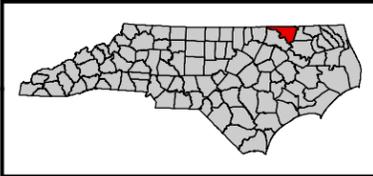
Date:  
September 2013

**Figure**  
**3g**



NP0233 Longview  
Farmstead 2010/2003

By: J.TORTORELLA



**Legend**

- Construction Limits
- Proposed Right of Way
- NC DOT Historic Boundary
- Proposed Roadway
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- Northampton Parcels (2011)

**Wetlands**

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NORTH CAROLINA DEPARTMENT  
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NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



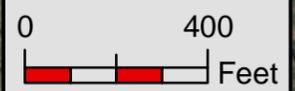
County:  
Northampton

Div: 1      TIP# R-2582

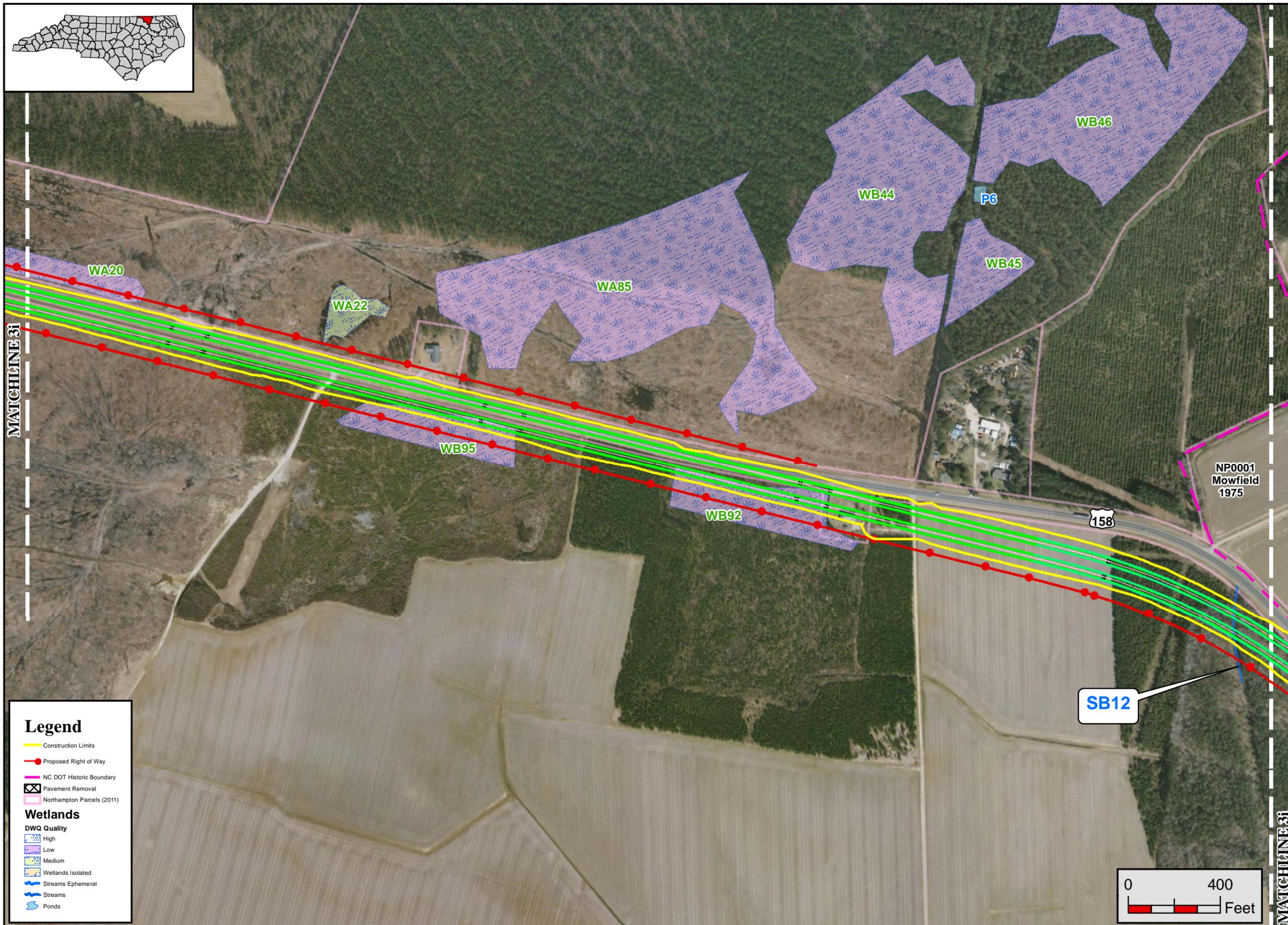
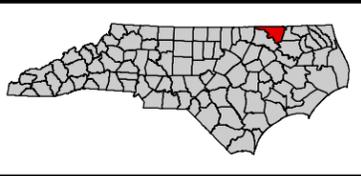
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34472.1.1

Date:  
September 2013

**Figure**  
**3h**



By: J.TORTORELLA



**Legend**

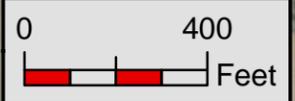
- Construction Limits
- Proposed Right of Way
- NC DOT Historic Boundary
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

**DWQ Quality**

- High
- Low
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- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds

SB12



NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
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(PREFERRED ALTERNATIVE)**

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584

County:  
Northampton

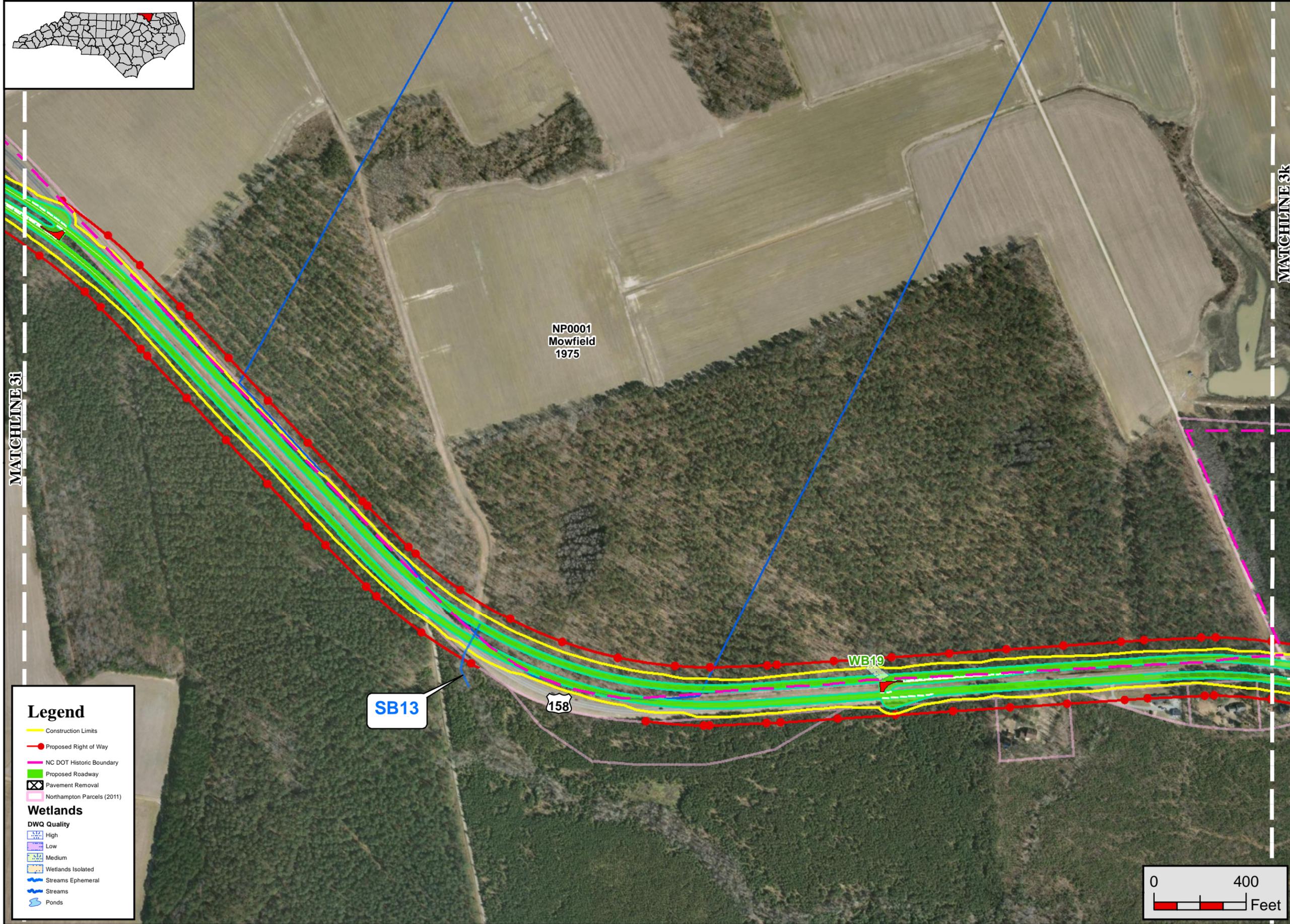
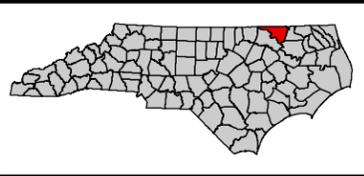
Div: 1 TIP# R-2582

WBS:  
34472.1.1

Date:  
September 2013

**Figure  
3i**

By: J.TORTORELLA



**Legend**

- Construction Limits
- Proposed Right of Way
- NC DOT Historic Boundary
- Proposed Roadway
- ⊠ Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



NORTH CAROLINA DEPARTMENT  
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**WIDENING OF US 158  
FROM THE I-95/NC 46 INTERCHANGE  
WEST OF GARYSBURG TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)**

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

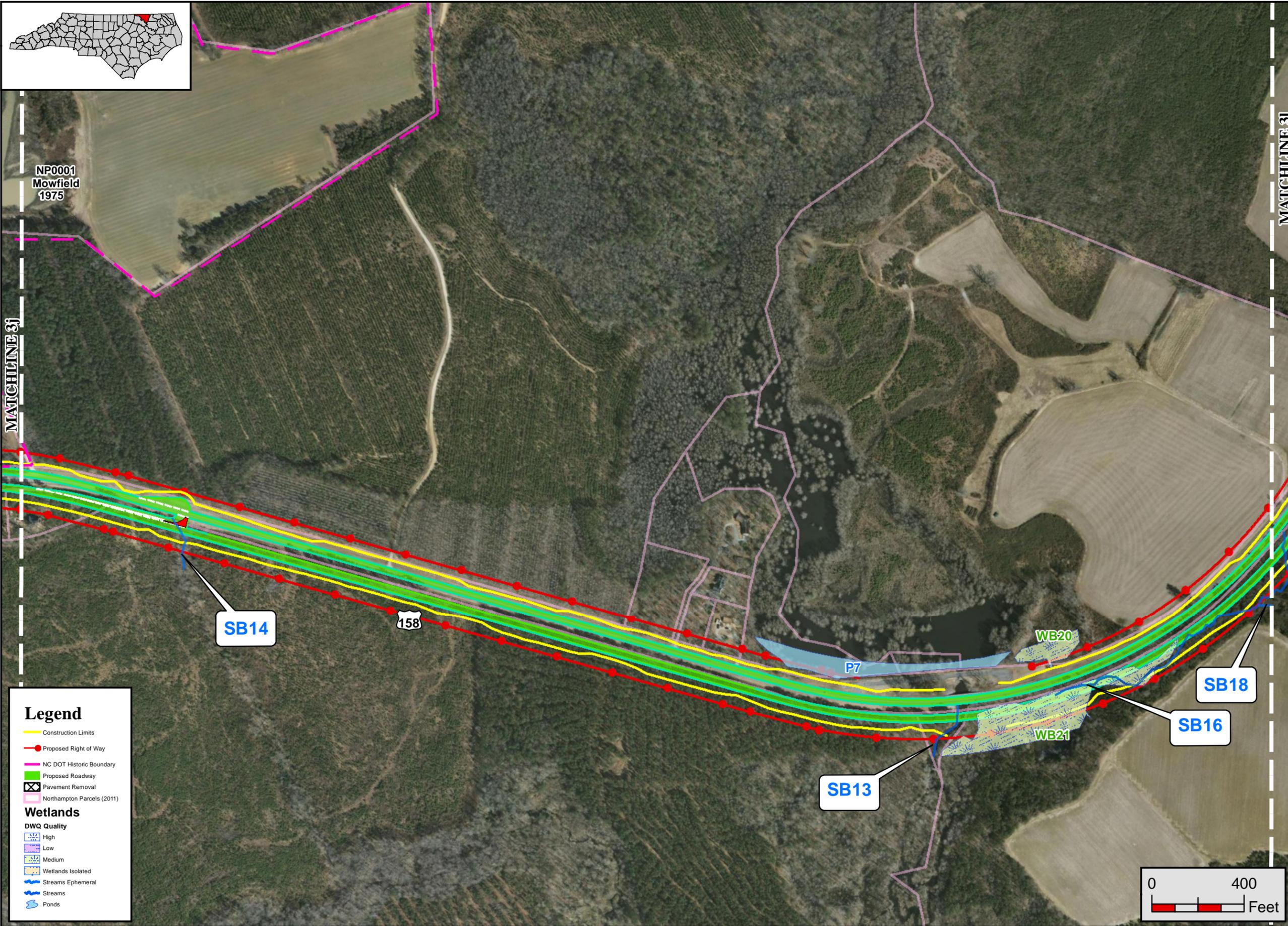
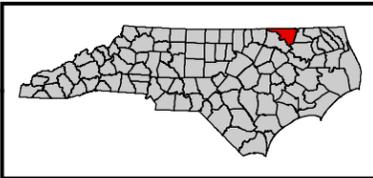
Div: 1	TIP# R-2582
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WBS:  
34472.1.1

Date:  
September 2013

**Figure  
3j**

By: J.TORTORELLA



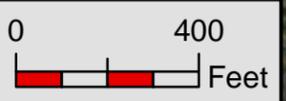
**Legend**

- Construction Limits
- Proposed Right of Way
- NC DOT Historic Boundary
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

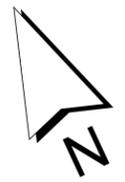
- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

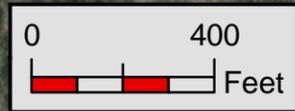
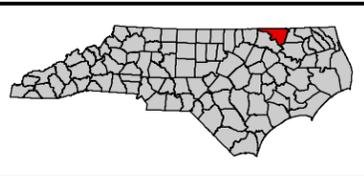
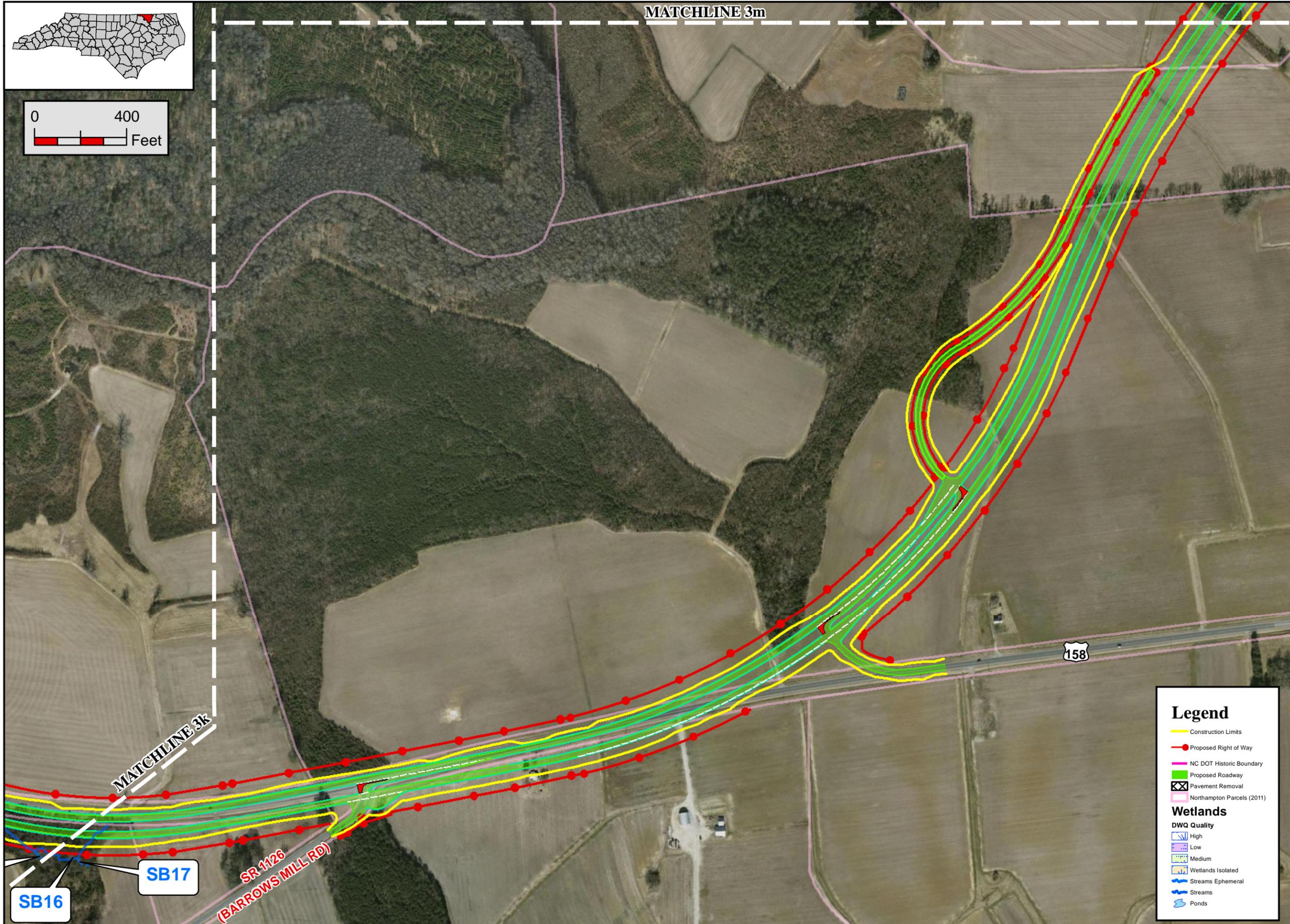
Div: 1      TIP# R-2582

WBS:  
34472.1.1

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September 2013

**Figure**  
**3k**

By: J.TORTORELLA



MATCHLINE 3m

MATCHLINE 3K

SB16

SB17

SR 1126  
(BARROWS MILL RD)

158

**Legend**

- Construction Limits
- Proposed Right of Way
- NC DOT Historic Boundary
- Proposed Roadway
- ⊠ Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)**

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

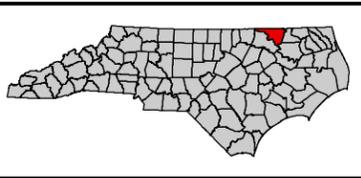
Div: 1      TIP# R-2582

WBS:  
34472.1.1

Date:  
September 2013

**Figure  
31**

By: J.TORTORELLA



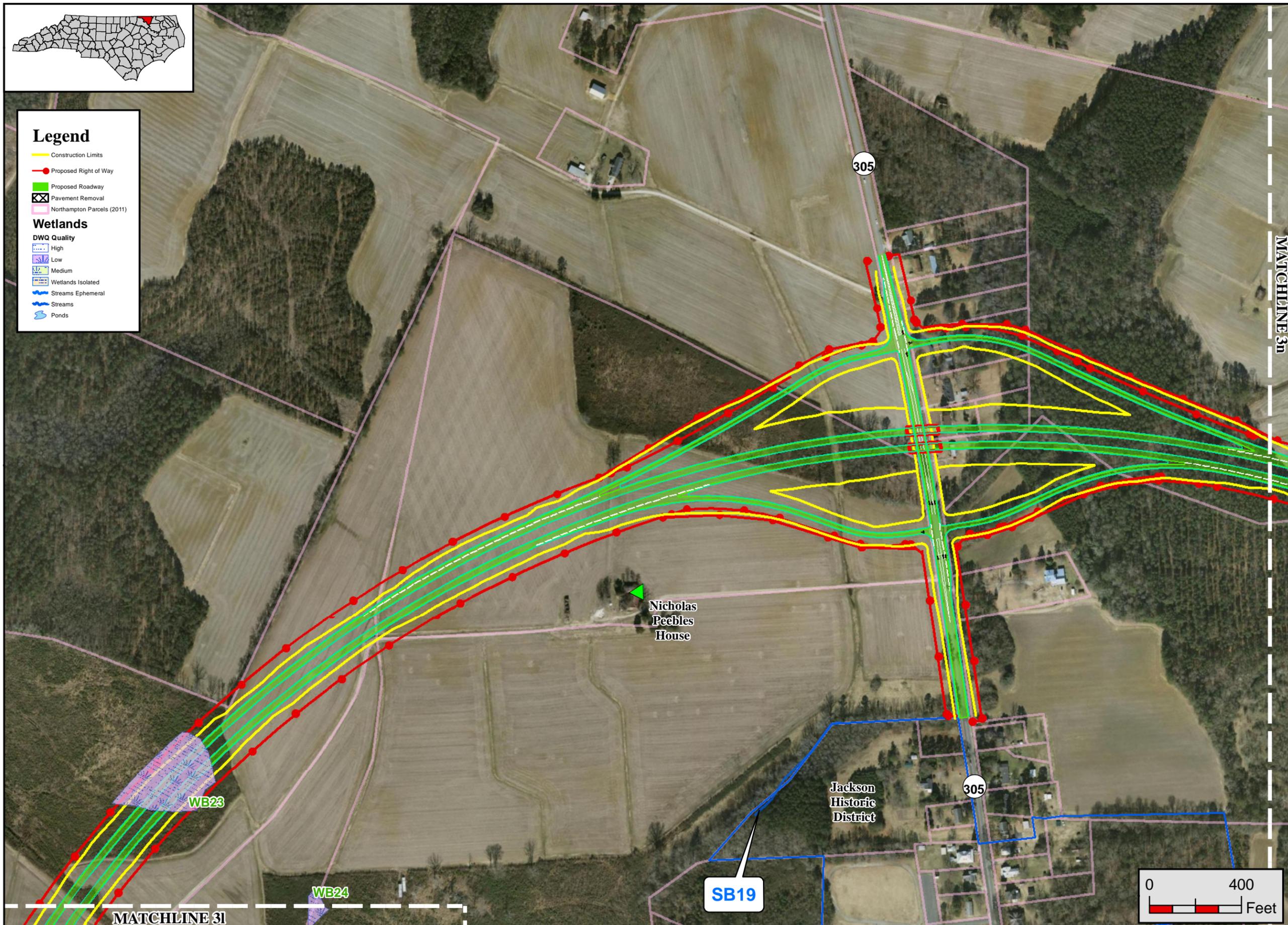
**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



By: J.TORTORELLA



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MURFREESBORO BYPASS  
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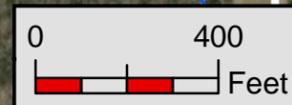
County:  
Northampton

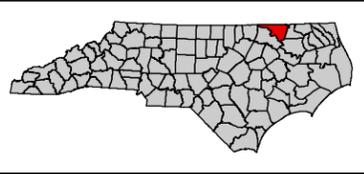
Div: 1 TIP#: R-2582

WBS:  
34472.1.1

Date:  
September 2013

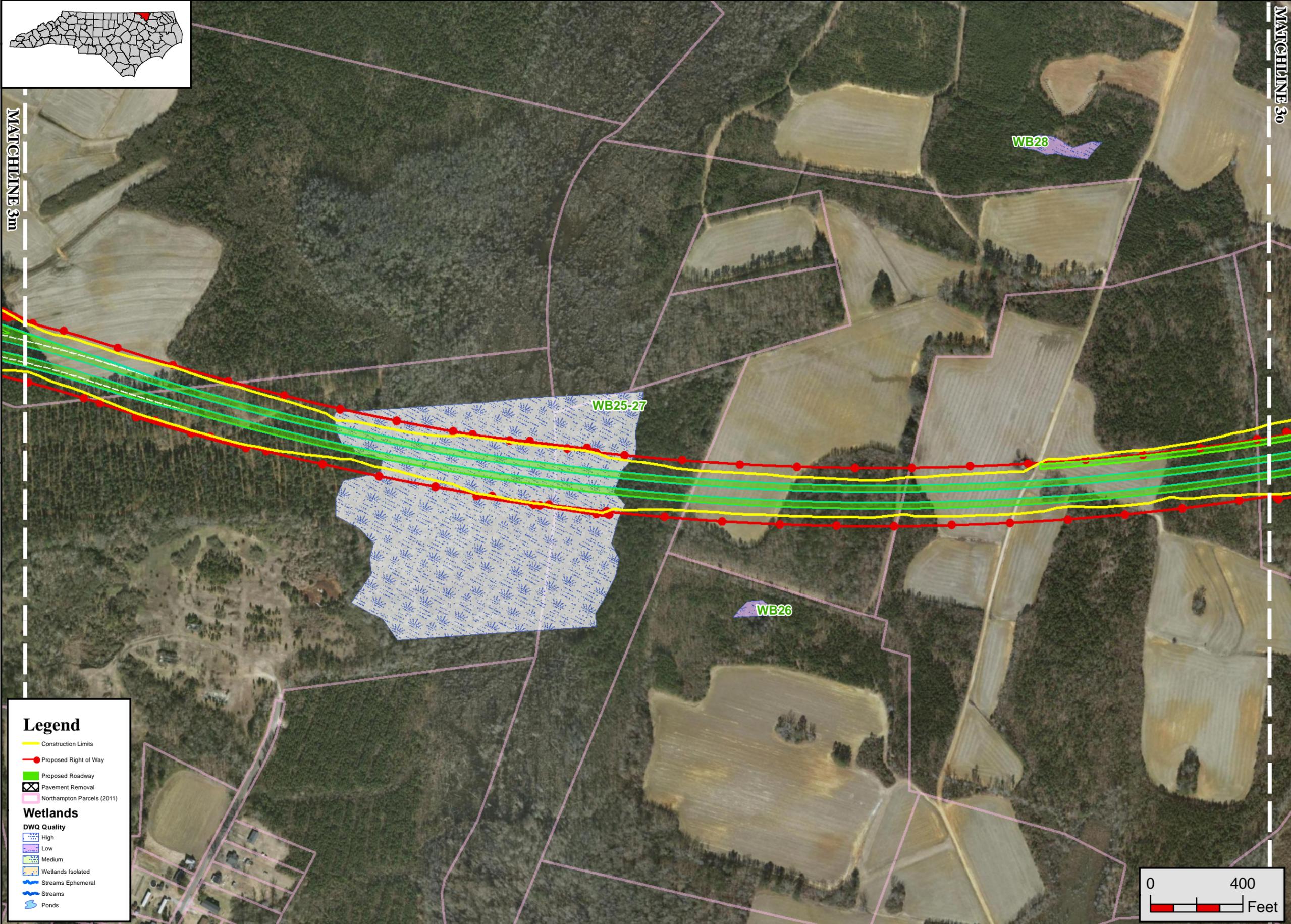
Figure  
**3m**





MATCHLINE 3m

MATCHLINE 30



**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

**DWQ Quality**

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County: Northampton

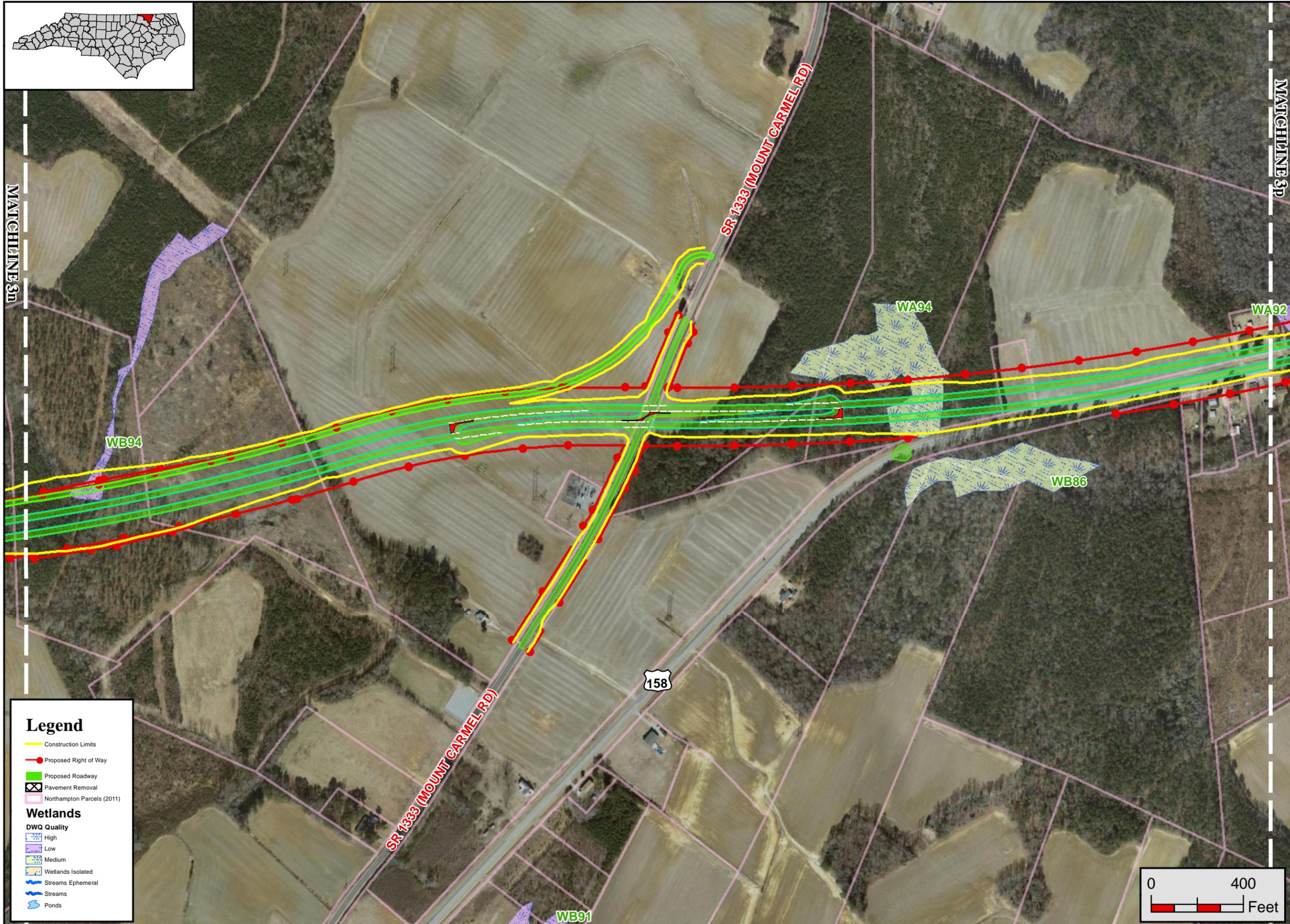
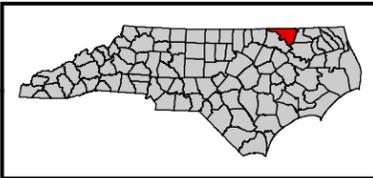
Div: 1 TIP#: R-2582

WBS: 34472.1.1

Date: September 2013

Figure 3n

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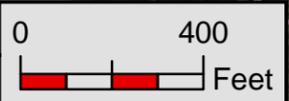
**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

**DWQ Quality**

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)**

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

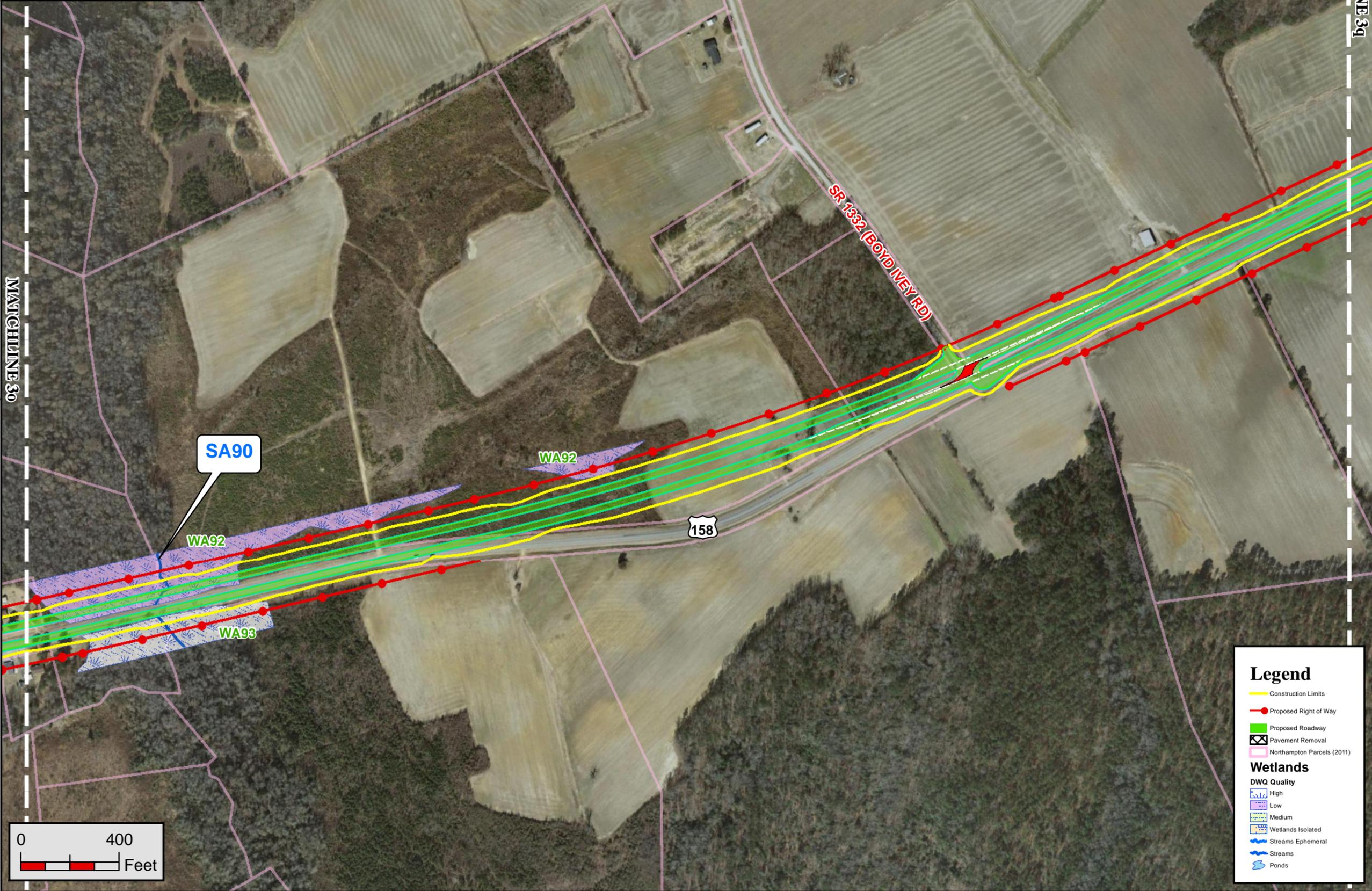
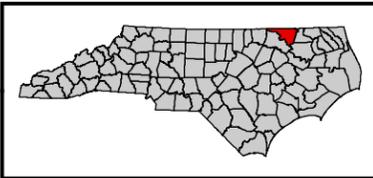
Div: 1	TIP# R-2582
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WBS:  
34472.1.1

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September 2013

**Figure  
30**

By: J.TORTORELLA



MATCHLINE 39

MATCHLINE 30



NORTH CAROLINA DEPARTMENT  
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MURFREESBORO BYPASS  
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NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

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34472.1.1

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September 2013

Figure  
3p

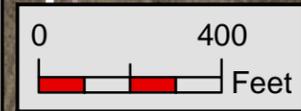
**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

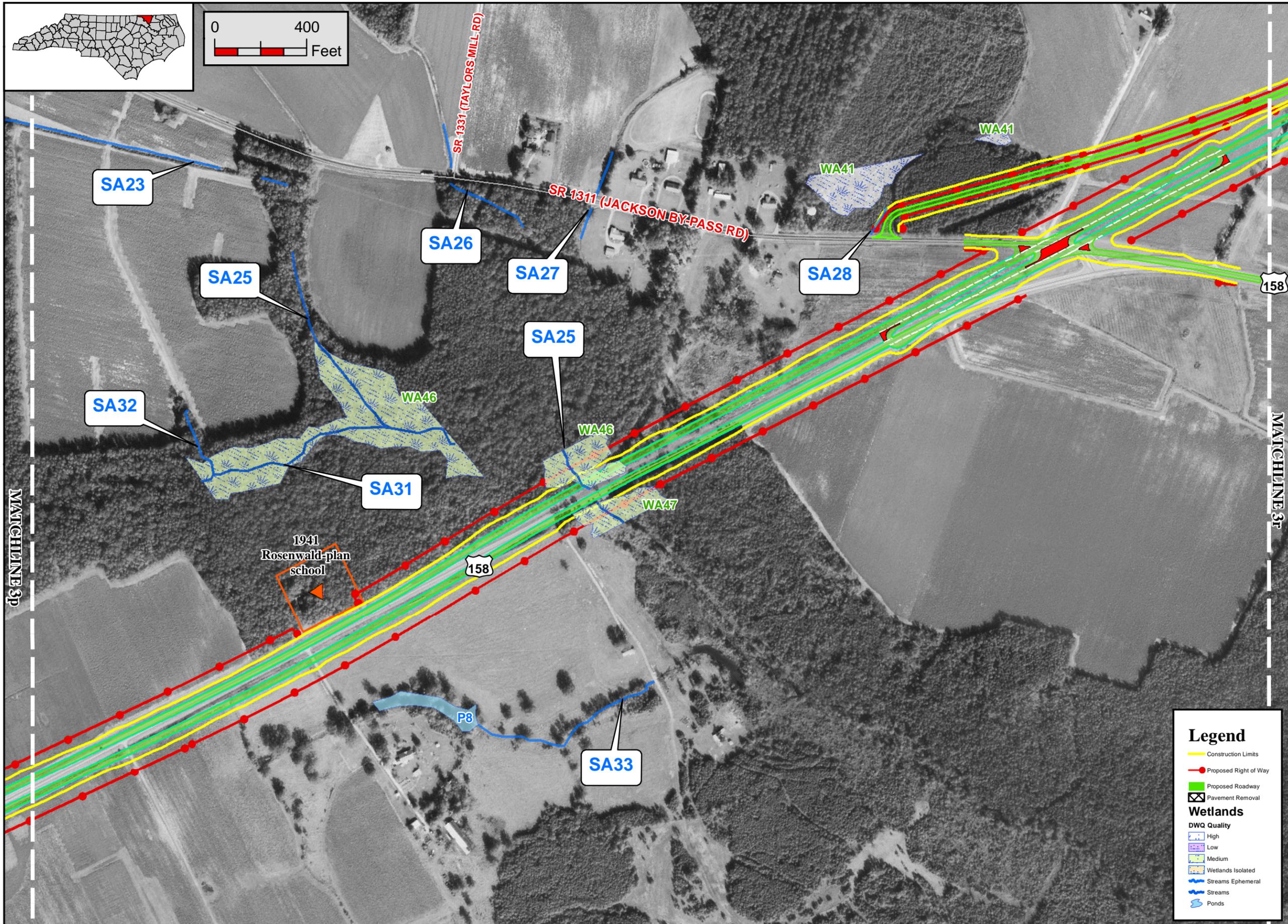
**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds

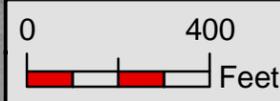


By: J.TORTORELLA



MATCHLINE 3P

MATCHLINE 3P



**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)**

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

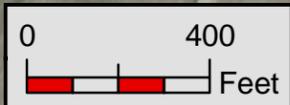
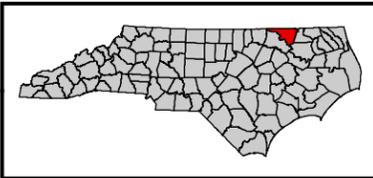
Div: 1	TIP# R-2582
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34472.1.1

Date:  
September 2013

**Figure  
3q**

By: J.TORTORELLA



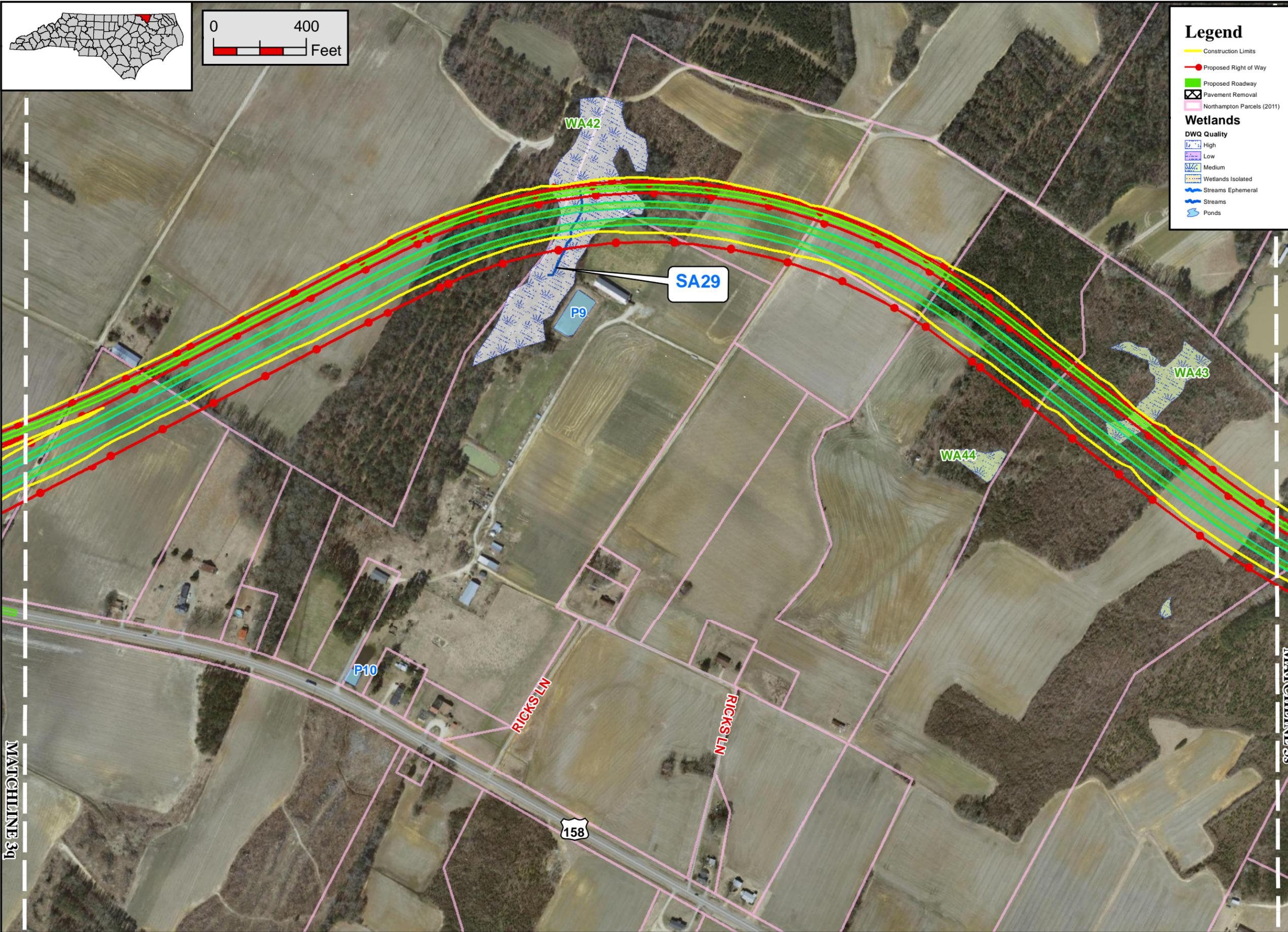
**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWO Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

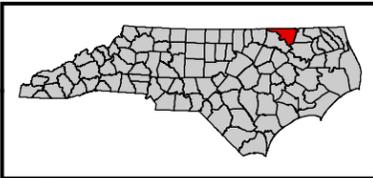
Div: 1      TIP#  
R-2582

WBS:  
34472.1.1

Date:  
September 2013

**Figure**  
**3r**

By: J.TORTORELLA



**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

- DWO Quality
  - High
  - Low
  - Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)  
NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

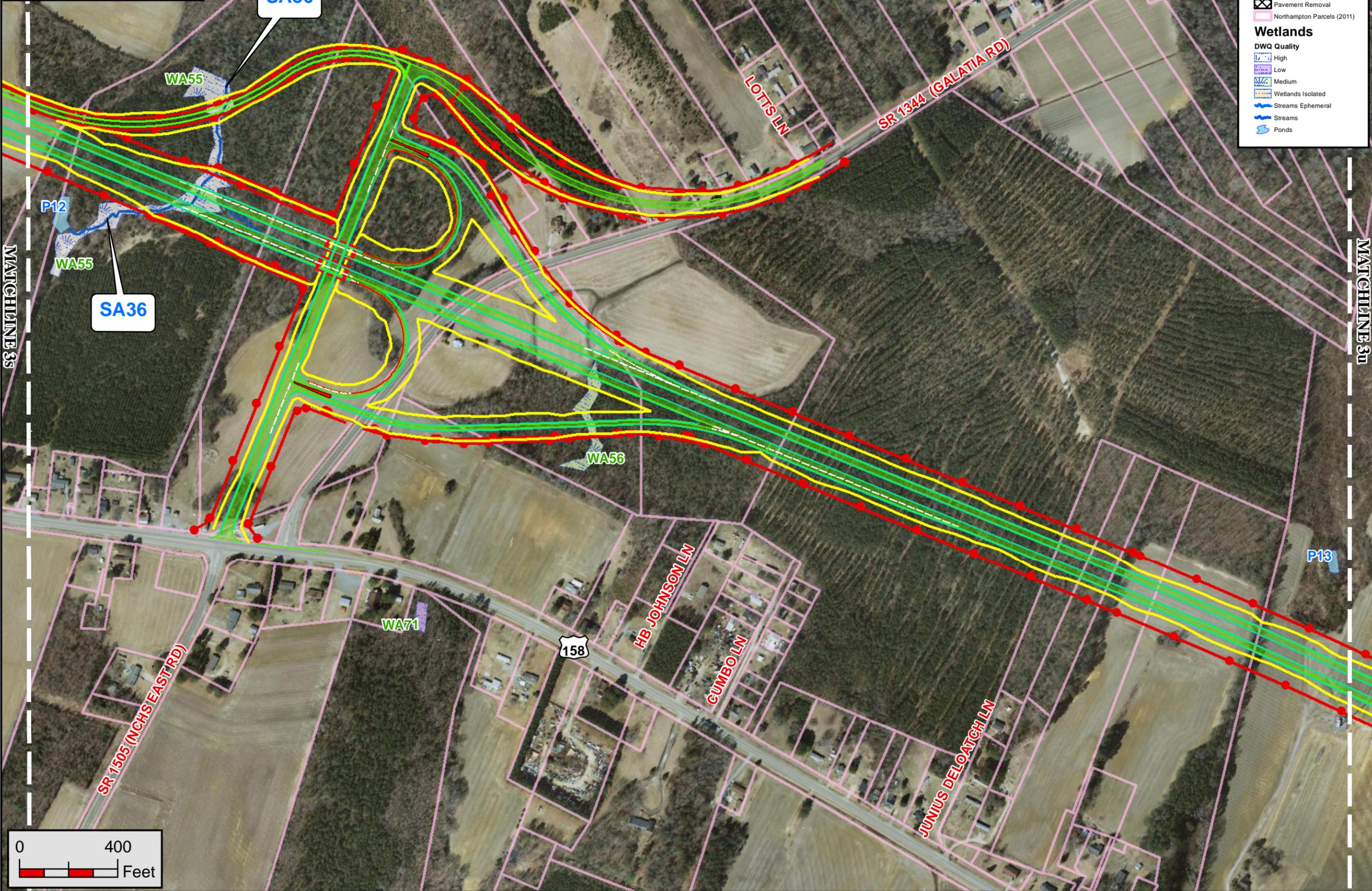
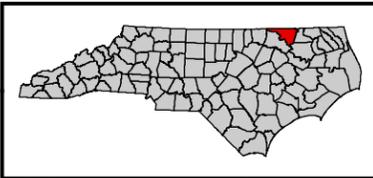
Div: 1	TIP# R-2582
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34472.1.1

Date:  
September 2013

Figure  
**3s**

By: J.TORTORELLA



**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

- DWQ Quality
  - High
  - Low
  - Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



NORTH CAROLINA DEPARTMENT  
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WEST OF GARYSBURG TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



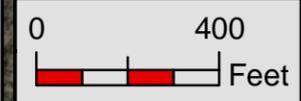
County:  
Northampton

Div: 1      TIP# R-2582

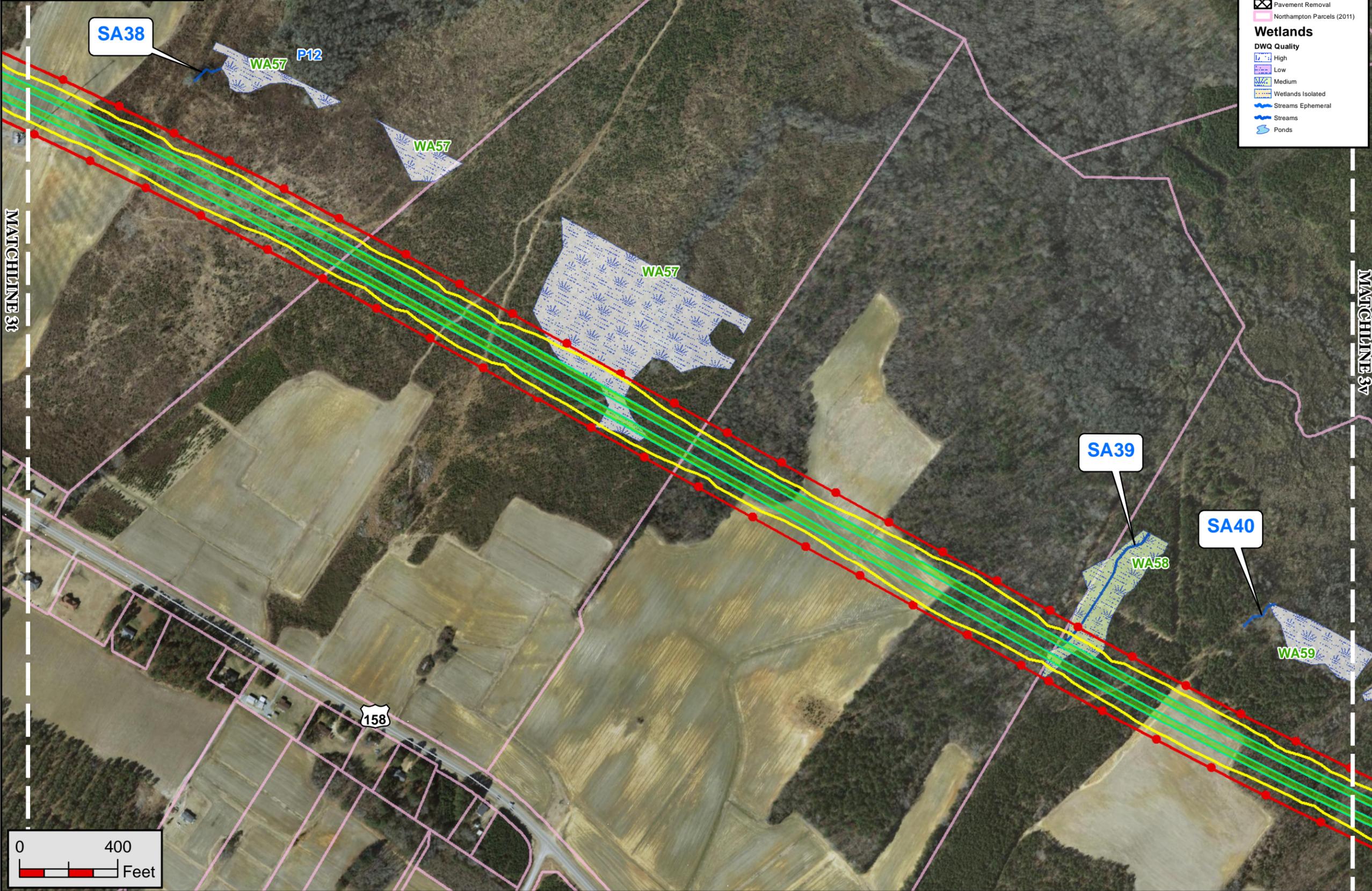
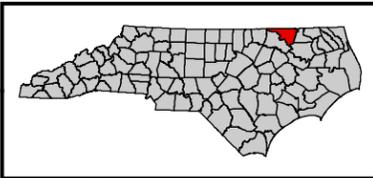
WBS:  
34472.1.1

Date:  
September 2013

Figure  
**3t**



By: J.TORTORELLA



**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- ▣ Pavement Removal
- ▣ Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- ▣ High
- ▣ Low
- ▣ Medium
- ▣ Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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WEST OF GARYSBURG TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)  
NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

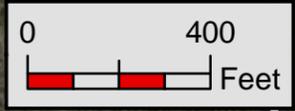
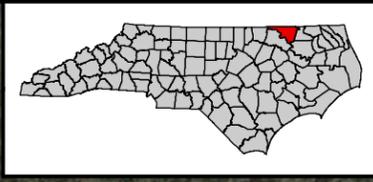
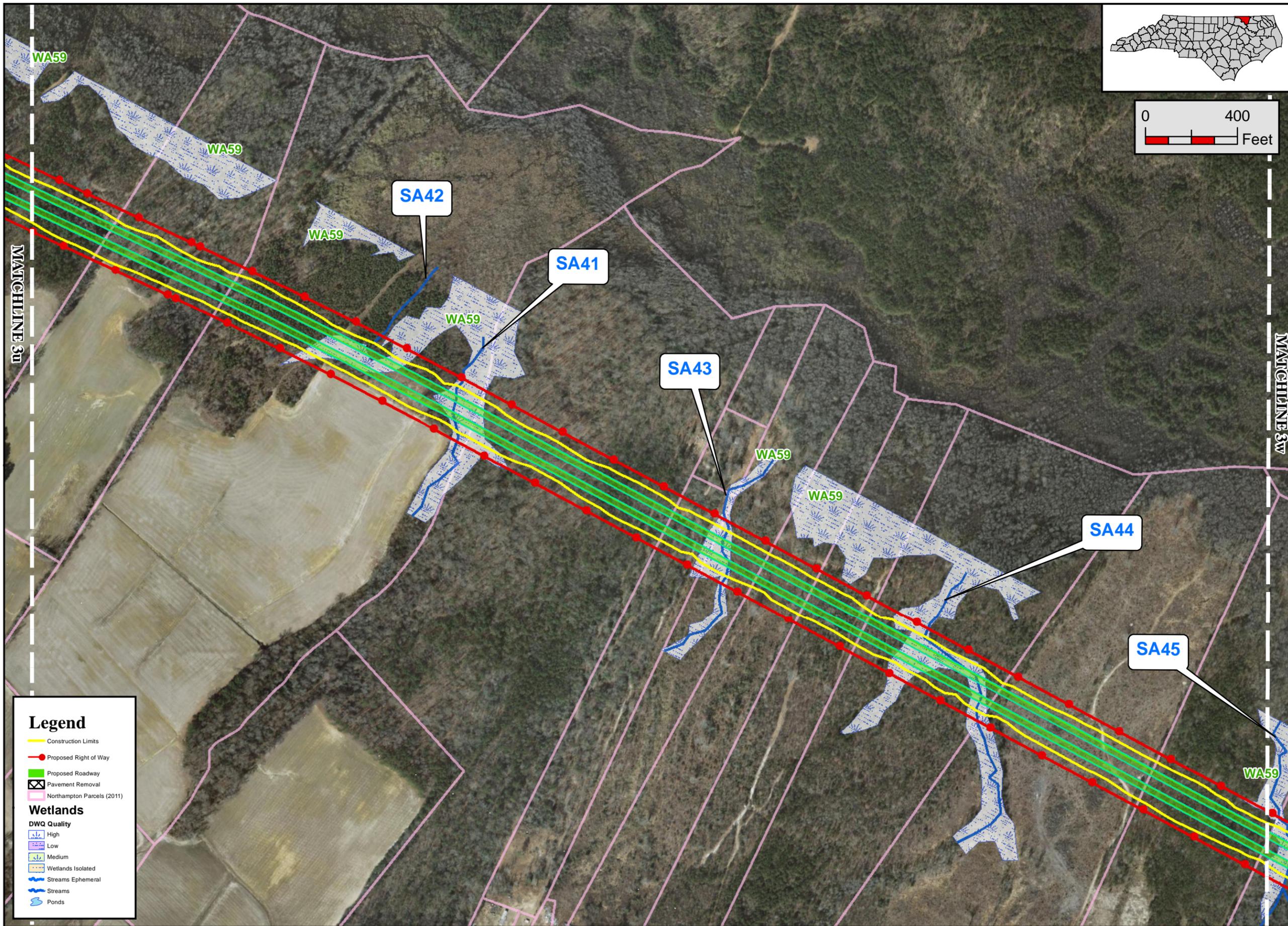
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WBS:  
34472.1.1

Date:  
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**Figure**  
**3u**

By: J.TORTORELLA



MATCHLINE 3u

MATCHLINE 3v

**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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WEST OF GARYSBURG TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)**

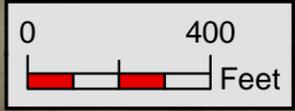
NORTHAMPTON COUNTY  
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Div: 1	TIP# R-2582
WBS: 34472.1.1	
Date: September 2013	

**Figure  
3v**

By: J.TORTORELLA



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(PREFERRED ALTERNATIVE)

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County:  
Northampton

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34472.1.1

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September 2013

Figure  
**3W**

By: J.TORTORELLA



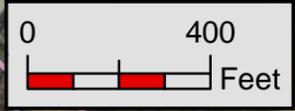
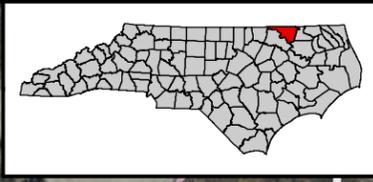
**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- ⊠ Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



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WEST OF GARYSBURG TO THE  
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NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

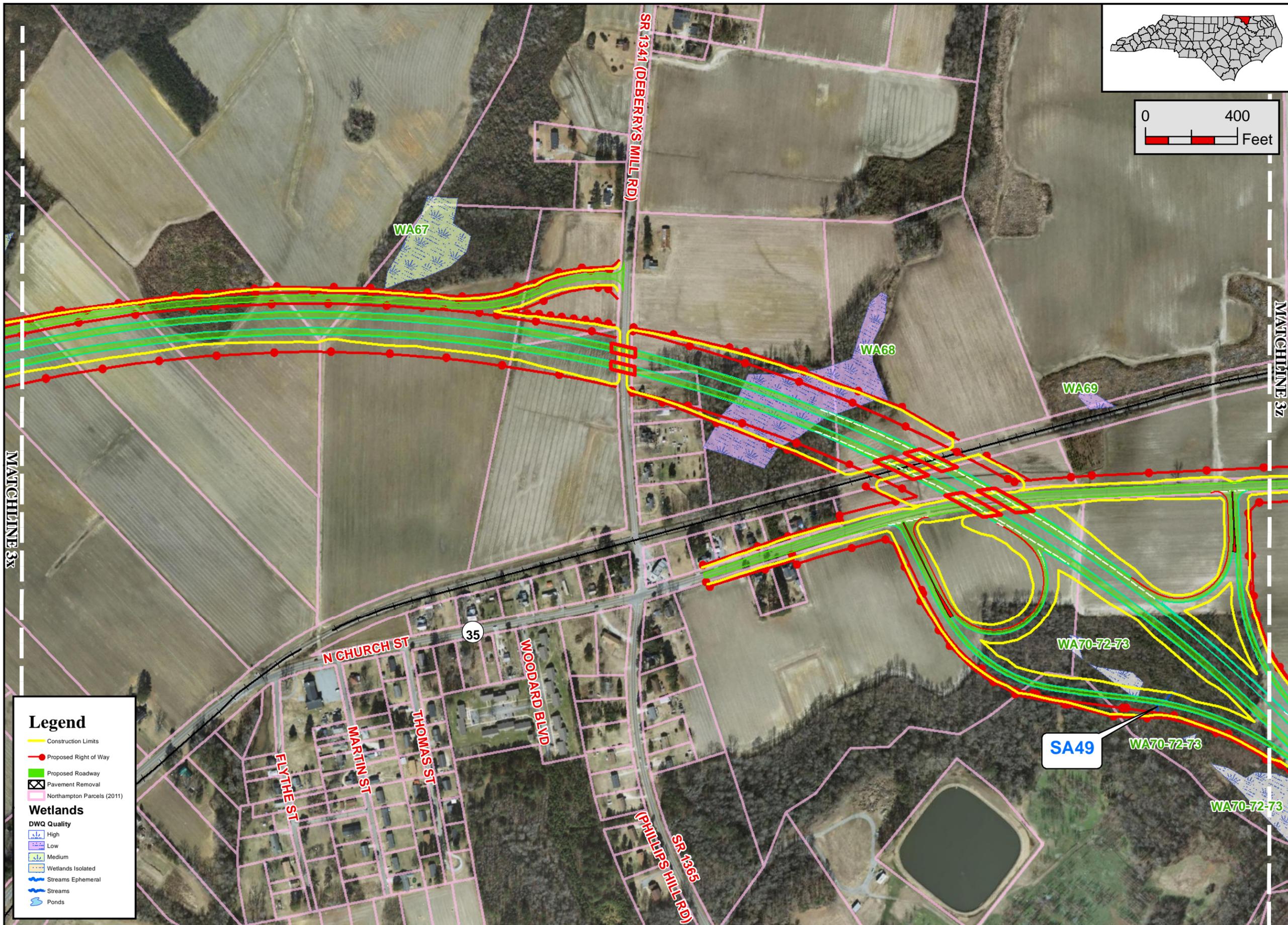
Div: 1	TIP# R-2582
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WBS:  
34472.1.1

Date:  
September 2013

**Figure  
3X**

By: J.TORTORELLA



**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- ⊠ Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds

By: J.TORTORELLA



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

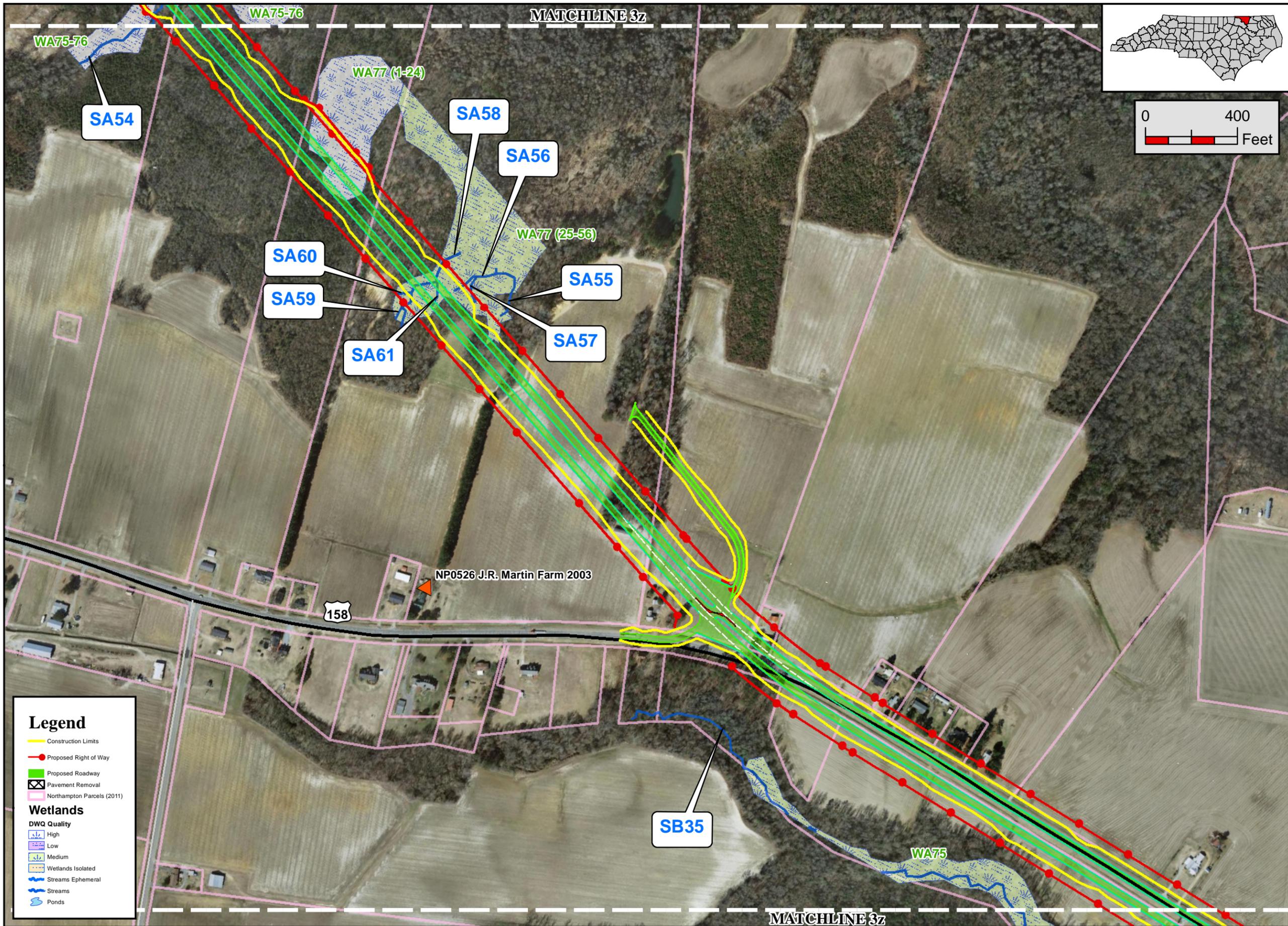
**WIDENING OF US 158 FROM THE I-95/NC 46 INTERCHANGE WEST OF GARYSBURG TO THE MURFREESBORO BYPASS (PREFERRED ALTERNATIVE)**

NORTHAMPTON COUNTY  
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**Figure 3y**



By: J.TORTORELLA



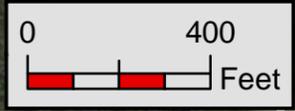
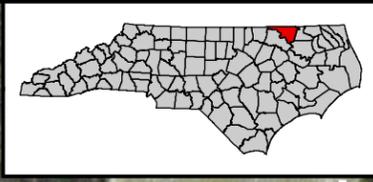
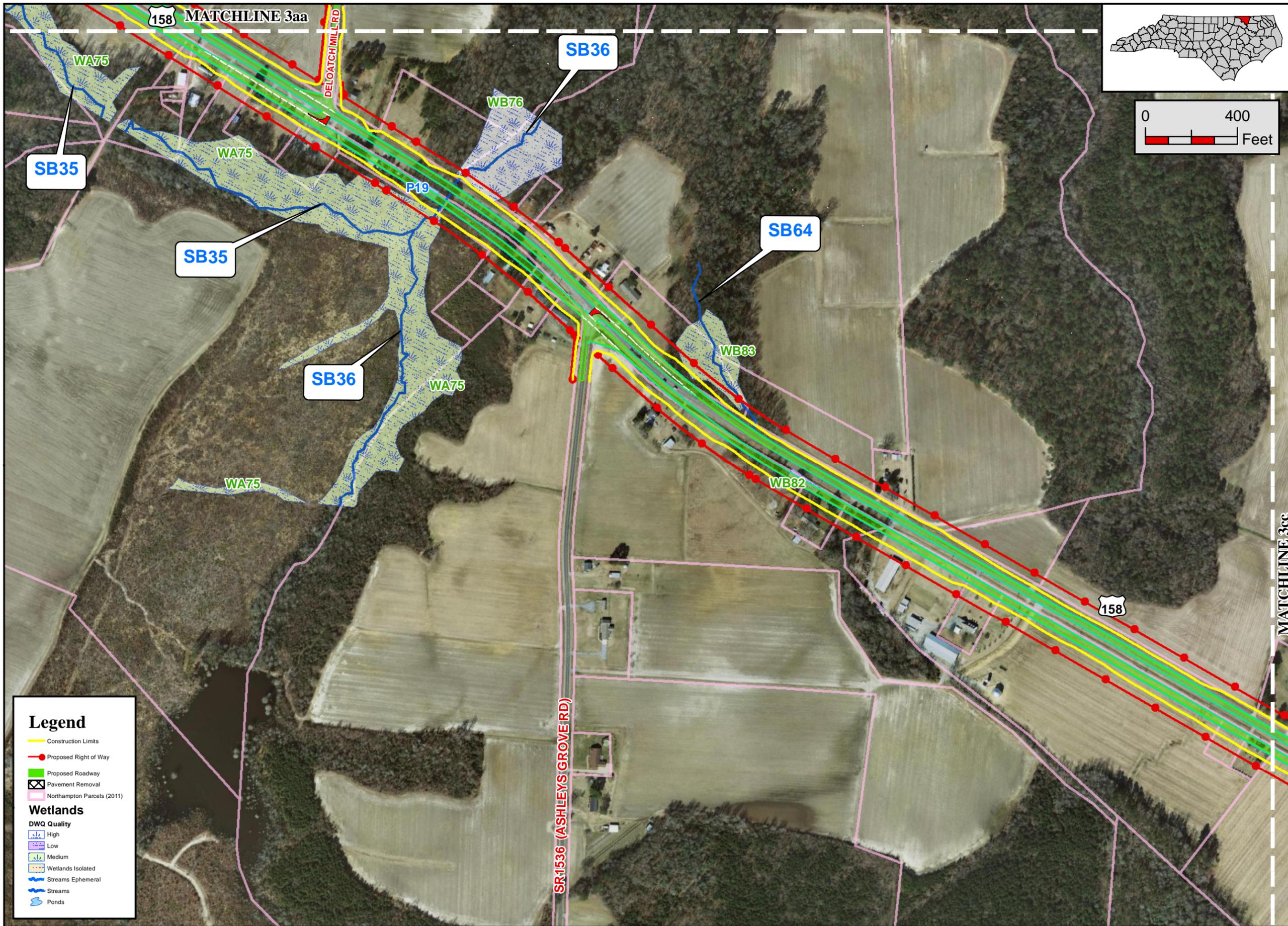
NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

WIDENING OF US 158  
FROM THE I-95/NC 46 INTERCHANGE  
WEST OF GARYSBURG TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)  
NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County: Northampton	
Div: 1	TIP# R-2582
WBS: 34472.1.1	
Date: September 2013	

**Figure**  
**3z**



**Legend**

- Construction Limits
- Proposed Right of Way
- Proposed Roadway
- Pavement Removal
- Northampton Parcels (2011)

**Wetlands**

DWQ Quality

- High
- Low
- Medium
- Wetlands Isolated
- Streams Ephemeral
- Streams
- Ponds



NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

WIDENING OF US 158  
FROM THE I-95/NC 46 INTERCHANGE  
WEST OF GARYSBURG TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County: Northampton	
Div: 1	TIP# R-2582
WBS: 34472.1.1	
Date: September 2013	

**Figure  
3aa**

By: J.TORTORELLA



By: J.TORTORELLA



NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

WIDENING OF US 158  
FROM THE I-95/NC 46 INTERCHANGE  
WEST OF GARYSBORO TO THE  
MURFREESBORO BYPASS  
(PREFERRED ALTERNATIVE)

NORTHAMPTON COUNTY  
TIP PROJECT R-2582 & R-2584



County:  
Northampton

Div: 1	TIP# R-2582
-----------	----------------

WBS:  
34472.1.1

Date:  
September 2013

Figure  
**3bb**

## **APPENDIX A**

### **PROJECT COMMITMENTS**

## PROJECT COMMITMENTS

**US 158  
From the I-95 / NC 46 Interchange West of Garysburg  
To the Murfreesboro Bypass  
Northampton County  
WBS No. 34472.1.1  
T.I.P. Project No. R-2582 & R-2584**

### **Roadway Design:**

- Roadway Design Unit will coordinate with the NCDOT Rail Division in order to preserve space for a future connector track west of Garysburg.

### **Project Development & Environmental Analysis Unit (PDEA):**

- Prior to the initiation of construction, NCDOT will record the existing conditions of the Henry Stephenson House and the J.R. Martin Farm in accordance with the “Historic Structures and Landscape Recordation Plan”. The recordation results will be provided to the SHPO, who will comment within fifteen (15) days of his receipt of the materials. NCDOT will deposit copies of the documentation with the SHPO, NCDOT Historic Architecture Group, Mrs. Linda Morgan, Mr. Melvin King Futrell, and Mrs. Katherine F. Allen.
- NCDOT, in consultation with the SHPO, will develop a Data Recovery Plan (DRP) for site 31NP317. NCDOT will ensure that the DRP is implemented after Right-of-Way is acquired or once Right-of-Entry is secured from the property owners and prior to construction activities within the site location as shown in the DRP. NCDOT will prepare and forward a Management Summary to the SHPO detailing the results of the Data Recovery field investigations. The Management Summary will contain sufficient information to demonstrate that the field investigation portion of the DRP has been implemented. NCDOT or their consultants will complete the analysis and report preparation detailing site 31NP317 within twelve (12) months after completion of the fieldwork.
- To mitigate impacts to site 31NP290/290\*\*, NCDOT will fund and contract with an individual or firm to assist NCDOT and the Office of State Archaeology (OSA) with the development of an archaeological research context to better understand the Confederate strategic defensive plan in North Carolina (in particular, the events surrounding the 1863 Battle of Boone’s Mill) and to aid in future NRHP evaluation of Civil War-era fortifications in North Carolina. NCDOT will ensure that any field investigations associated with the research plan will be implemented after Right-of-Way is acquired or once Right-of-Entry is secured from the property owners and prior to any construction activities within the site location for 31NP290/290\*\*. NCDOT or their consultant will complete the research report and context within eighteen (18) months of the date of

## PROJECT COMMITMENTS

execution of the MOA. These documents will be subject to review and acceptance by OSA.

### **Roadway Design/PDEA:**

- A roadside picnic area, which overlooks a former millpond (that served Boone's Mill), is accessed by a dead-end section of roadway that parallels US 158. The picnic area is within the existing US 158 right of way. Impacts to the site will be minimized as much as possible.
- For all impacted historic properties the controlled access fencing required by the Undertaking will be of wooden post-and-board construction instead of the standard woven wire. Fencing will accommodate existing access points and extend along the entire US 158 frontage of the Henry Stephenson House property and the southern side of new location crossing the J.R. Martin Farm. Fencing placement and composition will be incorporated into the final project design plan.
- During construction NCDOT will employ temporary barrier and erosion control fencing as needed to protect the historic resources. NCDOT's Right-of-Way Unit will work with the property owners to fairly reimburse them for costs incurred in repairing, relocating, or replacing any existing fencing directly affected by the Undertaking.

### **Roadside Environmental/PDEA/Roadway Design:**

- For all impacted historic properties the NCDOT, in consultation with the property owners, will develop and implement landscape plans for those parts of the properties directly impacted by the Undertaking, specifically the US 158 frontage of the Henry Stephenson House and the southern side of new location crossing the J.R. Martin Farm. The plans will utilize materials from native plant communities to reestablish a natural appearance, as well as help screen the properties from the proposed new and widened roadways. The NCDOT Historic Architecture Group, SHPO, and property owner will review and comment on the resulting plans. NCDOT will guarantee all new plantings for two (2) years and provide replacements within that time period. All plantings will comply with NCDOT standards as outlined in "Guidelines for Planting within Highway Right-of-Way." The landscape plans will be incorporated into the final project design plan.

## **APPENDIX B**

### **COMMENTS ON THE STATE FEIS**



# North Carolina Department of Administration

Beverly Eaves Perdue, Governor  
Secretary

Moses Carey, Jr.,

August 2, 2011

Mr. Gregory Thorpe  
NCDOT  
Project Dev. & Env. Analysis Branch  
1548 Mail Service Center  
Raleigh, NC

**Re: SCH File # 11-E-4220-0316; FEIS; Proposed widening of US 158 from Weldon to the Murfreesboro Bypass TIP Nos. R-2582 and R-2584**

Dear Mr. Thorpe:

The above referenced environmental impact information has been reviewed through the State Clearinghouse under the provisions of the North Carolina Environmental Policy Act.

Attached to this letter are comments made in the review of this document. Based on a consideration of the comments it has been determined that no additional State Clearinghouse environmental review action on your part is needed for compliance with the North Carolina Environmental Policy Act. A Record of Decision pursuant to NCAC 25.606 should be filed with the State Clearinghouse. The attached comments should be taken into consideration in project development and where appropriate discussed in the Record of Decision.

Best regards.

Sincerely,

A handwritten signature in black ink, appearing to read "Sheila Green".

Sheila Green  
State Environmental Review Clearinghouse

Attachments

cc: Region L

**Mailing Address:**  
1301 Mail Service Center  
Raleigh, NC 27699-1301

**Telephone:** (919)807-2425  
Fax (919)733-9571  
State Courier #51-01-00  
e-mail [state.clearinghouse@doa.nc.gov](mailto:state.clearinghouse@doa.nc.gov)

**Location Address:**  
116 West Jones Street  
Raleigh, North Carolina



North Carolina Department of Environment and Natural Resources

Beverly Eaves Perdue  
Governor

Dee Freeman  
Secretary



MEMORANDUM

TO: Sheila Green  
State Clearinghouse

FROM: Melba McGee  
Project Review Coordinator

RE: 11-0316 FEIS - Proposed Widening of US 158 to Murfreesboro  
Bypass in Halifax and Northampton Counties

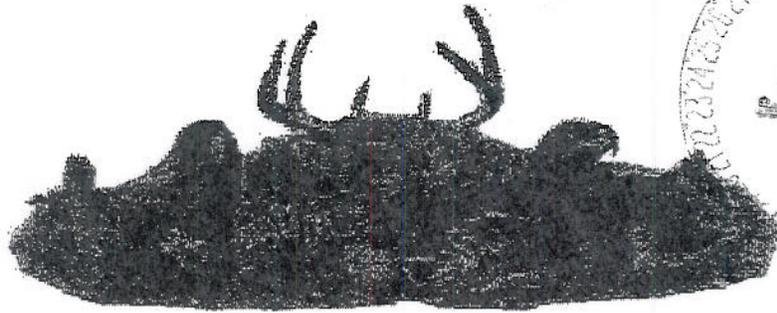
DATE: August 1, 2011

The Department of Environment and Natural Resources has reviewed the proposed project.

There are a number of concerns that need to be addressed prior to this project moving forward. We ask that the Department of Transportation work directly with our commenting agencies during the NEPA Merger Process. This will help avoid delays at the permit phase.

Thank you for the opportunity to comment on this project.

Attachments



## ☒ North Carolina Wildlife Resources Commission ☒

Gordon Myers, Executive Director

### MEMORANDUM

TO: Melba McGee  
Office of Legislative and Intergovernmental Affairs, DENR

FROM: Travis Wilson, Highway Project Coordinator  
Habitat Conservation Program

DATE: July 22, 2011

SUBJECT: North Carolina Department of Transportation (NCDOT) State Final Environmental Impact Statement (SFEIS) for the proposed widening of US 158 from Weldon to the Murfreesboro bypass, Halifax and Northampton Counties, North Carolina. TIP No. R-2582 and R-2584, SCH Project No. 11-0316

Staff biologists with the N. C. Wildlife Resources Commission have reviewed the subject SFEIS and are familiar with habitat values in the project area. The purpose of this review was to assess project impacts to fish and wildlife resources. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

NCDOT proposes to improve US 158 for 34.6 miles from Interstate 95 at Weldon to the Merfreesboro Bypass. As a member of the Section 404/NEPA Merger Team, NCWRC does not object to the selected Least Environmentally Damaging Alternative.

We have reviewed the data provided in the SFEIS. The SFEIS reflects NCWRC comments from prior meetings and coordination. This project will continue to go through the Section 404/NEPA Merger process. Specifically agency coordination will continue through concurrence point 4b and 4c in the Section 404/NEPA Merger process. Thank you for the opportunity to comment. If we can be of any further assistance please call me at (919) 528-9886.

---

**Mailing Address:** Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721  
**Telephone:** (919) 707-0220 • **Fax:** (919) 707-0028

cc: Gary Jordan, USFWS  
David Wainwright, DWQ, Raleigh  
Bill Biddlecome, USACE, Washington  
Chris Militscher, USEPA



North Carolina Department of Environment and Natural Resources

Division of Water Quality  
Coleen H. Sullins  
Director

Beverly Eaves Perdue  
Governor

Dee Freeman  
Secretary

July 18, 2011

**MEMORANDUM**

To: Melba McGee, Environmental Coordinator, Office of Legislative and Intergovernmental Affairs

From: David Wainwright, Division of Water Quality, Central Office *DW*

Subject: Comments on the Draft Environmental Impact Statement related to the proposed widening of US 158 from existing I-95 and NC 46 interchange located west of Garysburg to the Murfreesboro Bypass, Northampton County, TIP R-2582 and R-2584.  
State Clearinghouse Project No. 11-0316.

This office has reviewed the referenced document dated March 2011. The NC Division of Water Quality (NCDWQ) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact Waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional wetlands, streams, and other surface waters. NCDWQ offers the following comments based on review of the aforementioned document:

**Project Specific Comments:**

1. This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, NCDWQ will continue to work with the team.
2. The 303(d) analysis, Section 3.5.3.2 Water Quality, is based on the 303(d) list released in 2006. The analysis should be updated using the more recently approved 2010 303(d) list. While there does not appear to be any changes to individual listings, the 2010 303(d) list lists all waters in the state as impaired due to fish consumption advisories related to mercury.
3. The NCDOT is respectfully reminded that jurisdictional determinations made in May 2005 have, or will, expire soon. The NCDWQ suggests that re-verification of jurisdictional features be performed prior to submitting a 401 Water Quality Certification application.
4. The NCDWQ requests a copy of the referenced Qualitative Indirect and Cumulative Effects Assessment, dated August 25, 2008.

**General Comments:**

5. Future documentation, including the 401 Water Quality Certification Application, should continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.

Transportation Permitting Unit  
1650 Mail Service Center, Raleigh, North Carolina 27699-1650  
Location: 512 N. Salisbury Street, Raleigh, North Carolina 27604  
Phone: 919-807-6301 \ FAX: 919-807-6494  
Internet: <http://portal.ncdenr.org/web/wq>

One  
North Carolina  
*Naturally*

6. NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
  
7. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.

NCDWQ appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact David Wainwright at (919) 807-6405.

cc: Bill Biddlecome, US Army Corps of Engineers, Washington Field Office  
Chris Militscher, Environmental Protection Agency (electronic copy only)  
Travis Wilson, NC Wildlife Resources Commission (electronic copy only)  
Garcy Ward, DWQ Washington Regional Office  
File Copy



North Carolina Department of Environment and Natural Resources  
Office of Conservation, Planning, & Community Affairs

Beverly Eaves Perdue, Governor

Linda Pearsall, Director

Dee Freeman, Secretary

July 20, 2011

**MEMORANDUM**

TO: Melba McGee, DENR Environmental Coordinator

FROM: Harry LeGrand<sup>HJ</sup>, Natural Heritage Program

SUBJECT: Final EIS – Proposed Widening of US 158 from Weldon to the Murfreesboro Bypass;  
Northampton County; TIP Nos. R-2582 and R-2584

REFERENCE: 11-0316

The Natural Heritage Program has a few records of significant natural heritage features in the project area. These are limited to the section of US 158 between Garyburg and Jackson. Where US 158 crosses Arthurs Creek, there is a 1958 record of the State Significantly Rare Emmons's sedge (*Carex emmonsii*). Though it is certainly possible that this sedge could still be present in the general area, it is given an historical occurrence because of the time lapse since it was last reported. Of greater concern is the location of the Roanoke Breastworks State Historic Site, lying along the south side of US 158 about a mile west of Jackson. The additional lanes of US 158 should be constructed on the north side of the existing highway here. It is important that the NC Department of Cultural Resources comment on this project, especially if some of their land is proposed to be taken. The significant natural heritage resources within this state historic site are located farther southward, well away from the project site.

Please do not hesitate to contact me at 919-715-8697 if you have questions or need further information.

DEPARTMENT OF ENVIRONMENT AND  
NATURAL RESOURCES  
DIVISION OF ENVIRONMENTAL HEALTH

Project Number <b>11-0316</b>
County <b>Halifax, Northampton</b>

Inter-Agency Project Review Response

Project Name NC-DOT Type of Project Final Environ. Impact Statement - Proposed widening of US 158 from Weldon to Murfreesboro Bypass. TIP Nos. R-2582 and R-2584

- The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300et. seq.). For information, contact the Public Water Supply Section, (919) 733-2321.
- This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.
- If this project is constructed as proposed, we will recommend closure of \_\_\_\_\_ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Section at (252) 726-6827.
- The soil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised that prior to the removal or demolition of dilapidated structures, an extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. For information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A. 1900 et. sep.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.
- The applicant should be advised to contact the local health department regarding the sanitary facilities required for this project.
- If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634, (919) 733-2321.
- For Regional and Central Office comments, see the reverse side of this form.

Jim McRight

Reviewer

PWSS

Section/Branch

06/24/2011

Date

DEPARTMENT OF ENVIRONMENT AND  
NATURAL RESOURCES  
DIVISION OF ENVIRONMENTAL HEALTH

Inter-Agency Project Review Response

JUL 01 2011

Project Number  
11-0316

County  
Halifax,  
Northampton

Project Name NC-DOT Type of Project

Final Environ. Impact  
Statement - Proposed  
widening of US 158 from  
Weldon to Murfreesboro  
Bypass. TIP Nos. R-2582  
and R-2584

Comments provided by:

- Regional Program Person  
 Regional Supervisor for Public Water Supply Section  
 Central Office program person

Name Michael Douglas-Raleigh RO Date: 06/24/2011

Telephone number: 919-791-4200

Program within Division of Environmental Health:

- Public Water Supply  
 Other, Name of Program: \_\_\_\_\_

Response (check all applicable):

- No objection to project as proposed  
 No comment  
 Insufficient information to complete review  
 Comments attached  
 See comments below



*Any water main relocations must be ~~submitted~~  
approved by the PWSS Technical Services  
Branch prior to construction.*

Return to:  
Public Water Supply Section  
Environmental Review Coordinator for the  
Division of Environmental Health

RECEIVED

JUN 27 2011

**INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS**

Project Number: 11-0316 Due Date: \_\_\_\_\_

After review of this project it has been determined that the ENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input checked="" type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input type="checkbox"/>	Permit to construct & operate Transportation Facility as per 15 A NCAC (2D.0800, 2Q.0601)	Application must be submitted at least 90 days prior to construction or modification of the source.	90 days
<input checked="" type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input checked="" type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950.		
<input type="checkbox"/>	Complex Source Permit required under 15 A NCAC 2D.0800		
<input type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) At least 30 days before beginning activity. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input checked="" type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with ENR Bond amount varies with type mine and number of acres of affected land. Any acre mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
<input type="checkbox"/>	Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.C. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, certify construction is according to ENR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage of the total project cost will be required upon completion.	30 days (60 days)

PERMITS		SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations.	10 days N/A
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
<input type="checkbox"/>	State Lakes Construction Permit	Application fees based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15-20 days N/A
<input type="checkbox"/>	401 Water Quality Certification	N/A	60 days (130 days)
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 fee must accompany application	55 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$50.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/>	Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, NC 27611		
<input type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
<input type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
<input type="checkbox"/>	Tar Pamlico or Neuse Riparian Buffer Rules required.		
* Other comments (attach additional pages as necessary, being certain to cite comment authority)			



### REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

**Asheville Regional Office**

2090 US Highway 70  
Swannanoa, NC 28778  
(828) 296-4500

**Mooreville Regional Office**

610 East Center Avenue, Suite 301  
Mooreville, NC 28115  
(704) 663-1699

**Wilmington Regional Office**

127 Cardinal Drive Extension  
Wilmington, NC 28405  
(910) 796-7215

**Fayetteville Regional Office**

225 North Green Street, Suite 714  
Fayetteville, NC 28301-5043  
(910) 433-3300

**Raleigh Regional Office**

3800 Barrett Drive, Suite 101  
Raleigh, NC 27609  
(919) 791-4200

**Winston-Salem Regional Office**

585 Woughtown Street  
Winston-Salem, NC 27107  
(336) 771-5000

**Washington Regional Office**

943 Washington Square Mall  
Washington, NC 27889  
(252) 946-6481

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

COUNTY: HALIFAX  
NORTHAMPTON

F02: HIGHWAYS AND ROADS

STATE NUMBER: 11-E-4220-0316  
DATE RECEIVED: 06/20/2011  
AGENCY RESPONSE: 07/27/2011  
REVIEW CLOSED: 08/01/2011

MS HOLLY GILROY  
CLEARINGHOUSE COORDINATOR  
DEPT OF AGRICULTURE  
1001 MSC - AGRICULTURE BLDG  
RALEIGH NC

**REVIEW DISTRIBUTION**

CC&PS - DIV OF EMERGENCY MANAGEMENT  
DENR LEGISLATIVE AFFAIRS  
DEPT OF AGRICULTURE  
DEPT OF CULTURAL RESOURCES  
DEPT OF TRANSPORTATION  
UPPER COASTAL PLAIN COG



**PROJECT INFORMATION**

APPLICANT: NCDOT  
TYPE: State Environmental Policy Act  
Final Environmental Impact Statement

DESC: Proposed widening of US 158 from Weldon to the Murfreesboro Bypass TIP Nos.  
R-2582 and R-2584

CROSS-REFERENCE NUMBER: 03-E-4220-0127 08-E-4220-0349

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:  NO COMMENT  COMMENTS ATTACHED

SIGNED BY:

*Susan DeCoteau*

DATE:

*7/28/11*



Steven W. Troxler  
Commissioner

North Carolina Department of Agriculture  
and Consumer Services  
*Agricultural Services*

Vernon N. Cox  
Environmental Programs  
Specialist

July 27, 2011

Ms. Sheila Green  
State Clearinghouse  
N.C. Department of Administration  
1301 Mail Service Center  
Raleigh, North Carolina 27699-1301

State #: 11-E-4220-0316  
RE: TIP Nos. R-2582 and R-2584



Dear Ms. Green:

Thank you for the opportunity to comment on the Final Environmental Impact Statement for the proposed widening of US 158 corridor from Weldon to the Murfreesboro bypass. The North Carolina Department of Agriculture and Consumer Services (NCDA&CS) is concerned about the conversion of North Carolina's farm and forest lands to other uses. Due to the importance of agricultural activities in the area, as well as the economy of the entire state, NCDA&CS strongly encourages the project planners to avoid conversion of agricultural land to other uses whenever possible. When avoidance is not possible, all reasonable efforts to minimize impacts to agricultural operations and agricultural land should be implemented.

The recommended alternative will have significant impact on the agricultural operations in the project area. As indicated in Table 4-3, a total of 517 acres of agricultural land will be converted from their current use. In addition, access to remaining farmland will be limited as a result of the construction of this corridor. NCDOT must work closely with landowners to minimize disruptions to farming operations both during construction and as a result of the new roadway once it is constructed. Of particular importance is to provide adequate access for farm machinery to remaining tracts of farmland and seek to minimize isolation of individual parcels of property that could render them unusable for agricultural production.

Respectfully,

Vernon N. Cox  
Environmental Programs Specialist

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

COUNTY: HALIFAX  
NORTHAMPTON

F02: HIGHWAYS AND ROADS

STATE NUMBER: 11-E-4220-0316  
DATE RECEIVED: 06/20/2011  
AGENCY RESPONSE: 07/27/2011  
REVIEW CLOSED: 08/01/2011



MS RENEE GLEDHILL-EARLEY  
CLEARINGHOUSE COORDINATOR  
DEPT OF CULTURAL RESOURCES  
STATE HISTORIC PRESERVATION OFFICE  
MSC 4617 - ARCHIVES BUILDING  
RALEIGH NC

REVIEW DISTRIBUTION

CC&PS - DIV OF EMERGENCY MANAGEMENT  
DENR LEGISLATIVE AFFAIRS  
DEPT OF AGRICULTURE  
DEPT OF CULTURAL RESOURCES  
DEPT OF TRANSPORTATION  
UPPER COASTAL PLAIN COG

PROJECT INFORMATION

APPLICANT: NCDOT  
TYPE: State Environmental Policy Act  
Final Environmental Impact Statement

DESC: Proposed widening of US 158 from Weldon to the Murfreesboro Bypass TIP Nos.  
R-2582 and R-2584

CROSS-REFERENCE NUMBER: 03-E-4220-0127 08-E-4220-0349

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:  NO COMMENT  COMMENTS ATTACHED

SIGNED BY: Renee Gledhill-Earley

DATE: 7.13.11

*Effects finding correct, awaiting archaeological survey.*

*ER 00-7745*  
*A - N/C - awaiting survey report*  
*7/6/11*  
*Due 6/29/11*

*Due 7/14/11*



JUN 23 2011



July 6, 2011

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

**RECEIVED**  
Division of Highways

JUL 08 2011

Preconstruction  
Project Development and  
Environmental Analysis Branch

Dr. Gregory J. Thorpe, Ph.D., Manager  
Project Development and Environmental Analysis Branch  
North Carolina Department of Transportation  
1548 Mail Service Center  
Raleigh, North Carolina 27699-1548

SUBJECT: State Final Environmental Impact Statement for the Proposed Widening of US 158, Northampton County, North Carolina; TIP Project Nos.: R-2582 and R-2584

Dear Dr. Thorpe:

The U.S. Environmental Protection Agency Region 4 (EPA) has reviewed the subject document and is commenting consistent with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The North Carolina Department of Transportation (NCDOT) is proposing to widen and provide several bypasses for an approximate 34.6-mile, multi-lane, median divided facility from the I-95/NC 46 Interchange to the Murfreesboro Bypass in Northampton County. The proposed new location US 158 bypasses include the towns of Weldon, Garysburg, Jackson, Faison's Old Tavern, and Conway.

The proposed project has been in the NEPA/Section 404 Merger 01 process since February of 2000. EPA concurred on purpose and need on February 9, 2000. Concurrence Point 2, Detailed Study Alternatives to be Carried Forward was signed on August 18, 2005. Concurrence Point 3, the Least Environmentally Damaging Practicable Alternative (LEDPA) was signed on October 19, 2010 and the Concurrence Point 4A Avoidance and Minimization measures were signed on February 1, 2011. EPA's detailed review comments on the FEIS are provided in Attachment A.

We will continue to work with you and other agencies on the environmental coordination activities for this project, including the hydraulic and permit review concurrence points. Please provide a copy of the Record of Decision (ROD) when it becomes available and feel free to contact Mr. Militscher of my staff at (919) 856-4206 should you have specific questions concerning EPA's comments.

Sincerely,

Heinz J. Mueller, Chief  
NEPA Program Office

cc: W. Biddlecome, USACE  
D. Wainwright, NCDENR

w/Attachment A

Attachment A  
State FEIS Detailed Review Comments  
US 158 Improvements  
Northampton County  
R-2582/R-2584

Preferred Alternative

The preferred alternative and LEDPA for the proposed project includes segments A1, B2, B3, C1, E2, E3, F2, F6, F10, G1, G6, G7 and H1. The proposed project includes the Garysburg Southern Bypass 1, Northern Jackson Bypass, Faison's Old Tavern Northern Bypass 2 and the Conway Northern Bypass 2. There was also an alternative which included a bypass of the Town of Weldon for the US 158 Business section that exists in the downtown area. The preferred alternative includes the construction of 5 interchanges and 3 grade separations for railroad crossings. The widening segments of the project are proposed for partial control of access. The new location bypasses are proposed as full control of access. Widening section alternatives utilized the 'best fit' to minimize impacts to the human and natural environment. The typical section is proposed as a 4-lane, median divided facility with 12-foot travel lanes, paved shoulders and a 46-foot grass median.

Stream and Wetland Impacts

The preferred alternative and LEDPA is expected to impact 9,142 linear feet of streams and 56.8 acres of wetlands. An Individual Permit from the U.S. Army Corps of Engineers is required. There are ten major named stream systems along the 34.6-mile route with numerous unnamed tributaries. The ten major stream systems include: Arthur's Creek, Trouble Field Creek, Occoneechee Creek, Gumberry Swamp, Ramsey Creek, Wiccacanee Swamp, Wildcat Swamp, Corduroy Swamp, Kirby's Creek, and Reedy Branch. None of the above referenced stream systems are classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Waters (WS), or specifically listed as impaired under Section 303(d) of the Clean Water Act. There were several isolated wetland systems located in the project study area as well as numerous small ponds.

Section 404 avoidance and minimization measures proposed for the preferred alternative include: bridging system #SB 15 with a 120-foot long bridge, and systems #WB 25 and #WB 27 with a 1,295-foot long bridge. Other avoidance and minimization measures include: steeper side slopes in jurisdictional areas, horizontal and vertical alignment shifts, and alternative interchange designs at two locations.

Compensatory mitigation for jurisdictional impacts is discussed on pages 104 to 106 of the FEIS. NCDOT has identified 4 potential on-site mitigation opportunities. NCDOT proposes to utilize the Ecosystem Enhancement Program (EEP) for the balance of compensatory mitigation depending upon the mitigation plans for the 4 sites identified.

## Other Natural Resource Impacts

Terrestrial forest impacts are not identified in Table S-1 for the Summary Impacts for the Preferred Alternative. The direct loss of forested wildlife habitat\* continues to be an environmental concern. EPA requests that the NCDOT identify the quantity of terrestrial forests impacted from the Preferred Alternative in the Record of Decision (ROD).

## Human Resource Impacts

Residential and business relocations for the Preferred Alternative are 38 and 4, respectively. Impacted noise receptors are shown in Table S-1 as 73. Farmland impacts are identified in Table 4-3 and are evaluated to be below the NRCS criteria for being classified as prime farmlands. Total farmland impacts as calculated from the aforementioned table are 517 acres. The proposed project is expected to have an adverse effect to 4 historic properties, including the Francis Parker House, the J.R. Martin Farm, the Henry Stephenson House, and the Oak Grove Baptist Church. The adverse effects are detailed in Section 4.1.4.1 of the FEIS and Appendix C. Archeological resources have not been identified in the FEIS and a survey is currently underway for the LEDPA for inclusion in the ROD.

There are 6 hazardous material sites (Underground storage tank) identified as being potentially impacted by the proposed project. All are estimated by NCDOT to be of low or negligible impact to the project. The FEIS also identifies 1 school, 1 church, 1 cemetery and 1 recreational area and park (i.e., Boone's Mill roadside picnic area) that will be impacted by the Preferred Alternative. The NCDOT's analysis of environmental justice issues is addressed on page 86 of the FEIS. The NCDOT does not believe that the proposed project will result in a disproportionately high and adverse impact to low income and minority populations. The FEIS includes a general discussion of economic issues on pages 7 and 87. Following the completion of the project and expected short-term economic gains from construction, there is concern that the new location bypasses will draw through traffic away from the town centers, and thus potentially negatively affect local businesses in Garysburg, Jackson, Faison's Old Tavern and Conway.

\* Under Section 3.5.4.5.1, federally Threatened and Endangered Species, NCDOT states: "*Some populations of fauna and flora have declined, or in the process of declining due to either natural forces or their inability to coexist with humans*". The last part of this statement is believed to be misdirected. Human activities including the destruction and alteration of habitat, air and water pollution, misuse of pesticides and herbicides, hunting and poaching, human introduction of invasive plant and animal species, lack of conservation, etc., are some of the principal reasons for the decline of certain native wildlife species. Please also refer to: <http://epw.senate.gov/esa73.pdf> ; Section 2(1).

## **APPENDIX C**

### **POST HEARING MEETING MINUTES**

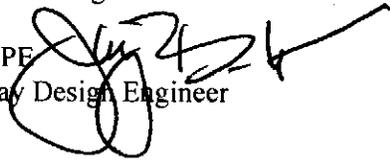


STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

MEMO TO: Post Hearing Meeting Attendees

FROM: Jay Bennett, PE  
State Roadway Design Engineer 

DATE: June 4, 2013

SUBJECT: Project: 34472.1.1 (R-2582 & R-2584) Northampton County  
US 158 from I-95/NC 46 Interchange West of Garysburg to the  
Murfreesboro Bypass

**Post Hearing Meeting Minutes**

The post hearing meeting was held in the Structure Design conference room at 1:00pm on May 13, 2013, to discuss the comments received from the subject projects Design Public Hearings. These hearings were held on August 14, 2012 at the Conway Middle School located on East Main Street in Conway, August 15, 2012 at the Garysburg Town Hall located on Old Highway Road in Garysburg, and August 16, 2012 at the Northampton County Cultural & Wellness Center located on NC 305 Highway in Jackson. Over 160 people attended these events.

Below is an **executive summary** of the main issues concerning the project, with a more detailed explanation of those concerns following.

**EXECUTIVE SUMMARY:**

- The purpose of these projects is to improve traffic flow and level of service (LOS) on this section of US 158, fulfill US 158's role as a Strategic Highway Corridor and Intrastate Route and improve safety and connectivity along this section of US 158.
- A lot of public concern questioned the need of the project. Many people do not support the above stated purpose of this project and feel the funds would be better used on other projects such as eliminating the tolling concerns on I-95 or improving education in the county.
- Many property owners and local farmers are concerned with reduction in agricultural resources, access to fields, and the new restrictions to equipment movement along the project corridor.
- Many questions were raised about the proposed service roads and the additional travel requirements they will cause to people accessing their existing properties.
- Since the public hearings, many have requested additional information on how the project will physically affect specific properties. Many times design changes are requested. We are accommodating those that are practical and will continue to reduce the impacts as the design is further developed.

**MAJOR CONCERNS:**

**A.) LONG FARM BISECTION**

1. Derreck Long of Seaboard wrote Representative Michael Wray opposing this project and questions the impacts to his hog farming operations. He's concerned about access to hog waste spray fields and the current moratorium on new lagoon construction. He also asked about access to his hunting cabin, farm equipment travel distances, and compensation for both Right of Way and loss of future revenue both for himself and future generations. He recommended an alternative alignment that went through his house but missed his farming operations. Betty Jo Wren, Stuart & Kathy Bowers, David G. Burke, Rev. David Foster, Mickey Love, Wilson Love, Tom McKiernan, and Wendy Odom sent correspondence supporting Mr. Long's position, opinion, and suggested alternate.

RESPONSE :

*Two alternatives based on Mr. Long's suggestions were investigated. Each had substantial impacts on adjacent property owners, some who were previously unaffected by the project. It has been determined that the proposed reduction in Mr. Long's spray field availability will not affect the capacity of Mr. Long's operation; therefore, NCDOT will continue with its original alignment. A formal response will be sent separately to Mr. Long.*

**B.) PROJECT IS UNNECESSARY**

1. Wendy Burgess of Pendleton is opposed to the project as a whole, citing low traffic volumes that do not support the need for a bypass and the project's impact on farmers due to limited access. She expressed concern for historic properties and questioned the benefits to the existing residents.
2. David Burke of Northampton County is opposed to the project as a whole and believes the money should be spent elsewhere. He maintains area traffic does not support the need for a bypass and the project, rather than encouraging economic development, will have the opposite effect on existing businesses. He would rather the money be used on I-95 instead of adding tolls.
3. Robert Davis of Seaboard is opposed to the project as a whole feeling it's a waste of money. He is concerned about the negative secondary impacts to local business the bypasses will create.
4. Dana M. Hicks of Western North Carolina is opposed to the project as a whole. She feels the project is unwanted by the residents of the area and will provide only financial and cultural hardship, calling it "the road to nowhere".
5. HMM, full name and address withheld, questions the need of the project, citing area traffic does not support the need for the project, nor will the project bring any new business to the area. She feels project funds could be spent more wisely on other NCDOT obligations such as bridge replacements.
6. Carolyn G. Morris of Glenn Dale, Maryland, plans to retire to this community and questions the need for this project and objects to the change in nature this project will bring to the area. She is also concerned about being able to find suitable housing. She asks for traffic numbers, information on Eminent Domain, potential economic development, funding information, and document details.
7. Elliott and Lou Stephenson of Seaboard feel the project shows very little regard for farmers.
8. Thelma G. Swain of Garysburg was dissatisfied with the method of notification of the hearings. She felt the project was not warranted and the money would be better spent on the educational system. She also had questions about project schedule and future meetings.
9. Mildred G. Williams of Irvington, New Jersey plans to retire to this community and questions the need for the interchange in Garysburg as opposed to Conway. She was upset she had not received any correspondence until July 2012 and expressed concern in receiving fair compensation in situations involving Eminent Domain.

10. Ronnie and Jan Wood of Enfield questioned the need for this project and noted that it is a waste of tax dollars. They feel the money would be better used on education and creating new jobs.
11. Laleitha Underdo called to express her feelings that the widening of NC 46 disproportionately affects minorities in the Garysburg and questioned the economic benefit to that particular area.
12. An unknown caller felt this project was not a good idea and was concerned with relocating and losing people's history. The caller asks that NCDOT think about the situation and not what one person wants to do.
13. Christie Cox of Conway opposes this project mistaking clearing across from her property as the beginning of our Roadway Construction.

RESPONSE :

*US 158 is a part of the NCDOT's Strategic Highway Corridor Plan. In the plan, the ultimate goal for the US 158 corridor is to provide a four-lane facility that will serve all of northeastern North Carolina. This section of US 158 in Northampton County has been currently prioritized high for this region; however, legislation is currently being considered by the General Assembly that would change the funding formula for our road projects. If passed into law, this project would be reprioritized based on new criteria. See <http://www.ncdot.gov/strategicmobilityformula/> for additional information.*

*Request for specific project information (if available) will be or has been sent by separate transmittal.*

**C.) REDUCE IMPACTS ON PROPERTY**

1. Rockie Vann Brett of Murfreesboro asks that we leave his home as is.
2. Ronald DeBerry of Gaston requests that we move the right of way to Miss Flossie DeBerry's house.
3. Judy DeBerry Harvin of Garner is concerned with the loss of her mother's house (same property as above) and the increased speed potential of a divided four-lane highway. She asks that we consider only realigning the existing road in places and saving the existing farm land.
4. Danny and Darlene Jernigan of Jackson request that we move the road to avoid their property. They ask that we consider only realigning the existing road nearby and spend the rest of the money on I-95.
5. Anna R. Jones of Durham owns a property being bisected by a service road. She asks that the service road be moved to the edge of her property.
6. Benita Lee, Sheila Black, Roxanna Williams Bullock, Veronica Bullock, Christopher Clark, Taylor Clark, Wanda Bullock-Kelley, Joyce C. Bentley, Nathelia High, Betina Lee, Keisha Lee, Antonio Manning, Artelia Porter, Annie Venable, Deborah Williams, Donald Williams, Donald Williams, Jr., Gwendolyn T. Williams, Malinda Williams, and Ruth Williams all wrote and/or called separately asking to save their family's ancestral home of Annie P. Williams.
7. Wallace W. Dickerson on Conway contacted Division 1 Locating Engineer Casey Whitley, PE and stopped by the Roadway Design office to request that we move the road to avoid his property on Deberry Mill Road. There are two abandoned homes and an open field next to his home; however, he understood that the constraints might prevent this request from being filled.
8. Lionel Lewis does not want his mother's 50 year old funeral home off US 301 in Garysburg to be effected by this project.

RESPONSE :

*Many of the requests to change the design are in areas where we are widening existing US 158 to retain existing pavement and/or the existing Right of Way. This limits our options in reacting to these requests; however, revisions will be made where practical. Further means to reduce impacts such as reducing the proposed Right of Way width will be investigated once the Hydraulic and Utility designs are finalized.*

**D.) ACCESS QUESTIONS**

1. Steven R. Burgess of Conway had questions about access.
2. James E. Kerr of Roanoke Rapids is concerned the Right of Way isn't wide enough on the service roads for farming and logging equipment and his property will be inaccessible.
3. Gilbert Vaughn of Jackson asked about getting a service road to his property and had questions about Right of Way acquisition and uneconomic remnants.
4. Steven Rose of Conway had questions about access to his property.
5. Paylor Spruill of Garysburg had questions about a service road accessing his property.
6. Tom and Sandy Sperry of Jackson had questions about impacts to their property and access to their farm. They are unhappy with the proposed distance to median crossover locations.

RESPONSE:

*NCDOT personnel have been working with residents to explain how access to their properties will change as a result of the proposed project. Service roads are being proposed at select locations based on the cost of construction versus the estimated value of acquiring inaccessible land. Restricting crossing movements with the median and limited crossover locations reduces the number of conflict points and focuses them in the safest locations practical.*

**E.) IMPACT QUESTIONS**

1. Catherine Moody of Garysburg asks for information about her property and believes the project could have been planned better so she would not lose her heritage.
2. Lawrence Pittman of Columbia, Maryland, requested information about properties owned with Rozelia Pittman and Claudia Pittman.
3. Wes P. Terry, Jr. of Jackson requests a personal meeting with a NCDOT representative to discuss impacts to properties in his area. He would rather his entire property be purchased rather than have the control access fence through his front yard.
4. Josh Turner of Jackson bought his home after the property data was acquired for the hearing maps. He also wants more information on how the project will impact his property.
5. Robert F. and Susan E. Whiteoak of Jackson have septic field in front yard and want to know how much of their property needs to be acquired.
6. John and Catherine Boone of Seaboard had questions about the Right of Way and Easements on their property.
7. Stuart Bowers requested information about 2 additional stakes he found buried in the ground that were not where the road was going to be located.
8. Bill Terwilliger of Seaboard wanted to know if his property would be impacted directly by the project.

RESPONSE:

*Some residents called and spoke with NCDOT representatives by phone while others used email or the "Contact Us" feature on our website. Frequently visual aids such as labeled clips of the hearing maps were used in electronic correspondence to help the residents better understand the impacts to their property. Most of the information shown to the public was based on preliminary survey data used to prepare the hearing maps and therefore the exact impact to individual properties is subject to change.*

**F.) MISC.**

1. B. M. Askew of Conway offers free gravel in exchange for construction of a pond out of the pit.
2. Carolyn Brown of Murfreesboro asks that her section, R-2584C, be constructed first so land and home owners can get prepared.
3. Gary Brown of Conway praised the design and was much in favor of the project as a whole.
4. Kelly and Reba Davis of Conway provided name and address but had no comment.

5. Arthur and Carrie Everett of Murfreesboro asks that the projects start from east to west (R-2584C built first) citing heavy traffic, difficulty entering their driveway, and related accidents as frequent problems in their area.
6. Linda W. Howell of Como asks that we build the eastern end (R-2584C) first since construction of the nearby Winton bypass is already underway.
7. Audrey Nicholson of Jackson requested assistance in accessing the hearing maps online.
8. John B. Parker of Murfreesboro requests the utility poles be removed from his front yard. He installed underground electric cable to the Francis Parker House and the poles are no longer wanted.
9. Margaret Long Stephenson of Murfreesboro feels the Turner House is a Rosenwald School possibly eligible for the National Register and would like to be notified of the results of the final historical investigation.
10. Anthony and Marissa Jordan of Garysburg will have their property impacted by the project and want to be on the mailing list of all future correspondence relating to his area.
11. Ms. Vickie Bennet is interested in purchasing homes that will be acquired along the project.

RESPONSE :

*The western end of the project is phased for construction first where projected traffic volumes are highest. The above comments are noted and entered into the official record for this project. Requested information has been sent if available. Some issues cannot be addressed until later in the project development process.*

Any questions or comments regarding this information, please contact me or Jason Moore, PE, Project Engineer at (919) 707-6286.

JAB/ajm/bck

cc: Post Hearing Meeting Attendees \*

Jay Bennett, PE *	Roadway Design
Doug Taylor, PE	Roadway Design
Glenn Mumford, PE *	Roadway Design
Jason Moore, PE *	Roadway Design
Bryan Key, PE *	Roadway Design
Robert O'Dell *	Roadway Design
Paul Chan, PE	Roadway Design – Lighting & Electrical
Rob Hanson, PE *	Project Development & Environmental Analysis
Charles Cox, PE *	Project Development & Environmental Analysis
Matthew Potter, PE *	Project Development & Environmental Analysis
Chris Rivenbark	PD&EA Natural Environment Section Regional Manager
Elena Talanker	Transportation Planning Branch
Steve Kite, PE	Work Zone Traffic Control
Drew Joyner, PE *	Office of Human Environment
Jamille Robbins	Public Involvement Group Leader
Harrison Marshall	Community Studies Team Leader
Tris Ford *	Community Studies
Art McMillan, PE	Hydraulic Design
Jay Twisdale, PE	Hydraulic Design
Paul Atkinson , PE *	Hydraulic Design
Ray McIntyre, PE *	TIP Development Unit
Hardee Cox *	TIP Development Unit
Dewayne Sykes, PE	Utilities Unit

Pamela L. Alexander, PE  
Jerry Jennings, PE \*  
Bob Capehart, PE  
Mohammed Mulla, PE  
Betty Yancey  
Stuart Bourne, PE  
Omar Azizi, PE  
Shane Petersen \*  
W. David Hinnant  
James B. Harris, PE  
Bill Biddlecome  
Chris Rountree  
Bryant Buck  
Commenting Citizens

Signals Design Unit  
Division 1  
Division 1  
Geotechnical Unit  
Right of Way Branch  
Traffic Management Unit  
Structure Design  
Historic Archaeology  
Engineering & Safety Branch  
Environmental & Planning Branch  
US Corps of Engineers  
RPO Coordinator  
RPO Coordinator

**APPENDIX D**

**SECTION 106  
MEMORANDUM OF AGREEMENT**

copy w/signatures as sent by  
USACE to ACHP 5-24-13  
rec'd. NCDOT 6-5-13

**MEMORANDUM OF AGREEMENT  
AMONG THE  
UNITED STATES ARMY CORPS OF ENGINEERS,  
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION,  
AND THE  
NORTH CAROLINA STATE  
HISTORIC PRESERVATION OFFICER  
FOR  
IMPROVEMENTS TO US 158  
FROM THE I-95/NC46 INTERCHANGE  
WEST OF GARYSBURG TO THE  
MURPHREESBORO BYPASS  
NORTHAMPTON COUNTY, NORTH CAROLINA  
T.I.P. PROJECT Nos. R-2582 and R-2584  
WBS No. 34472.1.1**

**RECEIVED**  
APR 04 2013  
U.S. ARMY CORPS ENG  
Washington Regulatory File Ofc

**WHEREAS**, the United States Army Corps of Engineers (USACE) has determined that the improvements to US 158 from the I-95/NC46 Interchange west of Garysburg to the Murphreesboro Bypass in Northampton County (the Undertaking) will have an adverse effect upon the Henry Stephenson House (NP 230, also known as the Col. Abraham Joyner House), the J. R. Martin Farm (NP 526), Site 31NP290/290\*\*, and Site 31NP 317, all properties determined eligible for listing in the National Register of Historic Places (NRHP); and

**WHEREAS**, the Undertaking will compromise the historic integrity of the Henry Stephenson House and J. R. Martin Farm properties by 1) intruding into the properties and their viewsheds and introducing materials that do not harmonize with the rural landscape, 2) necessitating the removal of trees and other landscape features, and 3) generating physical obstacles to the active and historical use of the properties; and largely or completely destroy archaeological sites 31NP290/290\*\* and 31NP317; and

**WHEREAS**, the USACE has consulted with the North Carolina State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) has participated in the consultation and been invited by the USACE and the North Carolina SHPO to be a signatory to this Memorandum of Agreement (MOA); and

**WHEREAS**, Mrs. Linda Morgan, Mr. Melvin King Futrell, Mrs. Katherine F. Allen, Lemuel and Shelby Ricks, and Mr. Matt W. Ransom IV have participated in the consultation and have been invited to concur with the MOA; and

**WHEREAS**, the USACE has notified the Advisory Council on Historic Preservation (Council) of the adverse effect and the Council has declined to comment or participate in the consultation;

**NOW, THEREFORE**, the USACE, the NCDOT, and the North Carolina SHPO agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on the historic and prehistoric properties.

## **STIPULATIONS**

The USACE and NCDOT will ensure that the following measures are carried out:

**I. Photodocumentation of the Henry Stephenson House and the J. R. Martin Farm**

- A.** Prior to the initiation of construction, NCDOT will record the existing conditions of the Henry Stephenson House and the J. R. Martin Farm in accordance with the attached "Historic Structures and Landscape Recordation Plan" (Appendix A).
- B.** The recordation results will be provided to the SHPO, who will comment within fifteen (15) days of his receipt of the materials.
- C.** NCDOT will deposit copies of the documentation with the SHPO, NCDOT Historic Architecture Group, Mrs. Linda Morgan, Mr. Melvin King Futrell, and Mrs. Katherine F. Allen.

**II. Fencing for the Henry Stephenson House and the J. R. Martin Farm**

- A.** The controlled access fencing required by the Undertaking will be of wooden post-and-board construction instead of the standard woven wire. Fencing will accommodate existing access points and extend along the entire US 158 frontage of the Henry Stephenson House property and the southern side of new location crossing the J. R. Martin Farm. Fencing placement and composition will be incorporated into the final project design plan.
- B.** During construction NCDOT will employ temporary barrier and erosion control fencing as needed to protect the historic resources. NCDOT's Right-of-Way Branch will work with the property owners to fairly reimburse them for costs incurred in repairing, relocating,

or replacing any existing fencing directly affected by the Undertaking.

**III. Landscaping for the Henry Stephenson House and the J. R. Martin Farm**

- A.** The NCDOT Roadside Environmental Unit, in consultation with the property owners, will develop and implement landscape plans for those parts of the properties directly impacted by the Undertaking, specifically the US 158 frontage of the Henry Stephenson House and the southern side of new location crossing the J. R. Martin Farm. The plans will utilize materials from native plant communities to reestablish a natural appearance, as well as help screen the properties from the proposed new and widened roadways.
- B.** The NCDOT Historic Architecture Group, SHPO, and property owners will review and comment on the resultant plans.
- C.** NCDOT will guarantee all new plantings for two (2) years and provide replacements within that time period. All plantings will comply with NCDOT standards as outlined in "Guidelines for Planting within Highway Right-of-Way." The landscape plans will be incorporated into the final project design plan.

**IV. Data Recovery for Archaeological Site 31NP317**

- A.** NCDOT, in consultation with the SHPO, will develop a Data Recovery Plan (DRP) for site 31NP317, which will be affected by the subject project.
- B.** NCDOT will ensure that the DRP is implemented after Right-of-Way is acquired or once Right-of-Entry is secured from the property owners and prior to construction activities within the site location as shown in the DRP.
- C.** Upon completion of the Data Recovery efforts, NCDOT will prepare and forward a Management Summary to the SHPO detailing the results of the Data Recovery field investigations. The Management Summary will contain sufficient information to demonstrate that the field investigation portion of the DRP has been implemented.
- D.** Upon receipt of the Management Summary, the SHPO will respond within fifteen (15) days to the recommendations contained within the document.
- E.** Upon acceptance of the recommendations contained in the Management Summary, the SHPO will issue NCDOT documentation that the Data Recovery field investigations have been completed.

F. NCDOT or their consultants will complete the analysis and report preparation detailing site 31NP317 within twelve (12) months after completion of the fieldwork.

**V. Archaeological Site 31NP290/290\*\*, Boone's Mill Earthworks**

- A. To mitigate impacts to site 31NP290/290\*\*, NCDOT will fund and contract with an individual or firm (equivalent to an Archaeologist II position) to assist NCDOT and the Office of State Archaeology (OSA) with the development of an archaeological research context to better understand the Confederate strategic defensive plan in North Carolina (in particular, the events surrounding the 1863 Battle of Boone's Mill) and to aid in future NRHP evaluation of Civil War-era fortifications in North Carolina.
- B. NCDOT will ensure that any field investigations associated with the research plan will be implemented after Right-of-Way is acquired or once Right-of-Entry is secured from the property owners and prior to any construction activities within the site location for 31NP290/290\*\*.
- C. NCDOT or their consultants will complete the research report and context within eighteen (18) months of the date of execution of this Agreement. These documents will be subject to review and acceptance by OSA.

**VI. Unanticipated Discovery**

In accordance with 36 CFR 800.11(a), if NCDOT identifies any additional cultural resource(s) during construction and determines it (them) to be eligible for listing in the NRHP, all work will be halted within the limits of the NRHP-eligible resource(s) and the USACE and SHPO contacted. If after consultation with the Signatory and Concurring Parties additional mitigation is determined necessary, the NCDOT, in consultation with the Signatory and Concurring Parties, will develop and implement appropriate protection/mitigation measures for the resource(s). Inadvertent or accidental discovery of human remains will be handled in accordance with North Carolina General Statutes 65 and 70.

**VII. Dispute Resolution**

Should any of the Signatory or Concurring Parties object within thirty (30) days to any plans or documentation provided for review pursuant to this MOA, the USACE will consult with the objecting parties(y) to resolve the objection. If the objecting parties(y) or the USACE determine(s) that the objection cannot be resolved, the USACE will forward all documentation relevant to the dispute to the Council.

Within thirty (30) days after receipt of all pertinent documentation, the Council will either:

- 1) Provide the USACE with recommendations which the USACE will take into account in reaching a final decision regarding the dispute, or
- 2) Notify the USACE that it will comment pursuant to 36 CFR Section 800.7(c) and proceed to comment. Any Council comment provided in response to such a request will be taken into account by the USACE, in accordance with 36 CFR Section 800.7(c)(4) with reference to the subject of the dispute.

Any recommendations or comment provided by the Council will be understood to pertain only to the subject of the dispute. The USACE's and NCDOT's responsibility to carry out all of the actions under this agreement that are not the subject of the dispute will remain unchanged.

#### **VIII. Amendments**

Should any of the Signatory or Concurring Parties to this MOA believe that its terms cannot be carried out or that an amendment to the terms must be made, that (those) party(ies) will immediately consult with the other party(ies) to develop amendments in accordance with 36 CFR 800.6(c)(7). If an amendment cannot be agreed upon, the dispute resolution process set forth in Stipulation VII will be followed.

#### **IX. Termination**

Any of the Signatory Parties may terminate this MOA by providing notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. Termination of this MOA will require compliance with 36 CFR 800. This MOA may be terminated by the execution of a subsequent MOA that explicitly terminates or supersedes its terms.

#### **X. Duration**

Unless terminated pursuant to Stipulation IX above, this MOA will be in effect until the USACE, in consultation with the other Signatory and Concurring Parties, determines that all of its terms have satisfactorily been fulfilled or if NCDOT is unable or decides not to construct the Undertaking.

Execution of this Memorandum of Agreement by the USACE, NCDOT, and the North Carolina SHPO, its subsequent filing with the Council, and implementation of its terms evidence that the USACE has afforded the Council an opportunity to comment on the Undertaking and that the USACE has taken into account the effects of the Undertaking on the historic and prehistoric properties.

**AGREE:**

**United States Army Corps of Engineers**

*For* Henry Weber 4/5/2013  
Scott C. McLendon, Chief Date  
Regulatory Division, Wilmington District

**North Carolina State Historic Preservation Office**

Kevin Cherry 3/5/2013  
Kevin Cherry, Ph.D. Date  
North Carolina State Historic Preservation Officer

**North Carolina Department of Transportation**

Robert Andrew Joyner 3/4/13  
Robert Andrew Joyner, P. E. Date  
Head, Human Environment Unit, PDEA Branch, NCDOT

FILED:

By: \_\_\_\_\_ Date  
Advisory Council on Historic Preservation

## **APPENDIX A**

### **Historic Structures and Landscape Recordation Plan Improvements to US 158 From the I-95/NC46 Interchange West of Garysburg to the Murphreesboro Bypass Northampton County, North Carolina TIP Project Nos. R-2582 and R-2584 WBS No. 34472.1.1**

#### **Photographic Requirements**

- Overall view of the Henry Stephenson House and the J. R. Martin Farm and their immediate surroundings;
- Overall views of the properties and related fields and woodland;
- Elevations and oblique views of all component buildings, structures, and landscape elements and details of representative structural and ornamental features.

#### **Photographic Format**

- All images will be captured, labeled, and stored according to the North Carolina State Historic Preservation Office's "Policy and Guidelines for Digital Photography for Historic Property Surveys, National Register Nominations, and NRAC PowerPoint Presentations, Revised November 2008."

#### **Copies and Curation**

- One (1) set of all photographic documentation will be deposited with the North Carolina Division of Archives and History/State Historic Preservation Office, to be made a permanent part of the statewide survey and iconographic collection;
- One (1) set of all photographic documentation will be deposited in the files of the Historic Architecture Group of NCDOT;
- One (1) set of all photographic documentation will be deposited with the property owners.

**MEMORANDUM OF AGREEMENT  
AMONG THE  
UNITED STATES ARMY CORPS OF ENGINEERS,  
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION,  
AND THE  
NORTH CAROLINA STATE  
HISTORIC PRESERVATION OFFICER  
FOR  
IMPROVEMENTS TO US 158  
FROM THE I-95/NC46 INTERCHANGE  
WEST OF GARYSBURG TO THE  
MURPHREESBORO BYPASS  
NORTHAMPTON COUNTY, NORTH CAROLINA  
T.I.P. PROJECT NOs. R-2582 and R-2584  
WBS No. 34472.1.1**

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**CONCUR:**

---

Mrs. Linda Morgan  
Henry Stephenson House

Date

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**CONCUR:**

*MR. Melvin King Futrell* 4-10-2013  
Mr. Melvin King Futrell Date  
J. R. Martin Farm

**RECEIVED**

APR 12 2013

U.S. ARMY CORPS ENG  
Washington Regulatory Fld Ofc

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**CONCUR:**

Katherine F. Allen      4/10/13  
Mrs. Katherine F. Allen      Date  
J. R. Martin Farm

**RECEIVED**

APR 11 2013

U.S. ARMY CORPS ENG  
Washington Regulatory Fld Ofc

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**CONCUR:**

---

Lemuel and Shelby Ricks  
Site 31NP317

Date

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**CONCUR:**

---

Mr. Matt W. Ransom IV  
Boone's Mill Earthworks  
Site 31NP290/290\*

Date