NC 125
Williamston Bypass
From SR 1182 (East College Road) southwest of Williamston
to NC 125 northwest of Williamston
Martin County
Federal-Aid Project STP-125(1)
State Project 8.1090501
WBS Element 34553.1.1
TIP Project R-3826

ADMINISTRATIVE ACTION

ENVIRONMENTAL ASSESSMENT

U. S. Department of Transportation
Federal Highway Administration
And
N. C. Department of Transportation
Division of Highways

Submitted pursuant to 42 U. S. C. 4332(2)(C)

APPROVED:

4/30/09 Clarence W. Coleman, Jr.
Date for John F. Sullivan III, PE
Division Administrator, FHWA

4/29/09 [signature]
Date FOR Gregory J. Thorpe, Ph.D.
Manager,
Project Development and Environmental Analysis Branch, NCDOT

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ENVIRONMENTAL ASSESSMENT

Documentation Prepared in Project Development and Environmental Analysis Branch By:

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Project Engineer
Project Development and Environmental Analysis Branch

NORTH CAROLINA PROFESSIONAL SEAL 20701 ENGINEER JAMES A. McINNIS, JR.
4/29/09

TABLE OF CONTENTS

MAPS AND ILLUSTRATIONS

LIST OF TABLES

APPENDICES

PROJECT COMMITMENTS

NC 125
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Project Development and Environmental Analysis Branch-Human Environment Unit

An intensive archaeological survey will be conducted for the project from north of the CSX rail line to existing NC 125 northwest of Williamston following selection of the preferred alternative and prior to completion of the final environmental document.

NCDOT Rail Division

Formal approval for the at-grade rail crossing for the proposed bypass will be obtained from CSX Transportation prior to construction of this project. The Slade Street and SR 1410 (Cullipher Road) crossings must be closed prior to CSX Transportation granting formal approval for the proposed at-grade crossing for the bypass.

SUMMARY

Environmental Assessment
Prepared by the
Project Development and Environmental Analysis Branch
of the
North Carolina Department of Transportation

1. Type of Action

This is a Federal Highway Administration Action, Environmental Assessment.

2. Description of Action

This project involves widening existing NC 125 between SR 1182 (East College Road) and US 64 Alternate to three lanes and constructing a NC 125 bypass of Williamston from US 64 Alternate to existing NC 125 northwest of Williamston, mostly on new location. The proposed project is approximately 2.5 miles long, depending on the alternative chosen.

A two-lane roadway on multi-lane right of way is proposed for portions of the bypass on new location. Approximately 100 feet of right of way will be required for portions of this project along existing roadways and 175 feet of right of way will be required for portions on new location. Partial control of access (one access per parcel for properties with no other access) will be obtained along sections of the project constructed on new location.

3. Summary of Purpose and Need

The purpose of this project is to reduce truck traffic and improve safety on existing NC 125 through downtown Williamston.

The proposed project is intended to address the following deficiencies:

- Portions of existing NC 125 in Williamston will operate above capacity in the design year (2030) (see Section II-B-d).
- Truck traffic within Williamston is incompatible with existing residential and commercial development.

4. Alternatives Considered

Preliminary alternatives investigated for the proposed project included the "No-build" alternative, alternate modes of transportation, improve existing NC 125, reroute NC 125 onto existing roads and constructing a bypass of Williamston (see Section III). Of these preliminary alternatives, only constructing a bypass was studied in detail.

A total of nine bypass alternatives have been studied for the project. Study corridors 450 feet wide were examined for each bypass alternative. Detailed environmental surveys were performed for six of these alternatives.

Currently, three alternative corridors are under consideration for the project. These alternatives are presented in Table S1 and Figure S-1 below.

5. Summary of Environmental Effects

Table S1 presents a comparison of the current project alternatives.

TABLE S1
ALTERNATIVE COMPARISONS

	Alternative		
	1	**2N**	**4**
Residential Relocatees	9	11	15
Business Relocatees (Total Employees)	1 (10)	1 (10)	2 (22)
Wetlands Affected (Acres)	1.59	3.15	3.28
Streams Affected (Feet)	395	771	0
Open Water Impacts (Acres)	0	0	0
Protected Species Habitat?	No	No	No
Effect Protected Species?	No	No	No
Effect Historic Properties?	No	No	No
Involve Section 4(F)?	No	No	No
Receptors Impacted By Traffic Noise	2	3	8
Forested Areas Affected (Acres)	39.2	34.7	33.6
Farmland Affected (Acres)	45.4	43.6	47.5
Length New Location (Miles)	2.00	1.75	2.08
Total Length (Miles)	2.67	2.62	3.51
Total Cost (Millions)	$ 1	$15.3	$20.1

Impacts computed based on approximate width required for future four-lane typical section for the project.
Shaded cells in table indicate highest impact or most unfavorable response.

ALTERNATIVE 1
ALTERNATIVE 2N
ALTERNATIVE 4

LEGEND

- WETLANDS (DELINEATED)
- HISTORIC PROPERTIES (NATIONAL REGISTER-ELIGIBLE)
- 100-YEAR FLOODPLAIN
- STREAMS
- POTENTIALLY CONTAMINATED SITES

FEET
0 1000 2000
0 200 400 600
METERS

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

NC 125 WILLIAMSTON BYPASS
MARTIN COUNTY
TIP PROJECT R-3826

FIGURE S-1

6. Permits Required

Based on anticipated impacts to jurisdictional surface waters and wetlands, the project will likely require an Individual Section 404 Permit from the US Army Corps of Engineers. Additionally, a North Carolina Division of Water Quality (DWQ) Individual Section 401 Water Quality Certification will be required prior to issuance of the Nationwide Permit.

7. Coordination

The following federal, state and local officials were consulted regarding this project. Agencies participating on the NEPA/404 merger team for the project (see Section VI-C) are listed in *italics*:

US Department of the Army - Corps of Engineers
US Environmental Protection Agency
US Fish and Wildlife Service – Raleigh
NC Department of Administration – State Clearinghouse
NC Department of Cultural Resources – State Historic Preservation Office
NC Department of Environment and Natural Resources – DENR
DENR – NC Division of Water Quality
DENR – NC Wildlife Resources Commission
Mid-east Rural Planning Organization
Martin County
Town of Williamston

8. Contact Information

The following persons may be contacted for additional information concerning this proposal and statement:

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WBS Element 34553.1.1
TIP Project R-3826

I. DESCRIPTION OF PROPOSED ACTION

A. General Description

This project involves constructing a NC 125 bypass of Williamston, mostly on new location, from SR 1182 (East College Road) to existing NC 125 northwest of Williamston. The proposed project is approximately 2.5 miles long.

A three-lane roadway is proposed from SR 1182 to the CSX Transportation rail line north of US 64 Alternate. A two-lane roadway on multi-lane right of way is proposed for portions of the bypass north of the rail line. It is anticipated approximately 100 feet of right of way will be required between SR 1182 and the rail line and 175 feet of right of way will be required north of the rail line. Partial control of access (one access per parcel for properties with no other access) will be obtained between US 64 Alternate and existing NC 125 northwest of Williamston.

B. Historical Resume and Project Status

NC 125 has been a part of the State Highway System since at least 1930 (see Figure I-1 below). The 1995 Town of Williamston Thoroughfare Plan recommended a NC 125 bypass of Williamston. TIP Project R-3826 was programmed in the 1998-2004 North Carolina Transportation Improvement Program (TIP) for a feasibility study. The feasibility study was completed in February 1998. The project was first funded for right of way acquisition in the 2000-2006 TIP. Project Development studies for the project began in 2001.

The project is included in the approved 2009-2015 North Carolina State Transportation Improvement Program (STIP). The project is scheduled in the 2009-2015 STIP for right of way acquisition and construction in federal fiscal years 2012 and 2014, respectively.

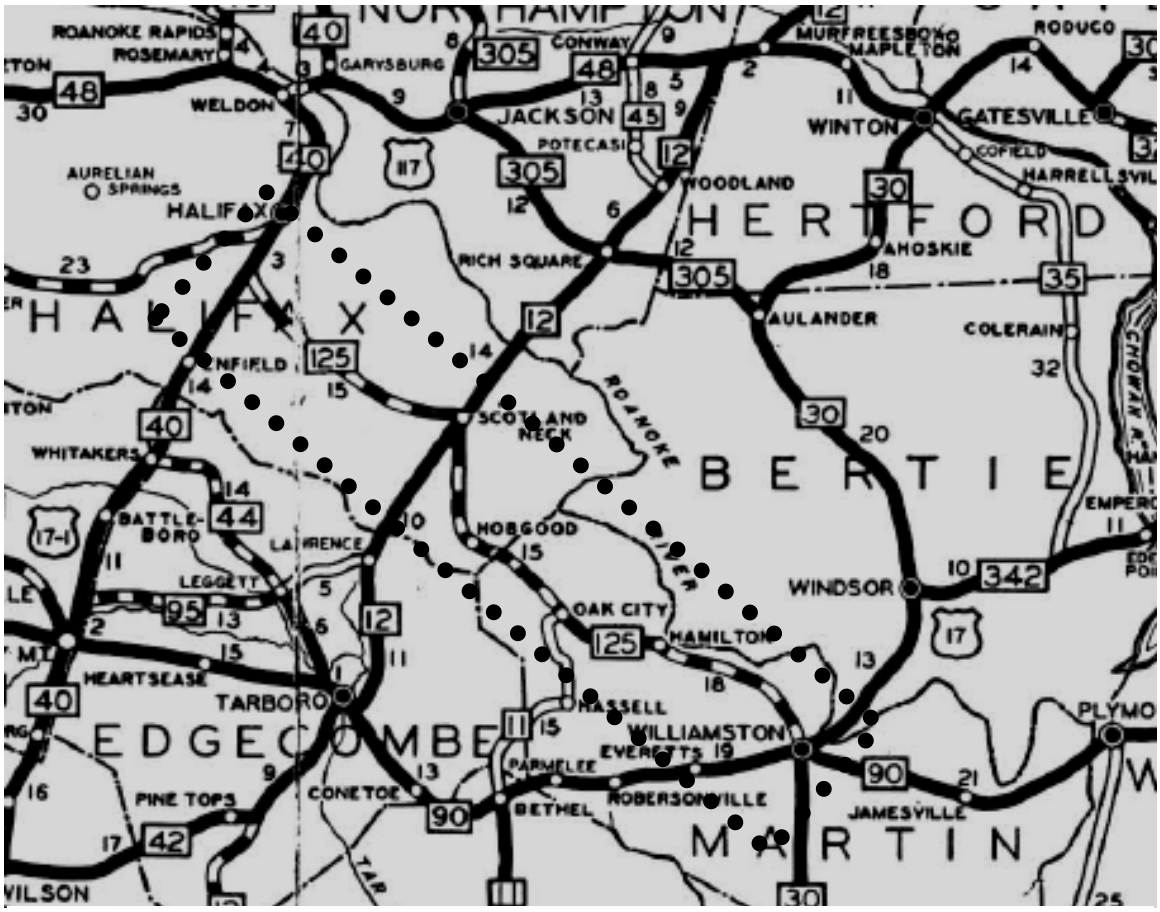


Figure I-1 – Portion of 1930 North Carolina Highway Map showing NC 125

C. Cost Estimates

The cost estimate for the project included in the 2009-2015 TIP is $19,698,000. Of this total, $4,200,000 is estimated for right of way acquisition, $498,000 is estimated for wetland and stream mitigation and $15,000,000 is estimated for construction. The latest cost estimates for the three alternatives under consideration for the project are presented below.

TABLE 1
PROJECT COST ESTIMATES

	Alt. 1	Alt. 2N	Alt 4
Right of Way Acquisition (Including Utility Relocation)	$3,325,695	$3,707,772	$6,471,720
Construction	$11,400,000	$10,800,000	$13,300,000
Wetland/Stream Mitigation	$393,000	$816,000	$318,000
Total	$15,118,695	$15,323,772	$20,089,720

II. NEED FOR PROPOSED PROJECT

A. Project Purpose

The purpose of this project is to reduce truck traffic and improve safety on existing NC 125 through downtown Williamston.

B. Need for Project

1. Description of Existing Conditions

The Town of Williamston is served by US 13 and US 64, which run east-west and US 17 and NC 125, which run north-south.

NC 125 extends from just south of US 13-64 in Martin County to NC 48 in Roanoke Rapids. In the project area, NC 125 passes through the Town of Williamston. In downtown Williamston, NC 125 is routed along a one-way pair. Traffic following southbound NC 125 has to make two ninety degree turns, a right followed by a left, to travel through downtown Williamston (see Figure II-1 below). The right turn can be difficult for trucks to make.

a. Route Classification

NC 125 is classified as a rural major collector outside of Williamston and an urban collector inside Williamston in the North Carolina Functional Classification System.

Existing NC 125 through Williamston is classified as a Major Thoroughfare on the 1995 Williamston Thoroughfare Plan (see Figure 6).

b. Physical Description of Existing Facility

(1) Roadway Typical Section

NC 125 south of the proposed project, from just south of US 13-64 to SR 1182, is a three-lane roadway, with one through lane in each direction and a center turn lane. From SR 1182 to US 64 Alternate, NC 125 is a two-lane road, with 10-foot lanes and six-foot grassed shoulders. NC 125 runs concurrently with US 64 Alternate to US 17 Business. Portions of US 64A-NC 125 are four lanes with a median.

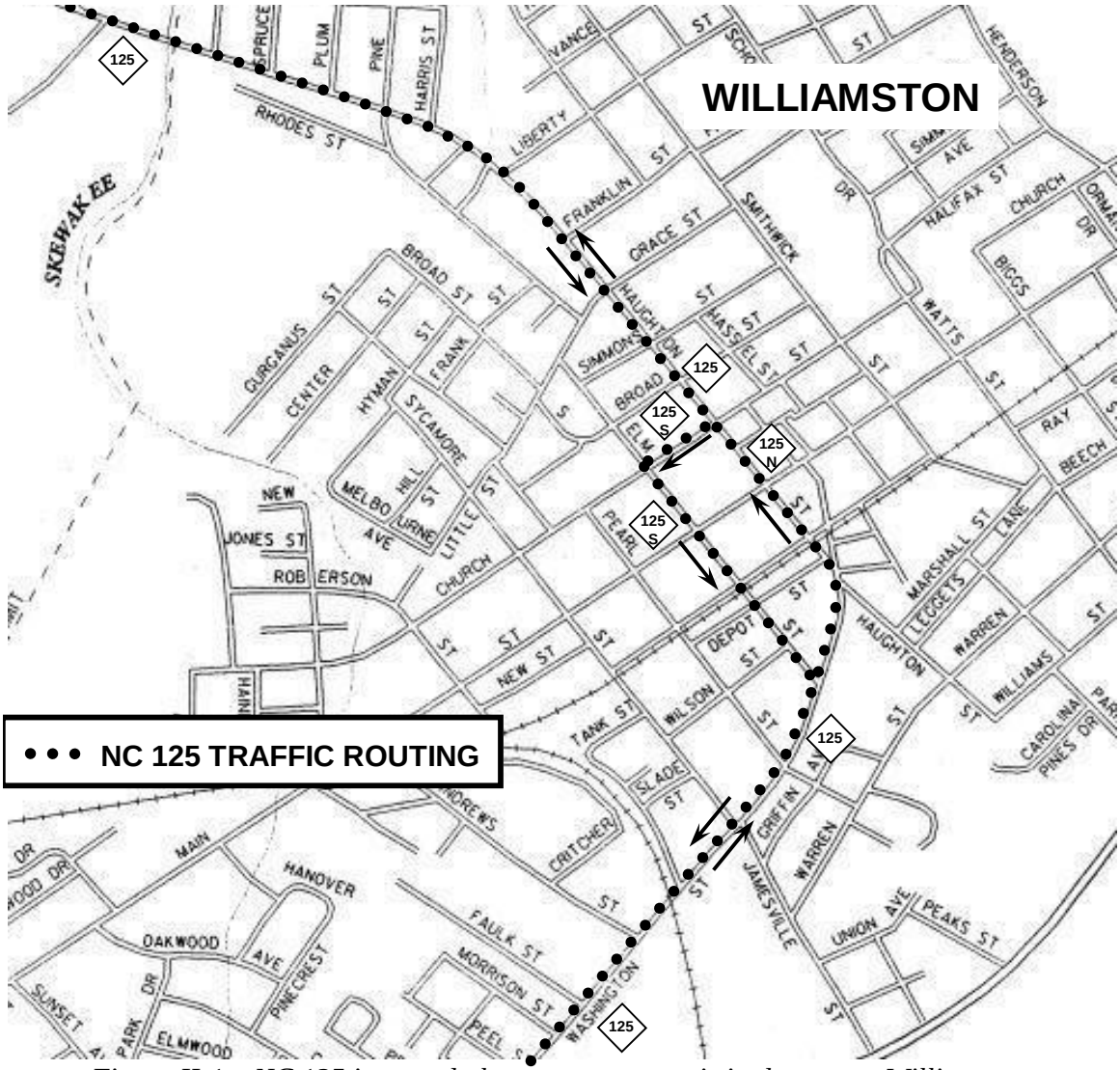


Figure II-1 – NC 125 is routed along a one-way pair in downtown Williamston

North of US 17 Business, NC 125 runs concurrently with US 17 Business and is routed along Washington Street, which is a four-lane undivided roadway with curb and gutter. North of Elm Street, Washington Street becomes one-way, with two northbound lanes. One block north of Elm Street, Washington Street becomes Haughton Street and continues as a two-lane one-way street to Main Street. North of Main Street, Haughton Street is a three-lane roadway with two-way traffic and carries both northbound and southbound NC 125. Haughton Street is three lanes to Mulberry Street. North of Mulberry Street, NC 125 is two lanes.

Southbound NC 125 traffic on Haughton Street must make a right turn onto Main Street, which is a three-lane roadway carrying two-way traffic. Southbound traffic must then make a left turn at a signal onto Elm Street, which is a two-lane roadway carrying one-way traffic. Southbound traffic must then make a right turn onto Washington Street, which carries both northbound and southbound NC 125 traffic.

Northwest of Williamston, NC 125 is a two-lane roadway with 11-foot lanes and 8-foot grassed shoulders.

(2) Horizontal and Vertical Alignment

The horizontal and vertical alignment of existing NC 125 in the project area is generally acceptable.

(3) Right of Way and Access Control

The existing right of way on existing NC 125 in the project area varies from 60 feet through Williamston to 100 feet north of Williamston. No control of access exists along NC 125 in the project area.

(4) Speed Limit

The existing posted speed limit on NC 125 outside the Williamston town limits is 55 MPH. The speed limit within Williamston varies between 25 MPH to 45 MPH.

(5) Intersections

All intersections along existing NC 125 are at-grade. Seven of the intersections along existing NC 125 in the project area are signalized. The remaining intersections are stop sign controlled.

(6) Railroad Crossings

One railroad crossing exists along NC 125 in the project area. Southbound NC 125 (Elm Street) crosses a rail line owned by CSX Transportation in downtown Williamston. This track is a spur line, used only once or twice a month.

(7) Structures

No major structures exist along NC 125 within the project study area. All existing hydraulic structures along NC 125 are less than 72 inches in diameter.

(8) Bicycle and Pedestrian Facilities/Greenways

There are no existing sidewalks or special bicycle provisions along NC 125 outside of Williamston. Sidewalks do exist along portions of NC 125 within Williamston. No special bicycle provisions occur along any of the roads within the project limits.

(9) Utilities

Underground telephone lines run along both sides of existing NC 125 at various locations in the project area. Water and sewer lines are also present along the existing road. Aboveground power, telephone and television cables run along the existing road, as well.

c. School Bus Data

Six school buses travel existing NC 125 in the project area twice daily.

d. Traffic Carrying Capacity

(1) Traffic Volumes Without Project

Current (2008) traffic volumes along existing NC 125 in the project area vary from 9,000 to 17,700 vehicles per day (see Figure 3A). In the year 2030, without the proposed project, it is expected that traffic volumes along existing NC 125 in the project area will range from 16,100 to 24,300 vehicles per day (see Figure 3A).

Currently, approximately 480 to 530 trucks a day travel along existing NC 125 within downtown Williamston. By the year 2030, it is expected that 728 to 850 trucks a day will travel along existing NC 125 within downtown.

(2) Levels of Service Without Project

The effectiveness of a roadway to service traffic demand is measured in terms of level of service (LOS). Level of service is a qualitative measure describing the ability of a facility to carry traffic and how individual users perceive traffic conditions. It is based on factors of speed, travel time, comfort, maneuverability, interruptions, convenience and safety. Levels of Service range from "A" to "F", with "A" representing free flow (ideal conditions), and "F" representing forced or breakdown flow (undesirable condition).

A transportation facility is considered to be operating at capacity when it is just able to accommodate the traffic demand. Once the traffic demand exceeds the facility's capacity (LOS E), excessive delays occur.

Portions of existing NC 125 within Williamston will operate at levels of service E or F in the year 2030.

e. Accident Data

Accident rates for NC 125 were obtained for the time period between April 1, 2005 and March 31, 2008. Table 2 below compares the accident rates for NC 125 with the 2005-2007 statewide accident rates for two-lane NC routes and the critical rate.

TABLE 2
ACCIDENT RATE COMPARISON

	Total Accident Rate (ACC/100MVM)	Fatal Accident Rate (ACC/100MVM)
NC 125 (4/05 to3/08)	123.85	0.00
2005-2007 Statewide Average Two-Lane NC Routes	175.41	2.14
Critical Rate*	207.74	6.63

ACC/100MVM - Accidents per 100 million vehicle miles

* The critical rate is a statistically derived number that can be used to identify high accident roadway segments.

During the study period, 60 accidents occurred along NC 125 in the project area. None of these accidents involved fatalities. Thirty eight people were injured in accidents during the study period and $214,635 in property damage occurred. The most common types of accidents were frontal impact crashes (33%), lane departure crashes (25%) rear end collisions (23%) and accidents involving animals (13%).

f. Airports

No airports or other aviation facilities exist in the vicinity of the project.

g. Other Highway Projects in the Area

There are several bridge projects within Martin County and TIP Project R-2511 involves widening existing US 17 south of Williamston, but there are no highway projects in the vicinity of Williamston other than the proposed NC 125 Bypass.

2. Transportation and Land Use Plans

a. Local Thoroughfare Plans

The proposed NC 125 bypass is shown on the 1995 Williamston Thoroughfare Plan (see Figure 6).

b. Land Use Plans

Williamston's policies on future development, land use, and growth can be found in the town's *Vision 2020 1990 Comprehensive Plan.* The town's goal regarding economic and industrial development is to encourage local expansion of existing industry and the location of new industry to broaden the tax base and increase employment opportunities.

The project study area is primarily zoned for residential and agricultural purposes. There are pockets of manufacturing along McCaskey Road and the railroad and

commercially zoned areas along US 64A. Other zoning classifications in the study area include office and institutional (Martin Community College).

A portion of the study area is outside of the town's planning jurisdiction. Martin County has no zoning ordinance or land use plan.

C. Benefits of Proposed Project

1. Traffic Volumes With Project

Projected traffic volumes for the years 2008 and 2030 along existing NC 125 with construction of the various bypass alternatives are presented on Figures 4B and 4C. As these figures show, all of the bypass alternatives under consideration will reduce traffic along existing NC 125. With construction of the proposed bypass, truck traffic along existing NC 125 within downtown Williamston will be reduced by approximately 20 percent.

2. Levels of Service With Project

Even with construction of the proposed bypass, several intersections along the existing roadway within Williamston will operate at level of service E or F in the year 2030. However, total delay at these intersections will be reduced by as much as forty percent, in some cases. These intersections are along portions of existing NC 125 which also carry other routes, such as US 64A and US 17 Business.

It is anticipated the proposed two-lane NC 125 Bypass will operate at level of service C in 2008 and level of service D in 2030. The proposed signalized intersection of the bypass with SR 1420 (McCaskey Road) with Alternatives 1 and 2N will operate at level of service E in 2030. All other signalized intersections along the proposed bypass will operate at level of service D in 2030 with any of the bypass alternatives.

3. Safety

The proposed bypass may potentially reduce certain types of crashes, such as rear end collisions and frontal impact crashes by providing a less congested, more free flowing alternative to the current facility. The reduced traffic volumes on the existing facility will reduce congestion and may reduce the incidence of certain types of crashes. The wider lanes and shoulders of the proposed bypass will reduce the likelihood of lane departure crashes.

III. ALTERNATIVES STUDIED

A. Preliminary Study Alternatives

1. Alternate Modes of Transportation

Martin County Transit (MCT) provides transportation services to the residents of Martin County. Riders can schedule transportation 48 hours in advance to any location within the county. The MCT operates approximately 12 vans and buses. Greyhound Lines provides intercity bus service to Williamston.

Additional transit services would not address the project's purpose of reducing truck traffic along existing NC 125 in downtown Williamston.

2. Transportation Systems Management

Transportation systems management activities, such as intersection improvements, signing or traffic signalization improvements would potentially improve safety along existing NC 125. However, such improvements would not meet the project purpose of reducing truck traffic on existing NC 125 through Williamston.

3. Improve Existing Facilities

Several alternatives for improving existing facilities were examined.

Widen Existing NC 125

Widening existing NC 125 through downtown Williamston would reduce congestion and improve turning movements for trucks, but would not reduce the amount of truck traffic within downtown. This alternative was dismissed because it would not meet the intended purpose of the project and would affect a large number of businesses and residential properties.

One-Way Pair Extension

Extending the existing one way portion of NC 125 northward from Elm street to Grace street was examined and dismissed as an alternative. This alternative would not reduce the amount of trucks in downtown Williamston.

Reroute NC 125

Rerouting NC 125 onto SR 1420 (McCaskey Road) or onto US 17 Bypass between Washington Street and Sycamore Street (US 64) were examined and dismissed as alternatives. It is unlikely that rerouting NC 125 would reduce truck traffic through downtown Williamston.

4. No-Build Alternative

This alternative would avoid the environmental impacts anticipated to occur as a result of the proposed project, but would not meet the purpose and need of the project.

5. Preliminary Bypass Alternatives

a. Initial Bypass Alternatives

Constructing a NC 125 Bypass of Williamston on new location will serve the purpose and need of the project. A bypass would reduce truck traffic and improve safety within Williamston. A two-lane roadway on multi-lane right of way for all the bypass alternatives is proposed with partial control of access.

Six bypass alternatives were presented to the public at a citizens informational workshop held in Williamston on January 9, 2003. Following the workshop, a seventh alternative was suggested by the public. Table 3 presents a comparison of these alternatives. These preliminary alternatives are shown on Figure III-1.

TABLE 3
PRELIMINARY BYPASS ALTERNATIVES

	Alternative						
	1	**2N**	**2S**	**3**	**4**	**5**	**6**
Residential Relocatees	2	3	2	9	6	5	3
Business Relocatees	2	3	2	3	3	3	2
Wetlands Affected (Acres) (NWI)	0	0	0	0	0	0	0
Streams Affected (Feet)	661	791	788	971	1,021	1,010	922
Wooded Areas Affected (Acres)*	15.6	17	25.9	8.3	7.7	10.5	21.1
Length New Location (Miles)	2.2	2.2	2.1	1.5	1.8	2.2	2.6
Total Length (Miles)	2.4	2.4	2.3	3.9	3.1	2.9	3.4

*Early in project study, wooded areas were presented as indicators of potential wetland impacts because National Wetland Inventory data indicated no wetland impacts for any of the preliminary alternatives.
Impacts computed based on approximate width required for future four-lane typical section for the project.
Shaded cells in table indicate alternatives dropped from consideration following the citizens informational workshop.

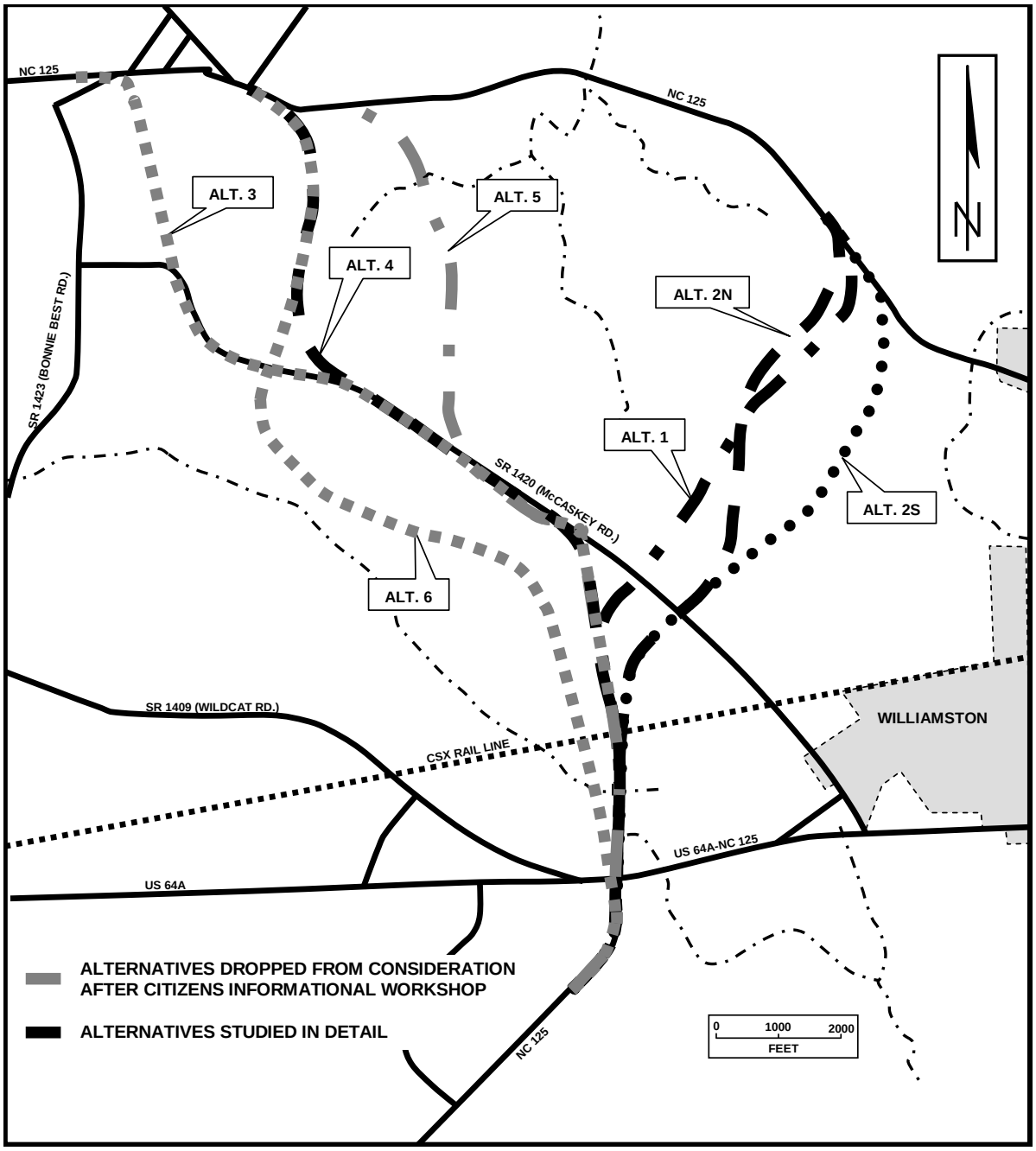


Figure III-1 Bypass Alternatives Presented at Citizens Informational Workshop

Following the informational workshop, the NEPA/404 merger team agreed to drop three of the preliminary bypass alternatives and suggested two additional alternatives. The preliminary alternatives dropped from consideration are described below.

Alternative 3

Alternative 3 would follow the alignment of existing NC 125 between SR 1182 (East College Road) to US 64A. North of US 64A, Alternative 3 would follow the alignment of the existing industrial park access road to the CSX rail line. North of the railroad tracks, Alternative 3 would extend northward and then northwesterly on new location, tying into SR 1420 (McCaskey Road) near Corey Drive. Alternative 3 would then follow the alignment of SR 1420 from near Corey Drive to approximately 1,300 feet east of SR 1423 (Bonnie Best Road). Alternative 3 would then continue on new location to the northwest, ending at existing NC 125 approximately 1,500 feet west of SR 1420 (Hopkins Road).

Alternative 3 was dropped from consideration because it would relocate the most homes of any of the alternatives. A variation of Alternative 3, Alternative 3A, was developed following the citizens informational workshop and studied in detail. Alternative 3A is described in Section III-A-5-b.

Alternative 5

Alternative 5 would follow the same alignment as Alternative 3 from SR 1182 (East College Road) to SR 1420 (McCaskey Road). Alternative 5 would follow the alignment of SR 1420 from near Corey Drive to Landfill Road. Alternative 5 would then extend on new location northward, ending at existing NC 125 approximately 1,700 feet east of SR 1421 (View Nicholson Road).

Alternative 5 was dropped from consideration because it would affect the Martin County Construction Debris Landfill. This construction debris landfill is located on the site of the closed Martin County Landfill (see Section V-L).

Alternative 6

Alternative 6 would follow the alignment of existing NC 125 from SR 1182 (East College Road) to US 64A. North of US 64A, Alternative 6 would extend on new location in a north-northwesterly direction, crossing the CSX rail line west of the industrial access road. Approximately 2,200 feet north of the railroad tracks, Alternative 6 would curve to the northwest and parallel SR 1420 (McCaskey Road). Alternative 6 would then curve to the north, crossing SR 1420 approximately 3,800 feet east of SR 1423 (Bonnie Best Road). North of SR 1420, Alternative 6 would follow the same alignment as Alternative 4, ending at existing NC 125 near SR 1421 (View Nicholson Road).

Alternative 6 was suggested by citizens at a small group meeting held following the citizens informational workshop for the project (see Section VI-A).

Alternative 6 was dropped from consideration because it would involve the most construction on new location and was expected to have the second highest wetland impacts (based on wooded area impacts).

b. Detailed Study Alternatives

Six alternatives were selected by the NEPA/404 merger team for detailed study. Table 4 presents the alternatives studied in detail. These alternatives are shown on Figure III-2.

TABLE 4
DETAILED STUDY ALTERNATIVES

	Alternative					
	1	**2N**	**2S**	**2M**	**3A**	**4**
Residential Relocatees	5	7	6	6	20	14
Business Relocatees	1	1	1	1	1	2
Wetlands Affected (Acres) (Delineated)	1.3	3.0	4.0	4.1	3.4	2.6
Streams Affected (Feet)	541	657	793	583	913	195
Open Water Impacts (Acres)	0	0	0	0	0	0
Protected Species Habitat?	No	No	No	No	No	No
Effect Protected Species?	No	No	No	No	No	No
Effect Historic Properties?	No	No	No	No	No	No
Involve Section 4(F)?	No	No	No	No	No	No
Farmland Affected (Acres)	45.4	43.6	39.5	42.4	48.5	47.5
Length New Location (Miles)	2.0	1.8	2.4	2.3	1.4	2.1
Total Length (Miles)	2.7	2.6	2.5	2.5	3.9	3.5

Impacts computed based on approximate width required for future four-lane typical section for the project.
Shaded cells in table indicate alternatives dropped from consideration following detailed environmental surveys.

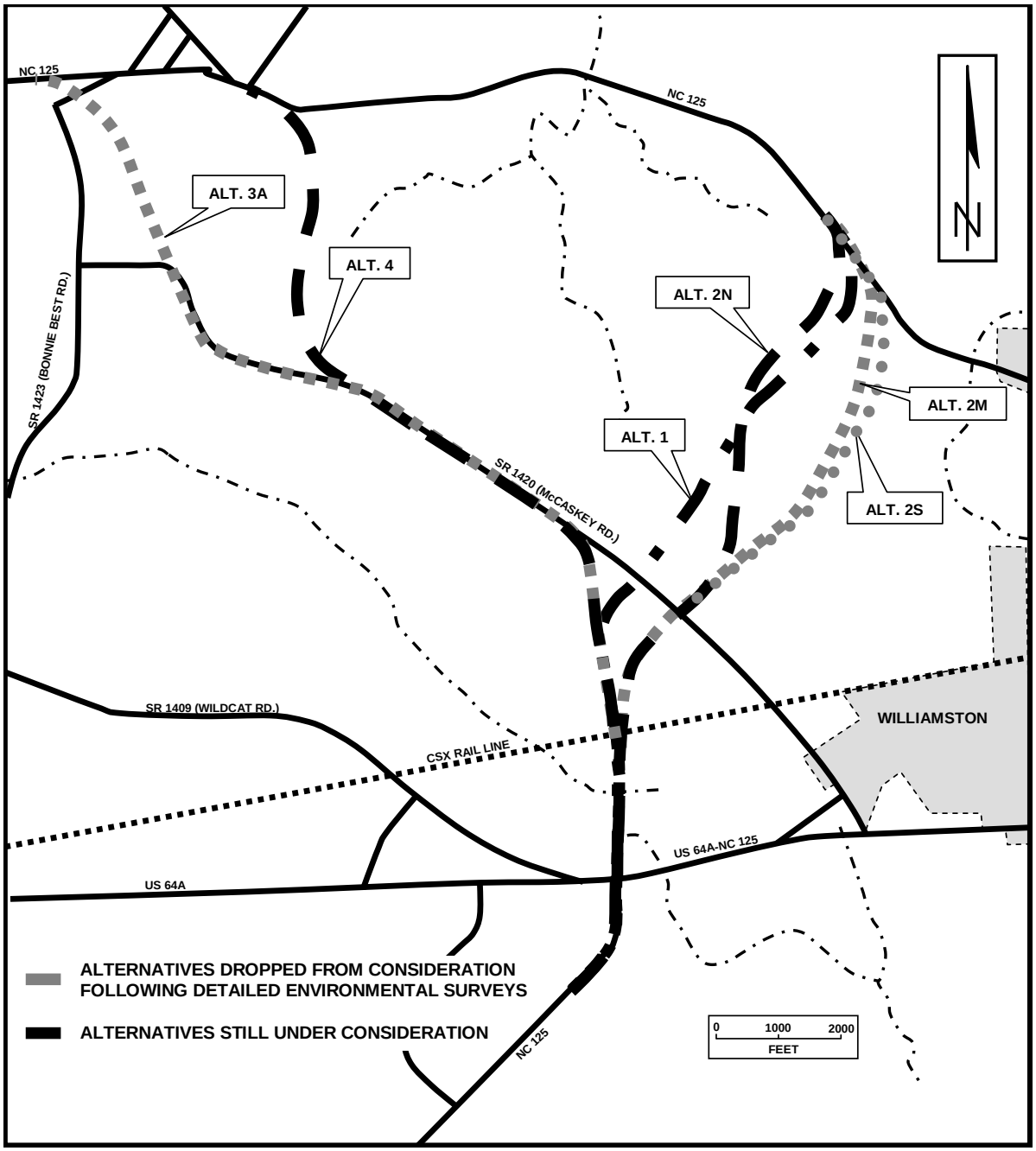


Figure III-2 Detailed Study Alternatives

Following detailed environmental studies, the NEPA/404 merger team agreed to drop Alternatives 2S, 2M and 3A from further consideration. These alternatives are described below.

Alternative 2S

Alternative 2S would follow the alignment of existing NC 125 between SR 1182 (East College Road) to US 64A. North of US 64A, Alternative 2S would follow the

alignment of the existing industrial park access road to the CSX rail line. North of the railroad tracks, Alternative 2S would extend northward and then northeasterly on new location, crossing SR 1420 (McCaskey Road) approximately 2,000 feet north of the McCaskey Road railroad crossing. North of McCaskey Road, the alternative continues to the northeast, tying into existing NC 125 approximately 2,000 feet northwest of Skewakee Gut.

Alternative 2S was dropped from further consideration because of its relatively high wetland and stream impacts.

Alternative 2M

Alternative 2M would follow the same alignment as Alternative 2S between SR 1182 and SR 1420. North of SR 1420, Alternative 2M runs west of Alternative 2S, tying into existing NC 125 approximately 2,500 feet northwest of Skewakee Gut.

Alternative 2M was dropped from further consideration because it has the highest wetland impacts of any of the detailed study alternatives.

Alternative 3A

Alternative 3A would follow the alignment of existing NC 125 between SR 1182 (East College Road) to US 64A. North of US 64A, Alternative 3A would follow the alignment of the existing industrial park access road to the CSX rail line. North of the railroad tracks, Alternative 3A would extend northward and then northwesterly on new location, tying into SR 1420 (McCaskey Road) near Corey Drive. Alternative 3 would then follow the alignment of SR 1420 from near Corey Drive to approximately 1,300 feet east of SR 1423 (Bonnie Best Road). Alternative 3A would then continue on new location to the northwest, tying into existing NC 125 approximately 2,000 feet west of SR 1420 (Hopkins Road).

Alternative 3A was dropped from consideration because it would relocate the most homes of any of the detailed study alternatives.

B. Current Study Alternatives

The three alternatives currently under consideration for the project are discussed below. These three alternatives will be presented at a public hearing for citizen comment. A preferred corridor will be selected following the public hearing. Table 5 presents a comparison of the three alternatives and the alternatives are described individually below. These alternatives are shown on Figure III-3 and Figure 2.

TABLE 5
CURRENT STUDY ALTERNATIVES

	Alternative		
	1	**2N**	**4**
Residential Relocatees	9	11	15
Business Relocatees (Total Employees)	1 (10)	1 (10)	2 (22)
Wetlands Affected (Acres)	1.59	3.15	3.28
Streams Affected (Feet)	395	771	0
Open Water Impacts (Acres)	0	0	0
Protected Species Habitat?	No	No	No
Effect Protected Species?	No	No	No
Effect Historic Properties?	No	No	No
Involve Section 4(F)?	No	No	No
Receptors Impacted By Traffic Noise	2	3	8
Forested Areas Affected (Acres)	39.2	34.7	33.6
Farmland Affected (Acres)	45.4	43.6	47.5
Length New Location (Miles)	2.00	1.75	2.08
Total Length (Miles)	2.67	2.62	3.51
Total Cost (Millions)	$15.1	$15.3	$20.1

Impacts computed based on approximate width required for future four-lane typical section for the project.
Shaded cells in table indicate highest impact or most unfavorable response.

1. Alternative 1

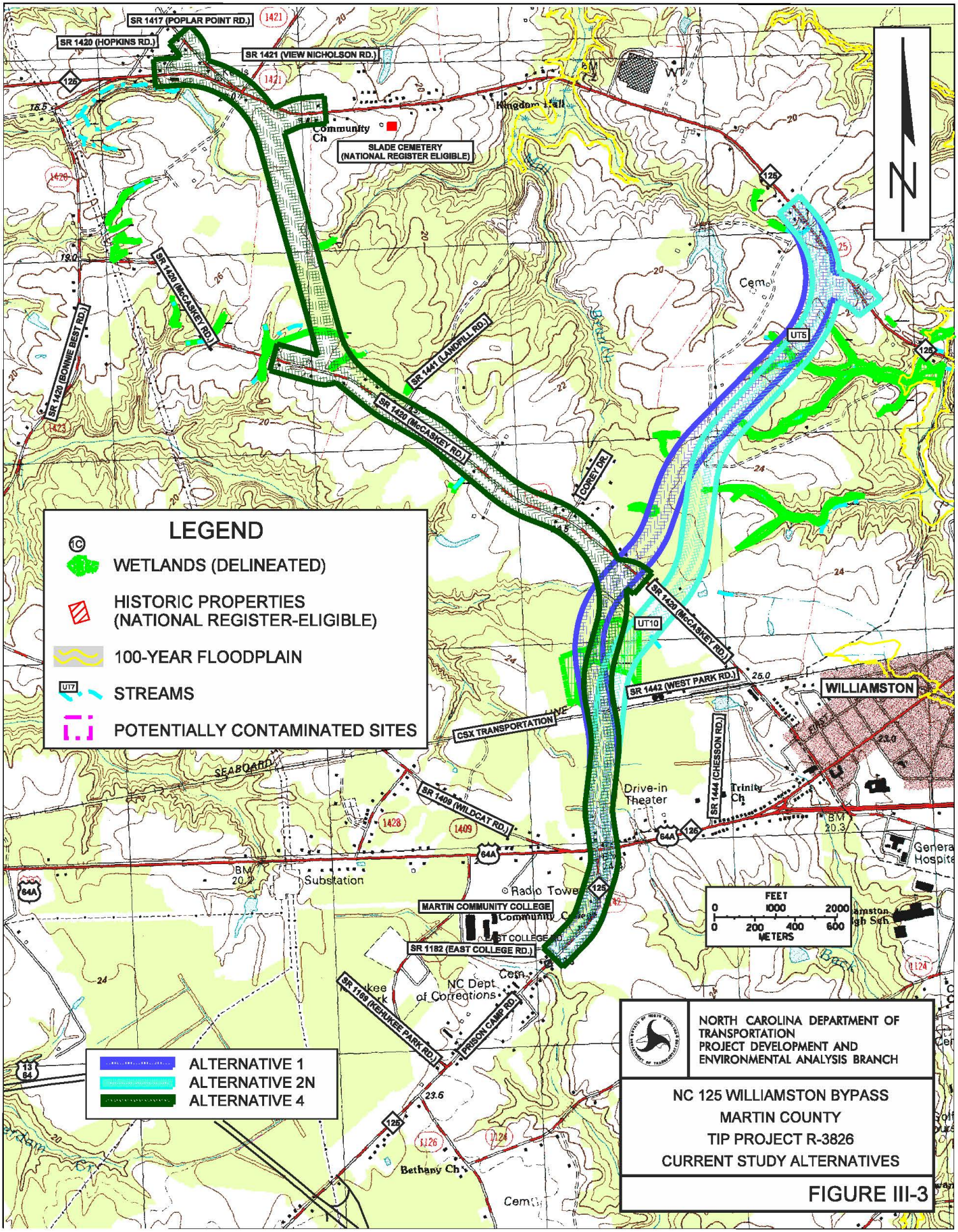
Alternative 1 would follow the alignment of existing NC 125 between SR 1182 (East College Road) to US 64A. North of US 64A, Alternative 1 would follow the alignment of the existing industrial park access road to the CSX rail line. North of the railroad tracks, Alternative 1 would extend northward and then northeasterly on new location, crossing SR 1420 (McCaskey Road) approximately 1,300 feet east of Corey Drive. Alternative 1 would then continue in a northeasterly direction, tying into existing NC 125 approximately 2,500 feet northwest of Skewakee Gut.

2. Alternative 2N

Alternative 2N would follow the alignment of existing NC 125 between SR 1182 (East College Road) to US 64A. North of US 64A, Alternative 2N would follow the alignment of the existing industrial park access road to the CSX rail line. North of the railroad tracks, Alternative 2N would extend northeasterly on new location, crossing SR 1420 (McCaskey Road) approximately 2,300 feet east of Corey Drive. Alternative 2N would then continue in a north and northeasterly direction, tying into existing NC 125 approximately 2,500 feet northwest of Skewakee Gut.

3. Alternative 4

Alternative 4 would follow the alignment of existing NC 125 between SR 1182 (East College Road) to US 64A. North of US 64A, Alternative 4 would follow the alignment of the existing industrial park access road to the CSX rail line. North of the railroad tracks, Alternative 4 would extend northward and then northwesterly on new location, tying into SR 1420 (McCaskey Road) near Corey Drive. Alternative 4 would then follow the alignment of SR 1420 from near Corey Drive to approximately 1,300 feet west of SR 1441 (Landfill Road). Alternative 4 would then continue on new location to the north-northwest, tying into existing NC 125 near SR 1421 (View Nichols Road).


SR 1417 (POPLAR POINT RD.)
SR 1420 (HOPKINS RD.)
SR 1421 (VIEW NICHOLSON RD.)
SLADE CEMETERY
(NATIONAL REGISTER ELIGIBLE)
SR 1420 (BONNIE REST RD.)
SR 1420 (McCASKEY RD.)
SR 1441 (LANDFILL RD.)
COREY DR.
UT5
UT10
SR 1442 (WEST PARK RD.)
WILLIAMSTON
CSX TRANSPORTATION
SEABOARD
SR 1444 (CHESSON RD.)
SR 1409 (WILDCAT RD.)
Drive-in Theater
Trinity Ch
Substation
Radio Tower
MARTIN COMMUNITY COLLEGE
SR 1182 (EAST COLLEGE RD.)
NC Dept. of Corrections
SR 1168 (KEHUKEE PARK RD.)
PRISON CAMP RD.
Bethany Ch
LEGEND
WETLANDS (DELINEATED)
HISTORIC PROPERTIES
(NATIONAL REGISTER-ELIGIBLE)
100-YEAR FLOODPLAIN
STREAMS
POTENTIALLY CONTAMINATED SITES
ALTERNATIVE 1
ALTERNATIVE 2N
ALTERNATIVE 4
FEET
0 1000 2000
0 200 400 600
METERS
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH
NC 125 WILLIAMSTON BYPASS
MARTIN COUNTY
TIP PROJECT R-3826
CURRENT STUDY ALTERNATIVES
FIGURE III-3

IV. PROPOSED IMPROVEMENTS

A. Roadway Cross-section and Alignment

A three-lane typical section (two through lanes and a center turn lane) is proposed from SR 1182 (East College Road) to the CSX rail line. North of the railroad, a two-lane typical section is proposed. Twelve-foot lanes and eight-foot grassed shoulders (four-foot paved) will be provided. Proposed typical sections are shown on Figure 4. Sufficient right of way is being acquired for a future four-lane roadway with a 23-foot median.

B. Right of Way and Access Control

Approximately 100 feet of right of way will be required for portions of this project along existing roadways and 150 feet of right of way will be required for portions on new location. Partial control of access (one access per parcel for properties with no other access) will be obtained along sections of the project constructed on new location.

C. Speed Limit

Portions of the proposed bypass between SR 1182 and the CSX rail line will likely be signed 45 MPH. Portions of the bypass north of the rail line will likely be signed 55 MPH. The actual speed limit(s) for the project will be determined during final design.

D. Design Speed

A 60 MPH design speed is proposed for the project. This is consistent with the anticipated 55 MPH speed limit for portions of the project north of the railroad.

E. Anticipated Design Exceptions

It is anticipated no design exceptions will be required for the project.

F. Intersections/Interchanges

All intersections with the proposed bypass will be at-grade. No interchanges or grade separations are proposed for the project.

A traffic signal is proposed for the intersection of the proposed bypass with US 64A. All other intersections will be stop sign-controlled.

G. Service Roads

It is not expected service roads will be required for the project. Partial control of access will be obtained along the project from the CSX rail line to existing NC 125 northwest of Williamston. One access point will be provided onto the proposed bypass for properties with no other access.

H. Railroad Crossings

The proposed NC 125 bypass will cross tracks owned by CSX Transportation. This rail line connects Rocky Mount with Plymouth. Two trains per day use this rail line at a maximum speed of 40 mph. The exposure index for railroad crossings is the product of the number of trains per day and the projected average daily traffic in the design year. The exposure index for this crossing in the year 2030 will be 15,600 with Alternative 4 and 27,600 with Alternatives 1 or 2N. An at-grade crossing, with signals and four quadrant gates will be constructed for the bypass.

Grade separations are considered in rural areas when the exposure index is 15,000 or more and in urban areas when the exposure index is 30,000 or more. A grade separation was considered for this rail crossing, but was dropped from consideration due to the effect a grade separation would have on the Roberson Business Park and cost. The Roberson Business Park is a town-owned industrial park adjacent to the railroad.

The proposed bypass will be constructed through the center of the industrial park along an existing access road. A 100-foot right of way has been reserved for the bypass. A grade separation would eliminate access to several parcels within the park and require right of way outside of the reserved area. A grade separation would also cost approximately 2.8 million dollars more than the proposed at-grade crossing with four-quadrant gates.

CSX Transportation requires three existing at-grade rail crossings be closed for every new at-grade rail crossing proposed. The NCDOT Rail Division recently conducted a rail corridor study for the Williamston area to identify at-grade rail crossings with potential safety issues which could be closed or which require improvements. The study recommended two existing crossings be closed. The two existing crossings recommended for closure and a previously closed crossing will count towards the three closures required by CSX.

One of the crossings to be closed is on Slade Street, a Town street. The other crossing is on SR 1410 (Cullipher Road), a state-maintained road west of Williamston off of US 64A. Both the Town of Williamston and NCDOT have held public hearings regarding the proposed closings. The Town Council has approved closing the Slade Street crossing and the NCDOT Board of Transportation has approved closing the SR 1410 crossing.

The actual closing of these crossings and implementation of the other recommendations of the rail corridor study will take place as a Rail Division project. Formal approval for the at-grade rail crossing for the proposed bypass will be obtained from CSX Transportation prior to construction of this project.

I. Structures

No bridge structures are proposed to be constructed as a part of the project. Only one hydraulic structure over 72 inches is proposed. A one barrel, 10-foot by 5-foot reinforced concrete box culvert will carry unnamed tributary 10 under Alternative 4. Alternatives 1 and 2N do not cross this stream.

J. Bicycle and Pedestrian Facilities/Greenways

No special pedestrian or bicycle accommodations are proposed to be constructed as part of this project. None of the alternatives being considered for the project will affect an existing or planned greenway.

K. Utilities

The project is expected to have a medium to low level of utility impacts. Utilities along the project will be relocated prior to construction. Care will be taken to prevent damage to water lines and fiber optic cables in the area.

L. Landscaping

No special landscaping is proposed as a part of the project. Disturbed areas along the project will be reseeded with grass.

M. Noise Barriers

No noise barriers are proposed along the project (see Section V-I-3).

V. ENVIRONMENTAL EFFECTS OF PROPOSED ACTION

A. Natural Resources

1. Biotic Resources

Biotic resources include terrestrial and aquatic communities. Descriptions of the terrestrial systems are presented in the context of plant community classifications. In addition to site-specific evidence of fauna, representative animal species likely to occur in these habitats (based on published range distributions) are also described.

a. Terrestrial Communities

There are 12 distinct terrestrial communities located in the study area. Due to the disturbed nature of much of this area, the terrestrial communities only correspond to the classifications described by Schafale and Weakley (1990) in two areas.

Disturbed Urban and Residential Areas

These areas are located throughout the study area and do not approximate any natural community due to previous disturbance. Common canopy species present include white oak, loblolly pine, willow oak and sweetgum. Understories are generally absent and herb layers consist of typical lawn grasses.

Agricultural Areas

Much of the study area is maintained as agricultural fields and pastures. Crops include cotton, tobacco, peanuts, corn and soybeans. Many of these areas are bordered by hedgerows or wooded strips. These agricultural areas provide some foraging habitat and shelter for small mammals and various species of birds, but are not likely to provide significant permanent habitat.

Loblolly Pine Plantations

An area of loblolly pine plantation is present south of US 64 Alternate within the study area. This area lacks shrub and herb layers. Wildlife habitat is limited in this community due to the lack of diversity of the vegetation and periodic disturbance. Few food sources are available for wildlife. This area could be used as temporary shelter for wildlife or possible nesting areas for birds.

Mixed Pine and Hardwood Forest

Mixed pine and hardwood forests are present throughout the study area. These areas are disturbed from previous and current silviculture activities. Here, the canopy is dominated

by loblolly pine; but sweetgum, oak, tulip poplar and red maple are also present. American beech is present along the side slopes that grade down to the wetland areas. The subcanopy contains black gum, sweetgum, sourwood, American holly, flowering dogwood and tulip poplar. The shrub layer is fairly open, with horse sugar, Hercules club, beautyberry, possum-haw and blueberry. The herb layer is sparse, with heartleaf and partridgeberry present. A diverse vine layer was observed, with Virginia creeper, poison ivy, Japanese honeysuckle, pepper-vine and muscadine.

The uplands adjacent to headwater wetlands and agricultural fields have similar species composition and can be characterized as mixed pine and hardwood forest, although these areas exhibit more evidence of disturbance.

These forested areas provide adequate habitat for various species of wildlife including opossum, woodchuck, eastern mole, red bat, eastern cottontail, gray squirrel, pine vole and white-tailed deer, among others. Birds noted within these communities include wood thrush, eastern bluebird, cardinal and warbler.

Mixed Hardwood Forest

This area is similar to the Mesic Mixed Hardwood Forest, but previous disturbance has influenced the species composition. Tulip poplar, sycamore and American beech comprise the canopy. Umbrella magnolia, sourwood and American holly make up the subcanopy. Shrubs present include spicebush, beautyberry, Chinese privet and Hercules club. The herb layer is dominated by Japanese grass with broad beech fern also present. Muscadine vine dominates the vine layer. Wildlife species within this community would likely be similar to those of the mixed pine and hardwood forest. While this forested corridor is narrow, it does provide wildlife habitat connection to other, larger areas of forest.

Mesic Mixed Hardwood Forest (Coastal Plain Subtype)

This upland community is south of NC 125 and east of Bonney Best Road. The canopy consists of tulip poplar, American beech, white oak, black oak and sweetgum. The subcanopy is dominated by American holly and ironwood with umbrella magnolia, flowering dogwood, red mulberry and young hardwood canopy species also present. Shrubs present include horse sugar, dwarf pawpaw and beautyberry. Herbs found include cranefly orchid trillium, black cohosh and partridgeberry. In addition, Christmas fern and ebony spleenworts are present. A diverse vine layer was also identified. Wildlife species within this community would likely be similar to those of the mixed pine and hardwood forest.

Disturbed Scrub-Shrub Areas

North of the railroad right of way and west of McCaskey Road, a recently disturbed area of scrub-shrub vegetation is present. This successional community is the result of past silviculture activities and includes both upland and wetland areas. A very dense growth of young loblolly pines and hardwoods, shrubs and herbs includes red maple, sweetgum, horse sugar, giant cane, dog-fennel, winged sumac, pokeweed, greenbrier and netted chain fern. The area exhibits three distinct successional stages. The northeast edge of the wetland area

is defined by a small pond and ditch, which have drained the area to the north. The upland areas to the west and north have similar vegetation and can be differentiated from the wetlands primarily by soils.

This dense scrub-shrub vegetation provides important cover for wildlife. As the area matures and succession occurs, additional food sources will be present. Wildlife encountered in this community may include opossum, southern short-tailed shrew, star-nosed mole, eastern cottontail, eastern harvest mouse, white-footed mouse, cotton mouse, house mouse, long-tailed weasel and white-tailed deer.

Disturbed Forested Wetland and Surrounding Area

This small wetland area is located just north of NC 125 in the northeast portion of the study area along an abandoned roadway. It was likely formed from the roadside ditch after the roadway was abandoned. Agricultural and residential areas surround the area. Small trees comprise the canopy. These include water oak, loblolly pine, tulip poplar, post oak, red maple, sweetgum and wild cherry. The subcanopy contains flowering dogwood, black gum, tag alder, American elm and sassafras. Giant cane, Chinese privet, blueberry, multiflora rose and possum-haw comprise the shrub layer. Herbs present are primarily ferns, with royal fern, cinnamon fern and ebony spleenworts. This disturbed area also exhibits a diverse vine layer. Wetland characteristics include saturated, chroma 1 soils and red maples with multiple trunks. Drainage patterns are also evident.

Due to its extremely small size and isolation from other habitats, no significant wildlife population is expected to inhabit this area. Birds may forage and find shelter here, but because agricultural areas surround this wetland, it is not likely to provide permanent habitat.

Floodplain Forest Wetlands

These wetlands are generally located in small depressions within the upland floodplains of the larger perennial streams, such as Skewakee Gut. Wetlands of this type within the study area are dominated by a canopy of white oak, box elder, loblolly pine, willow oak, sweetgum, black willow, red maple, sycamore and American elm. The subcanopy also includes mimosa, river birch and ironwood. Within most of these areas, the shrub and herb layers are very diverse. However, some areas are semi-permanently to permanently inundated, and have little to no shrub and herb layers. Common species include Chinese privet, witch hazel and tag alder. The herb layer consists of netted chain fern, southern lady fern, lizard tail, Japanese grass, ragweed and goldenrod. Vines present include those typical of the study area, including kudzu and wisteria. Characteristics of these wetlands include saturated soils, water-stained leaves, and low chroma soils. In areas where soils are not saturated to the surface, mottling is present.

An eastern box turtle was observed in this area. Other wildlife expected to inhabit these wetlands include southeastern shrew, marsh rabbit, gray squirrel, beaver, cotton mouse,

gray fox, raccoon and white-tailed deer. Wildlife from surrounding upland forest habitats may also use these areas.

Headwater Forest Wetlands

These wetlands are present throughout the study area along intermittent and small perennial streams. The largest area is between NC 125 and McCaskey Road within the Skewakee Gut watershed. Canopy species include sycamore, green ash, river birch, sweetgum and red maple. Smaller individuals of these species form a subcanopy. A diverse shrub layer is present throughout much of these wetlands and includes sweet-pepperbush, southern wild raisin, giant cane, Hercules club, Chinese privet, elderberry and spicebush. The most common herb species include netted chain fern, Japanese grass, false nettle and lizard tail. Other fern species are often present, including Christmas fern, southern lady fern, cinnamon fern, New York fern, resurrection fern, sensitive fern and ebony spleenworts. These wetlands exhibit saturated soils, water-stained leaves, drift lines, and low chroma soils. In areas where soils are not saturated to the surface, mottling is present.

A ribbon snake was observed in this community. Mammalian species anticipated in this community would be similar to those of the floodplain forest wetlands.

Riparian Hardwood Forested Wetlands

This wetland community occurs adjacent to the larger perennial streams within the study area. The community is generally found in the floodplains of the perennial streams where the convergence of several streams, along with ground water, provide prolonged inundation. Common canopy species include red maple, sycamore, green ash and black willow. The subcanopy also includes sweetbay, American holly, tag alder and red maple. The diverse shrub layer is similar to that found in the headwater wetland areas previously described. The herb layer is dominated by netted chain fern, Japanese grass, lizard tail and orange jewelweed. Other herbs and vines include cinnamon fern, southern lady fern, New York fern, and jack-in-the-pulpit. As with other communities, a diverse vine layer is present. Wildlife species inhabiting this community may include the species listed for the aforementioned wetland areas, as well as the southern flying squirrel.

Cypress-Gum Swamp (Blackwater Subtype)

Located just south of NC 125 in the northwestern corner of the study area, this distinct community is dominated by bald cypress. Water tupelo, red maple and umbrella magnolia are also present. The shrub layer is absent. The herb layer is thin, with lizard tail, jack-in-the-pulpit, netted chain fern and southern lady fern present. Carolina supplejack and climbing hydrangea comprise the vine layer. Wildlife species in this community are similar to the bottomland hardwood forests, but increased likelihood of beaver, raccoon and marsh rabbit may occur due to the prolonged inundation in the area. A hairy woodpecker was observed foraging in this swamp. Because of the prolonged inundation of the area, limited food sources may be available for wildlife.

Aquatic Communities

There are four primary aquatic resources within the study area: Skewakee Gut and three perennial tributaries to Skewakee Gut, Mill Branch and Beaverdam Creek. There are also several intermittent and small perennial streams within the study area that discharge to these streams, but are not described separately because they lack significant aquatic communities. These streams are shown on Figure 5.

Skewakee Gut

Macroinvertebrate sampling in this community did not yield any individuals. This may be due, in part, to the summer season. Another factor is the sand substrate. In addition, little riparian buffer was present to provide shade for the stream in proximity to NC 125.

Fish observed within this community include mosquitofish, creek chubsucker, pirate perch, tessellated darter, bowfin, green sunfish and American eel. Of these, mosquitofish were dominant.

Unnamed Tributary to Skewakee Gut (UT #3)

This perennial stream forms from the convergence of several intermittent streams. No fish habitat is present. Macrobenthos in the stream include aquatic sow bugs, crayfish and water pennies. The channel is often braided through the forested floodplain wetlands.

Unnamed Tributary to Mill Branch (UT #1)

This stream is formed from a ditch within the study area, which transitions in to a perennial stream and wetland. Macroinvertebrate sampling south of NC 125 yielded mayflies, aquatic sow bugs, crayfish, water pennies and water mites. Vegetation was present within the channel in some areas. A riparian buffer also provided shade along portions of the stream.

Unnamed Tributary to Beaverdam Creek (UT #15)

This perennial stream includes the Cypress-Gum Swamp previously described, as well as a pond. These areas were not sampled for macrobenthos or fish due to their depth. However, the pond likely provides aquatic habitat for fish.

Other aquatic animals observed throughout the study area include various frogs such as southern leopard frog, green treefrog and bullfrog. Crayfish mounds were abundant throughout wetlands and stream banks within the study area.

A review of the NC Wildlife Resources Commission database showed no occurrence of Significant Aquatic Endangered Habitat within one mile of the study area. Anadromous fish habitat is designated in the Roanoke River and Conoho Creek, where these water

resources discharge. While the American eel was found, Skewakee Creek is not designated as anadromous fish habitat at this time.

b. Summary of Anticipated Effects

Construction of the proposed project will have various impacts on the biotic resources in the project area. Any construction-related activities in or near these resources have the potential to impact biological functions.

Terrestrial Effects

The communities likely to be affected by the project alternatives are presented in Table 6.

TABLE 6
PROJECT EFFECTS ON TERRESTRIAL BIOTIC COMMUNITIES

Community	Effects of Alternative (Acres)		
	1	**2N**	**4**
Loblolly Pine Plantations	10.3	10.5	4.6
Mixed Pine & Hardwood Forests	17.4	14.1	14.1
Mixed Hardwood Forests	0	0	3.6
Disturbed Scrub-Shrub Areas	11.3	9.9	11.3
Disturbed Forested Area	0.2	0.2	0
Totals	**39.2**	**34.7**	**33.6**

Impacts are based on one third of the corridor width.
Table does not include project effects on disturbed areas, such as residential yards or agricultural fields.

In general, the project would likely cause the following impacts to terrestrial communities:

- Direct loss of terrestrial habitats through land clearing, excavation, or fill.
- Wildlife habitat fragmentation.
- Riparian zone and stream buffer reductions/habitat corridor loss.
- Loss of food sources.

Effects on Aquatic Communities

Impacts to the aquatic communities are likely to result from the physical disturbance of aquatic habitats (e.g., substrate and water quality) and watersheds. These impacts are likely to be greatest at stream crossings. Disturbance of aquatic habitats has a detrimental effect on aquatic community composition by reducing species diversity and the overall quality of aquatic habitats. Physical alterations to aquatic habitats can result in the following impacts to aquatic communities:

- Inhibition of plant growth.
- Clogging of feeding structures or filter feeding organisms and gills of fish.
- Burial of benthic organisms.
- Algal blooms resulting from increased nutrient concentrations, which deplete dissolved oxygen supplies.
- Loss of benthic macroinvertebrates through scouring resulting from an increased sediment load.
- Increased water temperatures due to removal of riparian canopy.

Table 9 summarizes the anticipated effect of each project alternative on streams.

2. Waters of the United States

Surface waters and wetlands fall under the broad category of "Waters of the United States", as defined in Section 33 of Code of Federal Regulations (CFR) Part 328.3. Any action that proposes to dredge or place fill material into surface waters or wetlands falls under the jurisdiction of the US Army Corps of Engineers under Section 404 of the Clean Water Act (33 U.S.C. 1344).

a. Streams, Rivers and Impoundments

Water resources within the study area are located in the Lower Roanoke River Basin (USGS Hydrologic Unit 03010107, NCDWQ Subbasin 03-02-09). Several water resources are present in the study area. Only one of these streams, Skewakee Gut, is named. Other streams in the project area are unnamed perennial and intermittent tributaries of Skewakee Gut, Beaverdam Creek and Mill Branch. Two ponds are also present within the study area.

Streams have been assigned a best usage classification by the NC Division of Water Quality that reflects water quality conditions and potential resource usage. Unclassified tributaries carry the same best usage classification as the classified stream to which they are tributaries. The classification for Skewakee Gut (NCDWQ Index No. 23-49.5, 09/01/74) is Class C from its source to Conoho Creek. Mill Branch (NCDWQ Index No. 23-49-3, 09/01/74) and Beaverdam Creek (NCDWQ Index No. 23-49-2, 09/01/57) are also Class C waters.

Class C waters are protected for secondary recreation, fishing, wildlife, fish and aquatic life propagation and survival, agriculture and other uses suitable for Class C. No High Quality Waters (HQW) are present within one mile of the study area.

TABLE 7
STREAMS WITHIN PROJECT AREA

Stream	Avg. Width (ft)	Avg. Depth (ft)	Cowardin Classification	Perennial/ Intermittent/ Ditch
Skewakee Gut	25	4 to 6	R3	Perennial
UT 1	4.0	3	R3	Perennial
UT 2	2.0	1.5	R3	Perennial
UT 3	4 to 5	2.0	R3	Perennial
UT 4	3.0	2.0	R4/R3	Intermittent/Perennial
UT 5a	5.0	2.0	R4	Intermittent
UT 5b	3.5	2.0	R4	Intermittent
UT 6	4.0	2.0	R4/R3	Intermittent/Perennial
UT 7	4.0	2.0	R4/R3	Intermittent/Perennial
UT 8	2.0	0.5	R4	Intermittent
UT 9	2.0	1.0	R4	Intermittent
UT 10	2.0	2.0	R4	Ditch
UT 11	4.0	1.5	R3	Perennial
UT 12	2.0	1.0	R4	Intermittent
UT 13	1.5	1.0	R4	Intermittent
UT 14	5.0	0.5	R3	Perennial
UT 15	5.0	1.5	R3	Perennial
UT 16	2.0	0.75	R4	Intermittent
UT 17	2.0	1.5	R3	Perennial
UT 18	1.5	0.5	R4	Intermittent
UT 19	2.0	1.5	R4	Intermittent
UT 20	2.0	1.0	R4	Intermittent
UT 21	4.0	1.0	R4	Intermittent
Unnamed	-	-	-	Roadside Ditch

b. Water Quality Monitoring Data

The NC Division of Water Quality Basinwide Monitoring Program is part of an ongoing ambient water quality monitoring program that addresses long-term trends in water quality. The program monitors ambient water quality by sampling at fixed sites for selected benthic macroinvertebrate organisms, which are sensitive to water quality conditions.

There are no benthic monitoring stations on Skewakee Gut, Mill Branch, or Beaverdam Creek. Although there is a monitoring station on Conoho Creek, this site was sampled but not rated in 1999. The stream was not rated due to its coastal swamp nature.

Based on benthic data, the overall biological community in the Lower Roanoke River subbasin has been assigned a classification of Good-Fair (NCDENR, 2001).

The Roanoke River Basinwide Water Quality Plan does not designate support ratings for Skewakee Gut, Mill Branch, Beaverdam Creek, or Conoho Creek (NCDENR, 2001). In addition, these streams are not listed on the 2006 Clean Water Act Section 303(d) list as impaired waters. A mercury advisory has been issued for fish caught in the Roanoke River east of the US 17 bridge.

c. Point and Non-point Source Dischargers

There are no permitted National Pollution Discharge Elimination System discharges to streams in the project area. Agriculture is the primary potential source for non-point source pollution within the study area. Large agricultural areas may introduce nutrients, herbicides or pesticides. In several areas, agricultural drainage ditches drain directly into headwater wetlands and intermittent streams. Erosion from these fields also contributes sediment to the water resources. Current logging activity in the Skewakee Gut drainage area has the potential to introduce additional sediment load to the streams. To a smaller extent, residential runoff through the roadside drainage ditches or lawn management may also introduce pollutants.

d. Wetlands

There are several wetland areas within the study area. Wetlands in the study area are shown on Figure 5. Wetland areas are described in Table 8 below.

TABLE 8
JURISDICTIONAL WETLANDS WITHIN PROJECT AREA

Wetland	Cowardin Classification*	Wetland Classification	Wetland Rating
WA	PFO	Floodplain	28
WB	PFO	Riparian Hardwood	72
WC	PSS	Disturbed Forest	19
WD	PFO	Headwater	64
WE	PFO	Riparian Hardwood	72
WF	PFO	Headwater and Riparian Hardwood	70
WG	PFO	Headwater	64
WH	PFO	Headwater	64
WI	PFO	Riparian Hardwood	70
WJ	PFO	Headwater and Riparian Hardwood	70
WK	PFO	Headwater and Riparian Hardwood	70
WL	PFO	Headwater	43
WM	PSS	Disturbed Scrub Shrub	19
WN	PFO	Headwater	43
WP	PFO	Headwater	43
WQ	PFO	Headwater	43
WR	PFO	Headwater	43
WS	PFO	Headwater	43
WT	PFO	Headwater	43
WU	PFO	Headwater	43
WV	PFO	Headwater	43
WW	PFO	Headwater	43
WX	PFO	Headwater	65
WY	PFO	Riparian Hardwood	72
WZ	PFO	Cypress Gum Swamp	56

*PFO-Palustrine Forested, PSS-Palustrine Scrub Shrub

Headwater Forest Wetlands

The majority of the wetlands within the study area are this type. Headwater wetlands generally begin as depressions adjacent to uplands that collect surface water. Many of these areas begin at the discharge point of agricultural drainage ditches. Stream channels form within them, beginning as intermittent channels and developing into perennial streams. Headwater wetlands are infrequently flooded and often exhibit a dense herb layer. These wetlands are saturated to seasonally flooded and can be classified as palustrine, forested wetlands with broad-leaved deciduous vegetation.

Riparian Hardwood Forest Wetlands

As the streams become larger, the headwater forest wetlands transition into bottomland hardwood forest wetlands with similar species composition. These areas are generally medium quality wetlands with increased functions as they become larger. These wetlands are saturated to seasonally flooded and can be classified as palustrine, forested wetlands with broad-leaved deciduous vegetation.

Floodplain Forest Wetlands

Several wetlands occur in depressions within upland floodplain areas along Skewakee Gut at NC 125. These small wetland pockets are separated from Skewakee Gut by levees and provide flood storage capacity. The vegetation in these pockets has been disturbed, with very sparse vegetation in the wetland north of NC 125. Due to their small size, these areas do not supply significant wetland functions. These wetland pockets experience temporary flooding and can be classified as palustrine, forested and scrub-shrub wetlands, depending on the amount of disturbance, with broad-leaved deciduous vegetation.

Disturbed Forested Wetland

The disturbed forested wetland within the study area exhibits the jurisdictional characteristics of hydric soils and vegetation and hydrology. This small area is most likely an old roadbed ditch from an abandoned roadway alignment. Multi-trunked red maple and tag alder are present. While this wetland is jurisdictional, it does not provide any strong wetland functions and is considered a low quality wetland. Its only connection to other Waters of the United States is through a roadside ditch. This palustrine, forested wetland exhibits broad-leaved deciduous vegetation and saturated soils.

Cypress-Gum Swamp

This wetland, located south of NC 125 within Alternative 4, differs from others because of its vegetative community. The cypress-gum swamp forest exhibits buttressed trees and cypress knees along with other strongly hydrophytic vegetation. Due to frequent flooding and saturated soils, the floor of the wetland has a sparse herb layer. This palustrine, forested wetland has needle-leaved deciduous vegetation and is semipermanently flooded.

e. Summary of Anticipated Effects

Anticipated effects of the project alternatives on area streams are presented on Table 9.

TABLE 9
PROJECT EFFECTS ON STREAMS

Stream	Effects of Alternative (Feet)		
	1	**2N**	**4**
UT1	112	83	0
UT3	50	263	0
UT4	0	14	0
UT5	233	192	0
UT6	0	11	0
UT10	0	208	0
Total	**395**	**771**	**0**

Streams not listed on this table will not be affected by any of the project alternatives.

Project construction has the potential to affect surface water resources in the following ways:

- Increased sedimentation and siltation downstream of the construction zone and increased erosion in the project area.
- Changes in light incidence and water clarity due to increased sedimentation and vegetation removal.
- Alteration of water levels and flows due to interruptions and/or additions to surface and ground water flow from construction.
- Changes in and destabilization of water temperature due to vegetation removal.
- Increased nutrient loading during construction via runoff from exposed areas.
- Increased concentrations of toxic compounds in roadway runoff.
- Potential increase of toxic compound releases, such as fuel and oil, from construction equipment and other vehicles.
- Alteration of stream discharge due to silt loading and changes in surface and ground water drainage patterns.

In order to minimize potential impacts to water resources in the project area, NCDOT's Best Management Practices for the Protection of Surface Waters will be strictly enforced during construction of the proposed project.

Table 10 below presents project effects on wetlands.

TABLE 10
PROJECT EFFECTS ON WETLANDS

Wetland	Effects of Alternative (Acres)		
	1	**2N**	**4**
WE	0	<0.01	0
WF	0.12	0.17	0
WG	0.39	0.10	0
WH	0	0.05	0
WK	0	0.02	0
WL	0.02	0	0
WM	1.06	2.80	2.88
WQ	0	0	0.23
WT	0	0	0.17
Total	**1.59**	**3.15**	**3.28**

Wetland areas not listed on this table will not be affected by any of the project alternatives.

f. Avoidance, Minimization and Mitigation

Given the number of streams and wetlands in the project area, total avoidance of surface waters and wetlands by this project is not feasible.

Most of the alternatives still under consideration for the project have been retained because they have the lowest impacts on wetlands and streams. Alignments within the study corridors for the alternatives have been developed which minimize impacts to wetlands and streams within the corridors. Impacts on wetlands and streams will be considered in the selection of the preferred corridor for the project. Additional minimization measures will be considered as the project progresses.

It is expected wetland and stream mitigation will be required for the project. Final decisions regarding wetland and stream mitigation requirements will be made by the US Army Corps of Engineers and the NC Division of Water Quality. On-site mitigation will be used as much as possible. The Ecosystem Enhancement Program (EEP) will be used for remaining mitigation requirements beyond what can be satisfied by on-site mitigation.

g. Anticipated Permit Requirements

Due to the amount of potential wetland and stream impacts, a Section 404 individual permit is likely to be required for impacts to Waters of the United States resulting from the proposed project.

This project will also require a 401 Water Quality Certification from the NC Division of Water Quality prior to issuance of the Section 404 individual permit.

3. Rare and Protected Species

a. Federally-Protected Species

Plants and animals with Federal classifications of Endangered (E), Threatened (T), Proposed Endangered (PE), and Proposed Threatened (PT) are protected under the provisions of Sections 7 and 9 of the Endangered Species Act, as amended. As of September 15, 2008, the US Fish and Wildlife Service does not list any Federally protected threatened or endangered species for Martin County.

The bald eagle was declared recovered, and removed (de-listed) from the Federal List of Threatened and Endangered Species effective August 8, 2007. The bald eagle remains federally-protected under the Bald and Golden Eagle Protection Act (Eagle Act) (16 U.S.C. 668-668d). The Eagle Act prohibits take of bald and golden eagles and provides a statutory definition of "take" that includes "disturb".

No habitat for the bald eagle exists in the project area. Therefore, it is expected the project will have no effect on the bald eagle.

b. Federal Species of Concern/State Protected Species

There are four species listed as Federal Species of Concern by the US Fish and Wildlife Service for Martin County. These species are not afforded Federal protection under the Endangered Species Act until they are formally proposed or listed as Threatened or Endangered.

Organisms listed as Endangered (E), Threatened (T), or Special Concern (SC) on the NC Natural Heritage Program list of Rare Plant and Animal Species are afforded limited state protection under the North Carolina State Endangered Species Act and the North Carolina Plant Protection and Conservation Act of 1979.

Table 11 lists the FSC species, the State status of these species (if afforded State protection) and the potential for suitable habitat in the project area for each species.

TABLE 11
FEDERAL SPECIES OF CONCERN IN MARTIN COUNTY

Common Name	Scientific Name	State Status	Potential Habitat
American eel	*Anguilla rostrata*		
Rafinesque's big-eared bat	*Corynorhinus rafinesquii*	T	NO
Southeastern myotis	*Myotis austroriparius*	SC	YES
Eastern Henslow's sparrow	*Ammodramus henslowii susurrans*	SR*	NO
Chowanoke crayfish	*Orconectes virginiensis*	SC	YES

*SR = Significantly Rare.

A review of the NC Natural Heritage Program database of rare species and unique habitats revealed no occurrence of any federal species of concern within one mile of the study area.

4. Soils

Martin County lies in the Inner Coastal Plain physiographic region of North Carolina. Flat terrain, slow-moving streams, and swamplands characterize the area. Elevations in the study area range from 4 to 26 feet above mean sea level.

Soil mapping units are based on the Natural Resource Conservation Service soil survey for Martin County (USDA, 1989) and are generally sands and loams. Soils in the study area are shown on Table 12.

TABLE 12
SOILS IN PROJECT AREA

ID	Full Name	Slopes	Hydric?
Ba	Bethera Loam	0 to 2 Percent	Yes
Bb	Bibb Loam, Frequently Flooded	0 to 1 Percent	Yes
BoB	Bonneau Loamy Sand	0 to 6 Percent	No
BoC	Bonneau Loamy Sand	6 to 12 Percent	No
CrC2	Craven Clay Loam, Eroded	4 to 12 Percent	No
Fo	Foreston Loamy Fine Sand	0 to 2 Percent	No
GoA	Goldsboro Fine Sandy Loam	0 to 2 Percent	No
Ly	Lynchburg Fine Sandy Loam	0 to 1 Percent	Inclusions
NoA	Norfolk Loamy Fine Sand	0 to 2 Percent	No
NoB	Norfolk Loamy Fine Sand	2 to 6 Percent	No
NuB	Norfolk-Urban Land Complex	0 to 6 Percent	No
Ra	Rains Fine Sandy Loam	0 to 2 Percent	Yes
Ro	Roanoke Loam, Frequently Flooded	0 to 2 Percent	Yes
St	Stallings Loamy Sand	0 to 3 Percent	Inclusions
WnD	Winton Fine Sandy Loam	8 to 15 Percent	No

B. Cultural Resources

The proposed project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended. Section 106 requires Federal agencies to take into account the effect of their undertakings (federally-funded, licensed, or permitted) on properties included in or eligible for inclusion in the National Register of Historic Places and to afford the Advisory Council a reasonable opportunity to comment on such undertakings.

1. Historic Architectural Resources

A field survey of the area of potential effects (APE) was conducted by architectural historians in 2003. All structures over fifty years of age within the APE were evaluated for eligibility according to National Register of Historic Places criteria. The APE included areas that may be physically and/or visually affected by the project.

No properties listed on the National Register of Historic Places are located within the project APE. The National Register-listed Williamston Historic District, Williamston Commercial Historic District and the Asa Biggs House are located on or near existing NC 125 in Williamston, but these properties are outside the APE of the proposed bypass.

Following this evaluation, the North Carolina State Historic Preservation Office (HPO) requested in-depth evaluations of four properties in the APE. Following this additional evaluation, the State Historic Preservation Office cited the Slade Cemetery as

eligible for the National Register of Historic Places in a letter dated June 23, 2005 and concurred with the eligible boundaries in a letter dated January 11, 2006 (see Appendix A)

The Slade Cemetery was determined eligible for the National Register under Criterion A, for its association with the growth and development of plantation family burials in Martin County. The cemetery contains markers that span over 150 years, from the last quarter of the eighteenth century through the mid-twentieth century. The cemetery is located on the south side of NC 125 east of SR 1421. The National Register eligible boundaries for the cemetery are approximately sixty feet by sixty feet, and include the ironwork fence surrounding the cemetery. The location of the cemetery relative to the project alternatives is shown on Figure 5.

It is anticipated the proposed project will have "no effect" on the Slade Cemetery. The State Historic Preservation Office concurred with this finding on August 30, 2006. A copy of the concurrence form is included in Appendix A.

2. Archaeological Resources

The State Historic Preservation Office has reviewed the project for archaeological resources. In a letter dated May 13, 2005, the State Historic Preservation Office requested an intensive archaeological survey be conducted for the project from north of the CSX rail line to existing NC 125 northwest of Williamston. These archaeological surveys will be performed following selection of the preferred alternative for the project. A copy of the State Historic Preservation Office's letter is included in Appendix A.

C. Section 4(f)/6(f) Resources

Section 4(f) of the US Department of Transportation (USDOT) Act of 1966, as amended, specifies publicly owned land from a public park, recreation area, wildlife and waterfowl refuge, and all historic sites of national, state, and local significance may be used for federal projects only if there is no feasible and prudent alternative to the use of such land and the project includes all possible planning to minimize harm to 4(f) lands resulting from such use.

This project will not affect any resources protected by Section 4(f) of the USDOT Act of 1966, as amended.

D. Farmland

The Farmland Protection Policy Act requires all federal agencies or their representatives to consider the impact of land acquisition and construction projects on prime and important farmland soils. North Carolina Executive Order Number 96 requires all state agencies to consider the impact of land acquisition and construction projects on prime farmland soils, as designated by the US Natural Resources Conservation Service (NRCS). Land planned or zoned for urban development is not afforded the same level of preservation as rural, agricultural areas.

All of the project alternatives will affect agricultural fields and areas with prime and important farmland soils. Table 13 below presents project effects on farmland. The Farmland Conversion Impact Rating Forms (USDA Form AD-1006) completed for the project are included in Appendix C.

TABLE 13
PROJECT EFFECTS ON FARMLAND

	Alt. 1	Alt. 2N	Alt. 4
Prime and Unique Farmland (Acres)	42.1	40.7	47.5
Statewide and Locally Important Farmland (Acres)	3.3	2.9	0
Total Farmland (Acres)	45.4	43.6	47.5
Total Site Assessment/Relative Value Score*	169.9	168.2	170.3

*-From USDA Form AD-1006

E. Social Effects

1. Neighborhoods/Communities

All of the alternatives for the proposed bypass cross SR 1420 (McCaskey Road). A number of homes are located along McCaskey Road. Several subdivisions have entrances onto McCaskey Road, as well.

Alternatives 1 and 2N may have an effect on community cohesion because these two alternatives would cross McCaskey Road in a residential area, requiring pedestrians to cross the proposed bypass. Alternative 4 will relocate homes along McCaskey Road and will reroute NC 125 along a portion of McCaskey Road in a residential area.

2. Relocation of Residences and Businesses

All of the alternatives studied in detail for the proposed project will require the relocation of homes and businesses. Table 14 below presents relocations required for the project.

TABLE 14
HOMES AND BUSINESSES TO BE RELOCATED

Alternative	Homes	Businesses
1	9 (1)	1
2N	11 (3)	1
4	15 (4)	2

Numbers in parenthesis ( ) indicate minority-owned homes or businesses

As discussed in Section III-A-5, two alternatives studied previously were dropped from consideration because they would relocate more homes than the other alternatives.

3. Minority/Low-Income Populations

Executive Order 12898 requires each federal agency, to the greatest extent allowed by law, to administer and implement its programs, policies and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations.

The project study area includes a higher percentage of minorities than the county average. Approximately 51 to 54 percent of the study area population is minority, compared with 47.5 percent for Martin County. Although over 50 percent of the project area is minority, only between 11 to 27 percent of the homes which would be relocated by the project alternatives are minority-owned or occupied.

The percentage of low-income households in the project area is between 11.6 to 13.8 percent, which is similar to Martin County's percentage of 11.8 percent. Although between 45.6 to 47 percent of the households in the project area had a household income below $25,000, it is estimated that between approximately 27 to 33 percent of the homes to be relocated by the project are occupied by families with household incomes below $25,000.

A citizens informational workshop was held for the project on December 13, 2001 (see Section VI-A). This workshop was advertised in local newspapers and newsletters announcing the workshop were mailed to area property owners. In addition, a small group meeting was held following the workshop at the request of several property owners.

Through the public involvement program, citizens have been kept informed of the proposed project. Based on project studies, this project will not have a disproportionate impact on low-income populations. This project is being implemented in accordance with Executive Order 12898.

4. Public Facilities

Several churches are located within the project study area. Martin County Community College is located off of existing NC 125 on SR 1182 (East College Road). It is anticipated the project will not affect any public facilities in the project area. Reduced delay along existing NC 125 within Williamston and reduced travel times on the western side of Williamston with construction of the bypass should improve emergency response times in the project area.

F. Economic Effects

Overall, the proposed bypass may have a positive effect on economic development in the area by improving access to the town's business park. Changes in individual property values in the vicinity of the proposed project will depend on their proximity to the new

roadway. Removing traffic from the downtown area may affect downtown businesses. Travel-related businesses will be most affected.

Williamston was declared a State of North Carolina Development Zone by the Department of Commerce and is classified as Tier 1, the most economically stressed. The Development Zone designation provides tax-credit incentives for businesses that create jobs.

G. Land Use

1. Existing Land Use and Zoning

Land use in the study area consists primarily of residential and agricultural uses with scattered commercial and industrial development. Residential development is located along many of the roads in the study area. In addition, there are approximately seven mobile home communities in the study area on SR 1420 (McCaskey Road) and NC 125.

Land use within Williamston consists of primarily residential development with scattered commercial development.

2. Future Land Use

The Town's expected growth areas are along Wildcat Road, McCaskey Road and NC 125. Residential development is expected for the Wildcat Road/McCaskey Road area, with industrial development targeted for NC 125 north of Williamston in the vicinity of the Williamston Yarn Mill. In addition, the proposed business park is a targeted growth area.

3. Project Compatibility with Local Plans

The proposed project is compatible with local land use plans and the jointly adopted 1995 Williamston Thoroughfare Plan.

H. Indirect and Cumulative Effects

The proposed bypass may improve the economy of Williamston and Martin County by improving access to Roberson Business Park. As new businesses relocate to the area, other development may follow. Additional employment opportunities will likely result in increased population and greater demand for housing. However, not all of the study area has water and sewer services. If the Town were to extend water and sewer services in the project area, the development potential for properties served by the utilities would increase.

Although the new location portions of the project will open new land for development, partial control of access is proposed. The proposed control of access and zoning regulations should prevent major changes in land use. There are no plans for development along new location portions of the proposed bypass.

I. Flood Hazard Evaluation

The Town of Williamston and Martin County are both participants in the National Flood Insurance Program. None of the alternatives under consideration for the proposed project will cross any designated flood hazard areas. Figure 5 shows the location of 100-Year floodplains in the project area.

J. Traffic Noise Analysis

In accordance with Title 23 Code of Federal Regulations Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (Title 23 CFR 772), each Type I highway project must be analyzed for predicted traffic noise impacts. Type I projects are proposed federal or federal-aid highway projects for construction of a highway on new location or improvements to an existing highway which significantly changes the horizontal or vertical alignment or increases the vehicle capacity. Traffic noise impacts are determined from the current procedures for the abatement of highway traffic noise and construction noise found in Title 23 CFR 772, which also includes provisions for traffic noise abatement measures. When traffic noise impacts are predicted, examination and evaluation of alternative noise abatement measures must be considered for reducing or eliminating these impacts. A copy of the unabridged version of the full technical report entitled Highway Traffic Noise/Construction Noise Analysis can be viewed in the Transportation Building, 1 South Wilmington Street, Raleigh.

1. Traffic Noise Impacts and Noise Contours

The maximum number of receptors along each project alternative predicted to become impacted by future traffic noise are shown in Table 15 below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels.

TABLE 15
PREDICTED TRAFFIC NOISE IMPACTS BY ALTERNATIVE*

Alternative	Traffic Noise Impacts			
	Residential	Churches/Schools	Businesses	Total
1	1	0	1	**2**
2N	2	0	1	**3**
4	7	0	1	**8**

*Per TNM®2.1 and in accordance with 23 CFR Part 772

The maximum extent of the 72 and 67 dBA noise level contours measured from the center of the proposed roadway are 41.6 feet and 74.7 feet, respectively.

2. Noise Abatement Alternatives

Measures for reducing or eliminating traffic noise impacts were considered for all impacted receptors in each alternative. Noise abatement measures evaluated include highway alignment changes, traffic system management measures, buffer acquisition and noise barriers.

For each of these measures, benefits versus costs, engineering feasibility, effectiveness and practicability, land use issues and other factors were considered. Benefits versus costs are evaluated based on cost per benefitted receptor. The cost of noise abatement is considered reasonable if it does not exceed $35,000 per benefited receptor plus an incremental increase of $500 per dBA average increase in the predicted exterior noise levels of the impacted receptors in the area.

Traffic System Management Measures

Traffic system management measures are not considered viable for noise abatement due to the negative impact they would have on the capacity and level of service of the proposed roadway.

Highway Alignment Changes

Substantially changing the highway alignment to minimize noise impacts is not considered to be a viable option for this project due to engineering and/or environmental factors.

Buffer Acquisition

Costs to acquire buffer zones for impacted receptors will exceed the NCDOT abatement cost threshold. Therefore, this abatement measure is unreasonable.

Noise Barriers

Noise barriers include three basic types: vegetative barriers, earthen berms and noise walls. These structures act to diffract, absorb and reflect highway traffic noise. For this project, the cost of acquiring additional right of way and planting sufficient vegetation is estimated to exceed the NCDOT abatement threshold. Also, for this project, earthen berms are not viable abatement measures because the additional right of way, materials and construction costs are estimated to exceed the NCDOT abatement cost threshold.

This project will maintain partial control of access, meaning that most commercial establishments and residences will have direct access connections to the proposed project, and all intersections will be at-grade. Businesses, churches and other related establishments require accessibility and high visibility. Noise barriers do not allow uncontrolled access, easy accessibility or high visibility, and would therefore not be acceptable abatement measures for this project.

3. Summary

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

In accordance with NCDOT Traffic Noise Abatement Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Finding of No Significant Impact (FONSI). For development occurring after this date, local governing bodies are responsible for insuring noise compatible designs are utilized along the proposed facility.

K. Air Quality Analysis

Air pollution originates from various sources. Emissions from industry and internal combustion engines are the most prevalent sources. The impact resulting from highway construction ranges from intensifying existing air pollution problems to improving the ambient air quality.

1. Project Air Quality Effects

National Ambient Air Quality Standards (NAAQS) are set for carbon monoxide (CO), nitrogen oxide (NO), ozone (O_3), lead (Pb), particulate matter (PM) and sulfur dioxide (SO_2). The main pollutants from transportation sources are carbon monoxide, ozone and particulate matter.

The project is located in Martin County, which has been determined to be in compliance with the National Ambient Air Quality Standards. 40 CFR parts 51 and 93 are not applicable because the project is located in an attainment area. This project is not anticipated to create any adverse effects on the air quality of this attainment area.

2. Mobile Source Air Toxics

Mobile source air toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. MSATs are compounds emitted by highway vehicles and non-road equipment.

This document includes a basic analysis of the likely MSAT emission impacts of this project. However, project specific health effects of the emission changes associated with the project alternatives cannot be predicted with available technical tools.

Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated

emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevent a more complete determination of the MSAT health impacts of the proposed project. Research into the health impacts of MSATs is ongoing.

For each alternative, the amount of MSATs emitted is proportional to the vehicle miles traveled (VMT), assuming other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the detailed study alternatives will likely be higher than that for the no-build alternative, because the additional capacity provided by the project increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. The increased VMT would lead to higher MSAT emissions for the action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the existing route. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds. According to EPA's MOBILE6 emissions model, emissions of all of the priority MSATs except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably predicted due to the inherent deficiencies of technical models.

Because the estimated VMT for each of the alternatives is nearly the same, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions in the design year will likely be lower than present levels as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

A copy of the unabridged version of the full air quality technical report entitled Air Quality Analysis can be viewed in the Transportation Building, 1 South Wilmington Street, Raleigh.

3. Construction Air Quality Effects

During construction of the proposed project, all materials resulting from clearing and grubbing, demolition or other operations will be removed from the project, burned or otherwise disposed of by the contractor. Any burning will be performed in accordance with applicable local laws and ordinances and regulations of the North Carolina State Implementation Plan (SIP) for air quality in compliance with 15 NCAC 2D.0520. Care will be taken to insure burning will be performed at the greatest distance practical from dwellings and not when atmospheric conditions are such as to create a hazard to the public. Burning will be performed under constant surveillance. Measures will also be taken to reduce the dust generated by construction when the control of dust is necessary for the protection and comfort of motorists or area residents.

L. Hazardous Materials

Based on a field reconnaissance survey and database review of the project area, a landfill site exists in the project study area. The currently active Martin County Construction Debris landfill exists on the site of the inactive Martin County Solid Waste Landfill. This property is located on Landfill Road, which is off of SR 1420 (McCaskey Road). Figure 5 shows the location of this landfill.

Monitoring wells on the property indicate violations of groundwater standards for benzene, vinyl chloride and dichlorobenzene at this site. None of the current study alternatives for the project will affect this site.

No underground storage tanks (UST) were found to exist in the project limits. However, there is the possibility unregulated USTs may exist within the proposed right of way limits. If a site with unregulated USTs or landfills is identified, a preliminary site assessment will be performed prior to right of way acquisition.

VI. COMMENTS AND COORDINATION

A. Citizens Informational Workshop

A citizens informational workshop was held on January 9, 2003, at Martin Community College to obtain comments and suggestions about the project from the public. Approximately 115 persons attended this meeting, including NCDOT representatives. This meeting was advertised through local newspapers and flyers were sent to property owners and citizens in the project area.

Six alternatives were presented at the workshop (Alternatives 1, 2 North, 2 South, 3, 4, and 5). The majority of those attending supported the project. Some citizens expressed concerns about project effects on their property, but agreed with the need for the project. A few citizens opposed the project entirely.

Several citizens expressed concern the project would have a negative effect on their community. These citizens asked for a small group meeting with NCDOT staff. This second meeting was held on January 30, 2003. At this meeting, the group discussed their concerns. An additional alternative, Alternative 6, was suggested at this meeting. This alternative was investigated, but was dropped from further consideration due to anticipated environmental impacts. No additional comments have been received since the January 2003 meeting.

B. Public Hearing

A public hearing for this project will be held following approval of this document and prior to right of way acquisition. The alternatives still under consideration for the project will be presented to the public for their comments at the hearing. The recommended alternative for the project will be selected following the hearing. Citizen comments will be taken into consideration in the selection of the recommended alternative.

C. NEPA/404 Merger Process

This project has followed the NEPA/404 merger process. The merger process is an interagency procedure integrating the regulatory requirements of Section 404 of the Clean Water Act into the National Environmental Policy Act decision making process.

Representatives of the Federal Highway Administration, the US Army Corps of Engineers and NCDOT served as co-chairs for the merger team. The following agencies also participated on the NEPA/404 merger team for this project:

US Fish and Wildlife Service
US Environmental Protection Agency
NC Department of Cultural Resources
NC Division of Water Quality
NC Wildlife Resources Commission

The merger team formally concurs on project decisions made at key project milestones. These decision points are called concurrence points in the merger process. By concurring, merger team members are agreeing with the decision made. Concurrence points are not revisited unless there is substantive new information that warrants reevaluating the concurrence point.

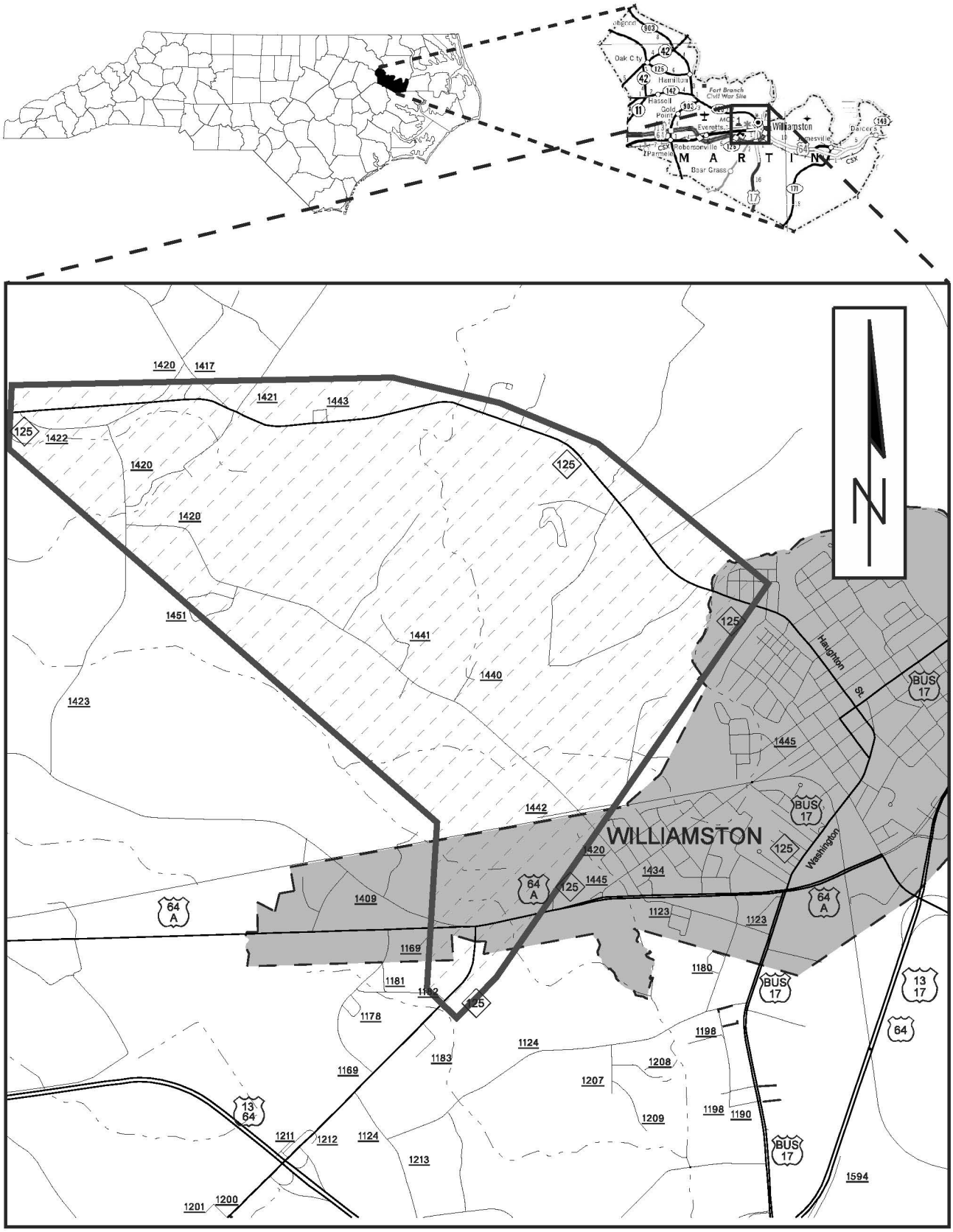
The merger team has concurred on the purpose and need (Concurrence Point 1), alternatives to be studied in detail (Concurrence Point 2) and wetlands/streams to be bridged (Concurrence Point 2A). Copies of the concurrence forms are included in Appendix D.

The merger team will select the least environmentally damaging preferred corridor (Concurrence Point 3) for the project following the public hearing. The team will also concur on further avoidance and minimization measures for the project (Concurrence Point 4A) following selection of the preferred corridor.

D. Other Agency Coordination

NCDOT has coordinated with appropriate federal, state and local agencies throughout the project development study. Comments on the project have been requested from the agencies listed below. An asterisk designates an agency from which comments were received. Copies of the comments received are included in Appendix A.

US Department of the Army - Corps of Engineers
US Environmental Protection Agency
US Fish and Wildlife Service
*NC Department of Administration – State Clearinghouse
*NC Department of Cultural Resources – State Historic Preservation Office
*NC Department of Environment and Natural Resources, Division of Environmental Health
*NC Department of Environment and Natural Resources, Division of Forest Resources
*NC Department of Environment and Natural Resources, Division of Water Quality
*NC Department of Public Instruction
*NC Wildlife Resources Commission
Mid-East Commission (Region Q Council of Governments)
Martin County
Town of Williamston



PROJECT STUDY AREA

0 1
MILES

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

NC 125 WILLIAMSTON BYPASS
MARTIN COUNTY
TIP PROJECT R-3826

FIGURE 1

LEGEND

- WETLANDS (DELINEATED)
- HISTORIC PROPERTIES (NATIONAL REGISTER-ELIGIBLE)
- 100-YEAR FLOODPLAIN
- STREAMS
- POTENTIALLY CONTAMINATED SITES

- ALTERNATIVE 1
- ALTERNATIVE 2N
- ALTERNATIVE 4

SHEET 1 OF 3

GARYS LN.
FLEETWOOD DR.
WU
UT21
MATCHLINE SEE SHEET 3
SMITH LN.
SR 1420 (McCASKEY RD.)
COREY DR.
SR 1440 (ROCK RD.)
CSX TRANSPORTATION
SR 1169 (KEHUKEE PARK RD.)
SR 1409 (WILDCAT RD.)
64A
ROBERSON DR.
WM
WL
MARTIN COMMUNITY COLLEGE
NCDOT MAINTENANCE YARD
SR 1182 (EAST COLLEGE RD.)
TO US 64
125
PRISON CAMP RD.
ROBERSON BUSINESS PARK
UT10
SR 1442 (WEST PARK RD.)
MATCHLINE SEE SHEET 2
SR 1420 (McCASKEY RD.)

GARYS LN.
FLEETWOOD DR.
WU
UT21
MATCHLINE SEE SHEET 1
MATCHLINE SEE SHEET 3
MARTIN COUNTY LANDFILL
MATCHLINE SEE SHEET 3
SMITH LN.
SR 1420 (McCASKEY RD.)
COREY DR.
COREY DR.
SR 1440 (ROCK RD.)
WD
125
WN
WL
WD
UT1
WK
WG
WF
UT5
WH
WJ
WF
WF
WE
UT6
UT4
UT9
SR 1420 (McCASKEY RD.)
MATCHLINE SEE SHEET 1
125
WC
WI
UT8
UT7
UT3
WF
WF
WE
WB

0 500 1000
FEET

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

NC 125 WILLIAMSTON BYPASS
MARTIN COUNTY
TIP PROJECT R-3826

SHEET 2 OF 3 FIGURE 2

LEGEND

- WETLANDS (DELINEATED)
- HISTORIC PROPERTIES (NATIONAL REGISTER-ELIGIBLE)
- 100-YEAR FLOODPLAIN
- STREAMS
- POTENTIALLY CONTAMINATED SITES

- ALTERNATIVE 1
- ALTERNATIVE 2N
- ALTERNATIVE 4

SR 1420 (BONNIE BEST RD.)

TO HAMILTON

125

SR 1420 (McCASKEY RD.)

SR 1451 (HOLLY DR.)

SR 1420 (ABBITT RD.)

SR 1420 (HOPKINS RD.)

SR 1417 (POPLAR POINT RD.)

SR 1421 (VIEW NICHOLSON RD.)

SR 1441 (LANDFILL RD.)

TOMMYS LN.

GARYS LN.

FLEETWOOD DR.

MATCHLINE SEE SHEET 1

MATCHLINE SEE SHEET 2

UT11

UT12

UT13

UT14

UT15

UT19

UT20

UT21

WT

WV

WW

WX

WQ

WR

WS

WP

WU

MARTIN COUNTY LANDFILL

SLADE CEMETERY (NATIONAL REGISTER ELIGIBLE)

0 500 1000
FEET

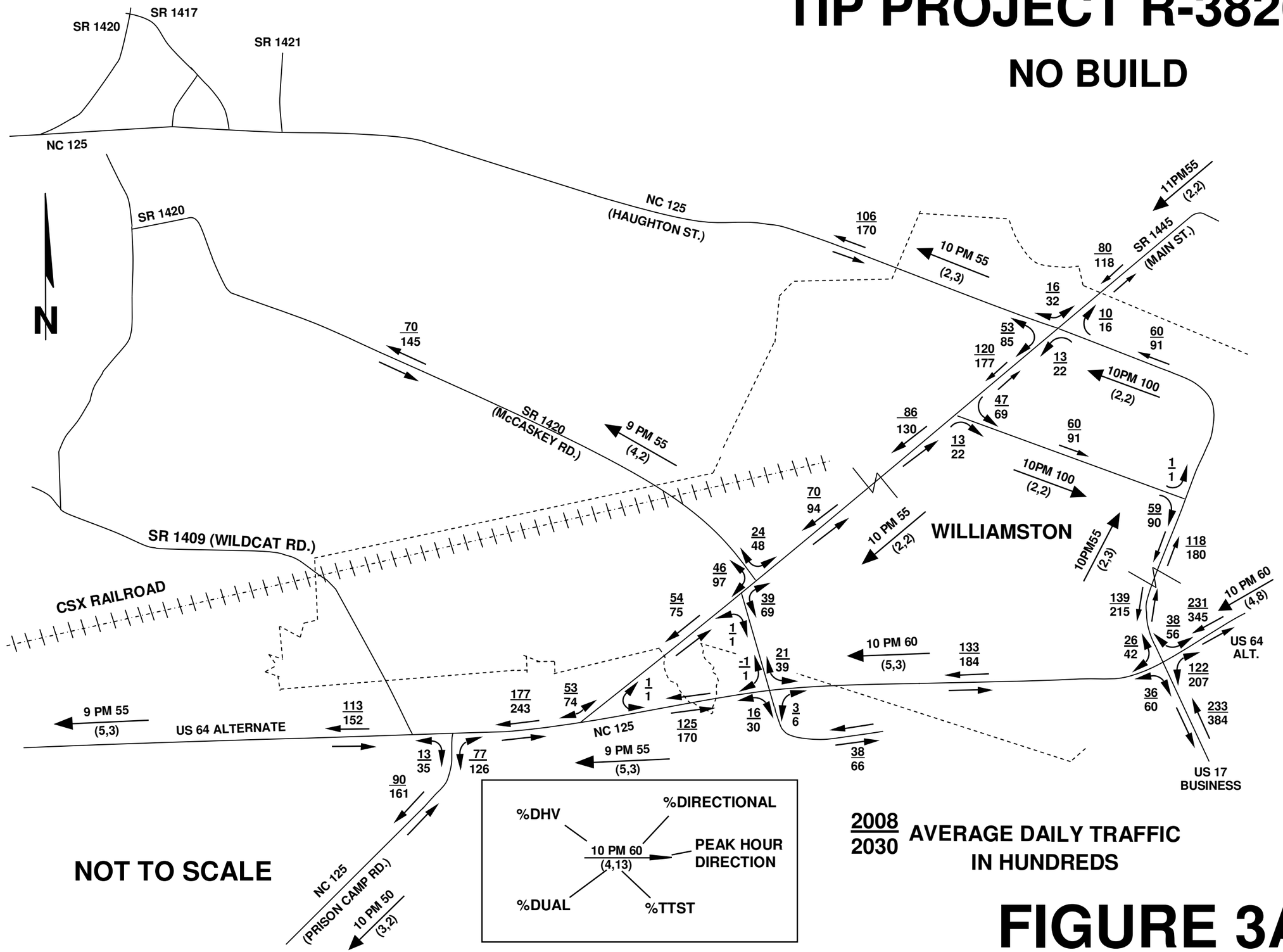
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

NC 125 WILLIAMSTON BYPASS
MARTIN COUNTY
TIP PROJECT R-3826

SHEET 3 OF 3 FIGURE 2

TIP PROJECT R-3826

NO BUILD



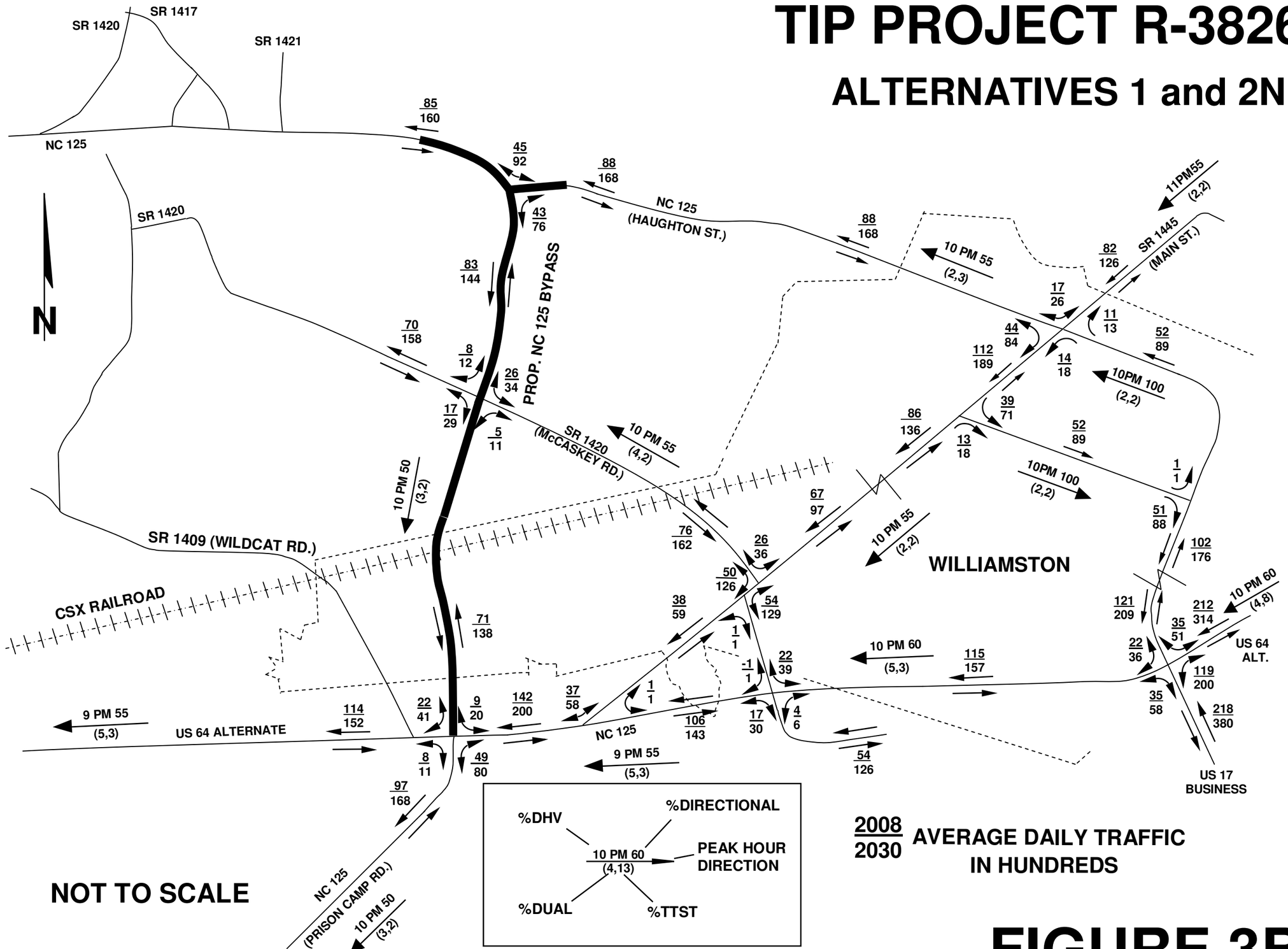
NOT TO SCALE

2008
2030 AVERAGE DAILY TRAFFIC
IN HUNDREDS

FIGURE 3A

TIP PROJECT R-3826

ALTERNATIVES 1 and 2N



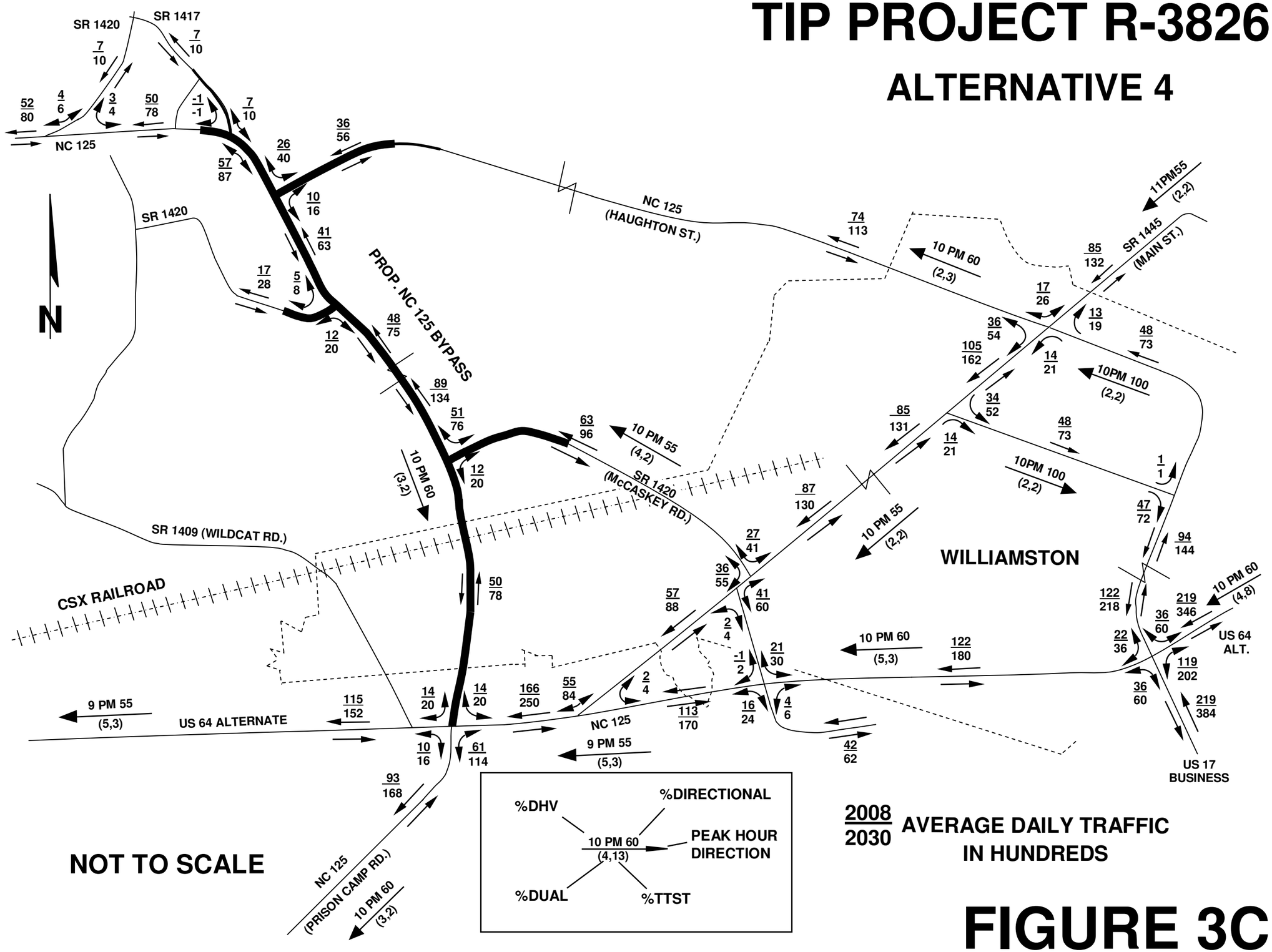
NOT TO SCALE

2008/2030 AVERAGE DAILY TRAFFIC IN HUNDREDS

FIGURE 3B

TIP PROJECT R-3826

ALTERNATIVE 4



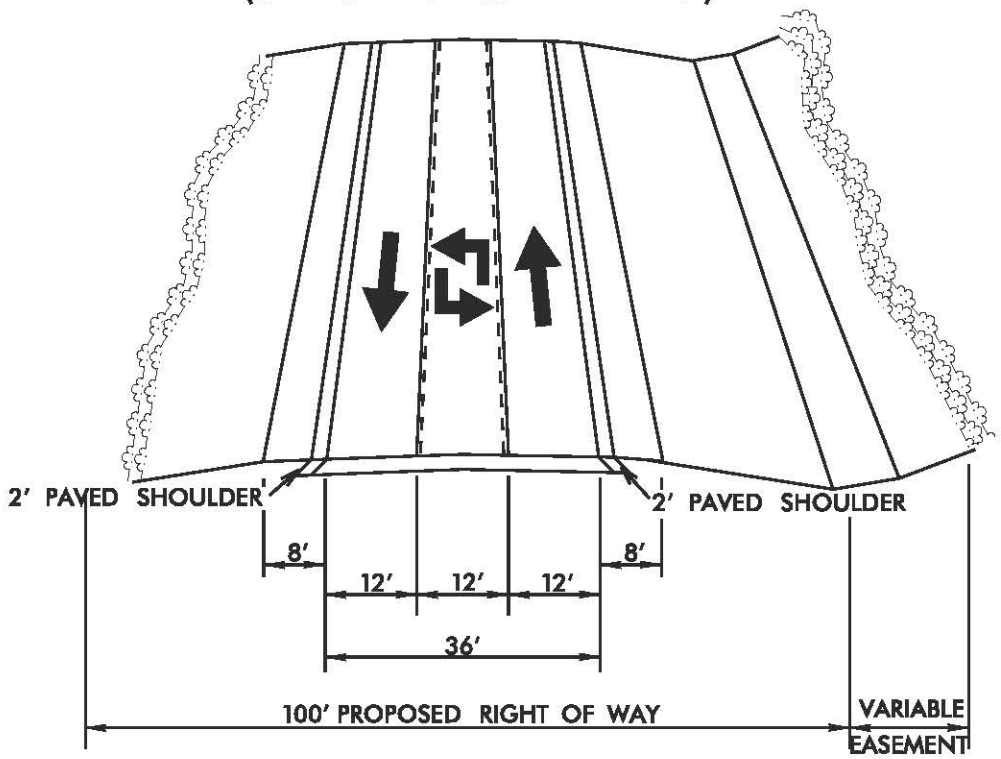
NOT TO SCALE

2008 / 2030 AVERAGE DAILY TRAFFIC IN HUNDREDS

FIGURE 3C

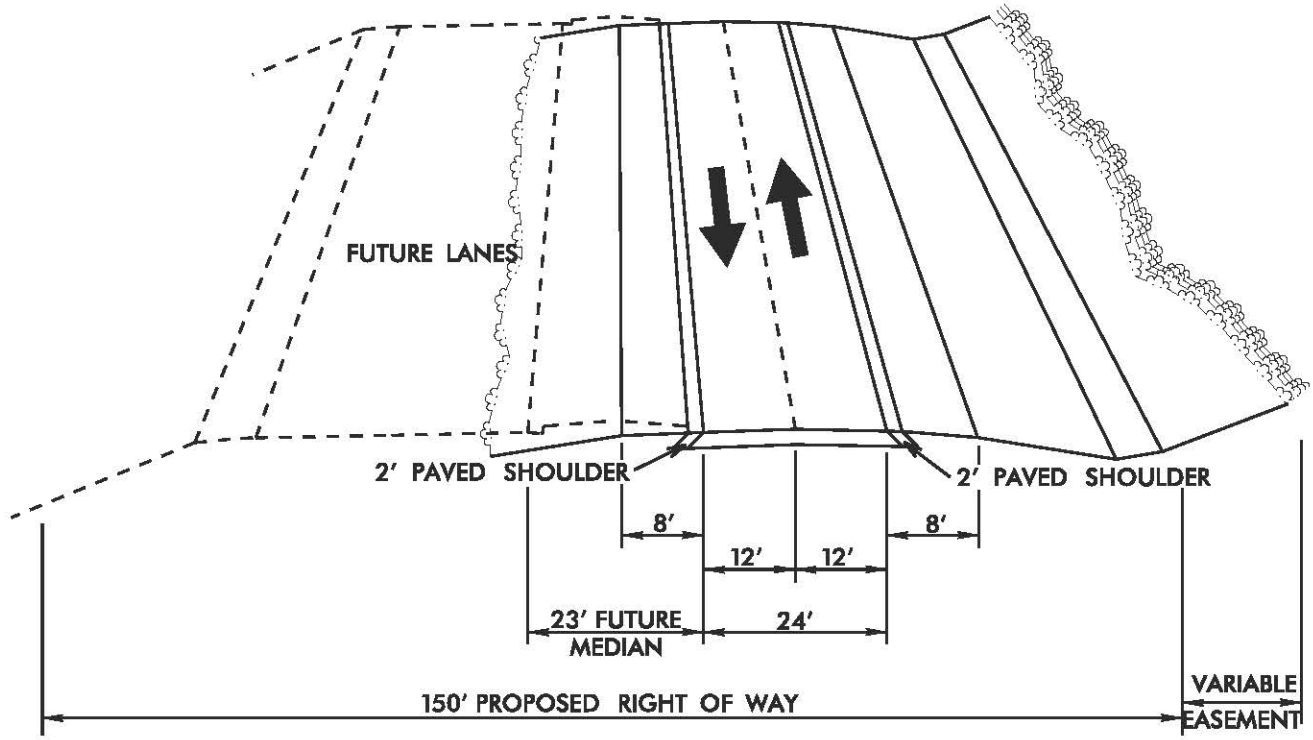
TIP PROJECT R–3826

PROPOSED TYPICAL SECTION
(SR 1182 TO CSX RAIL LINE)



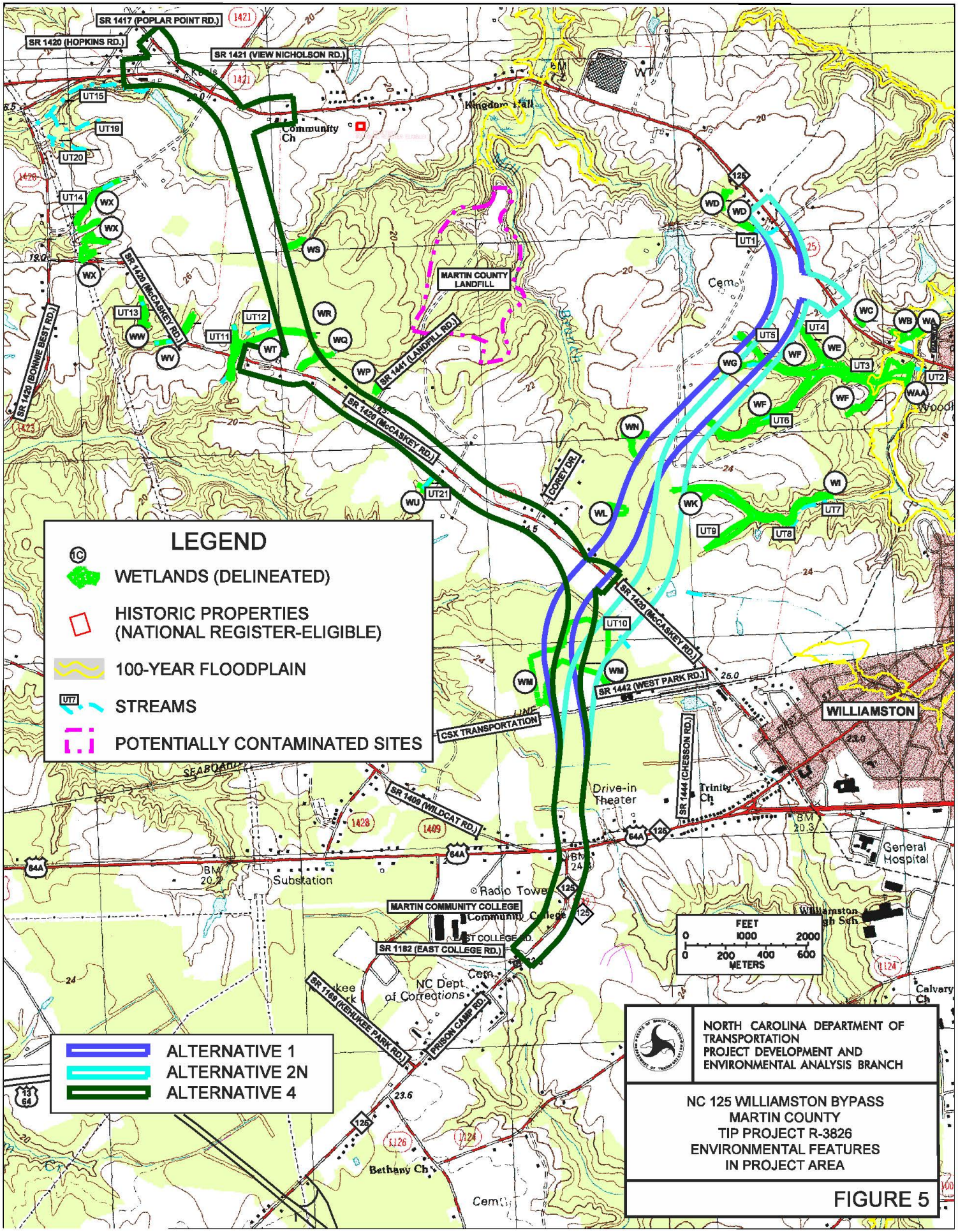
NOT TO SCALE

PROPOSED TYPICAL SECTION
(CSX RAIL LINE TO NC 125 NW OF WILLIAMSTON)



NOTE: INITIAL TWO LANES MAY BE ON EITHER LEFT OR RIGHT SIDE OF PROPOSED RIGHT OF WAY.

FIGURE 4


SR 1417 (POPLAR POINT RD.)
SR 1420 (HOPKINS RD.)
SR 1421 (VIEW NICHOLSON RD.)
Community Ch
Kingdom Hall
MARTIN COUNTY LANDFILL
SR 1441 (LANDFILL RD.)
SR 1420 (McCASKEY RD.)
SR 1420 (BONNIE BEST RD.)
COREY DR.
SR 1442 (WEST PARK RD.)
CSX TRANSPORTATION LINE
SR 1444 (CHESSON RD.)
WILLIAMSTON
Drive-in Theater
Trinity Ch
General Hospital
SR 1409 (WILDCAT RD.)
Substation
Radio Tower
MARTIN COMMUNITY COLLEGE
SR 1182 (EAST COLLEGE RD.)
NC Dept. of Corrections
SR 1169 (KEHUKEE PARK RD.)
PRISON CAMP RD.
Bethany Ch
Calvary Ch
LEGEND
WETLANDS (DELINEATED)
HISTORIC PROPERTIES (NATIONAL REGISTER-ELIGIBLE)
100-YEAR FLOODPLAIN
STREAMS
POTENTIALLY CONTAMINATED SITES
ALTERNATIVE 1
ALTERNATIVE 2N
ALTERNATIVE 4
FEET
0 1000 2000
0 200 400 600
METERS
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH
NC 125 WILLIAMSTON BYPASS
MARTIN COUNTY
TIP PROJECT R-3826
ENVIRONMENTAL FEATURES
IN PROJECT AREA
FIGURE 5

TIP PROJECT R-3826

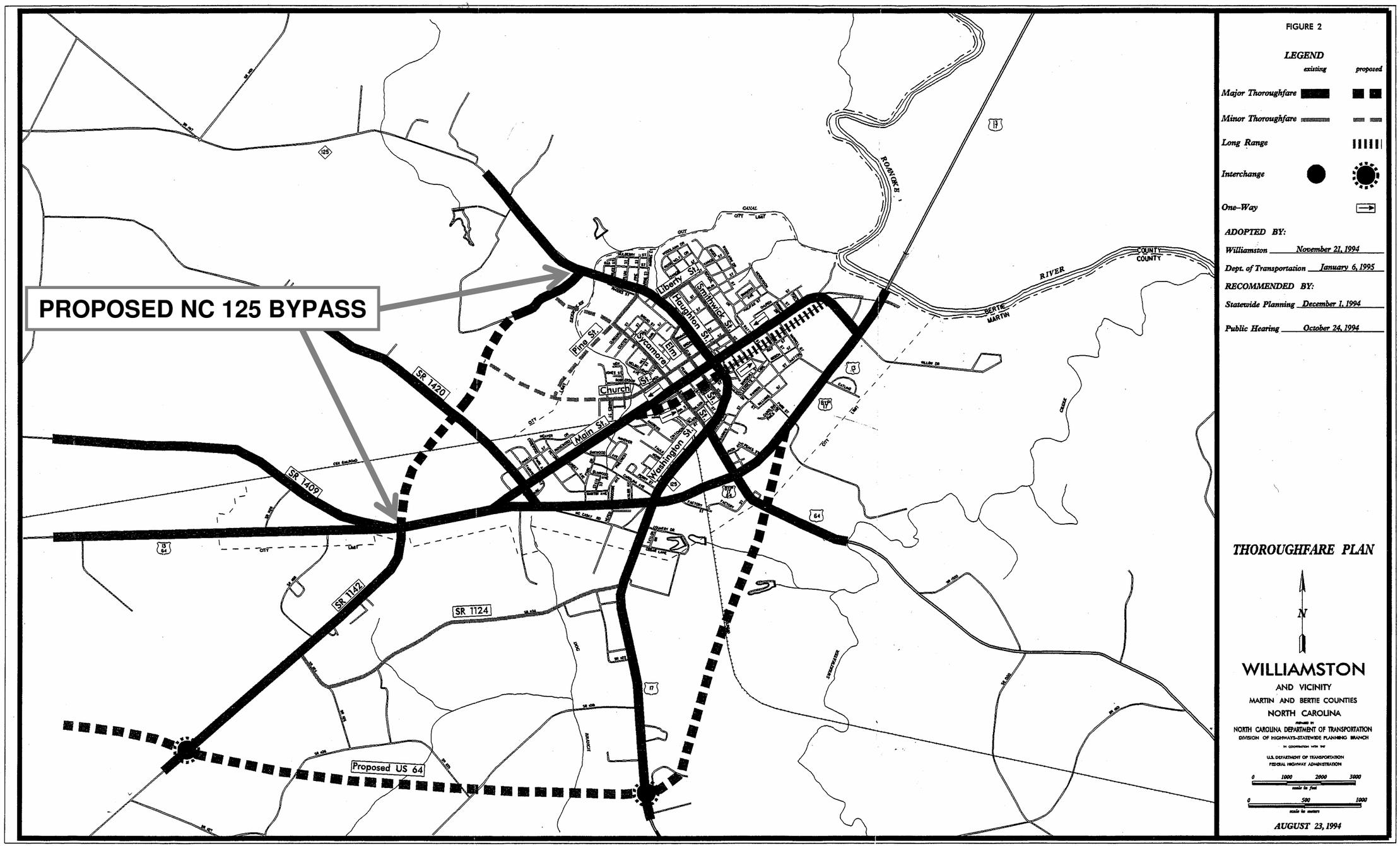


FIGURE 6

APPENDIX A

COMMENTS RECEIVED

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

July 18, 2003

Mr. Ray Lofti
NCDOT
Transportation Building
1548 MSC
Raleigh, NC

Dear Mr. Lofti:

Re: SCH File # 03-E-4220-0350; Scoping; Comstruction of NC 125 Bypass at Williamson in Mrtin County; TIP r-3826

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are **additional** comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region Q

Mailing Address:
1302 Mail Service Center
Raleigh, NC 27699-1302

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail Chrys.Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

July 15, 2003

Mr. Ray Lofti
NCDOT
Transportation Building
1548 MSC
Raleigh, NC

Dear Mr. Lofti:

Re: SCH File # 03-E-4220-0350; Scoping; Comstruction of NC 125 Bypass at Williamson in Mrtin County; TIP r-3826

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the **additional** comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region Q

Mailing Address:
1302 Mail Service Center
Raleigh, NC 27699-1302

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail Chrys.Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

July 9, 2003

Mr. Ray Lofti
NCDOT
Transportation Building
1548 MSC
Raleigh, NC

Dear Mr. Lofti:

Re: SCH File # 03-E-4220-0350; Scoping; Comstruction of NC 125 Bypass at Williamson in Mrtin County; TIP r-3826

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

Chrys Baggett

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region Q

Mailing Address:
1302 Mail Service Center
Raleigh, NC 27699-1302

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail Chrys.Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

May 30, 2003

Mr. Ray Lofti
NCDOT
Transportation Building
1548 MSC
Raleigh NC

Dear Mr. Lofti:

Subject: Scoping - Comstruction of NC 125 Bypass o Williamson in Mrtin County; TIP r-3826

The N. C. State Clearinghouse has received the above project for intergovernmental review. This project has been assigned State Application Number 03-E-4220-0350. Please use this number with all inquiries or correspondence with this office.

Review of this project should be completed on or before 06/30/2003. Should you have any questions, please call (919)807-2425.

Sincerely,

Chrys Baggett

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Mailing Address:
1302 Mail Service Center
Raleigh NC 27699-1302

Telephone: (919)807-2425
Fax (919)733-9571
e-mail: Chrys.Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina

Federal Aid # STP-125 (1) *TIP#* *R-3826* *County*: Martin

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Construction of NC 125 Bypass of Williamston on new location on multi-lane right-of-way

On August 30, 2006, representatives of the

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

Reviewed the subject project and agreed

- [x] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
- [ ] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Renee Sandbeck 8-30-06

Representative, NCDOT Date

9.30.06

FHWA, for the Division Administrator, or other Federal Agency Date

8/30/06

Representative, HPO Date

Renee Gledhill-Earley 8-30-06

State Historic Preservation Officer Date

TIP # R-3826 *County*: Martin

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Slade Cemetery (DE)

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Reason(s) why the effect is not adverse (if applicable).

Cemetery is not close to study area

Initialed: NCDOT JPSS FHWA ~~BH~~ HPO SDM

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

January 11, 2006

MEMORANDUM

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

FROM: Peter Sandbeck RSZ for Peter Sandbeck

SUBJECT: Addendum, Boundary Justification and Map for Slade Cemetery, Historic/Architectural Survey Report, NC 125 Bypass of Williamston on New Location, Williamston Township, R-3826, Martin County, ER 01-9766

Thank you for your memorandum of September 19, 2005, transmitting the boundary justification and map for the Slade Family Cemetery that we requested on June 23, 2005. The Slade Family Cemetery is determined eligible for the National Register of Historic Places.

We concur with the proposed National Register boundary for the Slade Family Cemetery as described and delineated in this additional submission.

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

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

cc: Mary Pope Furr, NCDOT

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

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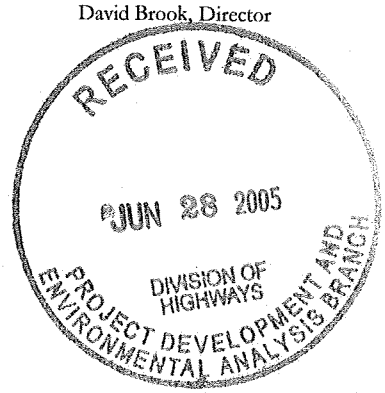
North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

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



June 23, 2005

MEMORANDUM

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

FROM: Peter Sandbeck PBS for Peter Sandbeck

SUBJECT: Addendum to Phase II: Historic Architectural Survey Report, Construction of NC 125 Bypass of Williamston on New Location, R-3826, Martin County, ER 01-9766

Thank you for your letter of May 5, 2005, transmitting the survey report addendum by Marvin A. Brown of URS Corporation for the above-referenced undertaking.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for listing in the National Register of Historic Places:

(#23) **Golden Peanut Buying Station**, south side of NC 125, 2.1 miles east of junction with SR 1421, Williamston vicinity. The property is less than 50 years old and is not of exceptional significance.

(#33) **Dixie Peanut Buying Station**, south side of NC 125, 0.3 miles west of junction with SR 1421, Williamston vicinity. The property is less than 50 years old and is not of exceptional significance.

(#68) **Twilite Drive-In**, north side of US 64, 02 miles east of junction with SR 1142, Williamston. Although a rare property type for Martin County, alterations and infill buildings have affected the integrity of the property.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we do not concur with the report evaluation and consider the following property eligible for listing in the National Register of Historic Places:

(#40) (MT 415) **Slade Cemetery**, south side of NC 125, 0.4 miles east of junction with SR 1421, Williamston vicinity, is eligible for the National Register under Criterion A for its association with the growth and development of plantation family-burials in Martin County. The rural cemetery, clearly demarcated with a metal fence, contains markers that span from the last quarter of the eighteenth century through the mid-twentieth century, documenting burials for over 150 years. Most of the comparative cemetery examples provided in the report do not have the same historic pattern of development, are not the same age, and do not have the associative values as the Slade Cemetery.

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

Please provide a proposed National Register boundary justification and map for the Slade Cemetery. We will add this information to the survey report addendum.

While we have concurred with your finding that the Twilite Drive-In is not eligible for listing in the National Register, we believe the property, as one of the few, if not the only remaining, drive-in theatres in eastern North Carolina, is of significant architectural interest to warrant additional attention. We, therefore, propose that our agencies undertake a joint investigation of the property to record the ticket booth and the screen, especially the building techniques used in the screen's construction. We feel that such an effort will be of mutual interest and benefit as well as providing valuable information for both agencies' staffs and files.

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

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

cc: Mary Pope Furr, NCDOT
Marvin A. Brown, URS Corporation

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

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

May 13, 2005

MEMORANDUM

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

FROM: Peter Sandbeck for Peter Sandbeck

SUBJECT: NC 125 Williamston Bypass, Federal Aid Project No. STP-125(1), State Project No. 8.1090501, TIP R-3826, Martin County, ER 01-9766

Thank you for your letter of May 29, 2003, concerning the above project. We apologize for our delay in responding to your inquiry. We have conducted a review of our site files and quadrangle maps and offer the following comments.

No archaeological sites are recorded within the proposed project area. However, the alternatives cross landforms overlooking and/or adjacent to three major streams (Skewakee Gut, Mill Branch, and Beaverdam Creek). This area constitutes the uplands adjacent to the Roanoke River. Based on this information the proposed project location should be considered a high probability area, particularly for prehistoric cultural resources. We recommend an intensive archaeological survey of Alternatives 1, 2M, 2N, 2S, and 4 north of the CSX railroad line to their respective intersections with NC 125. We recommend intensive survey of the northern end of Alternative 3B from the point where it turns northward and away from SR 1420 to its intersection with NC 125.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-733-4763. In all future communication concerning this project, please cite the above-referenced tracking number (ER01-9766).

cc: Matt Wilkerson, NCDOT

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

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North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

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

February 4, 2005

MEMORANDUM

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

FROM: Peter B. Sandbeck PBS for Peter Sandbeck

SUBJECT: Phase II Historic Architectural Survey Report, NC 125 Bypass of Williamston, on New Location on Multi-Lane Right-of-Way, R-3826, Martin County, ER 01-9766

On January 6, 2005, staff from the State Historic Preservation Office and NC Department of Transportation conducted a field trip to the above project area. We conducted the trip to clarify recommendations outlined in our November 4, 2004, letter concerning the above project.

Based on the field trip, we recommend further research be conducted for the following properties:

- The Golden Peanut Mill (#23) and Abbitts Mill (#33) should be evaluated within the context of 20th-century peanut mill production in Martin County. These mills also need to be dated.

- The Drive-In Theater (#68) appears to be a rare type in eastern North Carolina. We are requesting a date of construction and more contextual information about drive-ins in terms of how many might be left in North Carolina. We believe Richard Silverman has already compiled a list of historic drive-ins in North Carolina.

- The Rodgers-Leggett Farmstead (#12-20) contains an early concentration of outbuildings, including a possible cotton gin. We are requesting further identification and contextual information about antebellum agricultural buildings in the region.

- The Slade Cemetery (#40) appears to be eligible for the National Register as an intact-rural antebellum family cemetery with decorative funerary art. We would like further identification of the gravestone art and comparable information with other rural antebellum-family cemeteries in the region.

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places:

- The Whitley Farm (#5-7), east side of NC 125, 0.2 miles south of junction with J. C. Leggett Road, is no longer eligible for the National Register because of a loss of integrity.

- The Medway Mini Mart (# 41), 22451 NC 125, is no longer eligible for the National Register because of a loss of integrity.

For further clarification on research approaches, please contact Scott Power, Branch Head, State Historic Preservation Eastern Office, 252-830-6580.

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

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

cc: Mary Pope Furr, NCDOT
Marvin A. Brown, URS Corporation

Scott Gentry

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

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

November 4, 2004

MEMORANDUM

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

FROM: Peter B. Sandbeck Pbs/for Peter Sandbeck

SUBJECT: Phase II, Historic Architectural Survey Report for Construction of NC 125 Bypass of Williamston on New Location on Multi-lane Right-of-Way, TIP No. R-3826, Federal Aid Project No. STP-125(1), WBS No. 33512.1.1, Martin County, ER 01-9766

Thank you for your letter of September 23, 2004, transmitting the survey report for the above project.

We offer the following comments.

- Whitley Farm (Properties 5-7) (MT 694): The report does not evaluate this property for potential significance as a historic farmstead. The report only evaluates the property for individual significance in architecture and as part of a potential historic district. There is also no discussion of the integrity of the 265 acres associated with the farm for potential agricultural significance. How does it relate to other farmsteads in western Martin County? Many of the outbuildings, if not a majority, appear to be over 50 years of age. Two surviving tenant houses are also significant features. This property should be further assessed for its significance under Criterion A for agriculture.

- Rodgers-Leggett Farmstead (Properties 12-20): Clearly there is a concentration of early to mid 19th century buildings on this site which include what appears to be a slave dwelling and other antebellum buildings—rare survivors in Martin County. There is no discussion of these buildings as they relate to other antebellum outbuildings in the county and very little discussion about the type of construction or original use. The report does not evaluate this property for potential significance as a historic farmstead. The report suggests the loss of the earlier house negates the remaining significance of the resources which appear to be 10 historic buildings, two cemeteries, and an agricultural landscape that might prove intact and significant. This property should be further assessed for its significance under Criterion A for agriculture.

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

- Slade Cemetery (Property 40) (MT 415): This cemetery appears to represent what was once commonplace, but now, rare since it illustrates a nearly completely intact antebellum plantation burying ground with some decoratively carved stones, a fence, and association with one of the county's most influential early 19th century families. The report does not discuss the decoratively carved stones or the early stones that are apparent in the photos. Are they the work of known carvers? Are there any signatures or marks to indicate where their origin? The Slade Cemetery may also be eligible under Criterion Consideration D for the grave of General Slade, a person of "outstanding importance" and where there is no other site or building directly associated with his life.

We concur that the Bennett-Smith House is not eligible for listing in the National Register of Historic Places.

Review of the properties in Appendix A by staff more familiar with the area of potential effect resulted in the following comments and recommendations for additional study.

- Golden Peanut Mill (Property 23) and Abbitts Mill (Property 33): what is the date of construction for each mill and its buildings? Peanut production in mid 20th century Martin County is a significant agricultural activity. The two mills should be further evaluated for their importance.

- Medway Mini Mart (Property 41): This building appears to be remarkably intact from the historic time period, apart from the synthetic siding. The siding does not immediately disqualify the building for National Register eligibility under Criterion A, as it more than likely would for Criterion C. This type of roadside building is rarely as intact as this resource, and it very likely served an important function in this rural area of Williamston as a social center, grocery store, gas station, and/or rooming house. We recommend further investigation of this resource for its importance to the local community.

- Drive-In Theater (Property 68): A rare surviving building type. What was its date of construction? This site appears to have all the essential drive-in theater components, including the ticket booth and open viewing court. We would like to know more about the history of this drive-in.

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

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

cc: Mary Pope Furr, NCDOT

North Carolina Department of Cultural Resources
State Historic Preservation Office
David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

August 4, 2001

MEMORANDUM

To: William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch

From: David Brook RGH for David Brook
Deputy State Historic Preservation Officer

Re: Extension of 125 from SR 1182 to NC 125 northwest of Williamston, R-3826, Martin County, ER 01-9766

Thank you for your memorandum of May 23, 2001, concerning the above-referenced undertaking. We have checked our maps and files and noted that there is one property shown on our maps. The Whitley Farm (MT 694) is located on the north side of NC 125 one-tenth of a mile west of the city limits. Since the Martin County survey was conducted nearly ten years ago, we recommend that an architectural historian for the Department of Transportation survey the area of potential effect (APE), evaluate the Whitley Farm and report the results to us.

We also recommend an archaeological reconnaissance-level survey of the northern section of the APE where the highway crosses or parallels the tributary of Shewahee Creek.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, Environmental Review Coordinator, at 919/733-4763.

cc: Mary Pope Furr, NCDOT
Thomas Padgett, NCDOT

bc: Brown/ Montgomery
Claggett/Mathis
County
RF

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

North Carolina Department of Environment and Natural Resources
Michael F. Easley, Governor
William G. Ross Jr., Secretary

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Project Review Coordinator

RE: #03-0350, Scoping, NC 125 Bypass of Williamston in Martin County, Federal Aid Project

DATE: July 17, 2003

The attached comments were received by this office after the response due date. These comments should be forwarded to the applicant and made a part of our previous comment package.

Thank you for the opportunity to respond.

Attachment

1601 Mail Service Center, Raleigh, North Carolina 27699-1601
Phone: 919-733-4984 \ FAX: 919-715-3060 \ Internet: www.enr.state.nc.us/ENR/

NCDENR
North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Project Review Coordinator

RE: 03-0350 Scoping Williamston Bypass NC 125 in Martin County

DATE: July 3, 2003

The Department of Environment and Natural Resources has reviewed the proposed project. The attached comments are a result of this review. More specific comments will be provided during the environmental review process. The Division of Water Quality has not provided comments. Should comments be provided they will be forwarded to you for your file.

Thank you for the opportunity to respond. If during the preparation of the environmental document, additional information is needed, the applicant is encouraged to notify our respective divisions.

Attachments

1601 Mail Service Center, Raleigh, North Carolina 27699-1601
Phone: 919-733-4984 \ FAX: 919-715-3060 \ Internet: www.enr.state.nc.us/ENR

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State of North Carolina
NCDENR Department of Environment and Natural Resources

Reviewing Office: _____
Project Number: 03-0350 Due Date: ___/___/___

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

After review of this project it has been determined that the DENR 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 this 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)
☐	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)
☐	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 preapplication 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)
☐	Water Use Permit	Preapplication technical conference usually necessary	30 days (N/A)
☐	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
☐	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Preapplication conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
☐	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100, 2Q.0300, 2H.0600)	N/A	60 days
☒	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
☒	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 2D.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-733-0820.		
☐	Complex Source Permit required under 15 A NCAC 2D.0800		
☐	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 $40 for the first acre or any part of an acre.		20 days (30 days)
☒	The Sedimentation Pollution Control Act of 1973 must be addressed with respect to the referenced Local Ordinance.		30 days
☐	Mining Permit	On-site inspection usual. Surety bond filed with DENR. Bond amount varies with type mine and number of acres of affected land. Any are mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
☐	North Carolina Burning permit	On-site inspection by N.C. Division of Forest Resources if permit exceeds 4 days	1 day (N/A)
☐	Special Ground Clearance Burning Permit-22 counties in coastal N.C..with organic soils.	On-site inspection by N.C. Division of 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)
☐	Oil Refining Facilities	N/A	90 - 120 days (N/A)
☐	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 DENR 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 or 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)
☐	Permit to drill exploratory oil or gas well	File surety bond of $5,000 with DENR running to State of N.C. conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DENR rules and regulations.	10 days (N/A)
☐	Geophysical Exploration Permit	Application filed with DENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days (N/A)
☐	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)
☐	401 Water Quality Certification	N/A	55 days (130 days)
☐	CAMA Permit for MAJOR development	$250.00 fee must accompany application	60 days (130 days)
☐	CAMA Permit for MINOR development	$50.00 fee must accompany application	22 days (25 days)
☐	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, N.C. 27611		
☐	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
☐	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
☐	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
*	Other comments (attach additional pages as necessary, being certain to cite comment authority)		

JUL 2003
RECEIVED
Secretary's Office
DOA

REGIONAL OFFICES

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

☐ **Asheville Regional Office**
59 Woodfin Place
Asheville, N.C. 28801
(828) 251-6208

☐ **Mooresville Regional Office**
919 North Main Street
Mooresville, N.C. 28115
(704) 663-1699

☐ **Wilmington Regional Office**
127 Cardinal Drive Extension
Wilmington, N.C. 28405
(910) 395-3900

☐ **Fayetteville Regional Office**
225 Green Street, Suite 714
Fayetteville, N.C. 28301
(910) 486-1541

☐ **Raleigh Regional Office**
3800 Barrett Drive, P.O. Box 27687
Raleigh, N.C. 27611
(919) 571-4700

☐ **Winston-Salem Regional Office**
585 Waughtown Street
Winston-Salem, N.C. 27107
(336) 771-4600

☒ **Washington Regional Office**
943 Washington Square Mall
Washington, N.C. 27889
(252) 946-6481

NCDENR
North Carolina Department of Environment and Natural Resources
Division of Marine Fisheries

Michael F. Easley, Governor
William G. Ross, Jr., Secretary

Preston P. Pate, Jr., Director

MEMORANDUM

TO: Melba McGee, Environmental Coordinator
Office of Legislative & Intergovernmental Affairs

FROM: Mike Street

DATE: June 23, 2003

SUBJECT: Project No. 03-0350 – NCDOT
NC 125 Williamston Bypass – TIP R-3826
Martin County

Attached is the Divisions' reply for the above referenced project. If you have any questions, please do not hesitate to contact me.

MS/sw

3441 Arendell St., P.O. Box 769, Morehead City, North Carolina 28557
Phone: 252-726-7021 \ FAX: 252-727-5127 \ Internet: www.ncdmf.net

NCDENR

North Carolina Department of Environment and Natural Resources
Division of Marine Fisheries

Michael F. Easley, Governor
William G. Ross Jr., Secretary

Preston P. Pate Jr., Director

MEMORANDUM:

TO: Melba McGee, Environmental Coordinator Office
Of Legislative & Intergovernmental Affairs

THROUGH: Mike Street, Chief of Habitat Section

FROM: Sara E. Winslow, Northern District Manager

SUBJECT: Project No. 03-0350 – NCDOT – NC 125 Williamston Bypass – TIP R-3826

DATE: June 18, 2003

The North Carolina Division of Marine Fisheries has reviewed the information provided. Since there are no specifics on this project at this time the Division can only submit general comments.

This agency would be concerned with impacts or loss of wetlands associated with this project. Wetlands play a very important role in fisheries production, as well as water quality.

Based on the general map provided this agency doesn't see where anadromous spawning or nursery areas would be impacted. When alignments are more detailed concerns could develop.

The Division appreciates the opportunity to submit concerns early in the process.

Michael F. Easley, Governor
William G. Ross Jr., Secretary
North Carolina Department of Environment and Natural Resources

Alan W. Klimek, P.E. Director
Division of Water Quality

July 14, 2003

MEMORANDUM

To: Melba McGee

From: John E. Hennessy JEH

Subject: Scoping comments on proposed NC 125 Bypass of Williamston in Martin County, Federal Aid Project No. STP-125(1), State Project No. 8.1090501, TIP R-3826, DENR No. 03E-0350.

Reference your correspondence dated May 29, 2003 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for multiple impacts to perennial streams and jurisdictional wetlands in the project area. More specifically, impacts to:

Stream Name	River Basin	Stream Classification(s)	Stream Index Number
Skewakee Gut & uts	Roanoke (030209)	Class C	23-49.5
Mill Branch & uts	Roanoke (030209)	Class C	23-49-3
Back Swamp	Roanoke (030209)	Class C	23-50-1-1-1
Conoho Creek & uts	Roanoke (030209)	Class C	23-49

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Quality requests that NCDOT consider the following environmental issues for the proposed project:

A. The DWQ has been a participating member of the NEPA/404 Merger Team. At this point, we have already agreed to a Concurrence Point 1 and 2. We will continue to work with the team as the planning of this project proceeds.

B. The document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping.

C. There should be a discussion on mitigation plans for unavoidable impacts. If mitigation is required, it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. While the NCDWQ realizes that this may not always be practical, it should be noted that for projects requiring mitigation, appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

D. Review of the project reveals that no Outstanding Resource Waters, Water Supply Water, High Quality Waters, or Trout Waters will be impacted during the project implementation. However, should further analysis reveal the presence of any of the aforementioned waters, the DWQ requests that DOT strictly adhere to North Carolina regulations entitled "Design Standards in Sensitive Watersheds" (15A NCAC 04B .0024) throughout design and construction of the project. This would apply for any area that drains to streams having WS (Water Supply), ORW (Outstanding Resource Water), HQW (High Quality Water), SA (Shellfish Water) or Tr (Trout Water) classifications.

E. When practical, the DWQ requests that bridges be replaced on the existing location with road closure. If a detour proves necessary, remediation measures in accordance with the NCDWQ requirements for General 401 Certification 2726/Nationwide Permit No. 33 (Temporary Construction, Access and Dewatering) must be followed.

F. Review of the project reveals that no High Quality Waters or Water Supply Waters will be impacted by the project. However, should further analysis reveal the presence of any of the aforementioned water resources, the DWQ requests that hazardous spill catch basins be installed at any bridge crossing a stream classified as HQW or WS (Water Supply). The number of catch basins installed should be determined by the design of the bridge, so that runoff would enter said basin(s) rather than flowing directly into the stream.

G. If applicable, DOT should not install the bridge bents in the creek, to the maximum extent practicable.

H. Wetland and stream impacts should be avoided (including sediment and erosion control structures/measures) to the maximum extent practical. If this is not possible, alternatives that minimize wetland impacts should be chosen. Mitigation for unavoidable impacts will be required by DWQ for impacts to wetlands in excess of one acre and/or to streams in excess of 150 linear feet.

I. Borrow/waste areas should not be located in wetlands. It is likely that compensatory mitigation will be required if wetlands are impacted by waste or borrow.

J. DWQ prefers replacement of bridges with bridges. However, if the new structure is to be a culvert, it should be countersunk to allow unimpeded fish and other aquatic organisms passage through the crossing.

K. If foundation test borings are necessary; it should be noted in the document. Geotechnical work is approved under General 401 Certification Number 3027/Nationwide Permit No. 6 for Survey Activities.

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

M. Sediment and erosion control measures should not be placed in wetlands.

N. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater should not be permitted to discharge directly into the creek. Instead, stormwater should be designed to drain to a properly designed stormwater detention facility/apparatus.

O. While the use of National Wetland Inventory (NWI) maps and soil surveys is a useful office tool, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

P. An analysis of cumulative and secondary impacts anticipated as a result of this project will be required as part of the 401 Water Quality Certification.

Thank you for requesting our input at this time. The DOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact John Hennessy at (919) 733-5694.

cc: Mike Bell, Corps of Engineers
Gary Jordan, USFWS
Travis Wilson, NCWRC
Personal Files
Central Files

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North Carolina Wildlife Resources Commission

Charles R. Fullwood, Executive Director

MEMORANDUM

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

FROM: Travis W. Wilson, Highway Project Coordinator
Habitat Conservation Program

DATE: June 26, 2003

SUBJECT: Request for information from the N. C. Department of Transportation (NCDOT) regarding fish and wildlife concerns for the proposed NC 125 Williamston Bypass from existing NC 125 at East College Road (SR 1182) to existing NC 125 northwest of Williamston, Martin County, North Carolina. TIP No. R-3826, SCH Project No. 03-0350.

This memorandum responds to a request from Mr. Ray Lotfi of the NCDOT for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. 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).

We have no specific concerns regarding this project. However, to help facilitate document preparation and the review process, our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

   The Natural Heritage Program
   N. C. Division of Parks and Recreation
   1615 Mail Service Center
   Raleigh, N. C. 27699-1615
   (919) 733-7795

Mailing Address: Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 733-3633 • Fax: (919) 715-7643

and,

NCDA Plant Conservation Program
P. O. Box 27647
Raleigh, N. C. 27611
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.

3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.

4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.

5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).

6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.

7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.

8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.

9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 528-9886.

cc: Gary Jordan, USFWS, Raleigh

Town of Williamston
Planning/Zoning

P.O. Box 506
Williamston, North Carolina 27892
Phone 252-792-5142
Fax 252-792-2509

February 7, 2002

James A. McInnis, Jr. P.E.

North Carolina Department of Transportation

1548 Mail Service Center

Raleigh, North Carolina 27699-1548

Jay,

Enclosed are some copies of presentations submitted at past TIP meetings. I hope these will help in supporting the project need.

A new factor in justification is that since 125 South now extends to include a portion of SR1142, truck traffic has a tendency to continue on W. Main Street to its intersection with 13-64 Alt. and 125 South to avoid the 90 degree turns on Elm and Washington Streets. By continuing on Main Street they have a shorter route and avoid at least 3 traffic lights. This only further compounds the safety and noise problem since W. Main Street is mostly residential in nature.

Should you need additional information or documents you may contact me at 252-792-5142. Thank you for your time on Wednesday the 6th and we look forward to this seeing this project progress.

Sincerely,

Brent Kanipe

Brent Kanipe, AICP

Zoning Administrator

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A STATEMENT OF

TRANSPORTATION NEEDS

FOR

WILLIAMSTON, NORTH CAROLINA

prepared for the

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

TRANSPORTATION IMPROVEMENT PROGRAM

Ahoskie, North Carolina

May 1, 1991

by the

Town of Williamston
P.O. Box 506
Williamston, North Carolina 27892

STATEMENT

TOWN OF WILLIAMSTON

MR. CHAIRMAN, I AM DON CHRISTOPHER. I SERVE A DUAL CAPACITY IN REPRESENTING BOTH THE TOWN OF WILLIAMSTON AND THE MARTIN COUNTY CHAMBER OF COMMERCE. AT THIS MOMENT, I AM REPRESENTING THE TOWN OF WILLIAMSTON.

THE TOWN OF WILLIAMSTON IS STRATEGICALLY SITUATED AS THE CONVERGING POINT OF U. S. HIGHWAYS 64 AND 17-13, WITH STATE HIGHWAY 125 SERVING AN EVER INCREASING VOLUME OF TRAFFIC.

IT IS STATE HIGHWAY 125 ON WHICH WE FOCUS YOUR ATTENTION.

EXHIBIT 1 IS A COUNTY MAP FROM WHICH YOU CAN GAIN AN OVERALL PERSPECTIVE OF HIGHWAY 125 IN RELATION TO THE TOWN OF WILLIAMSTON AND TO THE OTHER MAJOR ARTERIES; 64, 17 and 13.

EXHIBIT 2 BRINGS A CLOSE-UP VIEW OF THE TOWN OF WILLIAMSTON AND VIVIDLY ILLUSTRATES HIGHWAY 125 AS IT DISECTS THE TOWN INTO TWO, NEARLY EQUAL HALVES.

EXHIBIT 3 IS YET ANOTHER VIEW OF THE TOWN OF WILLIAMSTON, AND INCLUDES THE CITY'S CURRENT PLANNING ZONES. UPON CLOSE INSPECTION, YOU WILL BE ABLE TO DETERMINE THAT HIGHWAY 125 NOT ONLY CUTS THROUGH THE HEART OF THE COMMUNITY, BUT ALSO THAT THE INCREASING TRAFFIC VOLUME FUNNELS THROUGH EXCLUSIVELY RESIDENTIAL ZONES ALL THE WAY TO WITHIN ONE BLOCK OF MAIN STREET. MORE THAN ONE-HALF OF THE ENTIRE 125 ROUTE IN WILLIAMSTON TRAVELS THROUGH THE MOST CONCENTRATED RESIDENTIAL POPULATION IN THE ENTIRE TOWN.

HAVING DOCUMENTED THIS GROWING PROBLEM TO BOTH TRAFFIC AND PEDESTRIAN SAFETY, THE WILLIAMSTON TOWN BOARD OF COMMISSIONERS REQUESTS THAT THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION "PLAN AND CARRY OUT THE CONSTRUCTION OF A HIGHWAY 125 BYPASS AROUND THE TOWN OF WILLIAMSTON."

A COPY OF THE TOWN RESOLUTION TO THAT EFFECT IS PROVIDED.

THANK YOU.

RESOLUTION OF THE BOARD OF
COMMISSIONERS OF THE TOWN OF WILLIAMSTON

WHEREAS there has been a significant increase in traffic--particularly large truck traffic--within the Town of Williamston due to the fact that traffic going to and from Highway 125 passes through the downtown section of town;

AND WHEREAS traffic routes in the town cause the awkward and sometimes dangerous passage of large vehicles through the town;

BE IT THEREFORE RESOLVED by the Board of Commissioners of the Town of Williamston that the North Carolina Department of Transportation plan and carry out the construction of a Highway 125 By-Pass around the Town of Williamston.

Adopted this the 1st day of April, 1991.

Thomas B. Brandon Sr.
MAYOR

Mary P. Jackson
CLERK

MR. CHAIRMAN:

I AM AL CHESSON. I AM A MEMBER OF THE TOWN BOARD OF COMMISSIONERS OF WILLIAMSTON.

FORTUNATELY, WILLIAMSTON IS STRATEGICALLY LOCATED AT THE CROSSROADS OF U. S. HIGHWAYS 64 AND 17. A THIRD MAJOR THOROUGHFARE THAT CONTINUES TO SERVE AN INCREASING VOLUME OF TRAFFIC IS NORTH CAROLINA HIGHWAY 125.

IT IS FOR THIS CORRIDOR THAT WE SEEK YOUR ASSISTANCE.

AMONG THE MAP EXHIBITS ATTACHED TO THESE COMMENTS IS EXHIBIT 1, WHICH IS SIMPLY AN AREA MAP FROM WHICH YOU CAN GAIN AN OVERALL PERSPECTIVE OF HIGHWAY 125 IN RELATION TO THE TOWN OF WILLIAMSTON.

EXHIBIT 2 DISPLAYS A ZONING MAP TRACING THE 125 ROUTE AS IT FUNNELS TRAFFIC THROUGH HEAVILY POPULATED RESIDENTIAL NEIGHBORHOODS. MUCH OF THE VOLUME INCLUDES HEAVY TRUCKS WHICH ARE FORCED TO MAKE SUCCESSIVE 90-DEGREE TURNS TO ACCESS U. S. 64 AND 17. IT IS AN AWKWARD AND BURDENSOME COMPROMISE OF PUBLIC SAFETY.

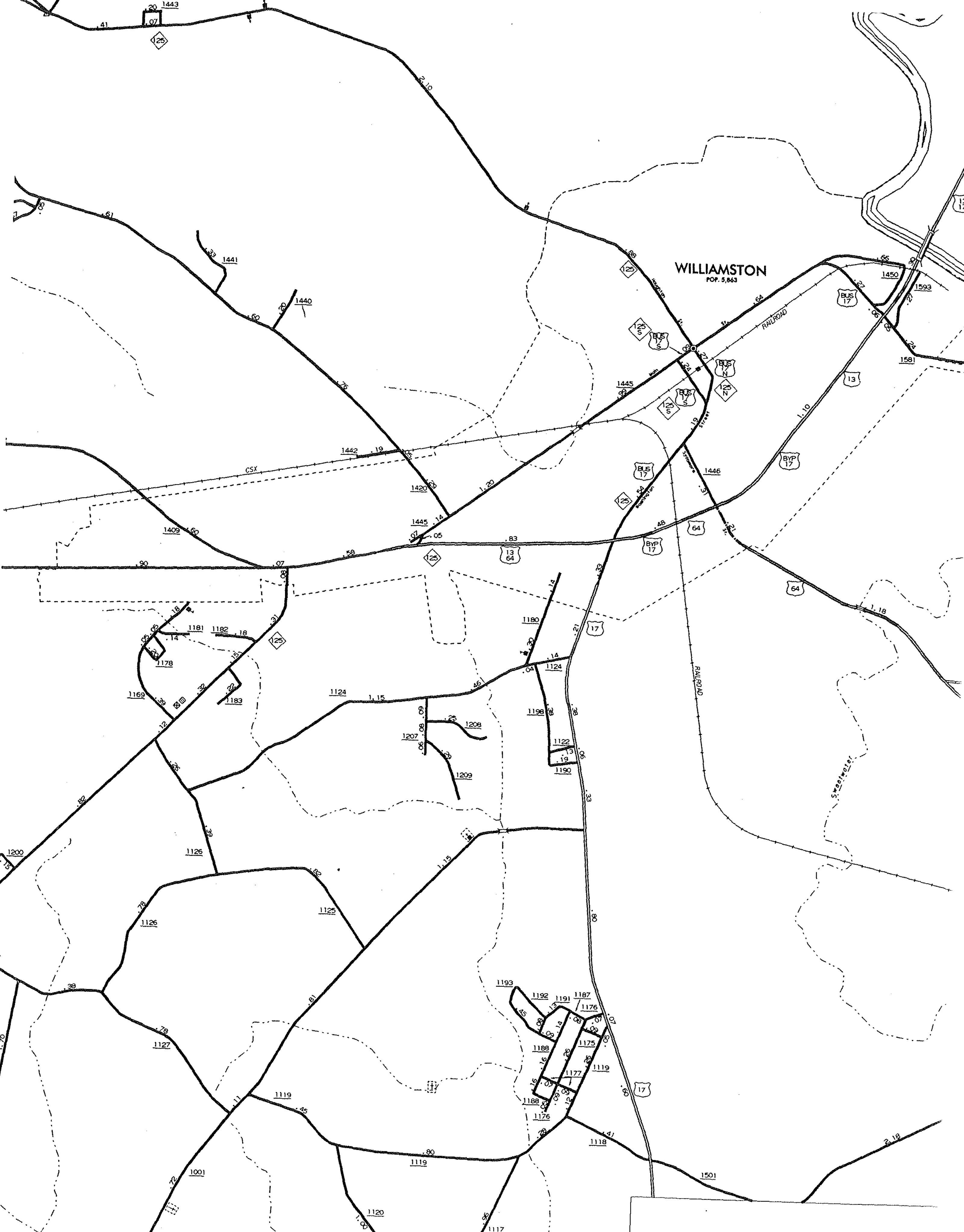
EXHIBIT 3 SHOWS WILLIAMSTON'S OFFICIAL THOROUGHFARE PLAN WHICH WAS APPROVED BY YOUR BOARD OF TRANSPORTATION AT ITS MEETING ON JANUARY 6, 1995. THIS PLAN RECOGNIZES THE NEED TO CREATE A BYPASS ROUTE FREE FROM RESIDENTIAL CONCENTRATION, WHILE AT THE SAME TIME OFFERING DIRECT ACCESS TO U. S. 64 AND 17, PLUS THE STATE'S PLANNED EASTERN AGRICULTURAL CENTER.

NORTH CAROLINA IS KNOWN FOR ITS QUALITY ROADS AND WE THANK YOU FOR THE LEGACY THAT PRESERVES PUBLIC SAFETY AND EASE OF TRAVEL.

WITH THAT IN MIND, WE RESPECTFULLY REQUEST THAT THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PLAN AND CARRY OUT THE CONSTRUCTION OF THE HIGHWAY 125 BYPASS PROJECT.

IN CLOSING, THE BREVITY OF THIS PRESENTATION IS FOR YOUR CONVENIENCE, AND IN NO WAY DIMINISHES THE NEED FOR A PROJECT THAT OFFERS DISTINCT BENEFITS BOTH TO THE TOWN OF WILLIAMSTON AND TO THE STATE OF NORTH CAROLINA.

THANK YOU.


WILLIAMSTON
POP. 5,863
CSX
RAILROAD
RAILROAD
RAILROAD
Sweetwater
Main St.
Haughton St.
Sycamore Street
1443
1441
1440
1442
1420
1445
1409
1181
1182
1178
1169
1183
1124
1180
1198
1122
1190
1207
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1126
1125
1127
1200
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1001
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1501
1193
1192
1191
1187
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1177
1446
1450
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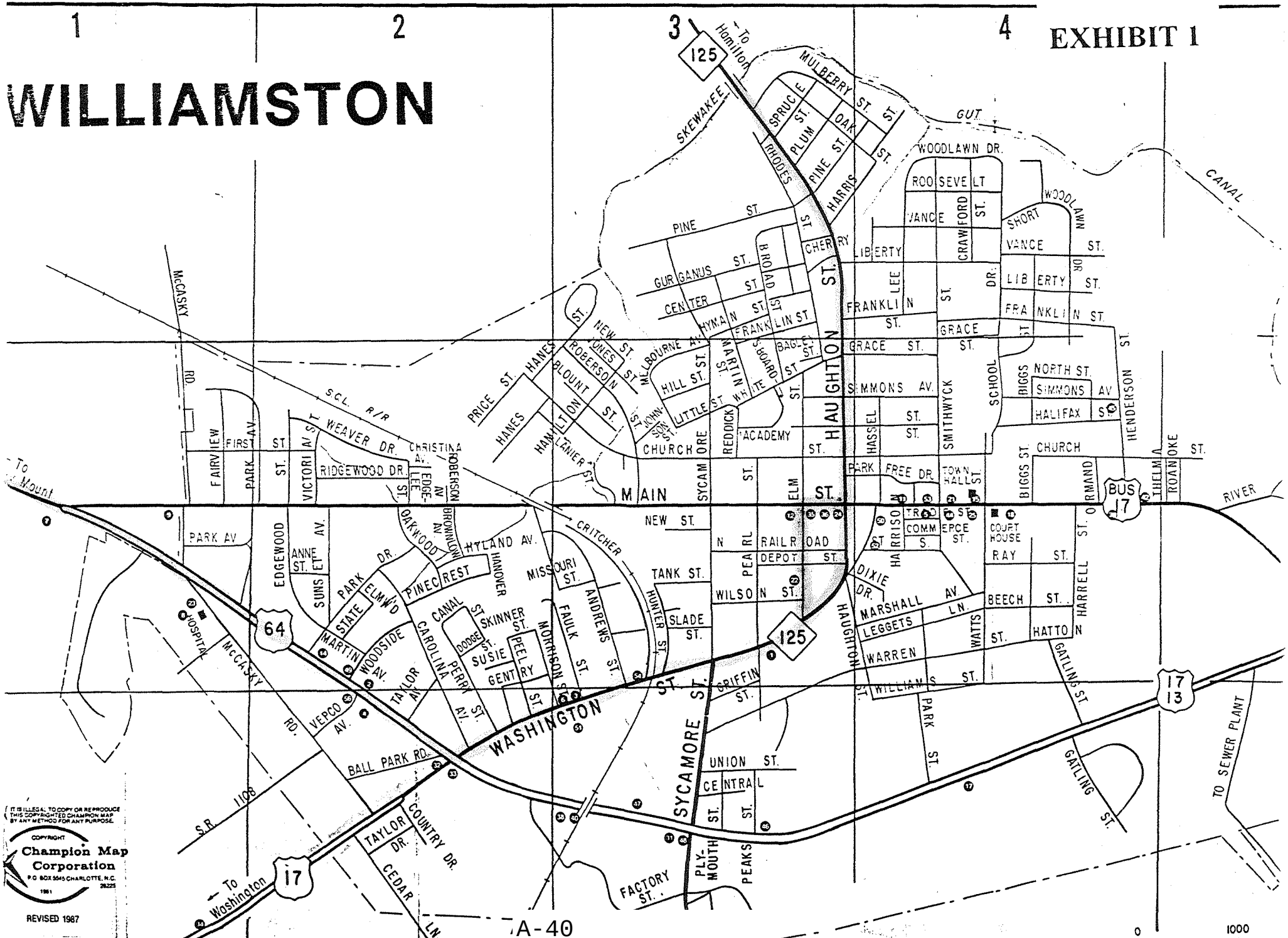
1581
125
13
64
17
BUS 17
BYP 17

EXHIBIT 1



APPENDIX B

DIVISION OF HIGHWAYS RELOCATION PROGRAM/ RELOCATION REPORTS

DIVISION OF HIGHWAYS RELOCATION PROGRAMS

It is the policy of NCDOT to ensure comparable replacement housing will be available prior to construction of state and federally-assisted projects. Furthermore, the North Carolina Board of Transportation has the following three programs to minimize the inconvenience of relocation:

- Relocation Assistance
- Relocation Moving Payments
- Relocation Replacement Housing Payments or Rent Supplement

As part of the Relocation Assistance Program, experienced NCDOT staff will be available to assist displacees with information such as availability and prices of homes, apartments, or businesses for sale or rent and financing or other housing programs. The Relocation Moving Payments Program provides for payment of actual moving expenses encountered in relocation. Where displacement will force an owner or tenant to purchase or rent property of higher cost or to lose a favorable financing arrangement (in case of ownership), the Relocation Replacement Housing Payments or Rent Supplement Program will compensate up to $22,500 to owners who are eligible and qualify and up to $5,250 to tenants who are eligible and qualify.

The relocation program for the proposed action will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), and/or the North Carolina Relocation Assistance Act (GS-133-5 through 133-18). The program is designed to provide assistance to displaced persons in relocating to a replacement site in which to live or do business. At least one relocation officer is assigned to each highway project for this purpose.

The relocation officer will determine the needs of displaced families, individuals, businesses, non-profit organizations and farm operations for relocation assistance advisory services without regard to race, color, religion, sex, or national origin. The NCDOT will schedule its work to allow ample time, prior to displacement, for negotiations and possession of replacement housing which meets decent, safe and sanitary standards. The displacees are given at least a 90-day written notice after NCDOT purchases the property. Relocation of displaced persons will be offered in areas not generally less desirable in regard to public utilities and commercial facilities. Rent and sale prices of replacement property will be within the financial means of the families and individuals displaced and will be reasonably accessible to their places of employment. The relocation officer will also assist owners of displaced businesses, non-profit organizations and farm operations in searching for and moving to replacement property.

All tenant and owner residential occupants who may be displaced will receive an explanation regarding all available options, such as (1) purchase of replacement housing, (2) rental of replacement housing, either private or public, or (3) moving existing owner-occupant housing to another site (if possible). The relocation officer will also supply information concerning other state and federal programs offering assistance to displaced

persons and will provide other advisory services as needed in order to minimize hardships to displaced persons in adjusting to a new location.

The Moving Expense Payments Program is designed to compensate the displacee for the costs of moving personal property from homes, businesses, non-profit organizations and farm operations acquired for a highway project. Under the Replacement Program for Owners, NCDOT will participate in reasonable incidental purchase payments for replacement dwellings such as attorney's fees, surveys, appraisals, and other closing costs and, if applicable, make a payment for any increased interest expenses for replacement dwellings. Reimbursement to owner-occupants for replacement housing payments, increased interest payments and incidental purchase expenses may not exceed $22,500 (combined total), except under the Last Resort Housing provision.

A displaced tenant may be eligible to receive a payment, not to exceed $5,250, to rent a replacement dwelling or to make a down payment, including incidental expenses, on the purchase of a replacement dwelling. The down payment is based upon what the state determines is required when the rent supplement exceeds $5,250.

It is a policy of the State that no person will be displaced by NCDOT's state or federally-assisted construction projects unless and until comparable replacement housing has been offered or provided for each displacee within a reasonable period of time prior to displacement. No relocation payment received will be considered as income for the purposes of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law.

Last Resort Housing is a program used when comparable replacement housing is not available, or when it is unavailable within the displacee's financial means, and the replacement payment exceeds the federal/state legal limitation. The purpose of the program is to allow broad latitude in methods of implementation by the state so that decent, safe and sanitary replacement housing can be provided. It is not believed this program will be necessary on the project, since there appear to be adequate opportunities for relocation within the area.

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	34553.1.1	COUNTY	Martin	Alternate 1 of 3 Alternate	
T.I.P. No.:	R-3826				
DESCRIPTION OF PROJECT:	NC 125 Williamston Bypass				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	6	3	9	1
Businesses	1	0	1	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	3	3	4	0

VALUE OF DWELLING

Owners		Tenants	
0-20M	0	$ 0-150	0
20-40M	0	150-250	0
40-70M	0	250-400	3
70-100M	2	400-600	0
100 UP	4	600 UP	0
TOTAL	7		3

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	0	$ 0-150	0
20-40M	6	150-250	1
40-70M	25	250-400	2
70-100M	17	400-600	2
100 UP	42	600 UP	2
	90		8

ANSWER ALL QUESTIONS

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

REMARKS (Respond by Number)

4 –Reddick Fumigants and Chemicals– 7-10 employees

6, 12, 14 – Multiple Listing Service, Newspaper, Local Realtor

8 – As mandated by law.

Nikki N. Woolard	12/3/07		12/05/07
Nikki N. Woolard Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	34553.1.1	COUNTY	Martin	Alternate 2N of 3 Alternate
T.I.P. No.:	R-3826			
DESCRIPTION OF PROJECT:	NC 125 Williamston Bypass			

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	8	3	11	3
Businesses	1	0	1	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	3	4	4	0

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	0	$ 0-150	0
20-40M	0	150-250	0	20-40M	6	150-250	1
40-70M	2	250-400	3	40-70M	25	250-400	2
70-100M	2	400-600	0	70-100M	17	400-600	2
100 UP	4	600 UP	0	100 UP	42	600 UP	2
TOTAL	8		3		90		8

ANSWER ALL QUESTIONS

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

REMARKS (Respond by Number)

4 –Reddick Fumigants and Chemicals– 7-10 employees

6, 12, 14 – Multiple Listing Service, Newspaper, Local Realtor

8 – As mandated by law.

Nikki N. Woolard — 12/3/07
Nikki N. Woolard
Right of Way Agent — Date

Relocation Coordinator — 12/05/2007
Relocation Coordinator — Date

FRM15-E

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	34553.1.1	COUNTY	Martin	Alternate 4	of 3 Alternate
T.I.P. NO.:	R-3826				
DESCRIPTION OF PROJECT:	NC 125 Williamston Bypass				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	10	5	15	4
Businesses	2	0	2	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	5	6	0

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	0	$ 0-150	0
20-40M	0	150-250	0	20-40M	6	150-250	1
40-70M	2	250-400	3	40-70M	25	250-400	2
70-100M	3	400-600	2	70-100M	17	400-600	2
100 UP	5	600 UP	0	100 UP	42	600 UP	2
TOTAL	10		5		90		8

ANSWER ALL QUESTIONS

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

REMARKS (Respond by Number)

4 –Reddick Fumigants and Chemicals– 7-10 employees
Peanut Plant – Seasonal- 10-12 employees

6, 12, 14 – Multiple Listing Service, Newspaper, Local Realtor

8 – As mandated by law.

Nikki N. Woolard	12/3/07		Relocation Coordinator	12/-5/07
Nikki N. Woolard Right of Way Agent	Date			Date

FRM15-E

APPENDIX C

FARMLAND CONVERSION IMPACT RATING FORMS

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date of Land Evaluation Request November 13, 2003
Name of Project TIP Project No. R-3826	Federal Agency Involved FHWA
Proposed Land Use Transportation facility	County and State Martin County, North Carolina
PART II *(To be completed by NRCS)*	Date Request Received by NRCS 11-20-03

Does the site contain prime, unique ,statewide or local important farmland? (*If no, the FPPA does not apply - do not complete additional parts of this form*).	Yes ☒	No ☐	Acres Irrigated: 0 / Average Farm Size: 237 Ac.
Major Crop(s): CORN	Farmable Land in Govt. Jurisdiction Acres: 195,994 % 65.4		Amount of Farmland As Defined in FPPA Acres: 193,597 % 64.6
Name of Land Evaluation System Used Martin LESA	Name of Local Site Assessment System NONE		Date Land Evaluation Returned by NRCS 11-25-03

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			✓ 5
	Site A (1)	Site B (2N)	Site C (2S)	Site D (2W)
A. Total Acres To Be Converted Directly	45.4	44.5	46.5	46.6
B. Total Acres To Be Converted Indirectly				
C. Total Acres in Site	45.4	44.5	46.5	46.6
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime and Unique Farmland	42.1	40.7	32.5	31
B. Total Acres Statewide and Local Important Farmland	3.3	2.9	9.9	8.5
C. Percentage of Farmland in County or Local Govt. Unit to be Converted	.00023	.00022	.00022	.00020
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value	48.2	48.2	55.3	55.3
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value of Farmland to be Converted *(Scale of 0 to 100 Points)*	88.9	87.2	80.4	78.1

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area in Nonurban Use	15	15	15	15	15
2. Perimeter in Nonurban Use	10	15	15	15	15
3. Percent of Site Being Farmed	20	10	10	10	10
4. Protection Provided by State and Local Government	20	0	0	0	0
5. Distance from Urban Built-up Area	~~15~~	N/A	N/A	N/A	N/A
6. Distance to Urban Support Services	~~15~~	N/A	N/A	N/A	N/A
7. Size of Present Farm Unit Compared to Average	10	8	8	8	8
8. Creation of Non-Farmable Farmland	~~10~~ 25	10	10	10	10
9. Availability of Farm Support Services	5	5	5	5	5
10. On-Farm Investments	20	10	10	10	10
11. Effects of Conversion on Farm Support Services	~~10~~ 25	0	0	0	0
12. Compatibility with Existing Agricultural Use	10	8	8	8	8
TOTAL SITE ASSESSMENT POINTS	160	81	81	81	81
PART VII *(To be completed by Federal Agency)*					
Relative Value of Farmland (*From Part V*)	100	88.9	87.2	80.4	78.1
Total Site Assessment (*From Part VI above or a local site assessment*)	160	81	81	81	81
TOTAL POINTS (*Total of above 2 lines*)	260	169.9	168.2	161.4	159.1

Site Selected:	Date of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side) Form AD-1006 (10-83)

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date of Land Evaluation Request November 13, 2003
Name of Project TIP Project No. R-3826	Federal Agency Involved FHWA
Proposed Land Use Transportation facility	County and State Martin County, North Carolina
PART II *(To be completed by NRCS)*	Date Request Received by NRCS

Does the site contain prime, unique ,statewide or local important farmland? (*If no, the FPPA does not apply - do not complete additional parts of this form*). Yes ☐ No ☐	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land in Govt. Jurisdiction Acres: %	Amount of Farmland As Defined in FPPA Acres: %
Name of Land Evaluation System Used	Name of Local Site Assessment System	Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A (3A)	Site B (4)	Site C	Site D
A. Total Acres To Be Converted Directly	53.8	48.3		
B. Total Acres To Be Converted Indirectly				
C. Total Acres in Site	53.8	48.3		
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime and Unique Farmland	38.2	47.5		
B. Total Acres Statewide and Local Important Farmland	10.3	0		
C. Percentage of Farmland in County or Local Govt. Unit to be Converted	.00025	.00024		
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value	48.2	48.2		
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value of Farmland to be Converted *(Scale of 0 to 100 Points)*	85.9	89.3		
PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points			
1. Area in Nonurban Use	15	15	15	
2. Perimeter in Nonurban Use	10	15	15	
3. Percent of Site Being Farmed	20	10	10	
4. Protection Provided by State and Local Government	20	0	0	
5. Distance from Urban Built-up Area	~~15~~	N/A	N/A	
6. Distance to Urban Support Services	~~15~~	N/A	N/A	
7. Size of Present Farm Unit Compared to Average	10	8	8	
8. Creation of Non-Farmable Farmland	~~10~~ 25	10	10	
9. Availability of Farm Support Services	5	5	5	
10. On-Farm Investments	20	10	10	
11. Effects of Conversion on Farm Support Services	~~10~~ 25	0	0	
12. Compatibility with Existing Agricultural Use	10	8	8	
TOTAL SITE ASSESSMENT POINTS	160	81	81	
PART VII *(To be completed by Federal Agency)*				
Relative Value of Farmland (*From Part V*)	100	85.9	89.3	
Total Site Assessment (*From Part VI above or a local site assessment*)	160	81	81	
TOTAL POINTS (*Total of above 2 lines*)	260	166.9	170.3	

Site Selected:	Date of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side) Form AD-1006 (10-83)

APPENDIX D

NEPA/SECTION 404 MERGER PROCESS CONCURRENCE FORMS

Section 404/NEPA Interagency Agreement
Concurrence Point No. 1 – Purpose and Need

Project Title: NC 125 Williamston corridor study, Martin County, TIP Project R-3826, Federal-Aid Project No. STP-125(1), State Project No. 8.81090501

Purpose and Need of Proposed Project: The purpose of the proposed project is to reduce truck traffic and improve safety on existing NC 125 through downtown Williamston. Supporting data for the purpose and need for this project is contained in information provided by NCDOT at the project team meeting held on April 17, 2002.

The Project Team concurred on this date of April 17, 2002 with the purpose and need for the proposed project as stated above.

NAME	AGENCY
Ray Lotz	NCDOT
David Cox	NCWRC
Howard F. Hall	USFWS
[signature]	USEPA 4/17/02
John E. Hennessy	NCDWQ
Ronald G. Lucas	FHWA
[signature]	COE

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Section 404/NEPA Interagency Agreement

Concurrence Point 2
Alternatives to be Carried Forward

Project Title: NC 125 Williamston Bypass, Martin County, TIP Project R-3826, Federal-Aid Project No. STP-125(1), State Project No. 8.81090501, WBS Element 34533.1.1

Project Description: The project will construct a NC 125 bypass of Williamston, mostly on new location. The proposed two-lane roadway will be constructed on a multi-lane right of way. For all bypass alternatives, existing NC 125 will be widened between SR 1182 and US 64A.

Alternatives Dropped from Further Study: In addition to Widen Existing NC 125, Reroute NC 125, One-Way Pair Extension, Widen McCaskey Road, Alternatives 3B, 5 and 6, which were dropped at the April 10, 2003 merger meeting, the following alternatives have been dropped from further consideration with the agreement of the merger team: Alternatives 2M, 2S and 3A.

Alternatives to be Carried Forward: The environmental document will evaluate the following alternatives: 1, 2N, and 4. These alternatives are shown on the attached map.

The Project Team concurred on this date of October 5, 2005 with the alternatives to be carried forward in the environmental document as shown on the attached map and described above. All selected alternatives meet the purpose and need of the project. Concurrence on these alternatives to be carried forward will replace the previous Concurrence Point 2 agreement signed on April 10, 2003.

NAME	AGENCY
Christina Breen	NC Division of Water Quality
[signature]	NCWRC
Gary Jordan	USFWS
[signature]	U.S.E.P.A.
[signature]	FHWA
[signature]	DCR-SHPO
Scott Gurley	NCDOT

Section 404/NEPA Interagency Agreement

Concurrence Point 2
Alternatives to be Carried Forward

Project Title: NC 125 Williamston Bypass, Martin County, TIP Project R-3826, Federal-Aid Project No. STP-125(1), State Project No. 8.81090501, WBS Element 34533.1.1

Project Description: The project will construct a NC 125 bypass of Williamston, mostly on new location. The proposed two-lane roadway will be constructed on a multi-lane right of way. For all bypass alternatives, existing NC 125 will be widened between SR 1182 and US 64A.

Alternatives Dropped from Further Study: In addition to Widen Existing NC 125, Reroute NC 125, One-Way Pair Extension, Widen McCaskey Road, Alternatives 3B, 5 and 6, which were dropped at the April 10, 2003 merger meeting, the following alternatives have been dropped from further consideration with the agreement of the merger team: Alternatives 2M, 2S and 3A.

Alternatives to be Carried Forward: The environmental document will evaluate the following alternatives: 1, 2N, and 4. These alternatives are shown on the attached map.

The Project Team concurred on this date of October 5, 2005 with the alternatives to be carried forward in the environmental document as shown on the attached map and described above. All selected alternatives meet the purpose and need of the project. Concurrence on these alternatives to be carried forward will replace the previous Concurrence Point 2 agreement signed on April 10, 2003.

NAME	AGENCY
William J. Biddlecome	USACE

Section 404/NEPA Interagency Agreement

Concurrence Point 2
Alternatives to be Carried Forward

Project Title: NC 125 Williamston Bypass, Martin County, TIP Project R-3826, Federal-Aid Project STP-125(1), State Project 8.81090501

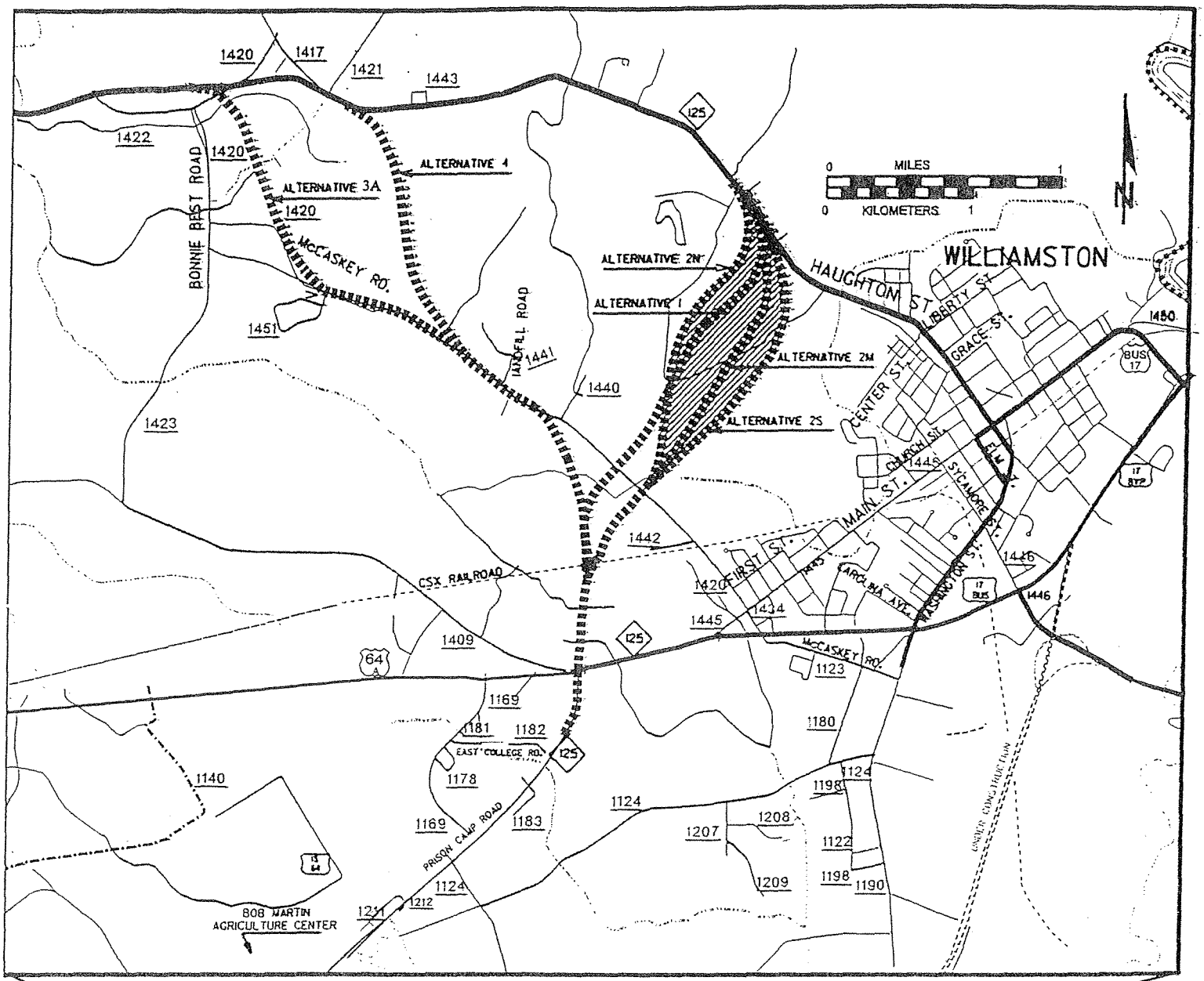
Project Description: The project will construct a NC 125 bypass of Williamston on new location. The proposed two-lane roadway will be constructed on a multi-lane right of way. For all the bypass alternatives, SR 1142 (East College Road) will be widened between SR 1182 and US 64A. A new traffic signal will be installed at the intersection of NC 125 with US 64A.

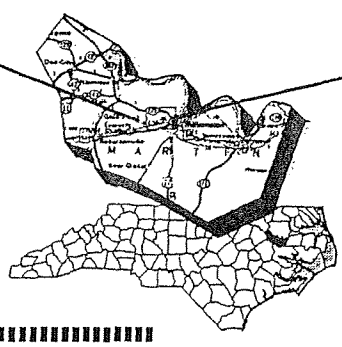
Alternatives Dropped from Further Study: The following alternatives have been dropped from further consideration with the agreement of the merger team: Widen Existing NC 125, Reroute NC 125, One-Way Pair Extension, Widen McCaskey Road, Alternatives 3B, 5 and 6.

Alternatives to be Carried Forward: The environmental document will evaluate the following alternatives: 1, 2N, 2S, 2M(Added at March 13, 2003 merger meeting), 3A and alternative 4. These alternatives are shown on the attached map.

The project team has concurred on this date of March 13, 2003 with the alternatives to be carried forward in the environmental document as shown on the attached map and described above. All selected alternatives meet the purpose and need of the project.

NAME	AGENCY
	USEPA 4/10/03
	FHWA
	USFWS 4/10/03
	NCWRC 4-10-03
	NCDWQ 4/10/03
	USACE 7/23/03





ALTERNATIVE CORRIDORS

ENVIRONMENTAL STUDIES AREA

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

NC 125
WILLIAMSTON BYPASS
CORRIDOR STUDY
MARTIN COUNTY
TIP PROJECT R-3826

VICINITY MAP FIGURE 1

Section 404/NEPA Interagency Agreement
Concurrence Point 2A – Bridge Locations and Lengths

Project Title: NC 125 Williamston Bypass, Martin County, TIP Project R-3826, Federal-Aid Project No. STP-125(1), State Project No. 8.81090501, WBS Element 34533.1.1

Project Description: The project will construct a NC 125 bypass of Williamston, mostly on new location. The proposed two-lane roadway will be constructed on a multi-lane right of way. For all bypass alternatives, existing NC 125 will be widened between SR 1182 and US 64A.

Wetland/Stream Crossing Type and Length:

	Alternative		
Wetland/Stream	1	2N	4
UT # 10	N/A	N/A	1 @ 10 ft x 5 ft RCBC

A pipe less than 72 inches in diameter will be used at all other locations.

The Project Team concurred on this date of October 5, 2005 with the bridge locations and lengths for the proposed project as stated above.

NAME	AGENCY
Christina Breen	NC Division of Water Quality
[signature]	NCWRC
Gary Jordan	USFWS
Ronald [signature]	FHWA
[signature]	USEPA
[signature]	DCR-SHPO
Scott Gaty	NCDOT

Section 404/NEPA Interagency Agreement
Concurrence Point 2A – Bridge Locations and Lengths

Project Title: NC 125 Williamston Bypass, Martin County, TIP Project R-3826, Federal-Aid Project No. STP-125(1), State Project No. 8.81090501, WBS Element 34533.1.1

Project Description: The project will construct a NC 125 bypass of Williamston, mostly on new location. The proposed two-lane roadway will be constructed on a multi-lane right of way. For all bypass alternatives, existing NC 125 will be widened between SR 1182 and US 64A.

Wetland/Stream Crossing Type and Length:

	Alternative		
Wetland/Stream	1	2N	4
UT # 10	N/A	N/A	1 @ 10 ft x 5 ft RCBC

A pipe less than 72 inches in diameter will be used at all other locations.

The Project Team concurred on this date of October 5, 2005 with the bridge locations and lengths for the proposed project as stated above.

NAME	AGENCY
William J Biddlecome	USACE