Proposed Widening of SR 1131 (Cameron Road)
From West of NC 59 (South Main Street) to East of SR 1132 (Legion Road)
Hope Mills, Cumberland County
Federal Aid Project No. STP-1131(11)
WBS No. 39070.1.1
T.I.P. No. U-4706

CATEGORICAL EXCLUSION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
N. C. DEPARTMENT OF TRANSPORTATION

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

APPROVED:

11/22/13
Date FOR **Richard W. Hancock, PE, Manager**
Project Development and Environmental Analysis Unit, NCDOT

11/27/13
Date **John F. Sullivan III, PE, Division Administrator**
Federal Highway Administration

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CATEGORICAL EXCLUSION

North Carolina Department of Transportation

November, 2013

Documentation Prepared in Project Development and Environmental Analysis Unit by:

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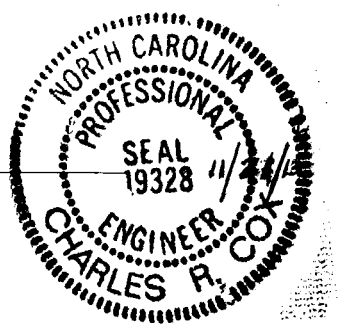

PROJECT COMMITMENTS

Proposed Widening of SR 1131 (Cameron Road)
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Financial Management Division, Division 6 Construction

A municipal agreement will be implemented prior to construction between NCDOT and the Town of Hope Mills for the inclusion of new sidewalks. Based on NCDOT's Pedestrian Policy, the Town of Hope Mills will fund 20% of the cost of these improvements.

Roadway Design Unit

Fourteen-foot outside lanes will be provided to accommodate bicycle traffic.

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TABLES

APPENDICES

Proposed Widening of SR 1131 (Cameron Road)
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SUMMARY

Type of Action

This Categorical Exclusion (CE) has been prepared to evaluate the potential impacts of this proposed transportation improvement project. From this evaluation, the North Carolina Department of Transportation (NCDOT) and Federal Highway Administration (FHWA) anticipate significant impacts to the environment will not occur due to this proposed project; therefore, the project is classified as a Federal "Categorical Exclusion".

Description of Action

The NCDOT, in consultation with the FHWA, proposes to widen SR 1131 (Cameron Road) from west of NC 59 (South Main Street) to east of SR 1132 (Legion Road) in Cumberland County (see Figure 1). The widening will convert SR 1131 (Cameron Road) from its current two-lane configuration to a four-lane, curb and gutter, median-divided facility (see Figure 3).

The total length of the project is 0.5 mile.

This project is included in the approved 2012-2018 North Carolina State Transportation Improvement Program (STIP) and the 2013-2023 Draft STIP. The total cost in the STIP is $8,000,000, which includes $2,800,000 for right of way $400,000 for utilities and $4,800,000 for construction. The current estimated total cost is $8,258,066. Right of way acquisition is scheduled to begin in Federal Fiscal Year (FFY) 2014 and construction in FFY 2016.

Summary of Purpose and Need

The purpose of the proposed project is to increase the traffic carrying capacity of SR 1131 (Cameron Road), between NC 59 (South Main Street) and SR 1132 (Legion Road), particularly in the vicinity of Hope Mills Middle School.

Alternatives Considered

The alternatives considered for the proposed project consists of the "no-build" alternative, TSM improvements, and 3-lane and 4-lane widening on existing roadway alternative. Both alternatives included signal improvements and roundabouts.

NCDOT Recommended Alternative

The 4-Lane Widening Alternative is the NCDOT recommended Alternative. The current design includes the construction of a roundabout at the intersection with SR 1132 (Legion Road) to aid the flow of traffic. This alternative was designed to minimize overall impacts to the human and natural environment by shifting the widening primarily to the south side. The widening will minimize residential impacts, yet does not impede the operations of the Hope Mills Middle School. This alternative also proposes minor improvements of Y-lines along SR 1131(Cameron Road) at their intersections.

This alternative also includes the redesign of the bus and faculty parking at Hope Mills Middle School to better aid the before-school and after-school traffic flow (see Figure 2).

Summary of Environmental Effects

Adverse impacts to the human and natural environment were minimized through the use of the "best fit" alignment. The proposed project will not impact any properties on or eligible for the National Register of Historic Places. The project will not encroach upon any known archaeological site eligible for listing in the National Register.

Four (4) potential Underground Storage Tanks (UST's) Facilities were identified within the project limits, but low monetary and scheduling impacts are anticipated to result from these sites.

One (1) business and eight (8) residential relocations are anticipated as a result of the proposed improvement. Approximately 31 noise receptors will be impacted. No adverse effect on the air quality of the surrounding area is anticipated as a result of the project.

There will be no impact to public recreational areas. The Hope Mills Middle School will lose some property and will require the shifting of parking areas to aid school traffic flow.

Seven (7) federally protected species are listed for Cumberland County; the biological conclusion for all seven species is "No Effect."

Table S-1 gives a summary of the resources and impacts due to the recommended alternative. Figure 2 shows the recommended alternative.

Table S-1: Summary of Resources and Impacts

Resource	4-Lane Widening Alternative
Length (miles)	0.5
Schools	1
Churches	0
Cemeteries	1*
Residential Relocations	8
Business Relocations	1
Traffic Noise Impacts Residential Churches Businesses	 29 0 2
Historic Properties (Listed on or Eligible for the National Register)	0
Section 4(f) Properties	0
Prime Farmland Impacts	0
Wetland Impacts (acres)	0
Stream Impacts (feet)	22
Water Supply Watershed Protected Areas	None
Federally Protected Species within Corridor	0
Underground/ Aboveground Storage Tanks	4
Adverse/ Disproportionate Impacts to Minority/ Low Income Populations	Effects Identified**
Right of Way Cost	$2,791,680
Utility Relocation Cost	$666,386
Construction Cost	$4,800,000
Total Cost	$8,258,066

* Cemetery is in study area, but only temporary impacts are anticipated.
** Effects to Environmental Justice Population identified as discussed in Section V.12.c

Permits Required

The proposed project has been designated as a CE for the purposes of National Environmental Policy Act (NEPA) documentation. As a result, a Nationwide Permit (NWP) 23 will likely be applicable. The USACE holds the final discretion regarding the permit required to authorize project construction. If a Section 404 permit is required, then a Section 401 Water Quality Certification (WQC) from the North Carolina Division of Water Quality (NCDWQ) will be needed.

Coordination

Federal, state, and local agencies were consulted during the preparation of this Categorical Exclusion. Written comments were received and considered from agencies noted with an asterisk (*) during the preparation of this assessment.

* U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
National Marine Fisheries Service
NC Wildlife Resources Commission
NC Division of Coastal Management
NC Division of Parks and Recreation
NC Division of Marine Fisheries
* N.C. Department of Administration
* N.C. Department of Cultural Resources
* N.C. Department of Environment and Natural Resources
N.C. Department of Public Instruction
* N.C. Division of Water Quality
* N.C. Office of Conservation, Natural Heritage Program
Mid Carolina Council of Governments
Cumberland County Board of Commissioners
* Town of Hope Mills
Mayor of Hope Mills

Contact Information

Additional information concerning the proposal and assessment can be obtained by contacting the following:

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I. DESCRIPTION OF PROPOSED ACTION

A. General Description

The NCDOT, in consultation with the FHWA, proposes to widen SR 1131 (Cameron Road) from NC 59 (South Main Street) to east of SR 1132 (Legion Road) in Cumberland County (see Figure 1). The widening will convert SR 1131 (Cameron Road) from its current two-lane configuration to a four-lane, curb and gutter, median-divided facility (see Figure 3).

The proposed facility will have two 12-foot inside travel lanes, two 14-foot outside travel lanes and a 23-foot raised median with curb and gutter (see Figure 3). The project will also include 5-foot sidewalks on both sides of SR 1131 (Cameron Road) for the length of the project. A roundabout is proposed at the intersection of SR 1131 (Cameron Road) and SR 1132 (Legion Road).

The project also proposes improvements at NC 59 (South Main Street), School Street and Stone Street, at their intersection with SR 1131 (Cameron Road). The total length of the project is approximately 0.5 miles.

B. Cost Estimates

This project is included in the approved 2012-2018 North Carolina State Transportation Improvement Program (STIP) and the 2013-2023 Draft STIP. The total cost in the STIP is $8,000,000, which includes $2,800,000 for right of way $400,000 for utilities and $4,800,000 for construction. The current estimated total cost is $8,258,066. Right of way acquisition is scheduled to begin in Federal Fiscal Year (FFY) 2014 and construction in FFY 2016.

II. PURPOSE AND NEED FOR PROJECT

A. Purpose of Project

The purpose of the proposed project is to increase the traffic carrying capacity of SR 1131 (Cameron Road) between NC 59 (Main Street) and SR 1132 (Legion Road), particularly in the vicinity of Hope Mills Middle School.

B. Need for Project

The existing roadway will not provide adequate capacity to service the future traffic volumes (see Figure 4).

C. Description of Existing Conditions

1. Functional Classification

SR 1131 (Cameron Road) is designated as a Minor Arterial on the North Carolina Statewide Functional Classification System.

2. Physical Description of Existing Facility

a. Roadway Cross Section

SR 1131 (Cameron Road) currently varies from a two-lane to three-lane facility. From NC 59 (South Main Street) to SR 1132 (Legion Road), SR 1131 (Cameron Road) is a two-lane road. The three-lane portion is currently located east of SR 1132 (Legion Road).

b. Horizontal and Vertical Alignment

The horizontal and vertical alignment along existing SR 1131 (Cameron Road) is suitable for the posted speed limit, 35 miles per hour (mph).

c. Right of Way and Access Control

The existing right of way along SR 1131 (Cameron Road) is 60 feet. There is currently no control of access.

d. Speed Limit

The posted speed limit along SR 1131 (Cameron Road) is 35 mph.

e. Railroad Crossings

There are no railroad crossings within the project corridor.

f. Hydraulic Structures

There are no major hydraulic structures on this project.

g. Bicycle and Pedestrian Facilities/Greenways

No bicycle and pedestrian facilities or greenways exist along the project corridor.

h. Utilities

The following utilities are located within the project corridor: overhead telephone, overhead electricity, underground cable TV, underground gas, underground water, and underground sewer. Also, a 69kv H-frame wood transmission tower is located inside the project limits.

i. School Bus Usage

Currently, there are 11 buses that travel round trip along this section of SR 1131 (Cameron Road) on a daily basis to area schools, including the Hope Mills Middle School.

3. Traffic Carrying Capacity

a. Existing Traffic Volumes

According to the 2011 traffic counts, the existing Average Annual Daily Traffic (AADT) on SR 1131 (Cameron Road) was between 2,600 and 8,100 vehicles per day (vpd) (see Figure 4).

b. Existing Levels of Service

The capacity analysis was performed to compute Level of Service (LOS) and other performance measures for the roadway segments along the study corridor.

Simulations were completed for the No-Build scenarios using the Base year (2011) traffic. A mainline analysis of SR 1131 (Cameron Road) projected that under the existing geometry and with No-Build conditions, the mainline operates at LOS D during the Base year (2011). Four (4) key intersections were also evaluated for proposed improvements. Under current traffic conditions, SR 1131 (Cameron Road) intersects with NC 59 (South Main Street), School Street, Stone Street and SR 1132 (Legion Road). The results are shown in Table 1.

c. Future Traffic Volumes

According to the Design year (2035) traffic forecasts, the estimated AADT for SR 1131 (Cameron Road) will range from 3,300 vpd to 14,800 vpd (see Figure 4).

d. Future Levels of Service

Corridor Analysis

Simulations were completed for both the Build and No-Build scenarios using the Design year (2035) traffic. Analysis shows that the three-lane facility is expected to operate at LOS D in 2035. The four-lane median divided facility is expected to operate at LOS B in 2035.

Intersection Analysis

Four (4) key intersections were also evaluated for proposed improvements. All four intersections were analyzed to determine the operations. The NC 59 (South Main Street) and SR 1132 (Legion Road) intersections were analyzed under traffic control signal control and as a roundabout in order to determine the future traffic control operations. Analysis shows all intersection movements were operating at LOS D or better in 2011. In 2035, all intersection movements are expected to continue to operate at LOS C or better, with the exception of the NC 59 (South Main Street) intersection. The intersection analysis results are shown in Table 1.

Table 1: Intersection Level of Service SR 1131 (Cameron Road)

Y-line	2011 No Build	2035 Build 3-Lanes	2035 Build 4-Lanes
Main Street	D	F(F)	F(F)
School Street	B*	C*	B*
Stone Street	B*	C*	B*
Legion Road	B	C(B)	C (B)

*Highway Capacity Software does not provide a LOS for unsignalized intersections; minor street movement reported

( ) Proposed roundabout LOS reported.

SR 1131 (Cameron Road) at NC 59 (South Main Street)

The traffic analysis showed that this signalized intersection will operate at an overall LOS F in 2035. The delays and queing from the signal at NC 59 (South Main Street) will adversely affect traffic operations on SR 1131 (Cameron Road). The operations will remain at LOS F with the construction of a single-lane roundabout. A dual-lane roundabout is only expected to operate at an acceptable LOS until 2026. Therefore, NCDOT did not recommend a roundabout at this intersection. The 2035 forecast traffic volumes on NC 59 (South Main Street) are expected to surpass 36,000

vpd, which well exceeds the 16,000 vpd carrying capacity for a three lane facility. Without widening NC 59 (South Main Street) to a multilane facility, there are no intersection improvements that can be made along SR 1131 (Cameron Road) that will considerably improve delay and queing in the design year.

SR 1131 (Cameron Road) at SR 1132 (Legion Road)

Analysis shows that with a traffic signal installed, the intersection will operate at an overall LOS C in 2035. The operations will improve to LOS B with the construction of a single-lane roundabout with an eastbound and southbound bypass lane. A single-lane roundabout is expected to operate at an acceptable LOS beyond 2040.

e. Accident Data

A crash analysis was performed on SR 1131 (Cameron Road) from SR 1132 (Legion Road) to NC 59 (South Main Street). There were 27 reported crashes along this segment from July 1, 2008 through June 30, 2013. For crash rate purposes, this location can be classified as an urban 2-lane, undivided Secondary Route (SR) with a continuous left turn. Table 2 shows the comparison of the crash rates for the analyzed section of SR 1131 (Cameron Road) versus the 2008-2013 statewide crash rates for a comparable road type and configuration.

Table 2: Crash Rate Comparisons

Rate	Crashes	Crashes per 100 MVM[1]	Statewide Rate[2]	Critical Rate[3]
Total	27	799.27	252.71	409.74
Fatal	1	29.60	0.91	24.24
Non-Fatal Injury	6	177.61	77.71	171.38
Night	4	118.41	60.92	145.55
Wet	6	177.61	41.63	114.15

[1] MVM – Million Vehicle Miles
[1] 2008-2013 statewide crash rate for urban 2-lane undivided North Carolina route
[3] Based on the statewide crash rate (95% level of confidence).

Current crash rates exceed the statewide crash rates in all categories and exceed the critical crash rates in all categories except the night category. Thirty-three percent (9 accidents) were left turn accidents and 29% (8 accidents) were rear end/angle accidents.

f. Airports

There are no public airports within 5 miles of the project corridor.

g. Other Highway Projects in the Area

There is one TIP project near the proposed project area. TIP project U-2809 proposes to widen SR 1132 (Legion Road) to multi-lanes from SR 1131 (Cameron Road) to SR 1007 (Owen Drive) in Fayetteville. It is currently funded for right of way in FY 2014 and construction in FY 2016. Projects U-2809 and U-4706 are planned to be constructed at the same time.

4. Transportation and Land Use Plans

a. NC Transportation Improvement Program (TIP)

This project is included in the approved 2012-2020 North Carolina State Transportation Improvement Program (STIP) and the 2013-2023 Draft STIP. The total cost in the STIP is $2,000,000, which includes $750,000 for right of way and $1,250,000 for construction.

b. Local Thoroughfare Plans

The Fayetteville Area Metropolitan Planning Organization (FAMPO) adopted its Mobility 2035 Long Range Transportation Plan (LRTP) in April 2009. U-4706 is referenced in the LRTP.

c. Land Use Plans

The Cumberland County Land Use Plan was updated in 2010. The project lies within the Town of Hope Mills Municipal influence area.

D. Benefits of Proposed Project

The proposed widening of SR 1131 (Cameron Road) will improve the traffic carrying capacity of this roadway. The improvements will establish a more efficient travel route that will insure adequate access to the Hope Mills Middle School.

Additionally, the proposed raised median will prevent left turns, resulting in a reduced percentage of left turn and rear/angle accidents.

III. ALTERNATIVES

A. Preliminary Study Alternatives

1. No-Build Alternative

The No-Build Alternative offers no improvements to the project area. This alternative assumes that all other projects currently planned or programmed in the TIP will be constructed in the area as proposed.

This alternative will not allow for the additional capacity needed to efficiently service the projected growth within the project corridor, nor will it provide improved safety conditions along SR 1131 (Cameron Road). Level of service along SR 1131 (Cameron Road) will continue to worsen unless improvements are made.

Since the No-Build Alternative does not address the purpose and need of the proposed action, it is not recommended. However, it is used as a basis for comparison to other alternatives.

2. Alternative Modes of Transportation

There are limited transit options currently available in this section of Cumberland County. While the inclusion of transit options, as well as bicycle and pedestrian accommodations, could aid in reducing congestion in the project area, these options alone do not meet the purpose and need of this project since they would not reduce demand enough to eliminate the need to improve the traffic carrying capacity of SR 1131 (Cameron Road).

3. Transportation Systems Management

The Transportation Systems Management (TSM) alternative includes those types of limited construction activities designed to maximize the utilization and energy efficiency of an existing roadway. TSM improvement options considered under this alternative include traffic signal optimization at NC 59 (South Main Street) and SR 1132 (Legion Road) and the construction of roundabouts at these intersections. These improvements alone will not adequately address the traffic carrying capacity of SR 1131 (Cameron Road).

4. Widening Alternatives

Originally, two widening alternatives were considered: 3-lane widening (no median) and 4-lane with widening (with raised median). After evaluation of the capacity analysis showing the 4-lane widening option operated better (LOS A) than the 3-lane option (LOS D), the 3-lane option was removed from consideration.

For both NC 59 (South Main Street) and SR 1132 (Legion Road) intersections, both traffic signals and roundabouts were evaluated. For NC 59 (Main Street), a dual lane roundabout would fail by 2026, so this option was dropped. For SR 1132 (Legion Road), the roundabout operated at a better level of service (LOS B), than the traffic signal, so the signal was dropped from consideration.

The current improvements will include widening SR 1131(Cameron Road) from the existing two facility to a four-lane median-divided facility. The current design includes the construction of a roundabout at the intersection with SR 1132 (Legion Road) to aid the flow of traffic and maintaining the traffic signal at NC 59 (South Main Street). This alternative was designed to minimize overall impacts to the human and natural environment by shifting the widening primarily to the south side. The widening will minimize residential impacts, yet does not impede the operations of the Hope Mills Middle School. This alternative also proposes minor improvements of facilities intersecting with SR 1131 (Cameron Road).

This alternative also includes the redesign of the bus and faculty parking at Hope Mills Middle School to better aid the before-school and after-school traffic flow (see Figure 2). Several meetings were held with the Cumberland County School System to determine the best scenario; this current design reflects the outcome of this coordination.

B. Detailed Study Alternative

The 4-lane widening alternative was the only alternative carried forward for detailed environmental studies. The impacts associated with this alternative are noted in Table 3.

Table 3: Summary of Resources and Impacts

Resource	4-LaneWidening Alternative
Length (miles)	0.5
Schools	1
Churches	0
Cemeteries	1*
Residential Relocations	8
Business Relocations	1
Traffic Noise Impacts • Residential • Churches • Businesses	 29 0 2
Historic Properties (Listed on or Eligible for the National Register)	0
Section 4(f) Properties	0
Prime Farmland Impacts	0
Wetland Impacts (acres)	0
Stream Impacts (feet)	22
Water Supply Watershed Protected Areas	None
Federally Protected Species within Corridor	0
Underground/ Aboveground Storage Tanks	4
Adverse/ Disproportionate Impacts to Minority/ Low Income Populations	Effects Identified**
Right of Way Cost	$ 2,791,680
Utility Relocation Cost	$ 666,386
Construction Cost	$ 4,800,000
Total Cost	$ 8,258,066

* Cemetery is in study area, but only temporary impacts are anticipated.
** Effects to Environmental Justice Population identified as discussed in Section V.12.c

C. NCDOT Recommended Alternative

The 4-Lane Widening Alternative is the NCDOT recommended Alternative. The current design includes the construction of a roundabout at the intersection with SR 1132 (Legion Road) to aid the flow of traffic and maintain the signal at NC 59 (South Main Street). This alternative was designed to minimize overall impacts to the human and natural environment by shifting the widening primarily to the south side.

This alternative also includes the redesign of the bus and faculty parking at Hope Mills Middle School to better aid the before-school and after-school traffic flow (see Figure 2). Several meetings were held with the Cumberland County School System to determine the best scenario; this current design reflects the outcome of this coordination.

IV. PROPOSED IMPROVEMENTS

A. Roadway Cross-Section and Alignment

The proposed typical section for SR 1131 (Cameron Road) is a 4-lane, raised median-divided facility with curb and gutter, consisting of a 23-foot raised median, 12-foot inside travel lanes and 14-foot outside travel lanes (see Figure 3).

B. Right of Way and Access Control

The proposed right of way width for this project is approximately110 feet. There is no proposed control of access along the project corridor.

C. Speed Limit & Design Speed

The design speed for the proposed widening of SR 1131 (Cameron Road) is 40 mph. The anticipated posted speed limit is 35 mph.

D. Anticipated Design Exceptions

No design exceptions are anticipated on this project.

E. Intersections/Interchanges

NC 59 (South Main Street)/ Edwin Deaver Road: Separate turn lanes will be added on all legs of this intersection. No additional through lanes are proposed on NC 59 (South Main Street) or Edwin Deaver Road.

Stone Road: Stone Road is proposed to have right in and right out only access.

School Road: Because bus traffic will be redirected to this road, School Street is proposed to have a dedicated westbound left turn into the school with right in and right out access only out of the school. This project is proposed to improve the bus parking area on the west side of the school and the staff parking area located on the east side of the school.

SR 1132 (Legion Road): A roundabout is proposed at this intersection. The roundabout includes channelization.

River Road: Access from River Road to SR 1131 (Cameron Road) is currently closed and will remain closed.

Professional Drive: This roadway is proposed to have a dedicated northbound left turn into the drive that should be accessed by traveling through the roundabout. There is right in and right out access only out of Professional Drive.

Meadowood Court: SR 1131 (Cameron Road) between SR 1132 (Legion Road) and Meadowood Court is proposed to have two eastbound travel lanes, where one of the travel lanes after about 600 feet will transition to a dedicated right turn lane into Meadowood Court. The distance from SR 1132 (Legion Road) to Meadowood Court is about 850 feet.

Honeycutt Avenue: This roadway south of SR 1131 (Cameron Road) on south NC 59 (South Main Street), is proposed to have right in and right out only access.

No service roads are proposed for this project.

F. Railroad Crossings

No railroad crossings will be impacted by this project.

G. Structures

No major drainage structures will be impacted by this project. The widening of the Rockfish Bridge on SR 1132 (Legion Road) will handled under another project.

H. Bicycle and Pedestrian Facilities

At the request of the Town of Hope Mills, the NCDOT will enter into a municipal agreement to construct 5-foot sidewalks on each side of SR 1131 (Cameron Road) for the length of the project. The pedestrian crossings and median refuges will be ADA-compliant.

To accommodate bicyclists, the outside lanes along SR 1131 (Cameron Road) will be 14 feet, rather than 12 feet.

I. Utilities

The project does not propose improvements to existing utilities along SR 1131 (Cameron Road); however, utilities will be relocated as needed for construction.

J. Noise Barriers

No noise barriers are proposed as part of this project.

K. Work Zone, Traffic Control and Construction Phasing

During construction of the project, it's anticipated that SR 1131 (Cameron Road) traffic will be maintained on site, as the widening will be primarily to the south side.

V. ENVIRONMENTAL EFFECTS OF PROPOSED ACTION

A. Natural Resources

1. Biotic Resources

a. Terrestrial Communities

Two terrestrial communities were identified within the project area: maintained/disturbed and mixed pine/hardwood forest. A brief description of each community type follows.

1. Mixed Pine/Hardwood Forest

This community is found in the forested areas around Little Rockfish Creek and is generally comprised of longleaf pine mixed with mature hardwood trees. The hardwood tree species include post oak, water oak, turkey oak, willow oak, red maple, and sweetgum. Common shrub and herb species include high-bush blueberry, pepperbush, American beautyberry, and azalea with Japanese honeysuckle, poison ivy, and common greenbrier in the vine layer.

b. Terrestrial Wildlife

Terrestrial communities in the study area are comprised of both natural and disturbed habitats that may support a diversity of wildlife species. Mammal species that commonly exploit forested habitats and stream corridors found within the study area include species such as raccoon, Virginia opossum, gray squirrel, and white-tailed deer. Birds that commonly use forest and forest edge habitats include the red-bellied woodpecker, northern cardinal, yellowbelly sapsucker, hairy woodpecker, Carolina chickadee, and mourning doves. Birds that may use the open habitat within the study area include red-shouldered hawk, mockingbird and turkey vulture.

Reptile and amphibian species that may use terrestrial communities located in the study area include the rat snake, eastern box turtle, Atlantic coast slimy salamander, ground skink and spring peeper.

c. Aquatic Communities

Aquatic communities in the study area consist of Little Rockfish Creek, a large perennial coastal plain stream, and its associated unnamed tributaries. In the study area, Little Rockfish Creek could support chain pickerel, redbreast sunfish, bluegill, and largemouth bass.

Other aquatic species likely to be found in the study area include the banded water snake, southern chorus frog, and green frog.

d. Invasive Species

Two plant species listed on the Invasive Exotic Plant List for North Carolina were observed within the study area. The species identified were Chinese privet (Threat Level 1) and Japanese honeysuckle (Threat Level 2). NCDOT will manage invasive plant species as appropriate. Invasive species are categorized into one of three threat levels, Level 1 (Severe Threat), Level 2 (Threat), and Level 3 (Watch List). Threat levels for the observed invasive species are shown in Table 4.

Table 4: Invasive Species within Project Area

Common Name	Scientific Name	Threat Level
Chinese privet	*Ligustrum sinense*	1
Japanese honeysuckle	*Lonicera japonica*	2

NCDOT will follow the Department's Best Management Practices (BMPs) for the management of invasive plant species.

e. Summary of Anticipated Effects

Table 5 describes the acreage of terrestrial communities within the project study area. Impacts to terrestrial communities associated with construction activities include the removal of vegetation, soil compaction, damaging and/or exposing root systems, as well as potential impacts associated with petroleum spills. The estimated impacts are based on the current design slope stake limits.

Table 5: Coverage of Terrestrial Natural Communities (within the Project Study Area)

Community	Coverage (ac.)
Maintained/Disturbed	24.3
Mixed Pine/Hardwood Forest	2.0
Total Area:	26.3

2. Jurisdictional Issues

a. Clean Water Act Waters of the United States

No wetlands were identified in the study area. Three jurisdictional streams were identified in the study area (Table 6). The jurisdictional streams in the study area have been designated as a warm water streams for the purposes of stream mitigation. Based on the current design, only 22 feet of a tributary of Rockfish Creek will be impacted.

Table 6: Jurisdictional Characteristics of Water Resources (within the Project Study Area)

Map ID	Length (ft.)	Classification	Compensatory Mitigation Required	River Basin Buffer
Little Rockfish Creek	244	Perennial	Yes	Not Subject
SB	185	Perennial	Yes	Not Subject
SB	257	Intermittent	Yes	Not Subject
SC	45	Ephemeral	No	Not Subject

b. Clean Water Act Permits

The proposed project has been designated as a CE for the purposes of National Environmental Policy Act (NEPA) documentation. As a result, a Nationwide Permit (NWP) 23 will likely be applicable. The USACE holds the final discretion as to what permit will be required to authorize project construction. If a Section 404 permit is required then a Section 401 Water Quality Certification (WQC) from the NCDWR will be needed.

c. Coastal Area Management Act Area of Environmental Concern

Cumberland County is not one of the 20 coastal counties regulated by the NC Division of Coastal Management.

d. Construction Moratoria

There is no construction moratorium for this project.

e. N.C. River Basin Buffer Rules

No buffer rules are in effect for this part of the Cape Fear River basin.

f. Rivers and Harbors Act Section 10 Navigable Waters

Little Rockfish Creek has not been designated by the USACE as a Navigable Water under Section 10 of the Rivers and Harbors Act.

g. Mitigation

The NCDOT will attempt to avoid and minimize impacts to streams to the greatest extent practicable during project design.

If mitigation is required, the NCDOT will investigate potential on-site stream mitigation opportunities. If on-site mitigation is not feasible, mitigation will be provided by the North Carolina Department of Environment and Natural Resources Ecosystem Enhancement Program (EEP).

3. Endangered Species Act

a. Federally Protected Species

As of December 26, 2012, the United States Fish and Wildlife Service (USFWS) lists seven federally protected species for Cumberland County (Table 7). A brief description of each species' habitat requirements follows, along with the Biological Conclusion based on survey results in the study area.

Table 7: Federal Protected Species Listed for Cumberland County

Common Name	Scientific Name	Federal Status	Habitat Present	Biological Conclusion
American alligator	*Alligator mississippiensis*	T/(S/A)	No	N/A
Red-cockaded woodpecker	*Picoides borealis*	E	No	No Effect
Saint Francis' satyr	*Neonympha mitchellii francisci*	E	No	No Effect
American chaffseed	*Schwalbea americana*	E	No	No Effect
Michaux's sumac	*Rhus michauxii*	E	Yes	No Effect
Pondberry	*Lindera melissifolia*	E	No	No Effect
Rough-leaved loosestrife	*Lysimachia asperulaefolia*	E	No	No Effect

E-Endangered T-Threatened T(S/A) – Threatened due to Similarity of Appearance

American alligator

USFWS Recommended Survey Window: year round (only warm days in winter)

Habitat Description: In North Carolina, alligators have been recorded in nearly every coastal county, and many inland counties to the fall line. The alligator is found in rivers, streams, canals, lakes, swamps, and coastal marshes. Adult animals are highly tolerant of salt water, but the young are apparently more sensitive, with salinities greater than 5 parts per thousand considered harmful. The American alligator remains on the protected species list due to its similarity in appearance to the Endangered American crocodile.

Biological Conclusion: Not Applicable

Red-cockaded woodpecker

USFWS survey window: year round; November-early March (optimal)

Habitat Requirements: The red-cockaded woodpecker (RCW) occupies open, mature stands of southern pines, particularly longleaf pine, for foraging and nesting habitat. The RCW typically nests in pine trees that are >60 years old, and which are contiguous with pine stands at least 30 years of age to provide foraging habitat. The foraging range of the RCW is normally no more than 0.5 mile.

Biological Conclusion: No Effect

In the areas surrounding the proposed project, a high degree of urbanization and development has greatly diminished the quality and quantity of red-cockaded woodpecker roosting and foraging habitat within remaining mesic pine flatwoods, pine/scrub oak sandhill, and xeric sandhill scrub communities. A lack of larger and older trees limit potential nesting and foraging opportunities. A review of NCNHP element occurrence (EO) database records (updated May 3, 2011) revealed one element occurrence (EO 1503) documented from June 11, 1990 for red-cockaded woodpecker within one mile of the project study area. Surveys for an adjacent project were completed on October 4, 2007 by NCDOT Biologists. Approximately 6 person-hours were spent in field surveys for red-cockaded woodpecker roosting and foraging habitat within the project corridor and the area surrounding EO 1503. Additional surveys were conducted on May 18, 2011 for the current project. No appropriate habitat was found within the project study area and no active nesting trees were found around the abandoned EO 1503; therefore there will be no effect on this species.

Saint Francis' satyr

USFWS Recommended Survey Window: May 5-June 6 and July 26-August 21

Habitat Description: The Saint Francis’ satyr butterfly is only known from the Sandhills of North Carolina, although it’s historic range may have been much larger. This butterfly is known to inhabit wide, wet meadows dominated by sedges and other wetland graminoids. These wetlands are often relicts of beaver activity and are boggy areas that are acidic and ephemeral. These sites must be continually maintained to persist as open areas. The larval host of the Saint Francis' satyr is thought to be grasses, sedges and rushes.

Biological Conclusion: No Effect

A review of the NCNHP database records (updated May 3, 2011) revealed no recorded occurrences of Saint Francis’ satyr found within one mile of the project

study area. The probability of Saint Francis' satyr occurring within the project area is low due to the lack of wide, wet meadows preferred by the species; therefore the Biological Conclusion is No Effect.

American chaffseed

USFWS Optimal Survey Window: May-August (1-2 months after a fire)

Habitat Description: American chaffseed generally occurs in habitats described as open, moist to dryish Mesic Pine Flatwoods and longleaf pine flatlands, Pine Savannas, Pine/Scrub Oak Sandhills, Sandhill Seeps, and other open grass/sedge-dominated communities. This herb also occurs in the ecotonal areas between peaty wetlands and xeric sandy soils and on the upper ecotones of, or sites close, to Streamhead Pocosins. The species prefers sandy peat or sandy loam, acidic, seasonally moist to dry soils in sunny or partly sunny areas subject to frequent fires in the growing season. The plant is dependent on factors such as fire, mowing, or fluctuating water tables to maintain its required open to partly-open habitat. Most extant occurrences, and all of the most vigorous occurrences, are in areas subject to frequent fire. This species is also known to occur on road cuts and power line rights-of-way that experience frequent mowing or clearing. Soil series that it is found on include Blaney, Candor, Gelead, Fuquay, Lakeland, and Vaucluse.

Biological Conclusion: No Effect

The NCNHP database records (updated May 3, 2011) revealed no recorded occurrences of American chaffseed found within one mile of the project study area. No suitable habitat for American chaffseed exists within the proposed project ROW in the form of fire-maintained savannas or open, moist pine flatwoods. Little to no evidence of fire was observed within the proposed project ROW. Therefore this project will have no effect on this species.

Michaux's sumac

USFWS Optimal Survey Window: May-October

Habitat Description: Michaux's sumac, endemic to the inner Coastal Plain and lower Piedmont, grows in sandy or rocky, open, upland woods on acidic or circumneutral, well-drained sands or sandy loam soils with low cation exchange capacities. The species is also found on sandy or submesic loamy swales and depressions in the fall line Sandhills region as well as in openings along the rim of Carolina bays; maintained railroad, roadside, power line, and utility rights-of way; areas where forest canopies have been opened up by blowdowns and/or storm damage; small wildlife food plots; abandoned building sites; under sparse to moderately dense pine or pine/hardwood canopies; and in and along edges of

other artificially maintained clearings undergoing natural succession. In the central Piedmont, it occurs on clayey soils derived from mafic rocks. The plant is shade intolerant and, therefore, grows best where disturbance (*e.g.*, mowing, clearing, grazing, periodic fire) maintains its open habitat.

Biological Conclusion: No Effect

The NCNHP database records (updated May 3, 2011) did not reveal recorded occurrences of Michaux's sumac within one mile of the project study area. Suitable habitat for Michaux's sumac exists within the project study area in the form of roadsides and maintained/disturbed areas as well as in open, sandy woods with a dominance of longleaf pine in the canopy (xeric sandhill scrub community).

A habitat assessment for Michaux's sumac within the project area was conducted on May 18, 2011. Areas containing open longleaf pine-dominated canopies with a moderate to sparse understory or areas that are kept in a low-growing successional state due to frequent mowing were surveyed for Michaux's sumac. Surveys were conducted for Michaux's sumac along ecotonal edges between regularly mowed roadsides and forested areas dominated by pine and scrub oaks. Small sections of low- to medium-quality habitat are interspersed throughout the length of the study area. Approximately 4 person-hours were spent conducting plant-by-plant foot surveys within the study area; however, the species was not found. Consequently, a Biological Conclusion of No Effect is valid for Michaux's sumac within the study area.

Pondberry

USFWS Optimal Survey Window: February-October

Habitat Description: Pondberry occurs in seasonally flooded wetlands, sandy sinks, and pond
margins, and swampy depressions. This deciduous, aromatic shrub occurs in bottomland hardwood forests with perched water tables along inland areas of the southeastern United States. In the Coastal Plain of the Carolinas, the species occurs at the margins of limestone sinks and ponds and in undrained, shallow depressions of longleaf pine and pond pine forests. Known occurrences in North Carolina occur in the Small Depression Pocosin natural community, grow in soils with sandy sediments and high water table, contain high peat content in the subsurface, and include a prevalence of shrubs due to historically frequent or intense fires. It generally grows in somewhat shaded areas, but can tolerate full sun.

Biological Conclusion: No Effect

A review of the NCNHP database records (updated May 3, 2011) revealed no

recorded occurrences of pondberry within one mile of the project study area. No habitat exists within the study area. Consequently, a Biological Conclusion of No Effect is rendered for this species within the project study area.

Rough-leaved loosestrife

USFWS Optimal Survey Window: mid May-June

Habitat Description: Rough-leaved loosestrife, endemic to the Coastal Plain and Sandhills of North and South Carolina, generally occurs in the ecotones or edges between longleaf pine uplands and pond pine pocosins in dense shrub and vine growth on moist to seasonally saturated sands and on shallow organic soils overlaying sand (spodosolic soils). Occurrences are found in such disturbed habitats as roadside depressions, maintained power and utility line rights-of-way, firebreaks, and trails. The species prefers full sunlight, is shade intolerant, and requires areas of disturbance (*e.g.*, clearing, mowing, periodic burning) where the overstory is minimal. It can, however, persist vegetatively for many years in overgrown, fire-suppressed areas. Blaney, Gilead, Johnston, Kalmia, Leon, Mandarin, Murville, Torhunta, and Vaucluse are some of the soil series that the plant occurs on.

Biological Conclusion: No Effect

A review of the NCNHP database records (updated May 3, 2011) revealed no recorded occurrences of rough-leaved loosestrife within one mile of the project study area. No habitat exists within the study area. Consequently, a Biological Conclusion of No Effect is rendered for this species within the project study area.

b. Bald and Golden Eagle Protection Act

Habitat for the bald eagle primarily consists of mature forest in proximity to large bodies of open water for foraging. Large, dominant trees are utilized for nesting sites, typically within 1.0 mile of open water.

A desktop-GIS assessment of the study area, as well as the area within a 1.13-mile radius (1.0 mile plus 660 feet) of the project limits, was performed on July 1, 2011 using 2010 color aerials. One water body large enough and sufficiently open to be considered potential feeding sources was identified. A survey of the study area and the area within 660 feet of the project limits was conducted May 18, 2011 and observed no individual birds or nests. Additionally, a review of the NCNHP database (updated May 3, 2011) revealed no known occurrences of this species within 1.0 mile of the study area. Due to the lack of observed presence, known occurrences, and minimal impact anticipated for this project, it has been determined that this project will not affect this species.

c. Endangered Species Act Candidate Species

As of December 26, 2012, the USFWS lists no Candidate species for Cumberland County.

B. Cultural Resources

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

1. Historic Architectural Resources

In a memorandum dated January 21, 2011, the North Carolina Historic Preservation Office (NCHPO) determined that this project as it is proposed will not affect any historic structures. A copy of this memorandum is included in Appendix B.

2. Archaeological Resources

In a memorandum dated January 21, 2011, the North Carolina Historic Preservation Office (NCHPO) determined that this project as it is proposed will not affect any archaeological resource. A copy of this memorandum is included in Appendix B.

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

Section 4(f) of the USDOT Act of 1966 protects the use of publicly owned parks, recreation areas, wildlife/waterfowl refuges, and historic properties. No Section 4(f) protected properties will be impacted by this project.

Section 6(f) of the Land and Water Conservation Act applies to the conversion of certain recreation lands to non-recreational purposes. The act applies to recreation lands that have received Land and Water Conservation Fund (LWCF) money. Any land conversions on property that has received LWCF money must be approved by the National Park Service. Section 6(f) also requires that any applicable land converted to non-recreational uses must be replaced with land of equal or greater value, location, and usefulness. No Section 6(f) protected properties will be impacted by this project.

D. Farmland/ Voluntary Agricultural Districts

Impacts to prime farmland were not assessed because the project limits are completely within an urbanized area inside a municipal boundary. There are no Voluntary Agricultural Districts within the project area.

E. Community Impact Assessment

1. American Indian Religious Freedom Act

The project is not located in a county claimed as "territory" by the Eastern Band of Cherokee Indians

2. Title VI and Environmental Justice

While Census data does not indicate a notable presence of populations meeting the criteria for Environmental Justice (EJ) with the overall Demographic Study Area, minority and/or low income communities were observed within the Direct Community Impact Area during the site visit. The apartment complex on Professional Drive appears to have both minority and lower income households. Residents of the houses on the north side of Cameron Road between Stone Street and River Road appear to be elderly, with many being renters. Although well maintained, these small, older houses show no sign of modernization or remodeling. Indications are that all elderly residents are considered fixed income households, while elderly renters considered likely to be lower income.

3. Limited English Proficiency

There are no populations living in the Demographic Study Area that meet the criteria for Limited English Proficiency.

4. Community Characteristics & Notable Features

a. Notable Growth Rate

The population in the Demographic Study Area grew by 159.8% between 2000 and 2010, with an annualized growth rate of 10.0%. This new growth occurred mainly in 4 large subdivisions built near the borders of the Demographic Study Area during the first half of the decade, 2002-2006.

b. Local Area Plans/Goals

Cumberland County Planning Department does the long-range planning for Hope Mills. The Draft 2030 Growth Vision Plan is a new comprehensive planning initiative for Cumberland County and its municipalities and is currently under review for adoption.

One of the many policies contained in the Draft 2030 Plan is the focus on a balanced transportation system made up of a network of roads, mass transit services, sidewalks, trails, and bicycling facilities to help reduce automobile dependency and traffic congestion.
The Fayetteville Area Metropolitan Planning Organization (FAMPO) adopted its Mobility 2035 Long Range Transportation Plan in April 2009. The widening of SR 1131 (Cameron Road) from SR 1132 (Legion Road) east to I-95 Business is shown in the Fiscally Constrained Plan as a Priority Two improvement (roads that are currently close to capacity) and is tentatively scheduled between FY 2030 and FY 2035.

FAMPO is developing a Multi-Modal Congestion Management Plan. This plan will:

- Establish a regional vision for the study area;
- Address land use suitability needs;
- Identify existing travel patterns and transportation network deficiencies;
- Identify bicycling, pedestrian, and transit alternatives to prevent automobile travel and congestion; and
- Identify short-term and long-term improvements for roadways and intersection projects.

The Town of Hope Mills has submitted a letter to NCDOT requesting to participate in the installation of sidewalks on both sides of this project.

c. Known Plans for Development

There are no known plans for development activity in the vicinity of the project.

5. Bicycle/ Pedestrian Activity

There are no sidewalks in the Direct Community Impact Area. Worn paths, indicative of pedestrian activity, were observed on some parts of the shoulder during the site visit. According to Hope Mills Middle School, students from the western South Main LLC Subdivision walk along SR 1131 (Cameron Road) to the middle school. There is a school crosswalk on SR 1131 (Cameron Road) near the middle school.

6. Community Cohesion

There is a high elderly population occupying homes along SR 1131 (Cameron Road). Some middle school students live in Creekside Apartments and walk to school.

7. FEMA Buyout Properties

There are no FEMA Buyout Properties in the vicinity of the project.

8. Access

Within the Direct Community Impact Area, SR 1131 (Cameron Road) intersects, from west to east: NC 59 (South Main Street), Stone Street, School Street, SR 1132 (Legion Road), and Meadowood Court. There are homes and businesses on SR 1131 (Cameron Road) with direct driveway access. Among these, the Exxon at the northeast quadrant of the NC 59 (South Main Street) and SR 1131 (Cameron Road) intersection has three driveways, with one connecting to SR 1131 (Cameron Road). The vacant lot across SR 1131 (Cameron Road) was in use as a seasonal produce stand during the site visit and has access to SR 1131 (Cameron Road). The car and bus parking lots at Hope Mills Middle School each have two driveways to SR 1131 (Cameron Road).

9. Cemetery

There is a small private cemetery located in the northwest quadrant of the intersection of SR 1132 (Legion Road) and SR 1131 (Cameron Road), across from Hope Mills Middle School. There is a cemetery on the west side of NC 59 (South Main Street), extending from about 200 feet south of Church Street to about 200 feet north of Church Street.

10. Other Recreational Resources or Activities

Two ball fields are present on the grounds of Hope Mills Middle School.

11. Relocations

Based on the current design, 8 residences and 1 business will be relocated as part of this project. The relocation report for the preferred alternative, as well as more information on NCDOT's Relocation and Displacement Policies can be found in Appendix C.

12. Potential Community Impacts

a. Mobility and Access

This project will restrict left turns along the project corridor. Driveways will have right-in, right-out access only. Motorists on SR 1131 (Cameron Road) will have only right-turn access to side streets, with the exceptions of School Street and Professional Drive, where leftovers will allow for left turns from SR 1131 (Cameron Road). Motorists on side streets will have only right-turn access to SR 1131 (Cameron Road).

The proposed median will provide a refuge for pedestrians attempting to cross SR 1131 (Cameron Road). Bicyclists will be accommodated with wider outside travel lanes.

b. Business Resources

The addition of turn lanes to NC 59 (South Main Street) at its intersection with SR 1131 (Cameron Road) may require the relocation of the gas pumps at Kangaroo Express and may take a portion of the parking lot at CVS.

Due to the addition of concrete islands to NC 59 (South Main Street) at its intersection with SR 1131 (Cameron Road), drivers on NC 59 (South Main Street) will not be able to turn left into the gas stations or the CVS.

Driveway openings will be maintained for these businesses.

c. Title VI and Environmental Justice

Age is a protected class under FHWA's Title VI/Non-discrimination Program, based on the Age Discrimination Act of 1975. Executive Order 12898 requires all federal agencies to "make achieving environmental justice a part of its mission by identifying and addressing, as appropriate, disproportionately high adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations."

A number of residents and a business are proposed to be relocated as part of this project, with relocation impacts mitigated by the right of way acquisition process. However, lower income elderly residents living along the north side of SR 1131 (Cameron Road) will remain in place after having a substantial portion of their front yards purchased for right of way. These residents, some of whom are fixed income renters, will be impacted by increased proximity to traffic, potentially having insufficient space to park in their driveways, in most cases having to back out onto a multi-lane road, and being limited to right-in/right-out access to their property after making U turns. Negative impacts are partially offset by installation of sidewalks and crosswalks.

During the June 28, 2011 public meeting elderly residents indicated the proposed widening would have a notable negative effect on their community. These residents opposed the project in its entirety and supported a "no build" approach, so no acceptable mitigation options were suggested by these residents. Mitigation through the ROW process by purchase of the entire parcel would not be of much help to renters, while the resulting undevelopable land fragments not used for ROW are likely to result in negative community impacts themselves.

Public involvement and outreach activities did ensure full and fair participation of all potentially affected communities in the transportation decision-making process. Adverse community impacts are anticipated with this project and these effects appear to affect elderly populations notably more than the general population. Impacts to lower income and minority populations appear to be higher than the general population in the project study area. Benefits and burdens resulting from the project are not anticipated to be equitably distributed throughout the community due to greater effects falling on

elderly residents along the north side of SR 1131 (Cameron Road) between Stone Street and River Road; however, the project is not expected to result in a denial of benefit. The proposed project is in compliance with the Title VI and E.O. 12898 based on an active public involvement process, consideration of mitigation, and the participation of low-income, elderly and minority residents in the project development process.

13. Indirect and Cumulative Effects

The project will not notably alter travel patterns, increase exposure of adjacent parcels or create new transportation or land use nodes. Changes in traffic capacity, travel time and access to adjacent parcels do not meet or exceed minimum thresholds required in order to be considered Transportation Impact Causing Activities. Due to its minimal impact causing activities this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect and cumulative effects study is not necessary.

14. Mitigation

NCDOT has coordinated with Cumberland County Schools about potential impacts to school-related traffic at the intersection of SR 1131 (Cameron Road) and School Street and impacts to their bus and carpool traffic. NCDOT has redesigned the parking lots on the school property to better deal with school related traffic flow.

The project will include wider outside lanes to accommodate bicyclists. A sidewalk will be constructed as part of this project.

F. Flood Hazard Evaluation

Cumberland County is currently participating in the National Flood Insurance Regular Program. Rockfish Creek is located nearby; however, as no major stream crossings are directly involved, this project will not affect any designated flood hazard zones, and the proposed improvements will not have any adverse effect on any existing floodplain areas. NCDOT's Hydraulics Unit will coordinate with the Federal Emergency Management agency and local authorities to ensure compliance with applicable floodplain ordinances.

G. Traffic Noise Analysis

Traffic noise impacts and temporary construction noise impacts can be a consequence of transportation projects, especially for noise-sensitive land uses in close proximity to high-volume and/or high-speed existing steady-state traffic noise sources. A Traffic Noise Analysis was performed utilizing the FHWA Traffic Noise Model software (TNM 2.5) to predict future noise levels and impacted receptors along the proposed alignments. A copy of the unabridged version of the full technical report entitled Traffic Noise Analysis can be viewed at Century Center- Building A in the Project Development and Environmental Analysis Unit, Raleigh, NC.

1. Ambient Noise Levels

Existing traffic noise exposure is relatively unvarying in the vicinity of the proposed SR 1131 (Cameron Road) project. SR 1131(Cameron Road) is the dominant noise source for receptors adjacent and in close proximity to the existing highway facility.

Ambient noise monitoring data was collected at 4 locations in conjunction with this traffic noise analysis. For this traffic noise analysis, loudest-hour traffic estimates, or the ambient noise levels obtained at representative locations in the field.

2. Analysis Results

Traffic noise impacts occur when the predicted traffic noise levels either: [a] approach or exceed the FHWA noise abatement criteria (with "approach" meaning within 1 dB(A) of the NAC values or [b] substantially exceed the existing noise levels. FHWA and NCDOT require that feasible and reasonable measures be considered to abate traffic noise at all predicted traffic noise impacts. Measures considered include highway alignment selection, traffic systems management, vegetation, buffer zones, proper use of land controls, noise walls, and earth berms.

Traffic noise is predicted to create differing numbers of impacts in the vicinity of the SR 1131 (Cameron Road) widening project for the presently considered design alternative. All of the predicted impacts are a result of predicted design year 2035 build-condition noise levels that will approach or exceed FHWA noise abatement criteria. The number and types of predicted traffic noise impacts in each segment is shown in Table 8, with impacts delineated as either approaching or exceeding the FHWA NAC, by a substantial increase in Design Year 2035 build-condition traffic noise levels over existing ambient noise levels, or by meeting both criteria.

Table 8: Traffic Noise Impact Summary

Alternative Description	Approximate # of Impacted Receptors Approaching or Exceeding FHWA NAC[2]							Substantial Noise Level Increase[3]	Impacts Due to Both Criteria[4]	Total Impacts Per 23 CFR 772[5]
	A	B	C	D[5]	E	F	G			
Existing	0	21	1	0	0	0	0	N/A	N/A	22
No-Build[1]	0	21	1	0	0	0	0	0	0	22
Build	0	29	2	0	0	0	0	0	0	31

1. This table presents the number of build-condition traffic noise impacts as predicted for the build-condition alternative and no-build alternative presently under consideration. Refer to Appendix B for a detailed analysis of traffic noise impacts at each noise sensitive receptor location.
2. Predicted traffic noise level impact due to approaching or exceeding NAC.
3. Predicted "substantial increase" traffic noise level impact.
4. Predicted traffic noise level impact due to exceeding NAC *and* "substantial increase" in build-condition noise levels.
5. The total number of predicted impacts is not duplicated if receptors are predicted to be impacted by more than one criterion.

Predicted build-condition traffic noise level contours can aid in future land use planning efforts in presently undeveloped areas.

TNM did not predict hourly-equivalent traffic noise levels equal to or greater than 71 dB(A) beyond the pavement limits of the build-condition SR 1131 (Cameron Road) roadway. The 66 dB(A) noise level contour is predicted to occur 79 feet from the center of the proposed SR 1131 widening alignment, and 153 feet from the center of the proposed NC 59 alignment.

Per 23 CFR 772.9(c) and NCDOT Policy, noise contour lines shall not be used for determining highway traffic noise impacts. However, the 71 dB(A) and 66 dB(A) noise level contour information should assist local authorities in exercising land use control over the remaining undeveloped lands, so as to avoid development of incompatible activities adjacent to the roadways within local jurisdiction.

3. Traffic Noise Abatement Measures

a. Traffic System Management Measures

Traffic management measures such as prohibition of truck traffic, lowering speed limits, limiting of traffic volumes, and/or limiting time of operation were considered as possible traffic noise impact abatement measures. The purpose of the SR 1131 widening project (TIP U-4706) is to increase the functional capacity of the highway facility. Prohibition of truck traffic, reduction of the speed limit below the existing and proposed 35 miles per hour, or screening total traffic volumes would diminish the functional capacity of the highway facility and are not considered practicable.

b. Buffer Zones

Buffer zones are typically not practical and/or cost effective for noise mitigation due to the substantial amount of right-of-way required, and would not be a feasible noise mitigation measure for this project. Furthermore, if the acquisition of a suitable buffer zone had been feasible, the associated costs would exceed the NCDOT Policy reasonable abatement cost threshold per benefited receptor.

c. Noise Barriers

Passive noise abatement measures are effective because they absorb sound energy, extend the source-to-receptor sound transmission path, or both. Sound absorption is a function of abatement medium (e.g. earth berms absorb more sound energy than noise walls of the same height because earth berms are significantly more massive). The source-to-receptor path is extended by placement of an obstacle, such as a wall, that sufficiently blocks the transmission of sound waves that travel from the source to the receptor. Highway sound barriers are primarily constructed as earth berms or solid-mass walls adjacent to limited-access freeways that are in close proximity to noise-sensitive land use(s). To be effective, a sound barrier must be long enough and tall enough to shield the impacted receptor(s). Generally, the noise wall length must be eight times the distance from the barrier to the receptor. For example, if a receptor is 200 feet from the roadway, an effective barrier would be approximately 1,600 feet long – with the receptor in the horizontal center. On roadway facilities with direct access for driveways, sound barriers are typically not feasible because the openings render the barrier ineffective in impeding the transmission of traffic noise. Due to the requisite lengths for effectiveness, sound barriers are typically not economical for isolated or most low-density areas. However, sound barriers may be economical for the benefit of as few as one predicted traffic noise impact if the barrier can benefit enough total receptors – impacted and non-impacted combined – to meet applicable reasonableness criteria.

Access to SR 1131 will be uncontrolled to allow for driveway openings and at-grade intersections. The driveway openings and at-grade intersections would prevent any noise barriers from providing a 5-decibel noise level reduction at any impacted receptors in the vicinity of the SR 1131 widening project. Therefore, noise barriers will not meet the applicable feasibility or reasonableness criteria.

4. Construction Noise

The predominant construction activities associated with this project are expected to be earth removal, hauling, grading, and paving. Temporary and localized construction noise impacts may occur as a result of these activities. During daytime hours, the predicted effects of these impacts will be temporary speech interference for passers-by and individuals living, working, or attending school near the project. During evening and nighttime hours, steady-state construction noise emissions such as from paving operations will be audible, and may cause impacts to activities such as sleep. Sporadic evening and nighttime construction equipment noise emissions such as from backup alarms, lift gate closures ("slamming" of dump truck gates), etc., will be perceived as distinctly louder than the steady state acoustic environment, and will likely cause severe impacts to the general peace and usage of noise-sensitive areas – particularly residences, hospitals, and hotels.

5. Summary

Existing traffic noise impacts 22 receptors in the vicinity of the proposed SR 1131 (Cameron Road) widening . For design year 2035 traffic volumes, the no-build condition is predicted to impact 22 receptors; the build-condition is predicted to impact 31 receptors.

Consideration for noise abatement measures was given to all impacted receptors. This analysis completes the traffic noise requirements of the Title 23 CFR Part 772 and NCDOT Traffic Noise Abatement Policy. Unless modifications in the project alignment or traffic volumes occur, additional traffic noise analysis is not warranted for the project.

H. 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. Changing traffic patterns are a primary concern when determining the impact of a new highway facility or the improvement of an existing highway facility. Motor vehicles emit carbon monoxide (CO), nitrogen oxide (NO), hydrocarbons (HC), particulate matter, sulfur dioxide (SO_2), and lead (Pb) (listed in order of decreasing emission rate).

1. Background CO Concentrations

Automobiles are considered the major source of CO in the project area. In order to determine the ambient CO concentration at a receptor near a highway, two concentration components must be used: local and background. The local concentration is defined as the CO emissions from cars operating on highways in the near vicinity (i.e., distance within 400 feet) of the receptor location. The background concentration is defined by the North Carolina Department of Environment, Health and Natural Resources as "the concentration of a pollutant at a point that is the result of emissions outside the local vicinity; that is, the concentration at the upwind edge of the local sources." A microscale air quality analysis is performed to determine future CO concentrations resulting from the proposed highway improvements. "CAL3QHC – A Modeling Methodology for Predicting Pollutant Concentrations near Roadway Intersections" is used to predict the CO concentration near sensitive receptors. In accordance with 40 CFR 93.126, this project is an air quality neutral project. It is not required to be included in the regional emissions analysis (if applicable) and a project level CO analysis is not required.

The project is located in Cumberland County, which has been determined to comply with the National Ambient Air Quality Standards. The proposed project is located in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. This project is not anticipated to create any adverse effects on the air quality of this attainment area.

2. Mobile Source Air Toxics (MSATs)

a. Analysis of MSAT in NEPA Documents

The FHWA developed a tiered approach for analyzing MSAT in NEPA documents, depending on specific project circumstances. The FHWA has identified three levels of analysis:

1. No analysis for projects with no potential for meaningful MSAT effects;
2. Qualitative analysis for projects with low potential MSAT effects; or
3. Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

For projects warranting MSAT analysis, the seven priority MSAT should be analyzed. This project is included in level 2 above.

b. Qualitative MSAT Analysis

For both Build and No Build alternatives in this air quality analysis, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. Regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as

a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 72 percent from 1999 to 2050. 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 virtually all locations. Consequently higher levels of MSAT are not expected from the Build Alternative compared to the No Build. The additional travel lanes contemplated as part the project Build alternative will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, there may be localized areas where ambient concentrations of MSAT could be higher under the Build Alternative than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced where any additional lanes are built along the proposed widening of SR 1131 Cameron Road. However, the magnitude and the duration of these potential increases compared to the No-Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

c. MSAT Conclusion

What we know about mobile source air toxics is still evolving. As the science progresses FHWA will continue to revise and update this guidance. To that end we expect that a number of significant improvements in model forecasting and air pollution analysis guidance with the MOVES model and the issuance of the PM 2.5 Hot Spot Modeling Guidance released by EPA.

I. Hazardous Material

Four possible Underground Storage Tanks (UST) facilities were identified within the proposed project corridor. The sites are described in Table 9. Low to non-existent monetary and scheduling impacts resulting from these sites is anticipated.

No Hazardous Waste Sites were identified within the project limits. No apparent landfills were identified within the project limits.

Table 9: Known and Potential GeoEnvironmental Impact Sites

Property Location	Property Owner	UST Owner	Facility ID #
4000 South Main Street Hope Mills, NC 28348	The Pantry Inc.	The Pantry Inc.	00-0- 0000012289
This facility currently operates as a convenience store and gas station. It is located in the southeast quadrant of the intersection of S. Main and Cameron Road. According to the NCDENR's UST Section registry there are three tanks currently in use. Groundwater incident #'s 17525 and 29030 are associated with this facility. **This site will present low geoenvironmental impact to the project**.			
Property Location	**Property Owner**	**UST Owner**	**Facility ID #**
3979 South Main Street Hope Mills, NC 28348	Gregory S. High	Li'L Thrift Food Marts, Inc.	00-0- 0000024573
This facility currently operates as a convenience store and gas station. It is located in the northeast quadrant of the intersection of S. Main and Cameron Road. According to the NCDENR's UST Section registry four (4) tanks were removed in 2012 and there are three tanks currently in use. Groundwater incident # 29745 is associated with this facility. **This site will present low geoenvironmental impact to the project**.			
Property Location	**Property Owner**	**UST Owner**	**Facility ID #**
5091 Cameron Road Hope Mills, NC 28348	Lillie M. Pate	Unknown	Unknown
This site is currently used as a residential property. It is located on the southeast quadrant of the intersection of Cameron Road and Stone Street. The site may have been an old gas station at one time. The facility dos not appear on the UST Section Registry and there are no groundwater incidents associated with this property. **This site will present low geoenvironmental impacts to the project.**			
Property Location	**Property Owner**	**UST Owner**	**Facility ID #**
4975 Cameron Road Hope Mills, NC 28348	Cumberland County Board of Education	Cumberland County Schools	00-0- 0000027625
This site is currently Hope Mills Middle School. The site is located in the southeast quadrant of Cameron Road. According to NCDENR's UST Section Registry there are three (3) tanks currently in use. There is no known Facility IDs or Groundwater Incidents associated with this property. **This site will present low geoenvironmental impacts to the project.**			

VI. COMMENTS AND COORDINATION

A. Citizens Informational Workshop

A Citizens Informational Workshop was held June 28, 2011 at the Hope Mills Community Center. Over 30 people attended the workshop, including NCDOT representatives and Hope Mills officials. Several verbal comments were received at this workshop, the majority of which were based on access to businesses or residences along SR 1131 (Cameron Road) and the need for the road to be widened. One petition opposing widening of this roadway was given to NCDOT. Four written comments were received after the workshop. One of this comments requested roundabouts at both NC 59 and SR 1132 (Legion Road).

B. Public Hearing

On March 25, 2013, an Informal Design Public Meeting was held at the Hope Mills Community Center. At this meeting, NCDOT representatives presented the current proposed design. Approximately 35 people attended the meeting, including NCDOT staff.

Several verbal comments were received at this meeting, the majority of which were similar to the workshop comments.

Four written comments were received after this meeting. The comments expressed concerns in the following areas:

- Closing Honeycutt Street and extending Gales Street – NCDOT felt this was outside the scoping of the current project.
- The current traffic on NC 59 is the problem, not SR 1131 (Cameron Road) – NC 59 widening is not proposed as part of this project.
- Questioning how a "superhighway" would be safer for children – NCDOT is coordinating with the school system to provide crosswalks where needed and provide a refuge for pedestrians on the raised median.
- Request to reduce impacts to residences – NCDOT is adjusting the design where possible to reduce impacts to adjacent properties.

C. NEPA/404 Merger Process

The Merger Process is a process to streamline the project development and permitting processes, agreed to by the USACE, NCDENR-DWQ, FHWA, and NCDOT and supported by other stakeholder agencies and local units of government. To this effect, the Merger Process provides a forum for appropriate agency representatives to discuss and reach consensus on ways to facilitate meeting the regulatory requirements of Section 404 of the Clean Water Act during the NEPA/SEPA decision-making phase of transportation projects.

Due to its limited scope and lack of substantial environmental consequences this project does not meet the criteria for the NEPA/404 Merger Process.

D. Other Agency Coordination

Federal, state, and local agencies were consulted during the preparation of this Categorical Exclusion. Written comments were received and considered from agencies noted with an asterisk (*) during the preparation of this assessment.

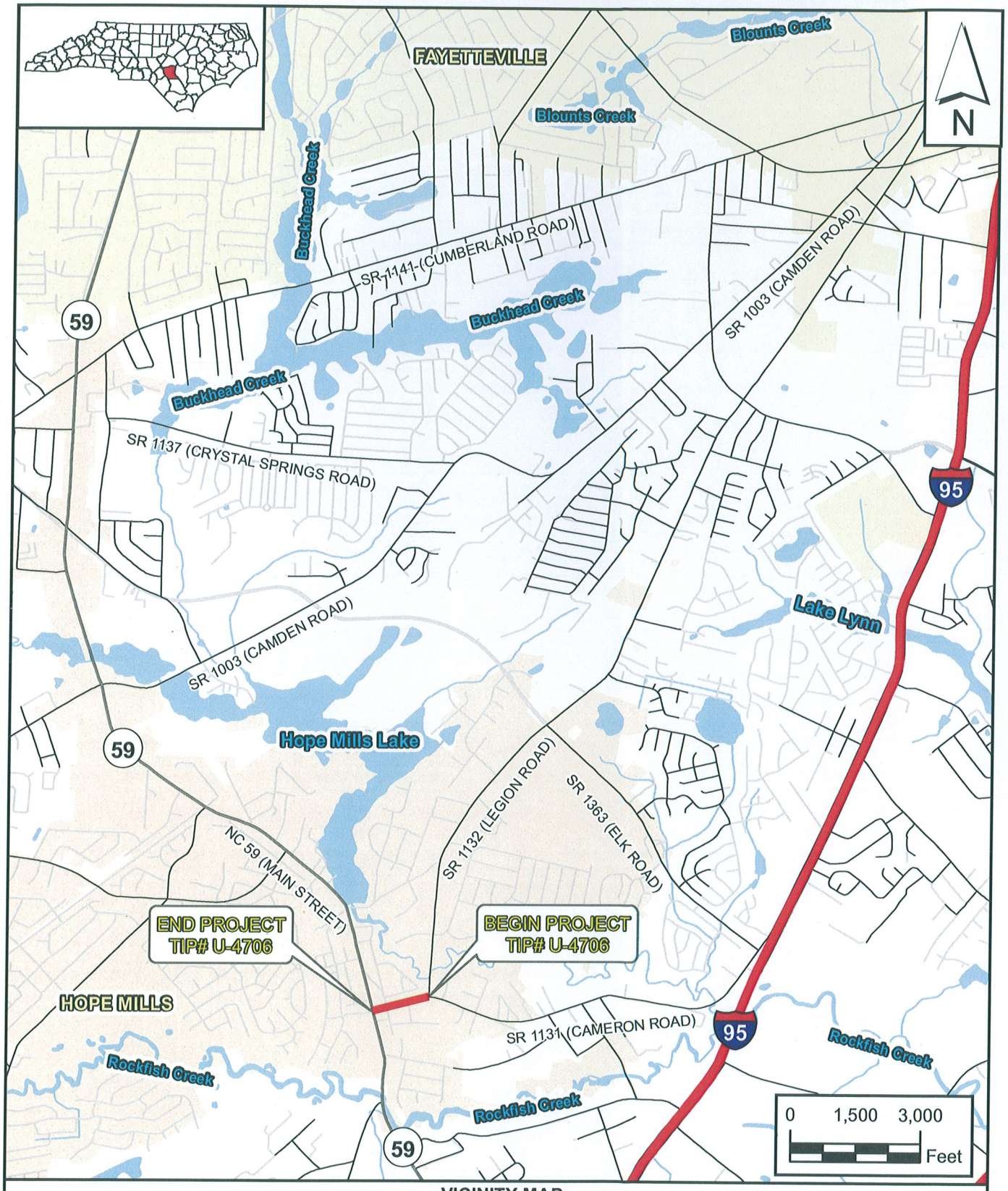
* U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
National Marine Fisheries Service
NC Wildlife Resources Commission
NC Division of Coastal Management
NC Division of Parks and Recreation
NC Division of Marine Fisheries
* N.C. Department of Administration
* N.C. Department of Cultural Resources
* N.C. Department of Environment and Natural Resources
N.C. Department of Public Instruction
* N.C. Division of Water Quality
* N.C. Office of Conservation, Natural Heritage Program
Mid Carolina Council of Governments
Cumberland County Board of Commissioners
* Town of Hope Mills
Mayor of Hope Mills

These comments and related issues, included in Appendix B, have been addressed in this document.

VII. CONCLUSION

On the basis of the above discussion, it is concluded that no substantial adverse environmental impacts will result from the implementation of the project. The project is therefore considered to be a Federal Categorical Exclusion due to its limited scope and lack of substantial environmental consequences.

APPENDIX A
FIGURES



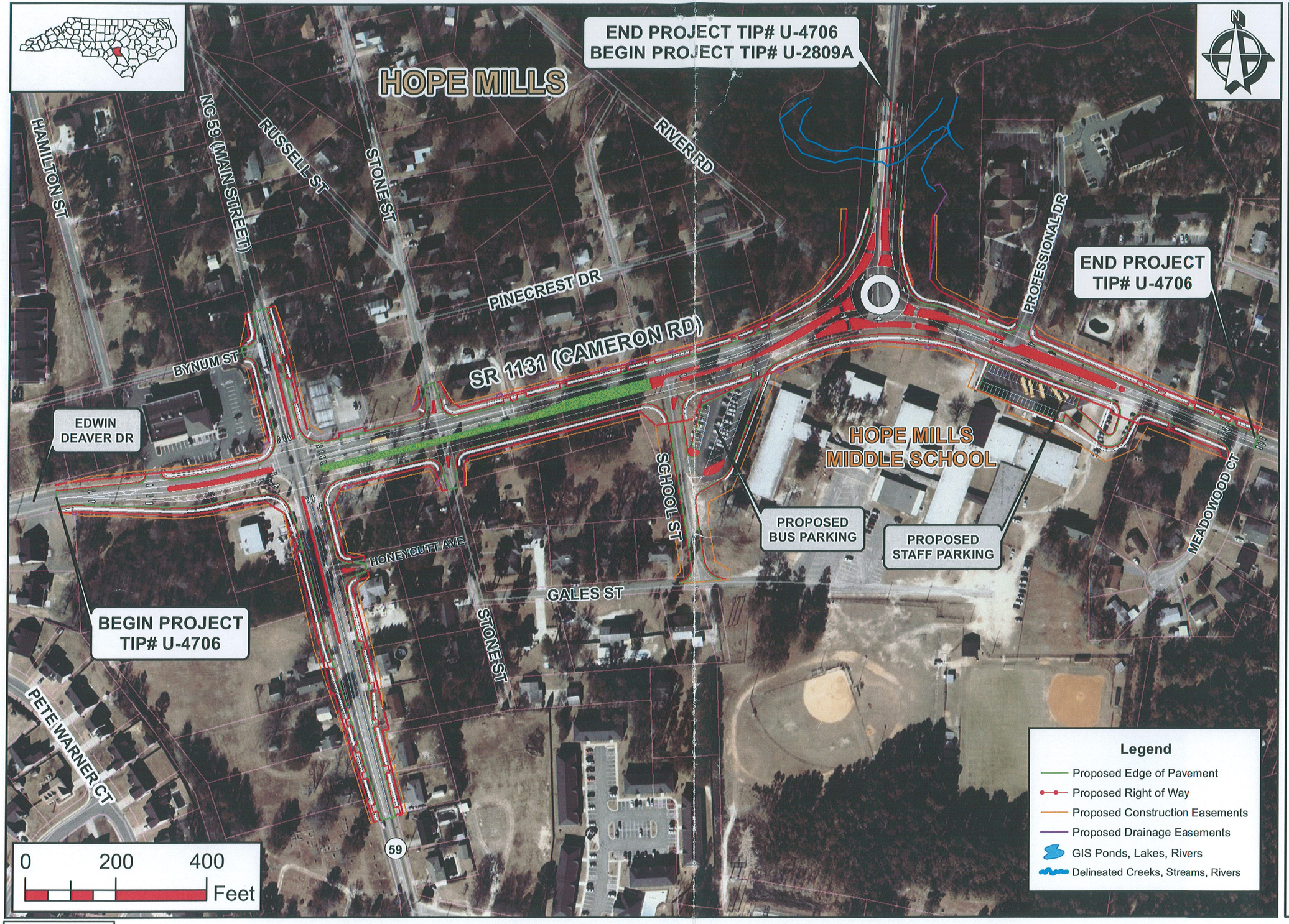
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

VICINITY MAP
WIDENING OF SR 1131 (CAMERON ROAD) FROM SR 1132 (LEGION ROAD) TO NC 59 (MAIN STREET)
CUMBERLAND COUNTY
TIP PROJECT U-4706

County:	CUMBERLAND
Div: 6	TIP# U-4706
WBS:	39070.1.1
Date:	SEPTEMBER 2013

Figure 1

BY: M. CARLISLE



BY: M. CARLISLE

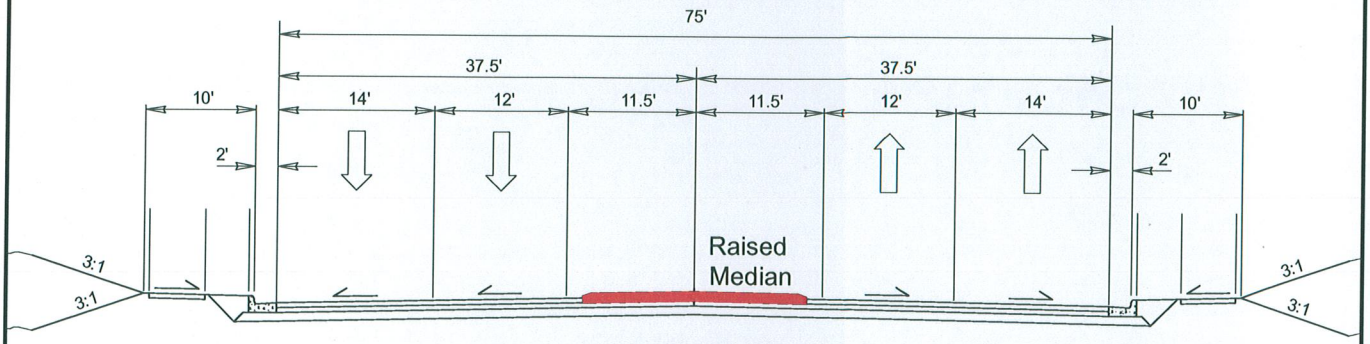
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

AERIAL MAP
WIDENING OF SR 1131 (CAMERON ROAD)
FROM WEST OF NC 59 (MAIN STREET) TO
EAST OF SR 1132 (LEGION ROAD)

CUMBERLAND COUNTY
TIP PROJECT U-4706

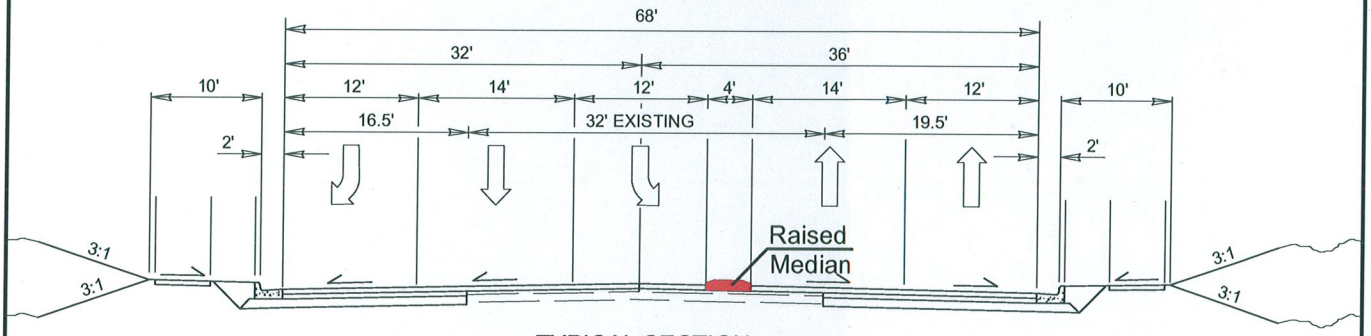
County: CUMBERLAND	
Div: 6	TIP# U-4706
WBS: 39070.1.1	
Date: September 2013	

Figure 2



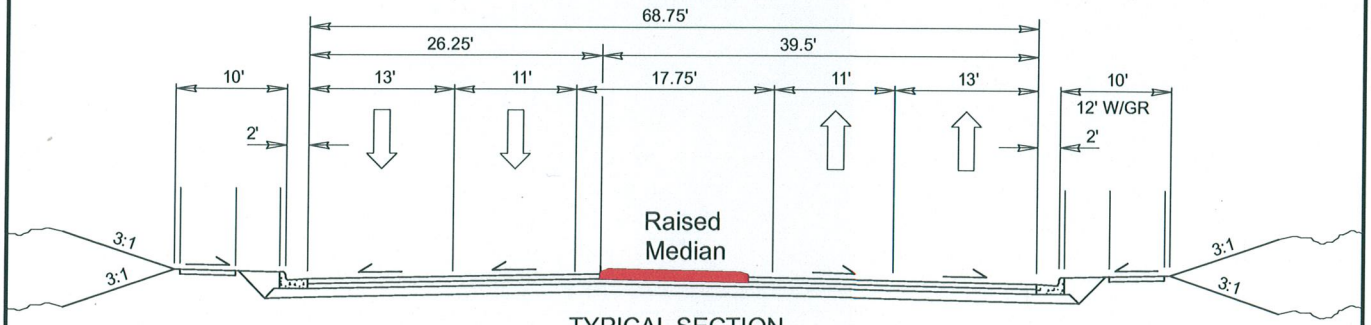
TYPICAL SECTION

CAMERON RD.



TYPICAL SECTION

S. MAIN ST.



TYPICAL SECTION

LEGION RD.

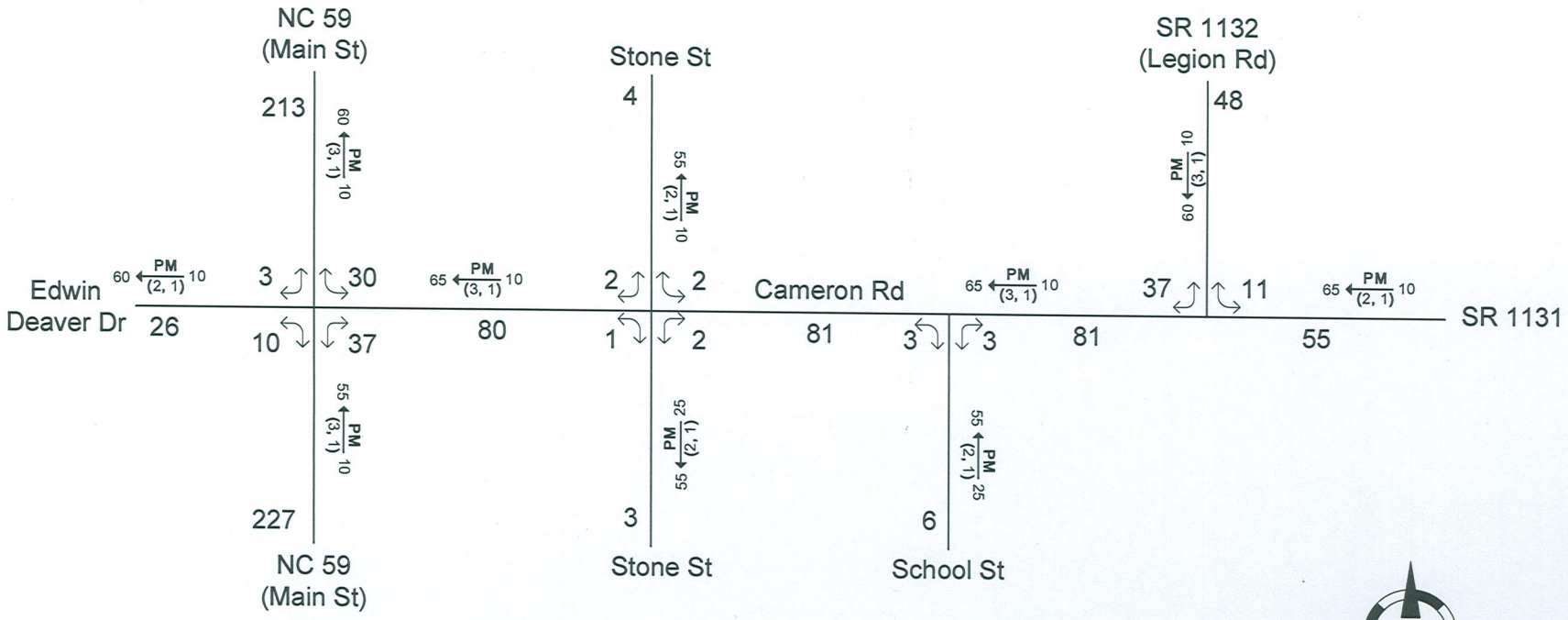
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

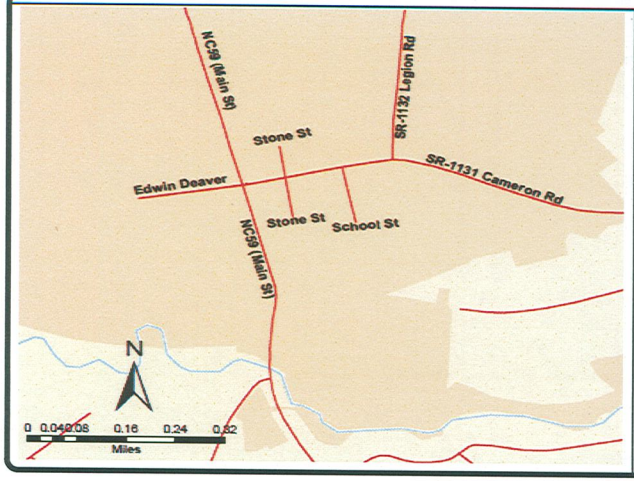
TYPICAL SECTION MAP
WIDENING OF SR 1131 (CAMERON ROAD) FROM WEST OF NC 59 (MAIN STREET) TO EAST OF SR 1132 (LEGION ROAD)

CUMBERLAND COUNTY
TIP PROJECT U-4706

County:	CUMBERLAND
Div: 10	TIP# U-4706
WBS:	39070.1.1
Date:	September 2013

Figure 3





2011 ANNUAL AVERAGE DAILY TRAFFIC

NO BUILD

L E G E N D

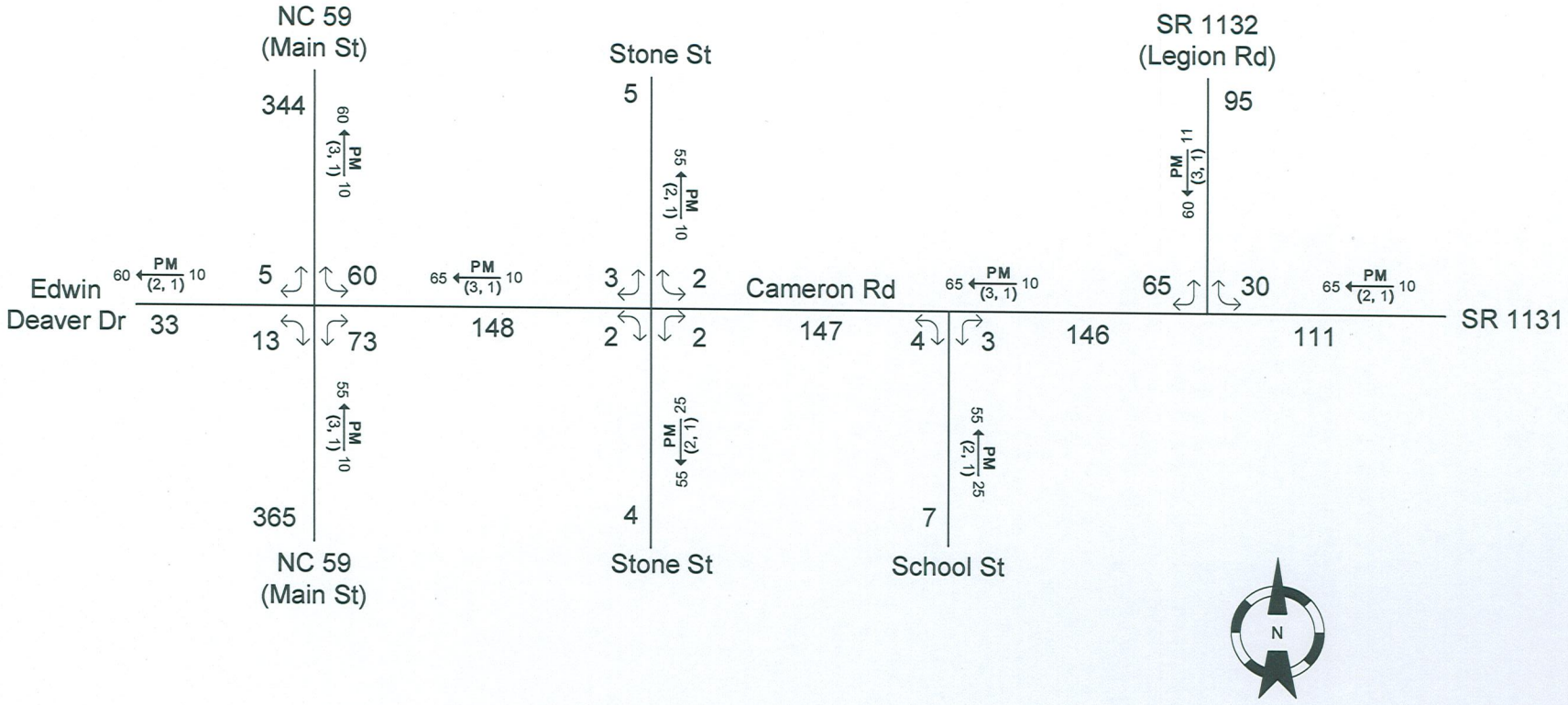
K PM (d, t) D

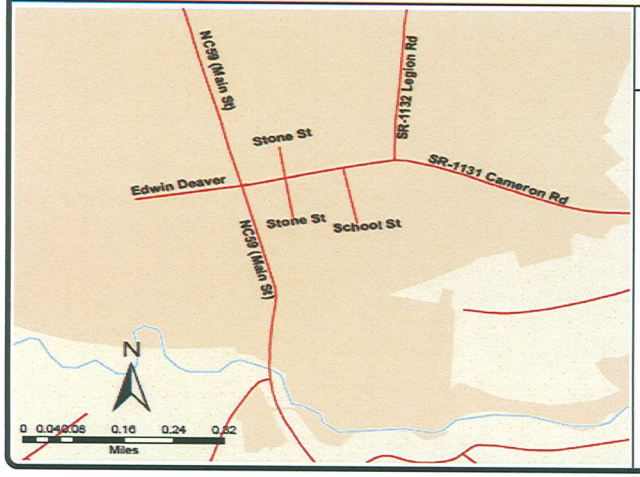
###	No. of Vehicles Per Day (VPD) in 100s	K	Design Hour Factor (%)
1-	Less than 50 VPD	PM	PM Peak Period
X	Movement Prohibited	D	Peak Hour Directional Split
-------	Proposed Roadway	→	Indicates Direction of D
		(d, t)	Duals, TT-STs (%)

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

TRAFFIC FORECAST MAP
WIDENING OF SR 1131 (CAMERON ROAD) FROM WEST OF NC 59 (MAIN STREET) TO EAST OF SR 1132 (LEGION ROAD)
CUMBERLAND COUNTY
TIP PROJECT U-4706

September 2013 **FIGURE 4a**





2035 ANNUAL AVERAGE DAILY TRAFFIC

BUILD / NO BUILD

LEGEND

K PM (d, t) D

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

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

TRAFFIC FORECAST MAP
WIDENING OF SR 1131 (CAMERON ROAD)
FROM WEST OF NC 59 (MAIN STREET) TO
EAST OF SR 1132 (LEGION ROAD)
CUMBERLAND COUNTY
TIP PROJECT U-4706

September 2013 **FIGURE 4b**

APPENDIX B

LETTERS FROM FEDERAL, STATE AND LOCAL AGENCIES

DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
69 DARLINGTON AVENUE
WILMINGTON, NORTH CAROLINA 28403-1343

REPLY TO
ATTENTION OF:

13 January 2011

Regulatory Division

Action ID. No. SAW-2011-00011; U-4706, Cumberland County

Dr. Gregory J. Thorpe, Ph.D.
Environmental Management Director
North Carolina Department of Transportation
Project Development & Environmental Analysis
1598 Mail Service Center
Raleigh, N.C. 27699-1598

Dear Dr. Thorpe:

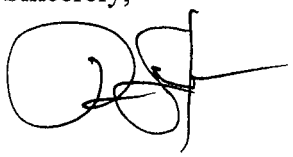
Reference is made to your letter of December 20, 2010, regarding the proposed widening of SR 1131 (Cameron Road) from SR 1132 (Legion Road) to NC 59 (Hope Mills Road) in Hope Mills, Cumberland County, North Carolina. The letter requested an evaluation of potential environmental impacts including recommendations of alternatives to be studied.

We have reviewed the subject documents and determined that, based upon a review of the information provided and available maps, the construction of this project may impact streams and/or wetlands within the work corridor. Please be aware that impacts associated with the discharge of fill into jurisdictional waters of the United States are subject to our regulatory authority pursuant to Section 404 of the Clean Water Act. Any discharge of excavated or fill material into waters of the United States and/or any adjacent wetlands would require Department of the Army (DA) permit authorization. The type of DA authorization required (i.e., general or individual permit) will be determined by the location, type, and extent of jurisdictional area impacted by the project, and by the project design and construction limits.

Until additional data is furnished which details the extent of the construction limits of the proposed project, and an onsite inspection is completed with regard to determinations of the presence of jurisdictional waters in the project area, we are unable to verify that the project will not have jurisdictional impacts, or to provide specific comments concerning DA permit requirements or a recommendation of alternatives. To assist you with determining permitting requirements, we recommend that you perform a detailed delineation of the streams and/or wetlands present on the project site. When this information becomes available, it should be forwarded to our office for review and comment, as well as a determination of DA permit eligibility.

Should you have any further questions related to DA permits for this project, please contact me at (910) 251-4829.

Sincerely,



Ronnie Smith
NCDOT, Project Manager
Wilmington Regulatory Field Office

Copies Furnished:

Ms. Kristine A. O'Connor, PE
North Carolina Department of Transportation
Project Development & Environmental Analysis
1598 Mail Service Center
Raleigh, N.C. 27699-1598

Mr. Mason Herndon
NCDENR-DWQ
225 Green Street, Suite 214
Fayetteville, North Carolina 28301-5094

Mr. Jim Rerko
Division Environmental Officer, Division 6
North Carolina Department of Transportation
Post Office Box 1150
Fayetteville, North Carolina 28302

Mr. Chris Militcher
United States Environmental Protection Agency
c/o Federal Highway Administration
310 New Bern Avenue, Room 206
Raleigh, North Carolina 27601

North Carolina
Department of Administration

Beverly Eaves Perdue, Governor

Moses Carey, Jr., Secretary

February 7, 2011

Mr. Gregory J. Thorpe
NC Department of Transportation
Project Development and Environmental An
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Mr. Thorpe:

Re: SCH File # 11-E-4220-0162; SCOPING; Widening of SR 1131 (Cameron Road) from SR 1132 (Legion Road) to NC 59 (Main Street). TIP No. U-4706

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,

Sheila Green
State Environmental Review Clearinghouse

Attachments

cc: Region M

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

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

Location Address:
116 West Jones Street
Raleigh, North Carolina

North Carolina Department of Environment and Natural Resources

Beverly Eaves Perdue
Governor

Dee Freeman
Secretary

MEMORANDUM

TO: Sheila Green
State Clearinghouse

FROM: Melba McGee
Environmental Review Coordinator

RE: 11-0162 Proposed Improvements to SR 1131 (Cameron Road) to NC 59 (Main Street) in Hope Mills, Cumberland County

DATE: February 2, 2011

The Department of Environment and Natural Resources has reviewed the proposed information. The attached comments are for the applicant's information.

Thank you for the opportunity to review.

Attachments

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

One North Carolina Naturally

NCDENR
North Carolina Department of Environment and Natural Resources
Division of Water Quality
Coleen H. Sullins
Director

Beverly Eaves Perdue
Governor

Dee Freeman
Secretary

January 24, 2011

MEMORANDUM

To: Gregory J Thorpe, Ph.D., NCDOT

From: Belinda Henson, NC Division of Water Quality, Fayetteville Regional Office

Subject: Scoping comments on proposed improvements to SR 1131 (Cameron Rd) from SR 1132 (Legion Rd) to NC 59 (Main Street), Hope Mills in Cumberland County, Federal Aid Project No. STP-1131(11), WBS No.39070.1.1, TIP U-4706.

Reference your correspondence dated December 20, 2010 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential impacts to streams and jurisdictional wetlands in the project area. More specifically, impacts to:

Stream Name	River Basin	Stream Classification(s)	Stream Index Number	303(d) Listing
Little Rockfish Ck	Cape Fear	C	18-31-24-(7)	N/A

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:

General Project Comments:

1. The environmental document shall provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

2. Environmental assessment alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ *Stormwater Best Management Practices*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.

3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance

225 Green St., Suite 714, Fayetteville, NC 28301-5043
Phone: 910-433-3300 | FAX: 910-486-0707
Internet: www.ncwaterquality.org

with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.

4. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 150 linear feet to any single stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.

5. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.

6. If a bridge is being replaced with a hydraulic conveyance other than another bridge, NCDWQ believes the use of a Nationwide Permit may be required. Please contact the US Army Corp of Engineers to determine the required permit(s).

7. If the old bridge is removed, no discharge of bridge material into surface waters is allowed unless otherwise authorized by the US ACOE. Strict adherence to the Corps of Engineers guidelines for bridge demolition will be a condition of the 401 Water Quality Certification.

8. Whenever possible, NCDWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) shall not be placed in the stream when possible.

9. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NCDWQ's *Stormwater Best Management Practices*.

10. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.

11. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species should be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.

12. Placement of culverts and other structures in waters, streams, and wetlands shall be below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-

equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by NCDWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact NCDWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.

13. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel shall be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.

14. If foundation test borings are necessary; it should be noted in the document. Geotechnical work is approved under General 401 Certification Number 3624/Nationwide Permit No. 6 for Survey Activities.

15. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.

16. All work in or adjacent to stream waters shall be conducted in a dry work area unless otherwise approved by NCDWQ. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures should be used to prevent excavation in flowing water.

17. Sediment and erosion control measures shall not be placed in wetlands and streams.

18. Borrow/waste areas shall avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas could precipitate compensatory mitigation.

19. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

20. Heavy equipment shall be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.

21. In most cases, NCDWQ prefers the replacement of the existing structure at the same location with road closure. If road closure is not feasible, a temporary detour should be designed and located to avoid wetland impacts, minimize the need for clearing and to avoid destabilizing stream banks. If the structure will be on a new alignment, the old structure shall be removed and the approach fills removed from the 100-year floodplain. Approach fills should be removed and restored to the natural ground elevation. The area shall be stabilized with grass and planted with native tree species. Tall fescue shall not be used in riparian areas.

22. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.

Thank you for requesting our input at this time. NCDOT 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 Mason Herndon at (910) 308-4021.

cc: Ronnie Smith, US Army Corps of Engineers, Wilmington Field Office
Clarence Coleman, Federal Highway Administration
Greg Burns, PE. Division 6 Engineer
Jim Rerko. Division 6 Environmental Officer
Chris Militscher. Environmental Protection Agency (electronic copy only)
Travis Wilson. NC Wildlife Resources Commission
William D Gilmore, PE. Ecosystem Enhancement Program
Sonia Carrillo, NCDWQ Central Regional Office
File Copy

North Carolina Department of Environment and Natural Resources
Office of Conservation, Planning, & Community Affairs
Beverly Eaves Perdue, Governor | **Linda Pearsall, Director** | Dee Freeman, Secretary

January 5, 2011

MEMORANDUM

TO: Gregory Thorpe, NC DOT Project Development and Environmental Analysis Branch

FROM: Harry LeGrand, Natural Heritage Program

SUBJECT: Proposed Widening of SR 1131 (Cameron Road) from SR 1132 (Legion Road) to NC 59 (Main Street); Hope Mills, Cumberland County

REFERENCE: WBS #39070.1.1, TIP Project # U-4706

The Natural Heritage Program has several records of rare species, significant natural communities, significant natural heritage areas, and conservation/managed areas within a mile of the project area; however, none are located within 0.3-mile of the project area. Because the project lies in an already heavily developed area, we anticipate no impacts to significant natural resources.

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

1601 Mail Service Center, Raleigh, North Carolina 27699-1601
Phone: 919-715-4195 \ FAX: 919-715-3060 Internet: www.oneNCNaturally.org

State of North Carolina
Department of Environment and Natural Resources

Reviewing Office: Fayetteville Regional Office

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

Project Number: 11-0162 Due Date: 1-28-11

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

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	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. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
☐	Water Use Permit	Pre-application 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. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit	55 days (90 days)
☐	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
☐	Permit to construct & operate Transportation Facility as per 15A NCAC (2D.0800, 2Q.0601)	Application must be submitted at least 90 days prior to construction or modification of the source.	90 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 919-707-5950.		
☐	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 $65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
☑	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets.		(30 days)
☐	Mining Permit	On-site inspection usual. Surety bond filed with ENR. Bond amount varies with type mine and number of acres of affected land. Any acreage 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 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 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 ENR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of $200.00 must accompany the application. An additional [illegible] based on a percentage of the total project cost will be required	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 ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations.	10 days N/A
☐ Geophysical Exploration Permit	Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
☐ 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	60 days (130 days)
☐ CAMA Permit for MAJOR development	$250.00 fee must accompany application	55 days (150 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, NC 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)
☐ Tar Pamlico or Neuse Riparian Buffer Rules required.		

Other comments (attach additional pages as necessary, being certain to cite comment authority)

REGIONAL OFFICES

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

☐ Asheville Regional Office
2090 US Highway 70
Swannanoa, NC 28778
(828) 296-4500

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

☐ Mooresville Regional Office
610 East Center Avenue, Suite 301
Mooresville, NC 28115
(704) 663-1699

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

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

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

☐ Winston-Salem Regional Office
585 Waughtown Street
Winston-Salem, NC 27107
(336) 771-5000

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Inter-Agency Project Review Response

Project Number 11-0162

County **Cumberland**

Project Name **Fayetteville Area MPO (FAMPO)**

Type of Project **Scoping - Widening of SR 1131 (Cameron Rd) from SR 1132 (Legion Rd) to NC 59 (Main St); widen to multi-lanes**

Comments provided by:

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

Name for Winston Cole **Debra Benoy-Fayetteville RO** Date 11/18/2011 ~~11/12/2011~~

Telephone number: 910 433 4268

Program within Division of Environmental Health:

- ☐ Public Water Supply
- ☐ Other, Name of Program: _____

Response (check all applicable):

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

All construction projects with Water Systems must submit plans and specifications to Public Water Supply Section (PWS) for review and obtain approval before construction work can begin.
Once the project is completed, before the water system can be placed into service, the applicant again must obtain a final approval from PWS.

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

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number
11-0162
County
Cumberland

Inter-Agency Project Review Response

Project Name: Fayetteville Area MPO (FAMPO)

Type of Project: Scoping - Widening of SR 1131 (Cameron Rd) from SR 1132 (Legion Rd) to NC 59 (Main St); widen to multi-lanes

☑ The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300et seq.). For information, contact the Public Water Supply Section, (919) 733-2321.

☐ This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.

☐ If this project is constructed as proposed, we will recommend closure of _____ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Section at (252) 726-6827.

☐ The soil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (919) 733-6407.

☐ The applicant should be advised that prior to the removal or demolition of dilapidated structures, an extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. For information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.

☐ The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A .1900 et. sep.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.

☐ The applicant should be advised to contact the local health department regarding the sanitary facilities required for this project.

☑ If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634, (919) 733-2321.

☒ For Regional and Central Office comments, see the reverse side of this form.

Jim McRight	PWSS	11/12/2011
Reviewer	Section/Branch	Date

Dominique L. Boyd

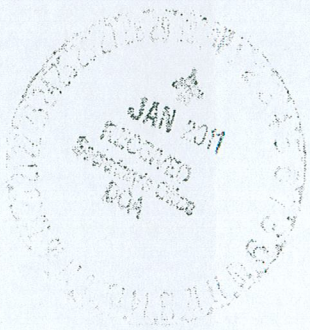
NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: CUMBERLAND

F02: HIGHWAYS AND ROADS

STATE NUMBER: 11-E-4220-0162
DATE RECEIVED: 01/06/2011
AGENCY RESPONSE: 02/02/2011
REVIEW CLOSED: 02/07/2011

MS SHIRLEY FOYE
CLEARINGHOUSE COORDINATOR
DEPT OF TRANSPORTATION
STATEWIDE PLANNING - MSC #1554
RALEIGH NC



REVIEW DISTRIBUTION

CC&PS - DIV OF EMERGENCY MANAGEMENT
DENR LEGISLATIVE AFFAIRS
DEPT OF AGRICULTURE
DEPT OF CULTURAL RESOURCES
DEPT OF TRANSPORTATION
MID CAROLINA COG

PROJECT INFORMATION

APPLICANT: NC Department of Transportation
TYPE: National Environmental Policy Act
Scoping

DESC: Widening of SR 1131 (Cameron Road) from SR 1132 (Legion Road) to NC 59 (Main Street). TIP No. U-4706

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

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

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

SIGNED BY: D. Boyd DATE: 1/28/11

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

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

January 21, 2011

MEMORANDUM

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

FROM: Claudia Brown RSH for Claudia Brown

SUBJECT: Widening of SR 1131 (Cameron Road) from SR 1132 (Legion Road) to NC 59 (Main Street), Hope Mills, U-4706, Cumberland County, ER 11-0002

Thank you for your letter of December 20, 2010, concerning the above project.

We have conducted a review of the proposed undertaking and are aware of no historic resources which would be affected by the project. Therefore, we have no comment on the undertaking as proposed.

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

cc: Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT

NCDENR

North Carolina Department of Environment and Natural Resources
Office of Conservation, Planning, & Community Affairs
Beverly Eaves Perdue, Governor **Linda Pearsall, Director** Dee Freeman, Secretary

JAN 07 2011

January 5, 2011

MEMORANDUM

TO: Gregory Thorpe, NC DOT Project Development and Environmental Analysis Branch

FROM: Harry LeGrand, Natural Heritage Program

SUBJECT: Proposed Widening of SR 1131 (Cameron Road) from SR 1132 (Legion Road) to NC 59 (Main Street); Hope Mills, Cumberland County

REFERENCE: WBS #39070.1.1, TIP Project # U-4706

The Natural Heritage Program has several records of rare species, significant natural communities, significant natural heritage areas, and conservation/managed areas within a mile of the project area; however, none are located within 0.3-mile of the project area. Because the project lies in an already heavily developed area, we anticipate no impacts to significant natural resources.

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

1601 Mail Service Center, Raleigh, North Carolina 27699-1601
Phone: 919-715-4195 \ FAX: 919-715-3060 Internet: www.oneNCNaturally.org

TOWN OF HOPE MILLS
5770 ROCKFISH ROAD • HOPE MILLS, NORTH CAROLINA 28348-1848
TELEPHONE (910) 424-4555 • FAX (910) 424-4902

October 20, 2010

Ms. Kristine A. O'Connor, P.E.
Project Planning Engineer
NCDOT Project Development & Environmental Analysis Branch
1548 Mail Service Center
Raleigh, NC 27699

Re: U-4706 Cameron Road from Main Street to Legion Road

Dear Ms. O'Connor:

The Town of Hope Mills request participation in the TIP Project U-4706 for sidewalks for Cameron Road from Main Street to Legion Road. This is the area within the Hope Mills town limits only. If possible, we request sidewalks on both sides of the road.

If additional information is needed, please let me know.

Sincerely,

Connie F. Spell, MMC
Assistant Town Manager/Clerk

cc: Michael Rutan, Transportation Planner, FAMPO (email)
Will Linville, FAMPO (email)
Randy Beeman, Town Manager (email)
Ira Peterson, Street Supervisor (email)
File

NCDOT's Relocation/Displacement Policies

NCDOT's policy regarding relocations involves providing assistance to those affected by transportation improvements per the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act. All alternatives under evaluation will result in the displacement of homes and/or businesses. Some residents in the DCI Study Area appear to be low-income. If so, and if they are displaced, the Last Resort Housing Program established by the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (PL 91-646) may be used.

The Division of Highways offers a Relocation Assistance Program to help minimize the effects of displacement on families and businesses. The occupants of the affected residences or businesses may qualify for aid under one or more of the NCDOT relocation programs.

It is the policy of the NCDOT to ensure that 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

The Relocation Assistance Program provides experienced NCDOT staff 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 cases 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 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 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 that 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 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 or 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 the policy of the state that no person will be displaced by the 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 before 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 latitudes in methods of implementation by the state so that decent, safe, and sanitary replacement housing can be provided. Last Resort Housing may be used if necessary.

APPENDIX C

RELOCATION/DISPLACMENT POLICIES & RELOCATION REPORTS

NCDOT's Relocation/Displacement Policies

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The relocation officer will determine the needs of displaced families, individuals, businesses, non-profit organizations, and farm operations for relocation 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 that meets decent, safe, and sanitary standards. The displacees are

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It is the policy of the state that no person will be displaced by the 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 before 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 latitudes in methods of implementation by the state so that decent, safe, and sanitary replacement housing can be provided. Last Resort Housing may be used if necessary.

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	39070.1.1	COUNTY	Cumberland	Alternate 1 of 1 Alternate	
T.I.P. No.:	U-4706				
DESCRIPTION OF PROJECT:	Proposed widening of SR 1131 (Cameron Road) from SR 1132 (Legion Road) to NC 59 (Main Street)				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	2	4	6	0
Businesses	1	1	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	1	2	3	0

VALUE OF DWELLING

Owners		Tenants	
0-20M	0	$ 0-150	0
20-40M	0	150-250	0
40-70M	0	250-400	0
70-100M	1	400-600	3
100 UP	1	600 UP	1
TOTAL	2		4

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	0	$ 0-150	0
20-40M	0	150-250	0
40-70M	5	250-400	0
70-100M	8	400-600	2
100 UP	3	600 UP	4
TOTAL	16		6

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? 15-18 months

REMARKS (Respond by Number)

1. Convienence store if have to be relocated.

3. 2 convenience stores are presently in operation. If one is displaced, the other will continue to provide services.

4. 2,500 sq ft, convenience store possible displacee, with 4 Employees, 2 minorities. Both the owner and tenant displacees mentioned above are associated with this store.

NOTE: Misc Business move for Pate's old store
Full Business move for convenience store (close to USTs)

6. MLS Listing Service.

8. Due to probability of elderly or lower income displacees.

9. Elderly.

11. Local public housing (Section 8) is available.

12. MLS listings and local newspapers.

13. Probability of low and/or fixed income displacees.

14. MLS listings service, local land speculators.

Oscar L. Taylor	11-1-12			11/14/12
Oscar L. Taylor Senior Right of Way Agent	Date		Relocation Coordinator	Date

FRM15-E