Proposed Improvements to the US 258 (Richlands Highway) /NC 24/ NC 53 Intersection Jacksonville, Onslow County

STIP Project No. U-5716 WBS No. 50116.1.2

Administration Action

STATE ENVIRONMENTAL ASSESSMENT/ FINDING OF NO SIGNIFICANT IMPACT

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Submitted pursuant to the North Carolina State Environmental Policy Act



Approved By:

Date

Karen E. Collette, PE

NCDOT — Division 3 Engineer

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ADMINISTRATIVE ACTION

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January 2019

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PROJECT COMMITMENTS

Proposed Improvements to the US 258 (Richlands Highway)/ NC 24/ NC 53 Intersection Jacksonville, Onslow County

STIP Project No. U-5716 WBS No. 50116.1.2

This "Green Sheet" lists the project commitments made to minimize, mitigate, or avoid project impacts beyond those necessary to comply with applicable federal and state requirements and regulations.

The following commitments have been agreed to by the North Carolina Department of Transportation (NCDOT)

Division 3

NCDOT will coordinate with Onslow County Emergency Services and Southwest Volunteer Fire Department to evaluate the impact of final design on emergency response times.

NCDOT will notify local EMS officials of construction activities to minimize emergency response times.

NCDOT will coordinate with the Onslow County Public School System's Transportation Department prior to construction to minimize delays to school buses and school-related traffic.

NCDOT will coordinate with NCDOT Division of Bicycle and Pedestrian Transportation and/ or Onslow County planners to evaluate the necessary level of bicycle/ pedestrian accommodations during construction.

Blue Creek has been designated as Nutrient Sensitive Water therefore; Design Standards for Sensitive Watersheds will be implemented during project construction.

Coordinate with NCDOT Hydraulics to determine if the proposed Blue Creek culvert extension is eligible to fall within the NC Floodplain Mapping Program Memorandum of Agreement (MOA). If the MOA is not applicable then the design must be approved by the responsible local governing agency for its consistency with local flood zoning ordinances.

The NC Natural Heritage Program identified a Managed Area (MAREA) on NC 53 as a NC Clean Water Management Trust Fund easement. This easement will be avoided. Impacts to the easement will not occur.

A preliminary design traffic noise analysis is in progress. The results of this analysis do not affect the selection of the preferred alternative. When the results of the analysis are complete, if traffic noise impacts are identified, noise abatement will be considered per the NCDOT Traffic Noise Policy, and will be constructed where feasible, reasonable, and practicable.

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Project Purpose/Description of Action

NCDOT proposes to upgrade the US 258 (Richlands Highway)/ NC 24/ NC 53 intersection to an interchange in Jacksonville, Onslow County. The project is located in Jacksonville's extraterritorial jurisdiction approximately 0.4 miles west of the Jacksonville city limits, between US 17 Business (Wilmington Highway) on the east and Blue Creek Road (SR 1213) on the west. **Figure 1** shows the approximately one-mile

The STIP is the 10-year State and Federal mandated plan that identifies the construction funding for and scheduling of transportation projects throughout the state.

project and surrounding area that is reviewed in this Environmental Assessment/ Finding of No Significant Impact (EA/ FONSI) and referred to as the study corridor or project study area.

The proposed project is included in the Jacksonville Urban Area Metropolitan Planning Organization (JUMPO) 2040 Long Range Transportation Plan (2015) and Amendment 1 (March 2018) under the 2016-2025 Short-Term Opportunity Band.

Project No. U-5716 is programmed in the 2018-2027 NCDOT State Transportation Improvement Program (STIP) updated November 2018. Right of way and utilities are scheduled in begin in Fiscal Year (FY) 2019 with construction scheduled to begin in FY 2021. The subject project is being coordinated with Project U-5739, which involves the upgrading of US 258 to a four-lane, median divided superstreet design west of the U-5716 study area.

Needs Addressed By the Project

In 2016, Average Annual Daily Traffic (AADT) on Richlands Highway/ NC 24 was estimated at 38,700 vehicles. The intersection currently operates at level of service (LOS) F, an unacceptable level of service. By the year 2040, AADT projections are for 50,600 vehicles on Richlands Highway/ NC 24. Increased delays in travel time and inadequate traffic operations are expected. The JUMPO 2040 Long Range Transportation Plan (April 2015) indicates that the intersection has a high vehicular crash rate with 52% of the crash types being rear-ends and 32% consisting of frontal crashes. Grade separating the intersection to an interchange reduces the conflict points for rear-ends at traffic signals or during turning movements. The addition of medians can help reduce frontal crashes.

Alternatives Considered

No Build Alternative

A No Build Alternative is an alternative for which no physical improvements to the existing roadway or construction of a new facility is proposed. The No Build Alternative for this project does not meet the transportation goals of the NCDOT and JUMPO, fails to provide solutions to anticipated high traffic volumes in the area, and does not satisfy the purpose and need for action. For these reasons, NCDOT does not consider the No Build Alternative as the preferred alternative for this proposed project. The No Build Alternative does, however, provide a basis for comparing

¹ The effectiveness of a roadway in serving travel demand is measured in terms of level of service (LOS). The LOS is defined with letter designations from A through F. LOS A represents no congestion and LOS F represents more traffic demand than road capacity and severe delays.

the benefits and adverse impacts of the Build Alternatives. Thus, the No Build Alternative is included in this EA/ FONSI.

Build Alternatives

Two Build Alternatives using flyover designs were considered for the interchange. The difference in the alternatives is that NC 24 is going over NC 53 in Alternative 1a and NC 53 is going over NC 24 in Alternative 3. Build Alternative 1a proposes to reconfigure Richlands Highway/ NC 24 by shifting the roadway north and adding a grade separated flyover of NC 24. Alternative 3 proposes to reconfigure Richlands Highway/ NC 53 by shifting the roadway east and adding a grade separated flyover of Richlands Highway/ NC 53.

In addition to the No Build and Build options, two Transportation Management options were considered as initial alternatives.

Alternative Modes of Transportation

NCDOT considered improving transportation in the study corridor with alternative modes of transportation such as transportation demand management (e.g., ride sharing, vanpooling, and staggered work hours), transportation system management (i.e., traffic law enforcement, access control, turn prohibitions, speed restrictions, traffic signal timing optimization), and mass transit/ multi-modal services. These alternatives were eliminated from further consideration because they would not alone be sufficient to accommodate the travel demand through the study corridor.

Transportation Systems Management

Transportation Systems Management (TSM) improvement options involve increasing the available capacity of the roadway within the existing right-of-way with minimum capital expenditures and without reconstructing or adding additional through lanes to the existing road.

NCDOT Recommended Alternative

Based upon input and comments from the public, NCDOT has selected Alternative 1a as the Recommended Alternative (see **Figure 2**). This alternative was selected due to reduced impacts on the natural and physical environment. Although this alternative contains a larger number of business relocations, comments received from business owners during the public involvement period indicated that relocations are preferred rather than reduced or modified access. Alternative 1a will also reduce impacts to the traveling public during construction compared to Alternative 3 and will be easier to construct.

Summary of Environmental Effects

Table 1 contains a summary to the impacts associated with the Recommended Alternative. The environmental impacts are detailed in Chapter 4 of this document. The project is expected to have a minor impact on the environment.

Table 1: Summary of Preliminary Impacts

Impacts	Recommended Alternative		
Length (miles)		1.1	
	Construction	\$25,200,000	
Cost	Right of Way	\$ 2,190,000	
	Total Cost	\$27,390,000	
Federally Protected Species		No Effect	
100-Year Flood Plain and Floody	vay Crossings (number)	1	
Wetlands (number/ acres) ¹		6/ 0.91 acres	
Stream Crossings (number/ linea	ar feet) ¹	6/ 653 Lin. Ft.	
Managed Areas (number/ acres)		1/ 0	
	Residential (units)	13	
Relocations	Business (units)	14	
	Total Relocations	27	
Low Income/ Minority Population	S	No	
Known Archaeological Sites/ Affe	ected	No sites eligible for NRHP	
Schools (number)		1- No impact	
Community Facilities Impacted	None		
Traffic Noise Impacts (number of receptors) ²		TBD	
Air Quality (Y/N)		N	
Underground Storage Tanks (number of potential sites)		3/ Low Risk	
Hazardous Material Sites		0	

¹ Stream and wetland impacts are based on 75% plans

Permits Required

The proposed project has been designated as a State Environmental Assessment/ Finding of No Significant Impacts (EA/FONSI) for the purposes of North Carolina State Environmental Policy Act (SEPA) documentation. The proposed project will potentially result in impacts, for which an Individual Permit (IP) may be required from the US Army Corps of Engineers (USACE) and corresponding Individual Water Quality Certification from the NC Division of Water Resources (NCDWR). 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 NCDWR will be needed. A CAMA permit may be required due to the potential impacts of Blue Creek AEC.

The project crosses or encroaches into a designated Flood Hazard Zone regulated under the National Flood Insurance Program. The design must be approved by the responsible local governing agency for its consistency with local flood zoning ordinances. A Hydraulic Analysis of the crossing/encroachment will be required to determine its impact to the 100 year Flood Elevation and/or 100 year Floodway Boundary.

² Noise receptors may consist of houses, churches, parks, or schools.

Coordination with Public & Other Agencies

Federal, state, and local agencies were consulted during the preparation of this State EA/ FONSI:

- US Army Corps of Engineers
- US Fish and Wildlife Service
- NC Department of Agriculture
- NC Department of Natural & Cultural Resources State Historic Preservation Office (SHPO)
- NC Department of Environment Quality Natural Heritage Program
- NC Department of Public Safety
- NC Department of Transportation Archaeological Resources Group
- NC Department of Transportation Historic Architecture and Landscapes Group
- NC Department of Transportation Planning Branch
- NC Division of Emergency Management
- NC Division of Waste Management
- NC Division of Coastal Management
- NC Division of Water Resources (NCDWR)
- NC Wildlife Resources Commission
- Onslow County
- Onslow County Schools
- Jacksonville Urban Area Municipal Planning Organization (JUMPO)

Contact Information

The following person may be contacted for additional information regarding this environmental document:

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Chapter 1: What is the Purpose of and Need for the Project?

The statement of purpose and need explains why improvements to the transportation system in the project area should be considered and implemented.

General Project Description

NCDOT proposes to upgrade the US 258 (Richlands Highway)/ NC 24/ NC 53 intersection to an interchange in Jacksonville, Onslow County. The project is located in Jacksonville's extraterritorial jurisdiction, approximately 0.4 miles west of the Jacksonville city limits, between US 17 Business (Wilmington Highway) on the east and Blue Creek

The STIP is the 10-year State and Federal mandated plan that identifies the construction funding for and scheduling of transportation projects throughout the state.

Road (SR 1213) on the west. **Figure 1** shows the one-mile project and surrounding area that is accessed in this EA/ FONSI and referred to as the study corridor or project study area.

US 258, a north-south principal arterial that begins in Jacksonville, provides access to Kinston, northeastern North Carolina and southeastern Virginia.

NC 24 serves as the primary east-west minor arterial in the eastern part of the state that passes near or through three major military installations (Camp Lejeune, Pope Army Airfield, and Fort Bragg). The roadway operates as a gateway to Jacksonville and Camp Lejeune. NC 24 provides the most direct access between Jacksonville, Fayetteville, and the roadway's terminus in Charlotte.

US 258 and NC 24 run concurrently along Richlands Highway, a five-lane road with a center turn lane. This corridor is further identified by the Federal Highway Administration (FHWA) as a non-interstate highway route in the Strategic Highway Network (STRAHNET) linking important military installations and ports during mobilization or deployment. US 258/ NC 24 is a route in the North Carolina Truck Network (NCTN).

NC 53 is primarily an east-west corridor connecting Jacksonville with Burgaw, Elizabethtown, and Fayetteville. The roadway's northern terminus is the subject intersection.

US 258, NC 24, and NC 53 are all designated as hurricane evacuation routes.

The proposed project is included in the 2018-2027 NCDOT State Transportation Improvement Program (STIP) updated November 2018, and programmed as U-5716. Right of way and utilities are scheduled in begin in Fiscal Year (FY) 2019 with construction scheduled to begin in FY 2021. The subject project overlaps with U-5739 (the upgrading of Richlands Highway to a four-lane, median divided superstreet design) at the western terminus of U-5716. It is anticipated that NCDOT will cluster these two projects and construct them together.

The proposed project is also included in the Jacksonville Urban Area Metropolitan Planning Organization (JUMPO) 2040 Long Range Transportation Plan (April 2015) and Amendment 1 (March 2018) under the 2016-2025 Short-Term Opportunity Band.

Need for Project

This project is needed to reduce congestion and improve traffic flow by converting an at-grade intersection to an interchange. In 2016, Average Annual Daily Traffic (AADT) on US 258/ NC 24 was estimated at 38,700 vehicles. The intersection currently operates at an unacceptable level of service, LOS F. By the year 2040, AADT projections are for 50,600 vehicles on US 258/ NC 24, which will create increased delays in travel time and inadequate traffic operations. In April 2018, the capacity analysis was updated to include a signalized ramp terminal positioned on the south side of the interchange. The analysis indicates that in the design year (2040) the intersection overall will experience an acceptable LOS D in both morning and evening peak hours.

JUMPO's 2040 Long Range Transportation Plan (April 2015) (Plan) indicates that the intersection had high vehicular crash rate in Onslow County between January 2011 and December 2013. Of the 8,171 reported collisions in the County, this intersection had 140 crashes. The Plan identifies 52% of the crash types being rear-ends and 32% consisting of frontal crashes.

All three roadways, Richlands Highway, NC 24, and NC 53 are designated hurricane evacuation routes. These routes are chosen based on the ability to accommodate heavy traffic volumes and higher speed limits. Improving the at-grade intersection to a grade-separated interchange can increase the traffic carrying capacity and speed, thereby improving the safety and security of travelers evacuating coastal areas of North Carolina.

Purpose of Project

The purpose of U-5716 is to reduce traffic congestion and improve traffic operations at the Richlands Highway/ NC 24/ NC 53 intersection and improve safety. An interchange will allow mainline traffic to pass through the junction without stopping. The efficiency of travel is realized as traffic does not stop at signals and return to initial speed as with at-grade intersections. Conflict points that contribute to crashes are also minimized.

No Build Alternative Consequences

As the population of Onslow County grows, Richlands Highway is expected to become a critical link within the transportation infrastructure of the City of Jacksonville. However, due to the nature of projected planned growth in the vicinity of the project, the availability of more capacity could attract more vehicles and remain at-or-above capacity in 2040.

If the project is not built the intersection movements will continue to operate at unacceptable levels of service, LOS F. The AADT on Richlands Highway/ NC 24 in 2040 is projected to be 50,600 vpd. This volume will cause considerable travel time delay for drivers and increase conflict points. Additionally, during weather events such as hurricanes, evacuation time from coastal areas will increase since all three roadways, Richlands Highway, NC 24, and NC 53, are designated evacuation routes.

Chapter 2: Alternatives

Several alternatives were reviewed for the project to identify an option that would satisfy the project's purpose and need while minimizing impacts to the human and natural environments. This chapter summarizes the study alternatives that were considered as well as the ones selected for the detailed study.

Alternatives to the Proposed Action

A multi-step process was used to identify the alternative(s) to study in detail in this EA /FONSI. The public, local government representatives and state and federal environmental resource and regulatory agencies had integral roles in developing the project alternatives.

In addition to a Build and No Build option, two Transportation Management options were proposed:

1) Alternative Modes of Transportation and 2) Transportation System Management. A screening of the initial options consisted of a "pass or fail" determination of the alternative's ability to address transportation problems. If the approach "passed" by meeting all elements of the purpose and need, then it was retained for the next step in the alternatives process. **Table 2** summarizes the results of the initial screening.

Table 2: Summary of Initial Screening

	Primary Elements of the Project Purpose			
Initial Option	Improves Existing & Projected Traffic Flow and Increases Capacity	Enables Traffic to Operate at Acceptable Conditions	Retained for Additional Study?	
Alternative Modes	X	Χ	No	
Transportation System Management (TSM)	X	X	No	
No Build Alternative	X	Х	Yes ²	
Build Alternative 1a	✓	✓	Yes	
Build Alternative 3	✓	✓	Yes	

X - means the alternative approach cannot meet this element of purpose and need

Alternative Modes of Transportation

Mass transit (buses and trains), bicycle, and pedestrian accommodations are examples of alternative modes of transportation that may help reduce highway congestion and delay. The project area is currently served by Onslow United Transit System, Inc. (OUTS) a private non-profit agency that provides on-demand service to residents of Onslow County. While providing accommodations for alternative modes of transportation will allow increased use, this alone will not address the need for other improvements to accommodate the forecast volumes in the design year 2040. Therefore, this alternative is not recommended.

^{√ -} means the alternative approach does meet, or could be designed to meet, this element of purpose and need

² The No Build Alternative would not meet the project purpose and need, but is retained as a baseline for comparison, in accordance with 40 CFR 1502.14(d) and FHWA guidance (FHWA Technical Advisory T 6640.8A, 1987).

<u>Transportation Systems Management</u>

Transportation Systems Management (TSM) improvement options involve increasing the available capacity of the roadway within the existing right-of-way with minimum capital expenditures and without reconstructing or adding additional through lanes to the existing road. Addition of turn lanes, striping, signing, signalization, and minor road realignments are examples of TSM physical improvements. Examples of TSM operational improvements include traffic law enforcement, speed restrictions and signal timing changes. TSM improvements have been incorporated in the proposed project but they alone will not reduce congestion and delay enough to prevent unacceptable traffic operations in the 2040 design year.

No Build Alternative

The No Build Alternative is a "no-action" alternative to establish a baseline for comparing the effects associated with the Build Alternative. The No Build Alternative would provide routine road repairs and maintenance to the US 258 corridor. The No Build Alternative assumes inclusion of other projects listed in NCDOT's 2018- 2027 STIP. Construction of U-5739 could help with congestion and traffic safety in the vicinity. The No Build Alternative would not provide substantial improvements to traffic flow or safety at the intersection or reduce travel time delay. The No Build Alternative is not consistent with the purpose and need for the project or local plans for the roadway system, but has been retained through the project environmental review with other alternatives, in accordance with state environmental policy.

Build Alternative

Two Build Alternatives were considered to construct a grade-separated interchange at the existing at-grade intersection of Richlands Highway/ NC 24/ NC 53. A partial cloverleaf configuration is proposed with loop ramps in the east and south quadrants. Build Alternative 1a proposes to reconfigure Richlands Highway by shifting the roadway north and grade separating NC 24. Alternative 3 proposes to reconfigure Richlands Highway/ NC 53 by shifting the roadway east and grade separating Richlands Highway/ NC 53. The Build Alternatives both meet the purpose and need for the project by providing additional traffic capacity, reducing delay, and providing safety improvements.

NCDOT Recommended Alternative - Build Alternative 1a

The alternative modes of transportation, TSM option, and Build Alternative 3 were eliminated from further consideration because they did not effectively meet the transportation needs in the project study area or adequately serve the purpose of the project. Build Alternative 1a was studied in detail for the project. Alternative 1a was selected for construction as it had fewer impacts on the human and natural environments while providing acceptable traffic capacity levels throughout the design year of 2040 (Table 3). Selection of Alternative 1a was also based on comments received from the public (See Appendix). A detailed analysis of selected Alternative 1a is available in Chapter 3 and shown on Figures 2 and 2A.

Table 3: Summary of Preliminary Impacts

Impacts	(Selected) Alternative		
Length (miles)	1.1		
	Construction	\$25,200,000	
Cost (As shown in STIP)	Right of Way	\$ 2,190,000	
	Total Cost	\$27,390,000	
Federally Protected Species		No Effect	
100-Year Flood Plain and Flood	way Crossings (number)	1	
Wetlands (number/ acres) ¹		6/ 0.91 acres	
Stream Crossings (number/ line	ar feet) ¹	6/ 653 Lin. Ft.	
Managed Areas (number/ acres		1/0	
	Residential (units)	13	
Relocations	Business (units)	14	
	Total Relocations	27	
Low Income/ Minority Population	ns	No	
Known Archaeological Sites/ Affected		No sites eligible for NRHP	
Schools (number)		1- No impact	
Community Facilities Impacted	None		
Traffic Noise Impacts (number of receptors) ²		TBD	
Air Quality (Y/N)		N	
Underground Storage Tanks (number of potential sites)		3/ Low Risk	
Hazardous Material Sites		0	

¹ Stream and wetland impacts are based on 75% plans ² Noise receptors may consist of houses, churches, parks, or schools.

The project is designed to reduce congestion and improve traffic flow and safety at the Richlands Highway/ NC 24/ NC 53 intersection in Jacksonville. This chapter provides an overview of the project's principal features as well as other features that are necessary to support the proposed improvements.

Project Principal Features

The basic construction elements for the project are listed below:

- A partial cloverleaf configuration with Richlands Highway/ NC 24 overpassing NC 53 in the northwest-southeast orientation. Loop ramps positioned in east and south quadrants.
- Roadway improvements also include a southwestern extension of Warren Drive (on a 100-foot ROW) intersecting with Blue Creek School Road. An eastward extension of Cordell Circle (on an 80-foot ROW) is proposed to intersect Richlands Highway at the existing Yopp Road traffic signal. The roadway extension intersects Old Crist Lane, Marapese Lane, and Cordell Drive. These roadway extensions allow control of access along Richlands Highway.
- A new culvert for Blue Creek is proposed and widening Richlands Highway for a short distance.
- Proposed widening along Blue Creek Road for a distance of approximately ½ mile to accommodate the 2nd left turn lane. The culvert under Blue Creek Road is also being modified.
- Signalized ramp terminals are proposed on Richlands Highway and NC 53.

The preliminary design on **Figure 2** shows the proposed improvements to the intersection. **Figure 2A** shows improvements to Blue Creek Road. The mapping includes the proposed alignment, right of way limits, travel lanes, areas of ground fill and cut, and easements. The preliminary designs were developed in accordance with the *Roadway Design Guidelines* (NCDOT, 2002) and the *A Policy on Geometric Design of Highways and Streets* (or "Green Book") (AASHTO, 2011).

Table 4 lists the existing conditions and proposed improvements for the U-5716 Recommended Alternative.

Table 4: Existing Conditions and Proposed Improvements

	Existing Conditions Base Year 2015	Proposed Improvements Design Year 2040	
Design Speed – miles per hour (mph)	50 mph	50 mph	
Typical Section			
US 258/ NC 24	Four 12-foot travel lanes, center turn lane, curb and gutter	Four 12-foot travel lanes, 23-foot raised concrete median, 8-foot outside shoulders	
NC 24	Four 12-foot travel lanes, curb and gutter	Two 12-foot travel lanes, 30-foot median, 6-foot inside shoulders, 8-foot outside shoulders	
NC 53	Four 12-foot travel lanes, center turn lane, curb and gutter	Four 12-foot travel lanes, 23-foot raised concrete median, 8-foot outside shoulders	
Right of Way	96 feet	Varies 170 - 180 feet	
Traffic Volume- AADT*	38,700 vehicles/day	50,600 vehicles/day	
Access Control	Partial Control	Partial and Full Control	
Bicycle Considerations	none	none	
Pedestrian Considerations	none	none	

^{*} Annual Average Daily Traffic

Operational Benefits

Improving the at-grade intersection that includes a traffic signal with a free-flowing, grade-separated interchange will allow traffic to flow more freely compared to the No Build alternative. The addition of medians on all three roadways allows exclusive major street left-turn lanes at traffic signals which would assist in addressing perpendicular angle crashes.

Intersection improvements with additional turn lanes are expected to improve traffic operations at side roads. Left and right turn lanes on Richlands Highway will be extended at Yopp Road.

The extension of Cordell Circle and Warren Drive are expected to redirect traffic to major access points and reduce the volume of conflict points.

Traffic Operations

There are numerous driveways around the intersection that provide access to businesses and individual residences. A high volume of traffic was observed using Richlands Highway/ NC 24 and NC 53 during a site visit. Traffic at the intersection included tractor-trailers, large trucks, and various other service-related vehicles. Currently 53 school buses travel along Richlands Highway through the project area for a total of 106 trips per day. As the population of Onslow County grows, Richlands Highway is expected to become a critical link within the transportation infrastructure of the City of Jacksonville.

Bridges and Drainage Structures

One drainage structure is in the project area. Structure No. 14 is a 3-barrel, 8-foot by 10-foot box culvert for Blue Creek and is located 400 feet south of the Ridge Road/ Blue Creek Road intersection on Richlands Highway/ NC 24. The structure is not rated as structurally deficient or functionally obsolete. Structure 14 will be improved under this project to accommodate the wider roadway design.

Utilities

Current utilities along Richlands Highway/ NC 24/ NC 53 include telephone, power, gas, cable television, water, and sewer. A utility easement crosses NC 24 west of the Walmart parcel. The utilities along the project will be relocated as needed prior to construction. Utility providers include CenturyLink, Time Warner Cable-Charter, Duke Energy, City of Jacksonville, and Onslow Water & Sewer Authority.

Right of Way and Access Control

This project is proposed to relocate a portion of Richlands Highway north of its current alignment and remove portions of the existing roadway, add two loop ramps, extend Cordell Circle and Warren Drive, and widen NC 53. The existing intersection has partial control of access. The interchange is designed for full control of access in median sections and partial control of access along the roadway approaches.

Project Schedule and Cost

The current schedule shown in the 2018-2027 STIP shows right of way acquisition beginning in FY 2019 and construction beginning in FY 2021. The subject project overlaps with U-5739 (the upgrading of Richlands Highway to a four-lane, median divided superstreet design) at the western terminus of U-5716. It is anticipated that NCDOT will coordinate these two projects for a single construction let.

The estimated cost of the proposed improvements included in the 2018-2027 STIP (November 2018) totals \$27,390,000 which includes \$2,190,000 for right of way and \$25,200,000 for construction.

Travel during Construction

Traffic will remain on existing Richlands Highway/ NC 24/ NC 53 or newly built portions of the project during construction. Driveway and cross street access, accessibility, and vehicular mobility through the project area may be limited temporarily during construction. Temporary detours for short durations may be necessary to tie in to construction on side streets.

The Southwest (Onslow) Volunteer Fire Department Chief indicated a high impact on emergency services if the roadways were closed or at reduced capacity during construction. The Onslow County Public School System Director of Transportation indicated a high impact on school transportation if the roadways were closed or at reduced capacity during the school year.

Chapter 4: The Environment: What's There Now and Potential Project Effects

This chapter provides an overview of the natural and human environmental features within the proposed project study area. It also discusses how resources and people may be affected by the project.

The study area lies in the Coastal Plain physiographic region of North Carolina. Topography in the project vicinity is comprised of relatively flat topography with wide, level floodplains along streams. Elevations in the study area range from 25 to 40 feet above sea level. Land use in the project vicinity consists of commercial and retail uses and residential homes.

Natural Resources

The technical report titled *Natural Resources Technical Report (NRTR) Proposed Interchange Improvements to the US 258/ NC 24/ NC 53 Intersection, Onslow, North Carolina* (December 2018), is referenced in the following sections and can be found in the NCDOT Division 3 project file.

Water Resources

Water resources in the study area lie within the White Oak River basin [U.S. Geological Survey (USGS) Hydrologic Unit 03020302]. Twenty-five streams were identified in the study area (**Table 5.1** and **Figure 3**). The physical characteristics of the water resources are provided in **Table 5.2**.

Table 5.1: Water Resources in the Study Area

Stream Name	Map ID	NCDWQ Index Number	Best Usage Classification
Blue Creek	Blue Creek	19-8	SC;NSW
UT to Blue Creek	SA	19-8	SC;NSW
UT to Blue Creek	SB	19-8	SC;NSW
UT to Blue Creek	SC	19-8	SC;NSW
UT to Blue Creek	SD	19-8	SC;NSW
UT to Blue Creek	SE	19-8	SC;NSW
UT to Edwards Creek	SF	19-12	SC;NSW
UT to Edwards Creek	SG	19-12	SC;NSW
UT to Edwards Creek	SH	19-12	SC;NSW
UT to Edwards Creek	SI	19-12	SC;NSW
UT to Edwards Creek	SJ	19-12	SC;NSW
UT to Edwards Creek	SK	19-12	SC;NSW
UT to Edwards Creek	SL	19-12	SC;NSW
UT to Edwards Creek	SM	19-12	SC;NSW
UT to Edwards Creek	SN	19-12	SC;NSW
UT to Edwards Creek	SO	19-12	SC;NSW
UT to Edwards Creek	SP	19-12	SC;NSW
UT to Blue Creek	SQ	19-8	SC;NSW
UT to Blue Creek	SR	19-8	SC;NSW
UT to Blue Creek	SS	19-8	SC;NSW
UT to Blue Creek	ST	19-8	SC;NSW
UT to Blue Creek	SU	19-8	SC;NSW
UT to Blue Creek	SV	19-8	SC;NSW
UT to Blue Creek	SW	19-8	SC;NSW
UT to Edwards Creek	SX	19-12	SC;NSW
UT to Edwards Creek	SY	19-12	SC;NSW

Note: SC = Aquatic Life, Secondary Recreation, Salt Water NSW = Nutrient Sensitive Waters Table 5.2: Physical Characteristics of Water Resources in the Study Area

Map ID	Bank Height (ft)	Bankfull Width (ft)	Water Depth (in)
Blue Creek	3-6	8-10	6-11
SA	2-4	4-6	4-10
SB	3-5	3-6	6-12
SC	2-5	4-6	4-10
SD	2-5	4-6	2-6
SE	2-4	3-5	3-12
SF	4	8	4-6
SG	4	8-10	4-6
SH	1-2	6-10	4-6
SI	4	6-8	2-2
SJ	4-8	8-12	6-12
SK	2-3	2-4	2-4
SL	4	8	4
SM	4	5-6	4-6
SN	4	4	2-4
SO	5	4-5	2-5
SP	3-4	8	4-6
SQ	1-5	3-6	1-4
SR	1-2	4-6	1-2
SS	1	3-4	0
ST	4-5	6	2-6
SU	2-4	6	1-12
SV	3-4	4-6	3-12
SW	1-2	4-6	1-2
SX	4	8	4-6
SY	4	8-10	4-6

There are no anadromous fish spawning waters or Primary Nursery Areas (PNA) present in the study area. There are no required construction moratoria for the project. There are no designated High Quality Waters (HQW), Outstanding Resource Waters (ORW), or Water Supply Watersheds (WS-I or WS-II) within 1.0 mile downstream of the study area. No streams in the study area were identified on the North Carolina 2016 Final 303(d) list of impaired waters. There are no buffer protection rules applicable to the watershed within the study area.

Biotic Resources

Four terrestrial communities were identified in the study area: maintained/ disturbed, cypress gum swamp, coastal plain bottomland hardwood forest, and mesic mixed hardwood forest. **Figure 3** shows the location and extent of these terrestrial communities in the study area. Total coverage by community type are found in **Table 5.3**.

Table 5.3: Coverage of Terrestrial Communities in the Study Area

Community	Coverage (ac.)
Maintained/ Disturbed	162
Cypress Gum Swamp	12
Coastal Plain Bottomland Hardwood Forest	3
Mesic Mixed Hardwood Forest	10
Total	187

Jurisdictional Resources

Characteristics and anticipated impacts to the twenty-six jurisdictional streams and tributaries identified within the study area are shown in **Table 5.4**. On October 2, 2017 NCDWR staff conducted an on-site determination to review drainage features within the study area for applicability to the mitigation rules (15A NCAC 2H .0506(h)). Six streams were identified within the study area requiring stream mitigation (**Table 5.4**) based on the Recommended Alternative. Anticipated impacts for the six streams total 653 linear feet. The jurisdictional streams in the study area have been designated as warm for the purposes of stream mitigation. The determination letter is available in the Appendix.

Table 5.4: Characteristics of Jurisdictional Streams & Tributaries in the Study Area

Map ID	Length	Classification	Anticipated	River Basin	Stream Mitigation
•	(LF)		Impacts (LF)	Buffer	Required
Blue Creek*	1,052	Perennial	282	Not Subject	Yes
SA	504	Perennial	0	Not Subject	Yes
SB	326	Tributary	0	Not Subject	No
SC	363	Tributary	0	Not Subject	No
SD	126	Tributary	44	Not Subject	No
SE	116	Tributary	27	Not Subject	No
SF	667	Perennial	0	Not Subject	Yes
SG	38	Perennial	0	Not Subject	Yes
SH*	427	Perennial	106	Not Subject	Yes
SI*	133	Intermittent	45	Not Subject	Yes
SJ	90	Perennial	0	Not Subject	Yes
SK	43	Perennial	0	Not Subject	Yes
SL	568	Tributary	56	Not Subject	No
SM	393	Perennial	0	Not Subject	Yes
SN	1,298	Tributary	840	Not Subject	No
SO*	504	Perennial	160	Not Subject	Yes
SP*	132	Intermittent	36	Not Subject	Yes
SQ*	114	Intermittent	24	Not Subject	Yes
SR	296	Tributary	179	Not Subject	No
SS	625	Tributary	271	Not Subject	No
ST	52	Tributary	0	Not Subject	No
SU	465	Tributary	332	Not Subject	No
SV	113	Perennial	0	Not Subject	Yes
SW	155	Tributary	85	Not Subject	No
SX	55	Tributary	0	Not Subject	No
SY	284	Tributary	128	Not Subject	No
Total	8,939	,	2,615	1	
* Requiring Mitigation			653		

Eight jurisdictional wetlands were identified within the study area and shown on **Figure 3**. Characteristics and anticipated impacts to the jurisdictional wetlands identified within the study area are shown in **Table 5.5**. All wetlands in the study area are located within the White Oak River basin (USGS Hydrologic Unit 03020302). Construction of the Recommended Alternative is calculated to impact approximately 0.91 acres in six wetlands.

Table 5.5: Characteristics of Jurisdictional Wetlands in the Study Area

Map ID	NCWAM Classification	Hydrologic Classification	Area (ac.) in Study Area	Anticipated Impacts (ac.)
WA	Riverine Swamp Forest	Riparian	0.46	0
WB	Riverine Swamp Forest	Riparian	0.74	0.19
WC	Floodplain Pool	Riparian	1.23	0.29
WD	Non-Tidal Freshwater Marsh	Non-Riparian	0.70	0
WE	Non-Tidal Freshwater Marsh	Riparian	0.52	0.30
WF	Headwater Forest	Riparian	0.66	0.03
WG	Floodplain Pool	Non-Riparian	0.45	0.04
WH	Floodplain Pool	Non-Riparian	0.85	0.06
		Total	5.61	0.91

Clean Water Act Permits

The proposed project will potentially result in impacts, for which an Individual Permit (IP) may be required from the US Army Corps of Engineers (USACE) and corresponding Individual Water Quality Certification from the NC Division of Water Resources (NCDWR). 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 NCDWR will be needed.

Coastal Area Management Act Areas of Environmental Concern

There is one Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC) identified in the study area. The Division of Coastal Management (DCM) has determined that Blue Creek is a CAMA Public Trust AEC.

Managed Area

The NC Natural Heritage Program identified a Managed Area (MAREA) on NC 53 as a NC Clean Water Management Trust Fund easement. Coordination should occur during final design with the property owner, Onslow County. Correspondence from the NC Department of Natural and Cultural Resources – Natural Heritage Program is located in **Appendix A**.

Mitigation

Blue Creek has been designated as Nutrient Sensitive Water; therefore, Design Standards for Sensitive Watersheds will be implemented during project construction. The NCDOT will attempt to avoid and minimize impacts to streams and wetlands to the greatest extent practicable in finalizing project design. At this time, minimization of wetland and stream impacts is ongoing as the design is refined. If mitigation is required, it will likely be provided by the North Carolina Department of Environment and Natural Resources Division of Mitigation Services (DMS).

Rare and Protected Species

As of June 27, 2018, the United States Fish and Wildlife Service (USFWS) lists 15 federally protected species for Onslow County as shown in **Table 5.6**. A full description of the species' habitat requirements is available in the NRTR. The Biological Conclusion rendering is based on survey results in the study area.

Table 5.6: Federally Protected Species Listed for Onslow County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
Alligator mississippiensis	American alligator	T (S/A)	No	No Effect
Chelonia mydas	Green sea turtle	Т	No	No Effect
Eretmochelys imbricata	Hawksbill sea turtle	Е	No	No Effect
Lepidochelys kempii	Kemp's ridley sea turtle	Е	No	No Effect
Dermochelys coriacea	Leatherback sea turtle	Е	No	No Effect
Caretta caretta	Loggerhead sea turtle	Т	No	No Effect
Charadrius melodus	Piping plover	Т	No	No Effect
Picoides borealis	Red-cockaded woodpecker	Е	Yes	No Effect
Calidris canutus rufa	Red knot	Т	No	No Effect
Trichechus manatus	West Indian manatee	Е	No	No Effect
Thalictrum cooleyi	Cooley's meadowrue	Е	Yes	No Effect
Carex lutea	Golden sedge	Е	No	No Effect
Lindera melissifolia	Pondberry	Е	Yes	No Effect
Lysimachia asperulaefolia	Rough-leaved loosestrife	Е	No	No Effect
Amaranthus pumilus	Seabeach amaranth	Т	No	No Effect

T(S/A) – Threatened due to similarity of appearance T – Threatened E – Endangered

The USFWS lists that suitable habitat does not exist for twelve of these protected species. Habitat is suitable for three species. A Biological Conclusion is No Effect for all three species with suitable habitat present.

Northern long-eared bat Biological Conclusion: May Affect, Likely to Adversely Affect

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (Myotis septentrionalis) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect". The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Onslow County, where TIP U-5716 is located.

Bald and Golden Eagle Protection Act The bald eagle is protected under the Bald and Golden Eagle Protection Act and enforced by the USFWS. Habitat for the bald eagle primarily consists of mature forests 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 project study area, as well as the area within a 1.0-mile radius of the project limits, was performed on June 24, 2018 using 2016 color aerials. Two water bodies were identified (one across from Wal-Mart on Hwy. 24, and one inside Onslow Memorial Park) that were large enough or sufficiently open to be considered potential feeding sources. Since there was foraging habitat within the review area, a survey of the project study area and the area within 660 feet of the project limits was conducted on July 3, 2018. Additionally, a review of the NCNHP database on May 8, 2018, revealed no known occurrences of this species within 1.0 mile of the project

study area. Due to the lack of habitat in the survey area, known occurrences, and minimal impact anticipated for this project, it has been determined that this project will not affect this species.

Soils

Existing soils are the foundation of a roadway project – projects are constructed by adding material on top of the existing soil or by removing some of the existing soil. Knowing information about the existing soil conditions allows scientists, planners, and engineers to make determinations about the suitability of the soil for construction.

Design elements and special construction methods can then be used to build a stable roadway project. **Table 5.7** identifies eight soil types within the study area.

Table 5.7: Soils in the Study Area

Soil Series	Mapping	Drainage	Hydric
Sui Series	Unit	Class	Status
Baymead-Urban land complex, 0 to 6% slopes	BmB	Well Drained	Hydric
Craven fine sandy loam, 4 to 8% slopes	CrC	Moderately Well Drained	Hydric
Goldsboro fine sandy loam, 0 to 2% slopes	GoA	Moderately Well Drained	Nonhydric
Lynchburg fine sandy loam, 0 to 2% slopes	Ly	Somewhat Poorly Drained	Hydric
Marvyn loamy fine sand, 6 to 15% slopes	MaC	Well Drained	Hydric
Muckalee loam	Mk	Poorly Drained	Hydric
Norfolk loamy fine sand, 2 to 6% slopes	NoB	Well Drained	Hydric
Rains fine sandy loam, 0 to 2% slopes	Ra	Poorly Drained	Hydric

Cultural Resources

This project is subject to North Carolina General Statute (NCGS) 121-12(a) which directs the head of any state agency having direct or indirect jurisdiction over a proposed state or state-assisted undertaking or the head of any state department, board, commission or independent agency having authority to build, construct, operate, license, authorize, assist or approve any state or state-assisted undertaking, shall, prior to the approval for the undertaking, take into account the effect of the undertaking on any property listed in the National Register of Historic Places established pursuant to Public Law 89-665, 16 USC 470. Where, in the judgment of the Historical Commission, an undertaking will have an effect on any listed property, the head of the appropriate state agency shall afford the Commission a reasonable opportunity to comment with regard to such undertaking.

Based on a January 25, 2017 review by the NCDOT archaeologist it was determined that no archaeological survey is required. The review found no unidentified archaeological sites in the study area. As a state funded project with no requisite federal permitting, no further archaeological work is required for this project under North Carolina State law.

In an April 20, 2017 letter, the NCDOT Architectural Historian concluded that there are not any archaeological resources which may be eligible for inclusion in the National Register of Historic Places or that will be affected by the project construction. A copy of the correspondence is located in **Appendix A**.

Farmland

The Farmland Protection Policy Act (FPPA) requires all federal agencies or their representatives to consider the impact of land acquisition and construction projects on prime and important farmland soils. North Carolina Executive Order Number 96 requires all state agencies to consider the impact

of land acquisition and construction projects on prime farmland soils, as designated by the US Natural Resources Conservation Service (NRCS). Land planned or zoned for urban development is not subject to the same level of preservation afforded other rural, agricultural areas.

Because this project is state-funded, farmland soils are not protected under FPPA. Additionally, the project's footprint is contained in a Census Urbanized Area (UA); soils contained in UAs are not eligible for protection under FPPA.

Neighborhoods and Communities

The project area is located between the Town of Richlands on the north and the City of Jacksonville to the south. This area's population is growing at an annual rate of 3.1 percent, which is a faster rate than Onslow County's annual growth rate of 1.7 percent.

Land uses surrounding the project consist of residential, retail, institutional, and undeveloped uses. Residential use consists of mobile home communities and communities with a mixture of mobile homes and single-family homes. While there are several subdivisions in the project area, they often stand-alone and are not connected to one another. Their primary connecting roadways are Richlands Highway or NC 53. Modest single-family homes are located on the north side of Richlands Highway with driveways located on the roadway. Retail land uses, primarily along Richlands Highway, consist of a garden center, a grocery store, car repair shops, restaurants, gas stations, banks, and a pharmacy. Blue Creek Elementary School is located on the north side of NC 53 approximately 0.3 miles west of its intersection with Richlands Highway/ NC 24. Blue Creek Baptist Church is located on the south side of NC 53 across from the elementary school.

The proposed project will have minor effects on communities and neighborhoods within the project area, and most of the project's effects will be beneficial. Congestion will be reduced in the area. Access to neighborhoods and businesses within the project corridor will be altered with the addition of a raised median. The raised median will improve safety along the corridor as left turns will be allowed primarily at intersections. The extension of Cordell Circle and Warren Drive will provide alternative routes and new access to neighborhoods.

Construction will pose minor inconveniences because of localized travel delays, changes in some business access, possible parking reductions, and traffic re-routing. Some travelers may choose alternate routes to avoid construction activity. Delays will have a short time frame, be localized, and not affect social interaction or the economic vitality within the neighborhoods and community.

Based on the Recommended Alternative, temporary construction easements may be required from the business and economic resources within the study area.

Relocations of Residences and Businesses

Based on the current design, an analysis of right of way impacts estimate that Alternative 1a will involve 13 residential and 14 business relocations. Prior to alternative selection, Alternative 3 was estimated to have 37 residential and 11 business relocations. The relocations are unavoidable due to the ongoing development over time that occurred around the intersection. Both alternatives meet the purpose and need. Both alternatives were designed to meet congestion reduction goals and improve traffic operations.

Environmental Justice

Title VI of the Civil Rights Act of 1964 protects individuals from discrimination on the grounds of race, age, color, religion, disability, sex, and national origin. In accordance with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations" federal agencies are mandated to identify and address any disproportionately high

STIP U-5716 State EA/FONSI and adverse effects on minority and/or low-income populations. The Order also directs federal agencies to provide minority and low-income community's access to public information and meaningful public participation. The three environmental justice (EJ) principles are:

- 1. to ensure the full and fair participation of all potentially affected communities in the transportation decision-making process;
- 2. to avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority or low-income populations; and
- 3. to fully evaluate the benefits and burdens of transportation programs, policies, and activities, upon low-income and minority populations.

A disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

- 1. is predominately borne by a minority population and/or a low-income population; or
- 2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

Census data indicates a notable presence of minority and low-income populations meeting the criteria for Environmental Justice within the DSA, and low-income communities were observed within the study area during the field visit. Two Block Groups meet the criteria for EJ populations by exceeding the thresholds for minority and/ or low-income populations:

No adverse community impacts are anticipated with this project but appear to affect all populations equivalently; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.

Bicycle and Pedestrian Facilities

The Jacksonville-Onslow Area Bicycle Map indicates the presence of on-road bicycle activity along Richlands Highway and NC 53, and the local planner indicated there is bicycle activity. Bicycle or pedestrian accommodations are not proposed for this interchange project. Construction activities may temporarily impact existing pedestrian and bicycle use on Richlands Highway and NC 53.

Recreational Facilities

Oakhurst Nature Park is a 253-acre park managed by Onslow County. The park includes two separate trails with parking areas and paddling access. The park is accessed from the Richlands Highway / Ridge Road intersection located approximately 500 feet west of the U-5716 western terminus.

This project will not impact Oakhurst Natural Park or its facilities.

Economic Effects

There may be some economic benefit during construction of the project due to increased local construction-related employment and increased revenue for businesses providing services to construction crews. The majority of the businesses within the study area are 'destination' businesses and not 'convenience' businesses who are dependent on drive-by traffic; and

STIP U-5716 State EA/FONSI therefore will not experience any notable impacts either during construction or post-construction.

Temporary construction easements may be required from the business and economic resources within the study area. Access to these resources may be temporarily impacted during periodic construction activities. Businesses in the vicinity of the corridor could temporarily experience minor decreases in revenue resulting from construction traffic or decreased access caused by construction activities. The project should not alter business operations, and the upgraded facility should improve the flow of goods.

Land Use

Local transportation plans have identified the Richlands Highway / NC 24/ NC 53 intersection as a priority improvement area for an interchange. The proposed project is compatible with local plans.

Existing and Future Land Use

The area surrounding the project consists of varied land uses with commercial, retail, and residential uses surrounding the intersection. Due to its minimal transportation impact-causing activities, this project will neither influence nearby land uses nor stimulate growth.

Flood Hazard Evaluation

The Federal Emergency Management Administration (FEMA), in cooperation with federal, state, and local governments, developed floodway boundaries and Flood Insurance Rate Maps. Onslow County is a participant in the National Flood Insurance Program administered by FEMA. The intersection of Blue Creek and US 258 is identified as Flood Zone AE (Floodway) on maps dated November 2005. There is a one-percent-annual-chance of flooding along this section of Blue Creek.

The project crosses or encroaches into a designated Flood Hazard Zone regulated under the National Flood Insurance Program. The design must be approved by the responsible local governing agency for its consistency with local flood zoning ordinances. The NCDOT Hydraulics Section and the NC Floodplain Mapping Program have a Memorandum of Agreement (MOA). The proposed project may be eligible to fall within the MOA.

Traffic Noise Analysis

State-funded projects for which a State Environmental Assessment (EA) or State Environmental Impact Statement (EIS) is prepared will comply with the North Carolina Environmental Policy Act (SEPA) and the North Carolina Administrative Code. For these projects, noise barriers will be considered where practicable³.

A preliminary design traffic noise analysis is in progress. The results of this analysis do not affect the selection of the preferred alternative. When the results of the analysis are complete, if traffic noise impacts are identified, noise abatement will be considered per the NCDOT Traffic Noise Policy, and will be constructed where feasible, reasonable, and practicable.

Air Quality Analysis

The proposed project is located in Onslow County, which complies with the National Ambient Air Quality Standards (NAAQS). The proposed project is located in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. Therefore, the project is not anticipated to create any adverse effects on the air quality of this attainment area. This evaluation completes the assessment requirements for air quality of the 1990 Clean Air Act Amendments and the SEPA

³ North Carolina Department of Transportation Traffic Noise Policy, October 6, 2016

process. No additional reports are necessary.

Hazardous Material

Hazardous materials are any materials that have a harmful effect on humans or the natural environment. Examples of potentially hazardous materials and waste sites include service stations, regulated landfills, unregulated dumpsites, salvage yards, industrial sites, and aboveground and underground storage tanks (USTs).

On September 13, 2017, a GeoEnvironmental Report was submitted to NCDOT. Results from a hazardous materials survey are presented in **Table 5.8**. Based on the report, none of the sites associated with U-5716 are known as Hazardous Waste Sites. Low monetary and scheduling impacts are anticipated as a result of the three UST sites identified below. See the project files in Division 3 for the entire GeoEnvironmental Report.

Table 5.8: Hazardous Materials Results

Site Name	Potential Concern	Risk	Database Records/ Additional Information
(Former) Value Xpress Mart/ Conoco	UST Spills	Low	Incident # 24256 Incident # 13978
Jacksonville Radio Relay Station	UST Spill	Low	Incident # 15405
Whizz Mart	UST Spill	Low	Incident # 32203

In August 2018, two potentially hazardous conditions were encountered by the NCDOT subcontractor while drilling for the geotechnical recommendations. First, petroleum odors were noted around Y8RPB- Station 15+00 to 17+00 near the Shell station. Also in this same area, the drillers were getting shocked by continuous low voltage current flowing through their drill rig.

In correspondence from the NC Division of Waste Management (NCDWM) - Inactive Hazardous Sites Branch one open site on the Inactive Hazardous Sites Inventory is identified. The site is located west of Yopp Road at 2860 Richlands Highway. Depending on the final design, this parcel may be impacted by right of way or construction.

The NCDWM - Superfund Section recommends that the Dodson Exterminators/ US Cellular (ID # NONCD0002624) site files be reviewed for potentially contaminated soil or groundwater. The facility is located at 2861 Richlands Highway, diagonally west from the inactive hazardous waste site described above. A July 23, 2018 review of NC DWQ on-line documentation identified a January 30, 2018 approved Limited Remedial Workplan for soil and groundwater assessment. The workplan proposes to collect soil and groundwater samples for delineation of dieldrin and other herbicides impacting soils and groundwater at the site. The identified sample sites are primarily located on the parcel's east and west sides and behind the two buildings. One groundwater monitoring well (MW-1) is located in the northeast corner of the parcel within the proposed right of way. A copy of the DWQ correspondence is located in **Appendix A**.

Citizens Informational Meeting

A public meeting was held on May 8, 2017 at the Blue Creek Elementary School located at 1260 Burgaw Highway in Jacksonville from 4 p.m. to 7.p.m. The purpose of the meeting was to educate the public on proposed improvements to the Richlands Highway/ NC 24/ NC 53 intersection and to encourage public participation. Meeting materials included a project handout, project comment form, Title VI form, and project aerial maps. An additional public meeting was held on August 31, 2017 that included a number of local business owners.

A loss of access or indirect access to area businesses north of the interchange and right of way impacts were concerns voiced during the public meetings. The preliminary design minimizes business ingress/ egress impacts. Public comments indicate that Alternative 1a, with more business relocations, is preferred rather than minimizing access to businesses.

On November 1, 2018, a Small Group Meeting was held at the Center for Public Safety, 200 Marine Boulevard, in Jacksonville from 5 p.m. to 7 p.m. The meeting was held to educate the public on improvements to the Blue Creek/ Ridge Road intersection, which is located within the study area for projects U-5739 and U-5716. Three people attended. No comments were received.

Meeting materials are available in the project files at NCDOT Division 3. **Appendix A** contains a summary of the two 2017 public meetings.

Other Coordination

NCDOT has coordinated with appropriate local, state, and federal agencies throughout this project study. Appropriate coordination will continue throughout the design and construction phases of the project. Comments were requested from the agencies listed below. Copies of agency responses are included in **Appendix A**. Specific project-related comments or concerns were addressed within this environmental document.

- US Army Corps of Engineers
- US Fish and Wildlife Service
- NC Department of Agriculture
- NC Department of Natural & Cultural Resources State Historic Preservation Office
- NC Department of Environment Quality Natural Heritage Program
- NC Department of Public Safety
- NC Department of Transportation Archaeological Resources Group
- NC Department of Transportation Historic Architecture and Landscapes Group
- NC Department of Transportation Planning Branch
- NC Division of Emergency Management
- NC Division of Waste Management
- NC Division of Coastal Management
- NC Division of Water Resources (NCDWR)
- NC Wildlife Resources Commission
- Onslow County
- Onslow County Schools
- Jacksonville Urban Area Municipal Planning Organization (JUMPO)

Chapter 6: Basis for Finding of No Significant Impact

Based upon a study of the proposed project documented in this assessment and upon comments received from state agencies, local agencies, and the public, it is the finding of the North Carolina Department of Transportation that this project will not have a significant adverse impact upon the human or natural environment. The proposed project is consistent with local plans and will not disrupt communities. Per this evaluation, a Finding of No Significant Impact (FONSI) is applicable for this project. Therefore, no further environmental analysis will be required.

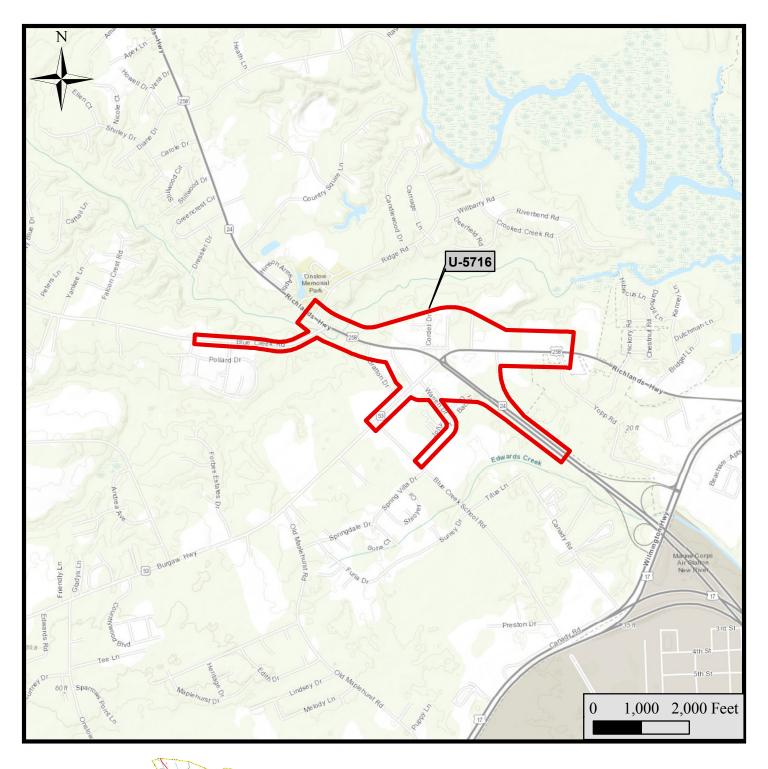
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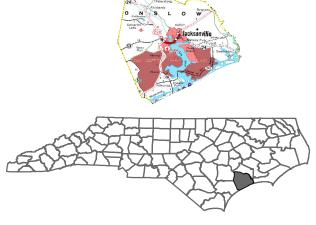
Figure 1 Vicinity Map

Figure 2 Proposed Improvements

Figure 2A Blue Creek Road Proposed Improvements

Figure 3 Jurisdictional Features



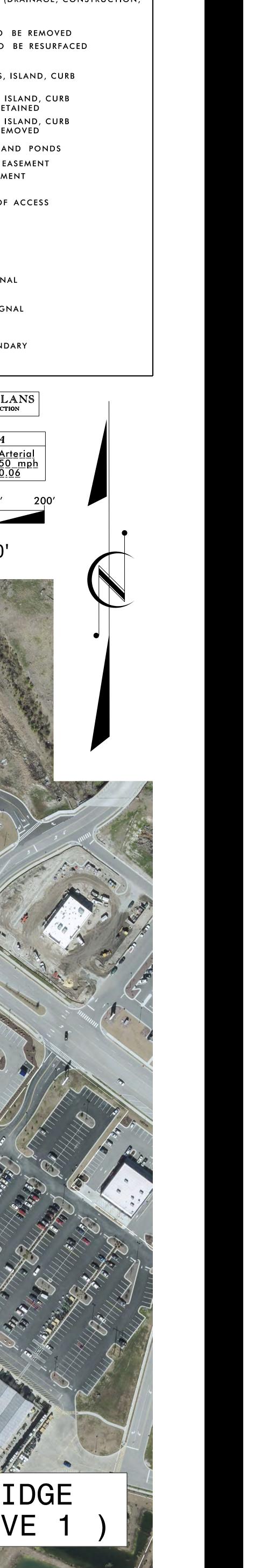


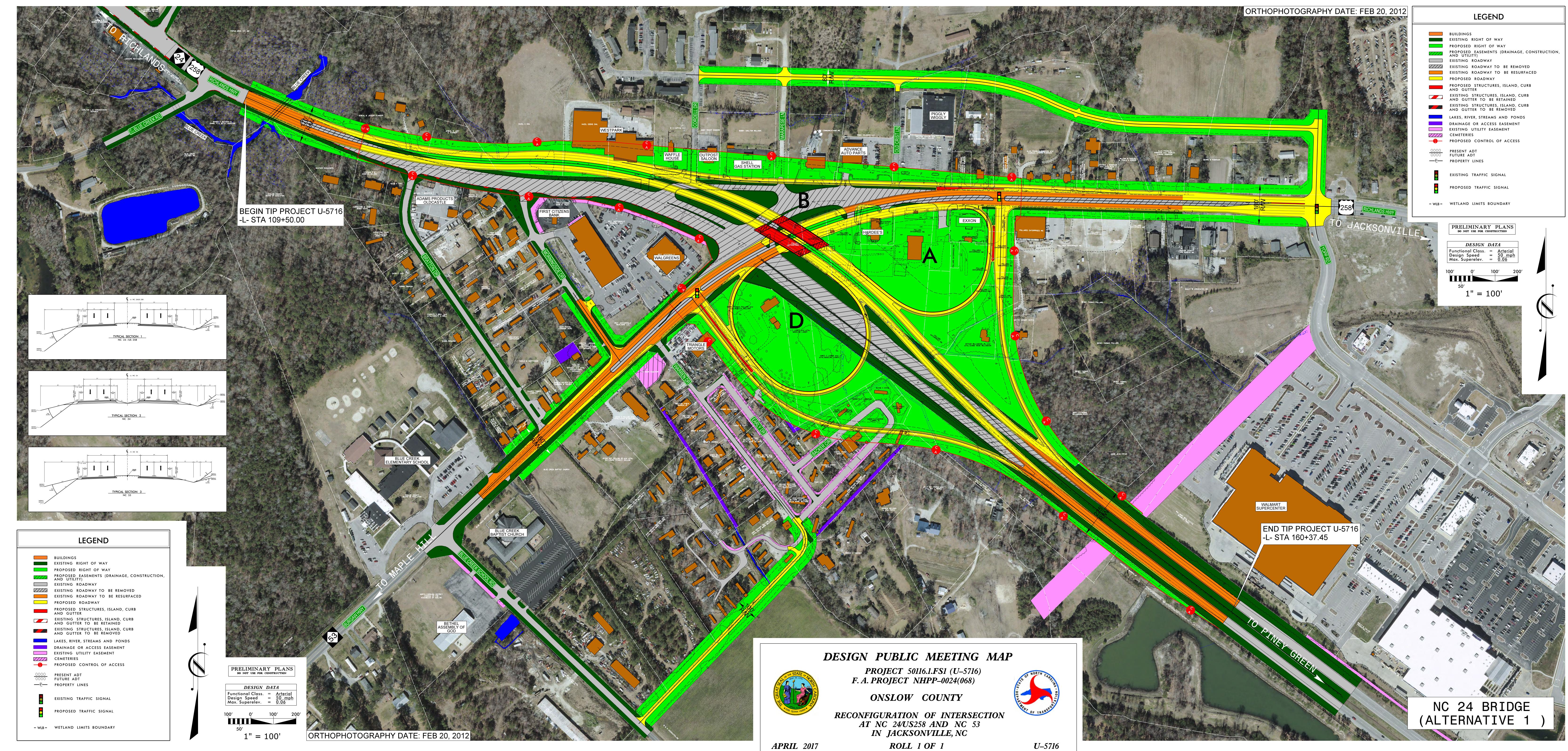


NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS UNIT

U-5716: IMPROVEMENTS TO THE US 258/NC 24/NC 53 INTERSECTION NEAR JACKSONVILLE ONSLOW COUNTY

Vicinity Map Figure 1





BUILDINGS

EXISTING RIGHT OF WAY PROPOSED RIGHT OF WAY

LEGEND

PROPOSED EASEMENTS (DRAINAGE AND CONSTRUCTION) EXISTING ROADWAY TO BE RETAINED EXISTING ROADWAY TO BE REMOVED

EXISTING ROADWAY TO BE RESURFACED PROPOSED ROADWAY

FUTURE ROADWAY IMPROVEMENTS

PROPOSED STRUCTURES, SIDEWALK, ISLAND, CURB AND GUTTER EXISTING STRUCTURES, ISLAND, SIDEWALK, CURB AND GUTTER TO BE RETAINED EXISTING STRUCTURES, ISLAND, SIDEWALK, CURB AND GUTTER TO BE REMOVED

FUTURE STRUCTURES, ISLAND, SIDEWALK, CURB AND GUTTER LAKES, RIVERS, STREAMS AND PONDS

CEMETERIES PROPOSED RIGHT OF WAY

PUBLIC MEETING MAP

PROJECT 50116.1.2 (U-5716)

ONSLOW COUNTY

IMPROVEMENTS OF SR 1213 (BLUE CREEK RD) AT NC 24 /US 258

ONSLOW MEMORIAL PARK

BEGIN TIP PROJECT U-5716 -L- Sta. 108+30.00

Functional Class. = Collector Design Speed = 50 mph Max. Superelev. = 0.06

ORTHOPHOTO DATA

Imagery Date = 01–30–2016

PRELIMINARY PLANS

PROPOSED EASEMENTS (DRAINAGE AND CONSTRUCTION) EXISTING ROADWAY TO BE RETAINED EXISTING ROADWAY TO BE REMOVED EXISTING ROADWAY TO BE RESURFACED

PROPOSED ROADWAY FUTURE ROADWAY IMPROVEMENTS

PROPOSED STRUCTURES, SIDEWALK, ISLAND, CURB AND GUTTER EXISTING STRUCTURES, ISLAND, SIDEWALK, CURB AND GUTTER TO BE RETAINED EXISTING STRUCTURES, ISLAND, SIDEWALK, CURB AND GUTTER TO BE REMOVED

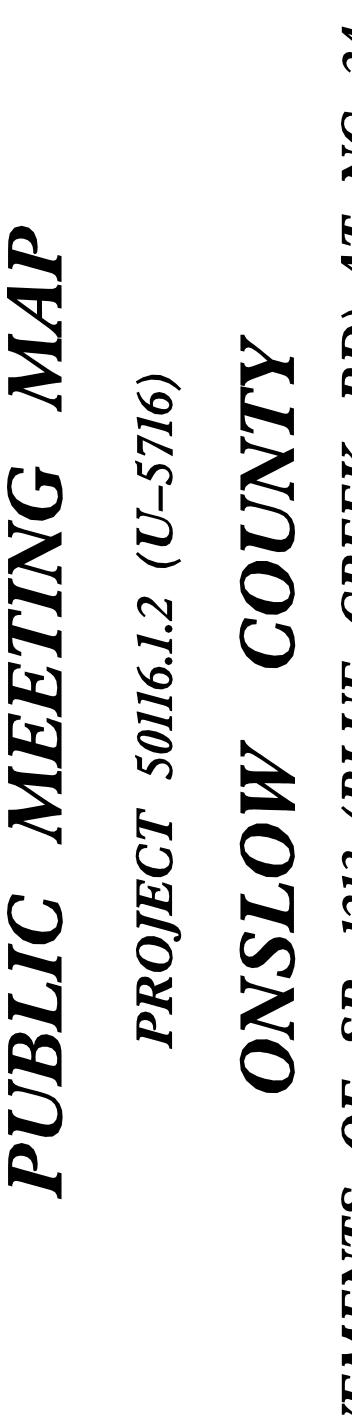
FUTURE STRUCTURES, ISLAND, SIDEWALK, CURB AND GUTTER

LAKES, RIVERS, STREAMS AND PONDS

WETLANDS CEMETERIES PROPOSED RIGHT OF WAY



FIGURE 2A



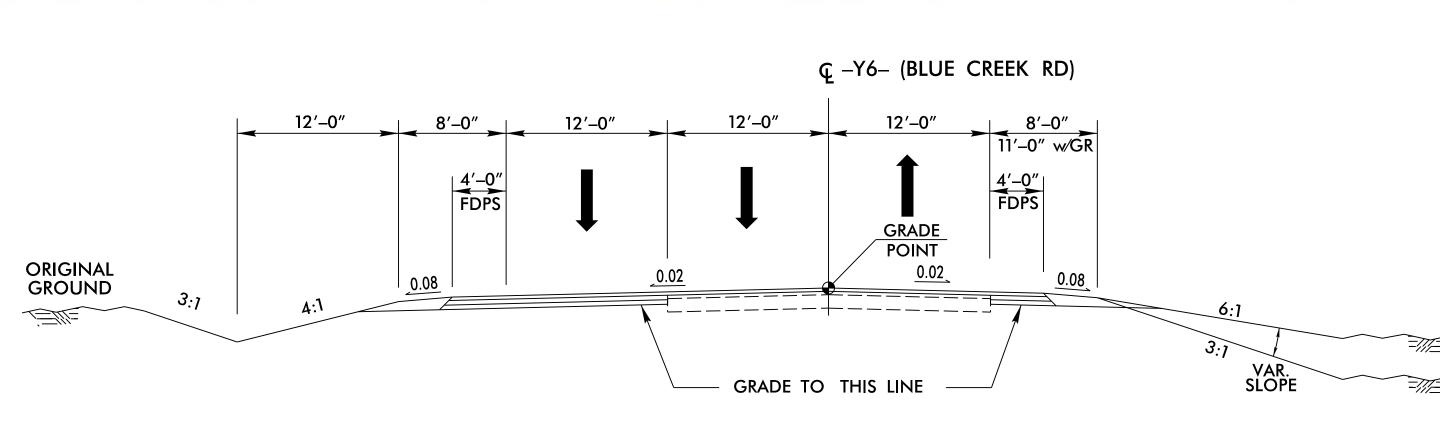


-Y6- Sta. 11+50.00

Functional Class. = Collector Design Speed = 50 mph Max. Superelev. = 0.06

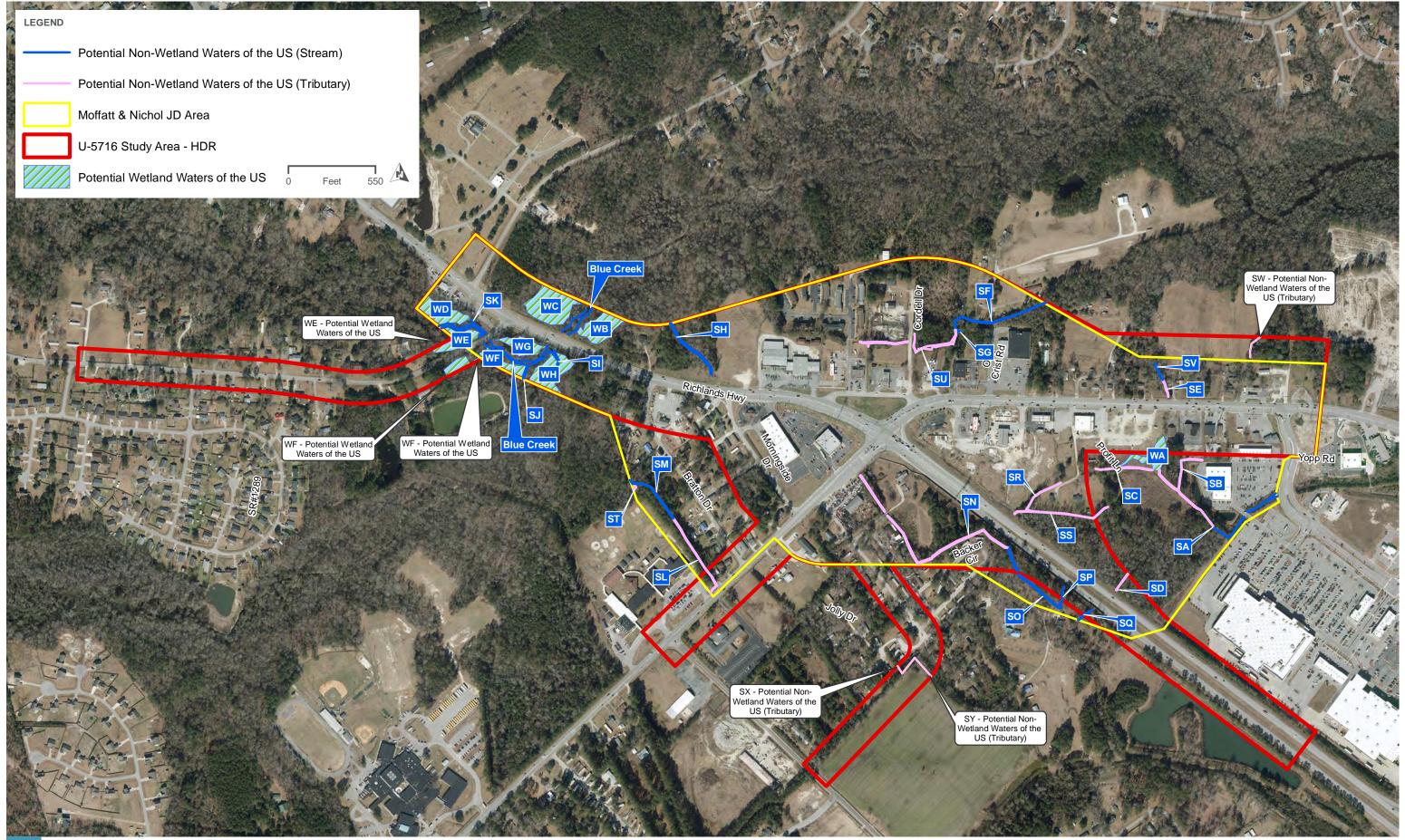
Imagery Date = 01-30-2016

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



UTILITY INFORMATION:
TO PROVIDE GREATER VISUAL CLARITY, EXISTING AND PROPOSED
UTILITIES ARE NOT SHOWN ON THESE MAPS OR ON OTHER
DISPLAYS. THE UTILITY INFORMATION SHOWN ON THESE MAPS IS
LIMITED TO LOCATIONS OF MAJOR EXISTING AND POTENTIAL
UTILITY EASEMENTS. THE DESIGNS SHOWN ON THESE MAPS,
INCLUDING UTILITY EASEMENTS, ARE PRELIMINARY AND ARE
SUBJECT TO CHANGE.

CEMETERY



APPENDICES Appendix A Comments Received from State and Local Agencies/ Other Correspondence



ROY COOPER

Governor

MICHAEL S. REGAN

BRAXTON C. DAVIS

May 3, 2017

Trace Howell, PE DDC Design Engineer, NCDOT Highway Division 3 5501 Barbados Boulevard Castle Hayne, NC 28429

<u>RE</u>: Request for Input, TIP No. U-5716, Proposal to convert an intersection to an interchange at US 258 / NC 24 / NC 53 in Jacksonville, Onslow County.

Dear Mr. Howell:

The N.C. Division of Coastal Management (DCM) appreciates the opportunity to comment on the information that was received for the above referenced project, including the letter dated March 27, 2017, the project data sheets, and Environmental Features Map.

DCM has reviewed the information that was provided by the N.C. Department of Transportation (NCDOT) to determine if there are any potential Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC's) within the project area. Please be aware that DCM considers Blue Creek as a Public Trust Area of Environmental Concern downstream of the US 258 crossing, and DCM considers the area extending 30 feet landward of the normal water level of Blue Creek as a Public Trust Shoreline AEC.

If the project includes development impacts to AEC's, then a CAMA Major Permit will be required. If NCDOT is able to avoid development impacts to AEC's, then a CAMA Major Permit will not be required. However, even if the project does not require a CAMA Major Permit, a determination of federal consistency with the N.C. Coastal Management Program will be required if the project requires a federal license, or it receives federal funding.

DCM would like to be participate in any external scoping meetings that are held for the project. Please send us a notification of the time and location for any external scoping meeting when it is available.

During the permitting or federal consistency review process, DCM may have additional comments on the project's environmental impacts, and may place conditions on a permit or federal consistency decision to avoid and minimize environmental impacts. NCDOT must also demonstrate that the project is consistent with all certified CAMA land use plans current at the time the project is authorized by DCM. The information provided in this letter shall not preclude DCM from requesting additional information throughout the permitting or federal consistency decision process, and following normal procedures.

Thank you for your consideration of the North Carolina Coastal Management Program. Please contact me or Stephen Lane, DCM Field Representative for Transportation Projects, if you have any questions or concerns. I can be reached at (919) 707-9149 or via e-mail at Cathy.Brittingham@ncdenr.gov. Stephen can be reached at (252) 808-2808 ext. 208 or via e-mail at Stephen.Lane@ncdenr.gov.

Sincerely,

Cathy Brittingham

Transportation Project Coordinator N.C. Division of Coastal Management

CC: Stephen Lane



United States Department of the Interior

FISH AND WILDLIFE SERVICE Raleigh Field Office Post Office Box 33726 Raleigh, North Carolina 27636-3726

April 4, 2017

Trace Howell, PE North Carolina Department of Transportation 5501 Barbados Boulevard Castle Hayne, NC 28429

Dear Mr. Howell:

This letter is in response to your request for comments from the U.S. Fish and Wildlife Service (Service) on the potential environmental effects of the proposed conversion of an intersection into an interchange at US 258/NC 24/NC 53 in Jacksonville in Onslow County, North Carolina (TIP No. U-5716). These comments provide information in accordance with provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543).

For road improvement projects such as widening, realignment, bridge replacement and culvert replacement, the Service recommends the following general conservation measures to avoid or minimize impacts to fish and wildlife resources:

- 1. Wetland, forest and designated riparian buffer impacts should be avoided and minimized to the maximum extent practical. Highway projects should be aligned along or adjacent to existing roadways, utility corridors or other previously disturbed areas in order to minimize habitat loss and fragmentation. Highway shoulder and median widths should be reduced through wetland areas;
- 2. If unavoidable wetland or stream impacts are proposed, a plan for compensatory mitigation to offset unavoidable impacts should be provided early in the planning process;
- 3. Crossings of streams and associated wetland systems should use existing crossings and/or occur on a bridge structure wherever feasible. Bridges should be long enough to allow for sufficient wildlife passage along stream corridors. Where bridging is not feasible, culvert structures that maintain natural water flow and hydraulic regimes without scouring or impeding fish and wildlife passage should be employed;
- 4. Off-site detours should be used rather than construction of temporary, on-site bridges. For projects requiring an on-site detour in wetlands or open water, such detours should be aligned along the side of the existing structure which has the least and/or least quality of fish and wildlife habitat. At the completion of construction, the detour area should be entirely removed and the impacted areas be replanted with appropriate tree species;

- 5. In streams utilized by anadromous fish, the NCDOT policy entitled "Stream Crossing Guidelines for Anadromous Fish Passage" should be implemented;
- 6. Where possible, avoid the use of riprap on the top of the bank under bridges to allow for wildlife passage under the bridge;
- 7. "Best Management Practices (BMP) for Construction and Maintenance Activities" should be implemented;
- 8. Bridge designs should include provisions for roadbed and deck drainage to flow through a vegetated buffer prior to reaching the affected stream. This buffer should be large enough to alleviate any potential effects from run-off of storm water and pollutants;
- 9. Bridge designs should not alter the natural stream and stream-bank morphology or impede fish passage. To the extent possible, piers and bents should be placed outside the bank-full width of the stream; and
- 10. Bridges and approaches should be designed to avoid any fill that will result in damming or constriction of the channel or flood plain. If spanning the flood plain is not feasible, culverts should be installed in the flood plain portion of the approach to restore some of the hydrological functions of the flood plain and reduce high velocities of flood waters within the affected area.

Section 7(a)(2) of the Endangered Species Act requires that all federal action agencies (or their designated non-federal representatives), in consultation with the Service, insure that any action federally authorized, funded, or carried out by such agencies is not likely to jeopardize the continued existence of any federally threatened or endangered species. To assist you, a county-by-county list of federally protected species known to occur in North Carolina and information on their life histories and habitats can be found on our web page at http://www.fws.gov/raleigh/species/cntylist/nc counties.html.

Although the North Carolina Natural Heritage Program (NCNHP) database does not indicate any known occurrences of listed species near the project vicinity, use of the NCNHP data should not be substituted for actual field surveys if suitable habitat occurs near the project site. The NCNHP database only indicates the presence of known occurrences of listed species and does not necessarily mean that such species are not present. It may simply mean that the area has not been surveyed. If suitable habitat occurs within the project vicinity for any listed species, surveys should be conducted to determine presence or absence of the species.

If you determine that the proposed action may affect (i.e. likely to adversely affect or not likely to adversely affect) a listed species, you should notify this office with your determination, the results of your surveys, survey methodologies and an analysis of the effects of the action on listed species, including consideration of direct, indirect and cumulative effects, before conducting any activities that might affect the species. If you determine that the proposed action will have no effect (i.e. no beneficial or adverse, direct or indirect effect) on listed species, then you are not required to contact our office for concurrence.

The Service appreciates the opportunity to comment on this project. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520, ext. 32.

Sincerely,



Quality

ROY COOPER Governor

MICHAEL S. REGAN Secretary

S. JAY ZIMMERMAN Director

October 2, 2017

Moffatt & Nichol Attn: Adam Efrid 4700 Falls of the Neuse Rd. Suite 300 Raleigh, NC 27609

Subject:

NCDOT U-5716, Onslow County.

Blue Creek and UT to Blue Creek, White Oak Basin, SC; NSW Brinson Creek and UT to Brinson Creek, White Oak Basin, SC; NSW

On-site Determination for Applicability to the Mitigation Rules (15A NCAC 2H .0506(h))

Dear Mr. Efird:

On April 25, 2017, at your request and in your attendance, Joanne Steenhuis, NC Division of Water Resources (NCDWR) staff, conducted an on-site determination to review drainage features located on US 258 and NC 24 in Onslow County for applicability to the mitigation rules (15A NCAC 2H .0506(h)). The drainage features are approximated on the attached maps (Onslow County Intersection Congestion Study U-5716, 8 pages) initialed and dated October 2, 2017.

Feature ID	Feature Map ID	Feature Type	DWQ Stream Type	Stream Mitigation required
SA	Page 1 of 7	Stream	perennial	Yes
SP	Page 1 of 7	Stream	intermittent	No
SQ	Page 1 of 7	Stream	intermittent	No
SV	Page 2 of 7	Stream	perennial	Yes
SF	Page 3 of 7	Stream	perennial	Yes
SG	Page 3 of 7	Stream	perennial	Yes
SH	Page 4 of 7	Stream	perennial	Yes
SI	Page 5 of 7	Stream	intermittent	No
SJ	Page 5 of 7	Stream	perennial	Yes
SK	Page 5 of 7	Stream	perennial	Yes
SM	Page 6 of 7	Stream	perennial	Yes
SO	Page 7 of 7	Stream	perennial	Yes

This letter only addresses the features listed above that were visited on April 25, 2017. This letter does not apply to reaches of the channel (or drainage feature) further upstream or downstream of the project study area or to any other drainage feature within the project study area not depicted on the attached maps.

Moffatt & Nichol Attn: Adam Efrid DOT U-5716 October 2, 2017 Page 2 of 3

This letter only addresses the applicability to the mitigation rules and does not approve any activity within Waters of the United States, or Waters of the State. Amy impacts to wetlands and streams must comply with 404/401 regulations, water supply regulations (15A NCAC 2B .0216), and any other required federal, state and local regulations.

The owner (or future owners) or permittee should notify NCDWR (and other relevant agencies) of this determination in any future correspondences concerning this property and/or project. This on-site determination shall expire five (5) years from the date of this letter.

Landowners or affected parties that dispute a determination made by NCDWR or Delegated Local Authority that a surface water exists and that is subject to the mitigation rule may request a determination by the Director. A request for a determination by the Director shall be referred to the Director in writing c/o Amy Chapman, NCDWR Wetlands/401 Unit, 1650 Mail Service Center, Raleigh, NC 27699-1650.

Individuals that dispute a determination by NCDWR or Delegated Local Authority that "exempts" a surface water from the mitigation rules may ask for an adjudicatory hearing. You may obtain a petition form from the office of Administrative Hearings (OAH). You must file the petition with the OAH within sixty (60) days of receipt of this notice and the date the affected party (including downstream and adjacent landowners) is notified of this decision. A petition is considered filed when it is received in the OAH during normal office hours. The OAH accepts filings Monday through Friday between the hours of 8:00 A.M. and 5:00 P.M., except for official state holidays. The original and one (1) copy of the petition must be filed with the Office of Administrative Hearings.

The petition may be faxed to the OAH at (919) 431-3100, provided the original and one copy of the petition along with any applicable OAH filing fee is received by the OAH within five (5) business days following the faxed transmission.

Mailing address for the OAH:

If sending via US Postal Service:

If sending via delivery service (UPS, FedEx,

etc.)

Office of Administrative Hearings 6714 Mail Service Center Raleigh, NC 27699-6714 Office of Administrative Hearings 1711 New Hope Church Road Raleigh, NC 27609-6285

One (1) copy of the petition must also be served to DEQ:

Sam M. Hayes, General Counsel Department of Environmental Quality 1601 Mail Service Center Raleigh, NC 27699-1601 Moffatt & Nichol Attn: Adam Efrid DOT U-5716 October 2, 2017 Page 3 of 3

This determination is final and binding unless you ask for a hearing within sixty (60) days.

If you have any additional questions or require additional information, please call me at (910) 796.7306 or joanne.steenhuis@ncdenr.gov.

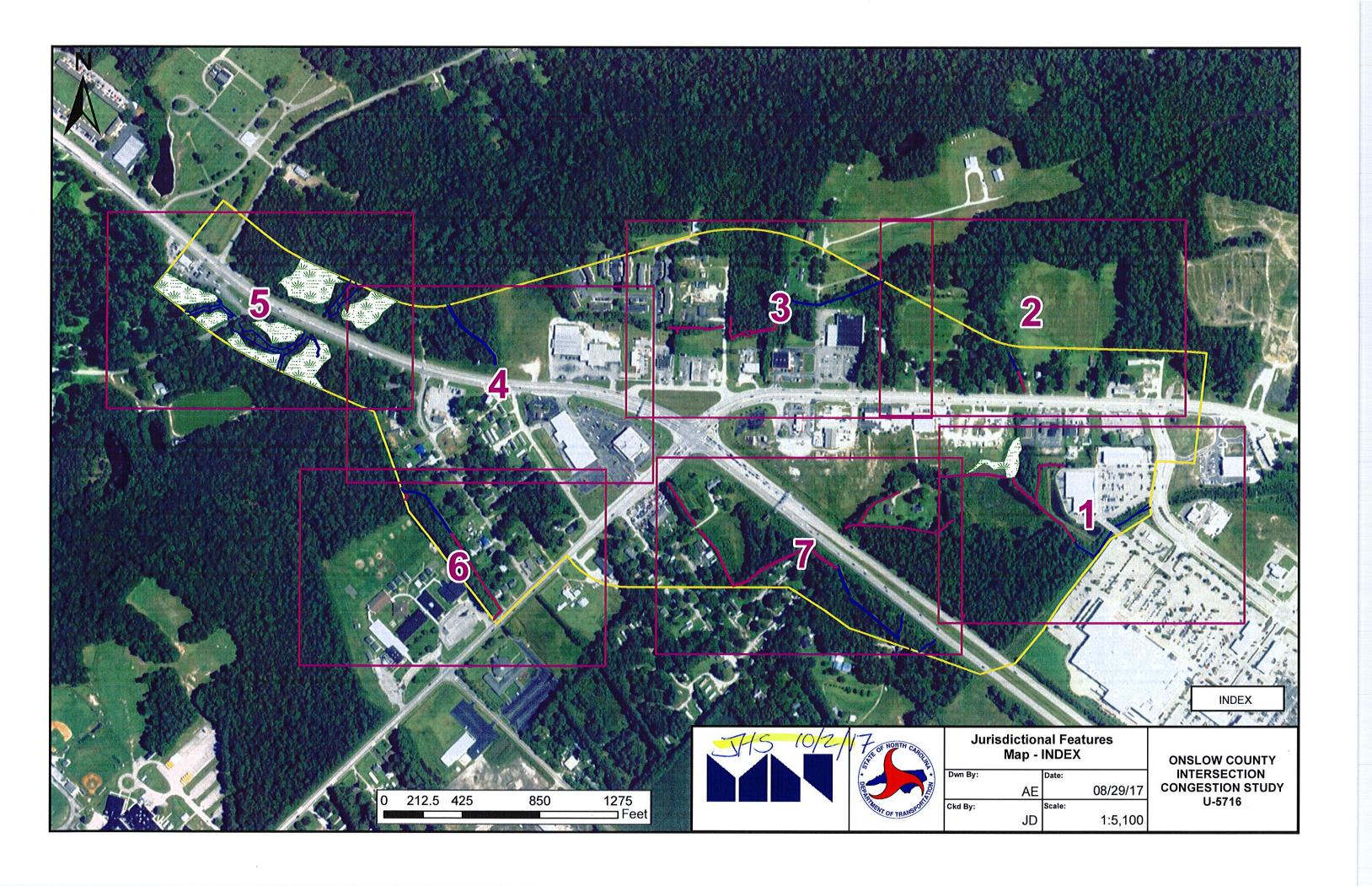
Sincerely,

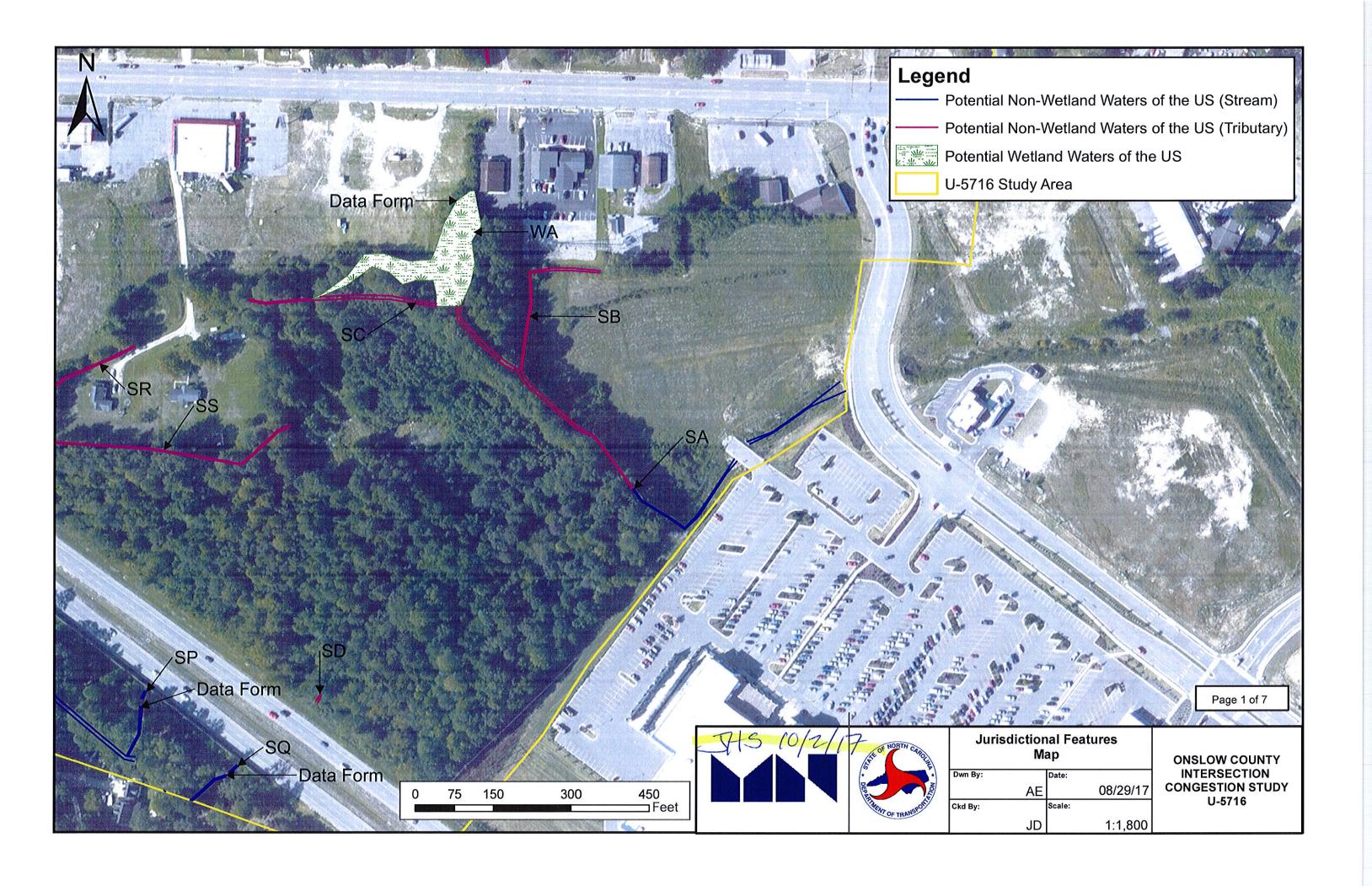
Jøanne Steenhuis

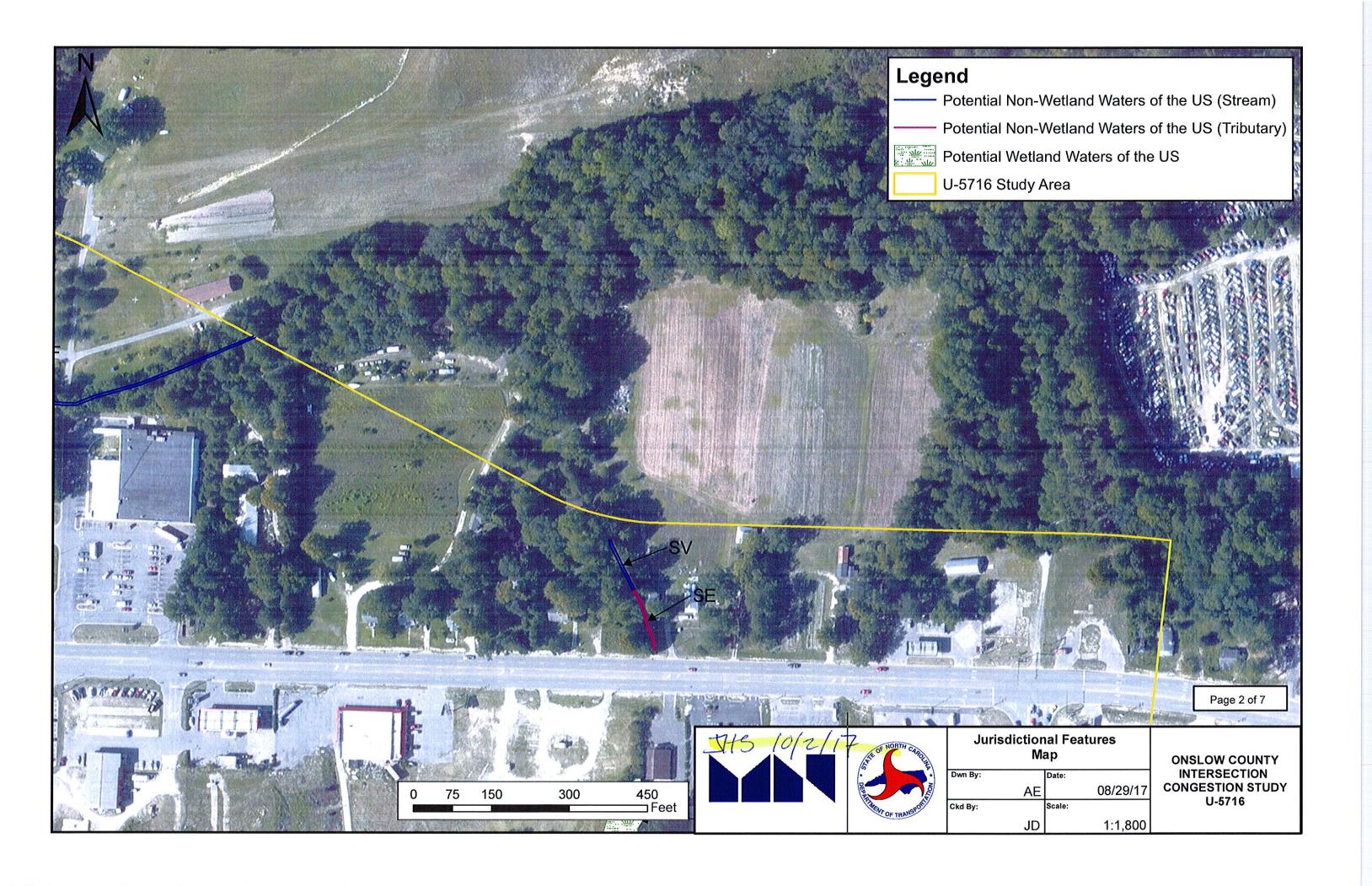
Environmental Senior Specialist Transportation Permitting Branch Division of Water Resources

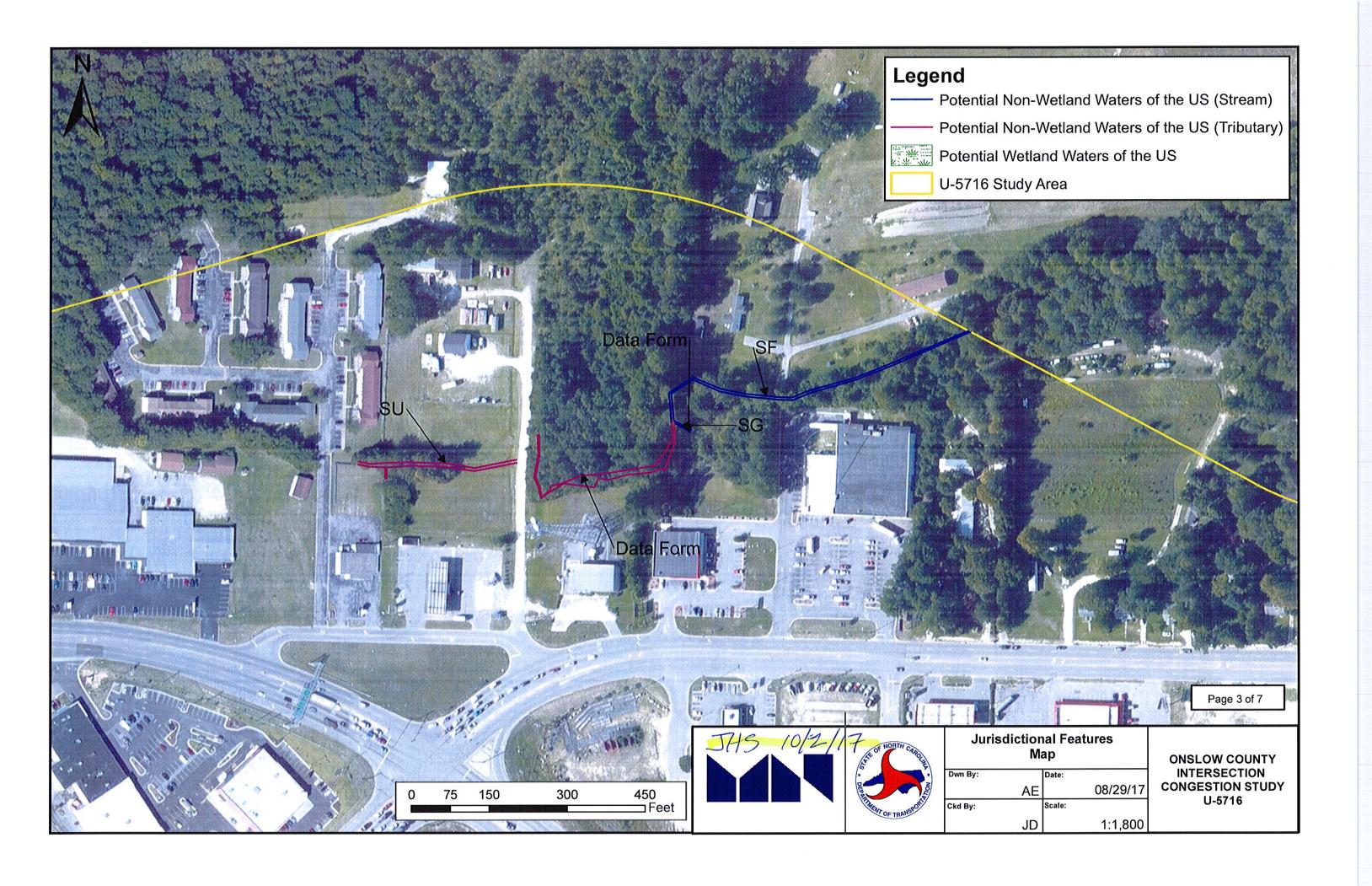
Attachment: signed maps (8 pages)

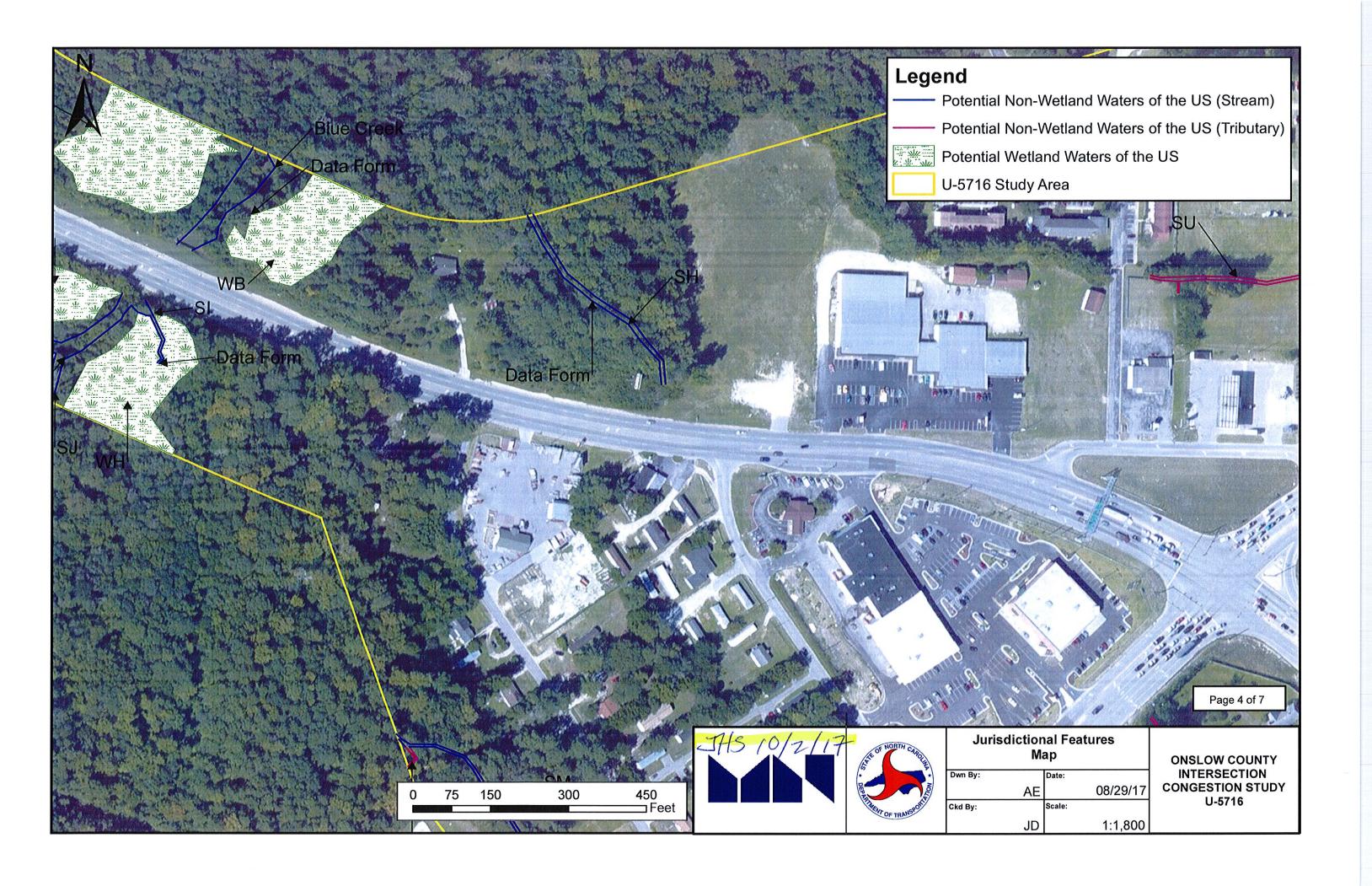
Electronic copy only distribution:
Brad Shaver- US Army Corps of Engineers, Wilmington Field Office
Mason Herndon-NCDOT Division 3 Environmental Officer
NCDWR- Central Office
File Copy

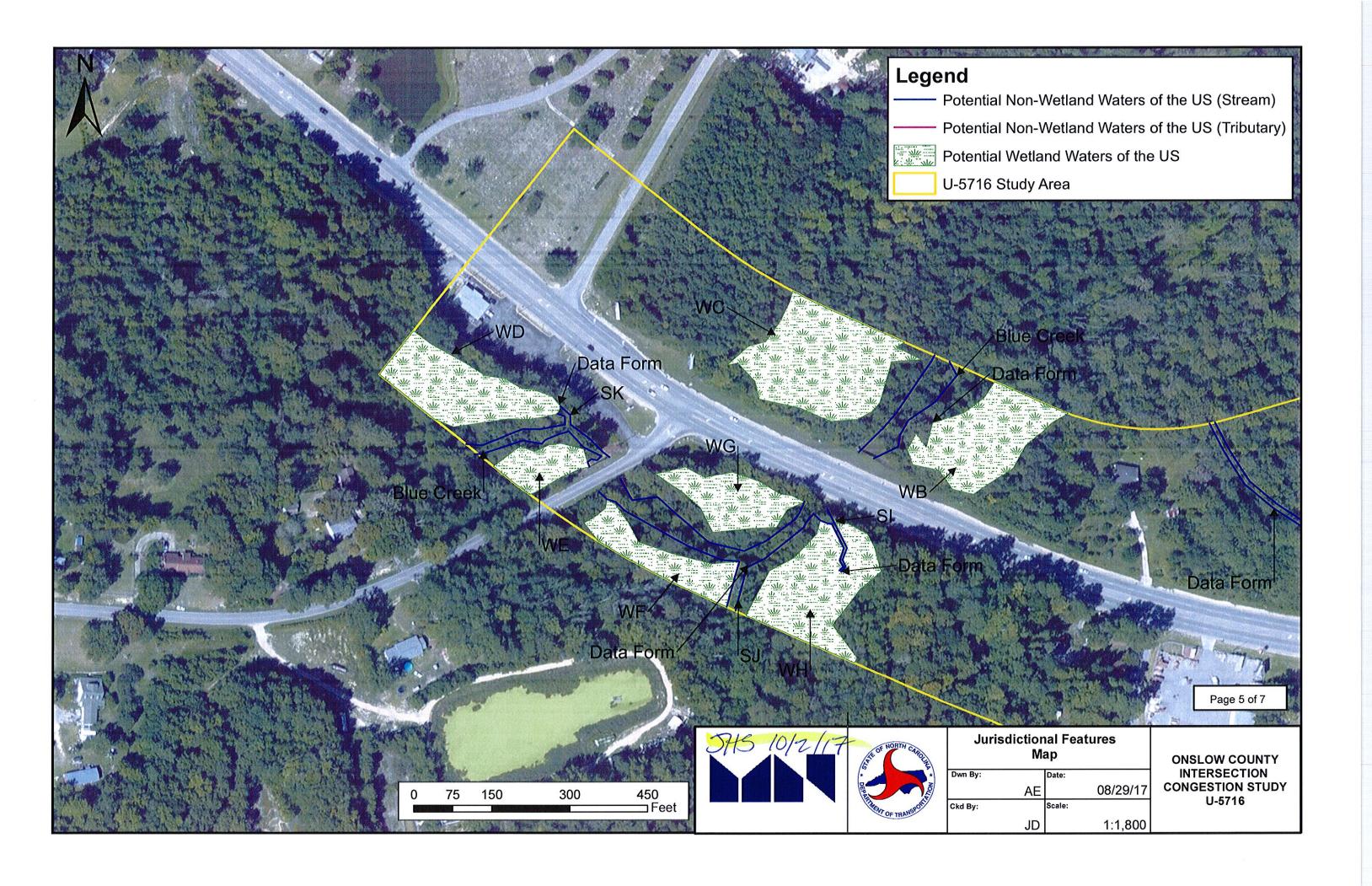


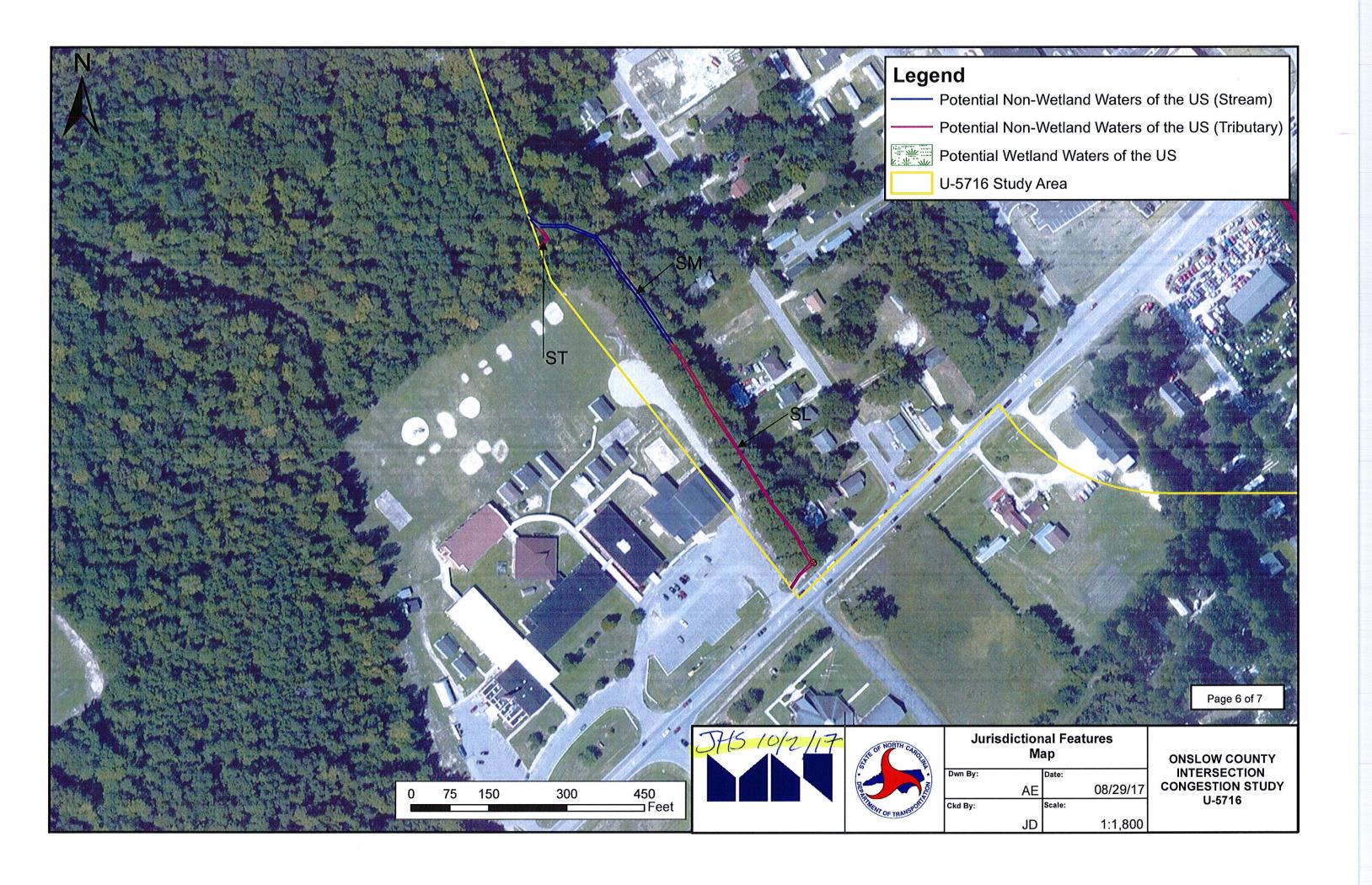


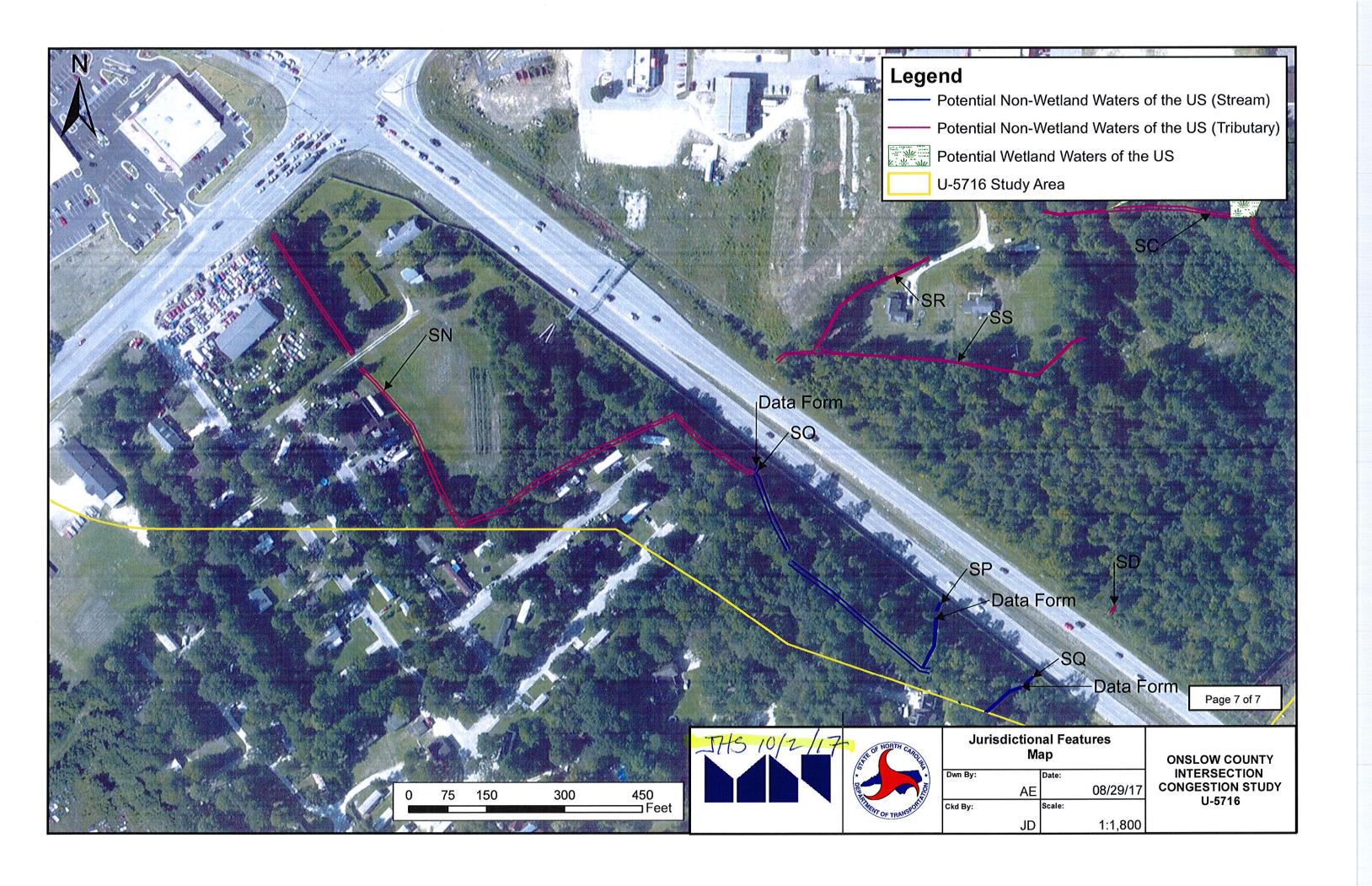












17-01-0005



NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.



PROJECT INF	ORMATION		
Project No:	U-5716	County:	Onslow
WBS No:	50116.1.FS1	Document:	Federal CE
F.A. No:	NHPP-0024(068)	Funding:	☐ State ☐ Federal
Federal Permit I	Required? X Yes	☐ No Permi	t Type: USACE

Project Description: Convert an at-grade intersection to a grade-separated interchange at the NC 24 @ US 258/NC 24 (Richlands Highway) intersection. The archaeological Area of Potential Effects (APE) measures 2.0 miles in length and encompasses the 100ft – 200ft existing right-of-ways.

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:

Permitting and funding information was reviewed for determining the level of archaeological input required by state and federal laws. Based on the submitted "request for cultural resources review" form, the project is federally-funded with federal permit interaction. As such, Section 106 of the National Historic Preservation Act will apply and the Federal Highway Administration (FHwA) will serve as the lead federal agency. Next, construction design and other data was examined (when applicable) to define the character and extent of potential impacts to the ground surfaces embracing the project locale. The APE was designed to capture the existing right-of-way and any federal permit areas.

Once an APE was outlined, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Thursday, January 19, 2017. No previously documented archaeological sites are located in the APE or directly adjacent.

Examination of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the NCSHPO website is important in establishing the location of noteworthy historic occupations related to a perspective construction impact area. A cross-check of these mapped resources concluded that none of the above properties are situated within or proximal to the APE. In addition, historic maps of Onslow County were appraised to identify former structure locations, land use patterns, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were inspected as well. In general, the cultural background review established that no previously recorded archaeological sites, NRHP properties, or cemeteries are located within the APE. Based on cultural-historical factors, the APE is considered to have a low potential for the documentation of archaeological resources.

Further, topographic, geologic, flood boundary, and NRCS soil survey maps (BmB, Ur) were referenced to evaluate pedeological, geomorphological, hydrological, and other environmental determinants that may have resulted in past occupation at this location. Aerial and on-ground photographs (NCDOT Spatial Data Viewer) and the Google Street View map application (when amenable) were also examined/utilized for additional assessment of disturbances, both natural and human induced, which compromise the integrity of archaeological sites. Environmental/impact factors do not suggest a heightened potential for archaeological resource recovery.

17-01-0005

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

Based on the extremely disturbed and urbanized nature of the entire APE, there is absolutely no potential for uncovering intact archaeological artifacts or deposits in the impacted right-of-way corridors. As currently proposed no further consultation is advocated. A finding of "no archaeological survey required" is considered appropriate.

SUPPORT D	OCUMENTAT	TION		
See attached:	Map(s)	Previous Survey Info	Photos	Correspondence
	Photocopy	of County Survey Notes	Other:	
FINDING BY NCDOT ARCHAEOLOGIST				
<u>NO ARCHAEOLOGY SURVEY REQUIRED</u>				
	•			
ACOH	Helvorse	n		1-25-2017
NCDOT				

17-02-0005



HISTORIC ARCHICTECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

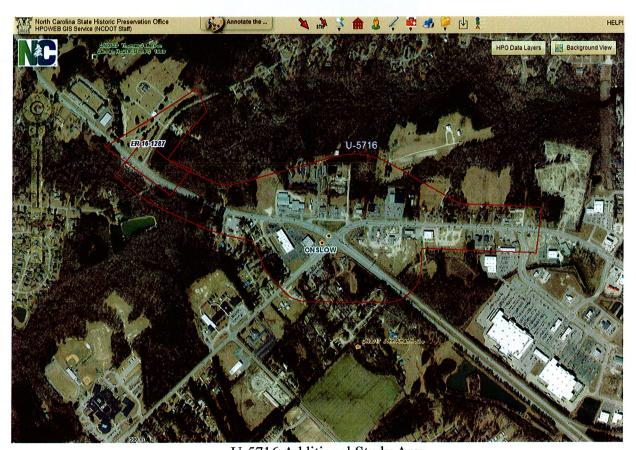
Project No:	U-5716	County:	Onslow
WBS No.:	50116.1.FS1	Document Type:	MCC
Fed. Aid No:	NHPP-0024(068)	Funding:	State Federal
Federal Permit(s):	⊠ Yes □ No	Permit Type(s):	NWP
Project Descrip			
Convert at-grade	e intersection to interchange	e at NC 24 and US	258/NC 24 in Jacksonville.
potential There are Consider There are There are meet the	effects. no properties less than fift ration G within the project's no properties within the p properties over fifty years criteria for listing on the N	ty years old which a s area of potential ef oroject's area of pote old within the area fational Register.	
	nts as needed.)	Date of fi	eld visit: April 19, 2017
Review of HPO q	nuary 17, 2017. Based on this	nd reports, historic de	signations roster, and indexes was IR, DE, LL, SL, or SS properties in than fifty years of age in the Area of
the project area. Potential Effects (of significance or Elementary School of the school. No	APE); however none of the p integrity to be eligible for Na	roperties that may be tional Register listing al Register listing, bu be acquired, and the a	affected by the project have a level g. One property, the Blue Creek t the project tapers to an end in front ccess to the school will not be
the project area. Potential Effects (of significance or Elementary School of the school. No	(APE); however none of the p integrity to be eligible for Na ol has the potential for Nationa additional right-of-way will b ay; therefore, no historic prop	roperties that may be tional Register listing al Register listing, bu be acquired, and the a	affected by the project have a level g. One property, the Blue Creek t the project tapers to an end in front ccess to the school will not be I by this project.

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

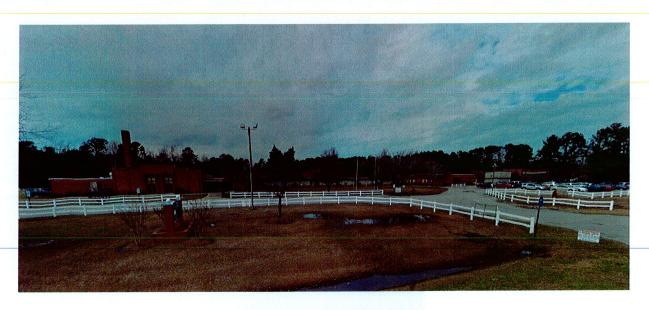
Historic Architecture and Landscapes - NO HISTORIC PROPERTIES PRESENT OF AFFECTED

NCDOT Architectural Historian

Date

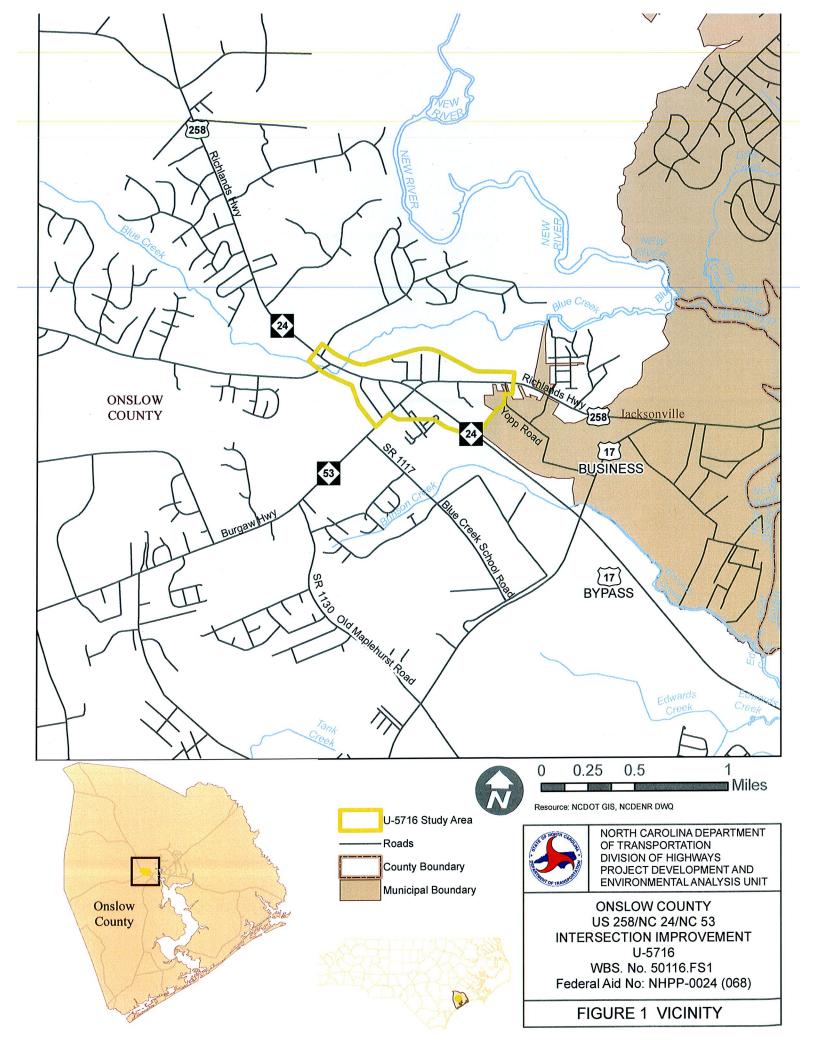


U-5716 Additional Study Area

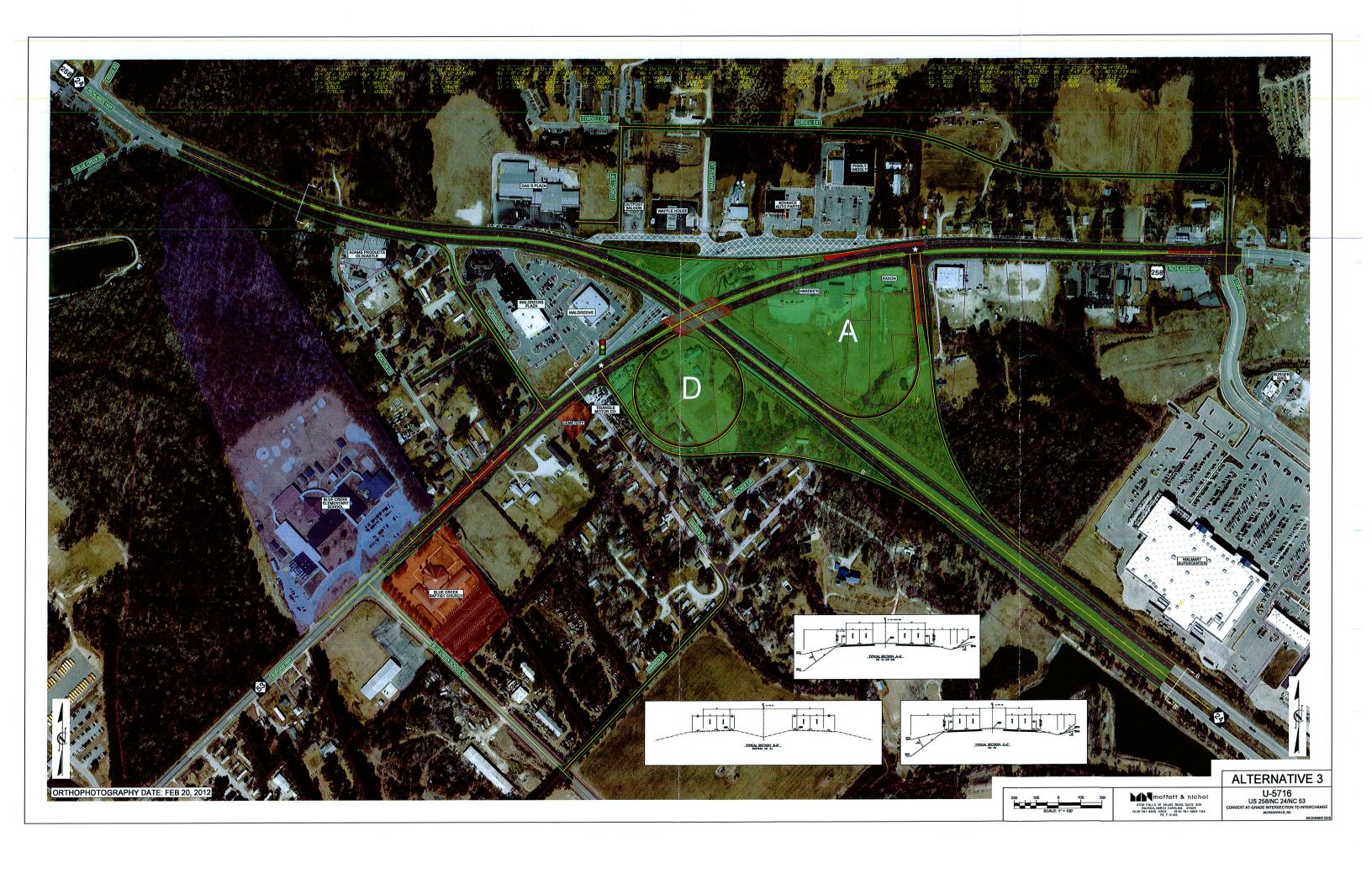


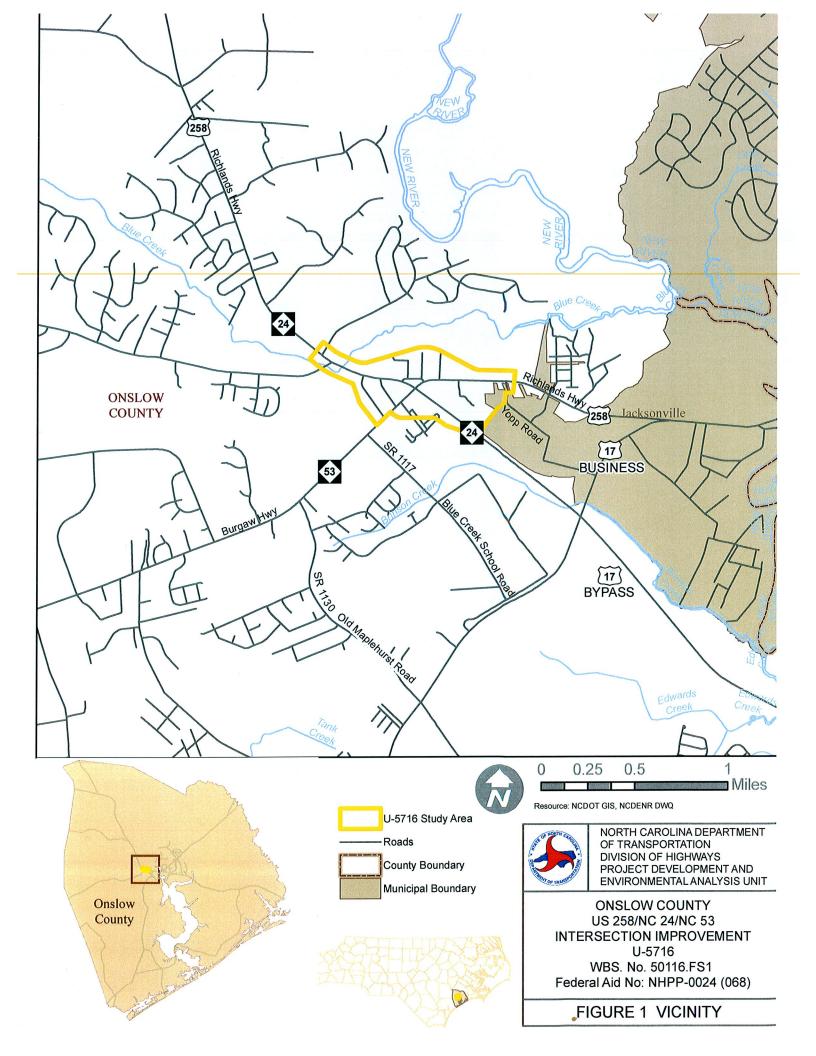
Blue Creek Elementary School

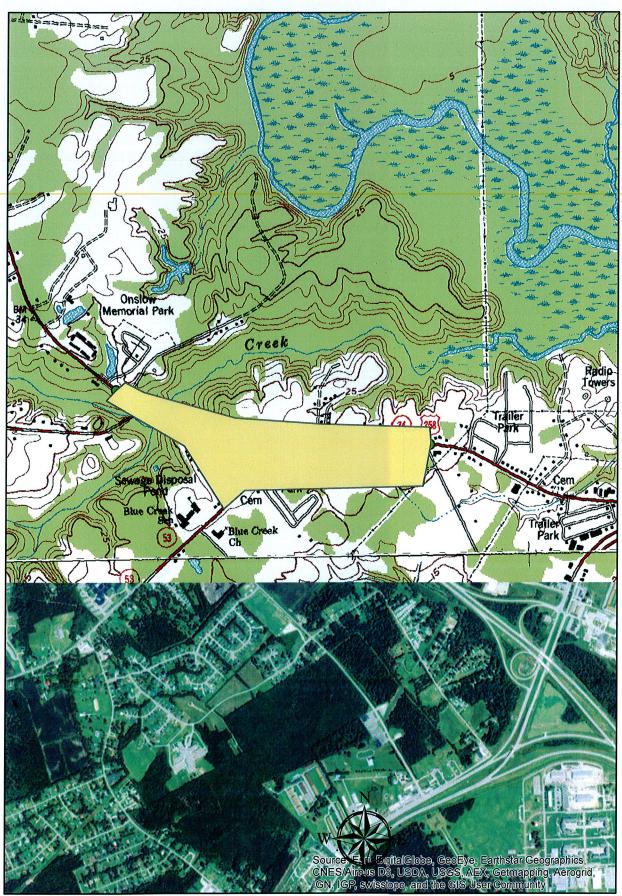
Page 3 of 3











Portion of the Jacksonville North topographic map displaying the boundaries and location of the project APE in Onslow County, North Carolina.



BmB—Baymeade-Urban land complex, 0 to 6 percent slopes Map Unit Setting

- National map unit symbol: 3ws5
- Elevation: 20 to 160 feet
- Mean annual precipitation: 40 to 55 inches
- Mean annual air temperature: 59 to 70 degrees F
- Frost-free period: 200 to 280 days
- Farmland classification: Not prime farmland

Map Unit Composition

- Baymeade and similar soils: 45 percent
- Urban land: 40 percent
- Minor components: 8 percent
- Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Baymeade

Setting

- Landform: Ridges on marine terraces
- Landform position (two-dimensional): Shoulder, summit
- Landform position (three-dimensional): Crest
- Down-slope shape: Convex
- Across-slope shape: Convex
- Parent material: Loamy and sandy marine deposits

Typical profile

- A 0 to 2 inches: fine sand
- E/Bh 2 to 30 inches: fine sand
- Bt 30 to 40 inches: fine sandy loam
- C 40 to 80 inches: loamy fine sand

Properties and qualities

• Slope: 0 to 6 percent

- Depth to restrictive feature: More than 80 inches
- Natural drainage class: Well drained
- Runoff class: Very low
- Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
- Depth to water table: About 48 to 60 inches
- Frequency of flooding: None
- Frequency of ponding: None
- Available water storage in profile: Low (about 3.6 inches)

Interpretive groups

- Land capability classification (irrigated): None specified
- Land capability classification (nonirrigated): 3s
- Hydrologic Soil Group: A
- Hydric soil rating: No

Description of Urban Land

Interpretive groups

- Land capability classification (irrigated): None specified
- Land capability classification (nonirrigated): 8
- Hydric soil rating: No

Minor Components

Lynn haven, undrained

- Percent of map unit: 2 percent
- Landform: Flats on marine terraces
- Down-slope shape: Linear
- Across-slope shape: Linear
- Hydric soil rating: Yes

Torhunta, undrained

- Percent of map unit: 2 percent
- Landform: Carolina bays on marine terraces, depressions on stream terraces, flats on marine terraces
- Down-slope shape: Linear
- Across-slope shape: Linear
- Hydric soil rating: Yes

Leon

- Percent of map unit: 2 percent
- Landform: Flats on marine terraces
- Down-slope shape: Linear
- Across-slope shape: Concave
- Hydric soil rating: Yes

Murville, undrained

- Percent of map unit: 2 percent
- Landform: Depressions on marine terraces, flats on marine terraces
- Down-slope shape: Concave
- Across-slope shape: Concave
- Hydric soil rating: Yes

Ur-Urban land

Map Unit Composition

- Urban land: 90 percent
- Estimates are based on observations, descriptions, and transects of the mapunit.

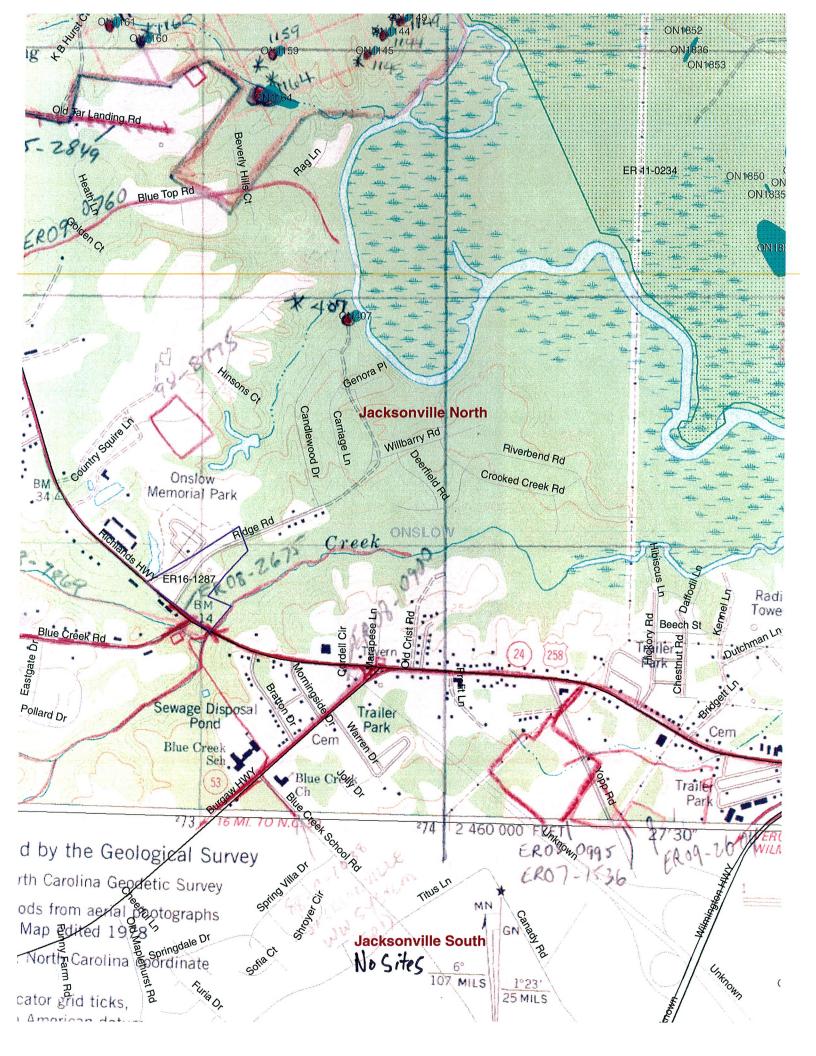
Description of Urban Land

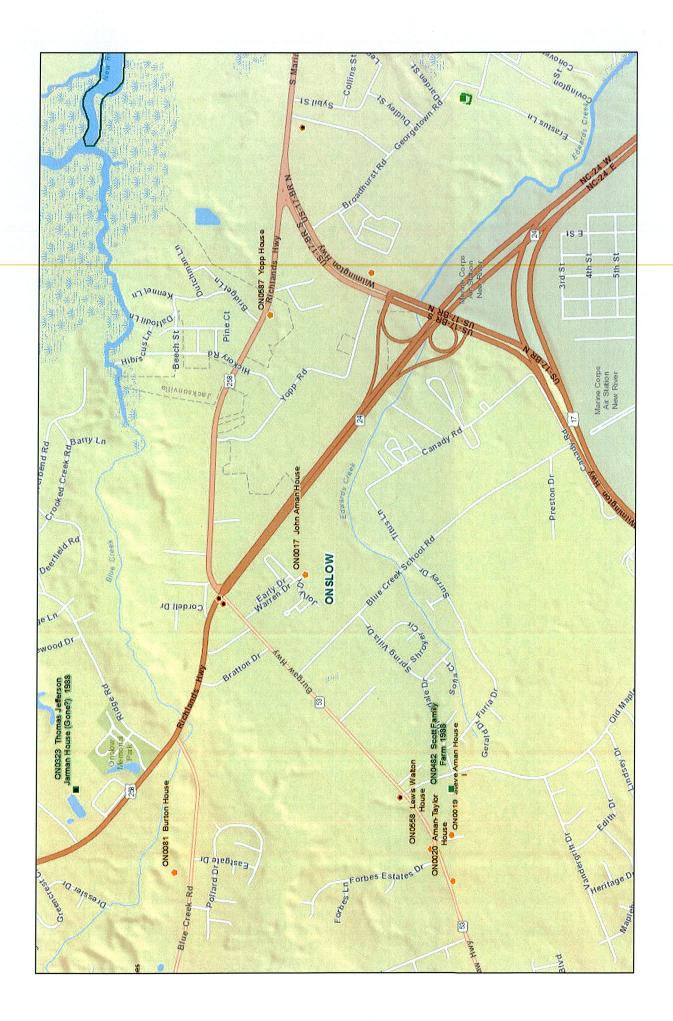
Setting

- Down-slope shape: Linear
- Across-slope shape: Linear

Interpretive groups

Land capability classification (irrigated): None specified







STATE OF NORTH CAROLINA DEPARTMENT OF ADMINISTRATION

ROY COOPER
GOVERNOR

MACHELLE SANDERS
SECRETARY

September 12, 2017

Mr. Trace Howell North Carolina Department of Transportation Division 3 5501 Barbados Blvd Castle Hayne, North Carolina 28429

Re: SCH File # 18-E-4220-0032; Proposed project is for approximately 2.2 miles of road improvements along US 258 from Pony Farm Road to NC 53. STIP U-5739

Dear Mr. Howell:

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

Attached to this letter are reviewer comments which identify issues to be addressed in the environmental review document. The appropriate document should be forwarded to the State Clearinghouse for compliance with State Environmental Policy Act. Should you have any questions, please do not hesitate to call me at (919) 807-2425.

Sincerely,

Crystal Best

instal Best

State Environmental Review Clearinghouse

Attachments cc: Region P

Website: www.ncadmin.nc.gov



MEMORANDUM

To: Crystal Best

State Clearinghouse Coordinator Department of Administration

From: Lyn Hardison LB /

Division of Environmental Assistance and Customer Service Environmental Assistance and Project Review Coordinator

Washington Regional Office

RE: 18-0032

Scoping - Proposed project is for approximately 2.2 miles of road improvements along

US 258 from Pony Farm Road to NC 53. STIP U 5739

Onslow County

Date: September 11, 2017

The Department of Environmental Quality has reviewed the proposal for the referenced project. Based on the information provided, several of our agencies have offered some valuable information and advice that will assist the applicant in preparing the necessary environmental documents. The comments are attached for the applicant's consideration.

The Department encourages the applicant to continue to work with our agencies during the NEPA Merger Process and as this project moves forward.

Thank you for the opportunity to respond.

Attachments



Gordon Myers, Executive Director

MEMORANDUM

TO:

Lyn Hardison, Environmental Assistance Coordinator

Division of Environmental Assistance and Outreach, DENR

FROM:

Travis Wilson, Highway Project Coordinator

Habitat Conservation Program

DATE:

September 6, 2017

SUBJECT:

Response to the start of study notification regarding fish and wildlife concerns for

the proposed improvements along US 258 from SR 1212 to NC 53, Onslow

County North Carolina. TIP project: U-5739, SCH # 18-0032

This memorandum responds to a request for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

This section of US 258 crosses Blue Creek. Anadromous fish utilize Blue Creek within the project study are, therefore WRC request an in water work moratorium of February 15 to June 30 for this crossing. Furthermore, to help facilitate document preparation and the review process our general informational needs are outlined below:

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

NC Natural Heritage Program
Dept. of Environment & Natural Resources
1601 Mail Service Center
Raleigh, NC 27699-1601.

Telephone: (919) 707-0220 • **Fax:** (919) 707-0028

WWW.ncnhp.org

and,

NCDA Plant Conservation Program

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

- 2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.
- 3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
- 4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.
- 5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).
- 6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.
- 7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.
- 8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.
- 9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 707-0370.



MICHAEL S. REGAN

MICHAEL SCOTT

Date: August 22, 2017

To: Michael Scott, Director

Division of Waste Management

Through: Qu Qi, LG

Inactive Hazardous Sites Branch - Central Unit

From: Katie Tatum

Inactive Hazardous Sites Branch

Subject: NEPA Project #18-0032 NC Department of Transportation, Onslow County, North Carolina

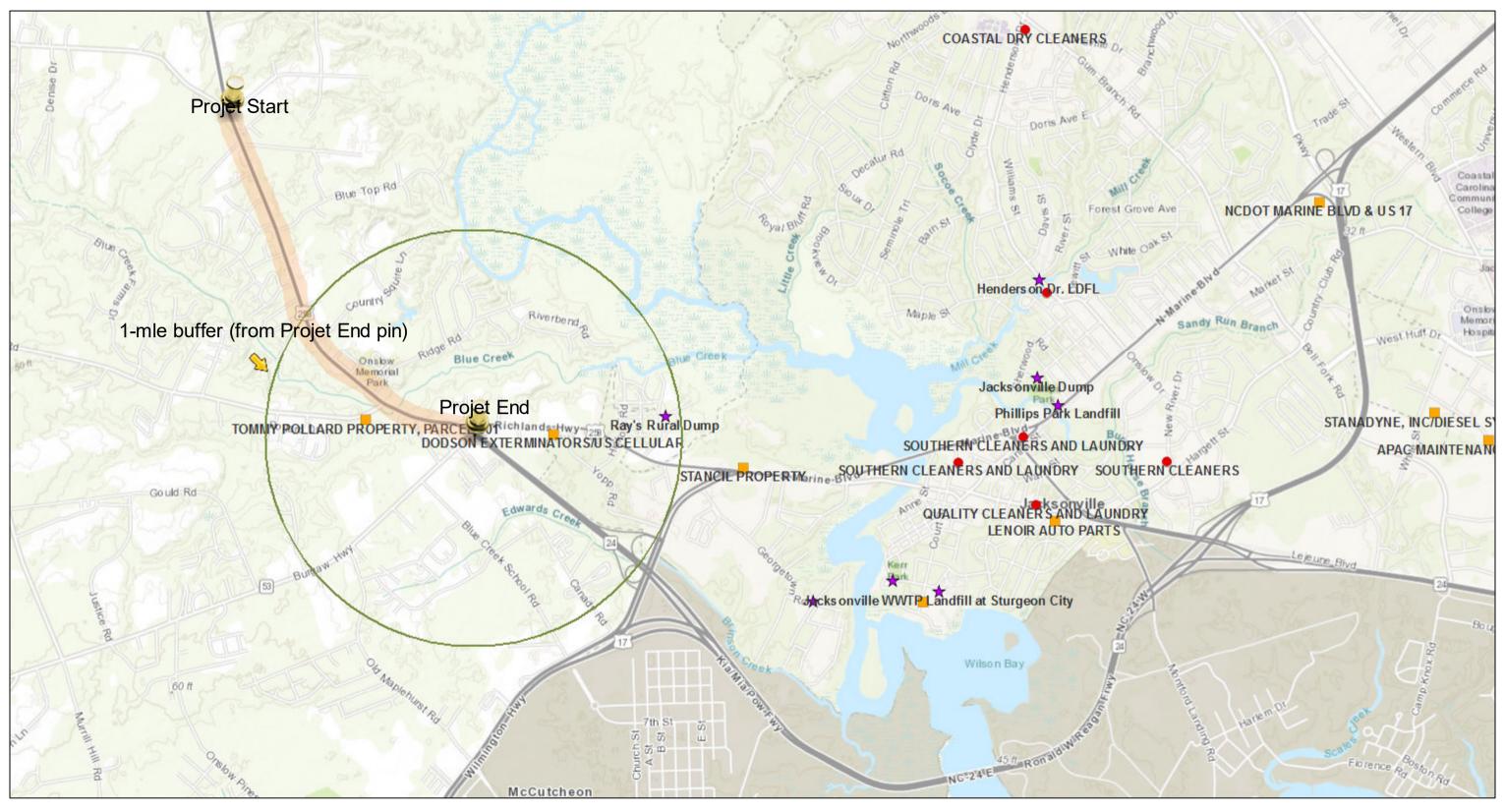
The Superfund Section has reviewed the proximity of sites under its jurisdiction to the NC Department of Transportation project. Proposed project is for approximately 2.2 miles of road improvements along US 258 from Pony Farm Road to NC 53.

Three sites were identified within one mile of the project as shown on the attached map and in the table below. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: http://deq.nc.gov/waste-management-laserfiche

Please contact Qu Qi at 919.707.8213 if you have any questions.

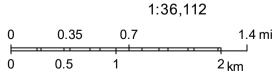
ID#	Site Name	Status
NONCD0002624	Dodson Exterminators/US	Open site on the Inactive Hazardous Sites
	Cellular	Inventory
NONCD0002608	Tommy Pollard Property,	Open site on the Inactive Hazardous Sites
	Parcel 901	Inventory
NONCD0000481	Ray's Rural Dump	Site on the Pre-Regulatory Landfill Unit Inventory

Superfund Section SEPA Review





- ★ Pre-Regulatory Landfill Sites
- Dry-Cleaning Solvent Cleanup Act Sites
- Inactive Hazardous Sites
- SEPA_AGOL All Sites



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS



ROY COOPER
Governor

MICHAEL S. REGAN
Secretary

MICHAEL SCOTT
Director

MEMORANDUM

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Drew Hammonds, Eastern District Supervisor - Solid Waste Section

DATE: September 7, 2017

SUBJECT: Review: Project #18-0032 — Onslow County (Scoping Document - Proposed project is for approximately 2.2 miles of road improvements along US 258 from Pony Farm Rd to NC 53)

The Division of Waste Management, Solid Waste Section (Section) has reviewed the scoping document submitted by the NCDOT for the proposed 2.2 miles of road improvement projects along US 258 from Pony Farm Road to NC 53 in Onslow County, NC. Based on the information provided in this document, the Section does not see an adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project.

It is recommended that during the demolition and the construction of this project, the NCDOT and/or its contractors should make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility permitted by the Division. The Section strongly recommends that the NCDOT require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.

Permitted solid waste management facilities are listed on the Division of Waste Management, Solid Waste Section portal site at: https://deq.nc.gov/about/divisions/waste-management/waste-management-annual-reports/solid-waste-permitted-facility-list

Questions regarding solid waste management for this project should be directed to Mr. Ray Williams, Environmental Senior Specialist, Solid Waste Section, at (252) 948-3955.

cc: Ray Williams, Environmental Senior Specialist





MICHAEL S. REGAN
Secretary

MICHAEL SCOTT

August 14, 2017

To: Michael Scott, Director

Division of Waste Management

From: Bill Hunneke, Eastern Region Compliance

Supervisor, Compliance Branch, Hazardous Waste

Section

Subject: Hazardous Waste Section Comments on the scoping proposal for road improvements along US

258 from Pony Farm Road to NC 53 (STIP U 5739) in the Jacksonville Urban Area. (Onslow

County).

Project Number: 18-0032

The Hazardous Waste Section (HWS) has reviewed the scoping proposal for the for approximately 2.2 miles of road improvements along US 258 from Pony Farm Road to NC 53. (STIP U 5739) in the Jacksonville Urban Area. (Onslow County).

Any hazardous waste generated from the demolition, construction, operation, maintenance, and/or remediation (e.g. excavated soil) from the proposed project must be managed in accordance with the North Carolina Hazardous Waste Rules. The demolition, construction, operation, maintenance, and remediation activities conducted will most likely generate a solid waste, and a determination must be made whether it is a hazardous waste. If a project site generates more than 220 pounds of hazardous waste in a calendar month, the HWS must be notified, and the site must comply with the small quantity generator requirements. If a project site generates more than 2200 pounds of hazardous waste in a calendar month, the HWS must be notified, and the facility must comply with the large quantity generator requirements.

Should any questions arise, please contact me at 252-364-8977.

Kind regards,

William Hunneke

Eastern Region Compliance Supervisor

State of North Carolina Department of Environmental Quality INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: WIRO

Project Number: <u>18-0032</u> Due Date: <u>09/04/2017</u>

County: Onslow

After review of this project it has been determined that the DEQ 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, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Postapplication technical conference usual.	30 days (90 days)		
	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)		
	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 begins activity. On-site inspection. Preapplication conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)		
	Water Use Permit	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 groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)		
	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.O100 thru 2Q.0300)	t facilities and/or Emission Sources as construction and operation of the source. If a permit is required in an area without local zoning, then there are additional			
	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 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)		
	sedimentation control plan will be required if one by applicable Regional Office (Land Quality Section	must be properly addressed for any land disturbing activity. An erosion & or more acres are to be disturbed. Plan must be filed with and approved n) at least 30 days before beginning activity. A NPDES Construction sued should design features meet minimum requirements. A fee of \$65 s review option is available with additional fees.	20 days (30 days)		
\boxtimes		ssed in accordance with NCDOT's approved program. Particular of appropriate perimeter sediment trapping devices as well as stable	(30 days)		
	Sedimentation and erosion control must be addre Particular attention should be given to design and as stable Stormwater conveyances and outlets.	ssed in accordance with Local Government's approved program. installation of appropriate perimeter sediment trapping devices as well	Based on Local Program		
		rmwater Program which regulates three types of activities: Industrial,	30-60 days (90 days)		
	Compliance with 15A NCAC 2H 1000 -State Storm	water Permitting Programs regulate site development and post- bject to these permit programs include all 20 coastal counties, and	45 days (90 days)		

Reviewing Regional Office: WIRO

Project Number: <u>18-0032</u> Due Date: <u>09/04/2017</u>

County: Onslow

			Name I Decree			
			Normal Process Time			
	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	(statutory time			
		On site inspection usual Curety hand filed with DEO Band are sunt	limit)			
		On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected	30 days			
	Mining Permit	area greater than one acre must be permitted. The appropriate bond	(60 days)			
		must be received before the permit can be issued.				
		If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect				
		construction, and certify construction is according to DEQ approved				
П	Dam Safety Permit	plans. May also require a permit under mosquito control program. And	30 days			
	,	a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must	(60 days)			
		accompany the application. An additional processing fee based on a				
		percentage or the total project cost will be required upon completion.				
	Oil Refining Facilities	N/A	90-120 days (N/A)			
		File surety bond of \$5,000 with DEQ running to State of NC conditional	10 days			
	Permit to drill exploratory oil or gas well	that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	N/A			
		Application filed with DEQ at least 10 days prior to issue of permit.	10 days			
	Geophysical Exploration Permit	Application by letter. No standard application form.	N/A			
		Application fee based on structure size is charged. Must include	15-20 days			
	State Lakes Construction Permit	descriptions & drawings of structure & proof of ownership of riparian property	N/A			
		Compliance with the T15A 02H .0500 Certifications are required	60 days			
\boxtimes	401 Water Quality Certification	whenever construction or operation of facilities will result in a	60 days (130 days)			
	Compliance with Catawha, Goose Creek, Jordan L	discharge into navigable water as described in 33 CFR part 323. ake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required.	. , ,			
	Buffer requirements: <a (usts)="" are="" discovered="" during<="" href="http://deq.nc.gov/about/div</td><td></td></tr><tr><td></td><td>branch/401-wetlands-buffer-permits/401-ripariar</td><td>n-buffer-protection-program</td><td></td></tr><tr><td></td><td>Nutrient Offset: Loading requirements for nitroge</td><td>n and phosphorus in the Neuse and Tar-Pamlico River basins, and in the</td><td></td></tr><tr><td></td><td>Jordan and Falls Lake watersheds, as part of the n</td><td></td></tr><tr><td></td><td>information:
http://deg.nc.gov/about/divisions/water-resource</td><td></td></tr><tr><td></td><td>nttp://deq.nc.gov/about/divisions/water-resource</td><td></td></tr><tr><td></td><td>CAMA Permit for MAJOR development</td><td>\$250.00 - \$475.00 fee must accompany application</td><td>75 days</td></tr><tr><td></td><td></td><td></td><td>(150 days)
22 days</td></tr><tr><td>Ш</td><td>CAMA Permit for MINOR development</td><td>\$100.00 fee must accompany application</td><td>(25 days)</td></tr><tr><td></td><td>Abandonment of any wells, if required must be in</td><td>accordance with Title 15A. Subchapter 2C.0100.</td><td></td></tr><tr><td></td><td>Notification of the proper regional office is reques</td><td>sted if " orphan"="" storage="" tanks="" td="" underground=""><td></td>					
	any excavation operation.	and an alternation of a multipurpton system and by a supplier of the supplier				
		ansion, or alteration of a public water system must be approved by the Section prior to the award of a contract or the initiation of construction				
\boxtimes	as per 15A NCAC 18C .0300 et. seq., Plans and spe	cifications should be submitted to 1634 Mail Service Center, Raleigh,	30 days			
		lly systems must comply with state and federal drinking water monitoring				
	requirements. For more information, contact the Public Water Supply Section, (919) 707-9100. If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to					
\boxtimes	the Division of Water Resources/Public Water Sup	pply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-	30 days			
	1634. For more information, contact the Public W	** *				
		nsion, or alteration of the water system must be approved rity. Please contact them at for further information.				
	3					

State of North Carolina Department of Environmental Quality INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: WIRO

Project Number: <u>18-0032</u> Due Date: <u>09/04/2017</u>

County: Onslow

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

Division	Initials	No	Comments	Date
		comment		Review
DAQ	DAC	\boxtimes		8/15/17
DWR-WQROS	JHS		401/Individual certification will most likely be required & wetlands need to	8/16/17
(Aquifer & Surface)	&		be delineated and approved by the USACE	/ /
DWR-PWS				/ /
DEMLR (LQ & SW)	DES		NC DOT and DEMLR has a MOU that allows NCDOT to handle this internally.	8/18/17
DWM – UST	WER		High risk Inc. # 11964, Low risk Inc. # 11811 and 15405 are located along the AOC.	8/15/17
Other Comments				/ /

Questions regard	ing these pe	REGIONAL OFFICES rmits should be addressed to the Region	onal Office	marked below.
Asheville Regional Office 2090 U.S. 70 Highway Swannanoa, NC 28778-8211 Phone: 828-296-4500 Fax: 828-299-7043		Fayetteville Regional Office 225 Green Street, Suite 714, Fayetteville, NC 28301-5043 Phone: 910-433-3300 Fax: 910-486-0707		Mooresville Regional Office 610 East Center Avenue, Suite 301, Mooresville, NC 28115 Phone: 704-663-1699 Fax: 704-663-6040
Raleigh Regional Office 3800 Barrett Drive, Raleigh, NC 27609 Phone: 919-791-4200 Fax: 919-571-4718		Washington Regional Office 943 Washington Square Mall, Washington, NC 27889 Phone: 252-946-6481 Fax: 252-975-3716		Wilmington Regional Office 127 Cardinal Drive Ext., Wilmington, NC 28405 Phone: 910-796-7215 Fax: 910-350-2004
		Winston-Salem Regional Office 450 Hanes Mill Road, Suite 300, Winston-Salem, NC 27105 Phone: 336-776-9800 Fax: 336-776-9797		

NORTH CAROLINA STATE CLEARINGHOUSE DEPARTMENT OF ADMINISTRATION INTERGOVERNMENTAL REVIEW

COUNTY: ONSLOW

F02: HIGHWAYS AND ROADS

STATE NUMBER:

18-E-4220-0032

DATE RECEIVED:

08/08/2017

AGENCY RESPONSE: 09/04/2017 REVIEW CLOSED:

09/07/2017

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



NOH 8/23/17

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DEPT OF ENVIRONMENTAL QUALITY

DEPT OF NATURAL & CULTURAL RESOURCE

DEPT OF TRANSPORTATION

DNCR - NATURAL HERITAGE PROGRAM

DPS - DIV OF EMERGENCY MANAGEMENT

EASTERN CAROLINA COUNCIL

PROJECT INFORMATION

APPLICANT: NC Department of Transportation

TYPE: State Environmental Policy Act

Scoping

DESC: Proposed project is for approximately 2.2 miles of road improvements along US 258

from Pony Farm Road to NC 53. STIP U-5739

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.

			34
AS A RESULT OF T	HIS REVIEW THE FOLLOWING IS SUBMIT	TED: NO COMMENT	COMMENTS ATTACHED
	Sledhill-Early	DATE:	9.6.17
elli orois	et is covered by the nor transportation pro I Pope Furt & Matt Ditt	Programmatic as	geement
Lor me	nor transportation pro	eet. Please co.	etact
Mau	1 Pope Furt & Mattalia	erson in MCDOY	

NORTH CAROLINA STATE CLEARINGHOUSE DEPARTMENT OF ADMINISTRATION INTERGOVERNMENTAL REVIEW

COUNTY: ONSLOW

F02: HIGHWAYS AND ROADS

STATE NUMBER:

18-E-4220-0032

DATE RECEIVED: 08/08/2017

AGENCY RESPONSE: 09/04/2017

REVIEW CLOSED:

09/07/2017

MR RODNEY BUTLER CLEARINGHOUSE COORDINATOR DNCR - NATURAL HERITAGE PROGRAM 1651 MAIL SERVICE CENTER RALEIGH NC

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AS A	A RESULT	OF THIS	REVIEW	THE F	FOLLOWING	IS	SUBMITTED:	NO	COMMENT	X	COMMENTS	ATTACHED
SIGN	NED BY:	Ju.	jann	e 1	Mason	n	(NCNHP)		DAT	TE: _	2017-08	3-25



North Carolina Department of Natural and Cultural Resources Natural Heritage Program

Governor Roy Cooper Secretary Susi H. Hamilton

NCNHDE-4203

August 25, 2017

North Carolina State Clearinghouse Coordinator NC Department of Administration 1301 MSC Raleigh, NC 27699-1301

RE: Scoping - U-5739 Improvements along US 258 from SR 1212 to NC 53; U-5739/SCH#18-0032

Dear North Carolina State Clearinghouse Coordinator:

The North Carolina Natural Heritage Program (NCNHP) appreciates the opportunity to provide information about natural heritage resources for the project referenced above.

A query of the NCNHP database indicates that there are records for rare species, important natural communities, natural areas, or conservation/managed areas within the proposed project boundary. These results are presented in the attached 'Documented Occurrences' tables and map.

The attached 'Potential Occurrences' table summarizes rare species and natural communities that have been documented within a one-mile radius of the property boundary. The proximity of these records suggests that these natural heritage elements may potentially be present in the project area if suitable habitat exists and is included for reference. Tables of natural areas and conservation/managed area within a one-mile radius of the project area, if any, are also included in this report.

Please note that natural heritage element data are maintained for the purposes of conservation planning, project review, and scientific research, and are not intended for use as the primary criteria for regulatory decisions. Information provided by the NCNHP database may not be published without prior written notification to the NCNHP, and the NCNHP must be credited as an information source in these publications. Maps of NCNHP data may not be redistributed without permission.

Also please note that the NC Natural Heritage Program may follow this letter with additional correspondence if a Dedicated Nature Preserve (DNP), Registered Heritage Area (RHA), Clean Water Management Trust Fund (CWMTF) easement, or an occurrence of a Federally-listed species is documented near the project area.

If you have questions regarding the information provided in this letter or need additional assistance, please contact Suzanne Mason at suzanne.mason@ncdcr.gov or 919.707.8637.

Telephone: (919) 707-8107

www.ncnhp.org

Sincerely, NC Natural Heritage Program

Natural Heritage Element Occurrences, Natural Areas, and Managed Areas Intersecting the Project Area Scoping - U-5739 Improvements along US 258 from SR 1212 to NC 53 Project No. U-5739/SCH#18-0032 August 25, 2017 NCNHDE-4203

No Element Occurrences are Documented within the Project Area

There are no documented element occurrences (of medium to very high accuracy) that intersect with the project area. Please note, however, that although the NCNHP database does not show records for rare species within the project area, it does not necessarily mean that they are not present; it may simply mean that the area has not been surveyed. The use of Natural Heritage Program data should not be substituted for actual field surveys if needed, particularly if the project area contains suitable habitat for rare species. If rare species are found, the NCNHP would appreciate receiving this information so that we may update our database.

No Natural Areas are Documented within the Project Area

Managed Areas Documented Within Project Area

Managed Area Name	Owner	Owner Type
Onslow County Open Space	Onslow County: multiple local government	Local Government

NOTE: If the proposed project intersects with a conservation/managed area, please contact the landowner directly for additional information. If the project intersects with a Dedicated Nature Preserve (DNP), Registered Natural Heritage Area (RHA), or Federally-listed species, NCNHP staff may provide additional correspondence regarding the project.

Definitions and an explanation of status designations and codes can be found at https://ncnhde.natureserve.org/content/help. Data query generated on August 25, 2017; source: NCNHP, Q3 July 2017. Please resubmit your information request if more than one year elapses before project initiation as new information is continually added to the NCNHP database.

Natural Heritage Element Occurrences, Natural Areas, and Managed Areas Within a One-mile Radius of the Project Area Scoping - U-5739 Improvements along US 258 from SR 1212 to NC 53

Project No. U-5739/SCH#18-0032 August 25, 2017 NCNHDE-4203

Element Occurrences Documented Within a One-mile Radius of the Project Area

Taxonomic Group	EO ID	Scientific Name	Common Name	Last Observation Date	Element Occurrence Rank	Accuracy	Federal Status	State Status	Global Rank	State Rank
Natural Community	681	Tidal Swamp (Mixed Subtype)		2012	ВС	3-Medium			G1G2	S1S2
True Bug	10416	Chlorochroa dismalia	Dismal Swamp Green Stink Bug	1959-06-26	Н	5-Very Low		Significantly Rare	G1G3	S1?

Natural Areas Documented Within a One-mile Radius of the Project Area

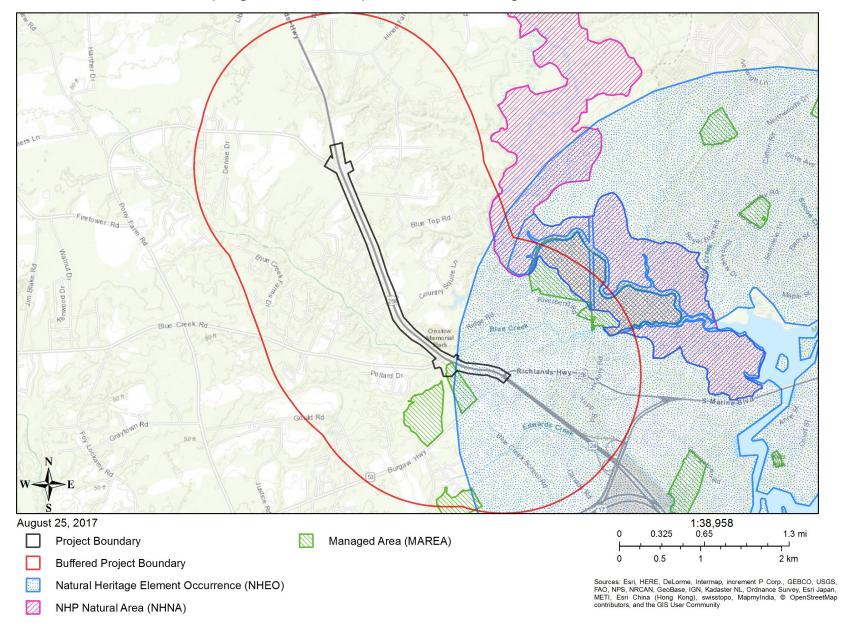
Site Name	Representational Rating	Collective Rating
New River Swamps and Marshes	R2 (Very High)	C5 (General)

Managed Areas Documented Within a One-mile Radius of the Project Area

Managed Area Name	Owner	Owner Type
NC Clean Water Management Trust Fund Easement	NC DNCR, Clean Water Management Trust Fund	State
Onslow County Open Space	Onslow County: multiple local government	Local Government

Definitions and an explanation of status designations and codes can be found at https://ncnhde.natureserve.org/content/help. Data query generated on August 25, 2017; source: NCNHP, Q3 July 2017. Please resubmit your information request if more than one year elapses before project initiation as new information is continually added to the NCNHP database.

NCNHDE-4203: Scoping - U-5739 Improvements along US 258 from SR 1212 to NC 53



NORTH CAROLINA STATE CLEARINGHOUSE DEPARTMENT OF ADMINISTRATION INTERGOVERNMENTAL REVIEW

COUNTY: ONSLOW

F02: HIGHWAYS AND ROADS

STATE NUMBER:

gachsmiele, NC

18-E-4220-0032

DATE RECEIVED: 08/08/2017

AGENCY RESPONSE: 09/04/2017

REVIEW CLOSED: 09/07/2017

MR JOSEPH HUDYNCIA CLEARINGHOUSE COORDINATOR DEPT OF AGRICULTURE 1001 MSC - AGRICULTURE BLDG RALEIGH NC

REVIEW DISTRIBUTION

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DEPT OF NATURAL & CULTURAL RESOURCE

DEPT OF TRANSPORTATION

DNCR - NATURAL HERITAGE PROGRAM

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EASTERN CAROLINA COUNCIL

PROJECT INFORMATION

APPLICANT: NC Department of Transportation

TYPE: State Environmental Policy Act

Scoping

DESC: Proposed project is for approximately 2.2 miles of road improvements along US 258 from Pony Farm Road to NC 53. STIP U-5739

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 additiona	al review time is ne	eded, please	contact this	office at (919)807-2425.
AS A RESULT	OF THIS REVIEW THE	FOLLOWING IS	SUBMITTED:	NO COMMENT	COMMENTS ATTACHED
SIGNED BY:	My M	M		DATE	: 8/29/2017
				·	

NORTH CAROLINA STATE CLEARINGHOUSE DEPARTMENT OF ADMINISTRATION INTERGOVERNMENTAL REVIEW

-AUG : - 2017

COUNTY: ONSLOW

F02: HIGHWAYS AND ROADS

STATE NUMBER:

18-E-4220-0032

DATE RECEIVED:

08/08/2017

AGENCY RESPONSE: 09/04/2017

REVIEW CLOSED: 09/07/2017

MS CINDY WILLIAMS
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT
FLOODPLAIN MANAGEMENT PROGRAM

RALEIGH NC

REVIEW DISTRIBUTION

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DEPT OF NATURAL & CULTURAL RESOURCE

DEPT OF TRANSPORTATION

DNCR - NATURAL HERITAGE PROGRAM

DPS - DIV OF EMERGENCY MANAGEMENT

EASTERN CAROLINA COUNCIL

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AS A RESULT	OF THIS REVIEW	THE FOLLOWING IS	SUBMITTED: NO	COMMENT X COM	MENTS ATTACHED
SIGNED BY:	John D.	Bulake		DATE: Jif	Av just 2017

RECEIVED Secretary's AUG 2 9 2017

> Office DOA

Roy Cooper, Governor Erik A. Hooks, Secretary Michael A. Sprayberry, Director

August 24, 2017

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

Subject: Intergovernmental Review State Number: 18-E-4220-0032 NCDOT TIP U-5739, US-258 Improvements, Onslow County

As requested by the North Carolina State Clearinghouse, the North Carolina Department of Public Safety Division of Emergency Management Risk Management reviewed the Scoping Document for the highway improvements of US 258 in Onslow County (NCDOT STIP U-5739) and offers the following comment:

The proposed project includes encroachment within the Special Flood Hazard Area (SFHA) of Blue Creek. Please refer to the North Carolina Flood Risk Information System and Flood Insurance Rate Map Panel 4356. North Carolina Executive Order 123 directs NCDOT to coordinate with and follow the FHWA floodplain management requirements which are found in the Federal Executive Order 11988. To ensure NCDOT compliance with EO 11988 and 44 CFR the NCDOT Hydraulics Section and the NC Floodplain Mapping Program have a Memorandum of Agreement (MOA). Please coordinate with NCDOT Hydraulics to determine if the proposed crossings within this project are eligible to fall within the MOA.

Thank you for your cooperation and consideration. If you have any questions concerning the above comments, please contact me at (919) 825-2300, by email at dan.brubaker@ncdps.gov or at the address shown on the footer of this document.

Sincerely,

John D. Brubaker, P.E., CFM

A D Bulo S

NFIP Coordinator Risk Management

File cc:

> **MAILING ADDRESS:** 4218 Mail Service Center Raleigh NC 27699-4218 www.ncdps.gov www.ncfloodmaps.com



Fax: (919) 825-0408

NORTH CAROLINA STATE CLEARINGHOUSE DEPARTMENT OF ADMINISTRATION INTERGOVERNMENTAL REVIEW

COUNTY: ONSLOW

FO2: HIGHWAYS AND ROADS

STATE NUMBER:

18-E-4220-0032

DATE RECEIVED:

08/08/2017 AGENCY RESPONSE: 09/04/2017

REVIEW CLOSED:

09/07/2017

MS CARRIE ATKINSON CLEARINGHOUSE COORDINATOR DEPT OF TRANSPORTATION STATEWIDE PLANNING - MSC #1554 RALEIGH NC

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DNCR - NATURAL HERITAGE PROGRAM

DPS - DIV OF EMERGENCY MANAGEMENT

EASTERN CAROLINA COUNCIL

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



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	AS	A	RES	ULT	OF	THIS REVIE	WTHE	FOLLOWING	IS	SUBMITTED:		NO	COMMENT	X	COMMENTS	ATTACHED
	SI	GNE	ED B	BY:		Carl	lvi	Bu	40		<u></u>		DA	re:	8/30	12017
							(₹					/	

RECEIVED Secretary's SEP 0 5 2017

> Office DOA



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER GOVERNOR JAMES H. TROGDON, III SECRETARY

August 30, 2017

MEMORANDUM TO:

North Carolina State Clearinghouse

Department of Administration Intergovernmental Review

FROM:

Catherine Bryant

NCDOT Transportation Planning Branch

SUBJECT:

18-E-4220-0032 TIP# U-5739 (US 258) - Onslow County

Thank you for allowing the Transportation Planning Branch to review this document. Currently there is no Onslow County Comprehensive Transportation Plan (CTP). It is currently in the process of being developed. However, the most current Long Range Transportation Plan (LRTP) covering the Jacksonville Urban Area Metropolitan Planning Organization (JUMPO) is the 2040 JUMPO LRTP. The 2040 JUMPO LRTP lists numerous intersection, interchange, widening, operational/access management, and new location projects as within the vicinity of your project.

In addition, the 2018-2027 State Transportation Improvement Program (STIP) has listed the following projects as within the vicinity of your project:

- U-5739, US 258 (RICHLANDS HIGHWAY): SR 1212 (PONY FARM ROAD) TO NC 53 (BURGAW HIGHWAY). CONSTRUCT SUPERSTREET.
- U-5719, US 258 (RICHLANDS HIGHWAY): SR 1219 (BLUE CREEK ROAD)/SR 1396 (RIDGE ROAD). REALIGN INTERSECTIONS TO FORM ONE AT-GRADE INTERSECTION.
- U-5716, NC 24: US 258 (RICHLANDS HIGHWAY) INTERSECTION. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.
- U-5733, NC 111 (CATHERINE LAKE ROAD): US 258 (RICHLANDS HIGHWAY) TO SR 1308 (GUM BRANCH ROAD). CONSTRUCT EXTENSION OF NC 111 ON NEW LOCATION.
- R-5023B, SR 1116 (ONSLOW PINES ROAD) TO SR 1105 (HAWS RUN ROAD): SR 1116 (ONSLOW PINES ROAD) TO SR 1105 (HAWS RUN ROAD).
- U-5735, US 17 (WILMINGTON HIGHWAY): SR 1130 (OLD MAPLEHURST ROAD) IN JACKSONVILLE. CONSTRUCT INTERCHANGE AND ASSOCIATED IMPROVEMENTS TO MCAS NEW RIVER MAIN GATE.

For maps and a full list of State Transportation Improvement Program (STIP) projects in Onslow County, the STIP can be found on the following NCDOT website: https://connect.ncdot.gov/projects/planning/Pages/default.aspx

Mailing Address: NC DEPARTMENT OF TRANSPORTATION TRANSPORTATION PLANNING BRANCH 1554 MAIL SERVICE CENTER RALEIGH, NC 27699-1554 Telephone: (919) 707-0900 Fax: (919) 733-9794 Customer Service: 1-877-368-4968 Location: 1 SOUTH WILMINGTON STREET RALEIGH, NC 27601

Website: www.ncdot.gov

For maps and lists of recommended projects in the Jacksonville Urban Area Metropolitan Planning Organization (JUMPO), the JUMPO 2040 Long Range Transportation Plan (LRTP) can be found on the following JUMPO website: http://jumpo-nc.org

Please coordinate with the Division 3 office for any impacts to the right-of-way or flow of traffic during construction. They can be reached at (910) 341-2000.

If you have any questions please feel free to contact me at (919) 707-0979 or cbryant6@ncdot.gov.

cc: Karen E. Collette, PE, NCDOT, Division Engineer
Patrick Riddle, NCDOT, District Engineer
Anthony Prinz, JUMPO, Transportation Services Director
Peggy Holland, JUMPO, Senior Transportation Planner
Mark R. Eatman, NCDOT, Jacksonville MPO and Albemarle RPO Coordinator

Robbins, Susanne

From: Jeff Corson < jeff.corson@atcassociates.com>

Sent: Tuesday, January 30, 2018 1:16 PM

To: Robbins, Susanne

Cc: Gabe Araos

Subject: [External] Dobson Ext. Jacksonville, NC Work Plan

Attachments: Dodson Remedial Workplan 013018.pdf

CAUTION: External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to report.spam@nc.gov.

Sue,

Please find the attached work plan for the subject site. Please let us know if you have any questions. Thanks

Jeffrey Corson PROJECT MANAGER/DUE DILIGENCE AND IH MANAGER | ATC Group Services LLC +1 919 871 0999 Ext 116

2725 E. Millbrook Road, Suite 121 | Raleigh, NC 27604 +1 919 528 3355 mobile | <u>jeff.corson@atcassociates.com</u> | <u>www.atcgroupservices.com</u>

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2725 East Millbrook Road, Suite 121 Raleigh, North Carolina 27604 Tel: 919-871-0999

Fax: 737-207-8261 www.atcgroupservices.com

January 30, 2018

Ms. Sue Robbins
North Carolina Department of Environmental Quality
Division of Waste Management – Inactive Hazardous Waste Section
127 Cardinal Drive Ext.
Wilmington, North Carolina 28405

Subject: Limited Remedial Workplan

Dodson Exterminators – US Cellular

2861 Richlands Highway

Jacksonville, Onslow County, North Carolina

NONC0002624

ATC Project Number: 45.75017.0001

Dear Ms. Robbins:

ATC Associates of North Carolina, P.C. (ATC), an affiliate of ATC Group Services, LLC, has prepared this limited work plan on behalf of US Cellular. This workplan proposes re-sampling the three monitoring wells using low flow sampling techniques and installing soil borings in a grid pattern across the southern portion of the property to delineate soil contamination at the Dodson Exterminators located at 2861 Richlands Highway in Jacksonville, North Carolina, as requested in the NCDEQ notice of regulatory requirements letter dated December 21, 2017.

1. INTRODUCTION

ATC is submitting this Limited Remedial Work Plan on behalf of U.S Cellular and in accordance with the Inactive Hazardous Sites Program (IHSP), Guidelines for Assessment and Cleanup, dated August 2010. The site (former Dodson Exterminators) reported concentrations of pesticides in the soils and groundwater. A water supply well is located approximately 350 feet from the site. This work plan will summarize historical and current facility activities and discuss procedures, methods and schedule for proposed soil and groundwater assessment.

1.1. Site Description

The property consists of two occupied one-story buildings on the northern portion of the property and a fenced in area with a US Cellular tower and associated one-story building on the southern

portion of the property which were constructed in 1956, 1965, and 1988. According to Onslow County online GOMaps, the property is identified as Parcel Identification Number (PIN) 436605099208, addressed 2861 Richlands Highway (US Highway 258). The property was previously addressed 905 Richlands Highway. The property occupies approximately 1.03 acres and is owned by Ms. Hilda Futrell. The latitude and longitude coordinates for the property are 34°45′ 17.50′ North and 77°56′00′ West. According to US Cellular, the property is located in an area that is primarily characterized by commercial development. The former Dobson Pest Control inhabited the western building. A site topographic map is included as *Figure 1* and a site location map is included as *Figure 2*.

The former tenant, Dodson Pest Control (Dodson), had formerly rented the western warehouse building. Dodson provided services to residential and commercial real estate for the management of pest and rodent control. Chemicals were stored on-site to use for these services. No wastes were reportedly generated since the chemicals were used for pest control. There were no reported spills or releases during the time Dodson rented the facility.

1.2. Background

The former tenant, Dobson Pest Control (Dobson) had formerly rented the warehouse building. Dobson provided services to residential and commercial real estate for the management of pest and rodent control. Chemicals were stored on-site to use for these services. No wastes were reportedly generated since the chemicals were used for pest control. There were no reported spills or releases during the time Dobson rented the facility.

On April 28, 2010, ATC conducted Phase II Environmental Site Assessment (ESA) activities at the site, per US Cellular's request. During the assessment, ATC collected soil samples from soil borings B-1 through B-3 above the water table. The samples were analyzed for pesticides, herbicides, and arsenic. Soil analytical results indicated that soil boring B-1 contained dieldrin above the Protection of Groundwater Preliminary Soil Remediation Goals (PSRG) and soil boring B-2 contained dieldrin at a concentration that exceeded both the Health Based PSRG and the Protection of Groundwater PSRG. Chloradane was identified in soil boring B-2 at a concentration above the Health Based PSRG but below the Protection of Groundwater PSRG. The Phase II ESA was submitted on May 25, 2010.

Based on the Phase II ESA results, ATC revisited the site on July 9, 2010, to collect groundwater samples from previous boring B-1 and B-2. Each sample was collected 14 feet below ground

surface (bgs) and was analyzed for pesticides, herbicides, and arsenic. Groundwater analytical results indicated that boring B-1 contained MCPP (MCPP – is a common use herbicide found in household weed killers and fertilizers. The United States Environmental Protection Agency classified MCPP as toxicity class III – slightly toxic) at a concentration of 230 micrograms per liter (ug/L). The North Carolina Department of Environment and Natural Resources (NCDEQ) does not currently have a 2L Standard for MCPP, which is a chlorinated herbicide. No other constituents were detected above the laboratory detection limit.

Based on the soil and groundwater results from April and July 2010, and a Site Cleanup Questionnaire, NCDEQ Inactive Hazardous Sites Branch (IHSB) requested a brief workplan. In response, ATC submitted a Limited Remedial Workplan on June 15, 2011. NCDEQ approved the workplan in correspondence dated June 24, 2011.

On December 6, 2011, ATC submitted the Phase II Limited Site Assessment for the Dobson Exterminator – US Cellular site. The report documented the following; an updated receptor survey, land use status, soil sampling during the installation of monitoring wells MW-1, MW-2, and MW-3, groundwater sampling of MW-1 through MW-3, and analytical results. The soil analytical results were below the IHSB Protection of Groundwater and Residential Health-Based PSRG and the groundwater results were below the NC 2L Standards. The report recommended no further action.

Based on groundwater results from the off-site water supply well, the NCDEQ requested additional sampling be performed. ATC conducted a Sampling/Investigation Report dated September 15, 2017. On August 2, 2017, ATC mobilized to the site and hand augered three locations (SB-4, SB-5 and SB-6) to five feet below land surface. The soil analytical results indicated barium, chromium, and lead were detected in SB-4, SB-5 and SB-6 above the laboratory detection limit but below the Protection of Groundwater and Residential Health-Based PSRGs. Dieldrin was detected above the Protection of Groundwater PSRG in SB-4, SB-5 and SB-6. Dieldrin was also detected above the Residential PSRG in SB-4. Heptachlor and chlordane exceeded the Protection of Groundwater and Residential Health-Based PSRGs in SB-4. Heptachlor epoxide exceeded the Protection of Groundwater PSRG in SB-4.

Groundwater samples were collected from monitoring wells MW-1, MW-2, and MW-3 on July 26, 2017, and on August 2, 2017. The groundwater analytical results indicated that arsenic, cadmium, chromium, and lead were detected above the 2L standards in MW-1. Dieldrin, cadmium and chromium were detected above the 2L standards in MW-2. Arsenic, chromium,

and lead were detected above the 2L standards in MW-3. All other detected contaminants were below the applicable NC 2L Standards. Based on the results of these investigations ATC recommended additional assessment and corrective action activities as required by NCDEQ.

Based on the soil and groundwater results from September 2017, NCDEQ Inactive Hazardous Sites branch requested a brief workplan. This workplan is in response to the December 21, 2017, NCDEQ request.

2. SOIL ASSESSMENT

2.1 Proposed Soil Borings

Prior to initiation of field activities, a Site-Specific Health and Safety Plan will be prepared. The plan will document the chemicals of concern, precautions to be taken during field work, personal protective equipment (PPE), emergency contact information, and other relevant information. Utilities will be marked in the proposed boring areas via a call to the North Carolina One-Call Center and using a private utility locator.

As requested by NCDEQ, this workplan proposes to install additional soil borings in a grid-like pattern and collect soil samples to continue delineation of dieldrin and other herbicides impacting soils at the site. The soil sampling is limited to the southern portion of the site. In addition, coordinates for the borings will be recorded using a Global Positioning System (GPS) unit and included in a site survey map. The attached *Figure 2* shows the proposed boring locations.

Soil borings will be completed using a geoprobe push probe with a 2-1/4 inch macro core sampler in accordance with ASTM D1452. Soil samples will be collected at five-foot intervals by collecting samples from a macro core sampler. The first 5 feet of the boring will be advanced and samples will be collected using a hand auger in order to avoid potential unmarked utility lines. If a depth of 5 feet, the direct-push rig will be used to collect a continuous soil core. Soil samples will be collected from the boring at 5-foot intervals until water table depths are reached. No soil samples will be collected below the vadose zone. One soil sample from the most visibly contaminated sample will be submitted to the laboratory. Each sample will be placed in sample containers to ship for laboratory analysis. Standard EPA protocol will be followed during sampling and decontamination activities.

2.2 Proposed Laboratory Analytical Parameters for Soil

Soil samples collected in the field will be placed in laboratory supplied containers and submitted to SGS in Scott, Louisiana under EPA chain of custody protocol. Soil samples will be analyzed as follows:

 Analysis of Pesticides via EPA Method 8081 and Herbicides via EPA method 8151 will be performed for all soil samples.

For quality assurance/quality control, a duplicate soil sample will be collected from one randomly selected boring. The duplicate soil sample will be analyzed for the above referenced parameters.

3. GROUNDWATER ASSESSMENT

3.1 Groundwater Elevations

Groundwater level measurements will be obtained by using an electronic sounding/interface detection device which registers when a probe makes contact with petroleum product and/or water. Depth to groundwater measurements will be obtained by lowering the device into the well until it indicates that the water surface had been encountered, at which point a measurement is taken at the top of the riser pipe or top of casing (T.O.C.). All measurements are recorded to the nearest 0.01 foot. Between each monitoring well measurement, the interface probe is cleaned with liquinox solution, di-water, and isopropyl alcohol in order to minimize contamination between monitoring wells.

3.2 Proposed Groundwater Sampling

A minimum of one sample will be collected from each monitoring well using low flow ground water sampling techniques. The groundwater samples will be collected in three 40 milliliter vials preserved with hydrochloric acid and filled to zero headspace. The samples will be placed in an ice filled cooler. A chain of custody form will be completed and accompany the samples to SGS Laboratories. The samples will be analyzed for the 8 RCRA Metals by Method SW-846 (6020A-B).

4. REPORTING

A remedial investigation report with attached tables and figures will be prepared to document the results of the assessment. The report will comply with the IHSP, Guidelines for Assessment and Cleanup, dated August 2010. The report will be provided to NCDEQ along with recommendations for the next phase of work.

5. SCHEDULE

ATC will implement the field activities detailed in this workplan within six weeks of workplan approval. Data evaluation and reporting will be completed within an additional eight weeks. This schedule will be binding to fulfill the requirements of the self-directed corrective action permit clause.

6. CERTIFICATION

"I certify that, to the best of my knowledge, after thorough investigation, the information contained in or accompanying this certification is true, accurate, and complete."

Gabriel Aroas., P.E. Senior Project Manager

7. LIMITATIONS

The results, findings, conclusions, and recommendations expressed in the workplan are based only on conditions that were noted during previous soil and groundwater assessments of the Dodson Exterminators-US Cellular located in Jacksonville, North Carolina. The selection of well locations, laboratory analysis and frequency of sampling was based on NCDEQ notice of regulatory requirements letter dated December 21, 2017.

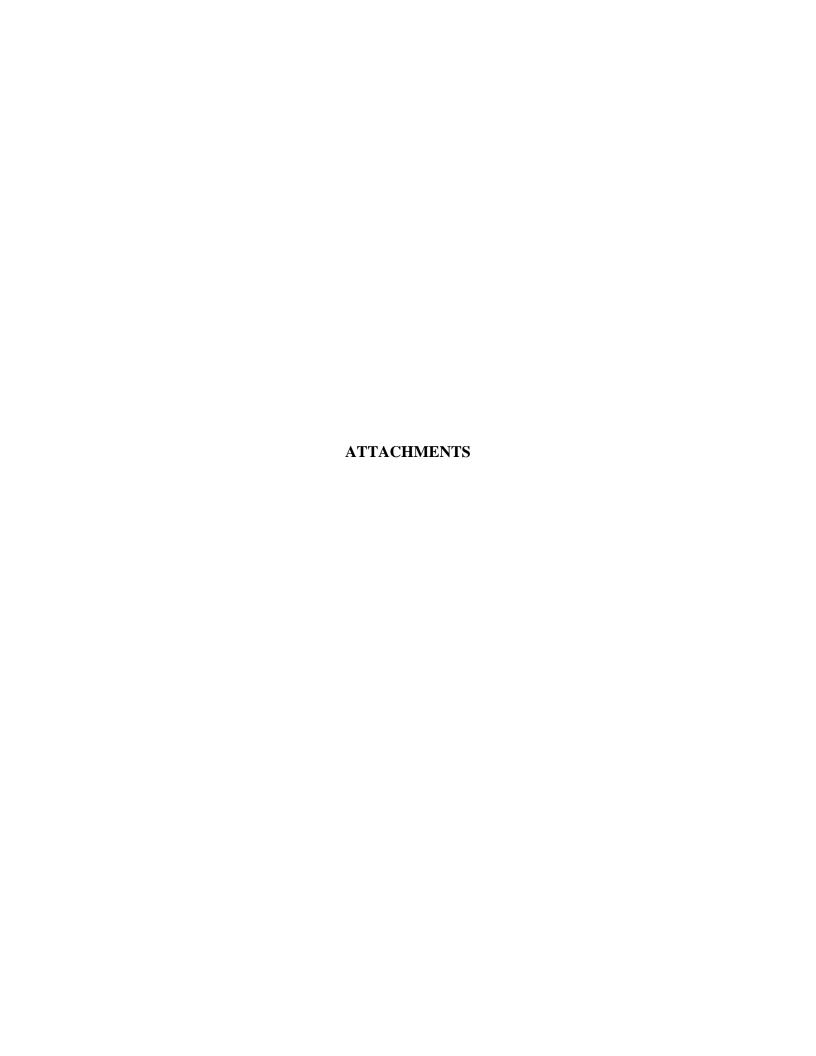
If you have any questions or require additional information, please contact Jeff Corson (with ATC Associates at (919) 871-0999.

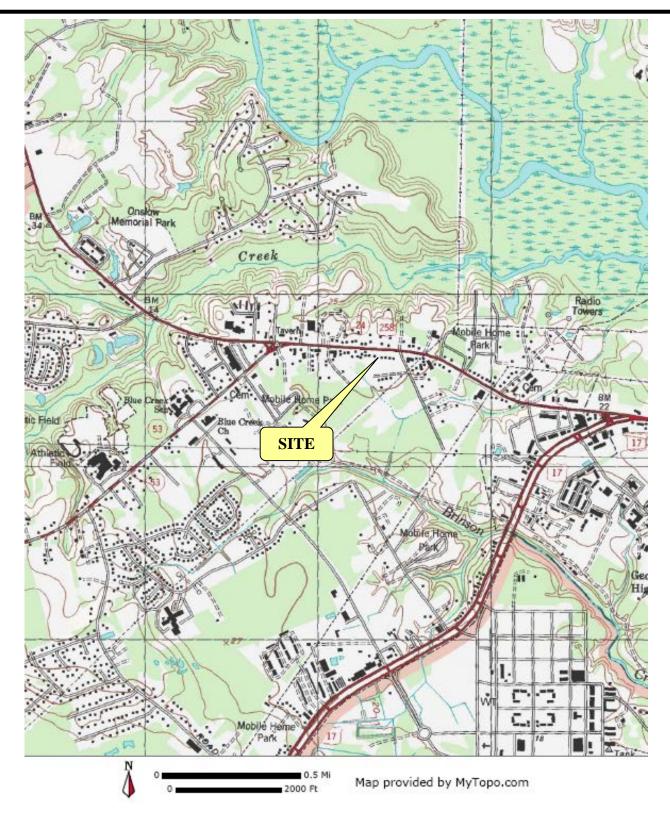
Sincerely,

ATC Associates of North Carolina, P.C.

Emily Fuller Jeffrey A Corson Staff Scientist Project Manager

Attachments: Attachments





SOURCE: USGS JACKSONVILLE NORTH TOPOGRAPHIC MAP



2725 E. Millbrook Road, Suite 121 Raleigh, NC 27604 (919) 871-0999

PROJECT NO: 45.75017.0001

REVIEWED BY: JAC

SCALE: See above

DATE: JAN. 2018

Figure 1: SITE TOPOGRAPHIC MAP

DODSON EXTERMINATORS-U.S. CELLULAR
2861 RICHLANDS HIGHWAY
JACKSONVILLE, ONSLOW COUNTY
NORTH CAROLINA



SOURCE: Google Earth

Proposed Soil BoringSoil Boring





Monitoring Well



2725 E. Millbrook Road, Suite 121 Raleigh, NC 27604 (919) 871-0999

PROJECT NO: 45.75017.0001

REVIEWED BY: JAC

SCALE: 1 in = 87 ft

Date: JAN. 2018

Figure 2: SITE VICINITY MAP

DODSON EXTERMINATORS - U.S. CELLULAR 2861 RICHLANDS HIGHWAY JACKSONVILLE, ONSLOW COUNTY **NORTH CAROLINA**



MICHAEL S. REGAN

MICHAEL SCOTT

February 27, 2018

Ms. Lynn Skorek U.S. Cellular 8410 West Bryn Avenue Chicago, IL 60631

Re: Workplan Approval

Dodson Exterminators – US Cellular

2861 Richlands Highway

Jacksonville, Onslow County, NC

NONC0002624

Dear Mr. Lozich:

The Inactive Hazardous Sites Branch (IHSB) appreciates your cooperation with the assessment activities taking place for the above referenced project. I have reviewed the January 30, 2018 Limited Remedial Workplan, prepared by ATC Group Services, LLC and the plan is approved. The report is anticipated by June 1, 2018.

If you need any assistance or have any questions, please contact me at (910) 796-7411 or Susanne.Robbins@ncdenr.gov.

Sincerely,

Sue Robbins

Hydrogeologist Inactive Hazardous Sites Branch

Sue Robbins

Division of Waste Management, NCDEQ

cc: Jeff Corson, ATC Group Services

Robbins, Susanne

From: Jeff Corson < jeff.corson@atcgs.com>
Sent: Friday, February 23, 2018 11:35 AM

To: Robbins, Susanne

Subject: RE: [External] US Cellular Jacksonville - Dobson Exterminating

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Thank you

Jeffrey Corson | PROJECT MANAGER/DUE DILIGENCE AND IH MANAGER | ATC Group Services LLC +1 919 871 0999 Ext 116

2725 E. Millbrook Road, Suite 121 | Raleigh, NC 27604 +1 919 528 3355 mobile| jeff.corson@atcgs.com | www.atcgroupservices.com

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From: Robbins, Susanne [mailto:susanne.robbins@ncdenr.gov]

Sent: Friday, February 23, 2018 11:27 AM **To:** Jeff Corson <jeff.corson@atcgs.com>

Subject: RE: [External] US Cellular Jacksonville - Dobson Exterminating

Okay Jeff, that sounds good. Workplan is approved and I will get a formal approval letter out as soon as I can.

Sue Robbins
Hydrogeologist
Division of Waste Management
North Carolina Department of Environmental Quality

Wilmington Regional Office (910) 796-7217

Portal for Access to Electronic Records in DEQ (Laserfiche) http://edocs.deq.nc.gov/WasteManagement/Search.aspx

From: Jeff Corson [mailto:jeff.corson@atcgs.com]

Sent: Friday, February 23, 2018 8:28 AM

To: Robbins, Susanne <susanne.robbins@ncdenr.gov>

Cc: Gabe Araos <gabe.araos@atcgs.com>

Subject: RE: [External] US Cellular Jacksonville - Dobson Exterminating

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Sue,

Yes that is the plan. Due to the type of contaminate we feel this is the only way to delineate the soil.

Jeffrey Corson | PROJECT MANAGER/DUE DILIGENCE AND IH MANAGER | ATC Group Services LLC +1 919 871 0999 Ext 116

2725 E. Millbrook Road, Suite 121 | Raleigh, NC 27604 +1 919 528 3355 mobile | ieff.corson@atcqs.com | www.atcqroupservices.com

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From: Robbins, Susanne [mailto:susanne.robbins@ncdenr.gov]

Sent: Friday, February 23, 2018 8:14 AM **To:** Jeff Corson < jeff.corson@atcgs.com>

Subject: RE: [External] US Cellular Jacksonville - Dobson Exterminating

Hi Jeff,

Could you provide clarification on one item in the proposal? On Page 4, last paragraph you indicate "One soil sample from the most visibly contaminated sample will be submitted to the laboratory." Does this indicate that one sample per boring location will be submitted? Thanks

Sue Robbins
Hydrogeologist
Division of Waste Management
North Carolina Department of Environmental Quality

Wilmington Regional Office (910) 796-7217

Portal for Access to Electronic Records in DEQ (Laserfiche) http://edocs.deq.nc.gov/WasteManagement/Search.aspx

From: Jeff Corson [mailto:jeff.corson@atcgs.com]
Sent: Thursday, February 22, 2018 9:55 AM

To: Robbins, Susanne < susanne.robbins@ncdenr.gov >

Subject: [External] US Cellular Jacksonville - Dobson Exterminating

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Sue,

Any word on the Work Plan we submitted for this site.

Thanks

Jeffrey Corson PROJECT MANAGER/DUE DILIGENCE AND IH MANAGER | ATC Group Services LLC +1 919 871 0999 Ext 116

2725 E. Millbrook Road, Suite 121 | Raleigh, NC 27604 +1 919 528 3355 mobile | jeff.corson@atcassociates.com | www.atcgroupservices.com

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Project U-5716: Improvements to the US 258/NC 24/ NC 53 Intersection near Jacksonville, NC

Public Meeting #1: May 8, 2017, from 4:00 PM to 7:00 PM

Local Officials Meeting: 2:00 PM to 3:30 PM

Public Meeting #2: August 31, 2017, from 5:00 PM to 7:00 PM

Blue Creek Elementary School's Multi-Purpose Room, 1260 Burgaw Highway, Jacksonville

Local officials meeting:

The local officials drop-in meeting time on May 8th was between 2:00 PM and 3:30 PM. No local officials attended during this time. At least one elected official attended during the public meeting.

Public Meetings:

The purpose of the meetings was to receive input on NCDOT's U-5716, which proposes to improve the US 258/NC 24/NC 53 intersection close to Jacksonville in Onslow County. Maps of the two alternatives were shown at both meetings. The meetings were drop-in style and no formal presentations were made. A total of 55 individuals attended the first meeting, and 49 individuals attended the second meeting. Meeting attendees were primarily residents who live close to the project, or business owners affected by the project. Participants viewed the proposed alternatives for the intersection improvements. In addition, owners and residents could ask staff from NCDOT and the consultant team specific questions about the project.

Overall, citizens voiced concerns about the following:

- Automobile access to the shopping center (where Walgreens is located) would be severely limited and put business owners in jeopardy. There is concern about one-way access to the service road in front of the shopping center.
- Residents living on Warren Drive believe ROW needs to be narrowed so that their homes do not have to be moved. They were also concerned about their street pavement condition with more traffic diverted through that street.
- General concerns were raised about ROW acquisition.
- Property owners were concerned about how development of the project would affect their property, business or residence.
- Concern was raised over business viability after the project, due to right-of-way claims and access. This
 was predominantly in the northern area of the project where a service road is proposed. Local citizens
 vocally shared their opinion that it would be better to buy and relocate these businesses than let them
 "die on the vine" due to reduced access and customers.

Citizen's Name or	Comment	Response
Contact		•
Preston Taylor 2960 Richlands Highway, Jacksonville, NC ptaylor@pwrnc.co m 1A Preferred Previous correspondence with Mr. Taylor. – No additional response	I own Piggly Wiggly. This project will put me out of business. Please consider. If I do not have customer access from the front of my business, I will be out of business. Please advise how we will be compensated. What are the next steps? When will plan be chosen? Both plans would put me out of business. I would prefer plan 1A. Thanks for all of your help at the meeting.	U-5716_latest plans (15%).msg
required.		
Alan Robinson 2938 Richlands Hwy Jacksonville, NC 28540 910-389-1652 66elcamino@coastaln et.com 1A Preferred Previous correspondence with Mr. Robinson. – No additional response required. Drew Williams 112 Backer Circle atwilliams@bull dogs.barton.edu General comments. –	Do not like the project. It would affect my access and sale ability. I am send in you this in lieu of a letter. My thoughts/comment is that I prefer the Project ALT. 1A. As you may well know this goes through a substantial portion of my property. After due consideration of the other alternatives I feel this is the best choice. Thank you for your consideration. Please let me know if a letter MUST be sent in. Proposed Right-of-way to Warren Drive needs to be narrowed to 80 feet to miss clipping the back of the lots. ROW to 109-111-112 Backer Circle needs to be moved over for an entrance.	U-5716_latest plans (15%).msg
No response required.		
Jonathan Belfiore 427 Jolly Dr. Jbelfiore2@gmail.co m General comments. – No response required.	Proposed ROW to Warren Drive should be narrowed down to at least 80 feet so the trailers along the road do not have to be moved. ROW into 3 Backer Circle should be moved so 110 does not have to be moved	
Preston Warren, Jr. 100 Warren Dr. Jacksonville, NC 28540 General comments. – No response required	Warren Drive needs to be resurfaced. I need to access my home and rentals. Don't know how I can do so with the proposed control access on Warren Drive. Warren Drive – If you close this road going to Highway 53, this will make me travel the new road to enter and exit to get to my house. This road has bad potholes and is not State maintained. I	

have always lived up front and now I will live at the back and will be made to travel this bad road to enter and exit my property. This road needs to be state maintained.

Brian O. Warren 130 Wheaton Dr., Richlands, 104, 106 and 112 Warren Drive Brian.o.warren @gmail.com Warren Drive needs to be repaved. How does 98, 100, 102, and 104 Warren Drive access my property if the control access is coming down Warren Dr.?

RE Concerns about Project U-5716 Hwy

NCDOT Div 3 responded to this email on 5/26/18 . No additional response required My name is Brian O. Warren. My father and I both own property affected by this project: 100 Warren Dr., 101 Warren Dr. 102 Warren Dr. 104 Warren Dr., 106 Warren Dr., 112 Warren Dr., and 114 Warren Dr. My father also owns 20 acres right off the bypass where there are a couple ponds (across from new Wal-Mart).

I have a few concerns that I would like for you to consider.

1. Will there be access to NC 53 from Warren Dr.? There are a number of residents that use this road to walk to local shopping and work. I am concerned that if there is a controlled access by either wall or fence that it will really inconvenience many residents that live in and around Warren Dr. I am also concerned because how inconvenient it will be for residents at the beginning of Warren Dr. to have to drive through the back of the park to exit through the new service road that is planned.

2. Warren Dr., Early Dr., and Backer Circle are currently not maintained by the state. The roads are in horrible condition. Some of the residents have tried to maintain the paved streets, but are unable to keep up with the demand due to the condition of the roads. Warren Dr. is in bad shape, and Early Dr. Has a hole in the middle of the street that you could probably lose a car inside of it. Residents of Warren Dr., and Early Dr. May be unable to access their homes due to road conditions inside the

	park. Please come ride through here and take a look at the current road conditions, and please take this into account when planning. I don't know if maybe the roads could be took over or just improved so the residents could try to keep up with them. 3. Based on one map you have a controlled access fence or wall that would come right down Warren Dr. This may make it hard for residents of 98, 100, 102, 104, and/or 106 Warren Dr. to access their homes. 4. Another area of concern I have is for future development and how access from Hwy 53 will be possible? 5. What about noise that the new construction, and road way noise that will now be right on top of the neighborhood. My grandfather built this neighborhood in the early 70's. My family has lived on Warren Dr. since 1973. I have lived on Warren Dr. For over 30 years until I recently moved. I know it is only a trailer park, but it does hold a special place in my family's heart. I would appreciate if you take all this into consideration going forward.	
Anonymous Comment	Trailers next to cemetery on Warren Drive will have a lot more traffic if the proposed changes occur	
What cemetery? There is a cemetery located in the SW quadrant adjacent to the existing Warren Dr. / NC 53 intersection.		
John Belfiore 111 Backer Circle Jbelfiore2@gma il.com General comments. – No response required	Proposed ROW to Warren Drive should be narrowed down to at least 80 feet so the trailers along the road do not have to be moved. ROW onto 111 Backer Circle should be moved over so 110 doesn't have to be moved	

Jo Belfiore Proposed ROW to Warren Drive should 111 Backer be narrowed down to at least 80 feet so Circle Jbelfiore2@gma the trailers along the road do not have <u>il.com</u> to be moved. NC 24 Bridge is a better General comments. option. 24 is a bypass which equals more traffic. Also pave Warren Drive. No response required Make it a state-maintained road. **Chris Hansen** I just found out that your division will be 619-818-2254 destroying what I have built over the The Smoking Dragon, past two and a half years. I have a retail business at 3080 Richlands Hwy, 3080 Richlands Hey, Jacksonville NC. I know that this is RE_ Petition to stop the proposed bypas Suite B slated for 2019/2020, but the Jacksonville, NC 29540 construction on both designs completely cuts me off from what traffic General comments. -I have now. **Chad Kimes** responded. I just spoke with a few other businesses across the street from me and they were also not informed. Roughly 42 businesses will be impacted, including the numerous persons that will lose their jobs. This will not expand Jacksonville's infrastructure. This only makes a small handful more wealthy. I was told there may be relocation assistance or buy out money allocated, but as far as I have read, this only applies to land owners and leaves us out in the cold. So unless there is, in writing, a proper offering to business owners and their employees, this bypass should not be built. There is a better fix to the current route... -Place speed cameras at the intersection to catch speeders...trust me, you will capture many so Onslow can buy more police vehicles. -Reduce the speed to 35 mph before the 258/53 intersection. -Continue forward with the traffic light at Blue Creek Rd. Barbara Justice-I respectfully ask that the options for NCDOT Tip Project no. U-5716 be Rooks. 3080D Richlands Hwy revisited.

Jacksonville NC 28540

General comments. –
No response required

Surely there are other options that will be less invasive than the plans that were presented at the public meeting on May 8, 2017. I do understand that businesses will be impacted. However, both of these options will be devastating to our community. This is a large part of our community, 38 businesses, 300 + employees that will be affected. They will be impacted in a way that will either close them out right, or eventually put them out of business, because of the difficulty & inconvenience for customers to reach them. Many of these are small businesses that will be unable to recover from relocation, if a comparable location can be found. It also eliminates the possibility of growth in this area, as it reduces access to land that is currently available for sale.

I am sure that numbers and data are used to determine Tip projects, two different times I have been told by NCDOT employees that there have been thousands of wrecks at this intersection in the last 5 years. In simple math that is at least one accident per day, and I am pretty sure myself & the other small business owners who each spend 60-80 hours a week across from the intersection would see more evidence of this volume of accidents. I was also told that these changes were due to the high number of deaths due to the accidents at this particular intersection. I am pretty sure the deadliest accident, caused by a person committing suicide, skewed these numbers, but also was not a result of the actual intersection, and could not have been prevented by any change to the roadway.

It is hard to believe that the State of North Carolina cares so little for small businesses & small communities that some compromise to this plan cannot be found. I ask that you look for other options.

	Thank you for your consideration in this matter	
Wes Weimer, EI Design Engineer Anderson Engineering 2045 W Woodland, Springfield MO 65807 417-866-2741 Office NCDOT Div 3 responded. No additional response required	We are the civil consultants for O'Reilly Auto Parts and we are working with them on developing a lot at 2869 Richland's Highway. O'Reilly received the attached concept plan for the new 53 & 24 Interchange and had a few questions on how this project will affect their site. If I understand the sketch correctly all the green is new ROW. What is the width of proposed new ROW? How will ROW be obtained? Will it be bought? O'Reilly also has concerns about the median and is opposed to having a Right in/Right out only. Can they go ahead and file a request for a turn lane? Or median Cut? Will this affect their current development? Please see attached plans.	RE_ O'Reilly Auto Parts - Jacksonville_
Erik Haeffs, Waffle House Comments by Phone erikhaeffs@wafflehou se.com TRH sent email to Erik 9/1/17 and Erik has not responded. No further action required	Questions regarded any damages to or changes to the Waffle House on the north side of the project area.	RE Waffle House Unit #1983 - NCDOT
Alex Schmitz 2901 Butterfield Rd Oak Brook IL 60523 Alex.Schmitz@i nlandgroup.com	This will shut down effectively the Walgreen Plaza Shopping Center. All the businesses will likely close as the accessibility in effectively destroyed to one back road. How many jobs is NCDOT willing to destroy to reduce congestion? I have not heard a single good reason for this project. I also	See Walgreens email below

	Г	
HDR and Div 3 to hold	don't believe I was sent notices for the	
conference call	first two meetings.	
1/16/18. General		
comments No		
response required		
Dan Zatloukal 2901	The current plans drastically impact	
Butterfield, Oak	ingress/egress & visibility of the	
Brook, IL	Walgreens Plaza. This will significantly	
60523 <u>daniel.zatloukal</u>	impact the businesses in the shopping	Walgreens Meeting
@inlandgroup.com	center, and in turn the value of our	Info - Jan 2018.msg
<u>@imanugroup.com</u>		3
	property is severely impaired.	
HDR and Div 3 to hold		
conference call		
1/16/18. General		
comments. – No		
response required		
Emily Taylor (Piggly	Both will kill us, so I am going for 1A.	
Wiggly Owner) 2960	Thank you for all the questions you	
Richlands	answered that helped and explained so	U-5716_latest plans
Highway, pig21@PWR	thoroughly. Very nice people.	(15%).msg
NC.com	and a second sec	
<u>IVC.COM</u>		
1A Preferred		
Arreletted		
Previous		
correspondence with		
Mr. and Mrs.Taylor. –		
No additional		
response required.		
Bobby S. & Louise		
Williams		
715 Decatur Rd.		
Jacksonville, NC		
28540		
1A Preferred		
General comment. No		
response required.		
•		
Chrystal Crow and	Knowing details as soon as possible	
Jeanne Williamson,	would be greatly appreciated due to no	
3060 Richlands	affordable rental properties available in	U-5716_latest
		designs.msg
Highway Suite A and	surrounding area to move to so we will	
Suite D	be attempting to sewer near Hinson	
glitzandglamspa@aol.	Farms to build. You know running	
com	sewer/building shopping strip is very	
910-340-2151	time consuming and expensive.	

TRH responded		
1/15/18. No further		
action required		
Jeanne Vreeland, Glitz	Knowing options as soon as possible for	
and Glam, 3060	help on relocating because there is	
Richlands Highway	nowhere to relocate in the surrounding	U-5716_latest
Suite D	area.	designs.msg
glitzandglamspa@aol.		
com		
910-340-2151		
TRH responded		
1/15/18. No further		
action required		
astron required		
Marshall Rich	I am opposed to both alternatives. I feel	
(Advance Auto Parts)	that either alternative will destroy the	
ROMA Holdings	business viability of the Advance Auto	
712 Mills Street,	Parts Store. Their sales will be	
Raleigh, NC 27608	decimated and they will most likely	
_		
marshall@richrealtygr	vacate the property. If I have to vote	
<u>oup.com</u>	for one alternative, it would be Alt 1A	
44.0	because I'd rather be bought out totally	
1A Preferred	rather than being left with a site that is	
	totally useless. Thank you.	
General comment. No		
response required.		
Bryan Rich (Advance	I am opposed to both alternatives. I feel	
Auto Parts)	that either alternative will destroy the	
1313 Bar Harbor	business viability of the Advance Auto	
Drive, Wilmington NC	Parts Store. Their sales will be	
28403 <u>bryan@seagat</u>	decimated and they will most likely	
edirect.com	vacate the property. If I have to vote	
	for one alternative, it would be Alt 1A	
1A Preferred	because I'd rather be bought out totally	
	rather than being left with a site that is	
General comment. No	totally useless. Thank you.	
response required.		
Bob Rich (Advance	I am opposed to both alternatives. I feel	
Auto Parts)	that either alternative will destroy the	
1468 Carolina Ave.	business viability of the Advance Auto	
Washington, NC	Parts Store. Their sales will be	
27889	decimated and they will most likely	
bob@therichcompany	vacate the property. If I have to vote	
.com	for one alternative, it would be Alt 1A	
	because I'd rather be bought out totally	
	rather than being left with a site that is	
1A Preferred	totally useless. Thank you.	
<u> </u>	totally asciess. Thank you.	
General comment. No		
the state of the s		
response required.		

Royce Bennett, Vice-Chair Onslow County Board of Commissioners Call/Text: 910-389- 9638 Royce_Bennett@onsl owcountync.gov General comment. No response required.	The proposed service road on the north side of 258 will devastate those businesses. These owners should be offered a fair buy-out.	
Anthony Medlin anthony@johnsondru gco.com Previous correspondence with Mr. Medlin. – No additional response required.	To whom it may concern regarding Project U-5716: My name is Anthony Medlin. I own Johnson Drugs on 258 where it is being discussed to either tear down the building we are in, or to block almost all access to it. I am writing to plead for another option. We lease this location. Johnson Drugs has been in Jacksonville almost a hundred years. We have been in that location for almost fifty years. We did have to move across the street because Walgreens bought our original shopping center. In those 50 years, we have contributed greatly to the community and employed many people. We are an almost 5 million dollar a year business and I believe we service more patients than the Walgreens across the street. We also provide a prescription drug program for all the Onslow County Employees. Their clinic is located across the street from us now. If they come to Johnson Drugs their prescriptions are free and we bill the county later. We save the county thousands of dollars. I do not think this is something Walgreens will do. The current choice of plans will close all businesses on my side of the street immediately or over time because of no access. Grocery stores, restaurants and	Re U-5716 Johnson Drug Com

gas stations. My only option is to move, and hope my patients follow. Many will not. The current plan leaves us very few possible alternatives for close by relocation.

On a personal note. This is not a big company conglomerate. I have struggled for the last 15 years to buy this business and make the payments. I have sacrificed and my family has sacrificed a lot to be able to own this business. Now that we have finally paid off the loans, I have learned the DOT is taking it from us. It is a devastating blow to lose so much and have wasted so many years of my life.

Please consider another option for that intersection that will save the businesses owned by local people.

I think an access road on the front is possible with proper planning. At the very least, since we are toward the end of the construction zone, let us at least have an entrance and a right turn only out.

Scott W. Hadley Broker

NAI Carolantic Realty Inc. small lot cut out of the flyer for 2866 5121 Kingdom Way, SuiteR260lands Hwy.

Raleigh, NC 27607 USA naicarolantic.com

Direct +1 919 714 7134 Mobile +1 919 906 0524 Main +1 919 832 0594 Fax +1 919 832 7385

I am bringing the owners of the two attached properties to meet with you shadley@naicarolantic.dotroday, along with the owner of the Piggly Wiggly and the owner of the

> We want to discuss many things from loss of access, curb cuts for the remaining land not affected, etc.

Thank you again for putting this together, we look forward to sitting down with everyone.



Previous
correspondence with
Mr. Hadley. – No
additional response
required.