

Informational Meeting

Concurrence Point 1 Purpose and Need/Study Area Defined

Concurrence Point 2 Detailed Study Alternatives Carried Forward

Informational Meeting – to update the Merger Team since the last Merger meeting (August 22, 2019), add FHWA to the Merger Team, and reconfirm Concurrent Points 1 and 2

TIP Project No. U-5949

WBS No. 46896.1.1



NC 210 from US 17 to south of SR 1518 (Old Folkstone Road)

Onslow County

August 19, 2026

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Introduction and Project Overview

1. Proposed Action

NCDOT proposes to widen NC 210 to multi-lanes from US 17 to south of SR 1518 (Old Folkstone Road) in Onslow County. The project is included in the 2026-2035 State Transportation Improvement Program (STIP) as Project No. U-5949.

2. Meeting Purpose

The purpose of this meeting is to update the Merger Team, add FHWA to the Merger Team, and confirm concurrence on the purpose and need for the project, the defined study area, and the detailed study alternatives.

The Merger Team concurred with the project purpose and need and project study area in May 2019. No changes to the agreed upon purpose and need are proposed; however, expansion of the project study area is needed to accommodate additional improvements to meet the purpose and need, based on updated traffic forecasts.

The purpose of and need for the project are essentially the same as previously discussed. Due to rapid growth and development in the study area since the original 2018 Traffic Forecast and Capacity Analysis, an updated Traffic Forecast was completed in July 2024 and a Traffic Capacity Analysis was completed in June 2025 to capture additional recommended improvements along NC 210. The 2024 Traffic Forecast also considered summer traffic volumes, school traffic assumptions, and volume growth projections. The study area extends further south to Mill Run Road for a total of 6.5 miles (0.7 miles longer). The study area extends along some intersecting streets (Village Drive/Quarters Landing, Ridgefield Avenue, and NC 172) to accommodate for lane and intersection improvements.

The Merger Team concurred with the Detailed Study Alternatives in October 2019. The No-Build Alternative and one Build Alternative (Best Fit) were carried forward for further evaluation. Minor updates to the Build Alternative typical section are needed to account for updated NCDOT design standards (Roadway Design Manual), new growth and development in the corridor, and local desire to include bicycle and pedestrian facilities along NC 210.

In addition to the roadway improvements, there is a secondary need for bicycle and pedestrian accommodations in the study area. Previously, MPO input at a June 2017 internal scoping meeting recommended bicycle accommodations as a 4-foot, full-depth paved shoulder. A sidewalk and multi-use path were not considered in efforts to minimize the project footprint and costs. At the August 22, 2019 CP 2 Meeting, Division 3 recommended a 5-foot, rather than 4-foot, paved shoulder per NCDOT Division of Bicycle and Pedestrian

Transportation. If a shoulder is installed with the intent to serve as part of a pedestrian access route, then the shoulder should meet the Public Rights-of-Way Accessibility Guidelines (PROWAG) recommended requirements for pedestrian access routes.

3. Project History

The following list portrays the timeline of project developments and key stages of the Merger process.

2017:

- Internal Scoping Meeting
- Start of Study packages
- Landowner Notification Letters
- Archaeology - survey required

2018:

- **Concurrence Points (CP) 1 and 2 Meeting** 8/16/2018
- NRTR and PJD (2026 wetland delineations and T&E surveys updates in progress)
- Traffic Forecast and Traffic Capacity
- Crash report
- Geoenvironmental screening
- Historic Architecture Effects Assessment required for **eligible** Dixon Middle School

2019:

- **CP 1 Addendum** 4/26/2019
- **CP1 Signed** 5/23/2019
- **CP 2 Merger Meeting** 8/22/2019
- **CP2 Signed** 10/15/2019
- Community Characteristics Report (draft)
- Project HOLD status

2024:

- Restart
- Traffic Forecast Update

2025

- Traffic Capacity Analysis Update

2026

- USCG - no requirements for Stones Creek bridge (non-tidal, no commerce)
- Meeting with JUMPO 4/14/26
- Meeting with JUMPO and Camp Lejeune 4/20/26
- Meeting with East Coast Greenway Alliance 4/29/26
- Meeting with Dixon High School 6/23/26
- Wetland delineation and T&E species survey updates – in progress

Merger Concurrence Point 1 – Purpose and Need/Study Area Defined

1. Summary of Need

The need to be addressed by this project can be summarized as follows:

- *Traffic congestion exists along the existing facility and is expected to worsen in the future.*

2. Summary of Purpose

The purpose of the proposed project is to alleviate motorized vehicle congestion along NC 210 between US 17 and south of Old Folkstone Road (SR 1518), with the goal of achieving an overall level of service (LOS) D or better within the project area during peak hour operations. Where feasible, the goal of the project will also be to bring signalized and unsignalized movements to LOS D or better.

3. Project Study Area

The proposed project study area was developed to address the above-stated purpose and need for U-5949. The project study area boundaries are fully depicted on Figures 1 and 2 of the Merger packet dated August 16, 2018.

Merger Concurrence Point 2 – Alternatives Considered

1. Detailed Study Alternatives:

A “Best-Fit” Alignment Alternative that consists of the following widening scenarios for each of the four project segments:

- Segment 1 – Symmetrical (near Rifle Range Rd)/East Widening: Minimize impacts to historic resources, wetlands, and MARSOC entrance

- Segment 2 – Symmetrical Widening: Move U-turn bulbs to minimize impacts; avoid communications tower; avoid impacts to Everett Creek Preserve and game lands to extent possible
- Segment 3 – Symmetrical Widening
- Segment 4 – Symmetrical Widening: Move U-turn bulb to avoid impact to Stream SF; coordinate with Onslow County to avoid impacts to new planned developments (JUMPO can facilitate)

2. Additional Alternatives described below:

No Build Alternative:

No Build Alternative for Segments 1, 2, 3, and 4

Stones Creek Bridge Alternatives:

1. Build two bridges. Each bridge will have two 12' lanes with a 4' inside paved shoulder. One bridge will have an 8' outside paved shoulder. The other bridge will have a 21.5' outside paved shoulder which will be used to maintain traffic during construction.
2. Maintain existing box beam bridge and build one new bridge on the east side. The new bridge will have two 12' lanes with a 4' inside paved shoulder and an 8' outside paved shoulder. The existing bridge will maintain traffic during construction.
3. Maintain existing box beam bridge and build one new bridge on the west side. The new bridge will have two 12' lanes with a 4' inside paved shoulder and an 8' outside paved shoulder. The existing bridge will maintain traffic during construction.

US 17/NC 210 Intersection Alternatives:

Division 3 met with JUMPO and the Base on April 20, 2026 to discuss the intersection of US 17 and NC 210 regarding a **Green T, Reduced Conflict**, and Full Movement Signalized Intersection designs. While Green T provides movement from westbound NC 210 to southbound US 17 with an acceleration lane, merging traffic would be in close proximity to the High School entrance accessed by a left turn lane from US 17. The acceleration lane onto US 17 and the left turn lane from US 17 to Dixon High School create unfavorable weaving conditions especially for less experienced high school drivers. It was proposed that the entrance to the school be shifted further south on US 17 to separate the left turn into the school entrance from the weaving on-ramp traffic. This shift in the entrance will extend the project study area approximately 900 feet southward along US 17. A full movement signalized intersection is also a viable option and that a future project could upgrade the intersection.

Division 3 met with Dixon High School on June 23, 2026 to discuss the intersection of US 17 and NC 210 and school traffic concerns. The principal expressed concerns about the Green

T intersection design and weaving complexities with inexperienced drivers. Moving the entrance further south is a possible solution to the weaving concerns; however, the queue line could back up onto US 17. The principal preferred the standard intersection design with some modifications in traffic signalization. (See the meeting minutes in the Appendix.)

3. Other Alternatives Considered and Dismissed

Three-lane typical section does not accommodate the traffic demands along NC 210. A three-lane typical section resulted in excessive side-street delays at unsignalized intersections, undesirable safety and queue performance in Segment 1, and inadequate capacity in the other segments. More details about the analysis are available in the CP 2 Meeting Handout dated August 27, 2019.

Curb and gutter, rather than shoulder sections, along NC 210 could lessen the footprint and reduce impacts to adjacent resources. However, curb and gutter sections are not recommended for roadways with a posted speed limit of 55 mph. On the northern and southern ends of the project, the speed limit is 55 mph. The center section of the project between Betty Dixon Road and Old Folkstone Road is more developed and has a reduced speed of 45 mph where curb and gutter sections are feasible.

Informational Updates

1. 2024 Traffic Data and Analysis

Congestion along NC 210 is expected to worsen in the future with rapid development and increased traffic volumes. The NCDOT 2025 Traffic Capacity Analysis analyzed 2024 build and no build conditions, summer traffic increases, and 2050 build and no build volumes (see Appendix A). Summer traffic volumes are shown in orange font for comparison. The 2024 No Build average annual daily traffic (AADT) volumes range between 11,600/19,300 vehicles per day (vpd) at the south end of the study area and 22,400/26,000 vpd along NC 210 west of its intersection with NC 172 within the project area. These volumes are forecasted to increase to between 18,700/31,100 and 41,700/48,400 along NC 210, respectively, in 2050 without construction of the project.

Near the US 17/NC 210 intersection, the 2024 No Build AADT volumes range between 19,400/21,900 and 30,500/34,800 vpd on US 17 and is 18,700/22,300 vpd on NC 210. These volumes are projected to increase to 35,900/40,600 and 58,600/66,800 vpd along US 17 and to 35,100/41,800 vpd on NC 210 in 2050 without construction of U-5949.

Information regarding existing and future traffic conditions has been summarized from the 2025 Traffic Capacity Analysis. Traffic studies analyzed the current and future peak hour traffic operations for 16 intersections within the study area using summer traffic volumes derived from the Traffic Forecast completed in July 2024. The NC 210 traffic volumes are

expected to grow at an annual rate of 1.8% to 2.4% based on historical growth rates, regional travel demand model outputs, and engineering judgement. Origination-Destination (O-D) models were used to identify traffic patterns along NC 210. Most of the traffic volume on NC 210 travel between North Topsail Beach and westward on Old Folkstone Road towards Holly Ridge or Wilmington or from US 17 to NC 172 eastward towards Sneads Ferry and Camp Lejeune. See Appendix A for tables and charts related to Levels of Service (LOS) and O-D Matrices.

The 2024 No-Build analysis suggests that although all the signalized intersections currently operate at overall LOS D or better, several lane groups operate at LOS E or F during at least one peak hour:

- NC 210 at Stone Bay Avenue (Base entrance): SBL
- NC 210 at NC 172: NBL, NBR, EBL, and SBL
- NC 210 at SR 2290 (Ridgefield Avenue) (Dixon Middle School): EBL and EBR
- NC 210 at SR 1518 (Old Folkstone Road): WBL

The following turn lanes are blocked by the adjacent through movement or have storage deficiencies during at least one peak hour:

- NC 210 at SR 1671 (Betty Dixon Road)/Stones Creek Game Lands: NBL and SBL
- NC 210 at NC 172: NBL, NBR, EBL, and EBR. During the peak hours, vehicles need to use the extended storage provided by the two-way, left-turn lanes on the westbound, eastbound, and northbound approaches.
- NC 210 at SR 1518 (Old Folkstone Road): SBL, WBR, NBL, and EBR. During the peak hours, vehicles need to use the extended storage provided by the two-way, left-turn lane on the northbound approach.

The 2050 No-Build analysis indicates that the existing geometry and future developments do not provide sufficient capacity for the forecasted demand. The majority of signalized intersections are expected to operate at overall LOS E or F during at least one peak hour, and all unsignalized intersections are likely to have at least one lane group that operates at LOS E or F during at least one peak hour. Compared to the 2024 No-Build scenario, peak hour network delays may more than quadruple and average network speeds (including the minor streets) could be reduced by about 15 mph. The analysis suggests that queuing from signalized intersections blocks traffic at nearby unsignalized intersections from entering the NC 210 traffic flow, which may result in high levels of delay for unsignalized movements.

2. Bridge No. 19 Structure Rating

In the NCDOT Structure Safety Report, dated 2/12/26, Bridge No. 660019 over Stones Creek, was built in 2008. The bridge is neither functionally obsolete nor structurally deficient. It is 130 feet long and 48 feet wide (deck width out to out).

3. Bicycle and Pedestrian Needs

Due to the presence of the Mountains to Sea trail ([Segment 15 | Mountains-to-Sea Trail](#)), East Coast Greenway ([Route Map | East Coast Greenway](#)), Camp LeJeune multi-use path, access to Topsail Beach/City of Jacksonville, and connections to commercial and residential communities throughout the study area, there are many opportunities for recreational activities and non-motorized travel along NC 210. NCDOT's Complete Street Activity Estimation Map labels the corridor as "medium" use. The NCDOT Non-Motorized Crash Map shows seven bicycle and nine pedestrian crashes within the study area between 2007 and 2024. With the rapid development of the corridor, an increase in non-motorized activity is expected. Local plans recommend the inclusion of bicycle and pedestrian accommodations in the corridor.

An email from NCDOT's Division of Bicycle and Pedestrian Transportation on August 18, 2018 concurred with the inclusion of a minimum 4-foot paved shoulder for bicycle use throughout the corridor. It also stressed that the purpose and need statement should clearly articulate the significance of these trail segments and guide appropriate facility planning as the project develops. The inclusion of dedicated pedestrian facilities is still being explored. While they recognize a desire to minimize project footprint, they are also inclined to recommend pedestrian facilities near schools.

As part of the Complete Streets Assessment, on March 9, 2026 the NCDOT Integrated Mobility Division (IMD) concurred with evaluating a multi-use path on one side of the roadway north of the Camp Lejeune southern boundary. To the south of the Base, it gets into denser commercial and residential uses. IMD recommended pedestrian facilities on both sides whether it is a multi-use path on one side of the roadway and sidewalk on the other. Commercial uses and destinations exist on both sides of the roadway.

Division 3 met with IMD on March 19, 2026 to discuss an alternative to their recommendation. Division 3 proposed to include a bike lane from US 17 to Betty Dixon Road using a 10-foot paved shoulder on both sides of NC 210. Traffic volumes (not including summer volume increases) are below 40,000 vpd for a 55-mph posted speed limit design. Only installing a bike lane in this section will minimize impacts to the Stones Creek Game Land, Camp Lejeune Marine Corps Base, and Everett Creek Preserve. At Betty Dixon Road to Old Folkstone Road, commercial and residential development significantly increases. Therefore, a curb and gutter section with a sidewalk on one side of NC 210 and an MUP on the other side will provide adequate accommodations for bicycles and pedestrians. South of Old Folkstone Road, the speed limit returns to 55 mph so a 10-foot shoulder section could carry bike lanes towards Topsail Beach. IMD expressed safety concerns for bike lanes installed on roadways with posted speeds of 55 mph.

Division 3 and JUMPO met with the East Coast Greenway Alliance on April 29, 2026. As part of this discussion, questions were asked about agreements for future maintenance. The Alliance would coordinate with Onslow County for a maintenance determination as soon as

possible. There was concern from JUMPO that the cost of the MUP would ultimately disrupt the funding and schedule for U-5949, which was desperately needed for this area. In a conversation with Onslow County Planning on July 9, 2026, Mr. Carter Metcalf confirmed that Onslow County will provide future maintenance of the MUP after construction.

Plans supporting bicycle and pedestrian accommodations:

The *Sneads Ferry Community Plan* (July 2015) recommended the construction of a multi-use path along NC 210. In addition to the multi-use path, the plan recommends that a sidewalk is also constructed between Betty Dixon Road and Old Folkstone Road. Bicyclists and pedestrians are currently mixing with vehicular traffic because a coordinated multimodal network does not exist in the area. The plan recommends bicycle and pedestrian amenities at intersections as the roadways are widened.

Cape Fear Regional Bicycle Plan (2017) shows NC 210 with a proposed off-road shared use path for the East Coast Greenway, which is part of a proposed regional network.

The *JUMPO 2050 MTP* shows a multi-use path (future bicycle and pedestrian network) along NC 210 from US 17 to Topsail Beach. Planned sidewalks are also shown along NC 172 and Old Folkstone Road. The multi-use path is described as the East Coast Greenway and is a complementary route along NC 210 from US 17 to the coast. It is a long-distance, continuous, traffic-free route that aims to connect existing and planned shared-use paths from Maine to Florida spanning 3,000 miles. The East Coast Greenway, planned to lie largely within the public right-of-way, is still in development and aims to follow existing roadways where greenways have not yet been developed. Currently, the main East Coast Greenway route in North Carolina connects the Raleigh-Durham area with Fayetteville before running along the Cape Fear River to Wilmington and points south. An alternative Historic Coastal route connects the North Carolina coast, linking Greenville and Jacksonville before connecting to the main route near Wilmington. To promote better connections between state bike routes and the East Coast Greenway, NCDOT plans to re-route NC Bike Route 3 to closely follow the East Coast Greenway Coastal Route into downtown Jacksonville while providing additional wayfinding between the two trails at locations where they cross. The *Jacksonville-Onslow Area Bicycle Map* shows the former Ports of Call Bicycle Route along Hwy 172 to NC 210 to Topsail Beach. The new route is outside of the project study area.

The *WalkBikeNC 2013 Plan* shows the East Coast Greenway routed along NC 210 from US 17 to Topsail Beach.

Topsail Area CTP recommends on-road bicycle facility along NC 210 from NC 172 through Topsail Beach.

4. New Development

The Village Center is a commercial development and higher density residential community centered on the intersection of NC 210 and NC 172, as well as areas south and east of the intersection along those main thoroughfares. The Village Center will include predominantly retail, office, and service-related uses. A United States Post Office was recently added in this area. To a lesser extent, attached housing (townhomes) and multifamily residential uses can be integrated vertically or horizontally in the site. The design and scale encourage active living and allow residents to live, work, shop, and play within a walkable community.

The 2024 Traffic Forecast considers predicted traffic volumes due to future development along the corridor. Based on discussions with the local planners and engineers as well as information collected during a field visit, a number of new developments were under construction or proposed. The following developments were under construction during the development of the 2024 Traffic Forecast:

- Holly Sands Villas (Phase II): four new townhomes SW of NC 210 at Manchester Lane/Rifle Range Road (constructed, 2024 aerial)
- Coastal Village Townhomes: 26 duplexes NW of NC 210 at Village Drive (constructed, 2024 aerial)
- Comet Apartments: 240 apartments SW of NC 210 at Village Drive (constructed, 2024 aerial)
- Hawthorne Stillwater at Southbridge: 288 apartments north of NC 172, east of NC 210, at Citadel Drive (constructed, 2024 aerial)
- Home2Suites by Hilton: 95-room hotel NE of NC 210 at Ridgefield Avenue
- Shoppes at Creekside Landing: strip shopping center NW of NC 210 at Ridgefield Avenue
- North Topsail Landing: mixed use development east of NC 210 at Ridgefield Avenue. As part of this development, a new westbound roadway connection (North Topsail Landing Way) is proposed at the intersection of NC 210 and Ridgefield Avenue.
- The Landing at Mill Creek (Phase V): 93 single family homes added on to the existing The Landing at Mill Creek development connecting via Pebble Shore Drive (constructed, 2024 aerial)
- Beachside Commons/Beachside Plaza (Phase II): 48 townhomes west of NC 210 and Beachside Village Lane (constructed, 2024 aerial)
- Sneads Ferry Retail Center (Phases II and III): retail buildings SW of NC 210 and Old Folkstone Road
- Evolve at North Shore: 264 apartments east of NC 210 at Bluefish Drive and NC 210 at Sunray Way (constructed, 2024 aerial)

The following developments were pending construction during the development of the 2024 Traffic Forecast:

- Beachwalk Townhomes: 90 townhomes SE of NC 210 at Sunray Way.

- Jubilation: 240 single family homes, 178 apartments, and retail NW of NC 210 and North Shore Golf Course.

Additional developments mentioned in the JUMPO response to the Start of Study notifications on February 5, 2026 include:

- Minute Man Gas Station: located on NC 210, north of NC 172
- NorthPoint Bay Residential: 252 multi-family residential units on west corner of NC 210 and NC 172
- Topsail Landing Development: Multi-phase residential/Mixed-use development located along NC 172
- Old Folkstone Apartments: 288 multi-family units located at NC 210 and Old Folkstone Road

In preparation of the Community Impact Assessment, a recent field visit revealed new developments in the project study area:

- The area around the NC 210 and Old Folkstone Road intersection contains a BP Gas Station, Food Lion, CVS Pharmacy, Island center Shopping Center, Topsail Way Shopping Center, and several tourist beach shops
- Two mobile homes at the intersection of Dixon Road and NC 210 across from the cemetery – possible low-income community
- A mobile home community north of Old Folkstone Road – possible low-income community
- Development/construction has started at the intersection of NC 210 and Ridgefield Avenue (southwest of the intersection and the north and south portions of the east side of NC 210 at the intersection)
- The service road that runs along the NC 210 near the Ridgefield Avenue intersection has been cleared and is no longer present

5. Extension of Project Study Area

The project study area was developed in August 2018 to address the purpose and need for U-5949. The 2024 Traffic Capacity Analysis recommended improvements at the Village Drive/Quarters Landing Drive intersection, Ridgefield Avenue intersection, west side of NC 172, and Mill Run Road intersection. Extension of the 2018 project study area is needed to accommodate future turn lanes and other improvements to meet the LOS D or better conditions. The additional study area is shown in green highlight on Figure 2.

The new study area ranges from 300 – 550 feet wide and begins at the US 17/NC 210 intersection and extends approximately 6.5 miles south along NC 210 to a point approximately 3,800 linear feet south of SR 1518 (Old Folkstone Road) to include the NC 210/Mill Run Road intersection. The study area includes 1,000 linear feet north and 1,800

linear feet south along US 17; 2,000 linear feet west and 1,700 linear feet east along NC 172; and 1,250 linear feet west and 2,300 linear feet east along Old Folkstone Road.

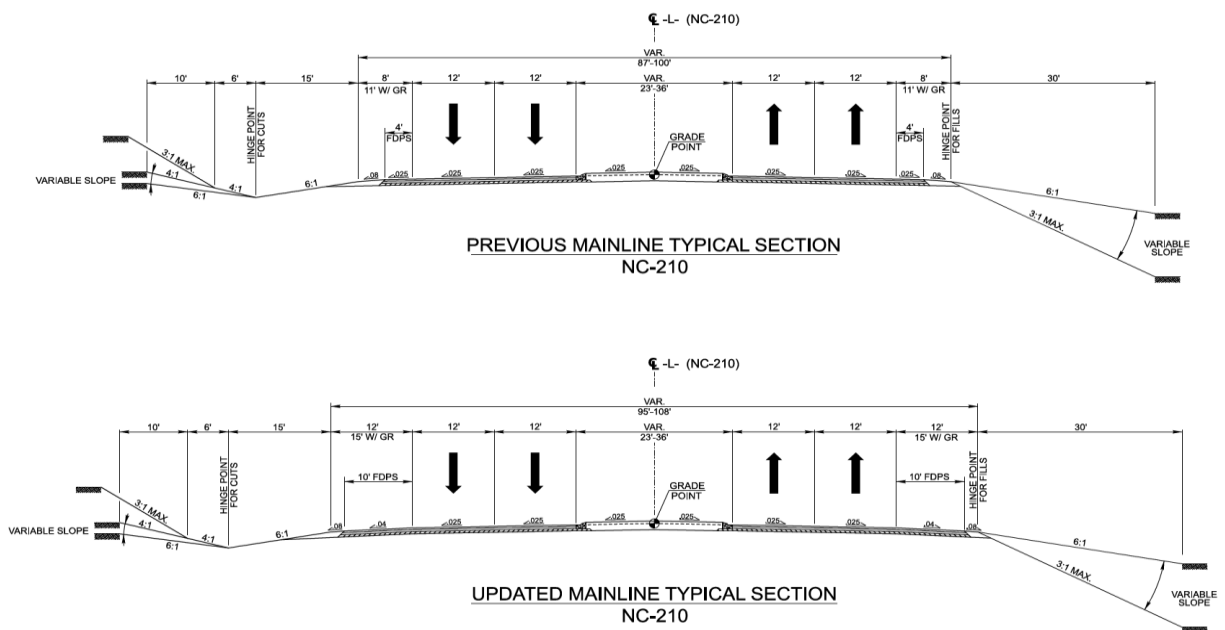
After meeting with the Base and JUMPO on April 20, 2026, the study area near the US 17/ NC 210 intersection was extended further south along US 17 to shift the left turn lane and entrance to Dixon High School. The additional space would provide a safer separation on the Green T intersection design between the southbound US 17 merge lane and left turn lane into the school.

6. Design Changes

The proposed design criteria have changed over the years. The March 2018 criteria were used to develop the functional design plans shown in the CP 2 Merger Meeting packet in August 2019. Below is a table with notable changes in the proposed criteria from March 2018 to June 2026.

Proposed Design Criteria for NC 210	March 2018	June 2026
ADT LET year	(2016) 17,400	(2034) 31,546
ADT Design year	(2040) 33,400	(2054) 49,239
Typical section type	4 lane median divided with C&G or shoulder	4 lane median divided with C&G, shoulder outside
Shoulder width outside without guardrail	8'	12'
Shoulder width outside with guardrail	11'	13'
Paved shoulder outside total/FDPS	8'/4'	10'
Horizontal alignment minimum radius	833'	1,330'
Sidepath width	N/A	10' right side
Clear Zone	24'-28'	30'

In review of updated standards, the current Roadway Design Manual recommends 10-foot paved shoulders for arterials and collectors over 40,000 vehicles per day which results in a 12-foot total shoulder width compared to the previous 8-foot total shoulder width. The typical sections below display the difference in roadway width based on the 2018 criteria versus the 2026 criteria. Previously, the roadway width ranged between 87 feet and 100 feet. Currently, the roadway width (with no MUP) ranges between 95 feet and 108 feet.



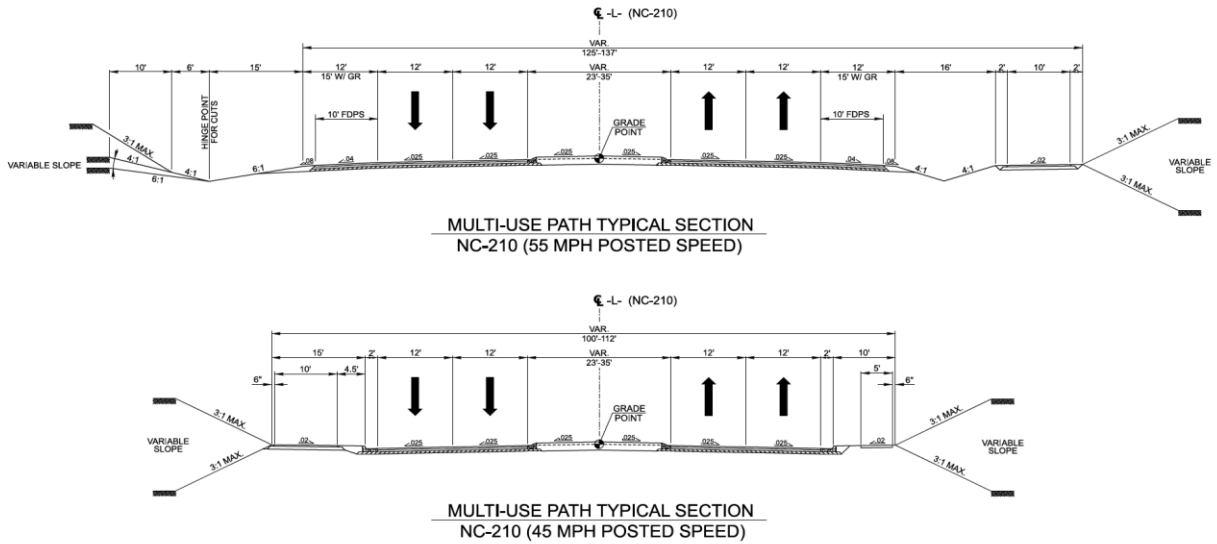
IMD Complete Streets Assessment recommends bicycle and pedestrian accommodations throughout the entire project limits. A 10-foot MUP is proposed along the west side of NC 210 from US 17 to Betty Dixon Road. The MUP switches to the east side and a 5-foot sidewalk is proposed along the west side of NC 210 from Betty Dixon Road to Old Folkstone Road. The MUP continues along the east side of NC 210 from Old Folkstone Road to the end of the project limits. Therefore, two typical sections are proposed for the project.

55-mph Typical Section

A 4-lane, median-divided shoulder typical section is proposed where the speed limit is posted at 55-mph, north of Betty Dixon Road and South of Old Folkstone Road. The design for the shoulder section includes a ditch outside of the shoulder point and a MUP path behind the ditch to provide separation of the path outside of the roadway clear zone of 30 feet.

45-mph Typical Section

A 4-lane, median-divided typical section with curb and gutter at the outside edge of travel (EOT) is proposed between Betty Dixon Rd and Old Folkstone Rd where the speed limit is posted at 45-mph. The curb and gutter section includes a 15-foot berm on one side of the roadway to accommodate a MUP. On the opposite side is a 10-foot berm to accommodate a sidewalk.



7. Anticipated Schedule

The tentative project schedule is shown below.

- | | |
|-----------------------|----------|
| • Type III CE | 11/15/28 |
| • Right of Way Plans | 1/15/29 |
| • Let to Construction | 6/20/34 |

8. Cost

The estimated costs (10/8/24) are state-funded and shown below.

- | | |
|----------------|----------------------|
| • Right of Way | \$33,200,000 |
| • Utilities | \$15,400,000 |
| • Construction | \$115,400,000 |
| Total: | \$164,000,000 |

Conclusion

The purpose of and need for the project are essentially the same as previously discussed. However, some changes to the proposed typical section, design, and study area were necessary to incorporate the recommended shoulder width, clear zone, and multi-modal accommodations. The 2024 Traffic Forecast considered summer traffic volumes, school traffic assumptions, and volume growth projections. Due to rapid growth and development since the original 2018 Traffic Forecast and Capacity Analysis, the June 2025 Traffic Capacity Analysis captured additional recommended improvements along NC 210, US 17, NC 172 and Old Folkstone Road. The study area extended further south to Mill Run Road for a total of 6.5 miles (0.7 miles longer). The study area also extended along some intersecting streets (Village Drive/Quarters Landing, Ridgefield Avenue, and NC 172) to accommodate for lane and intersection improvements.

Figures

Figure 1 – Vicinity Map

Figure 2 – Comparison of Study Areas

Figure 3 – Jurisdictional Features (from NRTR, June 2018)

Appendices

CP 1 and 2 Meeting Minutes - August 16, 2018

CP 1 Form Signed

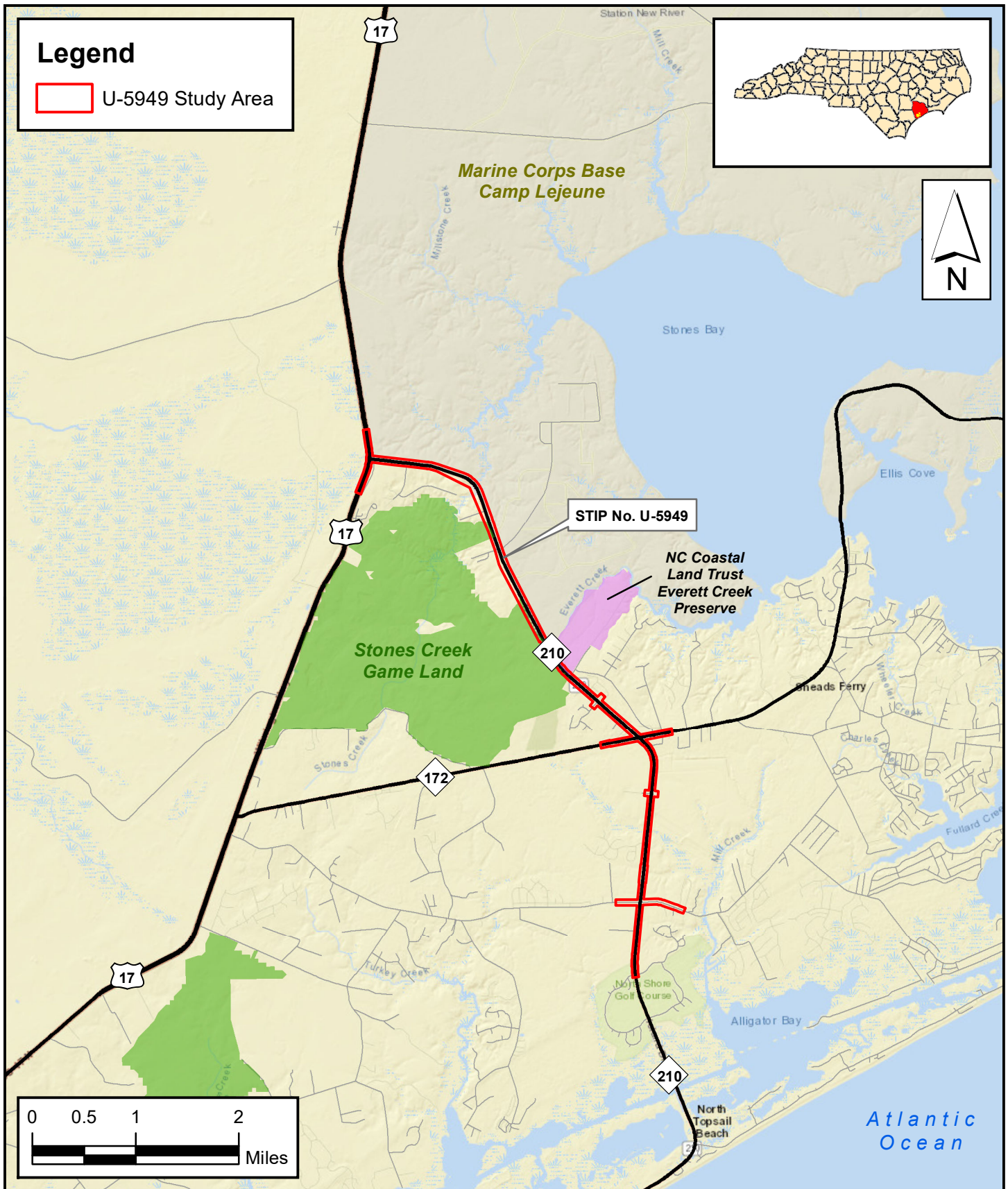
CP 2 Meeting Minutes - August 22, 2019

CP 2 Form Signed

Dixon High School Meeting Minutes – June 23, 2026

2019/2026 Impact Comparison Tables – Segments 1, 2, 3, and 4

FIGURES



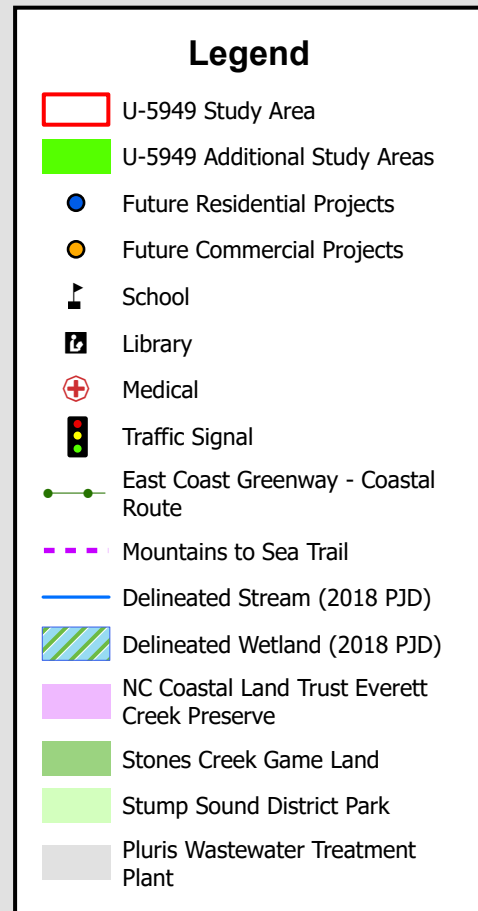
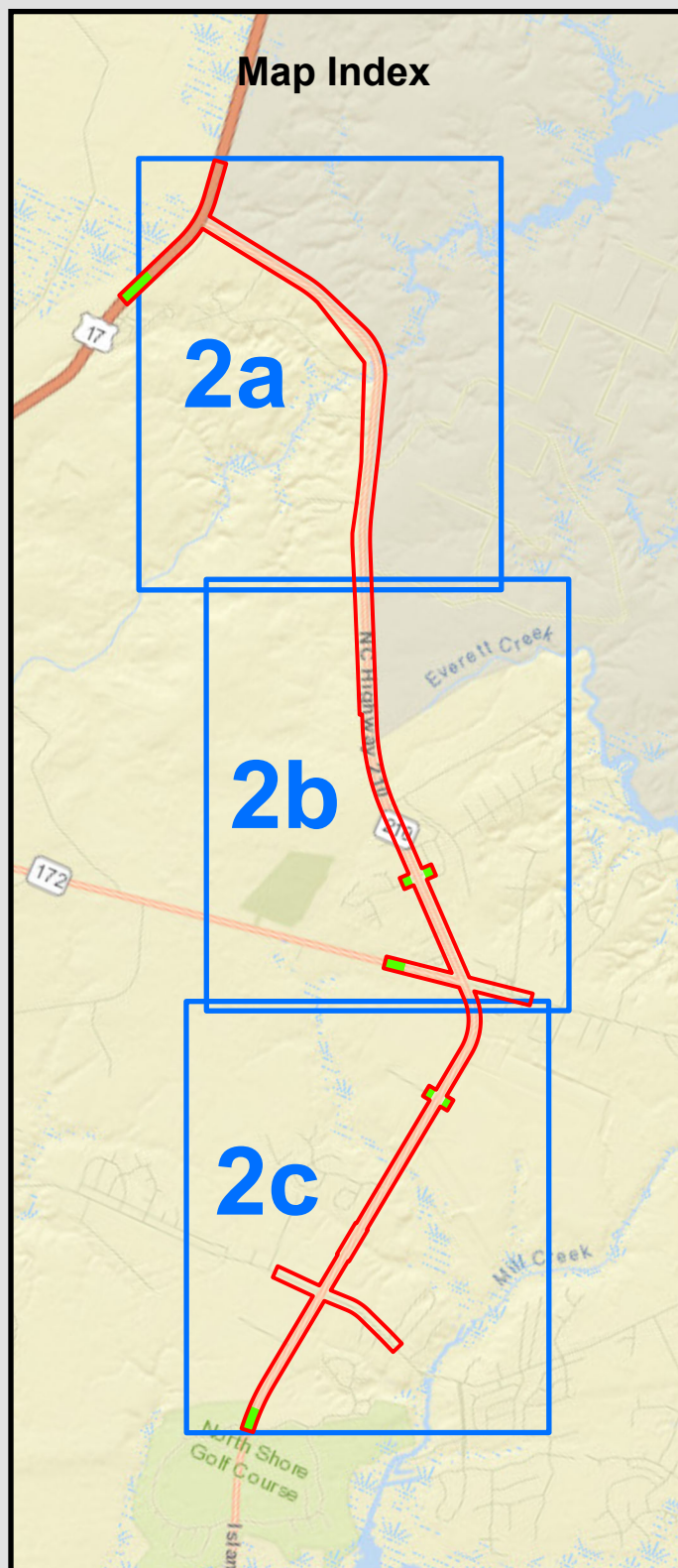
NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS

**VICINITY MAP
WIDEN NC 210 FROM
US 17 TO SOUTH OF
SR 1518 (OLD FOLKSTONE RD)**

ONSLOW COUNTY
NORTH CAROLINA

County:	ONSLOW
Div: 3	STIP# U-5949
WBS:	46896.1.1
Date:	OCTOBER 2025

**Figure
1**



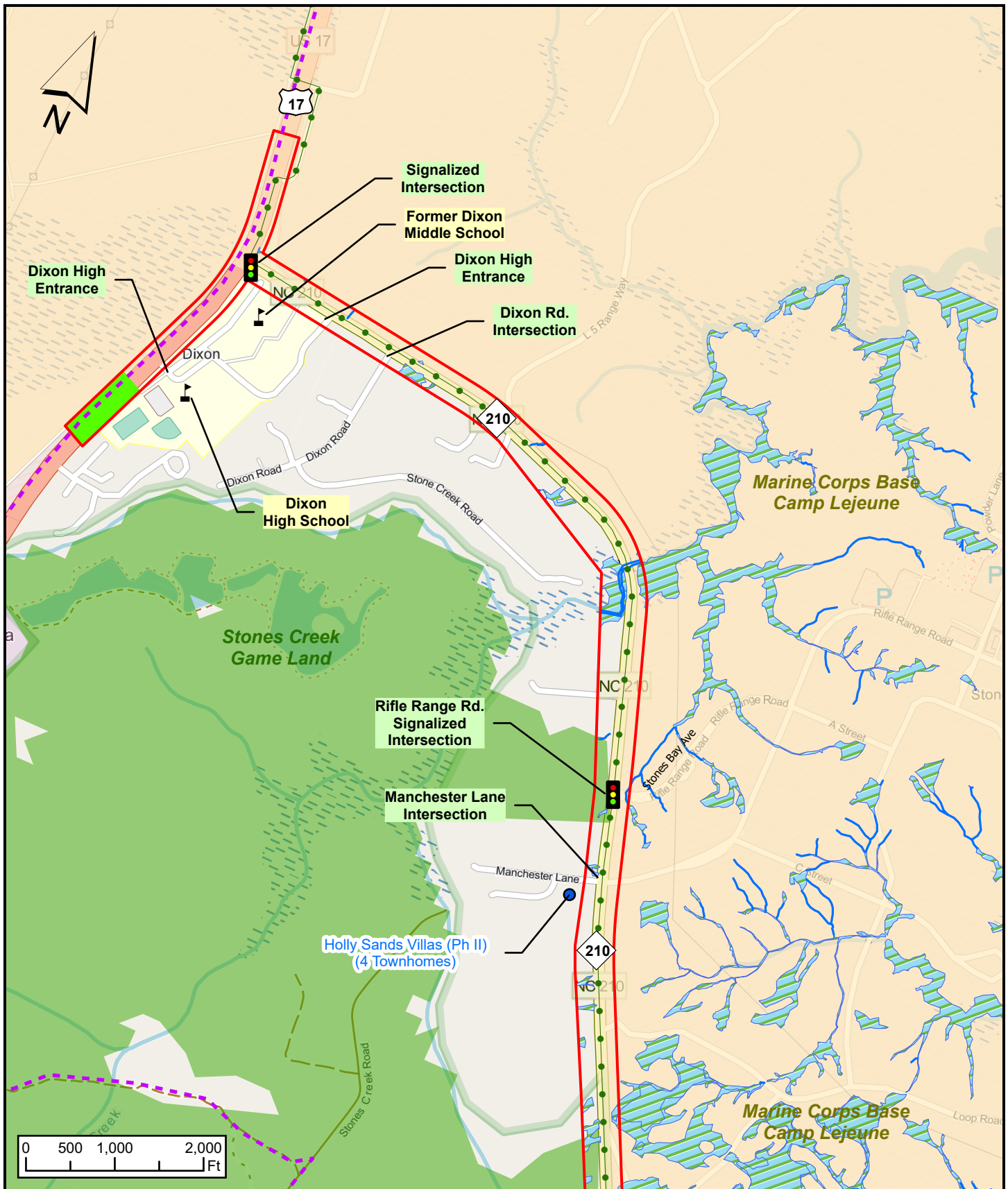
NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED STUDY AREA MAP
WIDEN NC 210 FROM
US 17 TO SOUTH OF
SR 1518 (OLD FOLKSTONE RD)**

ONSLOW COUNTY
NORTH CAROLINA

County:	ONSLOW
Div: 3	STIP# U-5949
WBS:	46896.1.1
Date:	JUNE 2026

**Figure
2**



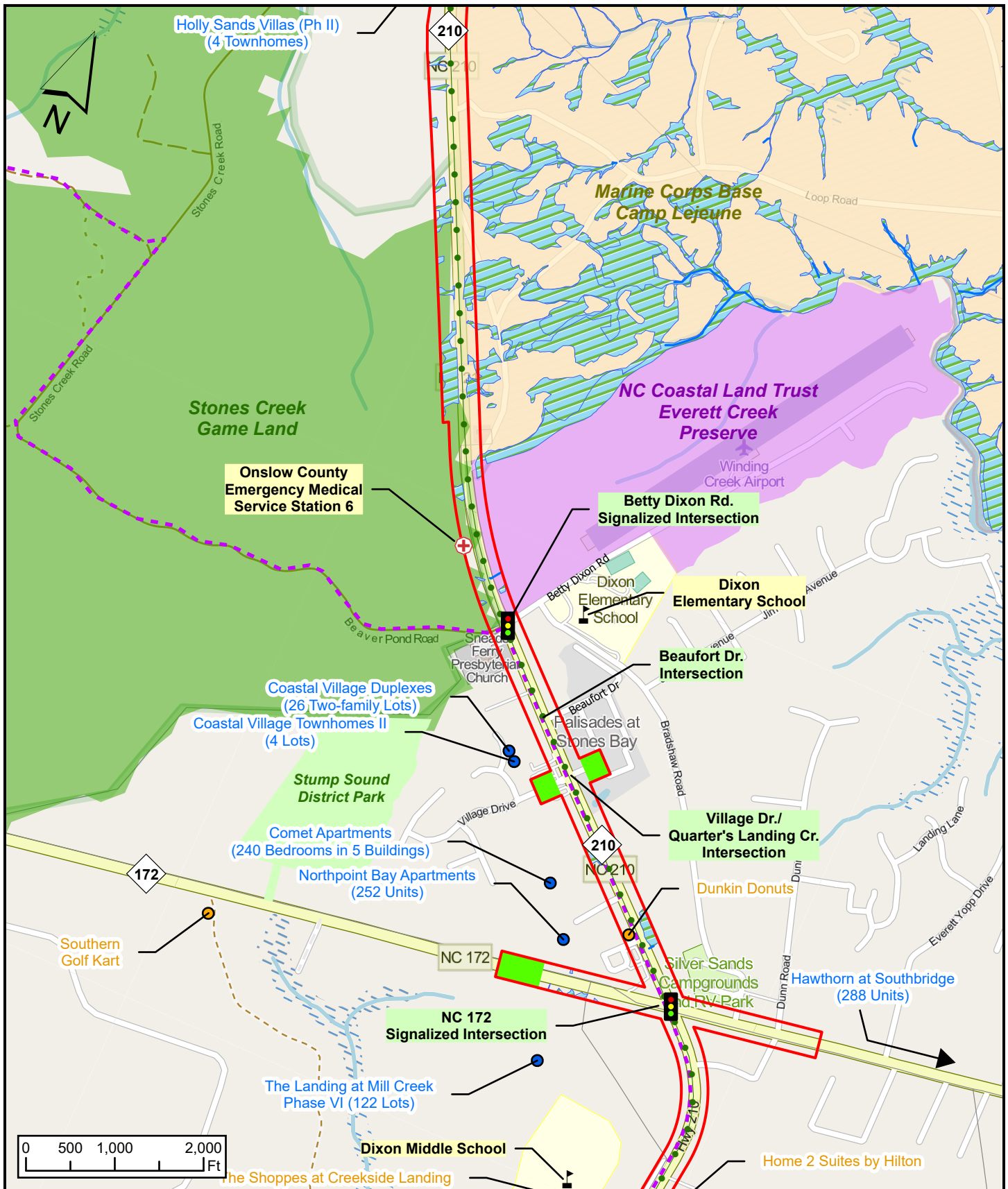
NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED STUDY AREA MAP
WIDEN NC 210 FROM
US 17 TO SOUTH OF
SR 1518 (OLD FOLKSTONE RD)**

ONSLOW COUNTY
NORTH CAROLINA

County:	ONSLOW
Div: 3	STIP# U-5949
WBS:	46896.1.1
Date:	JUNE 2026

**Figure
2a**



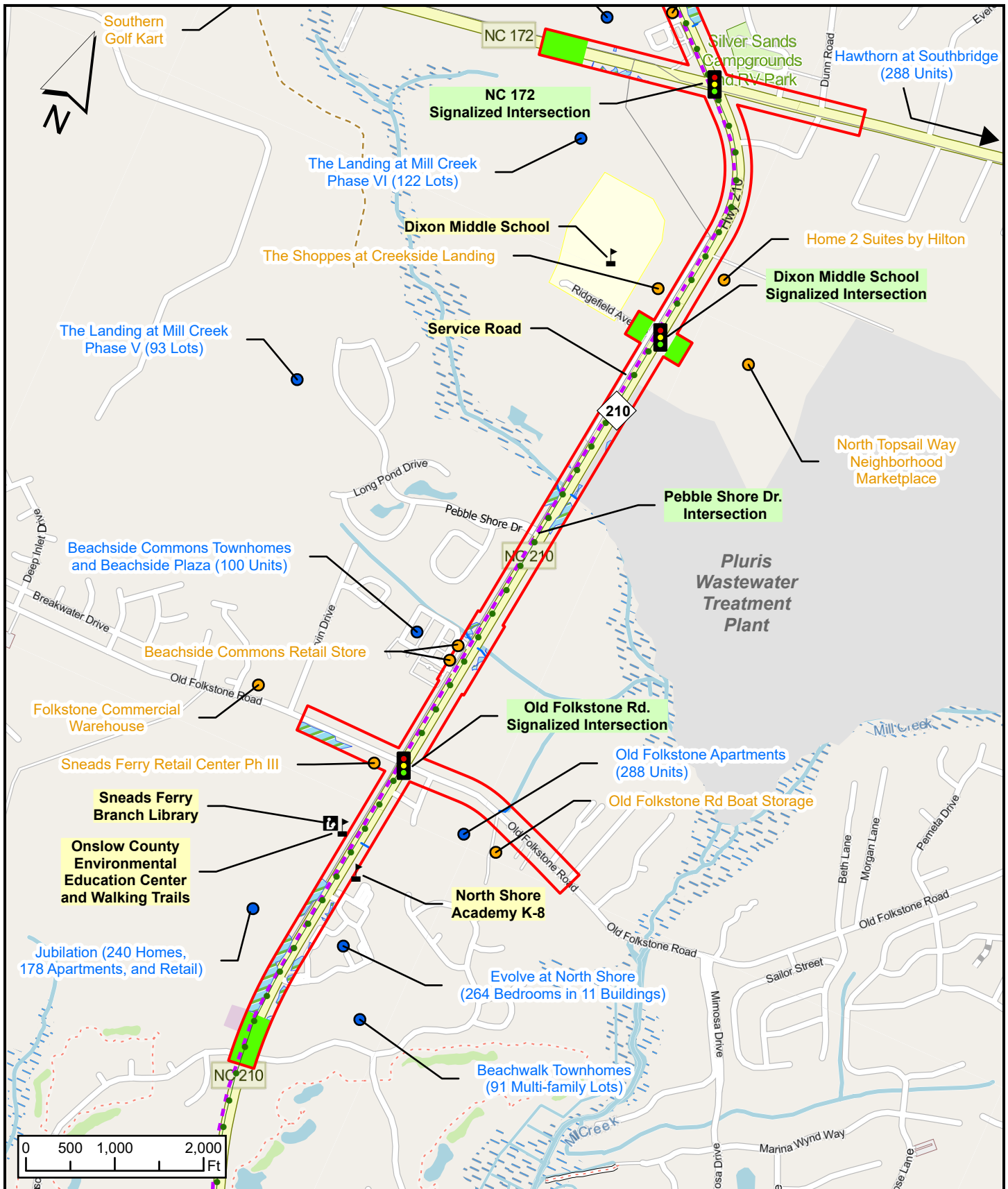
NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED STUDY AREA MAP
WIDEN NC 210 FROM
US 17 TO SOUTH OF
SR 1518 (OLD FOLKSTONE RD)**

ONSLOW COUNTY
NORTH CAROLINA

County:	ONSLOW
Div: 3	STIP# U-5949
WBS:	46896.1.1
Date:	JUNE 2026

**Figure
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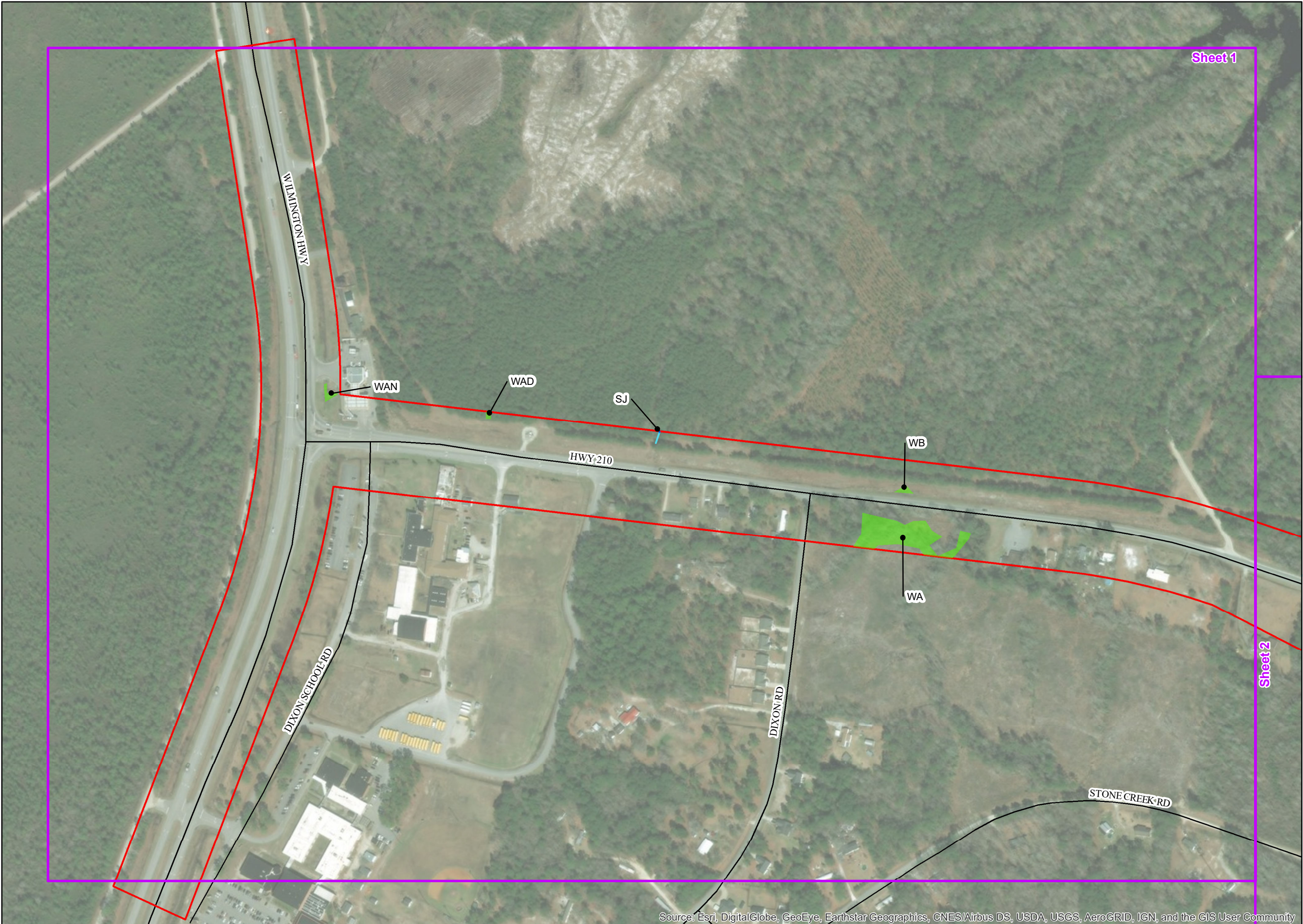
NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED STUDY AREA MAP
WIDEN NC 210 FROM
US 17 TO SOUTH OF
SR 1518 (OLD FOLKSTONE RD)**

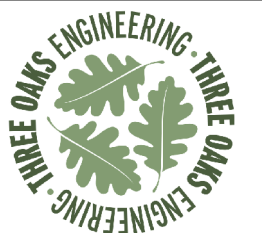
ONSLOW COUNTY
NORTH CAROLINA

County:	ONSLOW
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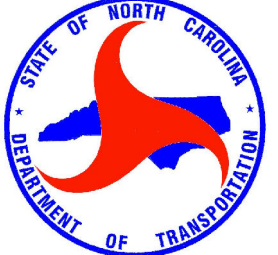
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Prepared For:



**Jurisdictional
Features Map**
Widen NC 210
from US 17 to
south of SR 1518
(Old Folkstone Rd)

Onslow County, North Carolina

- Study Area
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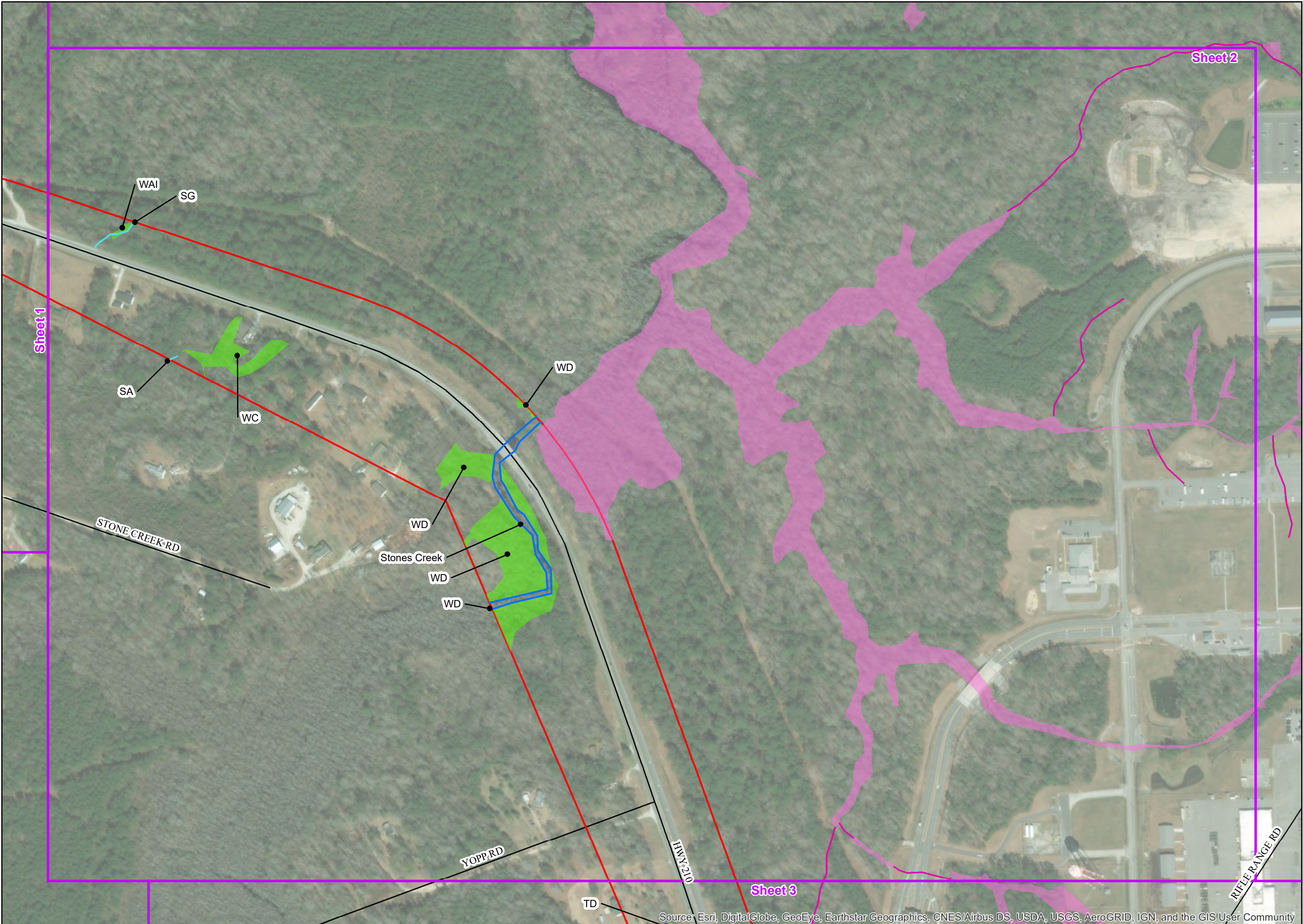
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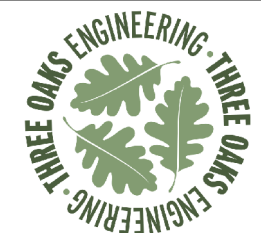
Job No.: 17-006

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CMR	NH

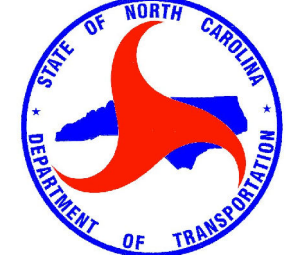
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Sheet 1 of 10



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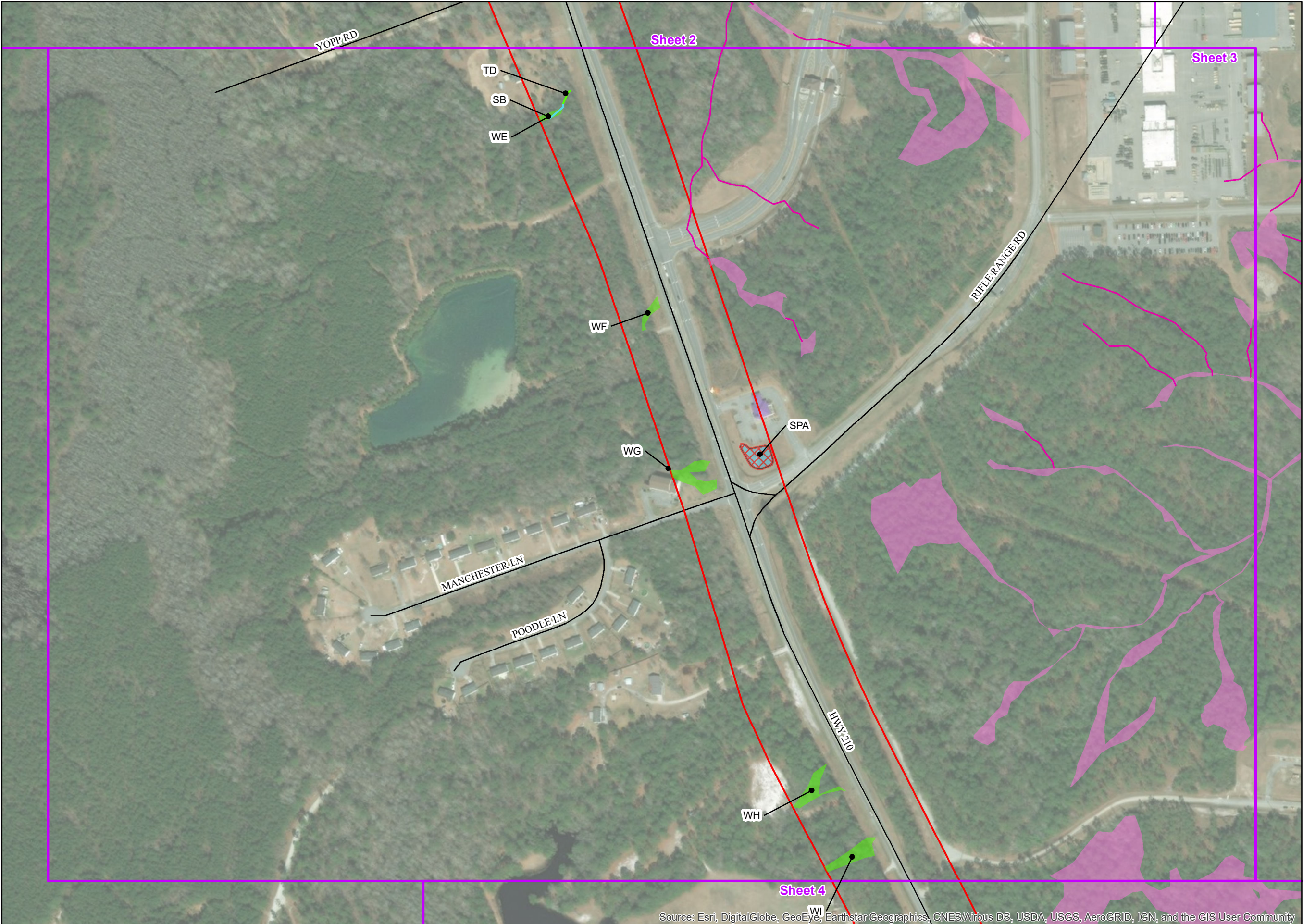
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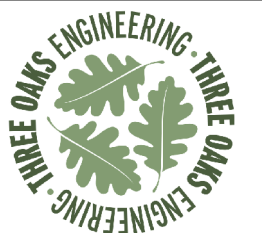
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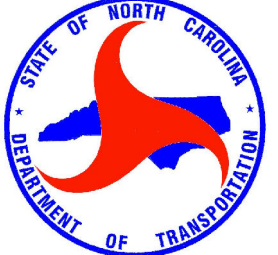
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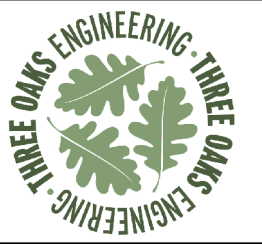


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Job No.:	17-006
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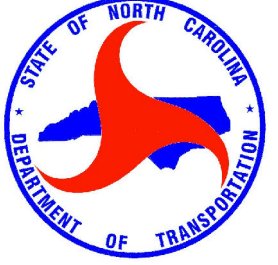
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Sheet 3 of 10



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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Jurisdictional Features Map

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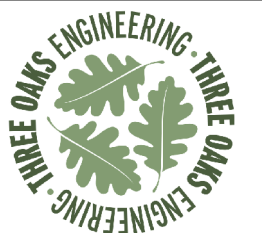
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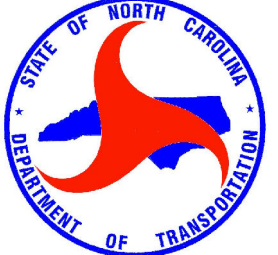
Sheet 4 of 10



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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Jurisdictional Features Map

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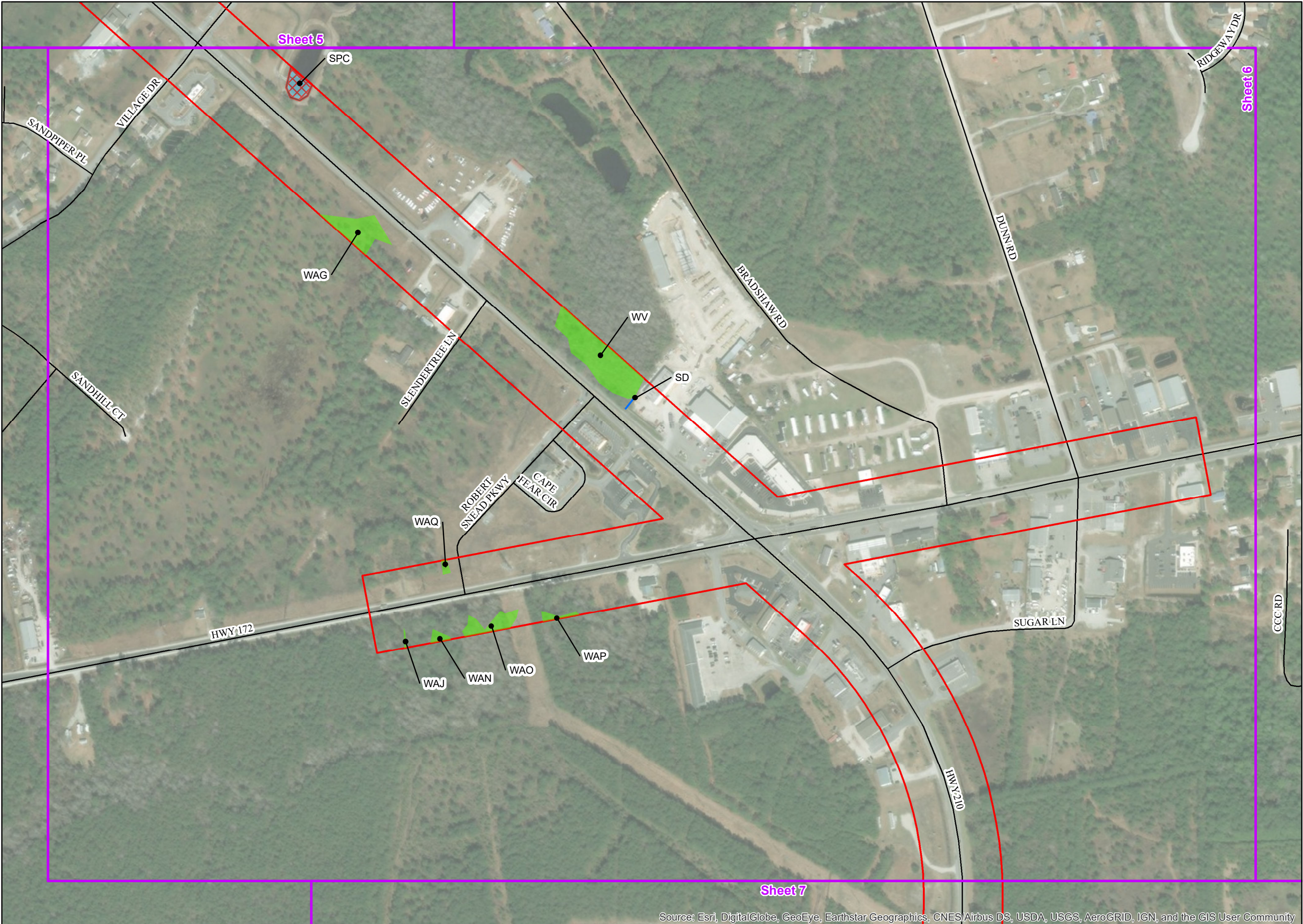
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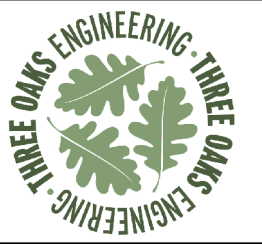
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Sheet 5 of 10



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**Jurisdictional
Features Map**
Widen NC 210
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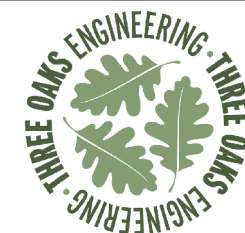
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Figure
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Sheet 6 of 10



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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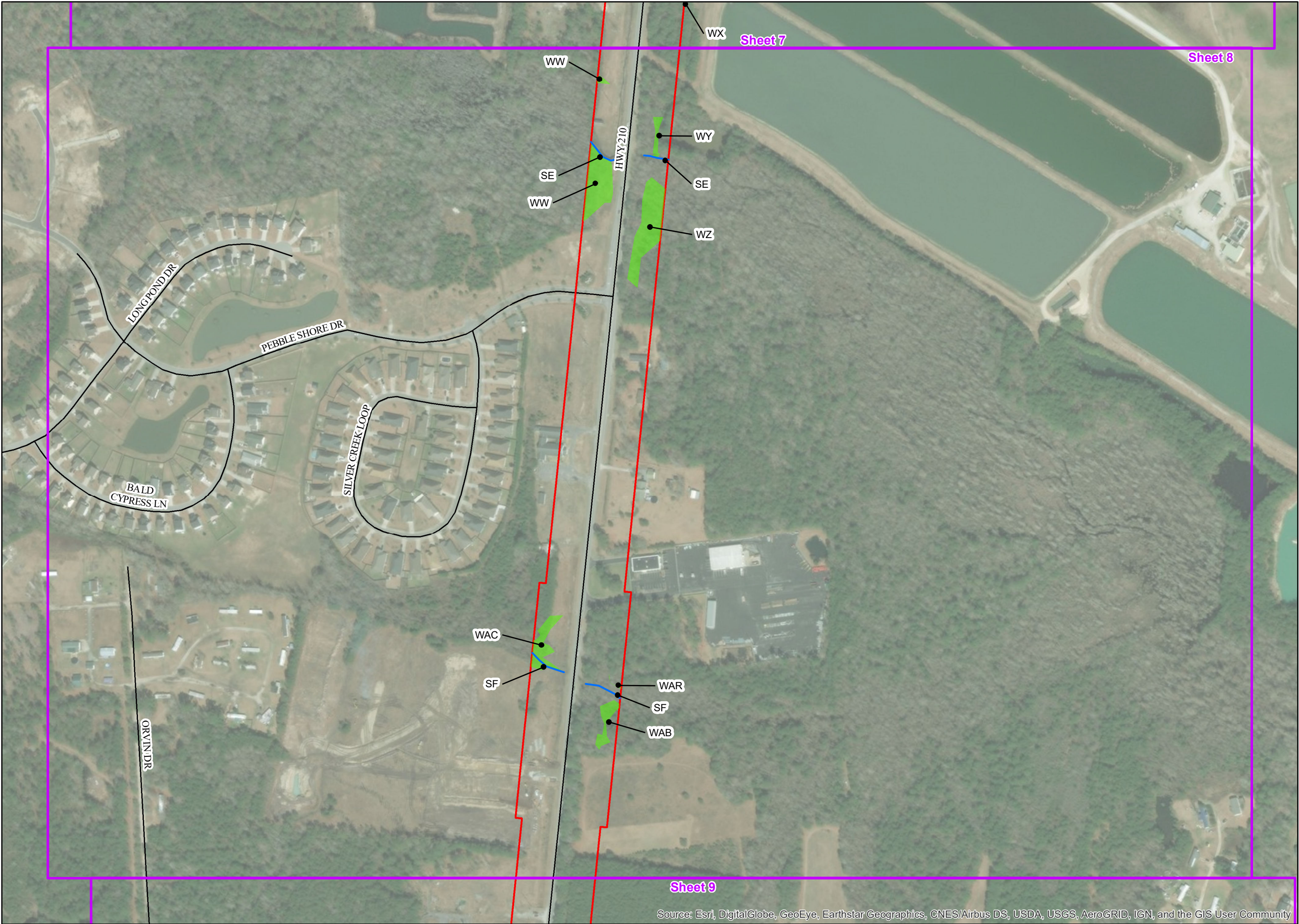
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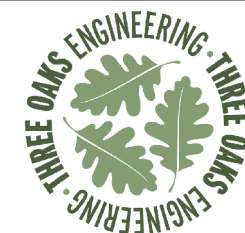
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Sheet 7 of 10



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Jurisdictional Features Map

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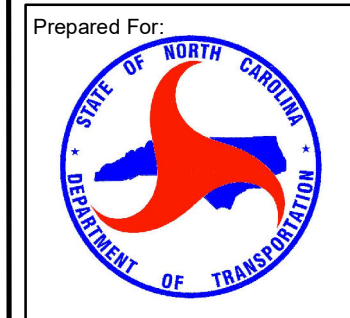
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Checked By:	NH

Figure
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Sheet 8 of 10



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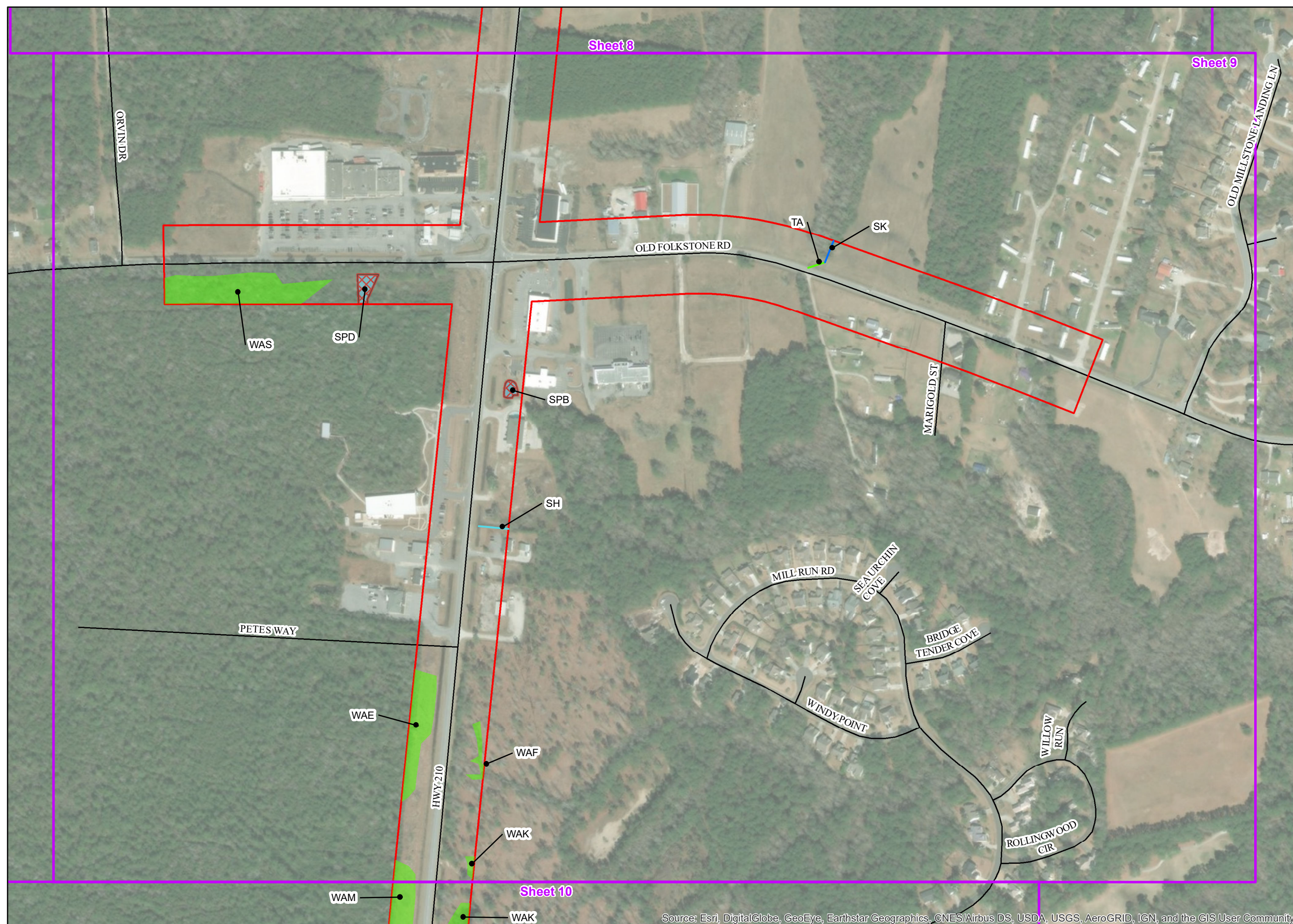
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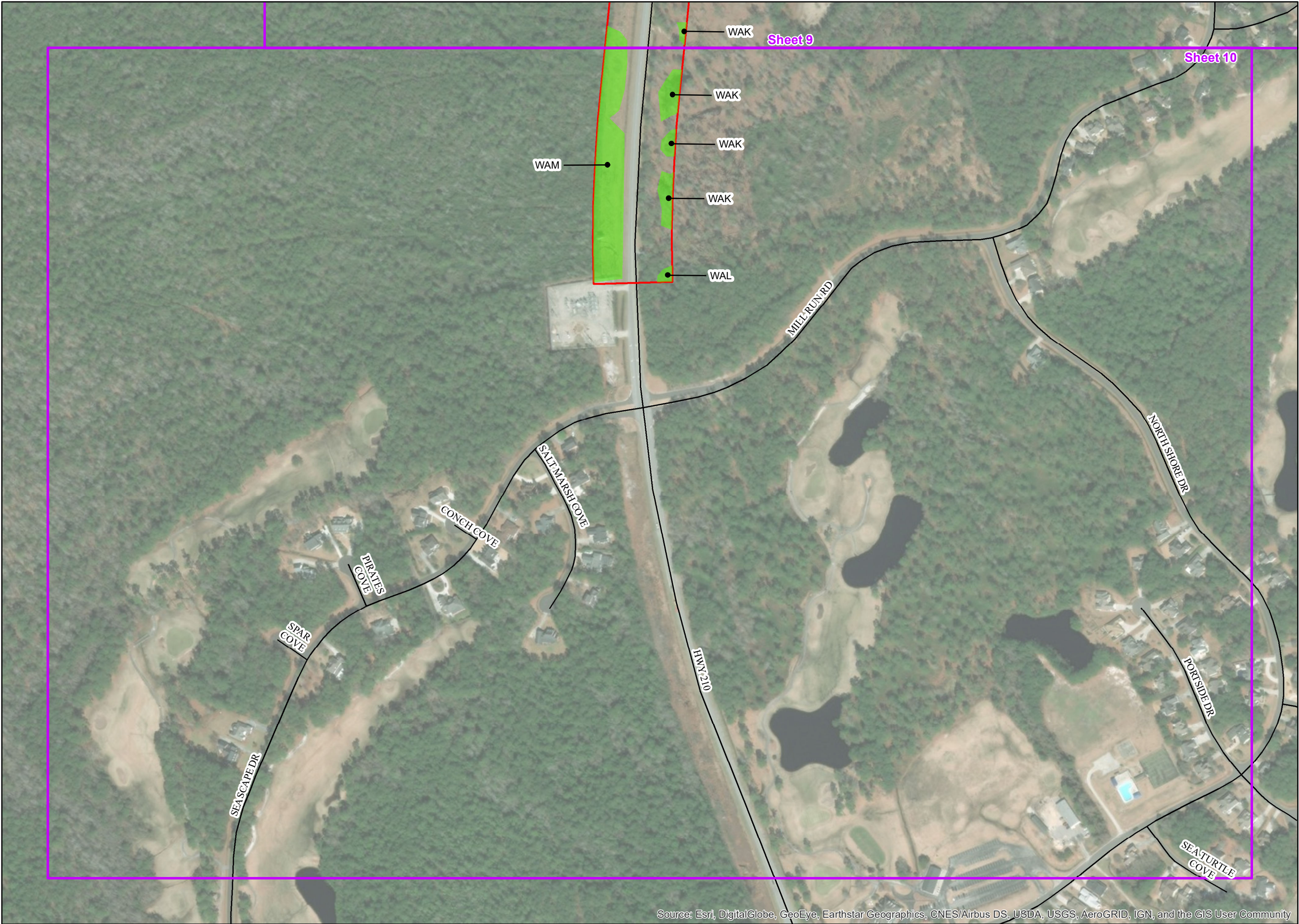
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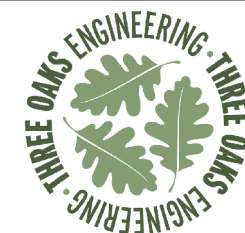
Sheet 9 of 10



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CMR	NH

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Sheet 10 of 10

APPENDICES



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Meeting Minutes

U-5949, NC 210 from US 17 to south of SR 1518 (Old Folkstone Road), Onslow County – Merger CP 1 & CP 2

Date Prepared:	August 27, 2018
Meeting Date/Time/Place:	August 16, 2018 @ 10:00 A.M., NCDOT Century Center, Building A, Structure Design Conference Room C
Meeting Purpose:	Concurrence Point 1 & 2 Meeting
Prepared By:	Suzanne Unger Young – Three Oaks Engineering

Meeting Attendees:

Cathy Brittingham, NC Division of Coastal Management (NC DCM)
Stephen Lane, NC DCM
Gary Jordan, US Fish and Wildlife Service
Joanne Steenhuis, NC Division of Water Resources (NC DWR)
Brad Shaver, US Army Corps of Engineers (USACE)
Stephanie Kutz, Jacksonville MPO
Anthony Prinz, Jacksonville MPO
Krista Kimmel, NCDOT Division 3
Mason Herndon, NCDOT Division 3
Deanna Riffey, NCDOT EAU – Environmental Coord. & Permitting
Simone Robinson, NCDOT Public Involvement & Community Studies
Hardee Cox, NCDOT STIP Unit
* Travis Wilson, NC Wildlife Resources Commission (NC WRC)
* Renee Gledhill-Earley, State Historic Preservation Office (NCHPO)
* Harold Napier, MCB Camp Lejeune
* Margaret Vinciguerra, MCB Camp Lejeune
* Katie Hite, NCDOT Division 3
* Bryan Lopez, NCDOT Bicycle and Pedestrian Transportation
* Mark Staley, NCDOT Roadside Environmental
Brandon Johnson, Summit Design & Engineering Services (Summit)
Tracy Parrott, Summit
James Speer, Summit
Mark Freeman, Three Oaks Engineering (Three Oaks)
Nathan Howell, Three Oaks
Jim Mason, Three Oaks
Suzanne Unger Young, Three Oaks

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mark.freeman@threeoaksengineering.com
nathan.howell@threeoaksengineering.com
james.mason@threeoaksengineering.com
suzanne.young@threeoaksengineering.com

* Indicates participation by phone

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
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5501 BARBADOS BOULEVARD
CASTLE HAYNE, NC 28429-5647

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Location:
5501 BARBADOS BOULEVARD
CASTLE HAYNE, NC 28429-5647

Handout - Concurrence Point No. 1 and 2 Packet, with attachment containing maps and tables

Discussion Summary:

A Section 404/NEPA Merger Concurrence Point No. 1 and 2 meeting was held on Thursday, August 16, 2018, at 10:00 A.M. in the Structures Design Conference Room to discuss STIP Project U-5949. Suzanne Young (Three Oaks) opened the meeting and asked attendees to introduce themselves, including those who were in attendance via telephone. Suzanne then proceeded to go through a PowerPoint presentation reviewing the Merger packet, and the following items were discussed:

Background/History/Environmental Features

Suzanne Young and Jim Mason (Three Oaks) reviewed the history of the project, which proposes to widen NC 210 from US 17 to south of SR 1518 (Old Folkstone Road), a distance of approximately 5.8 miles. The project is state-funded and appears in the Jacksonville MPO long range transportation plan (LRTP), Topsail Area Comprehensive Transportation Plan, and Sneads Ferry Community Plan, and was presented to the public during development of the LRTP and the Sneads Ferry Community Plan. A draft natural resource technical report (NRTR), final historic architecture report, and final traffic reports (forecast and capacity analysis) have been completed.

Jim explained the project was broken into four sections to evaluate potential design concepts. He then reviewed the environmental features map for the project and noted several resources and design constraints throughout the project corridor. Members of the Merger team referenced additional resources. The items discussed include:

- Dixon School – This former elementary school has been recommended eligible for the National Register of Historic Places. The site was evaluated as part of NCDOT's Section 106 coordination for the project and the evaluation report is currently at the state historic preservation office for review. Anthony Prinz (Jacksonville MPO) noted that the school is no longer in use.
- Camp Lejeune – The US Marine Corps Forces Special Operations Command (MARSOC) at Camp Lejeune is located along the east side of NC 210 for approximately the northern half of the project length.
- Streams – DCM noted that Stones Creek is a primary nursery area and Coastal Area Management Act (CAMA) area of concern. In addition, Mill Creek is a primary nursery area.
- Stones Creek Game Lands – These NC WRC-managed game lands are located on the west side of NC 210 for most of the northern half of the project, with a parking lot near Betty Dixon Road. Jim noted that NC WRC is developing a red-cockaded woodpecker recovery plan that will involve the Stones Creek game lands. Gary Jordan (US FWS) stated he was familiar with the recovery plan, but did not have details other than the intention is to grow longleaf pine habitat over the coming decades. He stated that if there are no red-cockaded woodpeckers in the study area, then there is no concern related to Section 7 of the Endangered Species Act for this project.
- Everett Creek Preserve – This North Carolina Coastal Land Trust preserve is located on the east side of NC 210 just north of Betty Dixon Road.
- Community Resources – There are two churches, one cemetery, three public schools, one private school, one child care, and an environmental education center in the project study area.
- Bicycle and Pedestrian – The NC 3 bike route follows NC 210 south from the intersection with Betty Dixon Road. The North Carolina Mountains to Sea Trail follows trails within the Stones Creek Game Land in the northern section of the project study area and is then routed along NC 210 south from the intersection with NC 172.
- Other Constraints – The study area includes an electrical substation, a water tower, an EMS station, and a Federal Aviation Administration (FAA) transmission tower.

In response to questions from the Merger Team about why this project does not continue south to the Topsail Island bridge, Anthony Prinz (Jacksonville MPO) provided some history related to the MPO's prioritization of the U-5949 project in NCDOT's SPOT process. He noted that the MPO looked at three sections of NC 210 in this area:

- 1) Section 1 – US 17 to Betty Dixon Road (end of Everett Creek Preserve)
- 2) Section 2 – Betty Dixon Road to Old Folkstone Road (the approximately limits of the commercial center of Sneads Ferry)
- 3) Section 3 – Old Folkstone Road to the bridge to Topsail Island

Anthony noted that Sections 1 and 3 had limited potential for development (due to the base property in Section 1 and wetlands and existing access control along NC 210 in Section 3). He stated that Section 2 had been the MPO's highest priority for improvements to NC 210 due to the need for capacity improvement and access control for increased commercial development. Section 1 was the MPO's second priority for the corridor and Section 3 was the third priority. Anthony added that during development of the Sneads Ferry community plan, which was developed over a two-year period with public involvement, Sections 1 and 2 were envisioned as a four-lane divided highway, while Section 3 was envisioned to remain 2-lane with improved shoulders and turn lanes (but not widening to 4-lanes).

Merger Concurrence Point No. 1, Project Purpose and Need

Jim presented the proposed Purpose and Need for the project:

- Need
 - Traffic congestion exists along the existing facility and is expected to worsen in the future
 - On the current two-lane facility, crash rates are higher than the statewide crash rate and the critical crash rate for rural two-lane undivided NC routes
- Purpose
 - Alleviate motorized vehicle congestion along NC 210 between US 17 and south of Old Folkstone Road (SR 1518)
 - Improve traffic safety along the project corridor by providing a wider paved roadway, two lanes in either direction, a grass median, and improved intersection configurations project corridor has traffic congestion that is expected to worsen in the future and higher than average and critical crash rates.

He then presented the 2040 forecast traffic volumes for the mainline of NC 210 and the intersecting roads. The Merger Team requested that they receive a copy of the traffic report.

There was a question about the reduction in traffic at the northern portion of the project near US 17. Mark Freeman (Three Oaks) explained that there are driveways and a back way into the high school that draw vehicles off of NC 210 in this area. Mark also responded to a question about why level of service is presented for individual turning movements versus the overall intersection. He explained that sometimes an individual movement is causing a problem but the overall average for the intersection is within the LOS D standard. So, traffic analyses provide both movement and overall intersection average for signalized intersections.

Anthony added that traffic conditions in the project corridor fluctuate greatly based on population at the Marine Corps base at a given time. He also noted that weekend traffic can change congestion on NC 210.

Jim presented the safety data from the feasibility study, noting that the 2008-2010 crash rate for NC 210 exceeds the rural two-lane undivided NC route statewide crash rate for both 2008-2010 and 2015-2017, as well as the 2008-2010 the critical rate. He noted that the most prevalent types of crashes were Rear End (38%) (which are often a sign of congestion), Left Turn (21%), Animal (13%), and Fixed Object (12%).

Jim discussed the proposed bicycle accommodation for the project, which is a 4-foot full depth paved shoulder provided to address MPO LRTP recommendations. He explained that the initial design concepts did not include sidewalk or a multi-use path as recommended in MPO LRTP in order to minimize project footprint and costs. This decision was based on MPO input at June 2017 internal scoping meeting. Anthony noted the MPO remained of the same opinion.

Jim then opened up the discussion of CP 1 to the Merger Team.

Brad Shaver (USACE) stated that if the project proposes to widen to 4-lanes, the traffic data needs to show that 4 lanes are warranted. He stated that the focus of the traffic analysis on the level of service at intersections throughout the project does not provide the necessary data for Purpose and Need.

Mark noted that the forecast volumes are well above what would be considered sufficient for a three-lane roadway. He explained that the forecasted volume on NC 210 of around 25,000 vehicles per day warrants a four-lane section based on traffic engineers' general rule of thumb.

Mason Herndon (Division 3) asked about the location of crashes along the corridor. Mark responded that most crashes were near intersections. Anthony noted that transitioning from a wide intersection to a 2-lane roadway in between intersections is a safety concern. He noted an existing issue with the dual lefts from the MARSOC gate onto NC 210 southbound, where the acceleration lane tapers.

Brad asked if the Merger team could review the arterial level of service for the project. Mark noted that the traffic forecast has the numbers that could be used for that analysis.

Brad suggested that the Purpose and Need be rewritten to focus on arterial traffic flow instead of intersections so that the Merger team can be certain a 3-lane alternative will not meet the Purpose and Need for the project before agreeing to a 4-lane widening. He also stated that we present data to exclude all other reasonable alternatives in addition to the 3-lane (if possible). Mason also suggested the Purpose and Need be revised to state a Level of Service of D or better for the corridor rather than the intersections/movements. There was agreement by the Merger team for this recommendation. Suzanne stated the Purpose and Need statement will be rewritten to address these concerns. The Merger team agreed to review the updated Purpose and Need information, when available, via email rather than meeting again.

Merger Concurrence Point No. 2, Alternatives to be Studied in Detail

Despite the Merger team not reaching concurrence on Purpose and Need, it was agreed to review the CP 2 presentation to allow the team to provide input on the design concepts.

Tracy Parrot (Summit) reviewed the project typical section, then switched to a Google Earth view of the preliminary design alternatives by segment. Through each of the four segments, Summit developed east-side, west-side, and symmetric designs to allow consideration of opportunities to avoid and minimize impacts to the extent possible. The segment breaks were based on potential transition points and project contracts.

Segment 1 – US 17 south to Rifle Range Road (MARSOC entrance)

Tracy noted the competing resources with the Stones Creek Game Lands on the west side of NC 210 and MARSOC on the east side. Travis observed that whatever typical section is decided upon for the project will have biggest effect on impacts, rather than the direction of the widening. He stated that from NC WRC's standpoint, they would like to minimize impacts to game lands. Suzanne asked how impacts to game lands could be mitigated. Travis responded that he did not know what mitigation would be needed, but NC WRC might want to mitigate with additional protected lands. He added that mitigation would depend on the specific habitat types impacted.

Margaret Vinciguerra (MCB Camp Lejeune) noted that the military's easement on the Stones Creek Game Lands has a requirement for how much longleaf pine needs to remain. In terms of impacts to the base itself, she stated they would be concerned about impacts to red-cockaded woodpeckers as well as to training (aerial) space.

Suzanne asked whether there was a difference in potential impacts to either side of the MARSOC fence line, and whether there are special security concerns for any impacts to the interior area. Anthony stated the MPO has information on the fence and possible impacts to the interior that he will provide to the project team. He noted that it is important to start the process early if property is needed from inside the fence line.

Cathy Brittingham (NC DCM) noted that if NCDOT is going to impact a conservation easement, typical mitigation would be a land swap. She also recommended that the project team talk to the NC Coastal Land Trust about their easements as soon as possible.

Tracy reviewed different the slope stake lines for symmetric, east-side, and west-side widening. He focused on the existing (2008) bridge over Stones Creek. It is a box beam structure that does not lend to widening. Therefore, the alternatives look to either replace or provide an east-side widening to add a second parallel bridge.

Tracy pointed out that impacts to natural resources are greater from west-side widening in this segment. Mason asked if the Merger team was OK with dropping west-side widening in Segment 1. Impacts from the other two alignments are less to wetlands and streams, game lands, the cemetery, and the Dixon School. The Merger Team concurred to exclude west-side widening in this segment.

Harold Napier (MCB Camp Lejeune) asked if there was a communications tower in this section. He was aware of one in the general vicinity and it is important to the base's communications with the FAA. There was some discussion about where it might be located, which concluded with Harold stating he would find out more information about the tower and provide it to the Merger team.

Segment 2 – Rifle Range Road to Betty Dixon Road

Tracy noted the competing resources in this segment of the project, including easements on both side of road in the corridor north of Betty Dixon Road, a water tower and a parking lot for the game lands, as well as streams and wetlands.

Mason asked that the Merger team consider dropping the symmetric widening based on it having significantly greater impacts to wetlands and easements. Instead, he suggested replacing it with a hybrid alternative that “snakes” back and forth between east-side and west-side widening to minimize impacts. The Merger team concurred with this recommendation. East-side and west-side alternatives will still be carried forward to allow comparisons.

Segment 3 - Betty Dixon Road to NC 172

Tracy noted that this area is more urbanized that the segments to the north, with development on both sides of NC 210. The Merger team determined that there was not any impact information presented that would suggest dropping any alternatives in this segment at this time.

Segment 4 – NC 172 to South of Old Folkstone Road

Based on the similar level of development as Segment 3 and the lack of significant differences between impacts, the Merger team determined no alternatives should be dropped from consideration at this time.

The meeting concluded with agreement that the revised CP 1 information would be reviewed by email, and the team will reconvene for a combined Merger CP 2 and 2A meeting.

Action Items:

- ☐ Suzanne Young will share a copy of the traffic report for the project along with the Merger minutes. She will also reach out the NC Coastal Land Trust.
- ☐ Anthony Prinz will provide info on the MARSOC fence and possible impacts to interior to the Merger team.
- ☐ Harold Napier will provide information on the FAA tower along the project to the Merger team.

SUY/

CC: Meeting Attendees

Attachments
Meeting sign-in sheet
Traffic report

Please note the following email was sent to the project team subsequent to the Merger meeting.

From: Lopez, Bryan A <balopez@ncdot.gov>
Sent: Thursday, August 16, 2018 12:12 PM
To: Suzanne Young <suzanne.young@threeoaksengineering.com>; Kimmel, Krista H <khkimmel@ncdot.gov>
Cc: Vine-Hodge, John A <javinehodge@ncdot.gov>
Subject: U-5949 CP2 Bicycle and Pedestrian Input

Team, I was in the conference call for the CP2 meeting this morning. I left early but I wanted to give a few notes from our Division of Bicycle and Pedestrian Transportation:

- We concur with the input from Jacksonville MPO to accommodate bikes by providing 4-foot (minimum) paved shoulders throughout all sections of the project study area.
- We encourage the purpose and need statement to include reference to bicycle and / or bicycle route accommodation. This project corridor is designated route segment for both the East Coast Greenway and the Mountains-to-Sea Trail, as was highlighted during the meeting. These two trails are high-profile, are widely marketed, and have large organization behind them, and they are more significant near destination & tourism areas such as the these beach towns. To include the goal of accommodating those trail segments would put focus on contributions to the statewide (MST) and multi-state (ECG) planning efforts. A purpose and need statements that clearly articulate the significance of these trail segments will guide appropriate facility planning as the project develops.
- The inclusion of dedicated pedestrian facilities is still being explored by our Division. While we recognize a desire to minimize project footprint, we are also inclined to recommend pedestrian facilities near schools. We can revisit this with more tailored recommendations as a follow-up to this meeting.

Thanks for including our Division in this project. Please contact me as needed, I'm happy to help.
Best,

Bryan Lopez
Transportation Planner
Division of Bicycle and Pedestrian Transportation
North Carolina Department of Transportation

May 20, 2019

Section 404/NEPA Merger Team Meeting Agreement

Concurrence Point No. 1: Project Purpose & Need and Proposed Study Area

Project Name/Description: Widen NC 210 from two lanes to a four-lane median-divided facility from US 17 to south of SR 1518 (Old Folkstone Road) in Onslow County, North Carolina., WBS No. 46896.1.1, **State Transportation Improvement Program (STIP) Project No. U-5949.**

Purpose and Need of Proposed Project

The needs to be addressed by this project can be summarized as follows:

- *Traffic congestion exists along the existing facility and is expected to worsen in the future.*

The purpose of the proposed project is to alleviate motorized vehicle congestion along NC 210 between US 17 and south of Old Folkstone Road (SR 1518), with the goal of achieving an overall level of service (LOS) D or better within the project area during peak hour operations. Where feasible, the goal of the project will also be to bring signalized and unsignalized movements to LOS D or better.

Project Study Area

The proposed project study area was developed to address the above-stated purpose and need for U-5949. The project study area boundaries are fully depicted on Figures 1 and 2 of the Merger packet dated August 16, 2018.

The Project Team members have concurred, on this date of May 20, 2019, on the project purpose and need as stated above and the project study area fully depicted in Figures 1 and 2 of the Merger packet dated August 16, 2018.

US Army Corps of Engineers	DocuSigned by: <i>Brad Shaver</i> 80772C08D03340B...	5/20/2019
	Brad Shaver	DATE
US Fish & Wildlife Service	DocuSigned by: <i>Gary Jordan</i> B47D3BC017C44DC...	5/20/2019
	Gary Jordan	DATE
NC Division of Water Resources	DocuSigned by: <i>Joanne Steenhuis</i> E303266399D340F...	5/20/2019
	Joanne Steenhuis	DATE
NC Wildlife Resources Commission	DocuSigned by: <i>Travis Wilson</i> EEBEB0D9D3EC4ED...	5/21/2019
	Travis Wilson	DATE
US Environmental Protection Agency	DocuSigned by: <i>Amanetta Somerville</i> 5356466460FC4E3...	5/21/2019
	Amanetta Somerville	DATE

U-5949

Page 1 of 2

NC Department of Transportation	DocuSigned by: <i>Krista Kimmel</i>	May 20, 2019 5/20/2019
	D0B56D790BC141F... DocuSigned by: Krista Kimmel	DATE
NC State Historic Preservation Office	DocuSigned by: <i>Renee Gledhill-Earley</i>	5/21/2019
	47DA664AE2B746C... DocuSigned by: Renee Gledhill-Earley	DATE
NC Division of Coastal Management	DocuSigned by: <i>Cathy Brittingham</i>	5/23/2019
	D36E81EDB0A440A... DocuSigned by: Cathy Brittingham	DATE
Jacksonville Metropolitan Planning Organization	DocuSigned by: <i>Anthony Prinz</i>	5/23/2019
	B4ECCBF31B0414CC... DocuSigned by: Anthony Prinz	DATE

August 22, 2018

Section 404/NEPA Merger Team Meeting Agreement

Concurrence Point No. 2: Detailed Study Alternatives Carried Forward

Project Name/Description: Widen NC 210 from US 17 to south of SR 1518 (Old Folkstone Road) in Onslow County, North Carolina., WBS No. 46896.1.1, **State Transportation Improvement Program (STIP) Project No. U-5949.**

A concurrence meeting was held with members of the Merger Team on August 22, 2019 to discuss the Detailed Study Alternatives to be carried forward for the proposed project. Multiple design alternatives and their respective preliminary impacts were presented in the meeting package and reviewed during the CP2 meeting. The Project Team has concurred on this date with the Detailed Study Alternatives to be Carried Forward as described below.

The Detailed Study Alternatives to be Carried Forward include:

- A “Best-Fit” Alignment Alternative that consists of the following widening scenarios for each of the four project segments:

- **Segment 1 – Symmetrical (near Rifle Range Rd) / ~~West~~ / East** Widening

Specific Avoidance/Minimization Considerations for Segment 1:

Minimize impacts to historic resource, wetlands, and MARSOC entrance

- **Segment 2 – Symmetrical / ~~West~~ / East** Widening

Specific Avoidance/Minimization Considerations for Segment 2:

Move U-turn bulbs to minimize impacts; avoid communications tower; avoid impacts to Everett Creek Preserve and game lands to extent possible

- **Segment 3 – Symmetrical / ~~West~~ / East** Widening

Specific Avoidance/Minimization Considerations for Segment 3: None

- **Segment 4 – Symmetrical / ~~West~~ / East** Widening

Specific Avoidance/Minimization Considerations for Segment 4:

Move U-turn bulb to avoid impact to Stream SF; coordinate with Onslow County to avoid impacts to new planned developments (MPO can facilitate)

- Additional Alternative described below:

- **Segment 1, 2, 3, 4: No Build Alternative**

August 22, 2018

US Army Corps of Engineers	DocuSigned by: <i>Brad Shaver</i> 86772C09D03340B...	10/1/2019
	Brad Shaver	DATE
US Fish & Wildlife Service	DocuSigned by: <i>Gary Jordan</i> B47D3BC017C44DC...	10/2/2019
	Gary Jordan	DATE
NC Division of Water Resources	DocuSigned by: <i>Joanne Steenhuis</i> E50528859D340F...	10/2/2019
	Joanne Steenhuis	DATE
NC Wildlife Resources Commission	DocuSigned by: <i>Travis Wilson</i> EEBEB6D9D3EC4ED...	10/7/2019
	Travis Wilson	DATE
US Environmental Protection Agency	DocuSigned by: <i>Amanetta Somerville</i> 5356486460FC4E3...	10/7/2019
	Amanetta Somerville	DATE
NC Department of Transportation	DocuSigned by: <i>Krista Kimmel</i> D0B56D798BC141F...	10/7/2019
	Krista Kimmel	DATE
NC State Historic Preservation Office	DocuSigned by: <i>Renee Gledhill-Earley</i> 47DA864AE2B748C...	10/7/2019
	Renee Gledhill-Earley	DATE
NC Division of Coastal Management	DocuSigned by: <i>Cathy Brittingham</i> D38E81EDB8A440A...	10/10/2019
	Cathy Brittingham	DATE
National Marine Fisheries Service	DocuSigned by: <i>Twyla Cheatwood</i> 2A939D08B1F145B...	10/15/2019
	Twyla Cheatwood	DATE
Jacksonville Metropolitan Planning Organization	DocuSigned by: <i>Anthony Prinz</i> B4ECBF31B6414CC...	10/15/2019
	Anthony Prinz	DATE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Meeting Minutes

U-5949, NC 210 from US 17 to south of SR 1518 (Old Folkstone Road), Onslow County – Merger CP 2

Date Prepared:	August 27, 2019
Meeting Date/Time/Place:	August 22, 2019 @ 10:00 A.M., NCDOT Century Center, Building A, Structure Design Conference Room C
Meeting Purpose:	Concurrence Point 2 Meeting
Prepared By:	Nikki Aganbi – Three Oaks Engineering

Meeting Attendees:

Anthony Prinz, Jacksonville Metropolitan Planning Organization (MPO)
Deanna Trebil, Jacksonville MPO
Cathy Brittingham, NC Division of Coastal Management (NC DCM)
Gary Jordan, US Fish and Wildlife Service (USFWS)
Joanne Steenhuis, NC Division of Water Resources (NCDWR)
Robert Patterson, NCDWR
Travis Wilson, NC Wildlife Resources Commission (NCWRC)
Monte Matthews, US Army Corps of Engineers (USACE)
Krista Kimmel, NCDOT Division 3
Mason Herndon, NCDOT Division 3
Hardee Cox, NCDOT STIP Unit
Colin Mellor, NCDOT Environmental Policy Unit (EPU)
James Speer, Summit Design & Engineering Services (Summit)
Jeffrey Muhlbauer, Summit
Sam St. Clair, Summit
Gavin Teng, Accelerate Engineering
Nikki Aganbi, Three Oaks Engineering (Three Oaks)
Jim Mason, Three Oaks
Suzanne Unger Young, Three Oaks
*Renee Gledhill-Earley, State Historic Preservation Office (HPO)
*Steven Lane, NC Division of Coastal Management (DCM)
*Maxton Radford, Division 3 Right of Way (ROW) Unit
*Tim McCurry, US Marine Corps (USMC)
* Joseph Furstenberg, NCDOT Bicycle & Pedestrian
** Mark Staley, NCDOT Roadside Environmental Unit
** Brad Shaver, USACE
** Amanetta Somerville, US Environmental Protection Agency (USEPA)

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* Indicates participation by phone

** Could not attend meeting, but requested to receive meeting minutes

Handout - Concurrence Point No. 2 Packet, with attachment containing maps and tables

Discussion Summary:

A Section 404/NEPA Merger Concurrence Point No. 2 meeting was held on Thursday, August 22nd, 2019, at 10:00 A.M. in the Structures Design Conference Room to discuss STIP Project U-5949. Suzanne Young (Three Oaks) opened the meeting and asked attendees to introduce themselves, including those who were in attendance via telephone. Suzanne noted that USEPA had emailed to let her know they could not participate in the meeting but had reviewed the Merger packet and had no comments. She then proceeded to go through a PowerPoint presentation reviewing the Merger packet, and the following items were discussed:

Background/History/Environmental Features

Suzanne and Jim Mason (Three Oaks) reviewed the history of the project, which proposes to widen NC 210 from US 17 to south of SR 1518 (Old Folkstone Road), a distance of approximately 6.14 miles. The project is state-funded and appears in the Jacksonville MPO long range transportation plan (LRTP), Topsail Area Comprehensive Transportation Plan, and Sneads Ferry Community Plan, and was presented to the public during development of the LRTP and the Sneads Ferry Community Plan.

Jim reviewed the environmental features maps for the project and noted several resources and design constraints throughout the project area as mentioned in the previous CP 2 meeting. These resources include the US Marine Corps Special Operations Command (MARSOC) Camp Lejeune, Stones Creek Game Land, and NC Coastal Land Trust's Everett Creek Preserve. Members of the Merger team referenced additional resources. Gary Jordan (USFWS) noted the determination of May Affect Not Likely to Adversely Affect (MANLAA) determination for the red cockaded woodpecker (RCW) shown in the presentation and noted that if there are no active cavities within one-half mile of the project corridor, the project team can determine No Effect for the RCW instead of MANLAA. Colin Mellor (EPU) asked for clarification if the Mountains to Sea Trail (MST) is signed along NC 210; Suzanne explained that it is currently routed along NC 210 in the MST plans, but is not marked. Monte Matthews (USACE) asked for confirmation that no Section 6(f) Land and Water Conservation funds had been used for the purchase of the Everett Creek Preserve. Suzanne referred to the letter provided by the NC Coastal Land Trust indicating the restrictive easement had been purchased using funds from the US Marine Corps and state Clean Water Management Trust Fund.

Cathy Brittingham noted the absence of the fisheries agencies at the meeting and that Stones Creek and the tributaries to Mill Creek had been identified previously as primary nursery areas (PNAs) and should be indicated as such on project mapping. The project team will coordinate with the NC Division of Marine Fisheries (NCDMF) and National Marine Fisheries Service (NMFS) to confirm the PNAs. In addition, they will ask if the agencies would like to participate on the Merger Team for the project and sign the concurrence agreements.

Subsequent to the meeting, Jim Mason reviewed the most recent (July 2019) NC Natural Heritage Program dataset and the closest active RCW occurrence is approximately 0.85 miles north of the project (on USMC property north of the US 17/NC 210 intersection). Therefore, the Biological Conclusion for RCW will be changed to "No Effect" in future documentation).

Additionally, the project team coordinated with NCMNF and NMFS. That correspondence is included as an attachment to these minutes.

Typical Section

Suzanne reviewed the project future traffic volumes and explained NCDOT's recommendation to widen to four lanes throughout the project corridor. She explained that only the segment of the project north of Rifle Range Road (to the terminus at US 17) has potential to operate at Level of Service D in the design year with

three lanes, but that NCDOT prefers four lanes through that section because of concerns about the unsignalized intersections in that segment, safety concerns with the necessary merge to reduce lanes, exacerbation of queue lengths at the Camp Lejeune entrance, and overall need for lane continuity in corridor improvement projects. The Merger Team did not have comments on NCDOT's plan for widening to four lanes throughout the project corridor.

Suzanne then presented the proposed typical sections for the project. Monte asked if it was possible to use a reduced median width to minimize impacts and suggested a change from 23 feet to 17.5 feet. James Speer clarified that the 23-foot median width enables the design to accommodate turn lanes and is NCDOT's recommended minimum width. He noted, however, that the project team could look at reducing the median width in specific locations as part of the minimization of impacts later in the design process. Krista Kimmel (Division 3) concurred.

At this point in the meeting, Joseph Furstenberg from the NCDOT Division of Bicycle and Pedestrian Transportation sent an email indicating he had technical issues that prevented him from speaking on the conference call. He provided the following information in the email:

If a shoulder is installed with intent to serve as part of a pedestrian access route, then the shoulder should meet Public Rights-of-Way Accessibility Guidelines (PROWAG) recommended requirements for pedestrian access routes. To prevent a wheelchair user from having to enter the roadway to pass another user, shoulders used to accommodate pedestrians should be at least 5 ft (1.5 m) wide. Especially considering that pedestrian facilities are not being included as part of this project, the 5ft paved shoulder can accommodate MST users and bicyclists along this route.

Division 3 recommends a 5 foot wide paved shoulder be used per NCDOT Division of Bicycle and Pedestrian Transportation comment. In addition to the shoulder width above, a discrepancy in the NC3 Ports of Call trail route posted in pedestrian planning documents and GIS information in the CP2 Packet was noticed after the CP2 meeting. This discrepancy shows this route on NC 172 onto NC 210 whereas the planning documents have the route on NC 210 from US 17. This discrepancy will be resolved and incorporated into future design work, as needed. Three Oaks and Summit have determined this route discrepancy and 5 foot paved shoulder will not affect impacts presented at the CP2 meeting because the shoulder width is not increasing to accommodate the extra foot of pavement .

Concurrence Point 2 Discussion – Alternatives by Section

Jim Speer (Summit) presented the western, eastern, and symmetric widening options for each segment of NC 210 in this area:

- Segment 1: US 17 to north of Rifle Range Road (MARSOC entrance)
- Segment 2: North of Rifle Range Road to just south of Betty Dixon Road
- Segment 3: Just south of Betty Dixon Road to south of NC 172
- Segment 4: South of NC 172 to south of Old Folkstone Road

Segment 1

The Dixon School at the northern project terminus is eligible for the National Register of Historic Places. The western alternative would encroach upon the eligible boundary of the resource the most, while the symmetrical and eastern alternatives had fewer impacts. The eastern alternative had the least impacts on the resource and was consequently chosen as the favorable option for the beginning of this section. Renee Gledhill-Earley expressed a desire for landscaping and safety measures along the widening to further separate it from the school. Suzanne noted the project team would discuss this with her at an upcoming project Effects meeting.

Jim pointed out a family cemetery east from the school along NC 210. He noted that the eastern widening would have the least impacts on the cemetery, but the most on the US Marine Corps base. Tim McCurry (USMC) noted that the Corps was not opposed to the eastern widening alternative. Mason Herndon expressed an interest in moving forward with the eastern widening for the entirety of the segment. In response to questions about the difference between the three alternative concepts developed and the goal

of a “best fit” alternative, Suzanne reiterated that the three alignments were prepared with the intention of creating a best fit alternative throughout the project that utilizes portions of the different alignments, noting the multiplicity of conflicting resources in the project corridor.

Jim noted that the eastern widening alternative at Stones Creek would allow for the preservation of the current, structurally sound bridge with an additional bridge built parallel to it. The proposed bridge with this alternative crosses Stones Creek at a narrow point on a perpendicular skew. Travis Wilson asked for an explanation of the 500 feet of stream impacts associated with symmetrical widening. Jim explained that the symmetrical alternative would require the construction of two new bridge and showed the meeting attendees how the proposed slope stakes impact Stones Creek along the west side of NC 210. The west-side widening alternative also impacts Stones Creek and requires a much longer bridge for the southbound lanes. Even though the impact tables show less impacts with widening along the west side, Stones Creek would be severely impacted with widening to the west side due to bridge construction. Jim also explained that the western alternative would need to transition to a more symmetrical alignment to tie into Segment 2.

Anthony Prinz (MPO) asked if USMC prefers no additional encroachment on Rifle Range Road main entrance to MARSOC. Tim stated that this was his preference.

The attendees agreed to east-side widening with symmetrical widening near the USMC Rifle Range Road MARSOC main entrance.

Segment 2

Jim Speer reviewed the multiple conflicting resources in Segment 2, beginning with the USMC communication tower. The attendees expressed support for the symmetrical widening with a comment suggesting an adjustment toward the west to avoid the communication tower. The proposed action would still affect the water tower and the concrete anchors of the communication tower. Members present believed impacts on the antenna can be avoided if the alignment transitioned from the east toward a best fit alignment to avoid resources.

Cathy asked if NCDOT had responded to NC Coastal Land Trust’s request in their May 14, 2019, letter included in the Merger packet. The letter asked that the NC 210 widening avoid impacts to the Everett Creek Preserve. Krista indicated that NCDOT had not yet replied to the letter but noted that full avoidance of the preserve would have impacts to the Stones Creek Game Lands and the water tower on the west side of NC 210. Tim McCurry noted that USMC had provided funds for purchase of the preserve, and that USFWS had provided an additional grant for preservation of high-quality longleaf pine habitat. Gary Jordan stated that if the preserve was impacted, the land trust would have to pay back a pro-rated amount of the grant since the land being managed would be disturbed. They just finalized this 10-year agreement this year, so any impact during that time would trigger a payback.

There was then discussion about a hand-sketched concept for full avoidance of the Everett Creek Preserve that the NC Coastal Land Trust emailed to USMC, USFWS, and NCWRC in March/April 2019 for their consideration. (The sketch is included in the attachments to these minutes.) Krista said NCDOT had reviewed the sketch and decided to not pursue the alternative because of its impacts to other resources. Tim Curry added that the USMC standpoint is that routing NC 210 around the water tower is not feasible since they are invested in creating RCW habitat in Stones Creek Game Lands where the alternative is proposed.

Having addressed these issues, the attendees concluded that a best fit alternative based on symmetrical widening would be appropriate for this segment. Travis requested that as the designs progress, U-turn bulbs should be relocated to minimize impacts.

Segment 3

The attendees agreed to a best fit alternative using symmetrical widening in this segment.

Segment 4

Jim Speer reviewed the proposed stream crossings at unnamed tributaries (UTs) to Mill Creek. The first crossing is now two, 72" corrugated metal pipes (CMPs) and is proposed to be replaced by a double barrel reinforced concrete box culvert (RCBC). The second crossing is now a 54" concrete pipe and is proposed to be replaced by a single barrel RCBC. NCDCM asked that NCDMF (not present) be invited to comment on this crossing. (Travis said their involvement would depend on whether the PNA extends upstream from the mainstem of Mill Creek to the UT, and the Merger team would need clarification on this from NCDMF). Mason noted that there would be discussion of the stream crossings at the CP 2A meeting and NCDMF and NMFS would be invited to that meeting.

Both Anthony and Krista noted that this section of the project near Old Folkstone Road is developing rapidly and the county is receiving developer site plan requests frequently. Additional surveys will likely be needed to keep the project surveys updated as the design progresses.

The attendees concluded that a best fit alternative based on symmetrical widening would be appropriate for this segment. Monte noted that the No Build alternative should be added to all segments.

Action Items:

- ☐ Schedule Section 106 Effects meeting for the Dixon School
 - ☐ *This meeting was scheduled for September 10 but was postponed due to the project being placed on a temporary on-hold. This meeting will take place as soon as the project can commence work.*
- ☐ Provide NRTR to NCDCM
- ☐ Coordinate with NCDMF and NMFS regarding PNAs and if they would like to be signatories for concurrence points
- ☐ Add No Build alternative to CP 2 signature sheet

Suzanne Young

From: Weychert, Curtis R <curt.weychert@ncdenr.gov>
Sent: Monday, August 26, 2019 9:48 AM
To: Jim Mason
Cc: Suzanne Young
Subject: RE: [External] U-5949, Onslow County, question regarding Primary Nursing Area designation on UTs to Mill Creek

Traditionally, our involvement has been through DCM and we agreed that our comments would be put through DCM as an umbrella entity. DMF does not see the need to be an individual agency on the signature form. That being said, if DCM or DOT would prefer DMF to be included on the signature form, please let me know. I just didn't want to add any unnecessary complications in the middle of an ongoing merger process.

Curt

From: Jim Mason <james.mason@threeoaksengineering.com>
Sent: Monday, August 26, 2019 9:32 AM
To: Weychert, Curtis R <curt.weychert@ncdenr.gov>
Cc: Suzanne Young <suzanne.young@threeoaksengineering.com>
Subject: RE: [External] U-5949, Onslow County, question regarding Primary Nursing Area designation on UTs to Mill Creek

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Curtis-

Thank you very much for the information. I will forward this to the merger team and make sure that it is included in the project information moving forward. The merger team did have one additional question; Cathy Brittingham brought up that you should be included on the signature form for Concurrence Point 2 and future CP forms. Would that be something that you would like to be included on? If so, please let me know and we will add you to the form and you will receive an email when the form is ready to be DocuSigned in the very near future.

Thanks again for the information,

Jim

James Mason
Senior Environmental Scientist
Three Oaks Engineering
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Durham, NC 27701
919-732-1300 (office)
704-604-8358 (mobile)
james.mason@threeoaksengineering.com
www.threeoaksengineering.com



From: Weychert, Curtis R <curt.weychert@ncdenr.gov>

Sent: Monday, August 26, 2019 8:37 AM

To: Jim Mason <james.mason@threeoaksengineering.com>

Cc: Suzanne Young <suzanne.young@threeoaksengineering.com>

Subject: RE: [External] U-5949, Onslow County, question regarding Primary Nursing Area designation on UTs to Mill Creek

Jim, sorry for the late response and I'm sorry I was not able to attend the CP2 meeting last week. I was already committed to a field visit to the Cape Fear Locks and Dams with the USACE. To answer the PNA designation question, the designation of PNA would extend and include both of the crossings of Stones and Mill Creek. Attached below are links to the various maps illustrating the designation area. These maps are a visual guide, but the actual rule designation is provided in the Marine Fisheries Commission rulebook and I can provide you with that language if you'd like.

http://portal.ncdenr.org/c/document_library/get_file?uuid=f67d8b8e-9499-4ea4-b5e1-8876f3e016fd&groupId=38337
http://portal.ncdenr.org/c/document_library/get_file?uuid=795b8f04-e06f-4638-8003-ae29cc9a0766&groupId=38337

Please let me know if there are any other questions or concerns that you have,
Curt Weychert

Curtis Weychert

Fisheries Resource Specialist

North Carolina Division of Marine Fisheries

North Carolina Department of Environmental Quality

252-808-8050

Curt.Weychert@ncdenr.gov

3441 Arendell Street
Morehead City, NC 28557



From: Jim Mason <james.mason@threeoaksengineering.com>

Sent: Friday, August 23, 2019 11:16 AM

To: Weychert, Curtis R <curt.weychert@ncdenr.gov>

Cc: Suzanne Young <suzanne.young@threeoaksengineering.com>

Subject: [External] U-5949, Onslow County, question regarding Primary Nursing Area designation on UTs to Mill Creek

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Curtis-

A Concurrence Point 2 meeting was held yesterday for U-5949 in Onslow County, NC. Cathy Brittingham from NCDOT noted that Stones Creek and Mill Creek were Primary Nursing Areas (I have attached her NCDOT and your NCDOT scoping comments noting this for reference). Based on the preliminary design alternatives, we will be impacting Stones Creek, but will only be impacting tributaries to Mill Creek with the project (specifically Streams SE and SF, which both have proposed pipe replacements). Cathy assumed that the PNA designation would extend up these tributaries to Mill Creek, but NCDOT asked that we get clarification on that so that we could include that information in the meeting minutes and make sure we are applying the correct designations on all features moving forward. When you have an opportunity, could you let me know whether that PNA designation applies to the tributaries? I have added the FINAL NRTR to the NCDOT SharePoint External Collaboration folder in case you would like to review the locations of the tributaries (Located here: https://connect.ncdot.gov/site/Preconstruction/division/div03/U-5949%20NC%202010/Project%20Development%20Collaboration/U-5949_FINAL_NRTR_November%202018_11192018.pdf). Please let me know if you require any additional information.

Thanks and have a great weekend,

Jim

James Mason
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Suzanne Young

From: Jim Mason
Sent: Monday, August 26, 2019 11:14 AM
To: Fritz Rohde - NOAA Federal
Cc: Twyla.Cheatwood@noaa.gov; Suzanne Young
Subject: RE: U-5949, Onslow County, Concurrence Point 2 question

Fritz-

Thank you for responding. We will be sure to add both of you as you requested.

Thanks,

Jim

James Mason
Senior Environmental Scientist
Three Oaks Engineering
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From: Fritz Rohde - NOAA Federal <fritz.rohde@noaa.gov>
Sent: Monday, August 26, 2019 10:46 AM
To: Jim Mason <james.mason@threeoaksengineering.com>
Cc: Twyla.Cheatwood@noaa.gov; Suzanne Young <suzanne.young@threeoaksengineering.com>
Subject: Re: U-5949, Onslow County, Concurrence Point 2 question

Hi Jim:

Given that it crosses several streams we should be added to the list with Twyla as the primary and me as the secondary contact.

Thanks
Fritz

On Mon, Aug 26, 2019 at 10:39 AM Jim Mason <james.mason@threeoaksengineering.com> wrote:

Twyla and Fritz-

A Concurrence Point 2 meeting was recently held for NCDOT Project U-5949 in Onslow County (NC 210 from US 17 to south of SR 1518 [Old Folkstone Road]). Here is a link to the merger packet: https://xfer.services.ncdot.gov/pdea/MergerMeetings/U-5949/U-5949_CP2_Packet.pdf . I was emailing to see if you had any comments that you would like to add regarding the project. Also, Cathy Brittingham from NCDOT noted at the meeting that NCDOT should extend an invitation to NMFS to be included as a signatory on the concurrence form (and future relevant CP forms). Would that be something that either/both of you would like to be included on? If so, please let me know and we can add you to the signature form and will email you when it is available to DocuSign. We will also make sure to include you on all future concurrence point invites for this project.

Thanks and have a great day,

Jim

James Mason

Senior Environmental Scientist

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June 23, 2026

NC 210&US 17 Intersection/High School Traffic Meeting Summary

Project #: U-5949

Description: NC 210 from US 17 to south of SR 1518

Meeting Date & Time: June 23, 2026 @ 10:00 am

Meeting Location: Microsoft Teams

Meeting Attendees:

Name	Agency/Firm	E-mail
Zach Howard	Div 3 PM	zrhoward@ncdot.gov
Mason Herndon	Div 3	tmherndon@ncdot.gov
Alex Stewart	Div 3	adstewart@ncdot.gov
Brendan Gartner	Onslow County Schools	brendan.gartner@onslow.k12.nc.us
Page Highsmith	Dixon High School	page.highsmith@onslow.k12.nc.us
Liz Workman	Three Oaks	liz.workman@threeoaksengineering.com
Tammy Germiller	NCDOT Traffic Mgmt	tgermillier@ncdot.gov
Gavin Teng	Accelerate	gavin.teng@accelerateeng.com
Briana Allmon	Accelerate	briana.allmon@accelerateeng.com
Faith Jahnke	Summit	faith.jahnke@summitde.com

Overview of intersection types evaluated

- Signalized intersections were evaluated with updated traffic forecast from 2024
- Green-T
 - Allows free flow of SB traffic at US 17/NC 210 intersection
 - Acceleration length (1100') based on accelerating from 20 mph to 60 mph
 - Introduces weaving pattern for traffic on SB US 17 for traffic accelerating to merge onto US 17 and traffic decelerating to turn left into high school
 - Shifts High School entrance South on US 17 to allow for Left Turn lane length at High School Entrance
 - Signalized Left/U-turn at current entrance
 - Could cause SB US 17 traffic to stop before fully merging into traffic
 - U-turn movement for traffic exiting high school onto NC 210 or US 17 to head WB/SB
 - Level of Service (LOS) D in draft analysis
- Full Movement Intersection
 - 2 left turn lanes and 2 right turn lanes on NC 210 at US 17 intersection
 - Maintains RCI at current High School Entrance

- Extends SB left turn into High School on US 17
 - Proposes dual lanes at entrance
- U-turn movement for traffic exiting high school onto NC 210 or US 17 to head WB/SB
- Level of Service (LOS) D in draft analysis
- New traffic signals are proposed for school entrances on both US 17 and NC 210 (not at gated gravel driveway)

Discussion on different intersection types

- Green-T
 - There was a question on what would happen with the existing school access on US 17 if the driveway is moved
 - It was agreed that the current access would likely be closed
 - What is benefit of green-T?
 - Accelerate shared a brief history of alternatives
 - Previously evaluated by MPO as stand alone intersection, not including high school driveway
 - Analysis does not take into account inexperienced drivers
 - Hard to quantify benefits of Green-T option in analysis
 - Concern about weaving pattern with inexperienced drivers from Onslow County Schools, High School, and project team
 - Do not want to allow left turns from high school to US 17
 - Principal does like moving the driveway to the south on US 17 to provide better queuing into high school and preventing backup onto US 17
 - Division 3 stated that the full movement intersection design may be revised to show the relocated school entrance similar to the Green-T design
- Signalized Full Movement Intersection
 - Dual entrance into school likely not needed
 - Need for entrance would require internal construction
 - Onslow County Schools and Highschool prefer full movement intersection for safety
- General
 - Brendan requested that the roadway plans be shared with the County School Transportation Director
 - Dixon High School is eligible for the National Register of Historic Places
 - Any improvements on school property will need to be reviewed by state historic preservation office
 - Will likely be some ROW impacts to school
 - Notes will be included in project stating access to school needs to be maintained during the school year
 - Current school access/queue
 - Morning - commuters utilize both accesses and buses use US 17 primarily
 - Afternoon - primarily commuter exit to US 17 and buses to NC 210
 - Commuter traffic temporarily blocked from access to NC 210 while buses are loading
 - Current enrollment 1180 students

- 2023 Traffic study considered 1200 students
- The High School questioned impacts to the existing gated access
 - Depending on NC 210 widening the gate/fence line may need to be moved
 - The gated roadway was not considered as an access to the school in the traffic study
- Current flashing yellow for u-turn on US 17 is a concern
 - Hard to see with SB left queue and a lot of military vehicles
 - Would prefer to see green/red only
 - This is how it was analyzed in traffic analysis
 - This is also something that could be updated before project to improve safety

Next Steps

- Merger meeting with environmental agencies August 19, 2026
- Public meeting planned for spring 2027
- Anticipate having selected alternative 2027
- ROW acquisition planned for 2029

SEGMENT 1 - US 17 to north of Rifle Range Road										
Resource		Alternative								
		2019 ALT 1 Symmetrical	2026 No MUP	2026 with MUP	2019 ALT 2 West	2026 No MUP	2026 with MUP	2019 ALT 3 East	2026 No MUP	2026 with MUP
Natural Environment Resources										
Streams	(Linear Feet)	555	596	694	49	104	150	141	144	693
Wetlands	(Acres)	1.6	1.31***	1.98	1.09	1.33	1.73	1.27	1.08***	1.65
Pond	(Acres)	0	0	0	0	0	0	0	0	0
Human Environment and Cultural Resources										
Historic Properties	Eligible	1 (Dixon MS)	1 (Dixon MS)	1 (Dixon MS)	1 (Dixon MS)	1 (Dixon MS)	1 (Dixon MS)	1 (Dixon MS)	1 (Dixon MS)	1 (Dixon MS)
	Listed	0	0	0	0	0	0	0	0	0
Archaeological Sites		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Estimated No. of Buildings Impacted (Potential Displacements)	Residences	6	6	8	9	12	15	0	2	5
	Commercial	0	0	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0	0	0
	Public	1* (school property)	1 (school property)	1 (school property)	1* (school property)	1 (school property)	1 (school property)	1* (school property)	1 (school property)	1 (school property)
	Church	0	0	0	0	0	0	0	0	0
	Other (Utilities)	0	0	0	0	0	0	0	0	0
	Barn/shed/garage	n/a	0	2	n/a	3	7	n/a	0	0
Conservation Easement Property (Acres)	Stones Creek Game Lands	1.06	1.09	1.46	1.75	1.79	2.29	0.59	0.64	1.08
	Everett Creek Preserve	0	0	0	0	0	0	0	0	0
USMC (MARSOC) Property (Acres)	Outside Fence	8.64	10.19	10.19	3.10	4.82	4.82	12.9	14.96	14.96
	Inside Fence	0.03	0	0	0	0	0	0.26	0	0

* Old Dixon Middle School was removed sometime after 6/2019.

** Radio tower has been removed per 11/13/2025 google earth aerial (sometime after 2024).

*** Some 2026 wetland areas may be less than the 2019 wetland calculations due to adjustments of wetland boundaries at the time of the PJD.

SEGMENT 2 – North of Rifle Range Road to south of Betty Dixon Road										
Resource		Alternative								
		2019 ALT 1 Symmetrical	2026 No MUP	2026 with MUP	2019 ALT 2 West	2026 No MUP	2026 with MUP	2019 ALT 3 East	2026 No MUP	2026 with MUP
Natural Environment Resources										
Streams	(Linear Feet)	75	80	80	49	56	56	104	112	112
Wetlands	(Acres)	2.58	2.14***	2.92	2.33	2.45	3.35	2.47	1.71***	2.61
Ponds	(Acres)	0	0.04	0.04	0	0.01	0.01	0	0.09	0.09
Human Environment and Cultural Resources										
Historic Properties	Eligible	0	0	0	0	0	0	0	0	0
	Listed	0	0	0	0	0	0	0	0	0
Archaeological Sites		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Estimated No. of Buildings Impacted (Potential Displacements)	Residences	1	3	3	2	3	7	0	0	2
	Commercial	0	0	0	0	0	0	0	0	0
	Industrial	0	0	0	3	0	0	1	0	0
	Public	0	0	0	0	0	0	0	0	0
	Church	0	0	0	0	0	0	0	0	0
	Other	2 (**radio tower, water tower property)	1 (water tower property)	1 (water tower property)	1 (water tower and property)	1 (water tower and property)	1 (water tower and property)	2 (**radio tower property and substation)	0	0
	Barn/shed/garage	n/a	0	0	n/a	1	1	n/a	0	0
Conservation Easement Property (Acres)	Stones Creek Game Lands	4.39	5.71	7.89	7.13	8.46	8.99	1.38	2.52	4.82
	Everett Creek Preserve	1.59	2.08	2.08	0.28	0.87	0.85	2.80	3.23	3.24
USMC (MARSOC) Property (Acres)	Outside Fence	7.92	7.76	7.80	3.73	3.71	3.73	11.87	11.49	11.45
	Inside Fence	0	0.12	0.08	0	0.01	0.01	0	0.12	0.31

*Old Dixon Middle School was removed sometime after 6/2019.

** Radio tower has been removed per 11/13/2025 google earth aerial (sometime after 2024).

*** Some 2026 wetland areas may be less than the 2019 wetland calculations due to adjustments of wetland boundaries at the time of the PJD.

SEGMENT 3 – south of Betty Dixon Road to south of NC 172										
Resource		Alternative								
		2019 ALT 1 Symmetrical	2026 No MUP	2026 with MUP	2019 ALT 2 West	2026 No MUP	2026 with MUP	2019 ALT 3 East	2026 No MUP	2026 with MUP
Natural Environment Resources										
Streams	(Linear Feet)	52	0	62	11	0	37	57	0	93
Wetlands	(Acres)	0.4	0	0.35***	0.2	0	0.26	0.55	0	0.57
Pond	(Acres)	n/a	0	<0.01	n/a	0	0	n/a	0	0.09
Human Environment and Cultural Resources										
Historic Properties	Eligible	0	0	0	0	0	0	0	0	0
	Listed	0	0	0	0	0	0	0	0	0
Archaeological Sites		TBD	0	TBD	TBD	0	TBD	TBD	0	TBD
Estimated No. of Buildings Impacted (Potential Displacements)	Residences	0	0	0	0	0	0	0	0	0
	Commercial	4	0	4	8	0	9	4	0	7
	Industrial	0	0	0	0	0	0	0	0	0
	Public	0	0	0	0	0	0	0	0	0
	Church	0	0	0	0	0	0	0	0	0
	Other (Utilities)	0	0	0	0	0	0	0	0	0
	Barn/shed/garage	n/a	0	1	n/a	0	0	n/a	0	2
Conservation Easement Property (Acres)	Stones Creek Game Lands	0	0	0	0	0	0	0	0	0
	Everette Creek Preserve	0	0	0	0	0	0	0	0	0
USMC (MARSOC) Property (Acres)	Outside Fence	0	0	0	0	0	0	0	0	0
	Inside Fence	0	0	0	0	0	0	0	0	0

* Old Dixon Middle School was removed sometime after 6/2019.

** Radio tower has been removed per 11/13/2025 google earth aerial (sometime after 2024).

*** Some 2026 wetland areas may be less than the 2019 wetland calculations due to adjustments of wetland boundaries at the time of the PJD.

SEGMENT 4 – south of NC 172 to south of Old Folkstone Road										
Resource		Alternative								
		2019 ALT 1 Symmetrical	2026 No MUP	2026 with MUP	2019 ALT 2 West	2026 No MUP	2026 with MUP	2019 ALT 3 East	2026 No MUP	2026 with MUP
Natural Environment Resource										
Streams	(Linear Feet)	415	0	467	347	0	425	426	0	450
Wetlands	(Acres)	0.83	0	2.23	0.75	0	2.60	1.01	0	2.17
Pond	(Acres)	n/a	0	0.10	n/a	0	0.06	n/a	0	0.12
Human Environment and Cultural Resources										
Historic Properties	Eligible	0	0	0	0	0	0	0	0	0
	Listed	0	0	0	0	0	0	0	0	0
Archaeological Sites		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Estimated No. of Buildings Impacted (Potential Displacements)	Residences	1	0	2	0	0	0	1	0	4
	Commercial	0	0	3	3	0	4	1	0	4
	Industrial	0	0	0	0	0	0	0	0	0
	Public	0	0	0	0	0	0	0	0	0
	Church	0	0	0	0	0	0	0	0	0
	Other (Utilities)	0	0	0	0	0	0	0	0	0
	Barn/shed/garage	n/a	0	4	n/a	0	2	n/a	0	5
Conservation Easement Property (Acres)	Stones Creek Game Lands	0	0	0	0	0	0	0	0	0
	Everette Creek Preserve	0	0	0	0	0	0	0	0	0
USMC (MARSOC) Property (Acres)	Outside Fence	0	0	0	0	0	0	0	0	0
	Inside Fence	0	0	0	0	0	0	0	0	0

* Old Dixon Middle School was removed sometime after 6/2019.

** Radio tower has been removed per 11/13/2025 google earth aerial (sometime after 2024).