

R-2582/R-2584

Appendix B

(Comments from Federal, State, and Local Agencies)



North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

MEMORANDUM

TO: Valerie McMillan
State Clearinghouse

FROM: Melba McGee ✓
Project Review Coordinator

RE: 08-0349 DEIS for the Proposed Widening of US 158 from Weldon
to the Murfreesboro Bypass in Northampton County

DATE: July 2, 2008

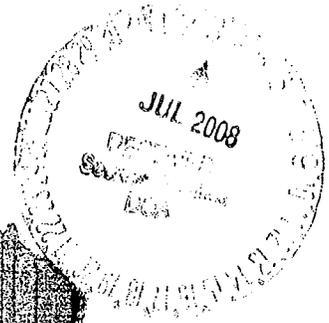
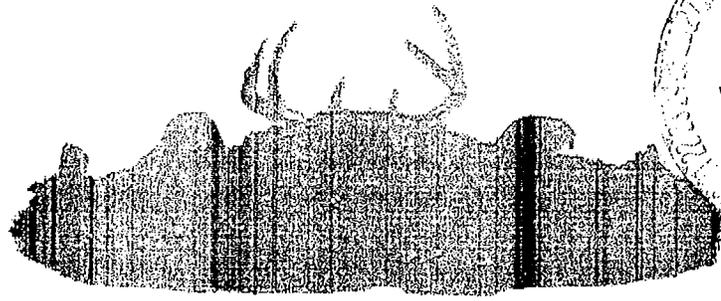


The Department of Environment and Natural Resources has reviewed the proposed project.

There continue to be a number of concerns identified by the NC Wildlife Resources Commission in relation to secondary and cumulative impacts. We ask that the Department of Transportation continue to work with state and federal agencies in order to adequately address project concerns prior to finalizing plans. Addressing these comments during the review process and/or during the NEPA Merger Process will avoid delays at the permit phase.

Thank you for the opportunity to comment on this project.

Attachments



North Carolina Wildlife Resources Commission

MEMORANDUM

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

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program 

DATE: July 1, 2008

SUBJECT: North Carolina Department of Transportation (NCDOT) State Draft
Environmental Impact Statement (DEIS) for the proposed widening of US 158
from Weldon to the Murfreesboro Bypass, Northampton County, North Carolina.
TIP No. R-2583 and R-2584 SCH Project No. 08-349

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

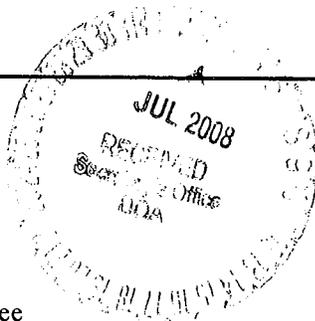
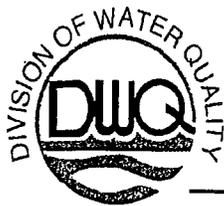
NCDOT proposes to widen US 158 from the I-95/NC46 interchange west of Garysburg to the Murfreesboro Bypass. The approximate 32 mile long widen project will consist of widening existing US 158 from a 2 lane to a four lane median divided highway with multiple new location segments for a total of 17 alternatives.

Direct impacts to streams and wetlands for a project of this scope can be significant with potential wetland impacts of 119 acres and potential stream impacts of 10,610 linear feet. Although not quantitatively documented in the DEIS the project will also have extensive impacts to upland natural systems. These direct impacts in addition to the indirect effects of habitat fragmentation caused by new location segments and increased fragmentation due to widening the existing facility will cause considerable impacts to the fish and wildlife resources in the project area.

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

We have reviewed the data provided in the DEIS. This project is going through the 404/NEPA merger process. The DEIS reflects NCWRC comments from prior meetings and coordination. Additional natural resource minimization efforts will be assessed during concurrence point 4a once the Merger Team has selected a LEDPA. At this time we concur with the DEIS for this project. We will continue to assess the impacts associated with the remaining alternatives in preparation for the selection of the LEDPA. Thank you for the opportunity to comment. If we can be of any further assistance please call me at (919) 528-9886.

cc: Gary Jordan, U.S. Fish and Wildlife Service, Raleigh
David Wainwright, DWQ
Bill Biddlecome, USACE
Chris Militscher, EPA



June 16, 2008

MEMORANDUM

To: Melba McGee

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

Subject: Comments on the Draft Environmental Impact Statement related to the proposed widening of US 158 from existing I-95 and NC 46 interchange located west of Garysburg to the Murfreesboro Bypass, Northampton County, TIP R-2582 and R-2584. SCH Project No. 08-0349

This office has reviewed the referenced document dated February 2008. The Division of Water Quality (DWQ) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact Waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional wetlands, streams, and other surface waters. The DWQ offers the following comments based on review of the aforementioned document:

Project Specific Comments:

1. This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, the NCDWQ will continue to work with the team.
2. All waters in the Chowan River Basin, with exception of Paddie's Delight Creek are class C; NSW waters of the State. Paddie's Delight Creek is a class B; NSW water of the state. The DWQ is very concerned with sediment and erosion impacts that could result from this project. The DWQ recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff in the Chowan River Basin. The DWQ requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NC DWQ *Stormwater Best Management Practices*.
3. Page V of the summary indicates that right-of-way (ROW) acquisition will begin in State Fiscal Year (FY) 2012, while page 1 states ROW acquisition will begin in FY 2011.
4. Discussions in Section VI (Human Environmental Effects) include many statistics, most of which came from the US Census Bureau. Table 6-3 (Income Levels and Poverty Status for 1989) and the associated text, include data from 1989, which is 19 years old. It would seem the Census Bureau has newer data pertaining to poverty levels. Updated data may be available for much of the other data discussed in the document as well.
5. The DWQ is pleased that the NCDOT has already investigated potential onsite mitigation possibilities for this project. The DWQ prefers on-site mitigation to off-site mitigation. The NCDOT is encouraged to consult further with the DWQ and other regulatory agencies as necessary to make sure that any on-site mitigation pursued is as successful as possible.

6. A map showing the location of USTs and other GeoEnvironmental (corresponding to Table 6-9) sites should be included. These could be shown on the alternative maps.

General Comments:

7. Future documentation, including the 401 Water Quality Certification Application, should continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
8. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
9. Environmental assessment alternatives should consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives should include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NC DWQ *Stormwater Best Management Practices*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
10. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan should be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.
11. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan should be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.
12. The DWQ is very concerned with sediment and erosion impacts that could result from this project. The NCDOT should address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
13. The NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
14. Where streams must be crossed, the DWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When

applicable, the NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.

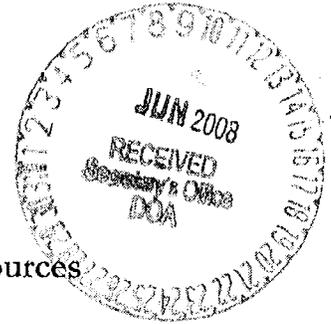
15. Sediment and erosion control measures should not be placed in wetlands or streams.
16. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
17. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater should not be permitted to discharge directly into streams or surface waters.
18. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit (IP) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
19. Whenever possible, the DWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the stream banks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges allow for human and wildlife passage beneath the structure, do not block fish passage, and do not block navigation by canoeists and boaters.
20. Bridge deck drains should not discharge directly into the stream. Stormwater should be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of *NC DWQ Stormwater Best Management Practices*.
21. If concrete is used during construction, a dry work area should be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete should not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
22. If temporary access roads or detours are constructed, the site should be graded to its preconstruction contours and elevations. Disturbed areas should be seeded or mulched to stabilize the soil and appropriate native woody species should be planted. When using temporary structures the area should be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.

23. Placement of culverts and other structures in waters, streams, and wetlands should be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures should not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by DWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the DWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.
24. If multiple pipes or barrels are required, they should be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation and/or sills where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
25. If foundation test borings are necessary, it should be noted in the document. Geotechnical work is approved under General 401 Certification Number 3494/Nationwide Permit No. 6 for Survey Activities.
26. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
27. All work in or adjacent to stream waters should be conducted in a dry work area. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures should be used to prevent excavation in flowing water.
28. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
29. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment should be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
30. Riprap should not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
31. Riparian vegetation (native trees and shrubs) should be preserved to the maximum extent possible. Riparian vegetation must be re-established within the construction limits of the project by the end of the growing season following completion of construction.

The NCDWQ appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact David Wainwright at (919) 715-3415.

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

08-0349



North Carolina Department of Cultural Resources
State Historic Preservation Office
Peter B. Sandbeck, Administrator

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

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

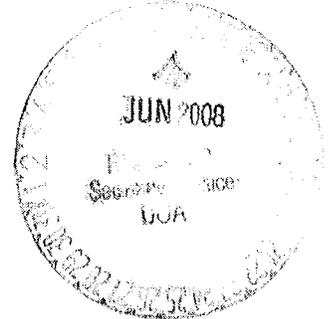
June 9, 2008

MEMORANDUM

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

FROM: Peter Sandbeck *PS for Peter Sandbeck*

SUBJECT: State Draft Environmental Impact Statement, US 158 from the I-95/NC 46 Interchange west of Garysburg to the Murfreesboro Bypass, R-2582 & R-2584, Northampton County, ER 00-7745



Thank you for the additional information concerning the above project. When a final roadway alternative is chosen, please notify our office in writing. The appropriate archaeological survey methodology can then be determined.

The document accurately reflects the status and effects for historic buildings and districts.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: SCH



North Carolina Department of Crime Control and Public Safety
 Division of Emergency Management
 Office of Geospatial and Technology Management
 4719 Mail Service Center • Raleigh, NC 27699-4719

Michael F. Easley
 Governor

Bryan E. Beatty
 Secretary

June 4, 2008



Mr. Gregory J. Thorpe, Ph.D., Manager
 Project Development and Environmental Analysis Branch
 North Carolina Department of Transportation
 1548 Mail Service Center
 Raleigh, North Carolina 27699-3141

Subject: Intergovernmental Review State Number: 08_E_4220_0349
 Proposed widening of US 158 from Weldon to the Murfreesboro Bypass. TIP Nos.
 R-2582 and R2584.

Dear Mr. Thorpe:

As requested by the North Carolina State Clearinghouse, the North Carolina Department of Crime Control and Public Safety Division of Emergency Management Office of Geospatial and Technology Management (GTM) reviewed the proposed project listed above and has provided comments herein. It is our understanding that the North Carolina Department of Transportation is proposing to widen US 158 and construction new sections of roadway from the intersection of I-95 and NC 46 to the Murfreesboro Bypass in Northampton County.

The GTM has the following comments:

- 1) The North Carolina Floodplain Mapping Program (NCFMP) is in general agreement with the information provided in Section VII. Natural Environment Effects A. Physical Effects 2. Water Resources b. Floodplain Management. Several of the streams within the project boundary have been studied with limited detail or detail study methods. As such the streams have special flood hazards areas (SFHAs), base flood elevations (BFEs), and floodways or non-encroachment areas. Construction within a floodway or a non-encroachment area requires, prior to construction, approval of either a no-rise study with a no-rise certification for projects that do not increase base flood elevations or for projects that result in an increase in base flood elevations the approval of a Conditional Letter of Map Revision.
- 2) The NCFMP and the North Carolina Department of Transportation (NCDOT) have entered into a Memorandum of Agreement that includes NCDOT no-rise studies and

Location: 1812 Tillery Place, Suite 105 • Raleigh, NC 27604 • (919) 715-5711

An Equal Opportunity/Affirmative Action Employer

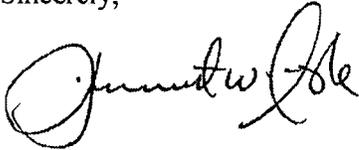


Page 2 of 2
June 4, 2008

Letter of Map Revisions. Please contact Dr. David Chang, NCDOT Assistant
Hydraulics Engineer for further information and guidance.

Thank you for your cooperation and consideration. If you have any questions concerning the
above comments, please contact John Gerber, P.E., CFM, the NC NFIP State Coordinator at
(919) 715-5711, by email at jgerber@ncem.org or at the address shown on the footer of this
documents.

Sincerely,



Kenneth W. Ashe, P.E., CFM
Assistant Director

c: John Gerber, NC NFIP State Coordinator

Location: 1812 Tillery Place, Suite 105 • Raleigh, NC 27604 • (919) 715-5711

An Equal Opportunity/Affirmative Action Employer





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

July 8, 2008

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

Subject: U.S. 158 from I-95 to Murfreesboro Bypass in Northampton County, North Carolina; State Draft EIS; TIP Nos.: R-2582/R-2584

Dear Dr. Thorpe:

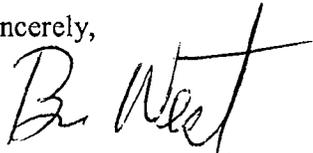
The U.S. Environmental Protection Agency (EPA) Region 4 has reviewed the subject document and is providing comments consistent with Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. The North Carolina Department of Transportation (NCDOT) is proposing to widen U.S. 158 from the I-95/NC 46 Interchange to the Murfreesboro Bypass in Northampton County, North Carolina. The improved facility will also potentially include four bypasses involving the towns of Garysburg, Jackson, Faison's Old Tavern and Conway. The proposed project is approximately 29.1 to 36.0 total miles in length, depending upon which bypass alternatives are selected. The proposed facility would be a four-lane, divided freeway with a 46-foot median.

This project has been in the NEPA/Section 404 Merger process, and EPA has been actively involved during project planning. EPA concurred on the Concurrence Point 1 (CP), Purpose and Need for this project, on February 9, 2000. EPA concurred on CP 2, Detailed Study Alternatives to be Carried Forward, on August 18, 2005, and CP 2A, Bridging and Alignment Review, on June 19, 2007. EPA's detailed comments on the DEIS are attached to this letter (see Attachment A).

In summary, EPA has environmental concerns for potential impacts to jurisdictional streams and wetlands. EPA recommends that NCDOT facilitate a discussion with other Merger team agencies concerning potential impacts to human resources, including environmental justice communities, historic properties and farmlands at the next Concurrence Point meeting. EPA plans to continue its Merger process involvement in this proposed project through the hydraulic and permit review stages, including the detailed avoidance and minimization efforts for streams and wetlands and the use of Best Management Practices (BMPs), where appropriate.

Please include Ms. Kathy Matthews of EPA's Wetlands Section on any future meeting notices. Should you have any questions about EPA's comments, please contact Mr. Christopher Militscher on my staff at (919) 856-4206 or by e-mail at: militscher.chris@epa.gov.

Sincerely,


HJM

Heinz J. Mueller, Chief
NEPA Program Office
Office of Policy and Management

Enclosure

cc: K. Jolly, USACE Wilmington District
P. Benjamin, USFWS-Raleigh
B. Wrenn, NCDENR-DWQ

Attachment A

US 158 Widening from I-95 to Murfreesboro Bypass in Northampton County, North Carolina TIP Nos.: R-2582/R-2584

Evaluation of Project Impacts

There are 17 alternatives that were created from 29 design segments, including 3 bypass alternatives around Garysburg, 4 bypass alternatives around Jackson, 4 bypass alternatives and 2 widening on existing alternatives for Faison's Old Tavern, and 4 bypass alternatives around Conway.

The DEIS includes a comparison of the different alternatives under consideration in Tables S-1 to S-4 (and Tables 4-1 to 4-4). EPA has reviewed and evaluated the different bypass alternatives and offers the following general comments on each section:

Garysburg: The human impacts for the Northern Bypass are substantially higher than either the Southern Bypass 1 or the Southern Bypass 2 alternatives. The Northern Bypass has 32 residential (R) and 5 business (B) relocations and 28 noise receptor (NR) impacts compared to the Southern Bypass 1, 11R/2B/8NR and Southern Bypass 2, 11R/2B/7NR. EPA is not clear as to why Southern Bypass 1 (Sections A1, B2 & B3) has 2 interchanges and Southern Bypass 2 (Sections A1, B2 & B4) has only 1 interchange. EPA understands the need for an interchange at US 158/US 301 but not for the interchange east of Garysburg at existing US 158. There is no interchange proposed along existing US 158 east of Garysburg for the Southern Bypass 2 alternative. This should be explained at the next Concurrence Point meeting. For wetland and stream impacts, the Northern Bypass alternative has lesser impacts than either the Southern Bypass 1 or Southern Bypass 2 alternatives (i.e., 5 acres/1,520 linear feet versus 11 acres/2,040 linear feet or 10 acres/3,410 linear feet). The DEIS also identifies that the Garysburg Northern Bypass alternative has an 'adverse and disproportionate impact' to minority/low income populations. EPA does not dispute the general information contained on page 43 of the DEIS concerning environmental justice issues. However, NCDOT should work closely with the U.S. Army Corps of Engineers (USACE) as the Lead Federal Agency to ensure that they concur with NCDOT's findings under the Executive Order 12898 on Environmental Justice.

Jackson: The Southern Jackson Bypass and the Northern Jackson Bypass alternatives have greater residential relocations than either the Old Jackson Bypass or the Northern Extended Jackson Bypass (i.e., 25, 11, 6 and 5, respectively). Wetland impacts are substantially less for the Northern Jackson Bypass (i.e., 16 acres) compared to the other three alternatives (i.e., 34, 40 and 43 acres). Stream impacts are least for the Northern Extended Jackson Bypass at 850 linear feet compared to 1,620 linear feet, 1,770 linear feet, and 2,110 linear feet for the Old Jackson Bypass, Northern Jackson Bypass, and the Southern Jackson Bypass, respectively. Noise receptor impacts are a magnitude greater (i.e., 52 receptors) for the Northern Jackson Bypass than the other three alternatives (0, 4 and 11). There are 10 eligible or listed historic properties for both the Northern Jackson Bypass and the Southern Jackson Bypass compared to 4 properties

for the other two alternatives. Both the Northern Jackson Bypass and the Northern Extended Jackson Bypass appear to have the greatest potential for indirect and cumulative impacts resulting from a partial control of access from the proposed facility. It should be noted that there is potentially an invasive plant species issue for the Old Jackson Bypass route. Substantial colonies of Japanese knotweed (*Fallopia japonica*, et al.) have been identified within NCDOT right-of-way (ROW) along the existing Jackson Bypass Road, including NC 305, at Gumberry Creek and near St. John Church Road. EPA would be seeking avoidance and minimization measures and BMPs for this highly invasive plant species should the Old Jackson Bypass alternative be selected as the Least Environmentally Damaging Practicable Alternative (LEDPA).

Faison's Old Tavern: The widening existing alternatives #1 and #2, have the least wetland and stream impacts and the greatest number of residential relocations (i.e., 4 and 1 acres and 400 and 0 linear feet and 36 and 39 relocations). The new location alternatives, including Faison's Northern Bypass #1 and #2 and Faison's Southern Bypass #1 and #2 have the greatest impacts to jurisdictional wetlands and streams and the least residential relocations. However, the Southern Bypass alternatives appear to present a better balance between human impacts and natural resource impacts (e.g., Faison's Southern Bypass #2: 5 residential relocations, 9 acres of wetlands and 540 linear feet of stream impacts). There is a notation in the summary that the alternatives that improve/widen existing US 158 have a 'potential' adverse and disproportionate impact to low income/minority populations. An actual analysis is not presented on page 43 of the DEIS. This issue needs to be further evaluated and examined by the NCDOT and coordinated with the USACE.

Conway: The four new location alternatives for Conway include the Northern Bypass #1 and #2 and the Southern Bypass #1 and #2. Residential relocation impacts range between 15 and 22. Wetland impacts are more than double for the Southern Bypass routes (i.e., 36 and 42 acres) compared to the Northern Bypass alternatives (i.e., 15 and 15 acres). Stream impacts range between 1,930 linear feet and 2,280 linear feet. It should be noted by EPA that there is also an invasive plant species issue for the Northern Bypass alternatives. Substantial colonies of Japanese knotweed (*Fallopia japonica*, et al.) have been identified along the NCDOT along local roadways, NC 35 at Kirby's Creek, Tower Road, and others. EPA would be seeking avoidance and minimization measures and Best Management Practices (BMPs) for this highly invasive plant species should one of the Northern Bypass alternatives be selected as the LEDPA.

Prime Farmlands: All of the alternatives have a substantial impact to active agricultural lands. The DEIS provides an excellent matrix impact table for farmland conversion at Table 6.6 on page 37. For the Garysburg section of the project between 130 and 155 acres of farmland will be impacted. For the Jackson section of the project, between 211 and 262 acres will be converted. For the Faison's Old Tavern section, the impact range is more distinctive with the widening existing alternatives having approximately 144 and 148 acres of impact and the new location bypasses between 231 and 264 acres of farmland impact. For the Conway section, the Northern Bypass alternatives have 202 acres of impact and the Southern Bypass #1 and #2 alternatives have 241 and 232 acres, respectively. NCDOT utilized Natural Resources Conservation Service (NRCS) criteria and completed "CPA-106 Forms" that are included in Appendix F to the DEIS. The farmlands around Conway were considered to be of a higher concern according to the NRCS

screening. None of the corridor section farmlands scored above 160 for total corridor points or 260 for the relative farmland value plus the total corridor assessment. The total impact to farmland from the proposed project is substantial (i.e., approximately 800 acres) and NCDOT should work closely with local officials and landowners to minimize impacts where practicable.

Stream and Wetland Avoidance and Minimization and Compensatory Mitigation

EPA acknowledges the early efforts to avoid and minimize impacts to streams and wetlands, including bridging and the shifting of alternatives for D1, F9, G1, E1 and E4 (Page 94 of the DEIS). EPA recognizes other avoidance and minimization measures identified on page 94, including the use of equalizer pipes and longer bridges at several locations. EPA also requests that NCDOT consider steepening side slopes to 2:1 in wetland areas and potentially reducing the 46-foot median width at bridge crossings.

The DEIS evaluated 4 potential on-site mitigation opportunities (Pages 95 and 96). There is a detailed discussion concerning each potential mitigation site location. Ms. Kathy Matthews of EPA's Wetlands Section should be requested to conduct on-site feasibility visits with NCDOT and other Merger team members at a later date in the Merger 01 process.

EPA recognizes that NCDOT may seek to obtain compensatory mitigation through the Ecosystem Enhancement Program (EEP) for impacts that cannot be found on-site. EPA and other resource agencies have previously identified some streams and wetlands along the proposed corridors that may be enhanced or restored from past agricultural activities through on-site mitigation efforts. EPA recommends that NCDOT continue to explore on-site mitigation opportunities along the selected highway alignment once a 'LEDPA selection' is made by the Merger team.



United States Department of the Interior

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

May 29, 2008

RECEIVED
Division of Highways

JUN 03 2008

reconstruction
Project Development and
Environmental Analysis Branch

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

Dear Dr. Thorpe:

This letter is in response to your May 12, 2008 letter which requested comments from the U.S. Fish and Wildlife Service (Service) on the State Draft Environmental Impact Statement (SDEIS) for improvements to US 158 from I-95/NC 46 Interchange west of Garysburg to the Murfreesboro Bypass, Northampton County, North Carolina (TIP Nos. R-2582/R-2584). These comments are provided in accordance with provisions of the Fish and Wildlife Coordination Act (16 U.S.C. 661-667d) and section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

The North Carolina Department of Transportation proposes to widen US 158 to a four-lane, median-divided facility. Although portions of the project would utilize existing alignment, several alternatives are under consideration for new-location bypasses around Garysburg, Jackson, Faison's Old Tavern and Conway. Total project length is approximately 32 miles.

Overall, the project will have very significant impacts on fish and wildlife resources, including impacts to streams, wetlands, upland forest and other habitat types. These impacts will be in the form of direct loss of habitat and habitat fragmentation effects on remaining habitat. Although these habitats are already fragmented by the predominantly agricultural land use of the project area, additional cumulative habitat fragmentation effects will occur.

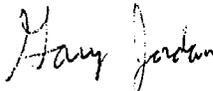
The effects of forest habitat fragmentation usually extend well beyond the project footprint and can lead to local extirpation of forest interior species and wildlife species which require large home ranges or that travel extensive distances for all or part of their life history. Roads often act as physical barriers to wildlife movement and/or cause significant wildlife mortality in the form of road-killed animals. Forest fragmentation can lead to increased predation of some species and increased brown-headed cowbird (*Molothrus ater*) parasitism of the nests of neotropical migrant birds. Habitat fragmentation can also facilitate invasive and/or nonnative species colonization of fragmented lands.

The red-cockaded woodpecker (RCW)(*Picoides borealis*) is the only federally threatened or endangered species listed for Northampton County. The SDEIS renders a biological conclusion of "no effect" for this species on page 98. However, there is insufficient treatment of the subject within the SDEIS for us to understand how you arrived at that conclusion. Page 98 states that suitable habitat is present, but there is no indication as to whether that habitat was surveyed for RCW cavity trees. While we believe that the occurrence of RCWs within the study area is unlikely, additional documentation would be prudent.

The Service has been actively involved in the NEPA/404 Merger Process coordination for this project. Our input has been incorporated into the SDEIS. At this time we do not have a preferred alternative. We will defer that decision until Concurrence Point 3 in the Merger Process, and we will provide additional comments and recommendations for further avoidance and minimization to fish and wildlife resources as appropriate.

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

Sincerely,


for Pete Benjamin
Field Supervisor

cc: Chris Militscher, USEPA, Raleigh, NC
Travis Wilson, NCWRC, Creedmoor, NC
Bill Biddlecome, USACE, Washington, NC
John Sullivan, FHWA, Raleigh, NC

Town of Jackson

P. O. Box 614

Jackson, NC 27845

(252) 534-3811

August 30, 2010

Mr. Matthew Potter, Project Planning Engineer
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Re: Proposed widening of U. S. 158 near Jackson, TIP Project Nos. R-2582/R-2584
Northampton County

Dear Mr. Potter:

This correspondence is a follow-up to our numerous conversations with respect to the proposed widening of U. S. 158 and the two new Jackson bypass alternatives. As you are aware we have been through this exercise on two previous occasions with NCDOT only to see the project disappear and then resurface again with different alternatives. I think it is safe to say that we would all like to see the bypass project simply disappear but understanding the inevitability of the project eventually coming to fruition feel like it is important to once again offer our input.

Understandably, the town's Board of Commissioners, town residents and downtown business owners are concerned about a bypass in general as it is almost certain to have an adverse impact on the town. That said, in an effort to do our due diligence regarding this issue we have tried to talk to the various constituencies both in and out of town that would be impacted the most. In working through this process we have considered numerous factors including safety, the integrity and cohesiveness of the community, residential displacement, and the overall impact on the business community.

Our Board of Commissioners has discussed this issue on several occasions and the consensus is that Jackson would best be served if the new highway was located north of the "county complex" on NC Highway 305. From our perspective the most compelling reason for this would be preserving the integrity and cohesiveness of the community. Jackson has long served as the county seat for Northampton County. Our biggest business is government and the many people it employs. This has long been our identity. Over time, numerous county government offices and agencies have relocated and/or

expanded into the vicinity of the “county complex” including DSS, Public Works, the 911 Emergency Operations Center, and the new county Cultural and Wellness Center.

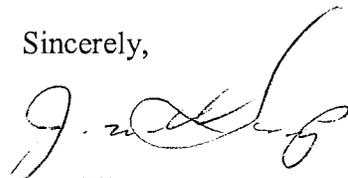
In addition to the aforementioned, this area also has a new medical facility, EMT Services, a Dental Office, and a Rest Home and Retirement Center.

Although not in the towns corporate limits we consider this area to be a part of Jackson. Although we understand there would be an overpass over NC Highway 305 we believe a bypass may result in creating a sense of “separation” from the town and county complex and therefore have an adverse impact on the cohesiveness of the greater Jackson community.

In closing, we would like to take this opportunity to thank you once again for the “user friendly” manner with which you conducted the Jackson bypass design public meeting.

Please don't hesitate to contact us if we can be of further assistance with respect to this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. William Gossip". The signature is written in black ink and is positioned above the printed name.

J. William Gossip
Mayor



DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1890
WILMINGTON, NORTH CAROLINA 28402-1890

IN REPLY REFER TO

January 29, 2003



Planning Services Section

Dr. Gregory J. Thorpe, Director
Environmental Management, PDEA
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Dr. Thorpe:

This is in response to your letter of October 17, 2002, to Mr. Bill Biddlecome of our Washington Regulatory Field Office, requesting our preliminary comments on "US 158, multi-lanes east of Weldon to the Murfreesboro Bypass, widen to multi lanes with bypasses of Jackson and Conway on new location, Halifax and Northampton Counties, Federal Aid Project NHF-158(7), State Project No. 8.T101401, TIP Projects R-2582 and R-2584 (Regulatory Division Action ID No. 200110737).

Our comments involve impacts to flood plains and jurisdictional resources that include waters, wetlands, and U.S. Army Corps of Engineers projects. It does not appear that the proposed roadway improvements would cross any Corps-constructed flood control or navigation project. Enclosed are our comments on the other issues.

We appreciate the opportunity to comment on this project. If we can be of further assistance, please contact us.

Sincerely,

W. Coleman Long
Chief, Planning and
Environmental Branch

Enclosure

U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT, COMMENTS ON:

"US 158, multi-lanes east of Weldon to the Murfreesboro Bypass, widen to multi lanes with bypasses of Jackson and Conway on new location, Halifax and Northampton Counties, Federal Aid Project NHF-158(7), State Project No. 8.T101401, TIP Projects R-2582 and R-2584 (Regulatory Division Action ID No. 200110737)

1. FLOOD PLAINS: POC - Mr. Bobby L. Willis, Planning Services Section, at (910) 251-4728

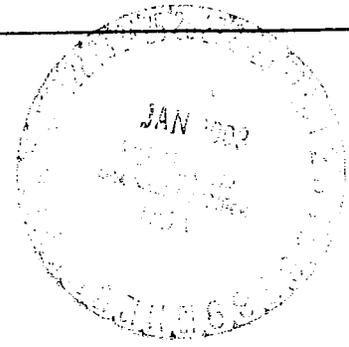
The project is located primarily within the planning area of the US Army Corps of Engineers, Norfolk District. However, we have contacted them and obtained their approval to respond on flood plains in their stead.

Based on a review of several panels of the November 1988 Northampton County Flood Insurance Rate Map, either the current alignment or various alternative new alignments appear to cross several approximately-mapped streams, including Kirby Creek and tributary; Paddy's Delight Creek; Wildcat, Wiccacane, and Gumberry Swamps; Ramsey and Lilly Pond Creeks; and Occoneechee Creek and two tributaries. The Roanoke River at Weldon, (within the Wilmington Corps District planning area), is a detailed study stream with 100-year flood elevations determined and a floodway defined. It does not appear from the project description that the river would be crossed by the improvements, but it is not apparent whether the flood plain and floodway of the river on the east side would be impacted by the project. We suggest coordination with the county to assure compliance with their flood plain and other pertinent ordinances.

2. WATERS AND WETLANDS: POC - Mr. Bill Biddlecome, Washington Field Office, Regulatory Division, at (252) 975-1616, Extension 31

The Wilmington District US Army Corps of Engineers has regulatory jurisdictional authority for the entire state of North Carolina relative to Department of the Army (DA) permits. DA permit authorization, pursuant to Section 404 of the Clean Water Act of 1977, as amended, will be required for the discharge of excavated or fill material in waters of the United States or any adjacent wetlands in conjunction with this project, including disposal of construction debris. Specific permit requirements will depend on design of the project, extent of fill work within streams and wetland areas (dimensions, fill amounts, etc.), construction methods, and other factors. Under our mitigation policy, impacts to wetlands should first be avoided or minimized. We will then consider compensatory mitigation for unavoidable impacts. When final plans are completed, including the extent and location of any work in wetlands, our Regulatory Division would appreciate the opportunity to review these plans for project-specific determinations of DA permit requirements.

If you need additional information concerning U.S. Department of the Army permits, please contact Mr. Biddlecome.



January 13, 2003

MEMORANDUM

To: Melba McGee

From: John E. Hennessy *JEH*

Subject: Scoping comments on proposed improvements to US 158 in Northhampton, Federal Aid Project Number NHF-158(7), State Project No. 8.T101401, TIP R-2582 and R-2584, DENR No. 03E-0127

Reference your correspondence dated October 17, 2002 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for multiple impacts to perennial streams and jurisdictional wetlands in the project area. More specifically, impacts to:

Surface Water	DWQ Index Number	River Basin	Waters Classification
Arthurs Creek	23-28	Roanoke	Class C
Trouble Field Creek	23-29.2	Roanoke	Class C
Oconeechee Creek	23-31	Roanoke	Class C
Gumberry Creek	23-32-1	Roanoke	Class C
Bones Mill Pond	23-32-1	Roanoke	Class C
UT Lilly Pond Creek	23-32-2	Roanoke	Class C
Ramsey Creek	25-4-8-1	Chowan	Class C NSW
Wiccacanee Swamp	25-4-8-1.5	Chowan	Class C NSW
Wildcat Swamp	25-4-8-2	Chowan	Class C NSW
Paddy's Delight Creek	25-4-8-3-(1)	Chowan	Class B NSW
Reedy Creek	25-4-4-3	Chowan	Class C NSW
UT Kirby's Creek	25-4-4	Chowan	Class C NSW

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

- A. The document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping.
- B. There should be a discussion on mitigation plans for unavoidable impacts. If mitigation is required, it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. While the NCDWQ realizes that this may not always be practical, it should be noted that for projects requiring mitigation, appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.





- C. Review of the project reveals that no Outstanding Resource Waters, Water Supply Water, High Quality Waters, or Trout Waters will be impacted during the project implementation. However, should further analysis reveal the presence of any of the aforementioned waters, the DWQ requests that DOT strictly adhere to North Carolina regulations entitled "Design Standards in Sensitive Watersheds" (15A NCAC 04B .0024) throughout design and construction of the project. This would apply for any area that drains to streams having WS (Water Supply), ORW (Outstanding Resource Water), HQW (High Quality Water), SA (Shellfish Water) or Tr (Trout Water) classifications.
- D. When practical, the DWQ requests that bridges be replaced on the existing location with road closure. If a detour proves necessary, remediation measures in accordance with the NCDWQ requirements for General 401 Certification 2726/Nationwide Permit No. 33 (Temporary Construction, Access and Dewatering) must be followed.
- E. Review of the project reveals that no High Quality Waters, Water Supply Waters, or Outstanding Resource Waters will be impacted by the project. However, should further analysis reveal the presence of any of the aforementioned water resources, the DWQ requests that hazardous spill catch basins be considered at any bridge crossing a stream classified as HQW, WS (Water Supply), ORW. The interagency policy between DWQ and DOT should be used to guide the analysis of the need for hazardous spill basins. The number of catch basins installed should be determined by the design of the bridge, so that runoff would enter said basin(s) rather than flowing directly into the stream.
- F. Wetland and stream impacts should be avoided (including sediment and erosion control structures/measures) to the maximum extent practical. If this is not possible, alternatives that minimize wetland impacts should be chosen. Mitigation for unavoidable impacts will be required by DWQ for impacts to wetlands in excess of one acre and/or to streams in excess of 150 linear feet.
- G. Borrow/waste areas should not be located in wetlands. It is likely that compensatory mitigation will be required if wetlands are impacted by waste or borrow.
- H. DWQ prefers replacement of bridges with bridges. However, if the new structure is to be a culvert, it should be countersunk to allow unimpeded fish and other aquatic organisms passage through the crossing.
- I. In accordance with the NCDWQ Wetlands Rules { 15A NCAC 2H.0506(b)(6)}, mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation becomes required, the mitigation plan should be designed to replace appropriate lost functions and values. In accordance with the NCDWQ Wetlands Rules { 15A NCAC 2H.0506 (h)(3)}, the Wetland Restoration Program may be available for use as stream mitigation.
- J. Sediment and erosion control measures should not be placed in wetlands.
- K. While the use of National Wetland Inventory (NWI) maps and soil surveys is a useful office tool, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
- L. An analysis of cumulative and secondary impacts anticipated for this project will be required.



Michael F. Easley, Governor
William G. Ross Jr., Secretary
North Carolina Department of Environment and Natural Resources
Alan W. Klimek, P.E. Director

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

cc: John Thomas, Corps of Engineers
Gary Jordan, USFWS
David Cox, NCWRC
Personal Files
Central Files

C:\ncdot\TIP R-2582\comments\R-2582 scoping comments.doc



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

November 10, 1999

4EAD/OEA

Mr. William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch
North Carolina Division of Highways
P.O. Box 25201
Raleigh, NC 27611-5201

SUBJECT: US 158 Improvements from Weldon to Murfreesboro Bypass
TIP Nos. R-2582 and R-2584

Dear Mr. Gilmore:

The Environmental Protection Agency (EPA) would like to provide comments on the scope of the environmental review for the subject project. Improvements are proposed to a 32 mile long segment of the 2-lane highway through Halifax and Northampton Counties.

EPA has reviewed the minutes from the October 26, 1999, scoping meeting and agrees with the environmental concerns expressed. Of particular note is the concern about potential impacts to the Roanoke River, the most important river for anadromous fish spawning within North Carolina. US Highway 158 crosses the Roanoke River at Weldon and a new bridge is under consideration with this project. The recovery and conservation of the Roanoke anadromous fishery has been the goal of state and federal governments for more than two decades. It is extremely important that all actions potentially affecting the continued recovery of this fishery be carefully considered. Studies of the striped bass and other important fish species of this river have documented that the river at Weldon is of greatest importance for spawning. Because of these facts, EPA is recommending full evaluation of reasonable alternatives that would lessen or preferably avoid both short and long term negative impact to water quality and spawning habitat at Weldon. Without traffic analysis data it is premature to define feasible alternatives, but improvements to SR 46 for connection to I-95 should be considered because of the avoidance of bridging the Roanoke River.

Thank you for providing the minutes of the interagency scoping and for considering this comment on the scope of the alternatives. Ted Bisterfeld (404/562-9621) will be the initial contact for EPA on this project.

Sincerely,

A handwritten signature in black ink that reads "Heinz J. Mueller". The signature is written in a cursive style with a large initial 'H'.

Heinz J. Mueller
Chief, Office of Environmental Assessment

cc: Ron Sechler, NMFS Beaufort
Melba McGee, NCDENR



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive N
St. Petersburg, Florida 33702

October 20, 1999

Mr. William D. Gilmore
Planning & Environmental Branch
N.C. Division of Highways
P.O. Box 25201
Raleigh, North Carolina 27611

Dear Mr. Gilmore:

Please reference your October 1, 1999, request for comments on the scope of issues to be addressed in the Environmental Assessment (EA) to be prepared by the North Carolina Department of Transportation for the proposed widening of US 158, Weldon to the Murfreesboro Bypass (R-2582 and R-2584), Halifax and Northampton Counties, North Carolina. We have reviewed the project scoping sheets provided with your letter and offer the following comments for your consideration.

Highway 158 crosses the Roanoke River at Weldon, North Carolina, and extends to the east to Murfreesboro, North Carolina. This 31.7-mile-long section of the highway also crosses a number of tributaries of the Roanoke and Chowan Rivers including Trouble Creek, Occoneechee Creek, Ramsey Creek, and Wiccanee Swamp. Both the Roanoke and Chowan Rivers and their adjacent wetlands and tributaries provide habitat for anadromous fishery resources for which the National Marine Fisheries Service is responsible. Therefore, we recommend that the EA address the following information needs, issues, and concerns:

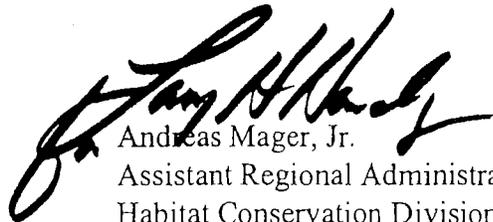
1. The EA should describe the purpose and need for the project with alternative highway designs and alignments for the proposed highway improvements. We understand that the improvements may follow the existing alignment throughout most of its length. If this is the case, consideration should be given to widening the highway to the side which will least impact wetlands. Also, the alignments of the two bypasses should avoid wetlands to the maximum extent possible.
2. The EA should describe the types and acreage of wetlands impacted by the proposed project along with measures incorporated into the project plans to avoid, minimize, and mitigate unavoidable wetland losses.
3. The EA should address the impacts on water quality in the tributaries and downstream in the major rivers.



4. The EA should describe the project's impacts on anadromous species that may use the impacted streams as habitat. For site specific information on stream utilization by anadromous fishes, we suggest consultation with the N.C. Division of Marine Fisheries and the N.C. Wildlife Resources Commission.
5. If additional bridge construction is proposed over the Roanoke River, the type of bridge and method of construction should be addressed in detail in the EA. Bridge construction techniques can adversely impact water quality. Furthermore, if construction causeways or other fill in the Roanoke River is proposed, the impacts of these fills on anadromous fish migration must be addressed.
6. If unavoidable wetland losses remain a part of the project after avoidance and minimization of wetlands has been maximized, a compensatory wetland mitigation plan should be developed to offset these losses.

Thank you for the opportunity to provide these comments. If we can of further assistance, please advise.

Sincerely,



Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc: FWS, ATLA, GA
FWS, Raleigh, NC
EPA, ATLA, GA
NCDENR, Raleigh, NC
NCDENR, Morehead City, NC
COE, Wilmington, NC
F/SER4



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Habitat Conservation Division
101 Pivers Island Road
Beaufort, North Carolina 28516-9722

January 29, 2003



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

Attention: Doug Jeremiah

Dear Dr. Thorpe:

The National Marine Fisheries Service (NOAA Fisheries) has reviewed your October 17, 2002, letter requesting comments on the environmental assessment (EA) for proposed multi-lane improvement of US 158, east of Weldon to Murfreesboro Bypass and new location bypasses of Jackson and Conway in Halifax and Northampton Counties, Federal Aid Project NHF-158 (7), State Project 8.T101401, TIP Projects R-2582 and R-2584.

Based on the limited information provided, NOAA Fisheries concludes that the proposed project could adversely affect Gum Berry Swamp a tributary of the Roanoke River; and, Ramsey Creek, Wiccacaree Creek and Wildcat Swamp tributaries of Potocasi Creek which is a tributary of the Chowan River. Both the Roanoke and the Chowan Rivers and their tributaries provide habitat for anadromous fishery resources including river herring, shad, and striped bass. In addition, wetlands in the area contribute to the river's aquatic food chain and function to maintain water quality that is essential for continued fishery production. Because of the importance of these waters and wetlands, a detailed description of the type, amount, and location of those that will be impacted should be provided.

Portions of the project involve widening of an existing highway where avoidance of all wetland impacts may not be possible. The EA should identify highway design alternatives that would avoid or minimize wetland losses. These alternatives should include additional bridging and an evaluation of removal of any existing causeway as a means of reducing and offsetting wetland losses.



Highway improvement projects generally require maintenance of traffic flow during construction. In connection with this need, the EA should identify the least damaging alternative for maintaining traffic flow, including the use of existing roads as alternate routes. Based on the potential for significant loss of wetlands, NOAA Fisheries is likely to oppose the use of temporary onsite fill to establish construction bypass routes.

New alignments for sections of US 158 and bypasses of the Towns of Jackson and Conway are also proposed. All new alignment alternatives will, to varying degrees, affect the stream and their adjacent wetlands described above. Therefore, the EA should provide detailed information regarding the acreage and types of wetlands that would be impacted by the new alignment alternatives. To minimize adverse impacts of new highway alignments, NOAA Fisheries recommends that the EA address bridging of any streams and their adjacent wetlands that support anadromous fishery resources.

Adverse impacts to fishery resources can be minimized through use of prudent and responsible construction techniques and use of seasonal work restrictions. Development of seasonal work restrictions within the project area should be coordinated with the North Carolina Division of Marine Fisheries, Elizabeth City Field Office, and the results of this effort should be presented in the EA.

We appreciate the opportunity to provide these comments. If I can be of further assistance, please contact me at the letterhead address or at 252-728-5090.

Sincerely,

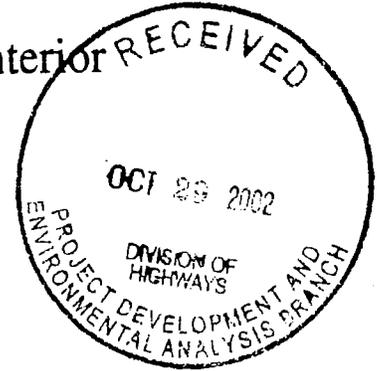
A handwritten signature in cursive script that reads "Ron Sechler".

Ronald S. Sechler
Fishery Biologist



United States Department of the Interior

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



October 24, 2002

Dr. Gregory J. Thorpe
Environmental Management Director
North Carolina Department of Transportation
Project Development and Environmental Analysis
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Dr. Thorpe:

This letter is in response to your request for comments from the U.S. Fish and Wildlife Service (Service) on the potential environmental impacts of the proposed widening of US 158 to a multi-lane facility beginning east of Weldon and terminating at the Murfreesboro Bypass, with bypasses of Garysburg, Jackson, Faison's Old Tavern and Conway, located in Halifax and Northampton Counties, North Carolina (TIP No. R-2582/R-2584). These comments provide scoping information in accordance with provisions of the Fish and Wildlife Coordination Act (16 U.S.C. 661-667d) and section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

Recent aerial photography, US Geological Survey 7.5 minute quadrangles and National Wetland Inventory maps all show that the proposed project area has very significant fish and wildlife habitat resources in the form of numerous streams, wetlands and forest interspersed within a mosaic of agricultural and rural residential areas. While widening the existing US 158 would have significant impacts to these resources itself, the various alternatives for new-terrain bypasses of the four listed communities would have very substantial impacts on fish and wildlife resources.

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

1. Wetland and forest impacts should be avoided and minimized to the maximum extent practical. Areas exhibiting high biodiversity or ecological value important to the watershed or region should be avoided. Proposed highway projects should be aligned along or adjacent to existing roadways, utility corridors or other previously disturbed

areas in order to minimize habitat loss and fragmentation. Highway shoulder and median widths should be reduced through wetland areas;

2. Crossings of streams and associated wetland systems should use existing crossings and/or occur on a bridge structure wherever feasible. Bridges should be long enough to allow for sufficient wildlife passage along stream corridors. Where bridging is not feasible, culvert structures that maintain natural water flow and hydraulic regimes without scouring or impeding fish and wildlife passage should be employed;
3. Off-site detours should be used rather than construction of temporary, on-site bridges. For projects requiring an on-site detour in wetlands or open water, such detours should be aligned along the side of the existing structure which has the least and/or least quality of fish and wildlife habitat. At the completion of construction, the detour area should be entirely removed and the impacted areas be planted with appropriate vegetation, including trees, if necessary;
4. If unavoidable wetland impacts are proposed, every effort should be made to identify compensatory mitigation sites in advance. Project planning should include a detailed compensatory mitigation plan for offsetting unavoidable wetland impacts. Opportunities to protect mitigation areas in perpetuity via conservation easements, land trusts or by other means should be explored at the outset;
5. Wherever appropriate, construction in sensitive areas should occur outside fish spawning and migratory bird nesting seasons. In waterways that may serve as travel corridors for fish, in-water work should be avoided during moratorium periods associated with migration, spawning and sensitive pre-adult life stages. The general moratorium period for anadromous fish is February 15 - June 30;
6. Best Management Practices (BMP) for Protection of Surface Waters should be implemented; and,
7. Activities within designated riparian buffers should be avoided or minimized.

There are four federally-protected species known to occur in Halifax and Northampton counties: the red-cockaded woodpecker (*Picoides borealis*), bald eagle (*Haliaeetus leucocephalus*), dwarf wedge mussel (*Alasmidonta heterodon*) and Tar spiny mussel (*Elliptio steinstansana*). The North Carolina Natural Heritage Program database indicates that the red-cockaded woodpecker and bald eagle have been observed in the project vicinity. Information about the habitats in which these species are often found is provided on our web site, <http://endangered.fws.gov>. If suitable habitat for any of these species occurs in the project area, biological surveys for the listed species should be conducted. All survey documentation must include survey methodologies and results.

We reserve the right to review any federal permits that may be required for this project, at the public notice stage. Therefore, it is important that resource agency coordination occur early in the planning process in order to resolve any conflicts that may arise and minimize delays in project implementation. In addition to the above guidance, we recommend that the environmental documentation for this project include the following in sufficient detail to facilitate a thorough review of the action:

1. A clearly defined and detailed purpose and need for the proposed project, supported by tabular data, if available, and including a discussion of the project's independent utility;
2. A description of the proposed action with an analysis of all alternatives being considered, including the upgrading of existing roads and a "no action" alternative;
3. A description of the fish and wildlife resources, and their habitats, within the project impact area that may be directly or indirectly affected;
4. The extent and acreage of waters of the U.S., including wetlands, that are to be impacted by filling, dredging, clearing, ditching, or draining. Acres of wetland impact should be differentiated by habitat type based on the wetland classification scheme of the National Wetlands Inventory (NWI). Wetland boundaries should be determined by using the 1987 Corps of Engineers Wetlands Delineation Manual and verified by the U.S. Army Corps of Engineers;
5. The anticipated environmental impacts, both temporary and permanent, that would be likely to occur as a direct result of the proposed project. The assessment should also include the extent to which the proposed project would result in secondary impacts to natural resources, and how this and similar projects contribute to cumulative adverse effects;
6. Design features and construction techniques which would be employed to avoid or minimize the fragmentation or direct loss of wildlife habitat;
7. Design features, construction techniques, or any other mitigation measures which would be employed at wetland crossings and stream channel relocations to avoid or minimize impacts to waters of the US; and,
8. If unavoidable wetland impacts are proposed, we recommend that every effort be made to identify compensatory mitigation sites in advance. Project planning should include a detailed compensatory mitigation plan for offsetting unavoidable wetland impacts. Opportunities to protect mitigation areas in perpetuity should be explored at the outset.

The Service appreciates the opportunity to comment on this project. Please continue to advise us during the progression of the planning processes, including your official determination of

the impacts of this project. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520 9 (Ext. 32).

Sincerely,

A handwritten signature in black ink, appearing to read "Garland B. Pardue". The signature is fluid and cursive, with a large initial "G".

Garland B. Pardue, Ph.D.
Ecological Services Supervisor

cc: Bill Biddlecome, USACE, Washington, NC
John Hennessy, NCDWQ, Raleigh, NC
David Cox, NCWRC, Northside, NC
Chris Militscher, USEPA, Raleigh, NC

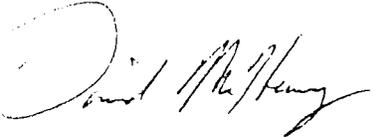


☒ North Carolina Wildlife Resources Commission ☒

Charles R. Fullwood, Executive Director

MEMORANDUM

TO: Melba McGee, Environmental Coordinator
Office of Legislative and Intergovernmental Affairs
NC Department of Environment and Natural Resources

FROM: David McHenry, NE Coastal Coordinator
Habitat Conservation Section
NC Wildlife Resources Commission 

DATE: November 12, 2002

SUBJECT: Request for information from the NC Department of Transportation (NCDOT) regarding fish and wildlife concerns for the proposed widening of US 158 and bypasses, Halifax and Northampton counties.
TIP Project Nos. R-2582 and R-2584
OLIA No. 03-E-0127

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

The proposed widening of US 158 to a four-lane divided highway extends from east of Weldon to the Murfreesboro Bypass. Also proposed are bypasses at new locations near Garysburg, Jackson, Faison's Old tavern, and Conway.

The proposed project will traverse several tributaries of the Roanoke and Meherrin rivers that are productive habitat for a variety of aquatic organisms. Freshwater fishes including largemouth bass (*Micropterus salmoides*), sunfish (*Lepomis* spp.), and catfish (*Ictalurus* spp.) occur year-round in several of the streams along the project corridor. These species along with striped bass (*Morone saxatilis*), American Shad (*Alosa sapidissima*), blueback herring (*Alosa aestivalis*), and hickory shad (*Alosa mediocris*), which are seasonally abundant species during their spawning runs, are found downstream of the project area in either the Roanoke or Meherrin rivers. Good water quality and physical habitat are critical for these fishes, particularly during early life stages. Consequently, adherence to effective erosion control measures is essential for the

proposed project to minimize impacts to downstream waters as can occur from similar land disturbing activities in the watershed.

In addition to our specific concern mentioned above, to help facilitate document preparation and the review process, our general informational needs are outlined below:

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

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

and,

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

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

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (252) 946-6481 ext 345.

cc: USFWS, Raleigh
ec: NCWRC (Jones, T.W. – District 3)



North Carolina
Department of Environment and
Natural Resources

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



North Carolina
Division of Forest Resources

Stanford M. Adams, Director

2411 Old US 70 West
Clayton, NC 27520
November 25, 2002

MEMORANDUM

TO: Melba McGee, Office of Legislative Affairs

FROM: Bill Pickens, NC Division Forest Resources 

SUBJECT: DOT Scoping for Improvements and New Location Construction to US 158 east of Weldon to the Murfreesboro Bypass, Halifax and North Hampton County

PROJECT #: 03-0127 and TIP # R-2582 and R-2584

The North Carolina Division of Forest Resources has reviewed the referenced scoping document and offers the following comments that should be addressed in the EA concerning impacts to woodlands.

1. Impacts to forest resources may occur as a result of this project. To help us evaluate the loss of timber production the EA should list the total forest land acreage by type that is removed by right of way construction. Efforts should be made to align corridors to minimize impacts to woodlands in the following order of priority:
 - Managed, high site index woodland
 - Productive forested woodlands
 - Managed, lower site index woodlands
 - Unique forest ecosystems
 - Unmanaged, fully stocked woodlands
 - Unmanaged, cutover woodlands
 - Urban woodlands
2. The productivity of the forest soils affected by the proposed project as indicated by the soil series.
3. The EA should state the provisions the contractor will take to utilize the merchantable timber removed during construction. Emphasis should be on selling all wood products. However, if the wood products cannot be sold then efforts should be made to haul off the material or turn it into mulch with a tub grinder. This practice will minimize the need for debris burning, and the risk of escaped fires and smoke management problems to residences, highways, schools, and towns.
4. If woodland burning is needed, the contractor must comply with the laws and regulations of open burning as covered under G.S. 113-60.21 through G.S. 113-60.31. Halifax and North Hampton Counties are classified as a non-high hazard county, and G.S. 113-60.24 requiring a regular burning permit would apply. Local DFR rangers or other agents are authorized to issue this permit.

5. The provisions that the contractor will take to prevent erosion and damage to forestland outside the right-of-way. Trees, particularly the root system, can be permanently damaged by heavy equipment. Efforts should be to avoid skinning of the tree trunk, compacting the soil, adding layers of fill, exposing the root system, or spilling petroleum or other substances.
6. The impact upon any existing greenways in the proposed project area should be addressed.

We appreciate the opportunity to comment on the proposed project, and encourage the impact on our forestland be considered during the planning process.

cc: Mike Thompson

**North Carolina Department of
Environment and Natural Resources
Division of Soil and Water Conservation**



Michael F. Easley, Governor
William G. Ross Jr., Secretary
David S. Vogel, Director

MEMORANDUM:

October 29, 2002

TO: Melba McGee

FROM: David Harrison *DH*

SUBJECT: US 158 Improvements in Northampton County (Weldon to Murfreesboro).
Project # 03-E-0127

The project proposes widening US 158 to a four-lane divided highway with bypasses on new locations at Garysburg, Jackson, Faison's Old Tavern, and Conway.

The environmental assessment should include information on adverse impacts to Prime or Statewide Important Farmland.

The definition of Prime or Statewide Important Farmland is based on the soil series and not on its current land use. Areas that are developed or are within municipal boundaries are exempt from consideration as Prime or Important Farmland.

For additional information, contact the soils specialists with the Natural Resources Conservation Service, USDA, Raleigh, NC at (919) 873-2141.



INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

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

PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (Statutory Time Limit)
<input type="checkbox"/> Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/> NPDES-permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection preapplication conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90 - 120 days (N/A)
<input type="checkbox"/> Water Use Permit	Preapplication technical conference usually necessary	30 days (N/A)
<input type="checkbox"/> Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
<input type="checkbox"/> Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Preapplication conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/> Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100, 2Q.0300, 2H.0600)	N/A	60 days
<input checked="" type="checkbox"/> Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	<i>should not be needed, but pay attention to the way # vehicles passing thru area & distance of project</i>	60 days (90 days)
<input type="checkbox"/> Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 2D.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-733-0820.		
<input checked="" type="checkbox"/> Complex Source Permit required under 15 A NCAC 2D.0800		
<input type="checkbox"/> The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) at least 30 days before beginning activity. A fee of \$40 for the first acre or any part of an acre.		20 days (30 days)
<input type="checkbox"/> The Sedimentation Pollution Control Act of 1973 must be addressed with respect to the referenced Local Ordinance.		30 days
<input type="checkbox"/> Mining Permit	On-site inspection usual. Surety bond filed with DENR. Bond amount varies with type mine and number of acres of affected land. Any are mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/> North Carolina Burning permit	On-site inspection by N.C. Division of Forest Resources if permit exceeds 4 days	1 day (N/A)
<input type="checkbox"/> Special Ground Clearance Burning Permit-22 counties in coastal N.C.. with organic soils.	On-site inspection by N.C. Division of Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
<input type="checkbox"/> Oil Refining Facilities	N/A	90 - 120 days (N/A)
<input type="checkbox"/> Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, certify construction is according to DENR approved plans. May also require permit under mosquito control program, and a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage of the total project cost will be required upon completion.	30 days (60 days)

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (Statutory Time Limit)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DENR running to State of N.C. conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DENR rules and regulations.	10 days (N/A)
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days (N/A)
<input type="checkbox"/>	State Lakes Construction Permit	Application fees based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15 - 20 days (N/A)
<input type="checkbox"/>	401 Water Quality Certification	N/A	55 days (130 days)
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 fee must accompany application	60 days (130 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$50.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/>	Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, N.C. 27611		
<input checked="" type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A, Subchapter 2C.0100.		
<input type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
*	Other comments (attach additional pages as necessary, being certain to cite comment authority)		
	<p><i>Other comments:</i> Sediment & erosion control must be addressed in accordance w/ N.C. DOT's approved practices. PARTICULAR ATTENTION MUST BE GIVEN TO PROXIMITY/INSTALLATION OF APPROPRIATE PERIMETER SEDIMENT TRAPPING DEVICES, AS WELL AS SUITABLE STORMWATER CONVEYANCES & OUTLETS.</p>		

REGIONAL OFFICES

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

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

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

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

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

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

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

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

DEPARTMENT OF ENVIRONMENT AND
NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number
03-E-0127
County
Harris

Northampton

Inter-Agency Project Review Response

Project Name NE DOT Type of Project widening US 158 to a four lane highway

Comments provided by:

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

Name: Michael L Dunlap

Date: 10/30/02

Telephone number: 919-571-4700

Program within Division of Environmental Health:

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

Response (check all applicable):

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

Relocation of any water mains must be approved through the PWSS.

Return to:

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



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

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

Division of Historical Resources
David J. Olson, Director

November 25, 2002

MEMORANDUM

TO: Greg Thorpe, Manager
NCDOT Division of Highways

FROM: David Brook *David Brook*

SUBJECT: US 158, multi-lanes east of Weldon to the Murfreesboro Bypass, widen to multi-lanes with bypass of Jackson and Conway on new location, R-2582 and R-2584, Halifax and Northampton Counties, ER 00-7745



Thank you for your memorandum of October 17, 2002, concerning the above project.

We have conducted a search of our maps and files and located the following structure of historical or architectural importance within the general area of this project:

- Weldon Historic District
- Governor Thomas Bragg House
- Jackson Historic District

We recommend that a Department of Transportation architectural historian identify and evaluate any structures over fifty years of age within the project area, and report the findings to us.

We have reviewed the information supplied concerning the subject project and consulted with NCDOT archaeologist Matt Wilkerson. We recommend that there be a compilation of site locations within the proposed project areas. These should be crosschecked with soil type research. Once this data is collected and the preferred alternative is selected, we will select appropriate survey strategies.

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

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

cc: Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT
SCH

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

Town of Jackson

P. O. Box 614

Jackson, NC 27845

(252) (919) 534-3811

December 10, 2002



Dr. Gregory J. Thorpe
Environmental Management Director, PDEA
N.C. Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

RE: Proposed Widening of U.S. Highway 158
TIP Project R-2582
Northampton County

Dear Dr. Thorpe:

In response to your letter of October 17, 2002, I have no information concerning the potential environmental impact of this project, and no environmental permits or approvals are required by the Town of Jackson.

Contact me if you have any questions.

Very truly yours,

A handwritten signature in cursive script that reads "John F. McKellar".

John F. McKellar
Mayor

Town of Jackson

P. O. Box 614

Jackson, NC 27845

(919) 534-3811

December 12, 2002

Mr. Doug Jeremiah, Project Development Engineer
N. C. Department of Transportation
1548 Mail Service Center
Raleigh, N. C. 27699-1548

RE: Proposed Widening of U. S. Highway 158
TIP Project R-2582
Northampton County

Dear Mr. Jeremiah:

This is to follow up on your letter to our Town Clerk, Judy Harrison, dated October 3, 2002. Understandably, our Board of Commissioners is concerned about the location of this four-lane highway. There have been concerns raised in the community. It seems too close to town. It feels too close.

When I wrote you on July 30 our Board was responding to what we thought were the only alternatives: northern-shallow, southern-shallow and middle-of-town. If these are the only choices, then the northern-shallow route is our preference. So the July 30 letter is still good, as far as it goes.

However, now we understand DOT is considering other alternatives.

Our Board has discussed this several times and the consensus is the new highway should be located farther north of town, at least beyond the "county complex" on N. C. Highway 305, some 1.5 miles north of our corporate limits. The reasons for this are integrity, and safety.

Integrity. Jackson is a government center, the county seat of Northampton. Our biggest business is government and its many public services. This is our identity. This is what defines us. Over the past twenty-five years many of the county offices have relocated or expanded into the area of the county complex, including social services, health department, agricultural services, public works department, and a new 911 emergency operations center. The DOT maintenance facilities have been there for years. Heck, we even vote there!

Mr. Doug Jeremiah, Project Development Engineer
December 12, 2002
Page Two

In addition, a veritable medical complex has arisen: doctors offices, pharmacy, dental office, mental health, ambulance services, and a rest home and retirement center.

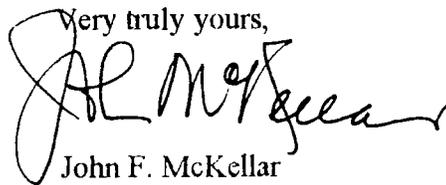
We consider this area a part of Jackson, a part of our police and fire protection jurisdiction, and we don't want to be separated from it.

Safety. Putting a major highway between the town and the county complex will create a dangerous driving hazard. There are some 330 employees in the offices mentioned above, with an untold number of citizens and patients and family members who drive there for the services and care offered. And they drive back into Jackson for meals, for gas, for shopping, and for business purposes -- the county manager and finance office are located in town; the courthouse and bank and post office are located in town. There is a constant flow of traffic. Even with traffic signals at this new highway there will be automobile accidents, and needless injuries and deaths. The congestion makes this inevitable. It's already risky, particularly at 8:30 in the mornings and 5:00 in the afternoons when the county employees are going and coming from work, and it will only become worse with the faster traffic of a four-lane highway.

Good conscience and public duty require that this risk be avoided.

So, our position is that the new highway should be located north of the county complex, and we hope you will take our concerns into consideration.

Please contact me if you have questions or if we can be of any assistance to you and your staff.

Very truly yours,

John F. McKellar
Mayor

Town of Jackson

P O Box 614

Jackson, NC 27845

(919) 534-3811

November 2, 2004

Ms. Beth Smyre, Project Development Engineer
Project Development & Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

RE: Proposed Widening of U.S. Highway 158
TIP Project R-2582
Northampton County

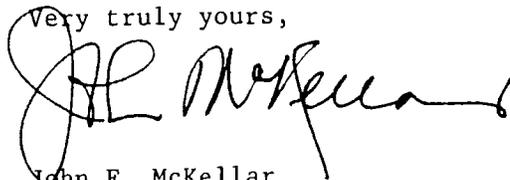
Dear Ms. Smyre:

Thank you for meeting with the town representatives on October 13, 2004. After you left this meeting, our Board of Commissioners unanimously adopted a resolution in favor of the extended northern bypass alternative.

In addition, and as we discussed with you, the intersection of the new highway and NC Highway 305, some two miles north of Jackson, must be of an "overpass" design. This is for matters of public safety.

Contact me if you have any questions or if we can be of any further assistance to you and your staff.

Very truly yours,



John F. McKellar
Mayor

W. BRIDGES WELDON, JR.
MAYOR

SEAL C. PHELIPS
TOWN ADMINISTRATOR

LEONARD ORR
CLERK

KAY TRIPP
TOWN CLERK

Town of Weldon

100 WASHINGTON AVENUE

WELDON, NC 27986

TEL: 757-536-1514

FAX: 757-536-1514

COMMISSIONER:

ROCK M. BROWN

GENE B. GRANT, JR.

HAEL U. HARGROVE

WILLIAM MEACHAM

MARTHA W. THORNE

October 22, 2002

Mr. Doug Jeremiah, Project Development Engineer
NC Department of Transportation
Project Development and Environmental Analysis
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Mr. Jeremiah:

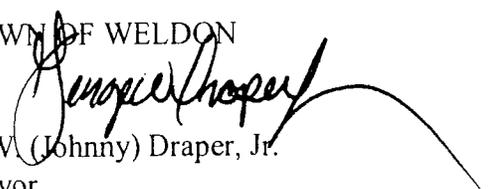
We have reviewed the proposals for widening US-158 from East of Weldon to the Murfreesboro Bypass (projects R-2582 and R-2584).

The alternate to Weldon NC-46 from I-95 to Garysburg is not acceptable to the Town of Weldon. Completely bypassing Weldon would have a devastating effect on the economy of the town, which is already an economically distressed area. The area from the Roanoke River to Garysburg has very little development and could be widened at a minimal cost and environmental impact.

The Town highly recommends that US-158 be widened from the Roanoke River as shown on the original proposal.

Sincerely,

TOWN OF WELDON


G.W. (Johnny) Draper, Jr.
Mayor

cc: Governor Mike Easley
US Senator John Edwards
Senator Frank Ballance
Senator A.B. Swindell
Representative John Hail
Representative Howard Hunter



Northampton County Schools
Post Office Box 158 • 320 Bagley Drive
Jackson, North Carolina 27845
Telephone: (252) 534-1371 • Fax: (252) 534-4631

Mr. James W. Pickens, Sr.
Superintendent

Mr. Phil Matthews
Assistant Superintendent

August 23, 2004

NCDOT
Raleigh, N.C.

Dear Ms. Beth Smyre,

Subject: New Highway 158 – Jackson N.C. Bypass – New Elementary School

Northampton County Schools is in the process of purchasing land to construct a new elementary school. The site is on the north border of one of the five options for the proposed widening project of Highway 158 Jackson N.C. bypass. Plans are to have the school completed and open for use in the fall of 2006.

This communication is to request NCDOT to consider the location of the new elementary school when debating options for the new highway. Obviously, it is not desired to have a new school adjacent to a four-lane highway. It is also assumed NCDOT would desire to avoid a school if possible. If it is necessary to select the option that comes by the school site perhaps the route could be moved far enough south to maintain a suitable buffer between the highway and the school.

Thank you and your department for the consideration of this request. Attached, please find a small map showing the location of the new school site. If further information is needed or if there are questions please contact me at 252 – 534 – 1371 ext. 239.

Sincerely,

Phil Matthews

Phil Matthews
Assistant Superintendent
Northampton County Schools

CC: Mr. James Pickens Sr., Superintendent

Town of Garysburg

P.O. BOX 278

GARYSBURG, NC 27831

(252) 536-2167 FAX (252) 536-2077

October 18, 2007

Brad Smythe, P.E.
Project Planning Engineer
NC Dept. of Transportation
Project Development & Environmental Analysis

Dear Mr. Smythe:

First, I would like to say Thanks to you and your Department for coming down and making such a detailed presentation to the Town Board. The information was quite helpful and informative.

After much discussion, the Board feels the Garysburg Northern By-pass would be most beneficial to the town. We are concerned for our citizens regarding the large impact of losing many homes if hwy 46 is widen to a four-lane. However, we are also concerned about the Garysburg Southern Bypass, which would take the traffic around the town. This option could also have a large impact on the town. In that, traffic would be re-directed around the town causing a huge decrease in revenue for our local businesses.

Based on the above information, the Town has selected the Garysburg Northern Bypass, but are requesting that your Department go with a lesser impact of widen the highway. We would like to see you widen the highway some, but not to the extent that homes and businesses are taken out. When you all were here, one of the members of your team stated perhaps you could decrease the impact of widen the highway to four-lane, but widen to a smaller size. We feel that option adjusted slightly would be most beneficial to everyone involved.

If for some reason, you choose not to select this option, we are requesting that you please advise us of your decision before proceeding.

We thank you for coming and sharing the above information with us. We would appreciate any consideration you can give us regarding this matter. If you have further questions of us, please feel free to contact us at once. We can be reached at the above number.

Sincerely,


Roy L. Bell
Mayor

R-2582/R-2584
Appendix C
(Cultural Resources Concurrence Forms)

RBS #: 34472

ZIP #: R-2582/2584

County: Northampton

Property and Status	Alternative	Effect Finding	Reasons
Oak Grove Baptist Church (DOE)	A1	Adverse	Proposed ROW claims roughly one-third of property and US 158 access.
Henry Stephenson House (DOE)	C1	Adverse	Proposed ROW includes several outbuildings and US 158 frontage of property.
Longview (DOE)	C1	No Adverse	Proposed ROW does not impact historic structures or landscape of or alter access to property.
Mowfield (NR)	E1, E2	No Adverse	Proposed ROW and new alignments do not impact historic structures or landscape of or alter access to property.
Peebles House (DOE)	E3 (revised)	No Adverse	New alignment does not impact historic structures; access from NC 305 will be relocated and restored.
Jackson Historic District (NR)	E3 (revised)	No Adverse	New alignment removes proposed construction from bounds of historic district.
J. R. Martin Farm (DOE)	G6	Adverse	Proposed construction bisects historic landscape and currently functioning farm.

Initiated:

NC DOT/VEP

USACE

[Signature]

11/90

[Signature]

Federal Aid #: **NHF-158(7)**

TIP#: **R-2582/4**

County: **Northampton**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Widen US 158 to multi-lanes with bypasses of Jackson and Conway on new location, between I-95 at Roanoke Rapids and the Murfreesboro Bypass.

On **November 27, 2007** representatives of the

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

Reviewed the subject project and agreed

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

Signed:



Representative, NCDOT

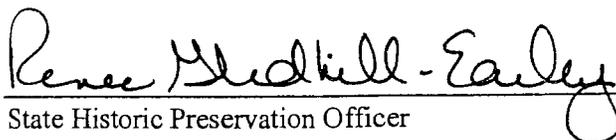
12-14-07
Date

FHWA, for the Division Administrator, or other Federal Agency

Date

Representative, HPO

Date



State Historic Preservation Officer

12.14.07
Date

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Project Description: **Widen US 158 to multi-lanes, some new location**

N.B. This form documents supplemental survey related to Alts. A-1, E-1, F-1, F-4, F-6, and F-8.

On **May 18, 2007** representatives of the

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

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the property identified as **(List Attached)** is considered not eligible for the National Register and no further evaluation of it is necessary. *1-6, 8-23*
- There are no National Register-listed or Study Listed properties within the project's area of potential effects. *(#7 to be further investi)*
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. *(Attach any notes or documents as needed)*

Signed:

Vanessa E. Patrick

Representative, NCDOT

5-18-07

Date

[FHWA not required to sign eligibility]

FHWA, for the Division Administrator, or other Federal Agency

Date

Representative, HPO

Date

Penne Medhill-Early

State Historic Preservation Officer

5-18-07

Date

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Project Description: New northern bypass alternative around Jackson – part of proposed US 158 widening.

On April 21, 2004 representatives of the

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

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the property identified as **(List Attached)** is considered not eligible for the National Register and no further evaluation of it is necessary.
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (*Attach any notes or documents as needed*)

Signed:

Mary Pope 4.21.2004
 Representative, NCDOT Date

[Signature] 5/17/04
 FHWA, for the Division Administrator, or other Federal Agency Date

[Signature] 4/21/04
 Representative, HPO Date

Renee Medtill-Earley 4/21/04
 State Historic Preservation Officer Date

Federal Aid # NHF-158(7)

TIP # R-2582/2584

County: Halifax and Northampton

**CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR
THE NATIONAL REGISTER OF HISTORIC PLACES**

Project Description: Widen US 158 to multi-lanes (including possible bypasses on new location of Garysburg, Jackson, Faison's Old Tavern, and Conway).

On March 18, 2003, representatives of the

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

Reviewed the subject project at

- Scoping meeting
- X Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the property identified as (List Attached) is considered not eligible for the National Register and no further evaluation of it is necessary. 478-489, 482-489
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (Attach any notes or documents as needed)

Signed:

Vanessa E. Jarrick 3-18-03
Representative, NCDOT Date

Michael A. Tom 3/18/03
FHWA, for the Division Administrator, or other Federal Agency Date

Paul Swallow 3/18/03
Representative, HPO Date

David Hood 3/21/03
State Historic Preservation Officer Date

If a survey report is prepared, a final copy of this form and the attached list will be included.

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Project Description: Widen US 158 to multi-lanes

On 12/3/02, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other : Jennifer Martin, Edwards-Pitman Environmental, Inc.

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as see attached list are considered not eligible for the National Register and no further evaluation of them is necessary.
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (Attach any notes or documents as needed)

Signed:

Vanessa E. Patrick

Representative, NCDOT

12-3-02
Date

RWA

FHWA, for the Division Administrator, or other Federal Agency

12/20/02
Date

Paul D. Birt

Representative, HPO

12/3/02
Date

David Wood

State Historic Preservation Officer

1/6/03
Date

ATTACHMENT TO CONCURRENCE FORM

US 158 Widening (Hertford and Northampton Counties)
 TIP Nos. R-2582/2584
 Federal Aid# NHF-158(7)

ELIGIBILITY MEETING: NCDOT, December 3, 2002

Properties with strikes which will be evaluated

Properties That Do Not Appear Eligible and Will Not be Evaluated

- | | | |
|-----|-------------------------|---|
| 1. | 1909 Old US 158 | Ca. 1910, one-story, hipped roof (aluminum siding) |
| 2. | 1914 Old US 158 | Ca. 1890, one-and-half-story, side-gabled house with original siding. |
| 3. | 13721 US 158 | Ca. 1890 I-house with aluminum siding and early kitchen <i>gone</i> |
| 4. | 13692 US 158 | Ca. 1900 one-story, single-pile dwelling with vinyl siding and replacement windows |
| 5. | 13677 US 158 | Ca. 1925 brick-veneered bungalow with side addition |
| 6. | 13613 US 158 | Ca. 1900 I-house with aluminum siding and bungalow porch |
| 7. | | Home/store at jct. of US 158 and SR 1537 |
| 8. | 180 US 158 | 1940s asbestos shingled sided house |
| 9. | | Late 1940s with aluminum siding (2 photos) |
| 10. | 13154 US 158 | I-house with aluminum siding |
| 11. | | Junction of US 158 and SR 1536; one-story, side-gabled frame house, original siding with outbuildings |
| 12. | 13012 US 158 | Ca. 1945 brick period cottage |
| 13. | | Ca. 1940 side-gabled frame building—with large chimney |
| 14. | | Ca. 1930 front gable bungalow with vinyl siding |
| 15. | 12998 US 158 | Ca. 1940 side-gabled house with asbestos siding |
| 16. | 12944 US 158 | Ca. 1940 asbestos sided house with outbuildings |
| 17. | | Ca. 1930 front gable house with asbestos shingles with outbuildings |
| 18. | | Ca. 1920 side gable house with original siding |
| 19. | | 19th century farm with outbuildings <i>gone</i> |
| 20. | | |
| 21. | 12509 US 158 | Ca. 1930 front gable bungalow with vinyl siding |
| 22. | 12280 US 158 | Ca. 1948 brick house with bay window |
| 23. | | Ca. 1935 house with side additions. |
| 24. | 11025 US 158 | Ca. 1930 front gable house with vertical, seamed siding. |
| 25. | 167 US 158 | Ca. 1925 bungalow at end of a long drive—original siding and replacement windows. |
| 26. | | Ca. 1930 side gabled house with side additions |
| 27. | 10640 US 158 | Front gable bungalow with aluminum siding. |
| 28. | | Ca. 1920 weatherboard-sided house |
| 29. | 10185E US 158 | Mid-19 th century I-house with porch removed |
| 30. | | Ca. 1940 side-gabled house with aluminum siding and replacement iron posts. |
| 31. | 10011 US 158 | |

- 39. 10004 US 158 Ca. 1935 front gable brick bungalow
- 40. 9912 US 158 Ca. 1915 side-gabled house with interior chimneys and aluminum siding
- 41. 9874 US 158 Ca. 1930 front-gable bungalow with aluminum siding and replacement porch.
- 42. adj. to 9852 US 158 Ca. 1900 L-plan house—nearly ruinous
- 43. off US 158, no # Ca. 1920 L-plan house with front addition
- 44. Ca. 1930 front-gable bungalow with asbestos siding
- 45. Johnson House and Cemetery: ca. 1900, one-story, side-gabled house with turned post porch.
- 46. Faison's Old Tavern: front-gabled building with some metal siding. West side retains siding.
- 47. Ca. 1930 gas station. One-story, side-gabled building with original siding and overhanging front roof.
- 48. Ca. 1930 side-gabled bungalow with vinyl or aluminum siding.
- 49. Ca. 1930 front-gabled bungalow with aluminum siding
- 50. Ca. 1930 front-gabled bungalow with asbestos siding
- 51. Ca. 1875 one-story, side-gabled Greek Revival-influenced house
- 52. opp. 8335 US 158 Ca. 1930 front-gabled garage (Pope's Garage)
- 53. Ca. 1890 one-story, side-gabled house with replacement bungalow porch; original siding
- 54. 8259 US 158 Ca. 1930 front-gable bungalow with vinyl siding and replacement porch
- 55. Ca. 1900 one-story, side-gabled house with original siding
- 56. Ca. 1920 front-gabled bungalow with chicken house
- 57. Ca. 1920 one-story, side-gabled house with vinyl siding and replacement porch posts
- 58. Ca. 1930 front-gabled bungalow with synthetic siding and replacement porch
- 59. Ca. 1900 one-story, side-gabled house with collapsed porch
- 60. 8199 US 158 Ca. 1920 one-story, side-gabled house with synthetic siding
- 61. 8155 US 158 Ca. 1890 side-gabled, one-story house; original siding and porch
- 62. Ca. 1900 side-gabled, one-story house with synthetic siding and replacement porch
- 63. Ca. 1890 side-gabled, one-story house with original siding; partially collapsed porch
- 64. Late 19th century one-story, side-gabled house with small outbuilding; porch missing
- 65. Ca. 1930 front-gabled bungalow with rear addition and synthetic siding
- 66. 7723 US 158 Ca. 1930 front-gabled bungalow with asbestos siding
- 67. 7695 US 158 Ca. 1900 triple-A, I-house; vinyl siding and replacement porch
- 68. 239 SR 1311 Ca. 1900 one-story, front-gabled house with additions and alterations
- 69. Maddrey House and Cemetery: Late 19th century 1 1/2 story house with kitchen attached by breezeway.
- 70. 4602 SR 1333 Ca. 1900 one-story, L-plan house with barn
- 71. 6165 US 158 Ca. 1925 bungalow with aluminum siding
- 72. 5932 US 158 Ca. 1910 hipped roof house with aluminum siding and side addition
- 73. Ca. 1930 front-gabled bungalow with asbestos siding and enclosed porch
- 74. ~~8380-NC-305~~ *8m-08* Ca. 1940 brick school
- 75. adj. to 5512 US 158 Ca. 1900 frame house; ruinous

- 76. Early 20th century metal-sided warehouse
- 77. One-story, side-gabled house; abandoned
- 78. One-story, front-gabled house with aluminum siding
- 79. One-story, front-gabled house with asbestos siding and replacement porch posts
- 80. Ca. 1930 front-clipped-gable bungalow with stucco exterior
- 81. 8445 NC 305 Ca. 1920 one-story, pyramidal-roof house; original siding
- 82. 8465 NC 305 Ca. 1910 one-story, Queen Anne cottage with bungalow porch; original siding
- 83. 8473 NC 305 Ca. 1925 one-story, side-gabled bungalow; original siding and porch
- 84. Ca. 1910 two-story, L-shaped house; original siding
- 85. Brick bungalow
- 86. Jct. of Lincoln and NC 305 Late 1940s brick period cottage
- 87. 1950s brick and concrete block store/gas station
- 88. 527 US 158 1960s cinder block gas station with dormers
- 89. 300 US 158 Ca. 1930 front-gable bungalow with side addition
- 90. Boone's Farm Supply complex: mid-20th century milling complex
- 91. 507 US 158 Ca. 1960 cinderblock gas station
- 92. Ca. 1900 house; ruinous
- 93. Ca. 1930 front-gable bungalow; original siding
- 94. Early 20th century tenant house (saltbox form); abandoned
- 95. Early 20th century tenant house (1-story, side-gabled); abandoned
- 96. Group of 3 outbuildings: 2 barns and 1 Quonset hut
- 97. Ca. 1900 one-story, single-pile house with original siding
- 98. "The Hermitage;" neo-Colonial with vintage features
- 99. Ca. 1940 front-gabled cinderblock store
- 100. 1859 US 158 Ca. 1935 side-gabled house with front-gabled wing; asbestos siding
- 102. 1295 US 158 Ca. 1910 one-story, hipped-roof dwelling with outbuildings
- 103. Nineteenth century house with ca. 1930 alterations; one-and-a-half-story dwelling with recessed porch (part enclosed) and replacement windows and door
- 104. Ca. 1930 two-story, front-gabled cinderblock commercial building
- 105. 779 US 158 Ca. 1910 one-story, single-pile, brick, triple-A dwelling; replacement porch.
- 106. 3350 Cornwallis Rd. M.B. Stephenson House: mid-19th century, two-story Greek Revival house with hipped roof; replacement windows
- 107. 4691 Jackson Bypass Road "Elmwood;" Turn of the 20th century L-plan house with 3 outbuildings; vinyl siding
- 108. St. John's Baptist Church: early to mid-20th century church, altered. Cemetery
- 109. Ca. 1930 front-gable bungalow with replacement windows
- 110. 113 Jackson Bypass Road Ca. 1890 one-story, single-pile, side-gabled house with 6/6 windows and exterior end chimneys
- 111. Jackson Bypass Road Ca. 1930 concrete block store

- | | | |
|------|-------------------------------------|---|
| 112. | Jackson Bypass Road | Ca. 1930 cinderblock bungalow; ruinous and overgrown |
| 113. | N side of JBR, 0.9 mi. W of SR 1313 | African American cemetery; overgrown. Simple wire fence surrounds yard |
| 114. | 3585 Jackson Bypass Road | Ca. 1930 front-gable bungalow |
| 115. | 35?? Jackson Bypass Road | Ca. 1930 front-gable bungalow |
| 116. | | Ca. 1920 front-gable house |
| 117. | In field on S side of JBP | Early 20 th century 1 1/2 story house with 6/6 sash; ruinous |
| 118. | | Ca. 1910 one-story, side-gabled house with a front-facing gable (triple-A) and exterior end chimneys |
| 119. | | Ca. 1900 one-story, side-gabled house with turned posts at porch and interior chimney; deteriorated |
| 120. | | Pleasant Grove Church: Gothic Revival building with cemetery, vinyl-sided |
| 121. | | Ca. 1920 one-story, irregular-massed dwelling |
| 122. | | Ca. 1930 side-gabled asymmetrical dwelling |
| 123. | 2260 Jackson Bypass Rd. | Ca. 1935 gable-front bungalow; vinyl siding |
| 125. | 1441 Jackson Bypass Rd. | Ca. 1900 one-story, single-pile house |
| 126. | 1456 Jackson Bypass Rd. | One-story, irregularly-massed house with asbestos shingle siding |
| 127. | | One-story, side-gabled house; totally remodeled |
| 129. | | Ca. 1900 two-story, single-pile house |
| 130. | | Mid-19 th century one-story, hipped-roof Greek Revival cottage |
| 131. | 1235 Jackson Bypass Rd. | Ca. 1925 bungalow |
| 132. | 1254 Jackson Bypass Rd. | Ca. 1930 gable-front concrete block bungalow |
| 133. | | Taylor-Wheeler Farm: Two-story Queen Anne with smaller dwelling; moved |
| 134. | | Last half 19 th century: one-story, side-gabled house with twin interior chimneys |
| 135. | Deloatch Mill Road | Early 20 th century side-gabled house with front addition; asbestos siding |
| 136. | 571 Deloatch Mill Road | Ca. 1910 one-story, side-gabled house |
| 137. | 1067 Deloatch Mill Road | Mid-19 th century Greek Revival cottage with modern curved porch ornament |
| 138. | Home Road | Ca. 1900 two-story Queen Anne; vinyl-sided |
| 139. | Home Road | Ca. 1900 1-house with 2 outbuildings |
| 140. | Home Road | Ca. 1930 front-gable bungalow |
| 141. | NC 35 | Ca. 1930 front-gable bungalow |
| 142. | NC 35 | Mid-19 th century two-story, Greek Revival house; replacement columns <i>grout</i> |
| 143. | NC 35 | Ca. 1900 1-house with vinyl siding |
| 144. | NC 35 | Ca. 1930 front-gable bungalow with enclosed porch |
| 145. | NC 35 | Ca. 1940 one-story, brick minimal traditional with enclosed side porch |
| 146. | NC 35 | Ca. 1930 one-story, brick, L-plan |
| 147. | NC 35 | Ca. 1920? gable-front house with additions |
| 148. | Deberry Mill Rd. | Ca. 1900 one-story, side-gabled house with asbestos shingles |
| 149. | | Late 19 th -early 20 th century 1-story, single-pile house, deteriorated; metal-sheathed barn |

- 150. Late 19th-early 20th century 1-story, single-pile house with asbestos siding and replacement porch
- 151. Ca. 1900 one-story, side-gabled house with weatherboard siding; roof is collapsed and house obscured by trees
- 152.
- 153.
- 154.
- 155.
- 156.
- 157.
- 158.
- 159.
- 160.
- 161.
- 162.
- 163. Vinyl siding
- 164. New chimneys
- 165. Deberry-Mill *See out*
- 166.
- 167. Aluminum siding
- 168. Ca. 1930 gable-front house with screened porch
- 169. Ca. 1930 gable-front bungalow; enclosed porch and aluminum siding
- 170. Ca. 1930 side-gabled bungalow
- 171. Early 20th century Craftsman-influenced house with rafter tails; OVERGROWN
- 172. Mid-19th century 1-house; aluminum siding
- 173. Ca. 1900 one-story, single-pile dwelling; iron porch posts and synthetic siding
- 174. Ca. 1930 front-gable bungalow
- 175. Ca. 1900 two-story, single-pile, side-hall-plan house
- 176. Ca. 1930 deteriorated bungalow; overgrown and deteriorated
- 177. Ca. 1930 side-gabled bungalow with enclosed front porch
- 178. Ca. 1930 front-gabled bungalow; deteriorated
- 179. Ca. 1900 1-house with bungalow porch and outbuildings; aluminum siding
- 180. Ruinous house
- 181. Ca. 1910 front gabled dwelling
- 182. Side-gabled house; vinyl siding
- 183. Ca. 1900 two-story, single-pile house, possible side-hall plan; collapsed porch
- 184. Ca. 1900 one-story, single-pile house; heavily altered
- 185. Ca. 1900 one-story, single-pile house; deteriorated
- 630 Gilmer Ricks Road

186.	Gilmer Ricks Road	Ca. 1930 front-gable bungalow
187.	Buck Boone Road	Ca. 1900 one-story, side-gabled house; asbestos siding
188.	Doolittle Mill Road	Ca. 1900 one-story, side-gabled house
198.	Doolittle Mill Road	Ca. 1930 front-gabled bungalow; replacement porch posts
199.	Doolittle Mill Road	Ca. 1900 two-story, side-gabled house; asbestos-shingle siding
200.	Doolittle Mill Road	Ca. 1900 two-story Queen Anne/Colonial Revival house
201.	Doolittle Mill Road	Late 19 th century I-house; vinyl siding
202.	Doolittle Mill Road	I-house
203.	Doolittle Mill Road	One-story Queen Anne cottage
204.	Buck Boone Road	Ca. 1900 I-house; replacement porch and asbestos-shingle siding
205.	Buck Boone Road	Ca. 1900 I-house
206.	Buck Boone Road	I-house
207.	Buck Boone Road	Ca. 1900 I-house
208.	Buck Boone Road	I-house with outbuildings
209.	4893 NC 35	Ca. 1930 one-story, front-gable bungalow with vinyl siding
210.	NC 35	Ca. 1880 two-story Queen Anne house with aluminum siding
211.	NC 35	Ca. 1930 one-story, front-gable bungalow; replacement porch, front door
212.	6500 US 158	Two-story, single-pile house; heavily altered (early 20 th century?)
Garysburg		
215.		Early 20 th century one-story, side-gabled house with asbestos shingle siding
216.		Two-story, single-pile, triple-A house with 9/9 windows; date unknown
217.	409 Elm Street	Ca. 1930 front-gable bungalow
218.		Ca. 1940 concrete block commercial building/garage
219.	207 Elm Street	Ca. 1940 one-story, concrete house
220.	Elm Street	Ca. 1940 one-story, side-gabled house; aluminum siding, replacement porch posts
221.	Elm Street	Ca. 1930 front-gable house with aluminum siding
222.	308 Bush Street	Ca. 1930 front-gable concrete block bungalow
223.	304 Bush Street	Ca. 1930 front-gable bungalow with asbestos shingle siding
224.	103 Truman Street	Ca. 1940 one-story house; aluminum siding
225.	101 Truman Street	Ca. 1940 one-story house; aluminum siding
226.	4?? US 301	Mid-20 th century brick house; greatly altered
227.	4?? US 301	Early 20 th century one-story, side-gabled house with dormers, gable returns
228.	313 US 301	Ca. 1930 front-gable bungalow
229.	315 US 301	Ca. 1930 front-gable bungalow
230.	317 US 301	Ca. 1930 front-gable bungalow

Conway

- 234. 500 N. Church Street
First Baptist Church
- 235. Martin Street
Ca. 1915 hipped-roof cottage
- 236. Martin Street
Early 20th century two-story, single-pile house; asbestos shingle siding, deteriorated
- 237. 112 Martin Street
Ca. 1930 front-gable bungalow; heavily altered
- 238. 209 Martin Street
Ca. 1930 front-gable bungalow; altered and deteriorated
- 239. 111 Martin Street
Ca. 1930 bungalow; heavily altered
- 240. 109 Martin Street
Flythe's Family Center: Early 20th century concrete block commercial building
- 241. 105 Martin Street
Ca. 1930 front-gable bungalow; replacement porch posts and vinyl siding
- 242. 701 N. Church Street
Ca. 1900 I-house; vinyl siding
- 243. 705 N. Church Street
Ca. 1930 side-gabled bungalow
- 244. 702 N. Church Street
Ca. 1930 side-gabled bungalow
- 249. Firetower Road
Gay Family Cemetery (outside APE)
- 250. Firetower Road
Early 20th century L-plan house
- 251. 255 NC 305
Ca. 1930 front-gable bungalow; altered

Jackson

- 252. 178 John Darden (?) Road
Ca. 1930 front-gable bungalow; altered
- 253. John Darden Road
Ca. 1930 front-gable bungalow; altered and deteriorated
- 254. John Darden Road
Ca. 1935 one-story, side-gabled bungalow with engaged porch
- 255. 409 E. Jefferson
Ca. 1930 one-story, side-gabled bungalow with replacement posts
- 256. 403 E. Jefferson
Ca. 1930 one-story, side-gabled bungalow; replacement, oversized windows
- 257. 401 E. Jefferson
Ca. 1930 front-gabled brick bungalow
- 258. Massey Street
Early 20th century two-story, hipped-roof dwelling; heavily altered and expanded
- 259. 311 Massey Street
Ca. 1910 one-story, hipped-roof dwelling with front hipped-roof wing
- 260. 307 Massey Street
Early 20th century two-story, hipped-roof house
- 261. E Jefferson
Mid-20th century brick commercial building with stepped false front
- 262. Atherton Street
Jackson Square Lodge #700
- 263. 512 Atherton Street
Early 20th century L-plan dwelling; heavily altered
- 264. 504 Atherton Street
Ca. 1900 one-story, single-pile, triple-A; heavily altered
- 279. dirt lane off N. Church Street
One-story, side-gabled house; abandoned and deteriorated
- 280. 9304 N. Church Street
Ca. 1900 I-house
- ~~281. 8996 N. Church Street~~ *gn old*
~~Two-story, side-gabled dwelling~~
- 299. 65 W. Calhoun Street
Ca. 1930 front-gabled brick bungalow with screened porch
- 302. 65 Depot Street
Ca. 1940 Tudor cottage with half-timbered front gable
- 303. Depot Street
Ca. 1930 brick warehouse
- 305. 305 W. Jefferson Street
Ca. 1930 brick bungalow

- 306. 411 W. Jefferson Street
 Ca. 1925 side-gabled bungalow with hipped roof office
- 308. 1399 US 158
 Ca. 1900 I-house
- 309. Jct. Occoneechee Neck &
 Bart Burgwyn Rd.
 One-story dwellings; deteriorated

Conway QD

- 310. W side SR 1364, 0.7 mi. NE I-house
 of US 158
- 312. SR 1541
 1940s-early 1950s one-story, brick ranch house

Jackson QD

- 317. End of dirt lane, E side SR 1108
 Silver Hill: 19th century house, nearly ruinous
- 318. Both sides of US 158, 0.65 mi. W
 of SR 1126
 Boone's Millpond/Battlefield
- ~~319. On dirt lane on W side of NC-305
 Tisdale: Greek Revival house, deteriorated~~ *gm cb*
- 339. Jackson
 Mt. Hope Church; vinyl siding

Weldon QD

- 342. E side SR 1128
 Tenant house—part of Pate Farm (gone)
- 343. E side of US 158
 Rev. John Blacknall House: one-story, L-plan
- ~~344. End of lane on E side of SR 1301
 Stephenson Farm: late 19th-early 20th century complex~~ *gm cb*
- 345. E side of SR 1301
 Roanoke-Salem Church and Cemetery; Brick Gothic church (1944) with mostly modern cemetery
- ~~346. N side of US 158
 Q. J. Stephenson Earth Museum: Odd front-gabled building~~ *gm cb*
- 347. N side of US 158
 Ruinous house; cannot photograph
- 348. N side of US 158
 Ca. 1925 bungalow
- 349. N side of US 158
 Ca. 1925 bungalow
- ~~350. N side of US 158
 Early 20th century Colonial Revival/Queen Anne/Craftsman House—shingled and weatherboard exterior~~
- 351. N side of US 158
 19th century Picturesque-influenced two-story side-gabled house with bracketed eaves and front gable
- 352. N side of US 158
 Mid 19th century one-story, single-pile house with additions; synthetic siding and replacement windows

Conway QD

- 353. S side of SR 1543
 Ca. 1930 front-gabled bungalow

Weldon QD

- 354. S side of US 158
 Early 20th century one-story, side-gabled house with original siding
- 355. N side of US 158
 Late 19th century one-story, side-gabled, triple-A house with sawnwork porch; several additions
- 356. E side of US 301
 Late 19th-early 20th century two-story, Queen Anne dwelling with shingled gable and turned posts

357. N side of US 158, near jct. with US 301 Joyner Store and Post Office: two-story frame, gable-front building and one-story gable-front building
358. SE jct. of US 158 & US 301 Garris House: mid-19th century 2-story, hipped-roof faintly Greek Revival house; replacement windows
359. E side of US 301 Community Building: Front-gabled frame building; nearly ruinous
360. W side of US 301 Late 19th c. brick commercial building with arched bays, intact decorative cornice; poor condition
363. E side of US 301 Suiter House: Early 20th c. two-story hipped roof house; replacement windows
366. S side of jct. of US 158 & US 301 Early 20th c. diminutive brick gas station with tile roof, gable returns
367. S side of jct. of US 158 & US 301 Small 20th century one-story, side-gabled building
368. S side of US 158 Early example of house trailer
369. S side of US 158 Ca. 1930 front-gable bungalow; original siding
- ~~370. S side of US 158 Ca. 1930 2-story, brick commercial building with metal hipped roof, pressed metal ceiling. *Preserved*~~
371. S side of US 158 1940s commercial buildings (stucco?)
372. N side of US 158 Ca. 1950 motel
373. Just north of US 158 Ca. 1940 stucco and brick period cottage
374. N side of US 158 Early 20th century commercial buildings: one is small brick building with parapet shielding a flat roof and the other is a Craftsman style commercial building.
375. N side of US 158 (#301) Mid-20th century commercial/industrial building; additions and alterations
376. N side of US 158 Ca. 1930 brick bungalow
377. N side of US 158 Ca. 1930 bungalow with weatherboard exterior
378. N side of US 158 Coleman house: ca. 1930 front-gabled bungalow (might be earlier house that was remodeled)
379. N side of US 158 Ca. 1910 one-story, side-gabled house; heavily altered
380. N side of US 158 ~~Ca. 1920 two-story, hipped-roof brick dwelling with outbuildings~~ *Small*
- ~~381. N side of US 158 *Lyons rd*
Ca. 1990 one-story, single-pile house; replacement porch posts and asphalt siding~~
382. N side of US 158 Ca. 1930 front-gabled bungalow; replacement porch
383. S side of US 158 ~~Ca. 1930 bungalow with asbestos shingle siding~~ *4.5 S. 158*
384. N side of US 158 Ca. 1950 motor court
385. N side of US 158 Ca. 1935 1 1/2 story brick Craftsman-style commercial building
386. N side of US 158 Early 20th century commercial building; greatly altered
387. N side of NC 46 Ca. 1930 bungalow; original siding
388. Former farm complex—outbuildings and fences remain
391. E side of US 301 Ca. 1930 building (now Boy Scout hut)

Conway QD

395. Ca. 1900 one-story, side-gabled house with screened porch, deteriorated
396. S side of NC 35, 0.45 mi. SW of SR 1358 Early 20th century tenant house with front gable roof and interior chimney; barn closer to road

397. NC 35 over Kirby's Creek
 Concrete bridge
398. W jct. of NC 35 & SR 1341
 Ca. 1930 front gable bungalow with asbestos shingle siding
399. N side of SR 1341, 0.15 mi. NW
 Post-WWII house with vinyl siding
 of NC 35
400. N side of SR 1341, 0.125 mi. NW
 Ca. 1930 brick bungalow with porte cochere
 of NC 35
401. N side of SR 1341, 0.1 mi. NW
 Ca. 1945 Minimal Traditional brick house
 of NC 35
402. N side of SR 1341, just NW of
 Ca. 1945 Minimal Traditional brick house
 of NC 35
403. NW side of NC 35, just SW of
 Early 20th century one-story, side-gabled house with rear shed roof; replacement porch
 SR 1341
404. E side of SR 1341, just SE of
 Ca. 1940 one-story brick house
 NC 35
405. Jct. of NC 35 and SR 1341
 One-story, cinder-block commercial building with flat roof and tile coping along its parapet
406. Jct. of NC 35 and SR 1341
 Ca. 1940 one-story, side-gabled house with vinyl siding
407. 215 Garris Street, Conway
 Ca. 1935 front-gable bungalow with vinyl siding and windows
408. Hundley Circle, Conway
 Ca. 1935 concrete block front-gable bungalow
411. 200 Hundley Circle, Conway
 Ca. 1945 one-and-a-half-story Minimal Traditional brick house
 Conway Women's Club; ca. 1950 one-story cinderblock building
412. E side of NC 35, S of Conway
 Ca. 1940 one-story house with asbestos shingles and screened porch; garage
432. S side of SR 1545, E of jct.
 Ca. 1930 bungalow
434. Early 20th century two-story dwelling with replacement porch; cemetery with newer markers
 w/ SR 1541
435. S side of SR 1545
 Late 19th century two-story, single-pile house with partially enclosed porch
436. S side of SR 1545
 19th century two-story, single-pile house; altered
438. S side of SR 1508
 Ca. 1930 front-gable bungalow with asbestos siding; ca. 1930 outbuilding stands behind house
439. S side of SR 1508
 Early 20th century L-plan house with vinyl siding and replacement porch
440. S side of SR 1508
 Late 19th century two-story, single-pile, side-gabled house with bracketed cornice, sawnwork porch
441. N side of SR 1508
 Ca. 1930 side-gabled bungalow with original siding and porch
442. W side of SR 1508
 Ca. 1930 front-gabled bungalow; asbestos siding
443. Down dirt lane on E side of
 Ca. 1930 front-gabled bungalow; replacement porch
 SR 1508
444. S side of SR 1504, 0.1 mi. W
 of SR 1508
 Ca. 1900 I-house with bungalow porch; original siding
445. W side of SR 1500, 0.1 mi. N
 of SR 1508
 Ca. 1920 farm with 1 1/2 story side-gabled house with vinyl siding; collection of contemporary
 outbuildings

446. E side of SR 1500
 447. E side of SR 1500
 448. E side of SR 1500
 449. W side of SR 1500, 0.1 mi. S of US 158
- Ca. 1930 front-gabled bungalow with asbestos shingle siding
 Early 20th century one-story L-plan house with asbestos shingle siding
 Ca. 1930 front-gabled bungalow; vinyl siding
 Late 19th-early 20th c. farm with one-story Queen Anne cottage; asbestos shingle siding on house
- Jackson QD**
452. S side of Jackson Bypass
 453. NW corner of JBP & SR 1314
 454. W side of SR 1314, 0.1 mi. N of JBP
 455. S end of driveway on S side of JBP
 456. Down dirt lane on E side of SR 1314, 0.1 mi. S of JBP
- Late 1940s 1 1/2 story brick house with dormers
 Mid-20th century one-story house with vinyl siding
 Ca. 1930 front-gabled bungalow; asbestos single siding
 19th century one-story, single-pile house altered with siding, replacement porch; other house appears historic, but is altered and likely moved to its location
 One-story, side-gabled frame house—unknown age; ruinous
- Conway QD**
458. E side of SR 1541
 459. E side of SR 1342
- Late 1940s 1 1/2 story house with asbestos shingles, outbuildings
 Late 1940s Minimal Traditional brick house
- Jackson QD**
460. E side of SR 1108, Jackson
 461. W side of SR 1108, Jackson
 462. W side of SR 1108, Jackson
 463.
 464.
 465.
 466. E side of SR 1301, at jct. w/ NC 186
- Ca. 1930 shotgun house, vinyl siding
 Murray Gin—cotton gin (early 20th century)
 Ca. 1920 front-gabled dwelling; synthetic siding
 Early 20th c. one-story, side-gabled house
 Early 20th century one-story, side-gabled house
 Ca. 1900 one-story Queen Anne cottage; vinyl siding, replacement windows
 Early to mid-20th century fertilizer complex
- Weldon QD**
470. N side US 158
 471. S side of SR 1311 (JBP)
 472. N side of SR 1309
- Turn of the century cemetery
 Farm: Ca. 1900 house and early 20th century outbuildings, cemetery
 Ca. 1900 one-story, side-gabled house; aluminum siding