



State Environmental Assessment / Finding of No Significant Impact Documentation

STIP # R-5813 | October 2018



**US 70 HIGHWAY IMPROVEMENTS
AT LITTLE BALTIMORE
LENOIR COUNTY
WBS NUMBER 46983.1.1
STIP PROJECT NUMBER R-5813**

ADMINISTRATIVE ACTION

STATE ENVIRONMENTAL ASSESSMENT / FINDING OF NO SIGNIFICANT IMPACT

**N. C. DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

Submitted Pursuant to the North Carolina State Environmental Policy Act



APPROVED:

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DIVISION OF HIGHWAYS

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Project Fact Sheet

PROJECT LOCATION

Lenoir County, North Carolina

ABSTRACT

The North Carolina Department of Transportation (NCDOT) is proposing to convert the intersection at US 70 and Jim Sutton Road (SR 1227) /Willie Measley Road (SR 1252) to an interchange with full control-of-access. The proposed action would also upgrade existing US 70 to full control-of-access in the areas immediately east and west of this intersection. The project is 2.8 miles in length along US 70 and located just west of Kinston and southeast of La Grange in Lenoir County, North Carolina. The project begins at NC 903 and ends approximately 5,500 feet southeast of the intersection with Jim Sutton Road /Willie Measley Road. The proposed action is listed in the NCDOT 2018-2027 State Transportation Improvement Program as Project Number R-5813 and is being state funded. This State Environmental Assessment / Finding of No Significant Impact was prepared to consider the effects of the proposed project on the built and natural environment.

PROJECT SPONSOR

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COMMENTS

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DOCUMENT AVAILABILITY

This State Environmental Assessment / Finding of No Significant Impact is available online at the following link:

https://ncdot.publicinput.com/US_70_LaGrange

Copies of the State Environmental Assessment / Finding of No Significant Impact are also available for viewing at the following locations:

[La Grange Public Library](#)
119 East Washington Street
La Grange, NC 28551

[La Grange Town Hall](#)
203 South Center Street
La Grange, NC 28551

[NCDOT Division 2](#)
2815 Rouse Road Extension
Kinston, NC 28504

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PROJECT COMMITMENTS

State Environmental Assessment / Finding of No Significant Impact

For

US 70 Highway Improvements at Little Baltimore

Lenoir County, North Carolina

WBS Number 46983.1.1, STIP Project No. R-5813

The following special commitments have been agreed to by NCDOT Division 2:

- The NCDOT will attempt to avoid and minimize impacts to streams and wetlands to the greatest extent practicable during the final design phase of this project.
- Off-site staging and stockpiling areas will be located to impact the least amount of natural habitat as possible.
- Stockpiling and staging areas will be revegetated after construction, which could provide replacement habitat for some species.



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Appendix D: Public involvement
Appendix E: Start of Study Letter
Appendix F: Other coordination



Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
BMPs	Best Management Practices
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
CTP	Comprehensive Transportation Plan
CWA	Clean Water Act
EJ	Environmental Justice
EMS	Emergency Medical Services
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FY	Fiscal Year
LOS	Level of Service
NASS	National Agricultural Statistics Service
NCAC	North Carolina Administrative Code
NCDEQ	North Carolina Department of Environmental Quality
NCDOT	North Carolina Department of Transportation
NCDWR	North Carolina Division of Water Resources
NLEB	Northern Long-Eared Bat
NRTR	Natural Resources Technical Report
PBO	Programmatic Biological Opinion
HPO	State Historic Preservation Office
SR	Secondary Road
STIP	State Transportation Improvement Program
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service



I. DESCRIPTION OF PROPOSED ACTION

I.1 GENERAL DESCRIPTION

The North Carolina Department of Transportation (NCDOT) is proposing to convert the intersection at US 70 and Jim Sutton Road (SR 1227) / Willie Measley Road (SR 1252) to an interchange with full control-of-access. The proposed action would also upgrade existing US 70 to full control-of-access in the areas immediately east and west of this intersection. The project is 2.8 miles in length along US 70 and located just west of Kinston and southeast of La Grange in Lenoir County, North Carolina. The project begins at NC 903 and ends approximately 5,500 feet southeast of the intersection with Jim Sutton Road / Willie Measley Road.

The project vicinity and project study area are shown on Figure 1. The proposed action is listed in the NCDOT 2018-2027 State Transportation Improvement Program (STIP) as Project Number R-5813 and is being state funded.

This State Environmental Assessment / Finding of No Significant Impact is being conducted for the proposed action in accordance with the North Carolina State Environmental Policy Act, which was established to ensure that state agencies review the environmental effects of all activities that involve an action by a state agency and expenditure of public monies, or involve the private use of public land and have a potential negative environmental effect upon natural resources, public health and safety, or natural beauty, or negatively impact historic or cultural elements of the state.

I.2 PROJECT HISTORY AND STATUS







The Kinston Bypass project (R-2553) is included in the 2011 City of Kinston Comprehensive Transportation Plan (CTP) and also identified on the 2007 CTP Highway Map for Kinston. The CTP planning process is a locally driven planning process that identifies transportation needs in the community and was officially adopted by the City of Kinston and Lenoir County. Earlier iterations of R-2553 were included in previous transportation planning documents, and NCDOT initiated environmental and engineering studies for R-2553 in the late 1990s. However, the project was placed on hold several times due to other local and NCDOT Division 2 funding priorities. NCDOT placed the project on hold most recently in 2014 and reinitiated the environmental and engineering studies for R-2553 in 2016 when it was funded in NCDOT's current 2018-2027 STIP. The Kinston Bypass project upgrades US 70 east of R-5813, terminating near Dover in Jones County. The US 70 improvements associated with R-5813 are complementary to the Kinston Bypass project and are an important component of the long range plan for this Strategic Transportation Corridor.

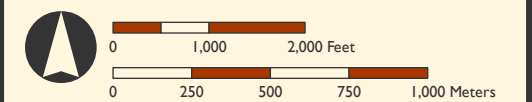


U.S. 70 Highway Improvements
At **LITTLE BALTIMORE**
STIP Project No. R-5813

Figure I
Project Vicinity

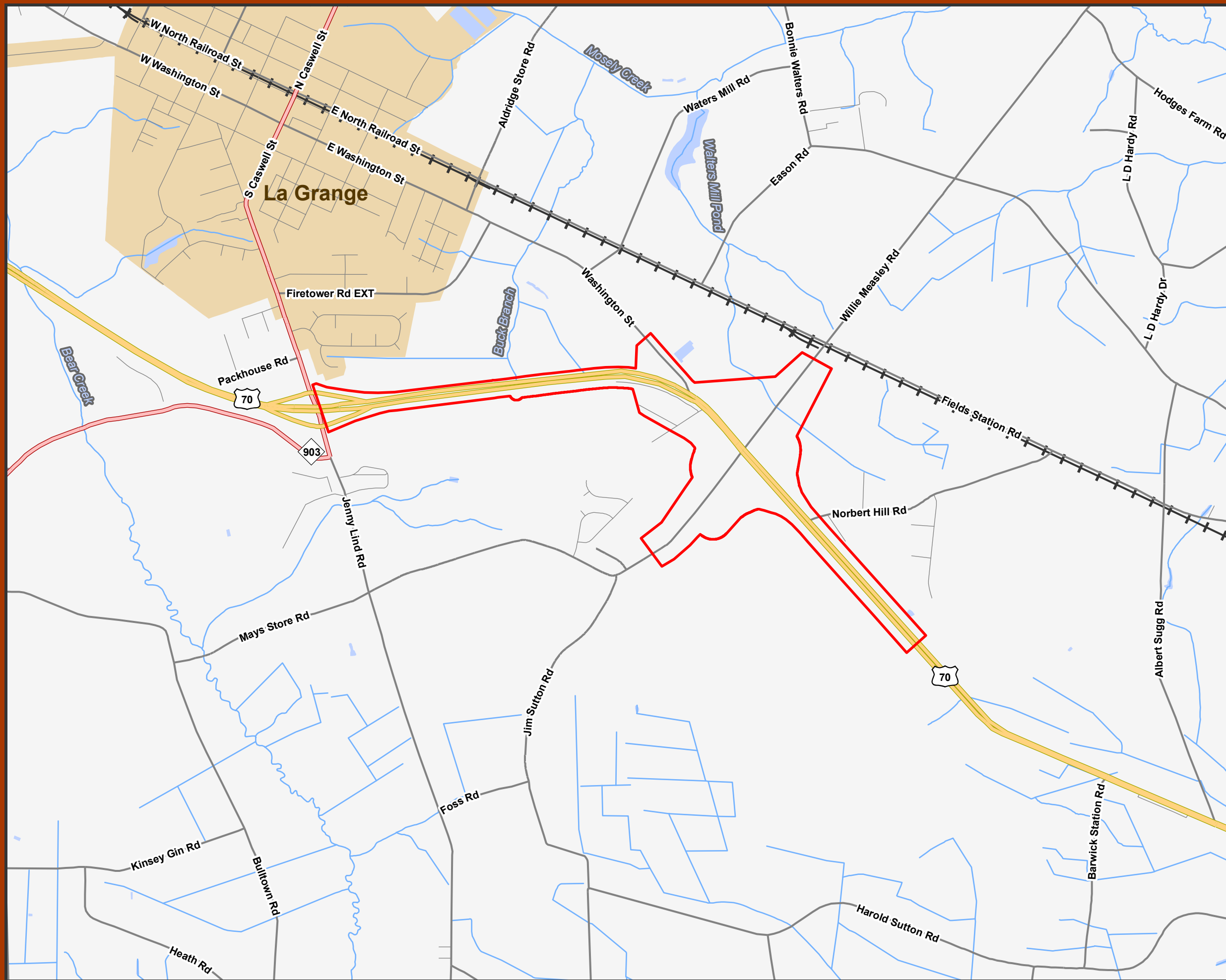
Legend

-  Study Area
-  US Highway
-  NC Highway
-  Secondary Road
-  Local Road
-  Railroad
-  Stream
-  Waterbody
-  Municipal Area
-  County Boundary



This map is for reference only.
Sources: NCDOT, NCDEQ, CGIA, NCSHPO, NRCS, NCWRC, Lenoir County, USFWS, EPA, USDA, NCDCM, NCEM, DWR, NCOneMap, ESRI and AECOM.

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I.3 OTHER STIP PROJECTS IN THE AREA

Other transportation projects in and around the vicinity of the proposed action that are included in the NCDOT 2018-2027 STIP are listed in Table 1 and are shown on Figure A-1 in Appendix A.

Table 1: Other transportation improvement projects in the vicinity of the project

STIP Number	Description	Right-of-Way	Construction
R-2553	US 70 – Kinston Bypass, NC 148 (C.F. Harvey Parkway) to US 70 east of NC 58.	Fiscal year (FY) 2022	FY 2024
U-3618	SR 1569 (Carey Road Extension) – SR 1572 (Rouse Road) to US 258. Construct multi-lanes on new location	FY 2022	FY 2024
R-5814	US 258 – SR 1101 (Browntown Road) to SR 2010 (C.F. Harvey Parkway). Widen to multi-lanes.	FY 2023	FY 2025
U-5958	US 70 – SR 1719 (Beston Road) intersection improvements	FY 2018	FY 2018

Source: NCDOT 2018-2027 STIP.



2. PURPOSE AND NEED FOR PROJECT

This section establishes the purpose of and need for the proposed action, to improve overall mobility and establish freeway linkages.

2.1 NEED FOR THE PROJECT

The need for the proposed action stems from the crash rates along US 70 near Jim Sutton Road / Willie Measley Road exceeding statewide and critical crash rates (see section 4.8). The proposed action would improve safety by grade separating the intersection of US 70 and Jim Sutton Road / Willie Measley Road. An additional need for the proposed action is a lack of a freeway linkage between the recently completed Goldsboro Bypass (R-5829) to the west and the proposed Kinston Bypass (R-2553) to the east, as shown on Figure A-1 in Appendix A. The Goldsboro Bypass is a full control-of-access highway, and the Kinston Bypass will also be completed as a full control-of-access highway.

2.2 PURPOSE

The purpose of the proposed action is to improve traffic safety along US 70 and reduce conflict points by converting the existing at-grade intersection to an interchange. The purpose is also to increase facility linkage between freeway portions of US 70, west and east of the project area.



3. ALTERNATIVES

The following information summarizes the alternatives considered for the proposed action.

3.1 ALTERNATIVE MODES OF TRANSPORTATION

The alternative modes of transportation option includes measures such as walking, bicycling, carpooling, telecommuting, and using public transportation to lessen the public's dependence on the automobile. Lenoir County Transit provides on-demand paratransit services in Lenoir County for those with disabilities and/or without access to transportation. While the introduction of transit options, as well as the implementation of other alternative modes of transportation, could aid in reducing congestion in the project area, these options alone would not adequately meet the purpose and need of the project. Therefore, alternative modes of transportation are not being considered for this project.

3.2 NO-BUILD ALTERNATIVE

A No-Build Alternative would not convert the intersection at US 70 and Jim Sutton Road / Willie Measley Road to an interchange or upgrade existing US 70 to full control-of-access in the areas immediately east and west of this intersection. Therefore, it would not improve traffic safety or increase facility linkage and would not meet the purpose and need for the proposed action. However, the No-Build Alternative is always included as a benchmark against which the impacts of other alternatives can be compared.

3.3 BUILD ALTERNATIVES

Three build alternatives for the proposed action were developed and are described below. The build alternatives are shown on Figures 2, 3, and 4.

3.3.1 Alternative 1

Alternative 1 upgrades existing US 70 to full control-of-access. Alternative 1 realigns Jim Sutton Road / Willie Measley Road to the east with a new bridge over US 70 and converts the existing intersection to a partial cloverleaf interchange. Service roads are included to provide access to US 70 from adjacent properties.

3.3.2 Alternative 2 (Recommended)

Alternative 2 upgrades existing US 70 to full control-of-access and converts the existing intersection to a compressed diamond interchange, with US 70 passing over Jim Sutton Road / Willie Measley Road. Service roads are included to provide access to US 70 from adjacent properties.

3.3.3 Alternative 3

Alternative 3 upgrades existing US 70 to full control-of-access. Alternative 3 realigns Jim Sutton Road / Willie Measley Road to the east with a new bridge over US 70 and converts the existing



intersection to a full diamond interchange. Service roads are included to provide access to US 70 from adjacent properties.

3.4 COST ESTIMATES

The cost estimates for the proposed action are summarized in Table 2.

Table 2: Cost estimates

Type	NCDOT 2018-2027 STIP (August 2017)	Current Cost		
		Alternative 1	Alternative 2 (Recommended)	Alternative 3
Right-of-Way	\$3,300,000	\$14,179,401	\$9,053,674	\$21,556,325
Utilities	\$500,000	\$2,176,940	\$2,088,780	\$2,308,060
Construction	\$12,200,000	\$26,600,000	\$45,900,000	\$26,000,000
Total Cost	\$16,000,000	\$42,956,341	\$57,042,454	\$49,864,385

U.S. 70 Highway Improvements
At **LITTLE BALTIMORE**
STIP Project No. R-5813

Figure 2
Alternative 1

Legend

- Study Area
- Alternative 1 Alignment
- Proposed Bridge
- US Highway
- NC Highway
- Secondary Road
- Local Road
- + Railroad
- Stream



0 500 1,000 Feet

0 100 200 Meters

This map is for reference only.
Sources: NCDOT, NCDEQ, CGIA, NCSHPO, NRCS, NCWRC, Lenoir County, USFWS, EPA, USDA, NCDCM, NCEM, DWR, NCOneMap, ESRI and AECOM.

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70 U.S. 70 Highway Improvements
At **LITTLE BALTIMORE**
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Figure 3
Alternative 2

Legend

- Study Area
- Alternative 2 Alignment
- Proposed Bridge
- US Highway
- NC Highway
- Secondary Road
- Local Road
- + Railroad
- Stream



0 500 1,000 Feet
0 100 200 Meters

This map is for reference only.
Sources: NCDOT, NCDEQ, CGIA, NCSHPO, NRCS, NCWRC, Lenoir County, USFWS, EPA, USDA, NCDCM, NCEM, DWR, NCOneMap, ESRI and AECOM.

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U.S. 70 Highway Improvements
At **LITTLE BALTIMORE**
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Figure 4
Alternative 3

Legend

- Study Area
- Alternative 3 Alignment
- Proposed Bridge
- US Highway
- NC Highway
- Secondary Road
- Local Road
- Railroad
- Stream



0 500 1,000 Feet
0 100 200 Meters

This map is for reference only.
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4. PROPOSED IMPROVEMENTS

This chapter describes the proposed improvements associated with the proposed action.

4.1 ROADWAY CROSS-SECTION AND ALIGNMENT

The typical section is proposed as a four-lane, median-divided facility with full control-of-access (Figure 5).

4.2 DESIGN CRITERIA

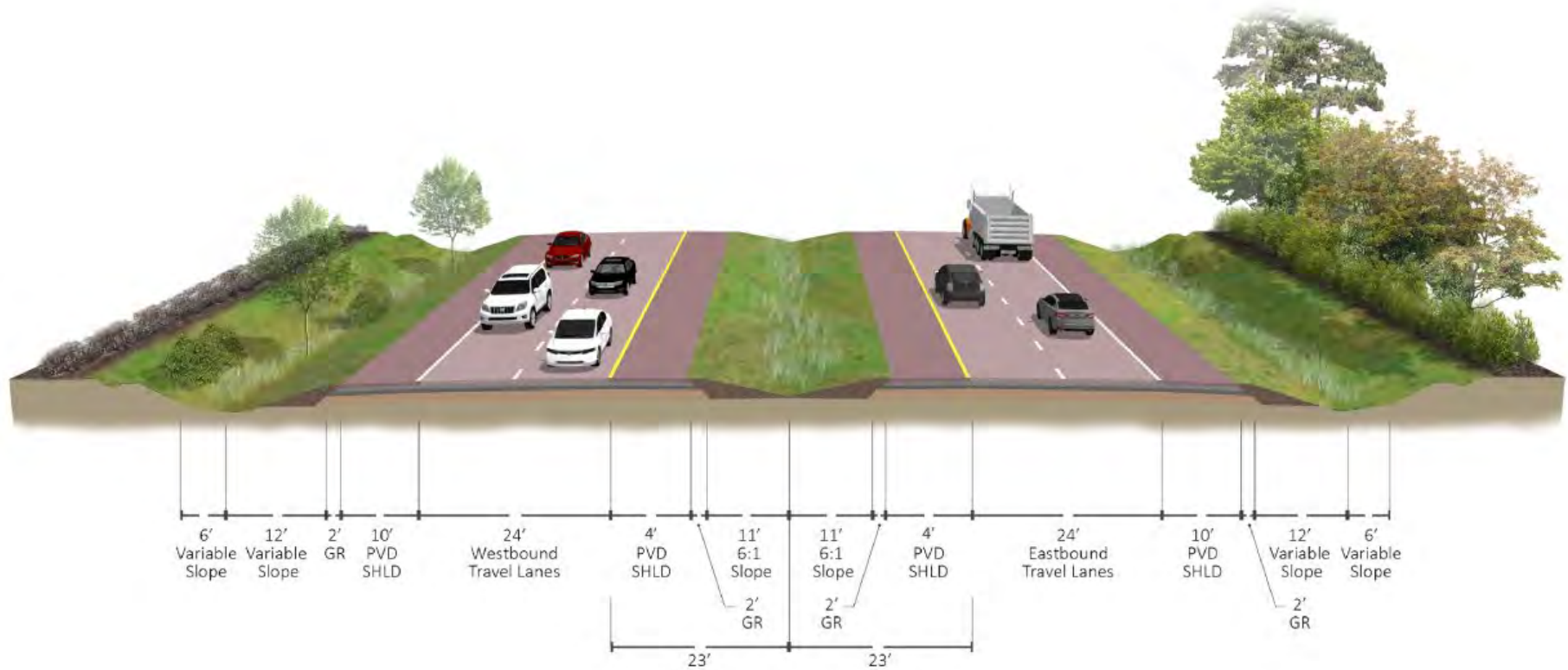
Design criteria developed for the project alternatives are shown in Table 3.

Table 3: Design criteria

Factor	Classification
Facility type/functional classification	Interstate
Terrain type	Level
Design speed	70 miles per hour (mph)
Posted speed	65 mph
Right-of-way Width	Varies
Control-of-Access	Full
Rumble Strips (Y/N)	Yes
Ultimate typical section type	4-lane divided
Lane Width	12 feet
Sidewalks (Y/N)	N
Bicycle Lanes (Y/N)	N
Median Width	26 feet / 46 feet
Shoulder Width – Inside	6 feet
Shoulder Width – Outside	12 feet
Horizontal alignment	8%
Cross slopes	2.5%



Figure 5: Proposed typical section





4.3 INTERSECTING ROADWAYS

The proposed action may cross, relocate, or close several existing roads within the study area. A summary of these locations and how they would be crossed is shown in Table 4.

As a part of the proposed action, several service roads will be required to maintain access to adjacent properties. Locations of service roads for each alternative are shown on Figures 2, 3, and 4.

Table 4: Summary of roadways in the study area

Roadway	Type of Facility	Alternative 1	Alternative 2	Alternative 3
Jim Sutton Road / Willie Measley Road	2-lane, local road	Existing intersection with US 70 will be converted to an interchange, the road alignment will be shifted to the east and a bridge will be constructed over US 70	Existing intersection with US 70 will be converted to an interchange and US 70 will be elevated to bridge over existing road	Existing intersection with US 70 will be converted to an interchange, the road alignment will be shifted to the east, and a bridge will be constructed over US 70
Washington Street	2-lane, local road	Existing intersection with US 70 will be closed and access will be provided via new service road from Willie Measley Road	Existing intersection with US 70 will be closed and access will be provided via new service road from Willie Measley Road	Existing intersection with US 70 will be closed and access will be provided via new service road from Willie Measley Road
Norbert Hill Road	2-lane, local road	Existing intersection with US 70 will be closed and access will be provided via new service road from Willie Measley Road	Existing intersection with US 70 will be closed and access will be provided via new service road from Willie Measley Road	Existing intersection with US 70 will be closed and access will be provided via new service road from Willie Measley Road



4.4 STRUCTURES

Each alternative would include bridging of either US 70 over Jim Sutton Road / Willie Measley Road or of Jim Sutton Road / Willie Measley Road over US 70. Table 5 summarizes the proposed structures by alternative.

Table 5: Proposed structures by alternative

Proposed Structure	Size
Alternative 1	
Bridge (Jim Sutton Road / Willie Measley Road over US 70)	68 feet by 210 feet
Alternative 2	
Bridge (US 70 over Jim Sutton Road/ Willie Measley Road)	94 feet by 190 feet
Alternative 3	
Bridge (Jim Sutton Road / Willie Measley Road over US 70)	56 feet by 210 feet

4.5 UTILITIES

Construction of the proposed action will likely require some degree of adjustment, relocation, or modification to existing public utilities. The known utilities within the study area, as of the publication of this document, are described in the following sections. Detailed information on specific utilities will be identified by the NCDOT Location and Surveys group prior to final design and construction.

4.5.1 Overhead Utilities

A high-tension overhead transmission line is located within the study area at the existing interchange of US 70 and NC 903, running from northwest to southeast. Overhead powerlines are found throughout the study area and are owned by Duke Energy Progress, Tri-County Electric Membership Corporation, the Town of La Grange, and the City of Kinston.

4.5.2 Underground Utilities

Natural gas service is provided by Piedmont Natural Gas and is available throughout the study area. Telephone and broadband internet is provided by CenturyLink and SuddenLink.

Public water service is available throughout the study area through the Neuse Regional Water and Sewer Authority. Its member service provider within the study area is the North Lenoir Water Corporation.

The public sewer system is provided by the North Lenoir Water Corporation and is available throughout the majority of the study area.



4.6 NOISE BARRIERS

A single noise barrier was found to be reasonable and feasible per the NCDOT Traffic Noise Policy for both alternatives 1 and 2 and would be likely to be constructed as part of either of these alternatives. No noise barrier was found to meet the reasonable and feasible criteria for Alternative 3. Proposed noise barriers are summarized in Table 6.

Table 6: Proposed noise barriers by alternative

Location	Dimensions	Predicted Number of Benefited Receptors
Alternative 1		
West of US 70 and South of Norbert Hill Road	2,500 feet long by 8 feet high; 20,000 sq. ft	10
Alternative 2		
West of US 70 and South of Norbert Hill Road	2,450 feet long by 8 feet high; 19,600 sq. ft	10
Alternative 3		
None	N/A	N/A

4.7 TRAFFIC OPERATIONS

Multiple traffic scenarios were studied for the proposed action, which include the following:

- 2015 Existing Conditions
- 2040 No-Build Alternative
- 2040 Build Alternative 1
- 2040 Build Alternative 2
- 2040 Build Alternative 3

The roadways in the study area that were evaluated are summarized in Table 7.

Table 7: Existing roadway conditions

Roadway	Description	Vehicles per Day	Speed Limit
US 70	4-lane, divided rural expressway	16,800-19,900	55-70 mph
Willie Measley Road (SR 1690)	2-lane, undivided secondary route	3,100	55 mph
Jim Sutton Road (SR 1327)	2-lane, undivided secondary route	1,400	55 mph



Roadway	Description	Vehicles per Day	Speed Limit
Washington Street (SR 1603)	2-lane, undivided secondary route	4,000	55 mph

Table 8 and Table 9 provide a general summary of the traffic capacity findings, which are discussed in the following sections. More detailed information can be found in the *Traffic Capacity Analysis Report, US 70 Highway Improvements at Little Baltimore* (AECOM, 2018f).

Table 8: No-build conditions level of service summary

Intersection	Direction	AM Peak Level of Service (LOS)		PM Peak Level of Service (LOS)	
		2015 Existing	2040 No-Build	2015 Existing	2040 No-Build
US 70 at Washington Street	Eastbound	A	B	B	C
	Southbound	D	F	D	F
Jim Sutton Road / Willie Measley Road at US 70	-	B	C	B	C
Ken's Grill / Norbert Hill Road at US 70	Eastbound	A	C	B	C
	Westbound	B	C	A	C
	Northbound	C	F	C	F
	Southbound	C	F	C	F

Table 9: Build conditions level of service summary

Intersection	Direction	AM Peak Level of Service (LOS)			PM Peak Level of Service (LOS)		
		Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3
Jim Sutton Road at Service Road	Eastbound	B	B	B	B	B	B
	Westbound	A	A	A	A	A	A
	Northbound	A	A	A	A	A	A
	Southbound	A	A	A	A	A	A
US eastbound ramps at Jim Sutton Road / Willie Measley Road	-	C	C	C	C	C	C
US westbound ramps at Jim Sutton Road / Willie Measley Road	-	B	C	C	B	C	C



Intersection	Direction	AM Peak Level of Service (LOS)			PM Peak Level of Service (LOS)		
		Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3
Willie Measley Road at Washington Street / Service Road	Eastbound	B	B	B	B	B	B
	Westbound	E	E	E	E	E	E
	Northbound	A	A	A	A	A	A
	Southbound	A	A	A	A	A	A

4.7.1 2015 Existing Conditions

In the 2015 Existing Conditions, all of the three intersections analyzed perform at level of service (LOS) D or better in both peak hours.

4.7.2 2040 No-Build Alternative

In the 2040 No-Build Alternative, one out of the three intersections analyzed performs at LOS D or better in both peak hours, down from three in the 2015 Existing Conditions. Two intersections exhibit poor LOS (LOS E or F) in both peak hours: US 70 at Washington Street and US 70 at Norbert Hill Road. The failing intersections are unsignalized, and the delay stems from the minor side street movements.

4.7.3 2040 Build Alternative 1

The 2040 Build Alternative 1 analyzed in this project was developed as a partial cloverleaf interchange. All ramps and loops associated with the interchange would be constructed to the east of Jim Sutton Road and Willie Measley Road. The ramp terminals along Jim Sutton Road and Willie Measley Road would be signalized.

In the 2040 Build Alternative 1, three out of the four intersections analyzed perform at LOS C or better in both peak hours. One intersection exhibits poor LOS (LOS E or F) in both peak hours: Willie Measley Road at Washington Street / Service Road. This failing intersection is unsignalized, and the delay stems from the minor side street movements.

4.7.4 2040 Build Alternative 2

The 2040 Build Alternative 2 analyzed in this project was developed as a compressed diamond interchange. The ramp terminals along Jim Sutton Road and Willie Measley Road would be signalized.

In the 2040 Build Alternative 2, three out of the four intersections analyzed perform at LOS C or better in both peak hours. One intersection exhibits poor LOS (LOS E or F) in both peak hours: Willie Measley Road at Washington Street / Service Road. This failing intersection is unsignalized, and the delay stems from the minor side street movements.



4.7.5 2040 Build Alternative 3

The 2040 Build Alternative 3 analyzed in this project was developed as a full diamond interchange. Jim Sutton Road / Willie Measley Road would be realigned to the east. The ramp terminals along Jim Sutton Road and Willie Measley Road would be signalized.

In the 2040 Build Alternative 3, three out of the four intersections analyzed perform at LOS C or better in both peak hours. One intersection exhibits poor LOS (LOS E or F) in both peak hours: Willie Measley Road at Washington Street / Service Road. This failing intersection is unsignalized, and the delay stems from the minor side street movements.

4.8 CRASH ANALYSIS

A Crash Analysis was performed for the proposed action, which included the major existing roadways within the study area. This analysis included data from the five-year period leading up to November 2017. The analysis compares the crash rates of the roadways within the study area to other roadways throughout the state with similar design features. The roadways considered in the analysis were US 70 and Jim Sutton Road / Willie Measley Road. For both of these roadways, crash rates during the analysis period exceeded both the statewide average crash rates and the critical crash rates for similar road types. Crash rates for each of the roadways are summarized in Table 10. The full results of the analysis can be found in the *Crash Analysis Summary, U.S. 70 at SR 1327 (Jim Sutton Rd) / SR 1690 (Willie Measley Rd)* (AECOM, 2018c).

Table 10: Crash rate comparison for major roadways in the study area

Roadway	Total Crashes	Crashes per 100 million vehicle miles	Statewide Average Rate	Critical Rate [†]	Exceeds	
					Statewide Rate	Critical Rate
US 70	118	107.85	68.59 [*]	82.07	Yes	Yes
Jim Sutton Road/ Willie Measley Road	22	694.82	250.64 ^{**}	412.68	Yes	Yes

^{*} 2013-2015 Statewide Average Crash Rate for Rural US Route, 4 lanes, divided with partial control-of-access

^{**} 2013-2015 Statewide Average Crash Rate for Rural Secondary Route, 2 lanes, undivided

[†] Based on Statewide Crash Rate (95 percent Level of Confidence)



5. ENVIRONMENTAL EFFECTS

In this section, the existing economic, social, physical, and natural environments within the study area are described and assessed for potential impacts from the proposed action. In some instances, the information presented in this section is a summary of information that was previously analyzed in more detailed technical reports, in which case those respective technical studies are noted by reference. Copies of these technical studies are available by contacting NCDOT.

5.1 NATURAL RESOURCES

Section 5.1 describes the environmental consequences to the natural resources. More detailed information on the natural resources can be found in the *Natural Resources Technical Report* (NRTR) (AECOM, 2018e).

5.1.1 Biotic Resources

Biotic resources include terrestrial and aquatic communities. This section describes the biotic communities found in the study area, the relationships between fauna and flora within these communities, and the potential impacts associated with the implementation of the proposed action. The composition and distribution of biotic communities throughout the study area are reflective of the topography, soils, hydrology, and past and present land uses.

5.1.1.1 Terrestrial Communities

Five terrestrial communities were identified in the study area. More information on the terrestrial community types and locations in the study area are provided in the NRTR. Anticipated impacts to each terrestrial community type by alternative are provided in Table 11 and are shown on Figure A-2 in Appendix A.

Table 11: Anticipated impacts to terrestrial communities

Community ^a	Alternative 1 (acres)	Alternative 2 (acres)	Alternative 3 (acres)
Maintained/Disturbed	136.9	122.4	165.6
Mesic Mixed Hardwood Forest (f)	8.4	3.7	8.3
Coastal Plain Depression Swamp (w) (f)	0.03	0.03	0.03
Nonriverine Hardwood Forest (w) (f)	1.1	1.2	1.1
Nonriverine Swamp Forest (w) (f)	0.3	0.3	0.3
Total Wetland Communities	1.4	1.5	1.5
Total Forested Communities	9.8	5.2	9.8

^a (w) denotes wetland community, (f) denotes forested community

Note: Impacts reported based upon functional design slope stakes limits plus 40 foot buffer



Terrestrial communities will be impacted by construction as a result of grading and paving that is associated with the proposed action. The study area is in a disturbed state from decades of farming and development that resulted in clearing activities. Many of the plant communities within the area are fragmented by previous human activity. Project impacts from the construction of any of the build alternatives would be limited to areas encompassed by the right-of-way needs (slope stakes limits plus 40 foot buffer) for the proposed action. Habitat impacts would occur during clearing and grubbing for construction or altered as a result of construction. Temporary fluctuation in populations of animal species that utilize terrestrial areas is anticipated during the course of construction. Slow-moving, burrowing, and/or subterranean organisms would be directly impacted by construction activities, while mobile organisms would be displaced to adjacent communities. Competition within the adjacent communities may affect the populations of relocated organisms by either increasing or decreasing competitive pressure on the individuals inhabiting the area. These impacts will be minimized as much as possible by restricting land clearing and construction operations within the project right-of-way. Off-site staging and stockpiling areas will be located to impact the least amount of natural habitat as possible. Stockpiling and staging areas will be revegetated after construction, which could provide replacement habitat for some species.

5.1.2 Water Resources

All streams, wetlands, and ponds found within the study area have been classified as Jurisdictional “Waters of the United States.” Environmental consequences to these resources are discussed in section 5.1.3.

No designated anadromous fish waters or primary nursery areas are present in the study area. No streams within the study area are designated as trout waters by the North Carolina Wildlife Resources Commission.

There are no designated outstanding resource waters, high quality waters, or water supply watersheds within the study area or within 1.0 mile downstream of the study area. The North Carolina 2016 Final 303(d) list of impaired waters identifies Bear Creek, which is within 1.0 mile downstream of the study area, as an impaired water due to exceeding criteria for benthos (Narrative Standard, Aquatic Life, Fresh waters).

5.1.3 Jurisdictional Issues

Waters of the United States include surface waters and wetlands (inundated or saturated areas that support vegetation typically adapted to wet conditions) as defined in 33 Code of Federal Regulations (CFR) 328.3. Impacts to Waters of the United States fall under the jurisdiction of the United States Army Corps of Engineers (USACE) through Section 404 of the Clean Water Act (CWA) (33 United States Code [USC] 1344) and under the jurisdiction of the North Carolina Department of Environmental Quality Division of Water Resources through the Section 401 Water Quality Certification Process (NC General Statutes Chapter 143 Article 21, Part 1).

A detailed analysis of the proposed action’s impacts to CWA Waters of the United States can be found in the NRTR.



All streams and wetlands in the study area are within the Neuse river basin (United States Geological Survey Hydrologic Unit 03020202). Individual classification, physical characteristics, and location of each stream and pond are provided in the NRTR.

Impacts to jurisdictional resources are shown in Table 12 and Table 13. Impacts to jurisdictional surface water tributaries are shown in Table 14. A map depicting stream and wetland impacts is shown on Figure A-3 in Appendix A.

Table 12: Anticipated stream impacts

Map ID/ Stream Name	Classification	Alternative 1 (linear feet)	Alternative 2 (linear feet)	Alternative 3 (linear feet)
Buck Branch	Perennial	48	56	47
Total stream impacts		48	56	47

Note: Impacts reported based upon functional design slope stakes limits plus 40 foot buffer.

Table 13: Anticipated wetland impacts

Map ID	Type	Alternative 1 (acres)	Alternative 2 (acres)	Alternative 3 (acres)
WB	Bottomland Hardwood Forest (within existing cleared right-of-way)	0.3	0.3	0.3
WB	Bottomland Hardwood Forest	0.2	0.2	0.2
Total acreage		0.5	0.5	0.5

Note: Impacts reported based upon functional design slope stakes limits plus 40 foot buffer.

Table 14: Anticipated surface water impacts

Map ID	Alternative 1 (linear feet)	Alternative 2 (linear feet)	Alternative 3 (linear feet)
TA	453	164	413
TB	319	337	370
TC	266	269	265
TD	256	256	256
TE	180	186	175
Total surface water impacts	1,474	1,211	1,478

Note: Impacts reported based upon functional design slope stakes limits plus 40 foot buffer.



While efforts to avoid and minimize impacts to water resources were implemented during project development and preliminary design, some impacts to wetlands and streams will be unavoidable during construction.

Land development activities that may adversely impact wetlands require consent through permit approval from the regulating agency. At the federal level, under the CWA Section 404(b)(1) Guidelines (40 CFR 230) and USACE regulations (33 CFR 320.4(r)), USACE is obligated to require mitigation for any unavoidable impacts to wetlands and streams as a condition of permit approval.

5.1.3.1 Avoidance and Minimization

Considerations made during project development and preliminary design included crossing wetland systems in the narrowest area feasible and being cognizant of where wetland systems were bisected. Commitments made by NCDOT to avoid and minimize impacts are as follows:

- Off-site staging and stockpiling areas will be located to impact the least amount of natural habitat as possible.
- Stockpiling and staging areas will be revegetated after construction, which could provide replacement habitat for some species.

Minimization also includes the examination of appropriate and practicable steps to reduce adverse impacts to streams and wetlands. General steps that should be implemented during the final design stage to minimize impacts by the proposed action include the following:

- Minimizing “in-stream” activities
- Strictly enforcing the sedimentation and erosion control recommended in NCDOT’s best management practices (BMP) for the protection of streams and wetlands
- Decreasing the footprint of the proposed action through the reduction of right-of-way widths and steepening of fill slopes where possible
- Utilizing natural stream channel design principles when relocating streams

5.1.3.2 Compensatory Mitigation

Compensatory mitigation is meant to replace, on at least a one-to-one basis, the lost functions and values of natural streams and wetlands affected by development activities. NCDOT will investigate potential on-site stream and wetland mitigation opportunities for the preferred alternative. If on-site mitigation is not feasible, mitigation will be provided by the North Carolina Division of Mitigation Services.

5.1.4 Clean Water Act Permits

The proposed action will require a Water Quality Certification from the North Carolina Division of Water Resources (NCDWR) under Section 401 and Nationwide Permit or General Permit from the USACE under Section 404 for unavoidable impacts to jurisdictional resources. It is anticipated that a Nationwide 14 permit and corresponding 401 Water Quality Certification will be applicable; however, the USACE will determine the final permit requirements for the construction of the proposed action.



5.1.5 North Carolina River Basin Buffer Rules

Under the provisions of the CWA, the North Carolina Environmental Management Commission has adopted rules pertaining to maintaining vegetated buffers around riparian areas as part of the Nutrient Sensitive Water Management Strategies for select watersheds of North Carolina (15A North Carolina Administrative Code [NCAC] 2B).

The study area is located within the Neuse River basin and is subject to the Neuse River Basin Buffer Rules (15A NCAC 02B .0233). Table 15 provides a summary of the buffer impact of streams identified within the study area that have been determined by the NCDWR to be subject to the buffer rules.

Table 15: Buffer impacts by alternative

Alternative	Zone 1 buffer impacts (square feet)	Zone 2 buffer impacts (square feet)
Alternative 1	2,773	1,768
Alternative 2	3,308	2,186
Alternative 3	2,793	1,866

Note: Impacts reported based upon functional design slope stakes limits plus 40 foot buffer.

5.1.6 Rare and Protected Species

Species with the federal status of endangered, threatened, proposed endangered, and proposed threatened are protected under provisions of the Endangered Species Act of 1973, as amended (16 USC 1531 et seq.). Any action likely to adversely affect a species classified as federally protected will be subject to review by the United States Fish and Wildlife Service (USFWS).

Two federally protected species are listed for Lenoir County: the federally endangered *Picodes borealis* (red-cockaded woodpecker) and the federally threatened *Aeschynomene virginiana* (sensitive joint-vetch). However, since no habitat is present in the study area for either of these species, none of the alternatives will have any effect on federally protected species. More information can be found in the NRTR.

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the USACE, and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is “May Affect, Likely to Adversely Affect.” The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Lenoir County, where R-5813 is located.

Within the Neuse River Basin (U.S. Geological Survey Hydrologic Unit 03020202), where the project is located, the USFWS lists three At-Risk species, Carolina madtom, Neuse River



waterdog, and Atlantic pigtoe. There was no suitable habitat identified for these species within the study area.

5.2 CULTURAL RESOURCES

Cultural resources include historic architecture and significant archeological locations contained within the study area that have the potential to be impacted by the proposed action.

5.2.1 Historic Architectural Resources

The North Carolina State Historic Preservation Office (HPO) database was reviewed on March 14, 2018, and no properties listed or eligible for listing on the National Register of Historic Places (NRHP) were identified within the study area. The study area is located completely within the area investigated for the Kinston Bypass project (R-2553) in 2017. During this investigation, no resources of concern were identified within the study area for R-5813. Based on these findings, the NCDOT determined that no survey for historic architectural resources was required for the R-5813 project, as qualified under the 2007 Programmatic Agreement for Minor Transportation Projects between the NCDOT and the HPO.

5.2.2 Archaeological Resources

No previously recorded archaeological sites were identified within or adjacent to the study area. An archaeological survey was conducted within the study area in August 2018. As a result of this survey, eight sites (31LR434 through 31LR441) were identified, none of which were recommended eligible for the NRHP. The eight sites do not retain sufficient integrity to demonstrate their potential significance to important research questions concerning the history or prehistory of the area, per Criteria A through D of the NRHP. No direct impacts to archaeological resources are anticipated as a result of the proposed action.

5.3 AGRICULTURAL OPERATIONS

Lenoir County is characterized by large-scale agricultural operations. Most of the active farming operations in the study area are farming crops such as corn, tobacco, wheat, and beans. Aerial imagery was used to identify several active farming operations within the study area. The locations of these active farming operations are shown on Figure A-4 in Appendix A.

Direct impacts will result in a loss of cropland from the purchase of right-of-way for the proposed action. Based on the most recent agricultural data, cropland revenues in Lenoir County average approximately \$1,300 per acre (NASS, 2017). The loss of cropland (acres) and the loss of cropland revenues are broken down by build alternative in Table 16. The right-of-way acquisition process will address the impact of the loss of cropland.

**Table 16: Anticipated impacts to active farming operations**

Alternative	Active Farming Operations (acres of impact)	Average revenue per acre (\$/acre)*	Projected annual Crop Revenue Losses
Alternative 1	1.43	\$1,300	\$1,900
Alternative 2	0.92	\$1,300	\$1,200
Alternative 3	2.72	\$1,300	\$3,500

Note: Impacts reported based upon functional design right-of-way limits

*Estimated weighted average of the four most common crops (wheat, corn, soybeans, and tobacco). Values are rounded.

No voluntary agricultural districts are located within the study area.

Operational impacts to active farming operations are also anticipated. The proposed action will remove direct access to US 70 and create a barrier that could add costs to farming operations. Temporary impacts during construction related to land needed for temporary right-of-way are also possible.

It is recommended that the NCDOT Project Engineer coordinate with local farmers during roadway design and roadway construction to ensure that farmers continue to have access to their property during the construction phase and after the proposed action is complete. Design elements that would allow agricultural equipment to safely operate, including a vertical bridge clearance sufficient to allow large farm equipment to pass underneath US 70 on Alternative 2, will minimize potential impacts to agricultural operations.

5.4 COMMUNITY EFFECTS

This section summarizes the potential effects on the local community. Potential social effects were analyzed in the *Combined Short Form Community Impact Assessment (CIA)* (AECOM, 2018b). For more information on the analysis summarized in this section, please refer to the CIA.

5.4.1 Neighborhoods/Communities

The study area is primarily commercial, but the CIA identified a few residences along the project corridor, including along US 70 and Jim Sutton Road. Potential impacts to neighborhoods and communities located near the project alternatives include displacements and impacts to community cohesion. Details on displacement to residences and businesses are discussed in section 5.4.2. Community features can be seen on Figure A-4 in Appendix A.

Alternative 1 is expected to impact the residential developments along US 70 and Jim Sutton Road. US 70 will be upgraded to a full control-of-access facility, which will require additional right-of-way. The additional right-of-way required will impact residences and churches, some of which will need to be relocated. Jim Sutton Road will be realigned to accommodate service roads and the new interchange at US 70. Aside from relocation effects, communities will likely experience a loss of community cohesion, not only due to the loss of residence locations, but also



due to the possible relocation of several businesses at the intersection of Willie Measley Road / Jim Sutton Road and US 70. Local input suggested that many of these businesses are gathering places for the community.

Alternative 2 is expected to impact the residential developments along US 70 and Jim Sutton Road. Some residences along Jim Sutton Road will be relocated or have access changes. Alternative 2 minimizes impacts to businesses at the intersection of US 70 and Willie Measley Road / Jim Sutton Road and minimizes the impact on community cohesion.

Alternative 3 is expected to impact the residential developments along US 70 and Jim Sutton Road, as well as a church along US 70. In Alternative 3, Willie Measley Road / Jim Sutton Road is realigned and bridged over US 70. As a result, a number of residences along Jim Sutton Road will need to be relocated. Due to the relocation of all residences and businesses located at the intersection of Willie Measley Road / Jim Sutton Road and US 70, community cohesion will be adversely affected.

5.4.2 Relocation

The impacts associated with the relocation of residences, businesses, and churches and non-profits located within the proposed right-of-way for the build alternatives are presented in this section. Relocation studies were conducted to estimate the number of residential and business relocations that would be necessary to implement the proposed action. Relocation impacts by alternative are presented in Table 17. Details of this information are included in Appendix C.

Table 17: Relocation impacts by alternative

Alternative	Residences	Businesses	Church / Non-Profit
Alternative 1	28	8	2
Alternative 2	19	6	0
Alternative 3	32	18	1

In addition to direct takings of residences, businesses, and churches; multiple properties would be impacted by the proposed action, which could involve loss of trees, landscaping, fences, and disruption of utilities. Efforts to avoid and minimize the number of relocations will continue through the final design phase of the project. Relocation impacts would be mitigated through implementation of the relocation assistance programs offered by NCDOT.

5.4.3 Environmental Justice

Title VI of the Civil Rights Act of 1964 protects individuals from discrimination on the grounds of race, age, color, religion, disability, sex, and national origin. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994), provides that each federal agency must make achieving environmental justice (EJ) a part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects on minority and low-income



populations. Special populations may include the elderly, children, the disabled, low-income areas, American Indians, and other minority groups. Potential impacts to the identified EJ communities are identified in the CIA.

Based on the results of the EJ analysis completed in the CIA, Census data indicates a notable presence of low-income populations meeting the criteria for Environmental Justice and/or populations protected by Title VI and related statutes, and minority communities were observed within the DCIA during the field visit. Notably adverse community impacts are anticipated with this project but appear to affect all populations equivalently; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.

5.4.4 Bicycle and Pedestrian Facilities

As noted within the CIA, there are no bicycle or pedestrian facilities within the study area. There are no plans to construct bicycle or pedestrian facilities in town or county plans, and no facilities will result as a product of the proposed action.

5.4.5 Recreational Facilities

As noted within the CIA, there are no recreational facilities within the study area. The proposed action will not result in any direct impacts to recreational facilities.

5.4.6 Other Public Facilities and Services

The following public facilities were identified within the study area:

- Chosen Vessel Ministries is located east of Willie Measley Road / Jim Sutton Road along US 70.
- La Grange Church of God is located on George Abbott Road.

Alternative 1 will impact the entirety of the parcel containing Chosen Vessel Ministries, which will be required to be relocated. The right-of-way for Alternative 1 also impacts La Grange Church of God, which will also be relocated.

Alternative 2 will not impact the parcel of Chosen Vessel Ministries; however, access will be provided via service road rather than directly off US 70. For La Grange Church of God, the right-of-way for Alternative 2 impacts a small portion of the front of the parcel, but access will remain the same.

Alternative 3 will impact the entirety of the parcel containing Chosen Vessel Ministries, which will be required to be relocated. For La Grange Church of God, the right-of-way for Alternative 3 will not impact the parcel and access will remain the same.

None of the alternatives are expected to have permanent impacts to fire or emergency medical services (EMS). However, in instances where road closures are proposed, fire or EMS services may have longer response times. The NCDOT Engineer should coordinate with EMS services during construction to allow for emergency vehicles to continue to travel unhindered throughout the life of the project.



There are 25 school busses that travel daily through the study area, for a total of 33 daily trips. Potential lane closures could cause increased congestion, especially when school traffic coincides with beach traffic. The NCDOT Engineer should coordinate with local officials and the Lenoir County School System to inform countywide residents of potential delays. The NCDOT Engineer should also find alternate routes, so as to minimize the need for school busses to make left turns where a stoplight is not present.

5.5 ECONOMIC EFFECTS

US 70 is a Strategic Transportation Corridor that is moderately trafficked with trucks carrying goods to and from ports and manufacturing plants. Within the study area, there are several businesses and economic resources. Impacts to businesses and economic resources differ based on which alternative is selected. The right-of-way for US 70 would be primarily the same for each alignment, but the right-of-way for Willie Measley Road / Jim Sutton Road varies with each alternative.

Adverse impacts to businesses would occur both along US 70 and Willie Measley Road / Jim Sutton Road. Impacts to businesses include both relocation and access impacts. Several businesses along US 70 will lose their direct access to the highway, as the highway will be converted to full control-of-access. Where properties are not relocated as a result of right-of-way acquisition, service roads will maintain access to US 70. The NCDOT Engineer should remain in contact with business owners in the path of the ROW and communicate the ROW and relocation process to business owners.

5.6 LOCAL AREA PLANS AND DEVELOPMENT

The proposed project is consistent with the following local planning documents:

- Eastern Carolina Rural Planning Organization Draft CTP (2018)
- City of Kinston CTP (NCDOT 2011)
- *Lenoir County Future Land Use Plan* (2001)
- *The La Grange Land Use Plan* (2008)

The proposed project is also consistent with zoning classifications from Lenoir County and the Town of La Grange. These classifications can be seen on Figure A-5 in Appendix A.

Interviews with local officials representing Lenoir County and the Town of La Grange were conducted to evaluate local plans and goals as part of the CIA. During these interviews, each of the local officials stated that the proposed action fits into their respective organization's plans and goals related to growth and development.

5.7 INDIRECT AND CUMULATIVE EFFECTS

The proposed action will not alter travel patterns, reduce travel time, or open areas for development or redevelopment. Although the proposed action would affect access of some properties adjacent to US 70, access via service road will be provided to all properties with existing access to US 70 that are not being acquired for the project. Due to its minimal



transportation impact-causing activities, the proposed action will neither influence nearby land uses nor stimulate growth.

5.8 FLOOD HAZARD EVALUATION

There are no Federal Emergency Management Agency (FEMA)-regulated floodplains or floodways or FEMA Hazard Mitigation Grant Program properties located within the study area.

5.9 TRAFFIC NOISE ANALYSIS

Traffic noise impacts and temporary construction noise impacts can be a consequence of transportation projects, especially for noise-sensitive land uses in close proximity to high-volume and/or high-speed existing steady-state traffic noise sources. A Traffic Noise Analysis was completed that used computer models created with the FHWA Traffic Noise Model® v.2.5 to predict future noise levels and define impacted receptors. Existing traffic noise levels found in the NCDOT Traffic Noise Policy impact twenty receptors in the vicinity of the proposed action. For design year 2040 traffic volumes, the no-build condition results in twenty-four receptors predicted to receive traffic noise levels that approach, meet, or exceed the NCDOT noise abatement criteria levels. Each of the three proposed build condition alternatives involve the acquisition of right-of-way that includes receptor locations receiving existing and predicted no-build noise levels noted above. Consequently, the number of traffic noise impacts created by each build-condition alternative will lessen when compared to existing and no-build conditions. Under proposed conditions, for which each of the build alternatives use the modeled traffic conditions in 2040, Alternative 1, Alternative 2 and Alternative 3 result in fifteen (15), twenty-one (21) and eight (8) impacted receptors, respectively. Potential traffic noise locations can be seen on Figures A-6, A-7, and A-8 in Appendix A.

Furthermore, temporary construction noise impacts may occur due to the close proximity of the noise-sensitive receptors to project construction activities. In the Traffic Noise Analysis, it is recommended that all reasonable efforts should be made to minimize exposure of noise-sensitive areas to construction noise impacts. Construction noise can be controlled by regulating the hours of construction and equipping machinery with noise reduction devices. Certain construction activities could also be limited during the evening, weekends, and holidays. Storage and staging areas would be located as far from noise sensitive areas as practicable.

Consideration for noise abatement measures was given to all impacted receptors. Following the criteria for feasibility and reasonableness as prescribed in the 2011 NCDOT Traffic Noise Abatement Policy, six proposed noise barriers to provide noise abatement for impacted receptors on the three alternatives for this project were deemed not preliminarily feasible and reasonable. Two proposed noise barriers – one each for alternatives 1 and 2 – were found to be both preliminarily feasible and reasonable and are considered likely to be constructed as part of the either of these alternatives. Details regarding the location and dimensions of these proposed noise barriers are included in section 4.6. A more detailed traffic noise analysis will be completed during project final design. Noise barriers found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors.



In accordance with NCDOT Traffic Noise Abatement Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Finding of No Significant Impact. For development occurring after this date, local governing bodies are responsible to ensure that noise compatible designs are utilized along the proposed facility. Please refer to the full technical report entitled *Traffic Noise Report, Willie Measley Road Grade Separation at US 70* (AECOM, 2018g) for a more detailed analysis of traffic noise.

5.10 AIR QUALITY ANALYSIS

An Air Quality Analysis was prepared for the proposed action. The proposed action is located in Lenoir County, which has been determined to comply with the National Ambient Air Quality Standards. Since the proposed action is located in an attainment area, 40 CFR 51 and 93 are not applicable.

For projects where the design year average annual daily traffic (AADT) traffic volumes are projected to be 140,000 or less, a quantitative mobile source air toxic analysis is not required. The 2040 AADT is projected to be between 36,200 and 39,200; therefore, a qualitative analysis is sufficient.

Based on the findings in the Air Quality Analysis Report, the proposed action is not anticipated to create any adverse effects on the air quality of this attainment area. For more details on the air quality analysis, please refer to the *Air Quality Report* (AECOM, 2018a).

5.11 HAZARDOUS MATERIALS

In March 2018, a geotechnical prescreening was conducted for the proposed action. The results of the study identified a total of 15 sites of concern within the study area. The locations of these hazardous materials sites can be seen on Figure A-9 in Appendix A. Descriptions of each site and their anticipated risk can be seen in Table 18. A detailed study of the preferred alternative should be performed to field verify the hazardous waste sites and identify unknown sites prior to construction.

**Table 18: Hazardous material sites**

Site #	Location	Property Name	Anticipated Risk	Alternative Impacted
1	Highway 70 East Bypass La Grange, NC 28551	Wynn Odom Ford	Low	2, 3
2	4758 Washington St La Grange, NC 28551	Cooper Interconnect - Crouse-Hinds Molded	Low	1, 2, 3
3	4475 George Abbott Rd La Grange, NC 28551	Britt Property	Low	1, 2, 3
4	4457 George Abbott Rd La Grange, NC 28551	Quality Machine & Weld	Low	1, 2, 3
5	4447 George Abbott Rd La Grange, NC 28551	Ball Automotive Machine	Low	1, 2, 3
6	4385 George Abbott Rd La Grange, NC 28551	J & J Trucking of La Grange, Inc.	Low	1, 2, 3
7	4317 George Abbott Rd La Grange, NC	Apperson	Low	1, 2, 3
8	7905 Highway 70 West La Grange, NC 28551	Grange Central Station	Low	1, 2, 3
9	7851 Highway 70 West La Grange, NC 28551	Hasty Mart 31	Low	1, 2, 3
10	7823 Highway 70 West La Grange, NC 28511	BJ's Grill	Low	1, 2, 3
11	Willie Measley Rd at Highway 70 West La Grange, NC 28551	NE Quadrant	Low	1, 2, 3
12	7799 Highway 70 West La Grange, NC 28551	Frank's Place	Low	1, 2, 3
13	Highway 70 West La Grange, NC 28551	Victorious Living Church Ministries	Low	1, 3
14	7768 Highway 70 West La Grange, NC 28551	Chosen Vessel Ministries	Low	1, 3
15	7514 Hwy 70 West La Grange, NC 28551	Vacant Site with Billboard	Low	1, 2, 3



5.12 REQUIRED PERMITS

The proposed construction of R-5813 would result in several activities requiring environmental regulatory permits from state and federal agencies. A list of these permits, organized by issuing agency, is provided below. NCDOT would obtain all necessary permits prior to construction.

United States Army Corps of Engineers:

Section 404 Permit: any action that proposes to place fill into “Waters of the United States” falls under the jurisdiction of the USACE under Section 404 of the CWA (33 USC 1344). The CWA provides for public notice and review of pending Section 404 permit applications. Encroachments into areas determined as subject under the CWA must be reviewed and approved by the USACE through the Section 404 program.

A Section 404 Nationwide Permit or General Permit will likely be applicable due to the quantity of stream and wetland impacts anticipated for the proposed action. The USACE holds the final discretion as to what permit will be required to authorize project construction.

North Carolina Department of Environmental Quality, Division of Water Resources:

Section 401 Water Quality Certification: any activity that may result in discharge to navigable waters and requires a federal permit must obtain a certification through the NCDWR that such discharge would be in compliance with applicable state water quality standards. This permit is required in association with the Section 404 permitting process and is required prior to Section 404 authorization.

The proposed project will use protective sediment and erosion control BMPs in accordance with NCDWR Design Standards. Stormwater runoff will be designed using BMPs as detailed in the most recent version of NCDWR Stormwater Best Management Practices.

Neuse River Riparian Buffer Rules Authorization Certificate: any non-exempt activity within the 50-foot (15.2-meter) wide riparian buffer along all perennial and intermittent streams in the Neuse River Basin requires an authorization certificate. A list of allowable uses in the buffer areas is provided in the rules.

In accordance with the North Carolina Sedimentation Pollution Control Act of 1973 (GS Chapter 12 113A, Art. 4), as amended, and NCAC Title 15A, Chapter 4 (Sedimentation Control), an erosion and sedimentation control plan must be prepared for land-disturbing activities that cover one or more acres to protect against runoff from a 10-year storm.

An erosion and sedimentation control plan will be developed for the preferred alternative prior to construction. The plan will be prepared in accordance with the North Carolina Department of Environmental Quality (NCDEQ) publication *Erosion and Sediment Control Planning and Design Manual* (NCDEQ, 2006) and the NCDOT *Best Management Practices for Protection of Surface Waters* (NCDOT, 1997).



5.13 SUMMARY OF ENVIRONMENTAL CONSEQUENCES

This section provides a summary of the expected environmental consequences for each build alternative. The impacts are summarized by environmental resource in Table 19.

Table 19: Summary of environmental consequences

Environmental Resource	Alternative 1	Alternative 2 (Recommended)	Alternative 3
Terrestrial communities - wetland	1.4 acres	1.5 acres	1.5 acres
Terrestrial communities – forested	9.8 acres	5.2 acres	9.8 acres
Jurisdictional streams	48 linear feet	56 linear feet	47 linear feet
Jurisdictional wetlands	0.5 acres	0.5 acres	0.5 acres
Jurisdictional surface waters	1,474 linear feet	1,211 linear feet	1,478 linear feet
Neuse River buffers – zone 1	2,773 square feet	3,308 square feet	2,793 square feet
Neuse River buffers – zone 2	1,768 square feet	2,186 square feet	1,866 square feet
Rare and protected species	○	○	○
Historic architecture properties	○	○	○
Archaeological sites	○	○	○
Agricultural operations	●	●	●
Neighborhoods/communities	●	●	●
Relocations	●	●	●
Environmental justice	○	○	○
Bicycle and pedestrian facilities	○	○	○
Public facilities and services	●	○	●
Economic	●	●	●
Land use, zoning, and development	+	+	+
Indirect and cumulative effects	○	○	○
Flood hazards	○	○	○
Traffic noise	●	●	●
Air quality	○	○	○
Hazardous materials	●	●	●

Key: + Beneficial Impact; ○ None or Negligible; ● Adverse Impact



6. COMMENTS AND COORDINATION

Coordination with the public, local officials, and state and federal agencies was ongoing throughout the planning and preliminary design phases of the project. This section summarizes all coordination and correspondence.

6.1 PUBLIC INVOLVEMENT

A public meeting and a local officials' meeting were held to discuss the purpose and need of the proposed action, explain and identify the three build alternatives, answer questions, and gather the public's feedback. NCDOT mailed postcards to residents and landowners in the project vicinity informing the public of the meeting, and invitations were mailed to representatives of governmental organizations and stakeholder groups. NCDOT also announced the meeting in local newspapers.

Both the local officials' meeting and the public meeting were held on March 22, 2018 at the La Grange Community Center. Twelve attendees signed in at the local officials' meeting, and 107 attendees signed in at the public meeting. Public comments were collected in writing at the public meeting and were accepted by email and postal mail until April 12, 2018. A copy of the minutes from the local officials' meeting and a summary of the comments received at the public meeting can be found in Appendix D.

NCDOT maintains a project website¹ for the public that includes materials presented at public workshops and other project updates. NCDOT activated a toll-free project information hotline to allow the public to call for project information or project updates.

6.2 START OF STUDY LETTER

Upon project initiation, a Start of Study Letter was sent to the local, state, and federal agencies. A copy of the Start of Study Letter, the list of the contacts that were sent the Start of Study Letter, and a summary of the comments received are provided in Appendix E. These comments have been taken into consideration in the planning of this project and the preparation of this document.

6.3 AGENCY COORDINATION

The project team has actively coordinated, met, and sought input and approval from project stakeholders throughout the planning and preliminary design phases of the project and will continue to do so, as needed, throughout the remainder of the project. These coordination efforts are summarized in Appendix F.

¹ https://ncdot.publicinput.com/US_70_LaGrange



7. BASIS FOR FINDING OF NO SIGNIFICANT IMPACT

Based upon a study of the proposed action documented in this assessment and upon comments received from state agencies, local agencies, and the public; it is the finding of the NCDOT that the proposed action will not have a significant adverse impact upon the human or natural environment. No significant impacts to natural, social, ecological, cultural, economic, or scenic resources are expected. The proposed action is consistent with local plans. Per this evaluation, a Finding of No Significant Impact is applicable for the proposed action. Therefore, no further environmental analysis is required.



8. BIBLIOGRAPHY

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APPENDIX A: SUPPORTING FIGURES

This appendix includes all figures referenced in the document which include:

Figure A-1: Other transportation improvement projects in the vicinity of the project

Figure A-2: Terrestrial communities

Figure A-3: Jurisdictional streams and wetlands

Figure A-4: Community context map

Figure A-5: Zoning

Figure A-6: Alternative 1 impacts to traffic noise receptors

Figure A-7: Alternative 2 impacts to traffic noise receptors

Figure A-8: Alternative 3 impacts to traffic noise receptors

Figure A-9: Hazardous materials

U.S. 70 Highway Improvements
At **LITTLE BALTIMORE**
STIP Project No. R-5813

Figure A-1
Other Transportation Projects
in the Vicinity of the Project

Legend

- STIP 2018-2027 Project
- STIP 2018-2027 Project
- ▭ Study Area
- US Highway
- NC Highway
- Secondary Road
- Local Road
- + Railroad
- Stream
- ▭ Municipal Area
- ▭ County Boundary

Wayne County
Greene County
Lenoir County
Project Location

0 5,000 10,000 Feet
0 750 1,500 2,250 3,000 Meters

This map is for reference only.
Sources: NCDOT, NCDEQ, CGIA, NCSHPO, NRCS, NCWRC, Lenoir County, USFWS, EPA, USDA, NCDCM, NCEM, DWR, NCOneMap, ESRI and AECOM.

October 2018

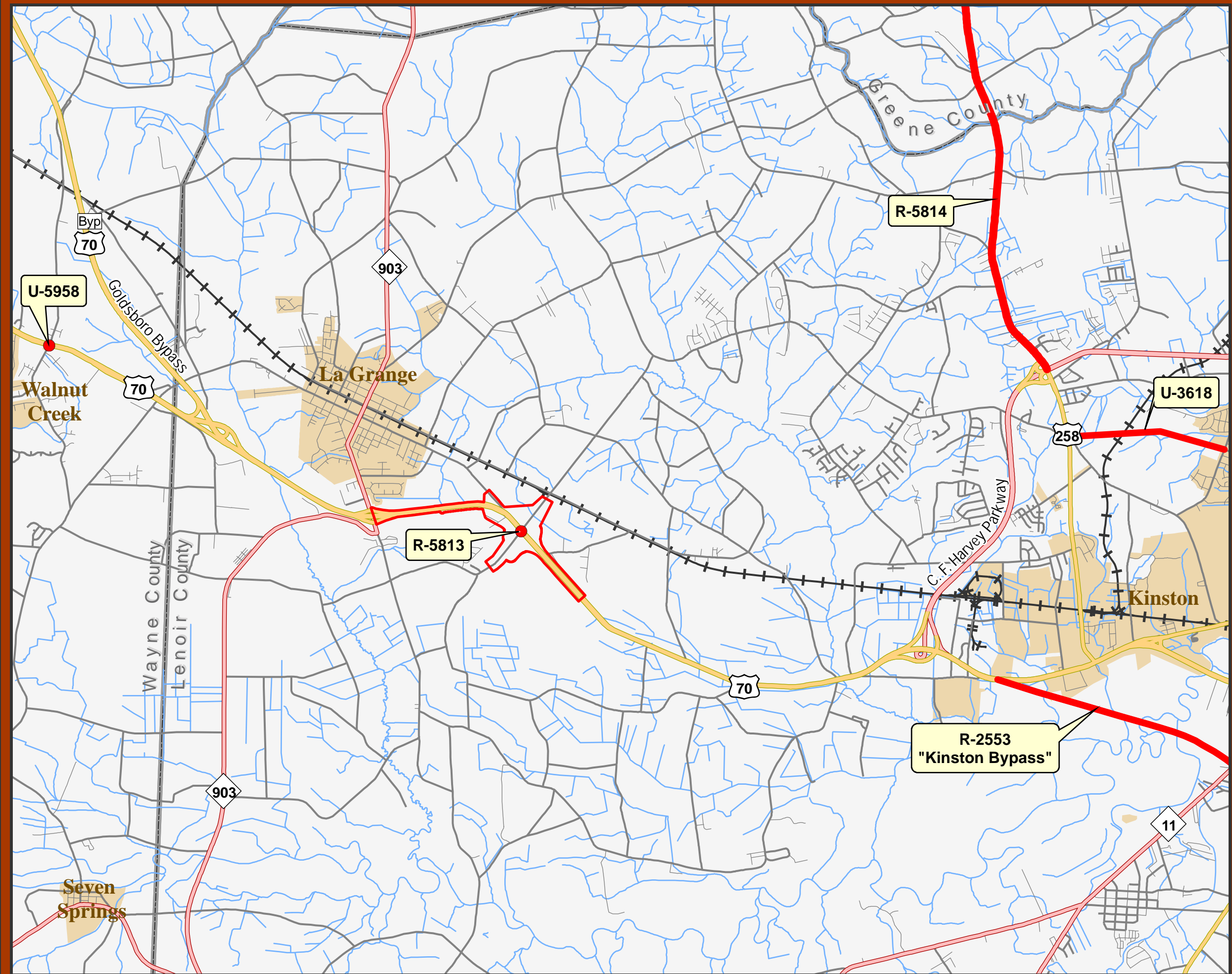
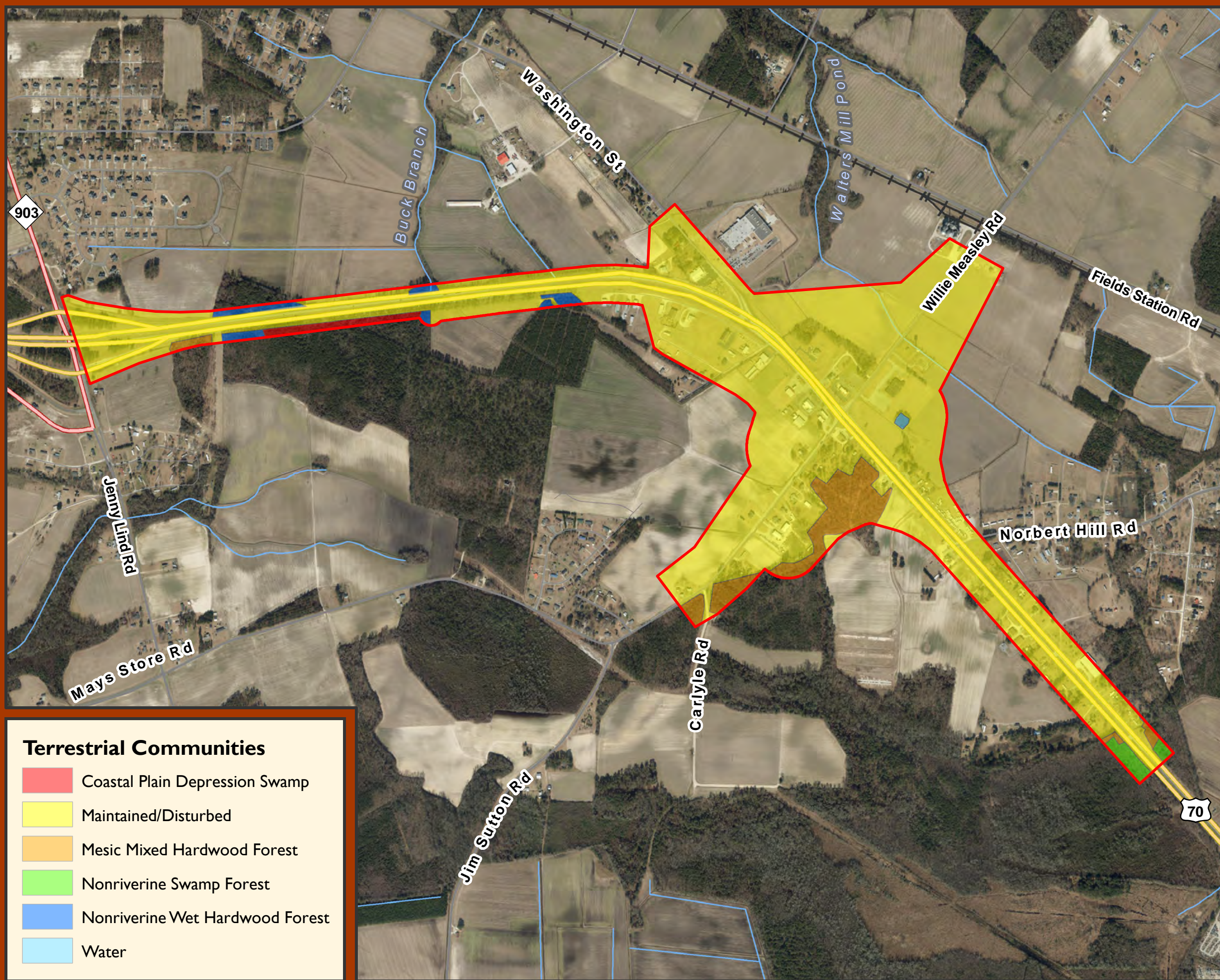


Figure A-2
Terrestrial Communities

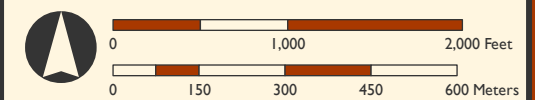


Legend

- Study Area
- US Highway
- NC Highway
- Secondary Road
- Local Road
- Railroad
- Stream

Terrestrial Communities

- Coastal Plain Depression Swamp
- Maintained/Disturbed
- Mesic Mixed Hardwood Forest
- Nonriverine Swamp Forest
- Nonriverine Wet Hardwood Forest
- Water

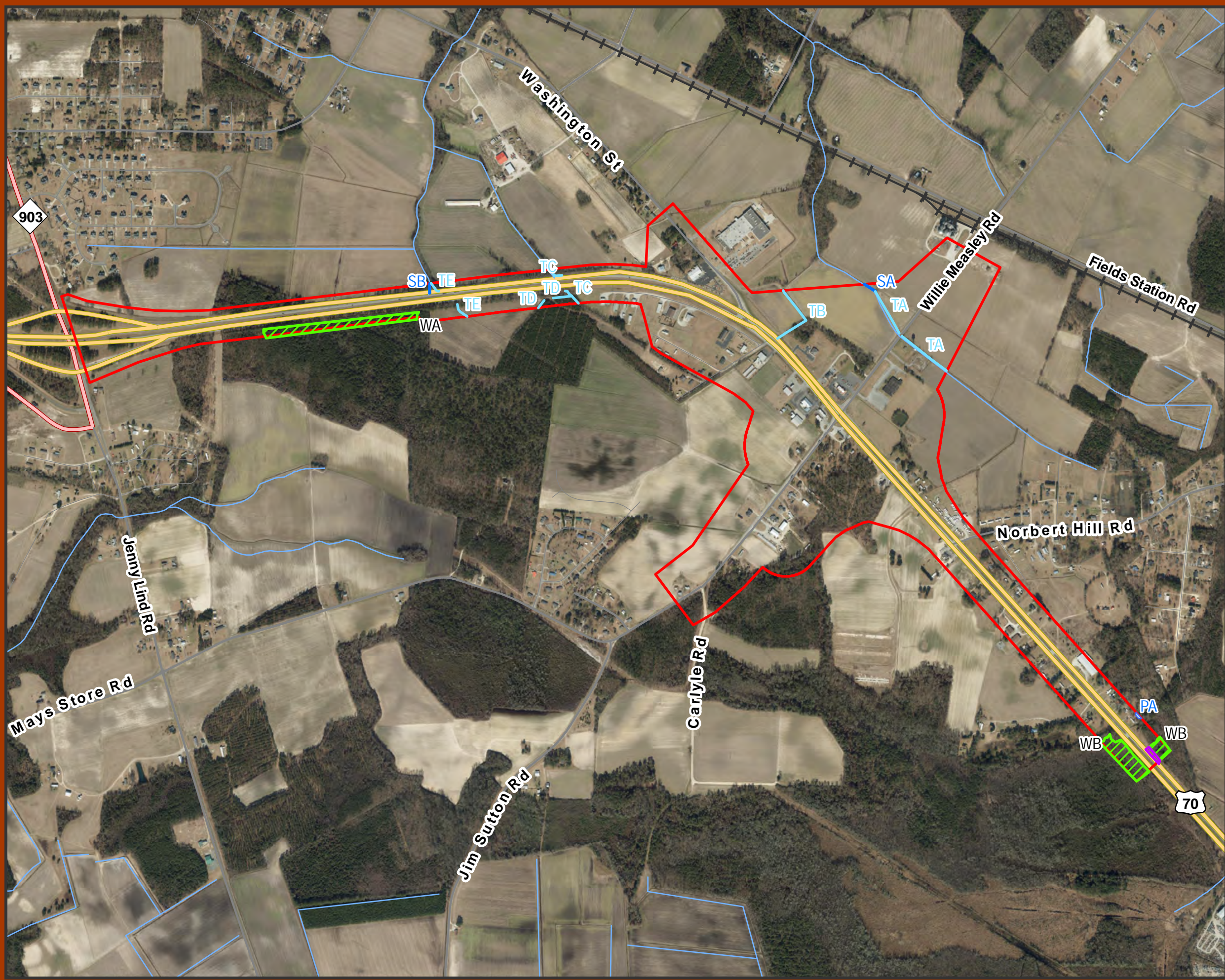


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October 2018

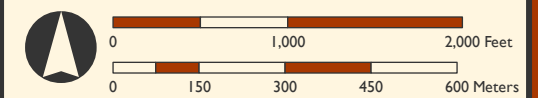


Figure A-3
Jurisdictional Streams & Wetlands



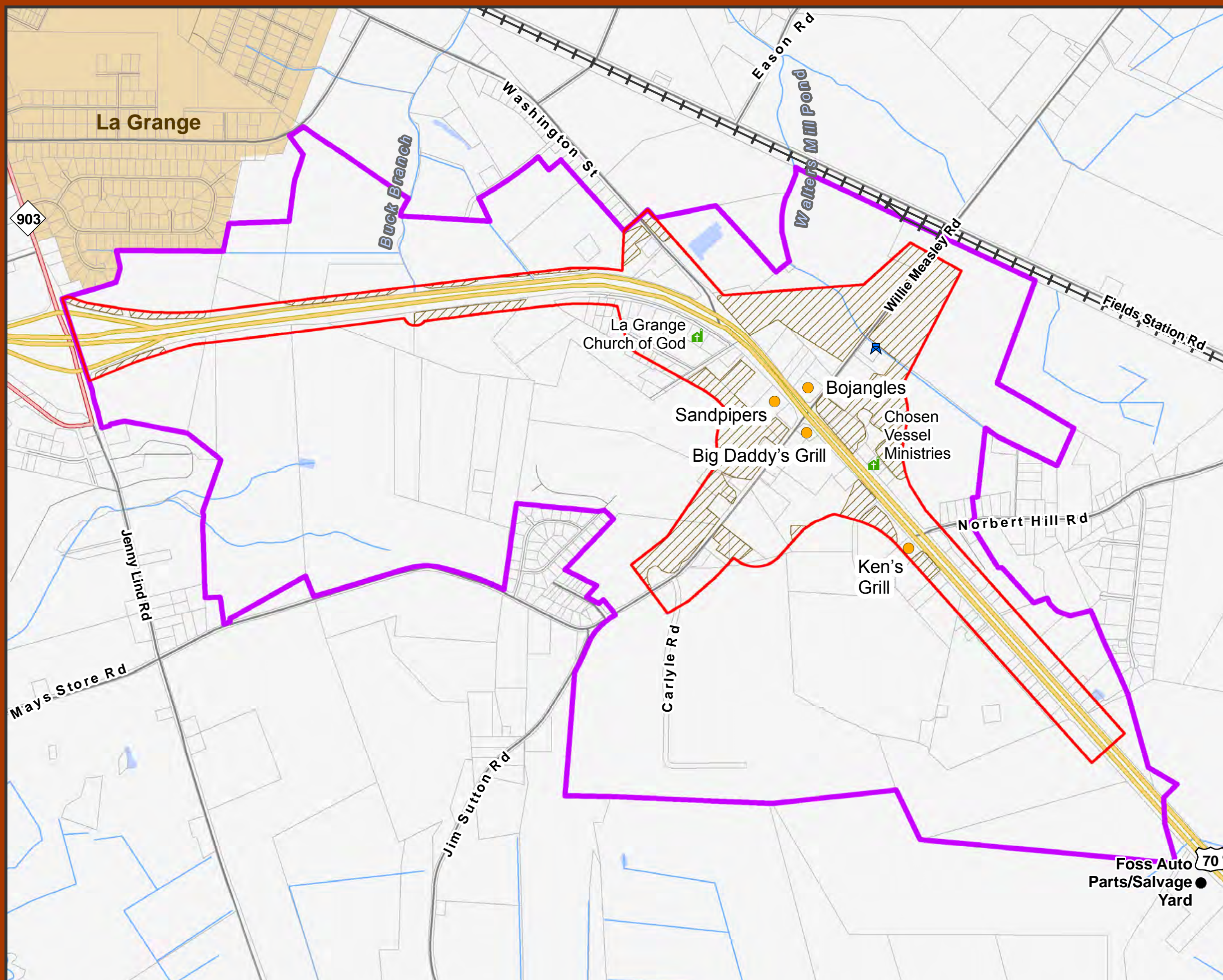
Legend

- Study Area
- US Highway
- NC Highway
- Secondary Road
- Local Road
- Railroad
- Stream
- Tributary
- Pond
- Palustrine Emergent Wetland
- Palustrine Forested Wetland



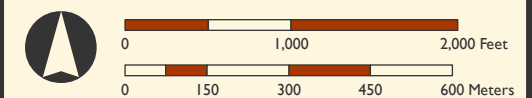
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Sources: NCDOT, NCDEQ, CGIA, NCSHPO, NRCS, NCWRC, Lenoir County, USFWS, EPA, USDA, NCDCM, NCEM, DWR, NCOneMap, ESRI and AECOM.

Figure A-4
Community Context Map



Legend

- DCIA
- Study Area
- Water Tower
- Notable Feature
- Business
- Church
- Active Farmland
- US Highway
- NC Highway
- Secondary Road
- Local Road
- Railroad
- Stream
- Waterbody
- Parcels
- Municipal Area



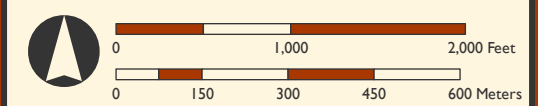
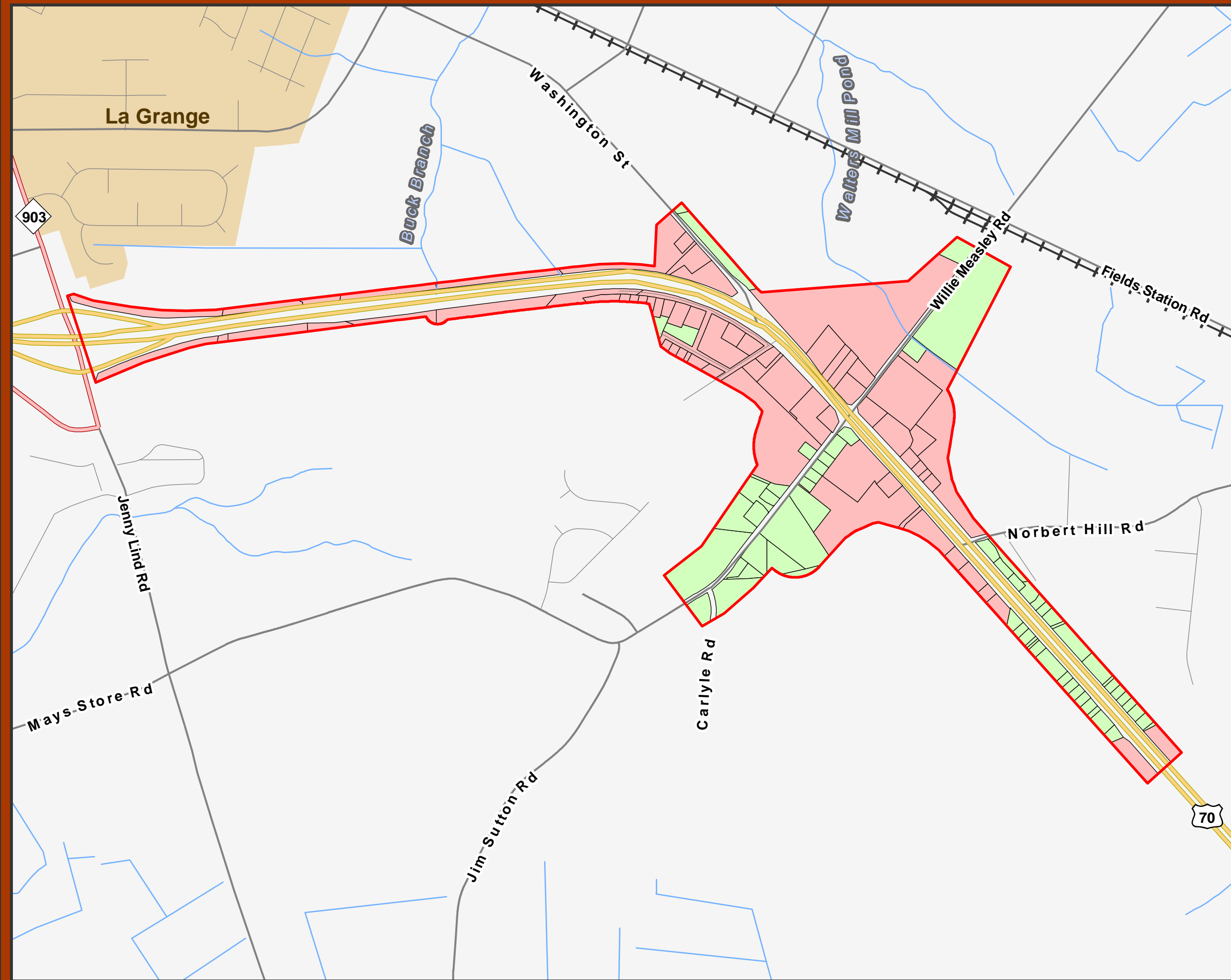
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Figure A-5
Zoning Map

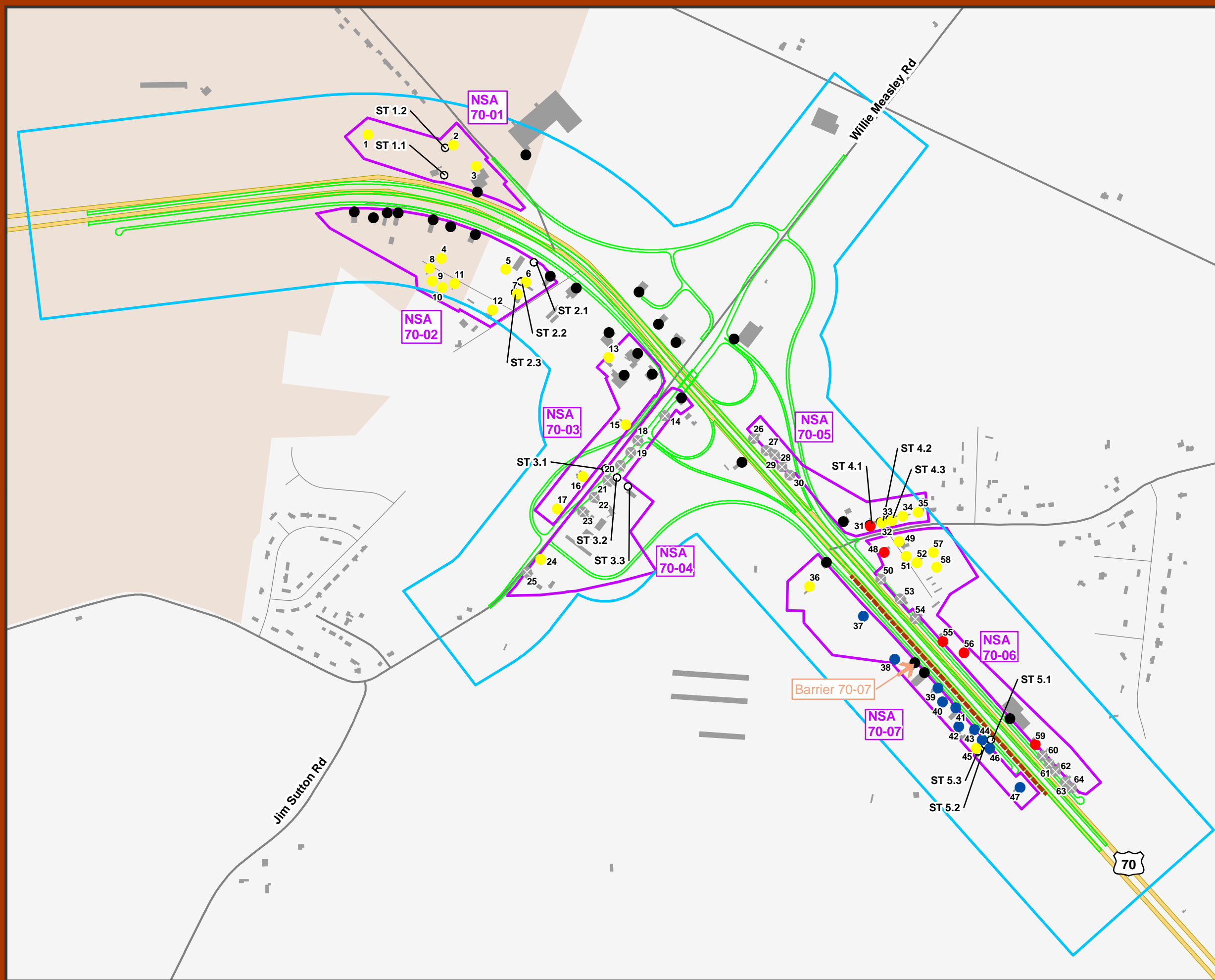
Legend

- Study Area
- US Highway
- NC Highway
- Secondary Road
- Local Road
- Railroad
- Stream
- Municipal Area
- Zoning**
- Agricultural/Rural-Residential
- Commercial



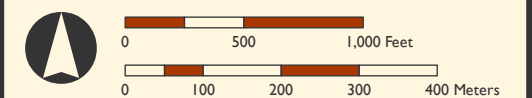
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Figure A-6: Alternative 1 impacts to traffic noise receptors



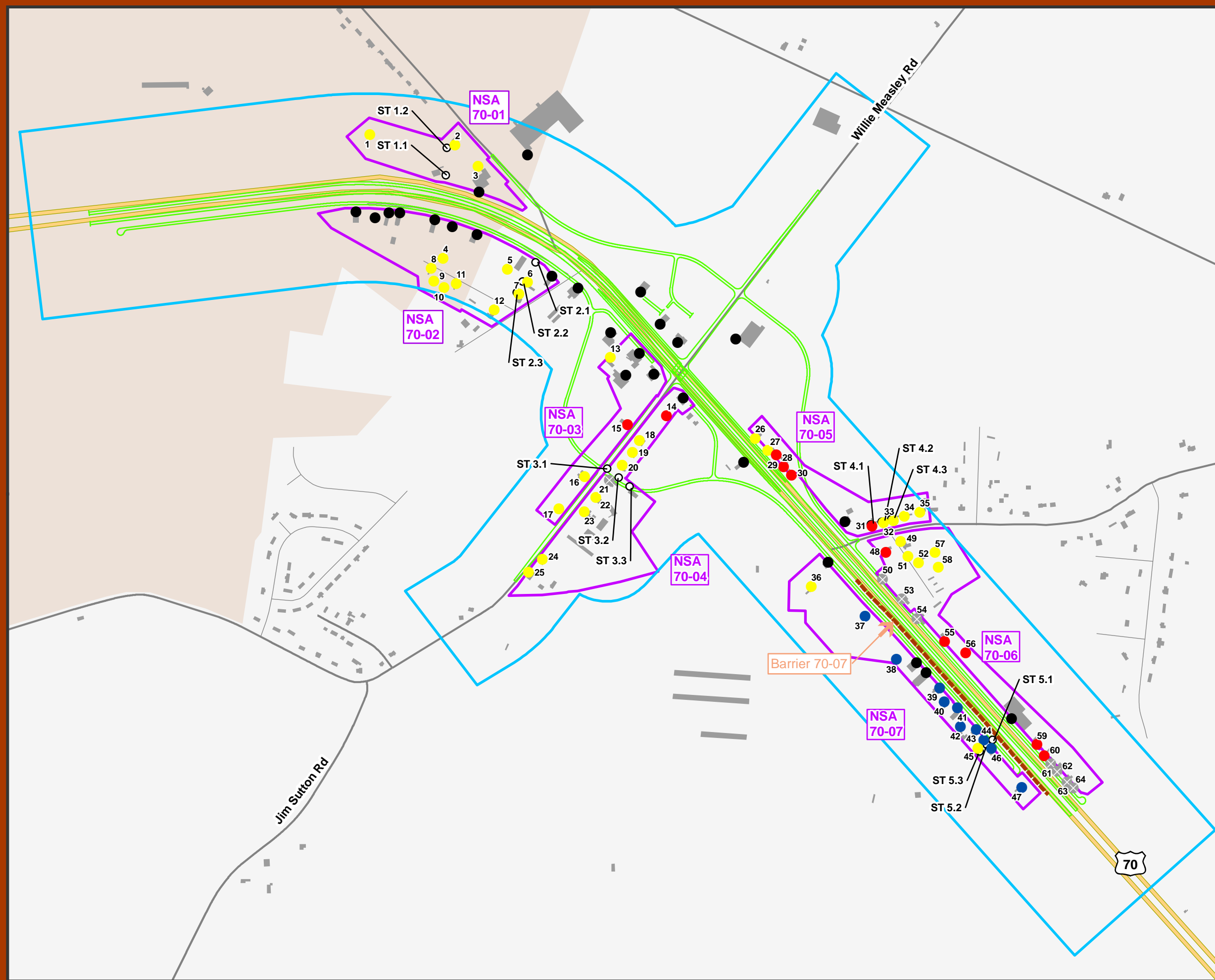
Legend

- US Highway
 - NC Highway
 - Secondary Road
 - Building Footprint
 - Extraterritorial Jurisdiction
 - Noise Study Limits
 - Noise Study Area
 - Alternative 1
 - Proposed Noise Barrier
 - Noise Measurement Locations
- Noise Receptors - Alternative 1**
- Impacted, Not Benefited
 - Impacted and Benefited
 - Benefited, Not Impacted
 - Not Impacted, Not Benefited
 - Not Noise Sensitive
 - Right of Way Take



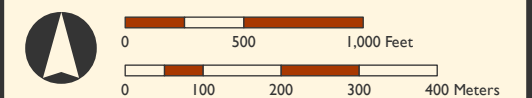
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Figure A-7: Alternative 2 impacts to traffic noise receptors



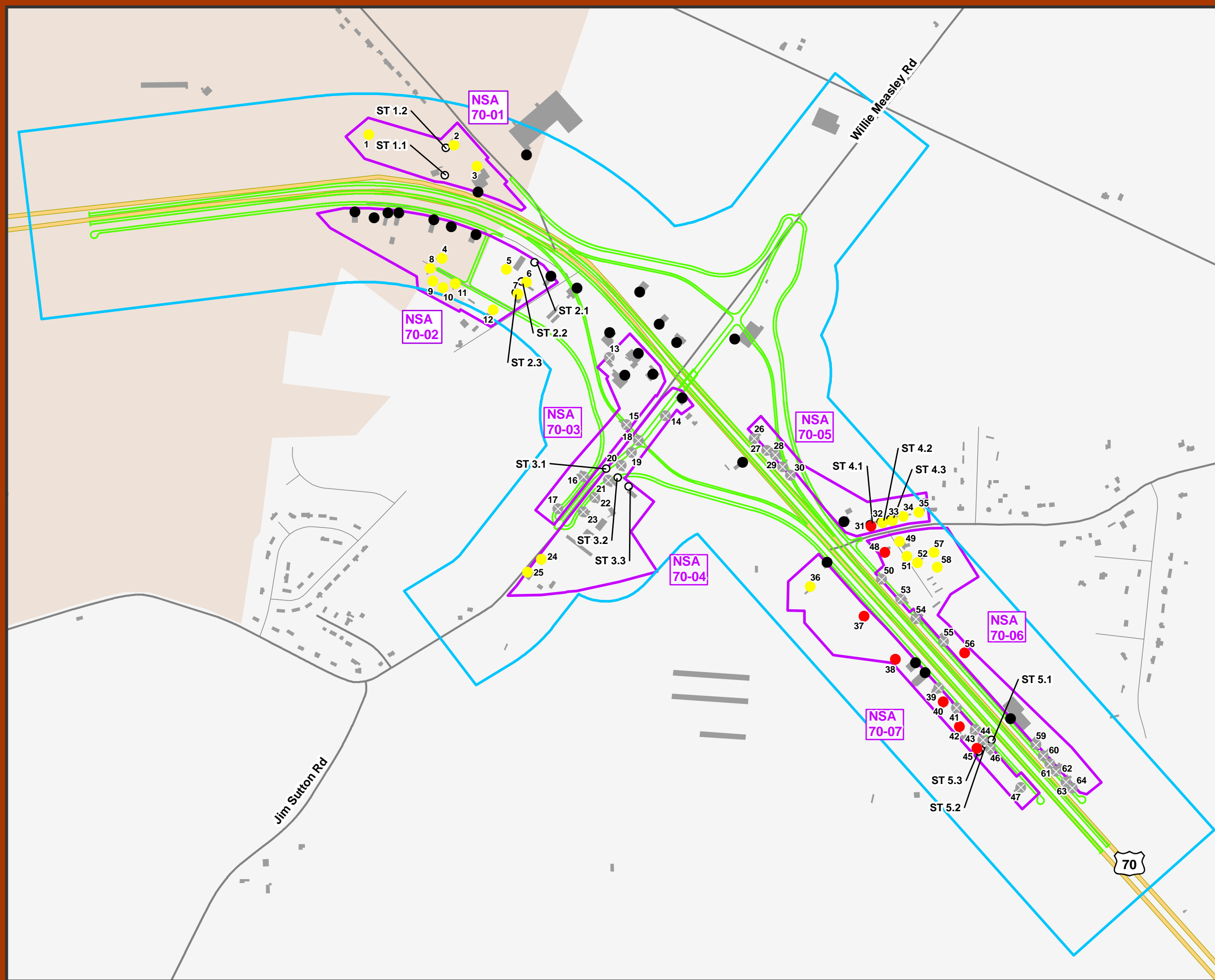
Legend

- US Highway
 - NC Highway
 - Secondary Road
 - Building Footprint
 - Extraterritorial Jurisdiction
 - Noise Study Limits
 - Noise Study Area
 - Alternative 2
 - Proposed Noise Barrier
 - Noise Measurement Locations
- Noise Receptors - Alternative 2**
- Impacted, Not Benefited
 - Impacted and Benefited
 - Benefited, Not Impacted
 - Not Impacted, Not Benefited
 - Not Noise Sensitive
 - Right of Way Take



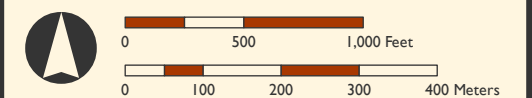
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Figure A-8: Alternative 3 impacts to traffic noise receptors



Legend











- US Highway
 - NC Highway
 - Secondary Road
 - Building Footprint
 - Extraterritorial Jurisdiction
 - Noise Study Limits
 - Noise Study Area
 - Alternative 3
 - Noise Measurement Locations
- Noise Receptors - Alternative 3**
- Impacted, Not Benefited
 - Impacted and Benefited
 - Benefited, Not Impacted
 - Not Impacted, Not Benefited
 - Not Noise Sensitive
 - Right of Way Take

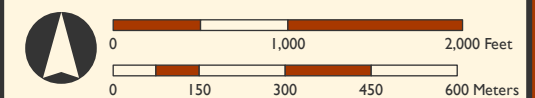
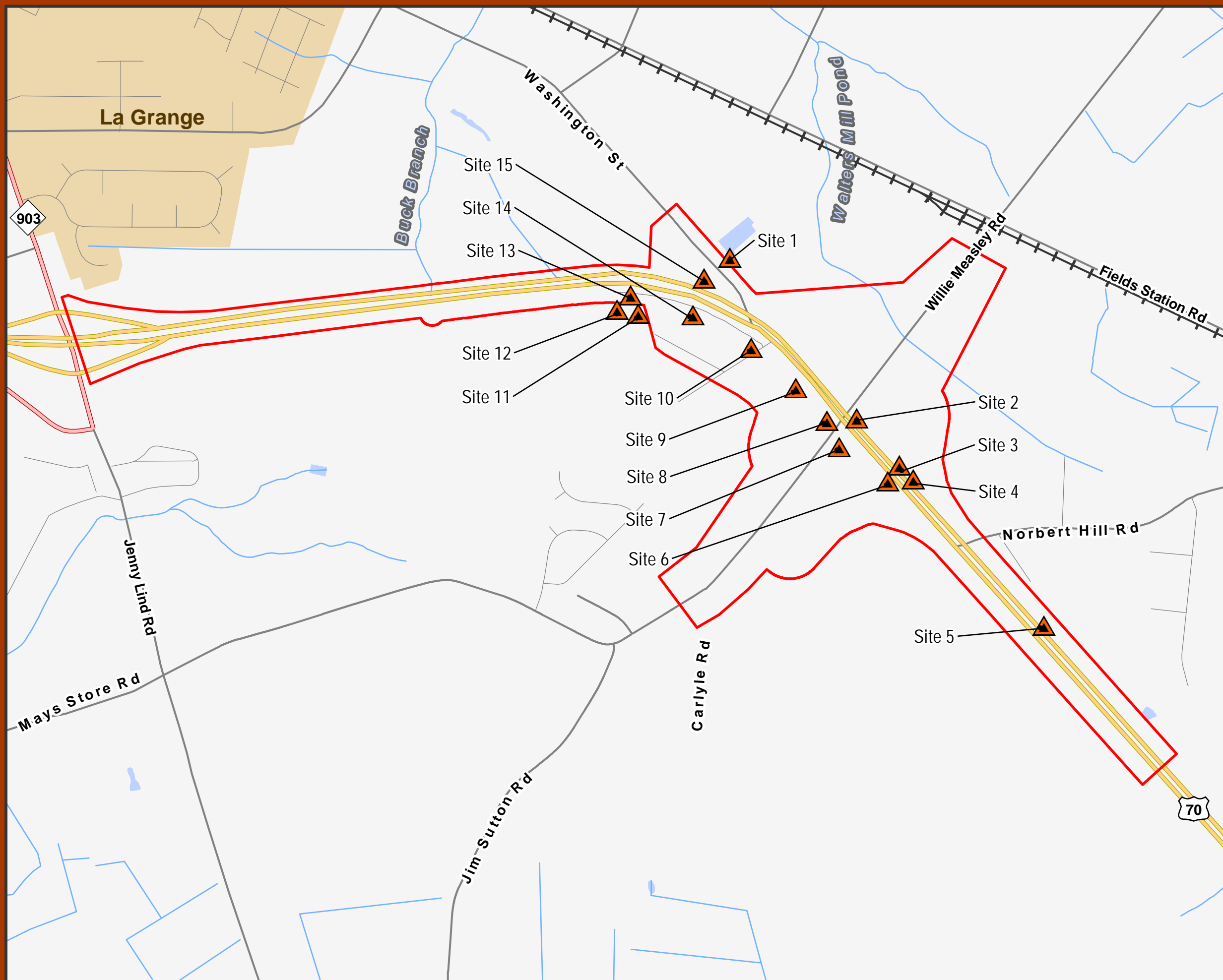


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Figure A-9
Hazardous Materials Sites

Legend

-  Hazardous Material Site
-  Study Area
-  US Highway
-  NC Highway
-  Secondary Road
-  Local Road
-  Railroad
-  Stream
-  Waterbody
-  Municipal Area



This map is for reference only.
Sources: NCDOT, NCDEQ, CGIA, NCSHPO, NRCS, NCWRC, Lenoir County, USFWS, EPA, USDA, NCDCM, NCEM, DWR, NOneMap, ESRI and AECOM.

October 2018





APPENDIX B: CULTURAL RESOURCES

This appendix includes the following forms and correspondence referenced in the document:

B-1: Historic Architecture and Landscapes No Survey Required Form

B-2: Archeological Survey Required Form



Little Baltimore Environmental Assessment | R-5813

B-1: Historic Architecture and Landscapes No Survey Required Form

18-02-0019



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	R-5813	County:	Lenoir
WBS No.:	46983.1.1	Document Type:	
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	
Project Description: Convert at-grade intersection at US 70 and SR 1227 (Jim Sutton Road)/SR 1252 (Willie Measley Road) to an interchange and upgrade existing US 70 immediately east and west of intersection (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 14 March 2018 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Lenoir County current GIS mapping, aerial photography, and tax information indicated an APE predominantly of cultivated fields and some woodland (viewed 14 March 2018). The APE is contained completely within that investigated for the Kinston Bypass project in 2017 (R-2553) – no resources of concern are present. Bridge No. 22, constructed in 1970, is not eligible for the National Register as it is neither aesthetically, nor technologically significant. Google Maps "Street View" confirmed the absence of critical historic structures/landscapes in the APE (viewed 14 March 2018).

No architectural survey is required for the project as currently defined.

WHY THE AVAILABLE INFORMATION PROVIDES A RELIABLE BASIS FOR REASONABLY PREDICTING THAT THERE ARE NO UNIDENTIFIED SIGNIFICANT HISTORIC ARCHITECTURAL OR LANDSCAPE RESOURCES IN THE PROJECT AREA: APE equates with the study area provided with the review request (see attached). Recent intensive survey of the APE as part of the R-2553 environmental studies (2017) identified no resources warranting further study. The comprehensive county architectural survey and related publication, as well as other later studies, record no properties in the APE (M. Ruth Little, et al., *Coastal Plain and Fancy – the Historic Architecture of Lenoir County and Kinston, North Carolina*, Kinston: City of Kinston and Lenoir County Historical Association, 1998). County GIS/tax materials and other visuals support the absence of significant architectural and landscape resources. No National Register-listed properties are located within the APE.

Should the design of the project change, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

X Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Vanessa Patrick

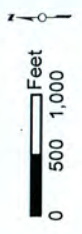
15 March 2018

NCDOT Architectural Historian

Date



Div.	2	TIP#	R-5813	Figure	1
Date:	January 2018				



Legend

- Project study area
- Parcels

PROJECT STUDY AREA MAP
 US 70, Jim Sutton Rd / Willie Measley Rd
 Intersection to Interchange Conversion
 TIP Project R-5813

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

Tracking No. 18-0a-0019

Map Created by Geographic Information & Analytics



Little Baltimore Environmental Assessment | R-5813

B-2: Archeological Survey Required Form

18-02-0019**ARCHAEOLOGICAL SURVEY REQUIRED FORM**

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

**PROJECT INFORMATION**

Project No: **R-5813** *County:* **Lenoir**
WBS No: **46983.1.1** *Document:* **State EA/FONSI**
F.A. No: **N/A** *Funding:* State Federal

Federal Permit Required? Yes No *Permit Type:* **USACE (Not Specified)**

Project Description: NCDOT's Division 2 proposes to convert the at-grade intersection at US 70 and Jim Sutton Road (SR 1227)/Willie Measley Road (SR 1252) to an interchange with full control-of-access and upgrade existing US 70 to full control of access in the areas immediately east and west of this intersection. The project is located just west of Kinston, southeast of the La Grange community, in Lenoir County. Since Preliminary Design Plans have not been developed yet, a Study Area for the project has been generated in order to facilitate environmental planning purposes at this stage. The Study Area will be centered near the intersection and incorporate extensions along the Y-lines (i.e. intersecting roads). Overall, the Study Area will encompass about 331 acres, inclusive of the existing roadways and any modern development.

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: SURVEY REQUIRED**Brief description of review activities, results of review, and conclusions:**

This project was accepted on Tuesday, February 20, 2018. A map review and site file search was conducted at the Office of State Archaeology (OSA) on Monday, February 26, 2018. An archaeological survey for the Crescent Road Project (see TIP # R-2719A) covered a large portion of the Study Area; however, there are sections that require survey that were not covered by the previous project. There are four (4) archaeological sites that have been recorded within one (1) mile of the proposed project, all of which were as a result of the Crescent Road Project. In addition, small historic cemeteries dot the Lenoir County landscape, but none (that are known) fall within the Study Area for the proposed project. Digital copies of HPO's maps (La Grange and Falling Creek Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were reviewed on Monday, February 26, 2018. There are no known historic architectural resources located within or adjacent to the Study Area for which intact archaeological deposits would be anticipated. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and historic orthophotography were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the Study Area.

This is a State-funded project for which a Federal permit will be necessary. Permanent/temporary easements as well as additional ROW will be required. The size and shape of the Study Area have been drawn in a way to capture any possible impacts beyond the NCDOT's existing ROW along US 70 and Jim Sutton Road (SR 1227)/Willie Measley Road (SR 1252). At this time, we are in compliance with NC GS 121-12a since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Study Area that would require our attention. From an environmental perspective, the

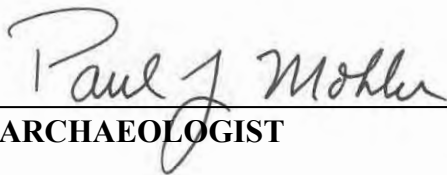
"ARCHAEOLOGICAL SURVEY REQUIRED" form for Minor Transportation Projects as Qualified in the 2007/2015 Programmatic Agreement.

18-02-0019

Study Area falls within a mixed residential and agricultural setting. Various soil types are present throughout the Study Area, with most soil conditions (somewhat poorly drained, poorly drained, and very poorly drained) considered not favorable for intact archaeological sites/resources to be present. Preservation of archaeological materials within these soil type areas is likely to be poor. However, intact pockets of undeveloped land, buffers adjacent to streams/rivers, and broad agricultural fields are present along the corridor. Sections of moderately well-drained to well-drained soils (e.g. Pocalla loamy sand, 0-6% slopes [Po], Goldsboro loamy sand, 0-2% slopes [Go], Lakeland sand, 0-6% slopes [La], Blanton sand, 0-6% slopes [Bn], and Wagram loamy sand, 0-6% slopes [Wb]) and relatively level terrain are present throughout the overall Study Area. These areas have not been disturbed by modern development and have not been subjected to previous archaeological survey/review work. Such areas may be deemed favorable for containing intact archaeological deposits and will require formal archaeological investigations. Aside from the Crescent Road Project, the Office of State Archaeology (OSA) has reviewed numerous projects within the vicinity of the proposed Study Area for environmental compliance, including residential rehab/ revitalization projects (ERs 85-1075, 88-7776, 15-2589, and CH 06-3015), utility improvements (ER 88-0462 and CH 17-1161), solar farms (ER 15-1549 and CH 16-1478), borrow pits/mines (ERs 05-2558 and 89-7713), and various transportation-related improvements (ERs 07-2359, 02-10438, 98-9108, 06-2693, 07-0191, and 12-0540). As part of their review, OSA did not recommend an archaeological survey for any of these projects, stating a low probability for intact and significant archaeological resources to be present. Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed only four (4) transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO), including PAs 09-09-0005, 12-04-0007, 16-09-0030, and 16-09-0031. Archaeological surveys were not recommended for any of these projects, based on the presence of heavily modified soils and/or poorly drained or eroded soil conditions. Although portions of the Study Area are considered to have a low combined (historic/prehistoric) archaeological probability based on the Revised 2017 Terrestrial Archaeological Resources Predictive Model for Lenoir County (TIP# R-2553, Kinston Bypass), the remainder of the Study Area has been deemed high probability. Therefore, an archaeological survey is recommended for the proposed project. A visual inspection of the entire Study Area should be conducted, followed then by systematic archaeological excavations within areas of moderate to high archaeological probability, focusing on areas of moderately well-drained to well-drained soils and known historic resources (if any) to determine if an archaeological component is present. Any cemeteries should also be properly recorded and delineated. None of the property within the Study Area that requires further investigation is owned by the State of North Carolina so a State Archaeological Resources Protection Act (ARPA) permit should not be necessary. Should the description of this project change or design plans be made available prior to construction, additional consultation regarding archaeology will be required.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Photocopy of County Survey Notes Other:

FINDING BY NCDOT ARCHAEOLOGIST – SURVEY REQUIRED

NCDOT ARCHAEOLOGIST

February 27, 2018

Date**PROPOSED FIELDWORK COMPLETION DATE**

August 27, 2018

18-02-0019

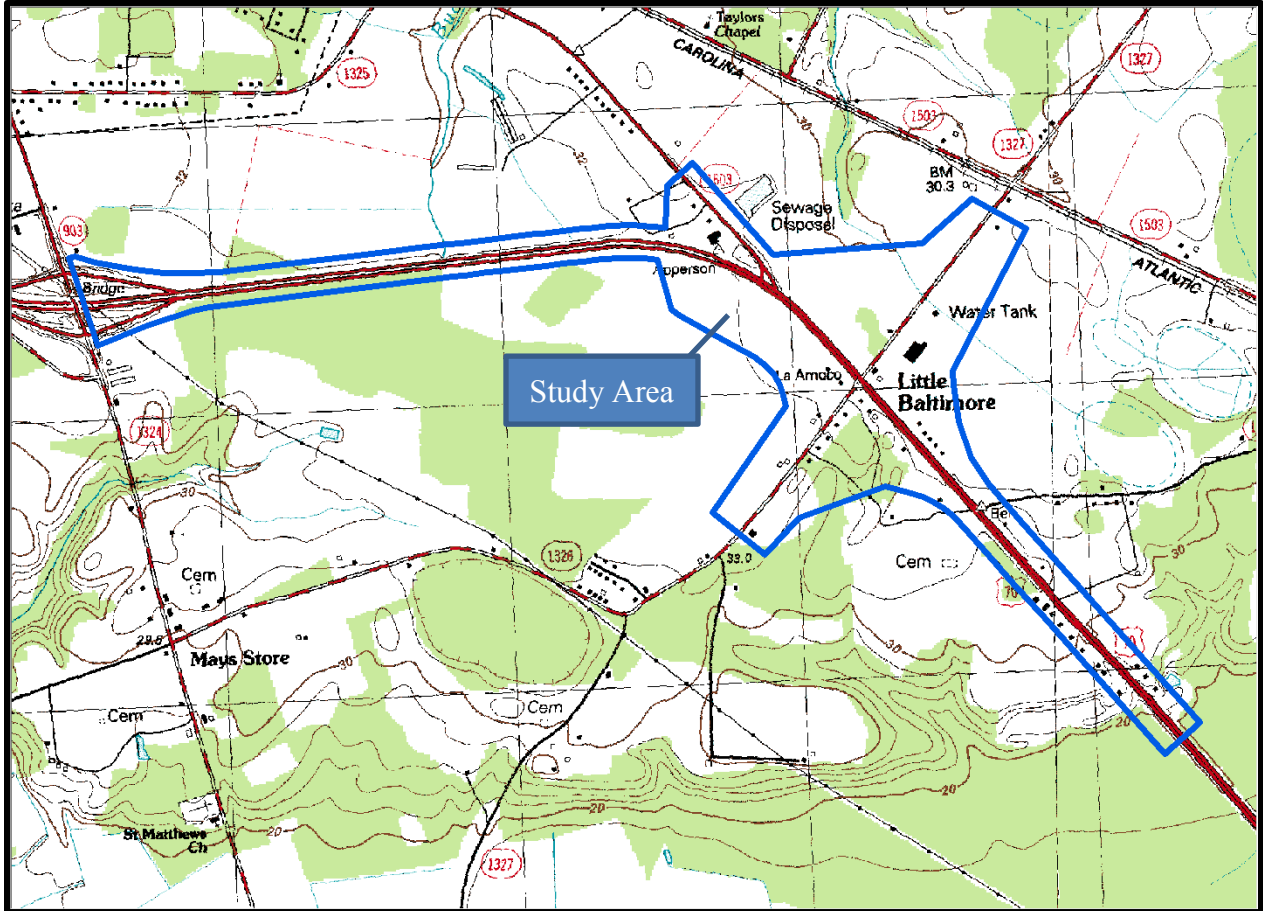
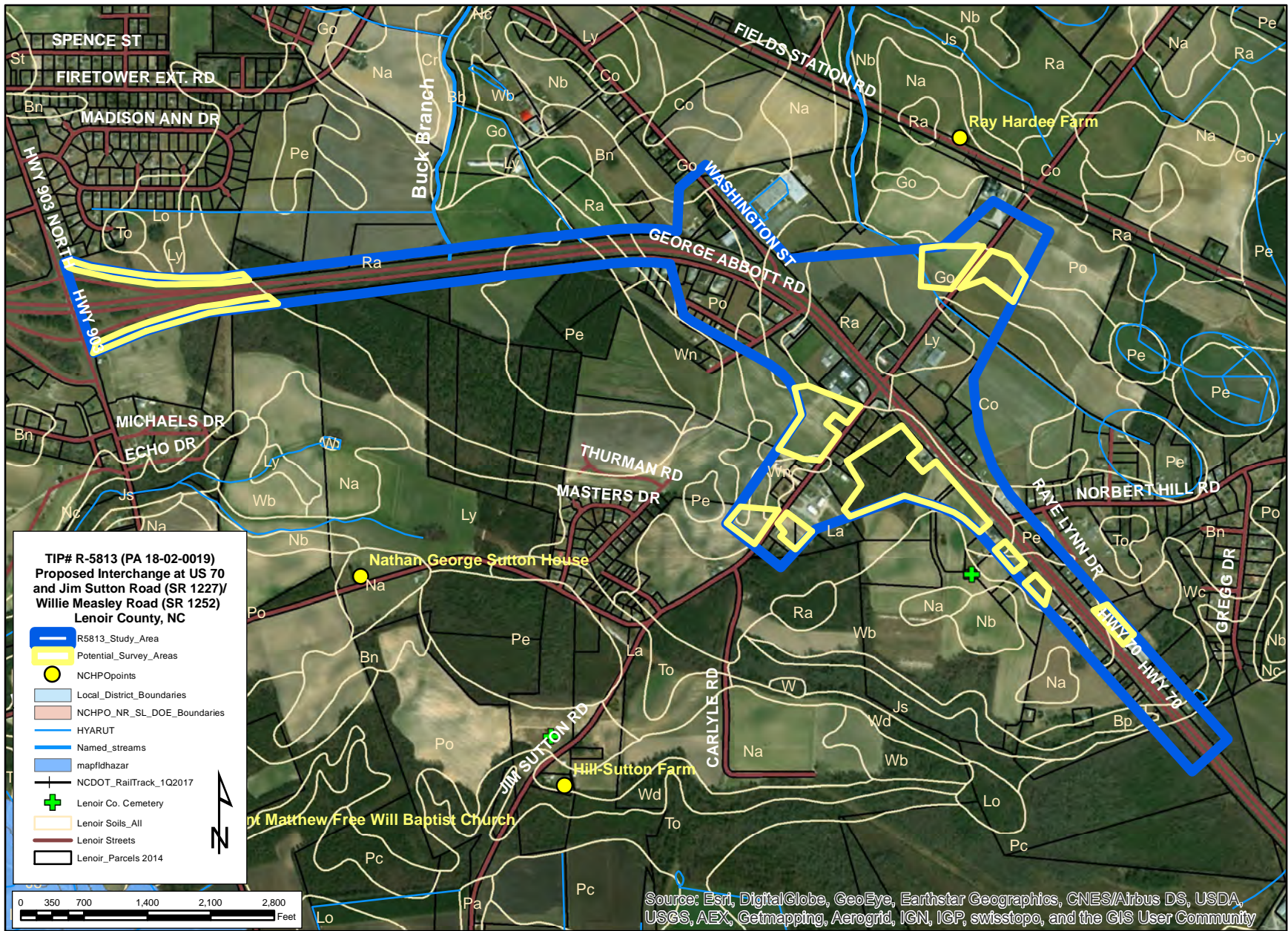


Figure 1: La Grange, NC (USGS 1983) and Falling Creek, NC (USGS 1983).





APPENDIX C: RELOCATION REPORT

This appendix includes the relocation report that was conducted for the project.

REQUEST FOR R/W COST ESTIMATE / RELOCATION EIS

COST ESTIMATE REQUEST

RELOCATION EIS REPORT

NEW REQUEST:

UPDATE REQUEST:

REVISION REQUEST:

Update to ____ Estimate

Revision to ____ Estimate

Revision No.: ____

DATE RECEIVED: ____ DATE ASSIGNED: 08/09/18 # of Alternates Requested: 2

DATE DUE: 09/17/2018

TIP No.: R-5813	DESCRIPTION: <u>Willie Measley Road Grade Separation at US 70</u> AECOM Project Name: <u>Little Baltimore R-5813</u> AECOM Project Number: <u>60551278</u>
-----------------	---

WBS ELEMENT: 46983.1.1 COUNTY: Lenoir

DIV: 5 APPRAISAL OFFICE: 2

REQUESTOR: DEPT: Feasibility

TYPE OF PLANS: HEARING MAPS | LOCATION MAP | AERIAL | VICINITY | PRELIMINARY | CONCEPTUAL

** Based on past project historical data, the land and damage figures have been adjusted to include condemnation and administrative increases that occur during settlement of all parcels.**

APPRAISER: J. Travis Cockerham COMPLETED: 8/24/18 # of Alternates Completed: 3

	Alt 1		Alt 2		Alt 3	
TYPE OF ACCESS:	NONE: <input checked="" type="checkbox"/>	LIMITED: <input type="checkbox"/>	NONE: <input checked="" type="checkbox"/>	LIMITED: <input type="checkbox"/>	NONE: <input checked="" type="checkbox"/>	LIMITED: <input type="checkbox"/>
	PARTIAL: <input type="checkbox"/>	FULL: <input type="checkbox"/>	PARTIAL: <input type="checkbox"/>	FULL: <input type="checkbox"/>	PARTIAL: <input type="checkbox"/>	FULL: <input type="checkbox"/>
ESTIMATED NO. OF PARCELS:	117		105		124	
RESIDENTIAL RELOCATEES:	28	\$ 1,120,000	19	\$ 760,000	32	\$ 1,280,000
BUSINESS RELOCATEES:	8	\$ 400,000	6	\$ 300,000	18	\$ 900,000
GRAVES:		\$		\$		\$
CHURCH / NON - PROFIT:	2	\$ 100,000	0	\$	1	\$ 50,000
MISC:		\$		\$		\$
SIGNS:	22*	\$ 960,000	20	\$ 860,000	14	\$ 700,000
LAND, IMPROVEMENTS, & DAMAGES:	\$ 7,249,626		\$ 4,716,067		\$ 11,622,703	
ACQUISITION:	\$ 11,599,401		\$ 7,545,706		\$ 18,596,325	
TOTAL ESTIMATED R/W COST:	\$ 14,179,401		\$ 9,465,706		\$ 21,556,325	

** The estimated number of above relocatees includes those parcels where the proposed acquisition areas involve relocation of livable or business units only. **

NOTES: The R/W estimate was performed by appraiser J. Travis Cockerham at JTC Appraisals Incorporated. The estimate by the appraiser includes only the real estate costs for land, improvements and damages to the affected parcels proposed for acquisition within each alternate. No ancillary costs (relocation packages, etc.) for the relocatees were computed by the appraiser. One parcel has a brick sign observed to be in the taking for each Alternate. See the Estimate Detail Spreadsheet for the breakdown of the total estimate figures per parcel. The relocation costs and the adjustments to the land and damage figures (to include condemnation and administrative increases) were added by AECOM's Right of Way group in co-ordination with the NCDOT's Right of Way Unit.

* Alt. 1 has 7 on-premise signs and 15 Outdoor Advertising signs.

** Alt. 2 has 7 on-premise signs and 13 Outdoor Advertising signs.

*** Alt. 3 has 1 on-premise sign and 13 Outdoor Advertising signs.

EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	46983.1.1	COUNTY	Lenoir	Alternate	1	of	3	Alternate
T.I.P. No.:	R-5813							
DESCRIPTION OF PROJECT:	Willie Measley Road Grade Separation at US 70							

ESTIMATED DISPLACED					INCOME LEVEL				
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP
Residential	10	18	28	0					
Businesses	8	0	8	0					
Farms	0	0	0	0					
Non-Profit	2	0	2	0					

ANSWER ALL QUESTIONS									
Yes	No	Explain all "YES" answers.							
	X	1. Will special relocation services be necessary?							
X		2. Will schools or churches be affected by displacement?							
X		3. Will business services still be available after project?							
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.							
	X	5. Will relocation cause a housing shortage?							
	X	6. Source for available housing (list).							
X		7. Will additional housing programs be needed?							
X		8. Should Last Resort Housing be considered?							
	X	9. Are there large, disabled, elderly, etc. families?							
	X	10. Will public housing be needed for project?							
X		11. Is public housing available?							
X		12. Is it felt there will be adequate DSS housing available during relocation period?							
	X	13. Will there be a problem of housing within financial means?							
X		14. Are suitable business sites available (list source).							
		15. Number months estimated to complete RELOCATION? 12-18							

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	\$ 0-150	0	0-20M	0	\$ 0-150	0
20-40M	0	150-250	0	20-40M	2	150-250	0
40-70M	0	250-400	10	40-70M	6	250-400	0
70-100M	8	400-600	8	70-100M	6	400-600	48
100 UP	2	600 UP	0	100 UP	23	600 UP	173
TOTAL	10		18		37		221

REMARKS (Respond by number)

2. See EIS Relocation Report Attached
4. See EIS Relocation Report Attached
8. As required by law.
11. Public Housing (Lenoir County)
14. Local realtors, MLS Service

Claire Tronel Right of Way Agent	9/27/2018 Date	_____ Relocation Coordinator	_____ Date
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EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	46983.1.1	COUNTY	Lenoir	Alternate	2	of	3	Alternate
T.I.P. No.:	R-5813							
DESCRIPTION OF PROJECT:	Willie Measley Road Grade Separation at US 70							

ESTIMATED DISPLACEDS					INCOME LEVEL				
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP
Residential	5	14	19	0		10	5	2	2
Businesses	6	0	6	0	VALUE OF DWELLING		DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners	Tenants	For Sale	For Rent	
Non-Profit	0	0	0	0	0-20M	\$ 0-150	0-20M	\$ 0-150	0
ANSWER ALL QUESTIONS					20-40M	150-250	20-40M	150-250	0
Yes	No	<i>Explain all "YES" answers.</i>							
	X	1. Will special relocation services be necessary?							
X		2. Will schools or churches be affected by displacement?							
X		3. Will business services still be available after project?							
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.							
	X	5. Will relocation cause a housing shortage?							
	X	6. Source for available housing (list).							
X		7. Will additional housing programs be needed?							
X		8. Should Last Resort Housing be considered?							
	X	9. Are there large, disabled, elderly, etc. families?							
	X	10. Will public housing be needed for project?							
X		11. Is public housing available?							
X		12. Is it felt there will be adequate DSS housing available during relocation period?							
	X	13. Will there be a problem of housing within financial means?							
X		14. Are suitable business sites available (list source).							
		15. Number months estimated to complete RELOCATION? 12-18							

REMARKS (Respond by number)

2. See EIS Relocation Report Attached
4. See EIS Relocation Report Attached
8. As required by law.
11. Public Housing (Lenoir County)
14. Local realtors, MLS Service

Claire Tronel Right of Way Agent	9/27/2018 Date	_____ Relocation Coordinator	_____ Date
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EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	46983.1.1	COUNTY	Lenoir	Alternate	3	of	3	Alternate
T.I.P. No.:	R-5813							
DESCRIPTION OF PROJECT:	Willie Measley Road Grade Separation at US 70							

ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	20	12	32	0		10	2	10	10			
Businesses	6	0	18	0	VALUE OF DWELLING		DSS DWELLING AVAILABLE					
Farms	0	0	0	0	Owners	Tenants		For Sale		For Rent		
Non-Profit	0	0	1	0	0-20M	0	\$ 0-150	0	0-20M	0	\$ 0-150	0
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	2	150-250	0
Yes	No	Explain all "YES" answers.										

	X		1. Will special relocation services be necessary?
X			2. Will schools or churches be affected by displacement?
X			3. Will business services still be available after project?
X			4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X		5. Will relocation cause a housing shortage?
	X		6. Source for available housing (list).
X			7. Will additional housing programs be needed?
X			8. Should Last Resort Housing be considered?
	X		9. Are there large, disabled, elderly, etc. families?
	X		10. Will public housing be needed for project?
X			11. Is public housing available?
X			12. Is it felt there will be adequate DSS housing available during relocation period?
	X		13. Will there be a problem of housing within financial means?
X			14. Are suitable business sites available (list source).
			15. Number months estimated to complete RELOCATION? 12-18

REMARKS (Respond by number)

2. See EIS Relocation Report Attached
4. See EIS Relocation Report Attached
8. As required by law.
11. Public Housing (Lenoir County)
14. Local realtors, MLS Service

Claire Tronel Right of Way Agent	9/27/2018 Date	Relocation Coordinator Date
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APPENDIX D: PUBLIC INVOLVEMENT

This appendix includes documentation of public involvement that was conducted for this project prior to the completion of this EA. These documents include the following:

- D-1: Local Officials Meeting No. 1 Record of Minutes
- D-2: Summary of comments received at Public Meeting No. 1



Little Baltimore Environmental Assessment | R-5813

D-1: Local Officials Meeting No. 1 Record of Minutes

Minutes

Meeting name R-5813 Local Officials Meeting	Meeting Date March 22, 2018	Attendees Bobby Wooten, Town of La Grange John Craft, Town of La Grange Larry L. Gladney, Town of La Grange Mark Pope, Lenoir County Economic Development Albert Gray, Town of La Grange Nathan Rhue, Town of La Grange Clifton Harrison, Town of La Grange Eric Rouse, Lenoir County Commissioner David Holmes, Town of La Grange Chris York, Eastern Carolina RPO Len White, NCDOT Bobby Taylor, NCDOT Preston Hunter, NCDOT Kory Wilmot, AECOM Neil Dean, AECOM Paul Gerlach, AECOM
Time 2:00 pm	Location La Grange Community Center, La Grange, NC	
Project name US 70 Interchange at Little Baltimore	Project number R-5813	

Kory Wilmot provided a presentation of the project, covering the following topics: project description, existing conditions, notable characteristics, project data, and purpose and need. After the presentation, the floor was opened for questions.

The Town of La Grange noted their support for improvements, but expressed concern about impacts to businesses. The Town asked about whether a bypass alternative had been considered, which would pass south of the Little Baltimore community, avoiding impacts to businesses. NCDOT replied that this option had not been considered.

The Town specifically expressed concern about the impact to businesses that would result from Alternative 3. NCDOT noted that this alternative was derived from the Kinston Bypass project (R-2553).

Neil Dean provided an overview of the three alternatives, presenting large paper maps to local officials. Local officials noted a preference for the compressed diamond alternative, Alternative 2, which would minimize impacts to businesses compared to the other two alternatives.

The Town pointed out that construction would need to maintain a 200-foot buffer to avoid the water tower on Willie Measley Road.

Informal discussion followed.

Local Officials Meeting Sign-In Sheet



Name	Organization	Email
Bobby Wooten	Council member Town of La Grange	Wootenbobby@hotmail.com
JOHN CRAFT	Town of La Grange	jpcraft@lagrangenc.com
Mark Pope	Lenoir County Economic Dev.	mpope@lenoiredc.com
Larry L. Gladney	Council member Town of La Grange	Redpaw52@yahoo.com
Allan Stacy	" " " "	Bic County 09@Hotmail.com
Nathan Rouse	Town of La Grange	NATHAN@LAGRANGENC.COM
Clifton Harrison	COUNCIL MEMBER - LAGRANGE	harrison102@SUDDENLINK.NET
Len White	NCDOT	len.white@ncdot.gov
ERIC ROUSE	LENOIR CC	eric@ERICROUSE.COM
DAVID HOLMES	Council member - La Grange	David.Scott.Holmes@gmail.com
Chris York	EASTERN CAROLINA RFD	cyork@eccog.org
Ruby Ann	_____	_____



NORTH CAROLINA
Department of Transportation



R-5813 US 70 Interchange at Little Baltimore Local Officials Meeting

March 22, 2018

Meeting Agenda

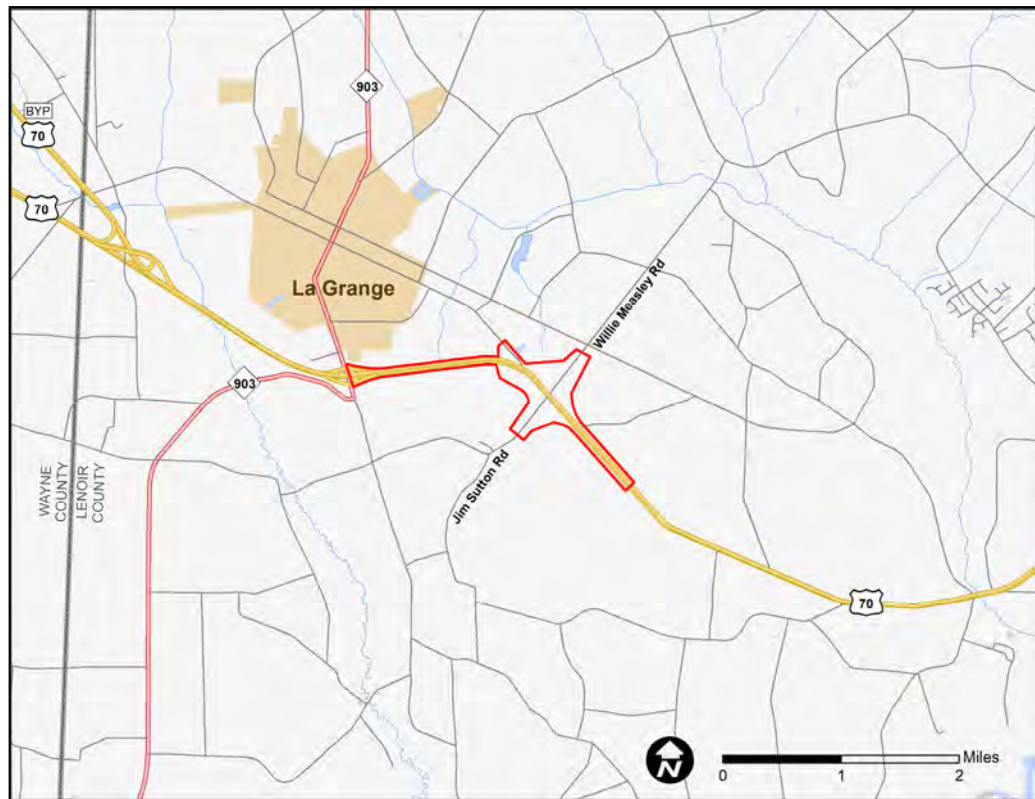
- Introductions
- Project Description
- Existing Conditions
- Notable Characteristics
- Project Data
- Purpose and Need
- Comments

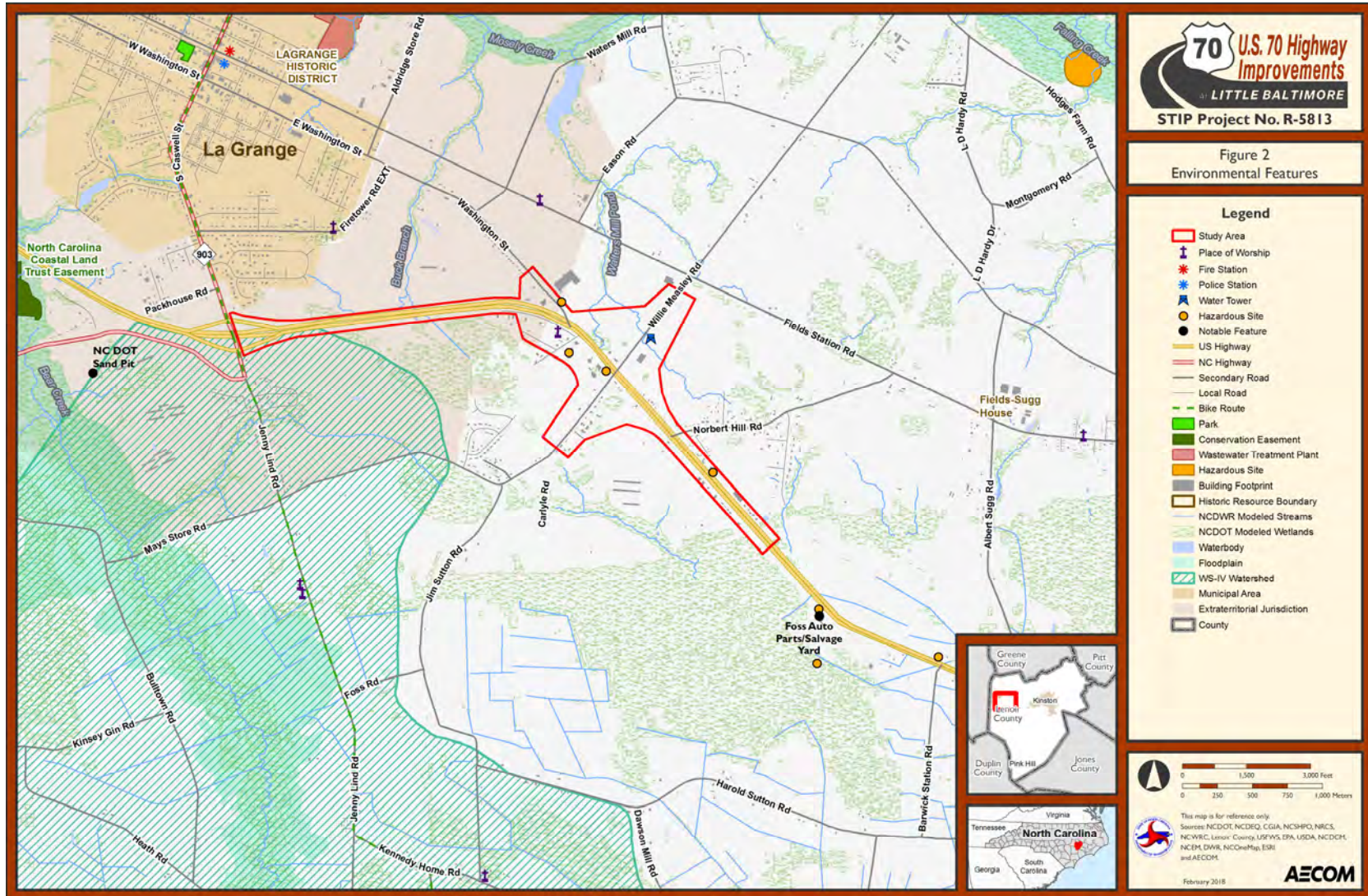
Meeting Agenda

- Introductions
- Project Description
- Existing Conditions
- Notable Characteristics
- Project Data
- Purpose and Need
- Comments

Project Description

- Upgrade the existing intersection to an interchange at US 70 and Jim Sutton Rd / Willie Measley Rd
- Improvements:
 - From NC 903 to 2.8 miles east
 - Full control of access
 - Service roads as needed





Meeting Agenda

- Introductions
- Project Description
- **Existing Conditions**
- Notable Characteristics
- Project Data
- Purpose and Need
- Comments

Existing Conditions

- Boulevard with partial access control (full control at the westernmost portion)
- Typical Section:
 - Four-Lane Median-Divided Roadway
- Right of Way: Varies 150' – 300'
- Posted Speed: 55 – 70 mph
- Signalized intersection at US 70 and Willie Measley Rd/Jim Sutton Rd

Meeting Agenda

- Introductions
- Project Description
- Existing Conditions
- **Notable Characteristics**
- Project Data
- Purpose and Need
- Comments

Notable Characteristics

- Water tower on Willie Measley Rd
- Commercial corridor
- Potential stream crossings, including Buck Branch and Walters Mill Pond



La Grange Water Tower



Ford Dealership with Church of God in Background



Horizon RV along US 70



Sandpiper Seafood Restaurant

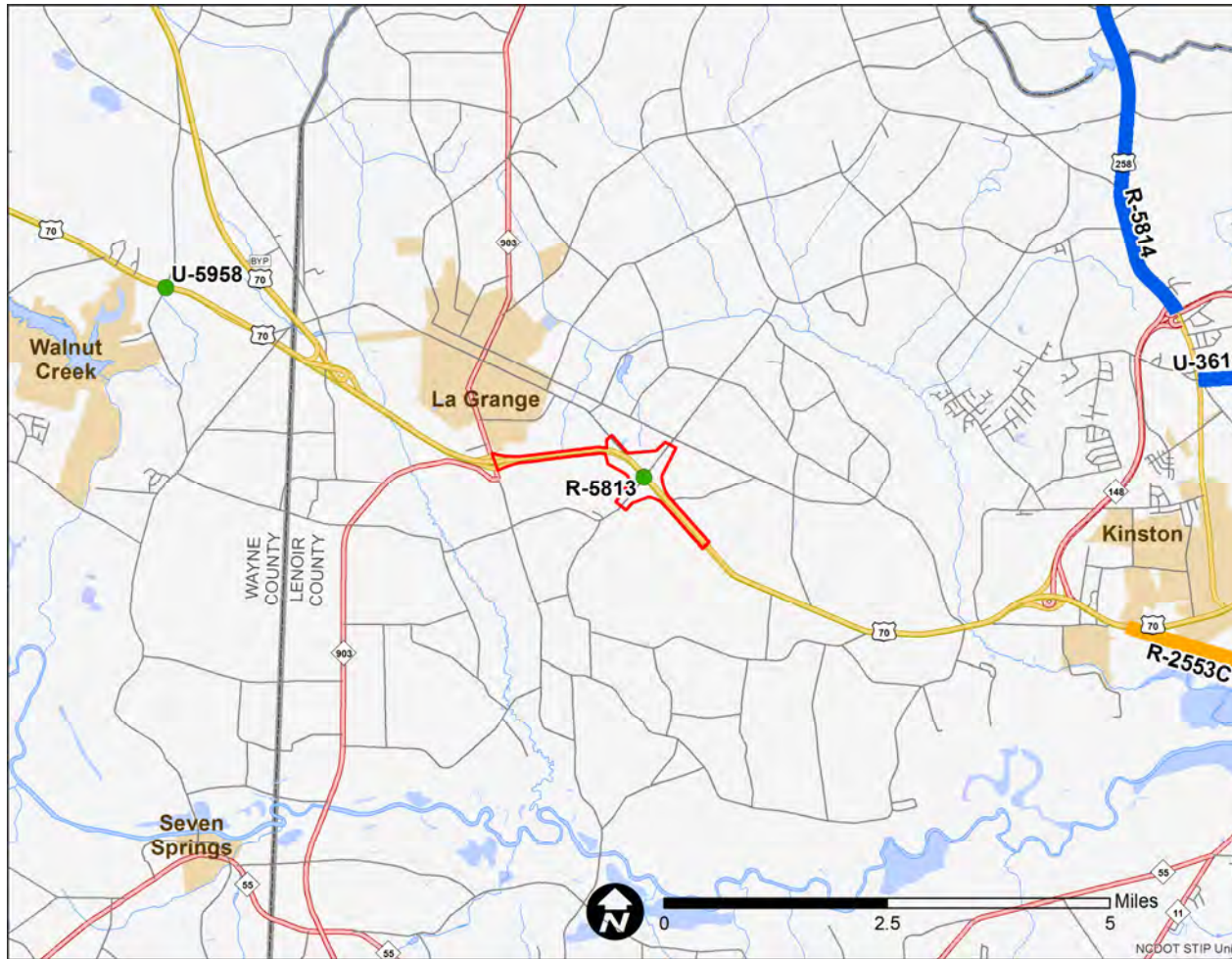


New South Country Music Club

Meeting Agenda

- Introductions
- Project Description
- Existing Conditions
- Notable Characteristics
- **Project Data**
- Purpose and Need
- Comments

Adjacent STIP Projects



Traffic Data (AADT)

Current Year	2015 Build	17,400 – 21,000 vpd
Design Year	2040 Build	36,200 – 39,200 vpd

Source: R-2553 Traffic Forecast (November 2016)

US 70 Crash Rates

	Crashes per 100MVM	Statewide Average	Critical Rate
Promise Land Rd to E Washington St	90.7	68.3 ¹	81.0 ¹
E Washington St to Hill Farm Rd	130.7	87.0 ²	96.5 ²

¹Rural US Route, 4 lane divided with Full control of access

²Rural US Route, 4 lane divided with No control of access

Source: Crash Analysis Summary for NCDOT STIP Project R-2553 (January 2018)

Crash data collected between September 1, 2012 and September 30, 2017

Three-year crash rates used from 2013-2015

Crashes rates shown are per 100 Million Vehicle Miles

Cost Estimates

	Construction	Right-of-Way	Total
2018-2027 STIP Estimate	\$12,000,000	\$3,800,000	\$16,000,000

Project Schedule

Environmental Document	2018
Right-of-Way	2023
Let	2024

Meeting Agenda

- Introductions
- Project Description
- Existing Conditions
- Notable Characteristics
- Project Data
- Purpose and Need
- Comments

Why is this project needed?

- Improve safety at the intersection of U.S. 70 with Jim Sutton Road/Willie Measley Road
- Provide a freeway linkage between the recently completed Goldsboro Bypass to the west and the proposed Kinston Bypass to the east

What is the purpose of this project?

- Improve traffic safety along U.S. 70 and reduce conflict points by converting the existing intersection to an interchange
- Increase linkage between freeway portions of U.S. 70 west and east of the project area
- Improve regional mobility, connectivity, and capacity for U.S. 70

Possible additional benefits

- Improve the mobility of armed forces located at Seymour Johnson Air Force Base and Cherry Point Marine Corps Air Station.

Questions and Comments

Robby Taylor
NCDOT Project Manager
rltaylor@ncdot.gov

Kory Wilmot, AICP
NCDOT Project Consultant
kory.wilmot@aecom.com



Little Baltimore Environmental Assessment | R-5813

D-2: Summary of comments received at Public Meeting No. 1

**R-5813 U.S. 70 Hwy Improvements at Little Baltimore:
Summary of Public Meeting #1 held on March 22nd 2018**

The North Carolina Department of Transportation (NCDOT) is beginning the environmental studies and the development of functional designs for the proposed improvements to U.S. 70 at Little Baltimore (STIP No. R-5813), which extend from N.C. 903 to just southeast of the intersection with Jim Sutton Road (S.R. 1227)/Willie Measley Road (S.R. 1252). This project will involve the conversion of the existing intersection of Jim Sutton Road/Willie Measley Road to an interchange.

NCDOT mailed 1,635 bilingual postcards inviting the public to Public Meeting #1. This meeting was designed to update the public on the alternatives being studied, to answer questions, and collect public comments. In addition to mailing letters, local newspapers and news station ran advertisements announcing the meeting.

NCDOT maintains a project website which provides materials to be presented at public meetings as well as other additional project updates to the public. NCDOT activated a toll-free project information hotline to allow the public to call for project information or project updates. The project hotline allowed for the Spanish-speaking public to contact the project team. NCDOT also provided the opportunity to have a Spanish translator at the meeting upon request.

The meeting was held at the La Grange Community Center. Public comments were collected in writing at the meeting and were accepted by email and postal mail until April 12, 2018.

The following sections represent a summary of the responses received.

Means by which the public found out about the meeting:	
11	Postcard
5	Newspaper
1	Radio
5	Friend/ Family
7	Other (TV, elected officials, etc)
Number of meeting attendees who signed in at the registration:	
Signed In	106
Attendees (guest of those signed in)	138
Comments received as a result of meetings:	
at the Public Meeting	21
via Mail	4
via Email	1
Total	25
-Summary of comment received categorized by type of comment (attached).	
Note: Plans of the alternatives shown to the public are attached for reference.	

Question 1: Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Response Options	Number of responses
Yes	19
No	3

Question 2: Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

Response Options	Number of responses
1 (not important)	5
2	1
3	3
4	3
5 (very important)	8

Below is a summary of **alternative preference** provided by some who completed a comment sheet. *Please note, preliminary functional designs were provided to the public for alternative comparison.*

Project or Alternative Preference	Number of responses
Do Nothing	3
Alternative 1	1
Alternative 2	14
Alternative 3	0

Below is a summary of **alternative opposition** provided by some who completed a comment sheet. *Please note, preliminary functional designs were provided to the public for alternative comparison.*

Project or Alternative Opposition	Number of responses
Do Nothing	0
Alternative 1	0
Alternative 2	0
Alternative 3	1

Below is a summary of general concerns identified by those who completed a comment sheet.

Specific Concern	Number of responses
Concern for impacts to local businesses	10
Benefits travelers rather than locals	4
Choose the alternative with the least amount of impacts	7
Safety	3
Personal property impacts	2



Comment Form

March 2018

Contact Information (Please Print)

Name: James Fulghun

Mailing Address (including zip code): 3210 Jim Sutton Rd. Lenoir, NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

- Improving safety at the intersection of US 70 with Jim Sutton/Willie Measley Road.
- Providing a freeway linkage between the recently completed Goldsboro Bypass to the west and the proposed Kinston Bypass to the east.
- Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

I am a homeowner and also have a business at my address.
We do not like the idea of a new road coming but
Alternative #2 is the best case scenario for most involved.

≡

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Taylor Ginn

Mailing Address (including zipcode): 7900 Hwy 70 West La Grange, NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: Ag Carolina Farm Credit, ACA

Project Overview:

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- Improving safety at the intersection of US 70 with Jim Sutton/Willie Measley Road.
- Providing a freeway linkage between the recently completed Goldsboro Bypass to the west and the proposed Kinston Bypass to the east.
- Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

Only helps the flow of beach traffic during 3-4 months out of the year

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)

This will be a burden on local residents in their day to day travels and only benefit commuters from Raleigh to the coast.



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Option #2 works best for businesses located at intersection of Old Hwy 70 + Willie Measley/Jim Sutton Rd. It also works best for most homeowner in this footprint.

Please submit your comments tonight or mail them to the address below by April 12, 2018.

Thank you for your input!

North Carolina Department of Transportation

C/o AECOM

ATTN: Kory Wilmot

701 Corporate Center Dr, Suite 475

Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: LISA B. ALPHON

Mailing Address (including zip code): 3209 Jim Sutton Rd LaGrange, NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

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Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

Imperative to choose the plan that impacts the least amount of people, regardless of cost!
Very concerned about the local businesses survival.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Option 2
(the Best)

Thank you for giving us the opportunity to voice our concerns.
DOT representatives were great 😊

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Jacob Alphin

Mailing Address (including zipcode): 3220 Jim Sutton Rd La Grange, NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

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1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Out of the options we saw, I ~~prefer~~^{feel} option (2) would be best. This option contained the least amount of impacts.

On Jim Sutton Rd., our family has just built a new house that isn't even showing on the map. Our family also owns the land behind the sandpiper on back. We have a ~~own~~ house (rental) located close to the service road that comes in & in my opinion it would be better to slide that road closer to Hwy 70. allowing the house not to be affected. It would also have less ~~on~~^{impact} on our new house as well as our family farm operation.

— Jacob

Please submit your comments tonight or mail them to the address below by April 12, 2018. Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Kristen Alphin

Mailing Address (including zip code): 3220 Jim Sutton Rd. LaGrange, NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

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1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Option 2 is the least impact on our home and businesses.

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Lloyd Ward

Mailing Address (including zipcode): 2875 Jim Sutton Rd

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

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Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

map 2 of 3 with the loop
Ramps ~~versus~~ Ramps next bridge
is the best option

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Virian C Sutton

Mailing Address (including zipcode): 1823 Hardy Bridge Rd - Goldsboro 28541

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: Known for several years

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: Perfired Bonizer

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

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1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

Needs of a very elderly population are primary - Access roads could create further mistrust & understanding for this population - Good for travelers; but, they will bypass the businesses & keep on trucking -

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Lots of traffic is now directed down Holly Bridge Road which is a major issue with the latest project leading to 795. Traffic from North + Western states heading to beach or military bases has become dangerous due to this being a farming community. This should also be a consideration in changing this to Jim Sutton / Willie Measby service areas. In + out to 70 from Jerry Lind Rd will become more of an issue for ^{the} traffic as well as from Highway 55 - The current roads are the pathway -

Please submit your comments tonight or mail them to the address below by April 12, 2018.

Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Billy Youssel

Mailing Address (including zipcode): 7251 Hwy 70 west

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

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1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

Nothing needs to be done, only small things maybe to widen highway to.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

None of the options are fair at all

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Lori Fulghum

Mailing Address (including zipcode): 3210 Jim Sutton Road La Grange NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: No

Project Overview:

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Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity? *Safety is the #1 priority. Mobility + Regional Connectivity ~~are~~ would be at the expense of residences + businesses.*

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)

Regional Connectivity
This is a luxury at the expense of others.

mobility

SAFETY



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Proposed Tran map #2 seems to have the least impact to residents + business owners. Provided the environmental survey is successful, I would hope MAP #2 would be selected.

It's not fair to only "pay just compensation in exchange for property rights."

For myself, I did not plan to relocate or lose any property - EVER. Therefore if this was to happen, and it seems as it is, I would anticipate from the DOT the highest level of empathy & consideration to justly satisfy those affected.

Please submit your comments tonight or mail them to the address below by April 12, 2018.

Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607

Thanks for the opportunity to ask questions.
Jane





Comment Form **March 2018**

Contact Information (Please Print)

Name: Simon Foss 2835

Mailing Address (including zip code): 402 Lake Pines Dr LA GRANGE NC

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: Mail

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

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Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

Need Access Road on Both Sides of 70E-142 from 903 to Willie Mealey Rd & Sim Sifton Rd

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Please submit your comments tonight or mail them to the address below by April 12, 2018. Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Wini C Ward

Mailing Address (including zip code): 2875 Jim Sutton Rd LaGrange, NC 28551

Please check if you would like to be added to the project mailing list. [] Yes [] No

How did you hear about the meeting? (Please check all of the following which apply)

[x] Postcard [] Newspaper [] Radio [] Friend/Family [x] Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

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[x] Yes [] No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

[] 1 (not important) [] 2 [] 3 [x] 4 [] 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project?

If so, please describe them.

Prevent as much of the loss to businesses and homeowners as possible. Area is already economically deprived and more losses would only contribute to more crime and safety issues. Fairness to all, help the community, not hurt it. Timing of construction would be better during nighttime especially during summer months due to beach traffic and increased, crazy drivers running 90 mph through this intersection. Even as is people do not know how to turn going N or S from 1/4 B to James to Same

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the B P Project Team's attention.

In general the community is an aging community and construction should remain as simple economical & effective as possible while ensuring the most safety possible.

Reporting since the new part of 70 bypass features I-72 through Jenny Lind Road, Hardy Bridge, Kennedy Home Rd. BIGGEST mistake ever including Jim Sutter Rd. It has become a rural interstate with many strangers, out of towners, out of states running 70 mph at least. This is a farming community not NYC, Charlotte or Atlanta. The city has gone to the country & we neither feel safe, no secure. Please fix our fast deep pot holes & local bridges.

Please submit your comments tonight or mail them to the address below by April 12, 2018.

Thank you for your input!

North Carolina Department of Transportation
 C/o AECOM
 ATTN: Kory Wilmot
 701 Corporate Center Dr, Suite 475
 Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Zach Goodman

Mailing Address (including zip code): 5011 Washington Street LaGrange NC

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

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Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

I feel that all the businesses should be easy accessible to local residents in LaGrange.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

I believe that all the local businesses should remain the same and not impacted. LaGrange is a good little town which strives for the local ~~businesses~~ businesses. As a local born and raised I do not want to see the local businesses being affected.

Please submit your comments tonight or mail them to the address below by April 12, 2018. Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: MICHAEL A. TERBUZA

Mailing Address (including zipcode): 4720 SHELLEY DRIVE, LA GRANGE, NC

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: NONE

Project Overview:

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Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

No

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Amber Goodman

Mailing Address (including zip code): 5011 E Washington St. La Grange, NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: No

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Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

Businesses should be impacted the least because local residents still need them in the community.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Keeping local businesses in their current locations with easily accessible roads.

Will the NCDOT repave Washington Street?

Plan number 2 is the choice I believe to be the best option for La Grange.

Plan number 3 is the worst choice for town of La Grange.

Please submit your comments tonight or mail them to the address below by April 12, 2018. Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Day Alphonse owner Quality Machine and Weld Inc

Mailing Address (including zip code): P.O. Box 382 La Grange NC 28551

Please check if you would like to be added to the project mailing list. [X] Yes [] No

How did you hear about the meeting? (Please check all of the following which apply)

[] Postcard [] Newspaper [] Radio [] Friend/Family [] Other: Neighbor Business

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation:

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

- Improving safety at the intersection of US 70 with Jim Sutton/Willie Measley Road.
Providing a freeway linkage between the recently completed Goldsboro Bypass to the west and the proposed Kinston Bypass to the east.
Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important.

Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

[X] Yes [] No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

[] 1 (not important) [] 2 [] 3 [] 4 [X] 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

My business is on George Abbott Road. We need to
make sure we are included on the service road. It
would be great if our customers can have access from
703 to get to the business on George Abbott Rd. -
Option #2 looks to be the best for all parties
involved.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

[Empty lined area for additional comments]

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Patsy White

Mailing Address (including zip code): 2056 Albert Sugg Rd LaGrange

Please check if you would like to be added to the project mailing list. [X] Yes [] No

How did you hear about the meeting? (Please check all of the following which apply)

[X] Postcard [] Newspaper [] Radio [] Friend/Family [] Other:

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation:

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

- Improving safety at the intersection of US 70 with Jim Sutton/Willie Measley Road.
Providing a freeway linkage between the recently completed Goldsboro Bypass to the west and the proposed Kinston Bypass to the east.
Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important.

Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

[X] Yes [] No

I think you will ruin the local businesses involved

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

[] 1 (not important)

[] 2

[X] 3

[] 4

[] 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

I think you are making local mobility and connectivity a real issue and hardship.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

If you only have 3.3 million to buy property you will end up by passing local businesses rather than buying them and they will perish

Please submit your comments tonight or mail them to the address below by April 12, 2018. Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Ken Eason (Ken's Grill)

Mailing Address (including zipcode): 7645 Hwy 70 W Lagrange

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: Mayor

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: Ken's Grill

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

- Improving safety at the intersection of US 70 with Jim Sutton/Willie Measley Road.
- Providing a freeway linkage between the recently completed Goldsboro Bypass to the west and the proposed Kinston Bypass to the east.
- Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Owner of Ken's Grill. Of the alternatives shown, preference for Alt. 2. Have a preference for moving service roads a little closer to the highway, close as possible, to make it more convenient for travelers to access Ken's Grill.
↳ at the exit/intersection

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: GWEN CASEY

Mailing Address (including zip code): 2878 PAUL'S PATH RD KINSTON NC 28504

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

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- Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

My preferred option is #2.

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Larry L. Gladney

Mailing Address (including zipcode): 105 Windham ST LaGrange, 28551

Please check if you would like to be added to the project mailing list. [X] Yes [] No

How did you hear about the meeting? (Please check all of the following which apply) [] Postcard [] Newspaper [] Radio [] Friend/Family [] Other: Elected Official

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: NO

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:
- Improving safety at the intersection of US 70 with Jim Sutton/Willie Measley Road.
- Providing a freeway linkage between the recently completed Goldsboro Bypass to the west and the proposed Kinston Bypass to the east.
- Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity? [X] Yes [] No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange. [] 1 (not important) [] 2 [] 3 [] 4 [] 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

I select #2 map design

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607



#1 seems
the most logical
choice to me.

Paul Dawson
Willie Measley Rd. Landover

It appears to me
that Alt #2
makes the most
sense and the least
invasive of personal
property



Comment Form

March 2018

Contact Information (Please Print)

Name: James M. Wood

Mailing Address (including zipcode): 3633 N.C. Hwy 903 North 28551-7291

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

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Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)





Comment Form

March 2018

Contact Information (Please Print)

Name: Wynn Odum @ Wynn Odum Ford, Inc.

Mailing Address (including zipcode): P.O. Box 38 La Grange, NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

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- Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

Keeping the Service roads as close as possible to the off ramps I believe is very important for the businesses & residents affected by this project. This enables visitors to our area the greatest degree of intuitively finding the Service road to get to the business they are attempting to visit.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Of all the traffic pattern options I tend to prefer the compressed diamond pattern. I believe that was Alternative #2.

Please submit your comments tonight or mail them to the address below by April 12, 2018. Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





Comment Form

March 2018

Contact Information (Please Print)

Name: Helga Foster

Mailing Address (including zip code): 900 Madison Ave Dr. La Grange, NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: TV

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: N/A

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

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- Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

Lined area for handwritten response to question 3.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

Lined area for handwritten response to question 4.

Please submit your comments tonight or mail them to the address below by April 12, 2018. Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607

CHARLOTTE NC 282

31 MAR 2018 PM 5 L



NC DOT
c/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607

U.S. 70 Improvements at Little Baltimore | R-5813 | Comment Form



2760





Comment Form

March 2018

Contact Information (Please Print)

Name: Jimmie D. HERRING

Mailing Address (including zip code): 406 Willie Measley Rd LA GRANGE NC 28551

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

Project Overview:

North Carolina Department of Transportation (NCDOT) is proposing to convert the existing intersection at U.S. 70 and Jim Sutton Road/Willie Measley Road to an interchange. Areas of partial access control on U.S. 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. General needs for the U.S. 70 Improvements at Little Baltimore identified thus far include:

- Improving safety at the intersection of US 70 with Jim Sutton/Willie Measley Road.
- Providing a freeway linkage between the recently completed Goldsboro Bypass to the west and the proposed Kinston Bypass to the east.
- Numerous street and driveway connections to adjacent development substantially reduce the mobility of US 70 within the project area.

Your comments on the U.S. 70 Improvements at Little Baltimore project are important. Please provide responses to the following questions:

1) Do you think that the proposed U.S. 70 highway improvements and interchange at Jim Sutton Road/Willie Measley Rd will improve safety, mobility, and regional connectivity?

Yes No

2) Please rank what you believe is the level of importance to the area for providing the proposed improvements to U.S. 70 and converting the existing intersection to an interchange.

1 (not important) 2 3 4 5 (very important)



3) General needs for the project have been identified above. Do you feel there are other needs for the project? If so, please describe them.

4) Please list other comments, questions or concerns about the proposed project that you want to bring to the Project Team's attention.

I am concerned that all the very prosperous business will not be able to survive with this by pass. Little Baltimore has been in existence for at least one hundred years. If there could be another route for this project, it would be great

Please submit your comments tonight or mail them to the address below by April 12, 2018.
Thank you for your input!

North Carolina Department of Transportation
C/o AECOM
ATTN: Kory Wilmot
701 Corporate Center Dr, Suite 475
Raleigh, NC 27607





APPENDIX E: START OF STUDY LETTER

This appendix includes all information regarding the Start of Study letters, distribution list, and the comments received as a result of those letters. These documents include:

E-1: Start of Study Letter

E-2: Summary of comments received on the Start of Study letters



Little Baltimore Environmental Assessment | R-5813

E-1: Start of Study Letter



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

February 1, 2018

Dear Sir or Madam

SUBJECT: Start of Study for US 70 Highway Interchange at Little Baltimore, Lenoir County, WBS No. 46983.1.1, STIP No. R-5813

The North Carolina Department of Transportation (NCDOT) Division 2 is starting the project development, environmental, and engineering studies for the proposed US 70 Highway Interchange at the existing Intersection of SR1227 (Jim Sutton Road) and SR1252 (Willie Measley Road) Little Baltimore Project. The project extends 2.8 miles from NC 903 to approximately 5,500 feet southeast of Jim Sutton Rd (35.274762 N, 77.744720 W), and includes a conversion of the at-grade intersection at US 70 and Jim Sutton Rd (SR 1227)/Willie Measley Rd (SR 1252) to an interchange with full control-of-access. Areas of partial access control on US 70 within the project limits will be converted to full control-of-access, and service roads will be added as needed. The project is included in the NCDOT 2018-2027 State Transportation Improvement Program (STIP) as Project Number R-5813, and is scheduled for right-of-way in fiscal year 2023 and construction in 2024. An environmental document will be prepared for the project in accordance with the State Environmental Policy Act.

Attached for your review and comments are the scoping information sheets for the proposed project (see attached map for the project location). The purpose of these sheets and the related review procedure is to develop the scope of the work for environmental and engineering studies. We would appreciate any information that you might have that helps us identify issues and concerns in the area. Please provide your comments by February 28, 2018 to Robby L. Taylor, Project Engineer, of NCDOT Division 2. Comments can be mailed to the address listed on this letterhead or via email to rltaylor@ncdot.gov. A project Scoping Meeting will be held on February 22, 2018.

If you have any questions concerning the project, please contact Robby L. Taylor at (252) 439-2806. Please include the STIP Project Number R-5813 in all correspondence and comments.

Sincerely,

DocuSigned by:

Robby L. Taylor

EE1BFCE479F467...

Robby L. Taylor

Project Engineer – Division 2

North Carolina Department of Transportation

Attachment

R-5813 US 70 Highway Improvements at Little Baltimore

PROJECT DATA SHEET

Date: 1/23/18

Rev.:

TIP No.: R-5813	County: Lenoir County
Federal-aid No.: NA	WBS No.: 46983.1.1
NCDOT Division: 2	Scoping Meeting Date: NA

Project Description:

- Length: Approximately 2.8 miles
- Termini (US Hwy / SR): NC 903, and approximately 5500 feet southeast of the intersection with Jim Sutton/Willie Measley Rd (35.274762 N, 77.744720 W_
- MPO / RPO: Eastern Carolina Rural Planning Organization
- NEPA / 404 Merger Candidate? Yes No Unknown
- General Description of Project:

The project would convert the at-grade intersection at US 70 and Jim Sutton Rd (SR 1227)/Willie Measley Rd (SR 1252) to an interchange with full control-of-access and upgrade existing US 70 to full control of access in the areas immediately east and west of this intersection. The project is located just west of Kinston, southeast of La Grange.

Design Data (Existing Conditions):

- Functional Classification: Boulevard
- Strategic Transportation Corridor: Yes
- CTP Designation (Facility Type): Boulevard
- Type of Access Control: Partial
- Typical Section: Four-lane, median-divided
- Right of Way: 300 feet
- Posted Speed: 55 mph

- Structure Inventory (bridges, RCBC, Walls, etc):

NC 903 bridge over US 70. Culvert likely present at Buck Branch.

- Other TIP Projects in the Area

- R-2553 – Kinston Bypass Project
- R-5814 – U.S. 258 Widening from Browntown Rd to NC 148
- U-3618 – Carey Road Extension
- U-5958 – US 70 Beston Rd Intersection Improvements

R-5813 US 70 Highway Improvements at Little Baltimore

- **Railroad Involvement:**

There are no railroads in the vicinity of the project.

Long Range Plan History:

The Kinston Bypass project (R-2553) is included on the 2011 City of Kinston Comprehensive Transportation Plan (CTP) and also identified on the 2007 CTP Highway Map for Kinston. Earlier iterations of R-2553 were included on previous transportation planning documents. The Kinston Bypass project upgrades US 70 east of R-5813, terminating near Dover in Jones County. The US 70 improvements associated with R-5813 are complementary to the Kinston Bypass project and are an important component of the long range plan for this Strategic Transportation Corridor.

Traffic Data (AADT):

Current Year	2015 Build	17,400 – 21,000 vpd	5% dual	9% TTST
Design Year	2040 Build	36,200 – 39,200 vpd	5% dual	9% TTST
Source of Traffic Data:		Traffic Forecast for R-2553, November, 2016		

Cost Estimates:

	Construction	Right-of-Way	Total
2018-2027 STIP Estimate	12,200,000	3,800,000	16,000,000

Project Schedule:

Environmental Document	2018
Right-of-Way	2023
Let	2024

Initial Scoping Comments:

R-5813 US 70 Highway Improvements at Little Baltimore

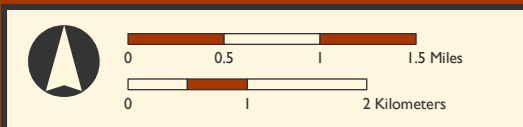
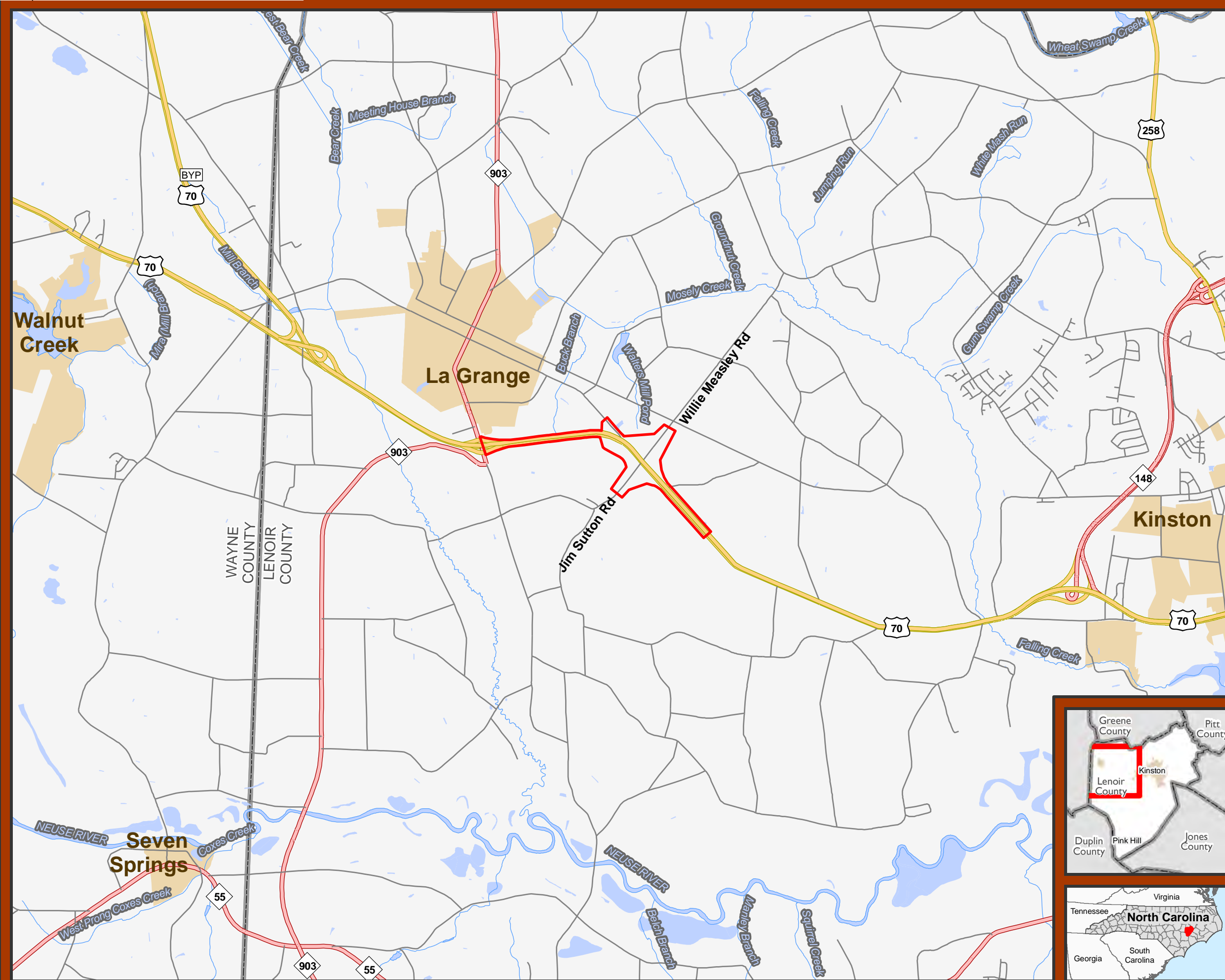
Figure 1: Project Vicinity Map

U.S. 70 Highway Improvements
At **LITTLE BALTIMORE**
STIP Project No. R-5813

Figure I
Project Vicinity

Legend

- Study Area
- US Highway
- NC Highway
- Secondary Road
- Rivers and Streams
- Waterbody
- Municipal Area
- County Boundary



This map is for reference only.
Sources: NCDOT, NCDEQ, CGIA, NCSHPO, NRCS, NCWRC, Lenoir County, USFWS, EPA, USDA, NCDOT, NCEM, DWR, NCOneMap, ESRI and AECOM.

January 2018

R-5813 US 70 Highway Improvements at Little Baltimore

Purpose and Need Data:

The North Carolina Department of Transportation (NCDOT) is proposing to upgrade a portion of US 70 as a four-lane, median-divided freeway with full control of access in Lenoir County, North Carolina. The project begins at NC 903 and ends approximately 5500 feet southeast of the intersection with Jim Sutton/Willie Measley Rd (35.274762 N, 77.744720 W). The project includes upgrading the at-grade intersection of US 70 and Jim Sutton Rd (SR 1227)/Willie Measley Rd (SR 1252) to an interchange. Areas along US 70 within the project limits with partial access control will be converted to full control-of-access, and service roads will be added as needed. The proposed action is listed in the NCDOT 2018-2027 State Transportation Improvement Program (STIP) as Project Number R-5813.

Draft Project Need:

The primary need for the proposed action is:

- Currently there is no control of access along US 70. Numerous street and driveway connections to adjacent development substantially reduce the mobility of this corridor.
- US 70 within the project study area is classified as a principal arterial.
- Crash data collected for the Kinston Bypass project (R-2553) indicate that crash rates along US 70 near Jim Sutton Rd/Willie Measley Rd exceed statewide and critical crash rates.”

Draft Project Purpose:

The primary purpose of the proposed action is:

- The purpose of the proposed project is to improve regional mobility, connectivity, and capacity for US 70 in a manner that meets the intent of the North Carolina Strategic Transportation Corridors (STC) policy.
- Improve traffic safety along US 70 and reduce conflict points by converting the existing intersection to an interchange.

In addition to addressing the primary need, the potential exists for additional benefits as a result of the proposed action as follows:

- The North Carolina Division of Emergency Management has identified the US 70 corridor as a major hurricane evacuation route. The proposed action has the potential to reduce hurricane evacuation clearance time for residents and visitors who use the US 70 corridor during evacuation
- The National Highway System’s Strategic Highway Network (STRAHNET) has identified the US 70 corridor as a STRAHNET route. STRAHNET includes a network of highways that are important to the United States’ strategic defense policy and provide defense access, continuity, and emergency capabilities for defense purposes. The proposed action has the potential to improve the mobility of armed forces located at Seymour Johnson Air Force Base and Cherry Point Marine Corps Air Station.

R-5813 US 70 Highway Improvements at Little Baltimore

Figure 2: Environmental Features Map

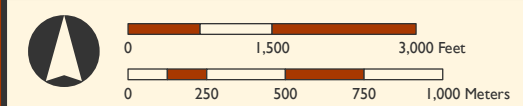
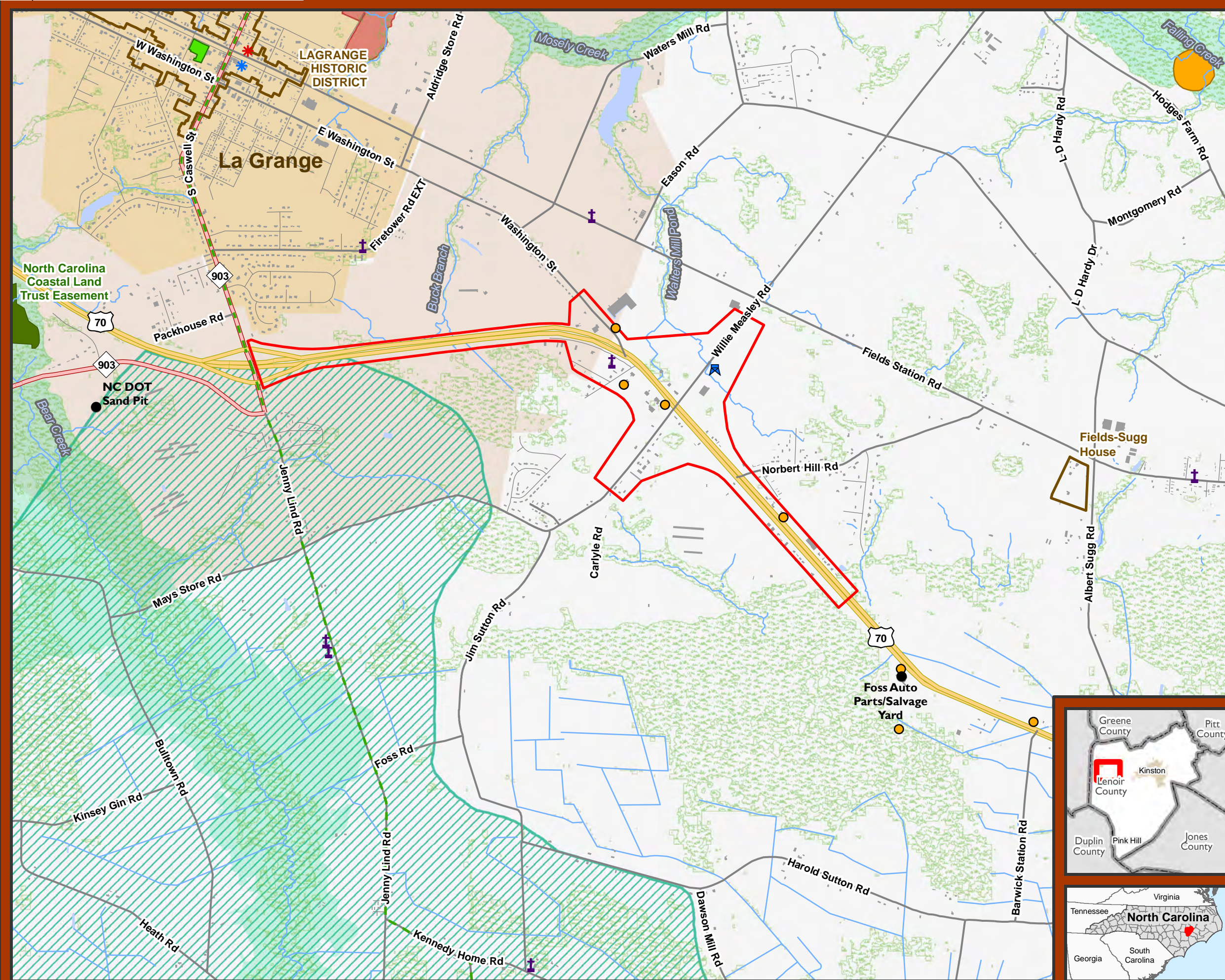


U.S. 70 Highway Improvements
At **LITTLE BALTIMORE**
STIP Project No. R-5813

Figure 2
Environmental Features


Legend

- Study Area
- Place of Worship
- Fire Station
- Police Station
- Water Tower
- Hazardous Site
- Notable Feature
- US Highway
- NC Highway
- Secondary Road
- Local Road
- Bike Route
- Park
- Conservation Easement
- Wastewater Treatment Plant
- Hazardous Site
- Building Footprint
- Historic Resource Boundary
- NCDWR Modeled Streams
- NCDOT Modeled Wetlands
- Waterbody
- Floodplain
- WS-IV Watershed
- Municipal Area
- Extraterritorial Jurisdiction
- County



This map is for reference only.
Sources: NCDOT, NCDEQ, CGIA, NCSHPO, NRCS, NCWRC, Lenoir County, USFWS, EPA, USDA, NCDCM, NCEM, DWR, NCOneMap, ESRI and AECOM.

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Alternatives Considered:

Design Data (Proposed Conditions):

- CTP Designation (Facility Type): Freeway
- Type of Access Control: Full
- Typical Section: 4-lane divided with 46' depressed median with 12' travel lanes, 6' inside shoulders (4' paved) and 12' outside shoulders (10' paved)
- Right of Way: Minimum 300' Right of Way, with the mainline access being limited to the interchange
- Posted Speed: 65 MPH

The following initial alternatives have been developed by NCDOT:

SEE ATTACHED FIGURE 3 SHOWING FUNCTIONAL DESIGNS FOR R-2553 (KINSTON BYPASS)

R-5813 US 70 Highway Improvements at Little Baltimore

Figure 3: R-2553 Functional Designs Map

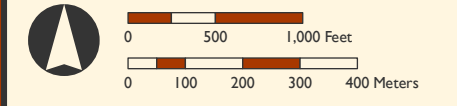
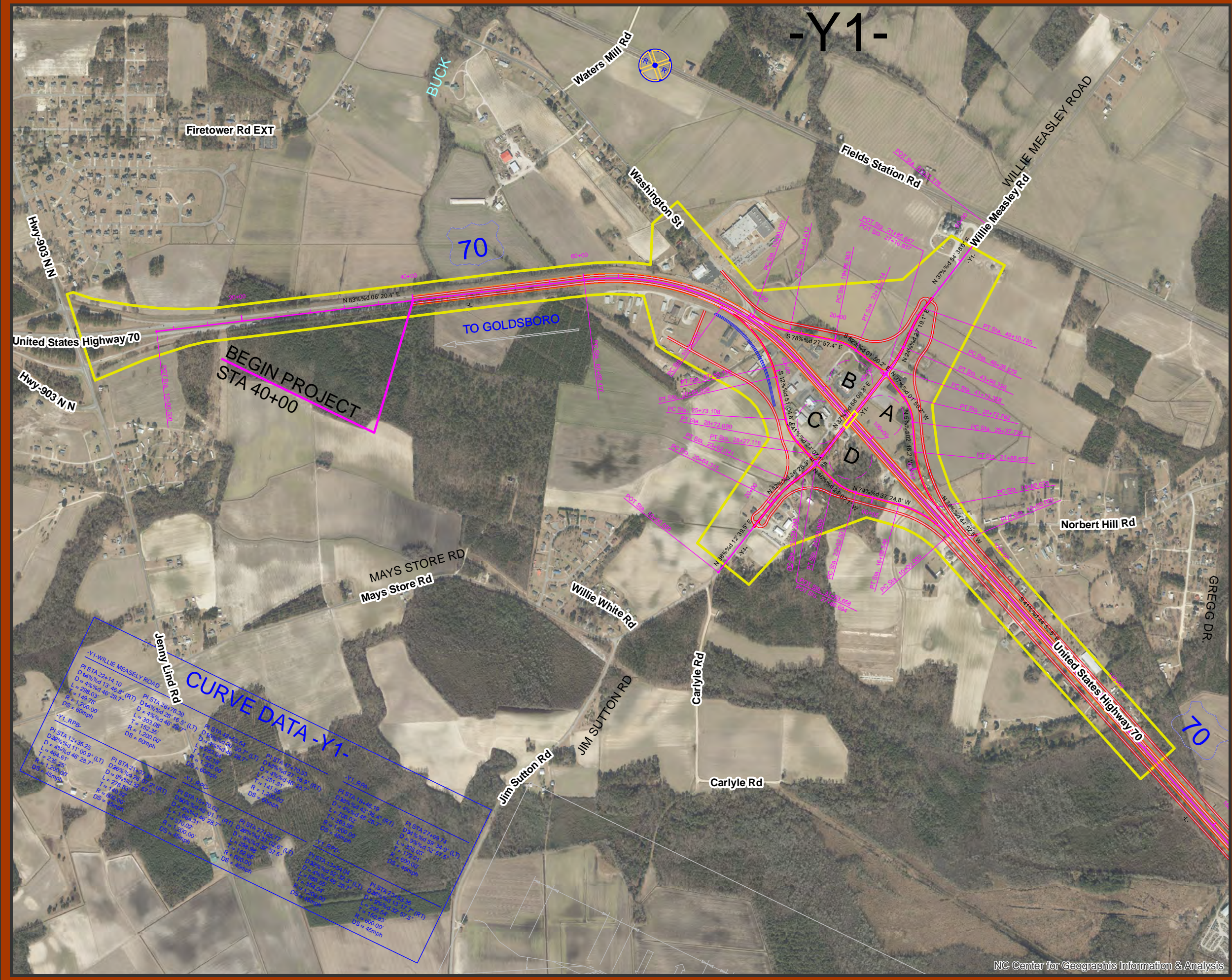
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Figure 3
R-2553 Functional Designs

Legend

R-5813 Study Area



This map is for reference only.
Sources: NCDOT, NCDEQ, CGIA, NCSHPO, NRCS, NCWRC, Lenoir County, USFWS, EPA, USDA, NCDOT, NCEM, DWR, NCOneMap, ESRI and AECOM.

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Preliminary Corridor Resources Inventory Table

Resource/Measure	Presence within Study Area
Length of project (to tenth of miles)	2.8
Potential for Interchanges or RR crossings (#)	1 (interchanges), 0 (RR)
Other Infrastructure (# of Wastewater treatment plants, transmission pipelines, etc.)	1 water tower
Suspected/known Hazardous Material sites (#)	4
National Register or eligible sites, districts, or other historic properties (#)	0
Community facilities such and hospitals, nursing homes, churches, schools, cemeteries, etc.) (#)	1 church
Potentially Affected Residential Properties	49
Potentially Affected Business Properties	32
Wetlands (est. acres rounded to whole acre)	7
Major Streams (# of streams/total linear feet)**	1/40
Critical Water Supply Watersheds (rounded to nearest acre)	0
Riparian Buffer rules apply (yes/no/part)***	Yes
Area in active agriculture (nearest acre)****	101
Parks, Greenways, Game Lands, Land and Water Conservation Fund Properties, etc.) (#)	0
Identified Critical habitat/species under ESA (yes/no/part)	No
FEMA Buyout Properties	0
Other known/suspected resources or issues: (identify; e.g. Low-income or minority community)	None

* New Location Estimates based on 1,000-foot corridor.

Widening Estimates based on 500-foot corridor.

** Unnamed tributaries may be impacted and will be assessed for impacts.

*** Buffer impacts assumed to be proportional to the stream impacts.

**** Agricultural impacts based on parcels with active agricultural operations.

NOTE: This table is to be used in conjunction with the Environmental Features Map for the purposes of evaluating the feasibility of potential corridors. Use of the table without the aid of mapping may lead to misinformed decisions.

Agency Mailing List

First	Last	Organization	Address 1	Address 2	City	State	Zip	Email
Renee	Gledhill-Earley	State Historic Preservation Office	4617 Mail Service Center		Raleigh	NC	27699-4617	renee.gledhill-earley@ncdcr.gov;
Garcy	Ward	NC Division of Water Resources	943 Washington Square Mall		Washington	NC	27889	garcy.ward@ncdenr.gov
Gary	Jordan	US Fish and Wildlife Service	P.O. Box 33726		Raleigh	NC	27636-3726	gary_jordan@fws.gov;
Patrick	Flanagan	Eastern Carolina RPO	PO Box 1717		New Bern	NC	28563	pflanagan@eccog.org
Tom	Steffens	US Army Corps of Engineers	2407 West 5th Street		Washington	NC	27889-1000	Thomas.A.Steffens@.usace.army.mil;
Travis	Wilson	NC Wildlife Resource Commission	1718 Hwy. 56 West		Creedmoor	NC	27522	travis.wilson@ncwildlife.org;
Christopher	Millitscher	US Environmental Protection Agency	61 Forsyth Street, SQ		Altanta	GA	30303-8960	millitscher.chris@epa.gov
Ken	Riley	National Marine Fisheries Service	101 Pivers Island Road		Beaufort	NC	28516	ken.riley@noaa.gov
		NC Department of Administration	1301 Mail Service Center		Raleigh	NC	27699-1301	state.clearinghouse@doa.nc.gov
Shane	Staples	Division of Coastal Management	943 Washington Square Mall		Washington	NC	27889	shane.staples@ncdenr.gov
Curtis	Weychert	Division of Coastal Management	400 Commerce Ave		Morehead Cit	NC	28557	curt.weychert@ncdenr.gov

NCDOT Board Member Mailing List

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NCDOT Start of Study Mailing List

Name	Position	Email
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Bert Whitehurst	Division ROW Agent	bwhitehurst@ncdot.gov
Shelby Scales	Office of Civil Rights	smscales@ncdot.gov



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E-2: Summary of comments received on the Start of Study letters



I. AGENCY COMMENTS ON START OF STUDY LETTER

NCDOT Division of Bicycle and Pedestrian Transportation (February 28, 2018)
From the scoping packet information provided, it is unclear how the US-70 & NC-903 intersection will be effected by project improvements. However, considering this is a North Carolina Bicycle Route, bicycle accommodation should be considered thoroughly with any proposal.
The AASTHO Guide for Development of Bicycle Facilities section 4.12.10 has specific design guidance on bicycle travel through interchanges. This section advises that junctions with right-angle intersections are most functional and safe for bicyclists, as motorists are required to slow or stop. Free-flow access and to and from the freeway is the most dangerous for bicyclists. Please refer to the guide for more specific design practices concerning single-point diamond interchanges, high-speed merge and free-flow turn lanes, bicycle lane treatment at merging ramp lanes / diverging ramp lanes, grade separated crossings at ramps, and roundabouts. The Guide says “shoulder widths through interchanges should be wide enough for bicycle use” (pg. 4-57).
The North Carolina Bicycle Route system are formally adopted routes by the NCDOT. These routes were most recently ratified by the WalkBikeNC Statewide Pedestrian and Bicycle Plan of 2013. Our agency bears significant responsibility in improving these routes where possible.
Pedestrian accommodations are not deemed appropriate for facilities with full control of access, such as proposed here. Service roads may accommodate pedestrians, though the rural character of the project area may not justify the need for sidewalks. We defer to the local municipality and other local partners on the need for sidewalks on service roads paralleling US-70.
NCDOT Traffic Noise and Air Quality (February 28, 2018)
A traffic noise analysis is required for this project. The firm doing the traffic noise analysis must have two pre-qualified staff in Work Discipline 253 (Preliminary Traffic Noise Analysis (TNA) for NEPA Documents) – one to serve as analyst and one to serve as reviewer. Please provide us a draft scope to review, and we will prepare labor estimates and negotiate fees for the appropriate level of work. We will also review the traffic noise analysis work plan with the firm, and review and approve the required traffic noise deliverables. For scheduling purposes, please allow a minimum of 120 days between NTP or availability of design files, whichever is later, and the approval of the traffic noise report.
An air quality report is required for this project. The firm doing the air quality analysis must be prequalified in Work Discipline 5 (Project-Level Air Quality Analysis). A standard scope template can be found here. Please provide us a draft scope to review, and we will prepare labor estimates and negotiate fees for the appropriate level of work. We will also review and approve the air quality report. Please include in your schedule 30 days for review of the draft report.
North Carolina Wildlife Resources Commission (March 1, 2018)
WRC has reviewed the start of study packet for R-5813 at this time we do not have any specific comments or concerns.
United States Environmental Protection Agency (February 12, 2018)
EPA does not have any comments at this time.
United States Fish and Wildlife Service (February 12, 2018)
The USFWS does not have any concerns for this project at this time.



APPENDIX F: OTHER COORDINATION

This appendix includes a summary of all other coordination activities that were conducted during the span of the project.



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F-1: Summary of all other coordination meetings



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Summary of Agency meetings

Date	Purpose	Agencies Participating
February 22, 2018	Agency scoping meeting	NCDOT USACE NCDEQ AECOM
May 24, 2018	Provide an update on the project status and review draft preliminary designs for the build alternatives	NCDOT USACE NCDEQ AECOM
August 1, 2018	Field meeting for confirmation of jurisdictional natural features	NCDOT USACE NCDEQ AECOM
October 11, 2018	Provide an update on the project status and select Least Environmentally Damaging Practicable Alternative (LEDPA)	NCDOT USACE NCDEQ AECOM