

U-5875
ALLEN ROAD (SR 1203) WIDEN TO MULTI-LANES FROM
STATONSBURG ROAD (SR 1467) TO DICKINSON AVENUE
EXTENSION (US 13)
PITT COUNTY, NORTH CAROLINA

STATE CLEARINGHOUSE #17-E-4220-0115

ADMINISTRATIVE ACTION
ENVIRONMENTAL ASSESSMENT AND FINDING OF
NO SIGNIFICANT IMPACT



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION 2

8/11/2017

Date

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Submitted Pursuant to the North Carolina State Environmental Policy Act of 1971 (N.C. Gen. Stat. 113A-1 *et seq.*)

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FROM STATONSBURG ROAD (SR 1467) TO
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PITT COUNTY, NORTH CAROLINA

SUMMARY OF ENVIRONMENTAL COMMITMENTS

1. As currently designed, the proposed project would not have any impacts to the Noah Forbes, Sr. House property (eligible for listing in NRHP). If a drainage structure is recommended after hydraulic analysis is complete that would require a permanent drainage easement, NCDOT will notify SHPO for a reevaluation of effects.
2. The proposed project includes the crossing of Greens Mill Run. To ensure NCDOT compliance with EO 11988 and 44 CFR, The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine the status of the project with regard to applicability of NCDOT'S Memorandum of Agreement.
3. This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.
4. The proposed project falls within the protection area afforded by the Tar-Pamlico Buffer Protection Rules. Buffer mitigation requirements were determined during the jurisdictional determination field verification meeting and will be applied to project impacts.
5. NCDOT will coordinate with the Pitt County School System prior to letting the project to construction.
6. NCDOT will coordinate with the Pitt County School System and local emergency response officials at least one month prior to construction to allow time for any possible alternate route planning.
 - Pitt County Schools: 252-830-4200
 - Pitt County Emergency Services: 252-902-3950
 - Pitt County Fire Marshal: 252-902-3954
 - City of Greenville Fire Department: 252-329-4390
7. NCDOT will coordinate with local media during the construction of the project to alert the public of traffic restrictions and construction related activities.

EXECUTIVE SUMMARY

TYPE OF ACTION

This document is a State Environmental Policy Act (SEPA) Environmental Assessment (EA) and Finding of No Significant Impact (FONSI). The proposed project is included in the 2016-2025 NCDOT State Transportation Improvement Program (STIP) as U-5875.

INTRODUCTION

The North Carolina Department of Transportation (NCDOT) is currently studying a proposed project that would widen and upgrade Allen Road (S.R. 1203) for approximately 2.3 miles from Stantonsburg Road (S.R. 1467) to Dickinson Avenue Extension (U.S. 13) on the western edge of the City of Greenville in Pitt County. The proposed project would widen Allen Road to a four-lane, median divided roadway. The proposed project would include curb and gutter along its entirety and an at-grade railroad crossing just south of Landfill Road. Bicycle and pedestrian improvements will also be included with the proposed project. The median width varies, but would be 23 feet wide in most locations. The proposed project is included in the 2016-2025 NCDOT STIP as U-5875.

Allen Road is currently a three-lane roadway, consisting of two travel lanes and a continuous center turn lane. There is currently no control of access and it is classified as a minor arterial roadway. There are no bicycle or pedestrian facilities present. Stantonsburg Road is a five-lane roadway, consisting of four travel lanes and a continuous center turn lane. Stantonsburg Road is classified as an other principal arterial roadway. Dickinson Avenue Extension is a two-lane roadway classified as an other principal arterial to the east of the intersection with Allen Road and a five-lane roadway consisting of two travel lanes and a continuous center turn lane to the west of the intersection with Allen Road. West of Allen Road, Dickinson Avenue Extension is classified as a minor arterial. Traffic signals are present at the intersections with Stantonsburg Road and Dickinson Avenue Extension. No other signals are present along the proposed project.

Allen Road is a north-south commuter corridor to the hospital and medical facilities along Stantonsburg Road. It is located on the western edge of the City of Greenville and includes land both within and outside the City of Greenville's jurisdictional boundary.

PURPOSE AND NEED

The purpose of the proposed project is to increase capacity and improve mobility through intersection improvements, the addition of new travel lanes, and the installation of access control measures throughout the corridor.

The proposed project is needed to increase capacity and improve mobility along Allen Road between Dickinson Avenue Extension and Stantonsburg Road. This section of Allen Road between Dickinson Avenue Extension and Stantonsburg Road is currently at or approaching capacity and therefore mobility is suffering. In order to provide for the development along the proposed project corridor as well as in the surrounding area, NCDOT needs to make improvements such as adding new travel lanes and implementing access control measures.

ALTERNATIVES ANALYSIS

Three alternatives were considered for the Proposed Project. These include:

- No Action Alternative
- Alternative 1 – widen Allen Road primarily to the east
 - Alternative 1 has been chosen as the preferred alternative
- Alternative 2 – widen Allen Road primarily to the west

PREDICTED ENVIRONMENTAL IMPACTS

The proposed project is not anticipated to result in any substantial negative direct, indirect, or cumulative impacts to the environment. The proposed project would increase capacity of a roadway in an area currently under development as a result of surrounding growth and changes in land uses. Adjacent growth and changes in land use would continue with or without the construction of the proposed project.

SUMMARY OF IMPACTS

Preferred Alternative 1

FEATURE	IMPACT
Length (miles)	2.3
Cost	
Utility Cost (\$) Power	\$ 1,500,000.00
Utility Cost (\$) Gas	\$ 325,000.00
Utility Cost (\$) Water	\$ 2,900,000.00
Right-of-Way Cost (\$)	\$ 2,900,000.00
Construction Cost (\$)	\$ 13,100,000.00
Total Cost (\$)	\$ 20,725,000.00
Permanent Property Impacts	
Residential (#, Acres)	23, 1.76
Business (#, Acres)	19, 2.66
Non-Profit (#, Acres)	1, 0.15
Total Impacts (#, Acres)	43, 4.57
Anticipated Proximity Impacts (#)	3
Natural Resources	
Stream Length (ft)	209
Wetland (ac)	0
T&E Species	0

MITIGATIVE MEASURES

- Alternatives were developed asymmetrically to utilize as much of the existing right of way as possible.
- Alternatives were shifted to minimize impacts to utilities and personal property.
- Alternatives were shifted to avoid any impact to the NRHP-eligible Noah Forbes, Sr. House.

PUBLIC INVOLVEMENT

A public meeting was held on Monday, March 27, 2017 from 4:00pm to 7:00 pm at Lakeforest Elementary School (3300 Briarcliff Drive) in Greenville and a local officials meeting was held earlier in the day on March 27, 2017 from 10:00am to 11:30pm at the Pitt County Government Office in the Commissioners Conference Room. Alternative 1 was the preferred alternative based on comments received at the public and local officials meetings.

AGENCY COORDINATION

The proposed project was submitted for SEPA Environmental Review through the North Carolina State Clearinghouse on August 23, 2016. Start of Study notifications were also sent to officials from the City of Greenville and Pitt County as well as the US Fish and Wildlife Service and US Army Corps of Engineers on August 23, 2016.

PERMITS REQUIRED

Section 401/404: The proposed project would require a Water Quality Certification (WQC) from the NCDWR under Section 401 and Nationwide Permit (NWP) 14 from the USACE under section 404. In addition, the proposed project falls within the protection area afforded by the Tar-Pamlico Buffer Protection Rules. Buffer mitigation would also be required.

Stormwater and Erosion and Sediment Control: The proposed project will use protective sediment and erosion control BMPs in accordance with NCDWQ Design Standards. Stormwater runoff will be designed using best management practices as detailed in the most recent version of NCDWQ Stormwater Best Management Practices.

ADDITIONAL INFORMATION

Additional information concerning the proposed project and this State EA/FONSI can be obtained by contacting:

Betty Ann Caldwell, PE
Division 2 Project Manager
Division of Highways – Division 2
North Carolina Department of Transportation
252-439-2808
bacaldwell@ncdot.gov

FINDING OF NO SIGNIFICANT IMPACT

Based upon a study of the impacts of the proposed project as documented in this State Environmental Assessment and comments received from federal, state, and local agencies, it is the finding of the NCDOT that this project will not have a significant impact upon the quality of the human or natural environment. The proposed project is consistent with local plans and has been coordinated with state and local agencies. This Finding of No Significant Impact (FONSI) has been prepared and is being submitted in conjunction with the Environmental Assessment (EA) for the proposed project to document environmental review and evaluation in compliance with the North Carolina (State) Environmental Policy Act.

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1.0 PROJECT DESCRIPTION

The North Carolina Department of Transportation (NCDOT) is currently studying a proposed project that would widen and upgrade Allen Road (S.R. 1203) for approximately 2.3 miles from Stantonsburg Road (S.R. 1467) to Dickinson Avenue Extension (U.S. 13) on the western edge of the City of Greenville in Pitt County (Appendix A, Figure 1). The proposed project would widen Allen Road to a four-lane, median divided roadway. The proposed project would include curb and gutter along its entirety and an at-grade railroad crossing just south of Landfill Road. Bicycle and pedestrian improvements will also be included with the proposed project. The median width varies, but would be 23 feet wide in most locations. The proposed project is included in the 2016-2025 NCDOT State Transportation Improvement Program (STIP) as U-5875.

Allen Road is currently a three-lane roadway, consisting of two travel lanes and a continuous center turn lane. There is currently no control of access and it is classified as a minor arterial roadway. Current daily traffic is 16,200 vehicles. There are no bicycle or pedestrian facilities present. Stantonsburg Road is a five-lane roadway, consisting of four travel lanes and a continuous center turn lane. Stantonsburg Road is classified as an other principal arterial roadway. Dickinson Avenue Extension is a two-lane roadway classified as an other principal arterial to the east of the intersection with Allen Road and a five-lane roadway consisting of two travel lanes and a continuous center turn lane to the west of the intersection with Allen Road. West of Allen Road, Dickinson Avenue Extension is classified as a minor arterial. Traffic signals are present at the intersections with Stantonsburg Road and Dickinson Avenue Extension. No other signals are present along the proposed project.

Projected 2040 daily traffic is 35,100 vehicles. Allen Road is a north-south commuter corridor to the hospital and medical facilities along Stantonsburg Road. It is located on the western edge of the City of Greenville and includes land both within and outside the City of Greenville's jurisdictional boundary. Land outside the jurisdictional boundary is part of the Extraterritorial Jurisdiction (ETJ). The project area is largely rural-agricultural land with residential/subdivision infill (Appendix A, Figure 2). It contains a mixture of residential, commercial, forested, and agricultural land. Large tracts of agriculture are present, but rapidly converting to residential and retail/commercial uses.

2.0 PURPOSE AND NEED FOR PROPOSED PROJECT

Allen Road is an important north-south connector route for local commuters to and from other major corridors and the medical district on the north side of Allen Road. It is a known commuter route for hospital users and employees. It also experiences school traffic associated with Lake Forest Elementary School located off Briarcliff Drive on the east side of Allen Road, and truck traffic using the Pitt County Transfer Station on Landfill Drive on the west side of Allen Road.

The Allen Road corridor is a rapidly developing area. There are a number of large, high-density housing developments present now and much of the agricultural land in the area is being converted to residential, medical office, and commercial uses. Traffic along the corridor is expected to increase over the next several years.

2.1 PURPOSE OF PROPOSED PROJECT

The purpose of the proposed project is to increase capacity and improve mobility through intersection improvements, the addition of new travel lanes, and the installation of access control measures throughout the corridor.

The proposed project would provide a facility in compliance with the Greenville Urban Area Metropolitan Planning Organization (GUAMPO) 2040 Metropolitan Transportation Plan (2014), the GUAMPO Comprehensive Transportation Plan (2011), and the City of Greenville's Bicycle and Pedestrian Master Plan (2011).

2.2 NEED FOR PROPOSED PROJECT

The proposed project is needed to increase capacity and improve mobility along Allen Road between Dickinson Avenue Extension and Stantonsburg Road. This section of Allen Road between Dickinson Avenue Extension and Stantonsburg Road is currently at or approaching capacity and therefore mobility is suffering. In order to provide for the development along the proposed project corridor as well as in the surrounding area, NCDOT needs to make improvements such as adding new travel lanes and implementing access control measures.

Capacity will be increased through the addition of new travel lanes. Mobility is considered the ability to move unimpeded, safely, and efficiently using a reliable transportation system. Currently, there is no control of access along Allen Road between Dickinson Avenue Extension and Stantonsburg Road. Within this 2.3-mile section, Allen Road is a two- to three-lane (one travel lane in each direction and a two-way center turn lane in most areas) minor arterial road with more than 30 driveways and eight cross streets. The lack of access control, coupled with numerous street and driveway connections, substantially reduces the mobility of this corridor.

3.0 ALTERNATIVES ANALYSIS

The following information summarizes the alternatives considered to widen Allen Road. Conceptual design plans are located in Appendix B.

3.1 NO ACTION ALTERNATIVE

The No-Action alternative normally includes short-term, minor restoration types of activities (safety and maintenance improvements, etc.) that maintain continuing operation of the existing roadway. With the exception of routine maintenance, no changes will take place along the existing project corridor. The No-Action alternative also serves as the baseline comparative alternative for the design year (2040).

The No-Build alternative would not increase capacity or improve mobility along the proposed project corridor. Both capacity and mobility would continue to worsen over time.

3.2 STUDY ALTERNATIVES

Two study alternatives were evaluated to widen Allen Road. Both alternatives propose to widen Allen Road and include the addition of a median and bike lanes.

3.2.1 ALTERNATIVE 1 – PREFERRED ALTERNATIVE

Alternative 1 would widen Allen Road primarily to the east, with the right of way limits on the west side of the road remaining in place in most locations. The existing right of way is 100 feet wide and the proposed is 110 feet wide. Alternative 1 would require an additional 4.15 acres of right of way and 0.42 acres of permanent drainage easement. The proposed typical section consists of a four-lane divided section with a 23-foot raised grass median and curb and gutter. There are two 12-foot travel lanes in each direction with a five-foot dedicated bike lane on each side. The berm width is ten feet, measured from the face of the 2-foot, six-inch curb and gutter to the back of the berm. The design speed is 50 miles per hour.

This widening shifted in the vicinity of Landfill Road based on design constraints associated with the right turn lane onto Landfill Road and near the Holly Glen apartment complex just north of Landfill Road in order to minimize impacts to the apartment complex. The proposed design was also shifted to minimize impacts to a property deemed eligible for listing in the National Register of Historic Places (NRHP). This property is discussed in Section 4.7.

3.2.2 ALTERNATIVE 2

Alternative 2 would widen Allen Road primarily to the west, with the right of way limits on the east side of the road remaining in place in most locations. The existing right of way is 100 feet wide and the proposed is 110 feet wide. Alternative 2 would require an additional 3.67 acres of right of way and 0.41 acres of permanent drainage easement. The typical section consists of a four-lane divided section with a 23-foot raised grass median and curb and gutter. There are two 12-foot travel lanes in each direction with a five-foot dedicated bike lane on each side. The berm width is ten feet, measured from the face of the 2-foot, six-inch curb and gutter to the back of the berm. The design speed is 50 miles per hour.

This widening shifts to minimize impacts to the NRHP-eligible property discussed in Section 4.7, but would impose impacts to the Holly Glen apartment complex.

4.0 EXISTING ENVIRONMENTAL CHARACTERISTICS

An assessment of the existing environmental characteristics of the proposed site was conducted on August 24, 2016. Walking surveys were undertaken to determine natural resource conditions and to document social, economic, cultural, and physical conditions. During the field assessment, wildlife identification involved a variety of observation techniques, including active searching, visual observations, and observing the characteristic signs of wildlife (sounds, scat, tracks, and burrows).

The presence of jurisdictional wetlands was evaluated using the three-parameter approach prescribed in the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory, 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0) (Environmental Laboratory, 2010). Scientific names for species described in this report are located in Appendix C.

4.1 TOPOGRAPHY

The project area lies in the coastal plain physiographic region of North Carolina. Topography in the project vicinity is comprised large, flat interstream divides with scattered stream systems. According to the United States Geological Survey (USGS) Greenville SW, North Carolina 7.5 minute topographic quadrangle, elevations within the project area range from ± 15 feet above mean sea level (msl) to ± 25 above msl, with the highest elevations located in the central portion of the project area near Landfill Road (Appendix A, Figure 3).

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel number 4667 (map no. 3720466700K), the project area contains two areas of mapped flood zones along Greens Mill Run and North Fork Greens Mill Run (Appendix A, Figure 2). Greens Mill Run is part of a Detailed Study with an available model on the North Carolina Flood Risk Information System (FRIS) website. North Fork Greens Mill Run is not studied at the crossing with Allen Road.

4.2 SOILS

The Pitt County Soil Survey identifies thirteen soil types within the project area (Table 1).

Table 1. Soils in the project area

Soil Series	Mapping Unit	Drainage Class	Hydric Status
Bibb complex	Bb	Poorly Drained	Hydric
Bladen fine sandy loam	Bd	Poorly Drained	Hydric
Coxville fine sandy loam	Co	Poorly Drained	Hydric
Craven fine sandy loam, 1 to 6 percent slopes, eroded	CrB2	Moderately Well Drained	Non-Hydric
Exum fine sandy loam, 0 to 1 percent slopes	ExA	Moderately Well Drained	Non-Hydric
Goldsboro sandy loam, 0 to 1 percent slopes	GoA	Moderately Well Drained	Hydric*
Goldsboro sandy loam, 1 to 6 percent slopes	GoB	Moderately Well Drained	Non-Hydric
Lynchburg fine sandy loam, 0 to 2 percent slopes	Ly	Somewhat Poorly Drained	Hydric*
Norfolk sandy loam, 0 to 1 percent slopes	NrA	Well Drained	Non-Hydric
Norfolk sandy loam, 1 to 6 percent slopes	NrB	Well Drained	Non-Hydric
Ocilla loamy fine sand, 0 to 4 percent slopes	OcB	Somewhat Poorly Drained	Hydric*
Rains fine sandy loam, 0 to 2 percent slopes	Ra	Poorly Drained	Hydric
Wagram loamy sand, 0 to 6 percent slopes	WaB	Well Drained	Non-Hydric

* - Soils which are primarily non-hydric, but which may contain hydric inclusions

Soil types are scattered along the project area, with the most common type being Lynchburg fine sandy loam, 0 to 2 percent slopes.

4.3 LAND USE

Land use in the project vicinity consists primarily of agricultural fields with scattered rural residences. Infill development is present in small portions and contains higher density residential and commercial uses. There are a limited number of small, forested areas concentrated mainly adjacent to stream features.

Within the project area, land use consists of a mixture of rural residential properties and subdivisions interspersed with agricultural uses. Small areas of woodland are present. Commercial properties are present at each end of the project area at Dickinson Avenue Extension and Stantonsburg Road and at Woodridge Park Road (Appendix A, Figure 2).

4.4 WETLANDS

One jurisdictional wetland was identified within the project area. This wetland has been designated Wetland WB (Appendix A, Figure 4). Wetland WB occurs within the coastal plain bottomland hardwood community type. Dominant species include red maple, American elm, water oak, willow oak, sweetgum, and loblolly pine. Poison ivy and muscadine grape were present in the herb layer.

4.5 PRIME AND UNIQUE AGRICULTURAL LANDS

Three categories of important farmlands are recognized in North Carolina – prime, unique, and statewide importance. Criteria used for prime and unique farmlands were published on January 31, 1978 in the Federal Register and amended on June 17, 1994. These criteria are also in the General Manual, title 310-Land Use, Section 403.3 and Section 622 of the Natural Resources Conservation Service (NRCS) National Soil Survey Handbook (Title 430). Criteria for farmland of statewide importance were developed in 1988 by the North Carolina NRCS State soils staff in consultation with soil survey cooperators, resource conservationists, and key soil survey customers. The NRCS, in cooperation with state and local agencies, has developed a listing of Prime and Statewide Important Farmland of North Carolina by county.

Approximately 91 percent of the project area contains soils that are considered prime or of statewide importance. Of the 98.8 acres within the project area, 6.9 acres are farmland of statewide importance, 31.1 acres are prime farmland, and 52.0 acres are prime farmland if drained. The remaining 8.8 acres are not considered farmlands.

4.6 PUBLIC LANDS AND SCENIC, RECREATIONAL, AND STATE NATURAL AREAS

There are no public lands or scenic, recreational, or state natural areas within or in the vicinity of the project area.

4.7 AREAS OF ARCHAEOLOGICAL OR HISTORICAL VALUE

A request for archaeological and historic architectural review of the proposed project was submitted to NCDOT's Environmental Tracking and Coordination System (ETRACS) on June 29, 2016. On July 25, 2016 it was determined that no archaeological survey would be required due to the previously disturbed nature of the proposed project corridor.

On July 20, a search of NC HPOWEB GIS Service revealed that the Area of Potential Effect (APE) for the proposed project contains a number of properties over 50 years of age and it was determined that a survey would be required for Historic Architecture. The proposed project was assigned tracking number 16-07-0001. The survey revealed that the Noah Forbes, Sr, House (PT0047) and Red Oak Christian Church (PT0050) could be impacted by the proposed project, but that the Red Oak Christian Church has been destroyed. In a letter dated October 13, 2016 the NC State Historic Preservation Office (SHPO) stated that the Noah Forbes, Sr. House is eligible for listing in the National Register of Historic Places under Criterion C and Consideration B.

4.8 AIR QUALITY

The current Section 107 attainment status designations for areas within the State of North Carolina are summarized in 40 CFR 81.334. The proposed project is located in Pitt County, which has been determined to comply with the federal National Ambient Air Quality Standards (NAAQS). The proposed project is located within an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable.

4.9 NOISE LEVELS

In accordance with Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR 772) and the North Carolina Department of Transportation Traffic Noise Abatement Policy, each Type I highway project must be analyzed for predicted traffic noise impacts. In general, Type I projects are proposed State or Federal highway projects for construction of a highway or interchange on new location, improvements of an existing highway which substantially changes the horizontal or vertical alignment or increases the vehicle capacity, or projects that involve new construction or substantial alteration of transportation facilities such as weigh stations, rest stops, ride-share lots or toll plazas.

Traffic noise impacts are determined through implementing the current Traffic Noise Model (TNM) approved by the Federal Highway Administration (FHWA) and following procedures detailed in Title 23

CFR 772, the NCDOT Traffic Noise Abatement Policy and the NCDOT Traffic Noise Analysis and Abatement Manual. When traffic noise impacts are predicted, examination and evaluation of alternative noise abatement measures must be considered for reducing or eliminating these impacts. Temporary and localized noise impacts will likely occur as a result of project construction activities. Construction noise control measures will be incorporated into the project plans and specifications.

A copy of the unabridged version of the full technical report entitled ‘Traffic Noise Report. SR 1203 (Allen Rd) Widening. WBS Element No. 44677.1.1. TIP Project No. U-5875. SR 1203 (Allen Road) from SR 1467 (Stantonsburg Road) to US 13 (Dickinson Avenue Extension)’ can be viewed in the Environmental Analysis Unit, Century Center Building B, 1020 Birch Ridge Drive, Raleigh.

The TNR documents the Existing (2016), No-Build (2040), and Design Year (2040) Build noise levels associated with the proposed project. Noise monitoring was performed during typical, weekday conditions at six locations. For reporting purposes, the proposed project was divided into six noise study areas (NSAs), as shown in Appendix D.

4.10 WATER RESOURCES (SURFACE WATER AND GROUNDWATER)

Water resources in the project area are part of the Tar-Pamlico River basin [U.S. Geological Survey (USGS) Hydrologic Unit 03020103]. Six streams were identified in the project area (Table 2).

Table 2. Water resources in the project area

Stream Name	Map ID	NCDWR Index Number	Best Usage Classification
UT1 to Greens Mill Run	Stream SA	28-96	C;NSW
UT2 to Greens Mill Run	Stream SB	28-96	C;NSW
UT3 to Greens Mill Run	Stream SC	28-96	C;NSW
Greens Mill Run	Green Mills Run	28-96	C;NSW
UT4 to Greens Mill Run	Stream SD	28-96	C;NSW
UT5 to Greens Mill Run	Stream SE	28-96	C;NSW

There are no designated Outstanding Resource Waters (ORW), High Quality Waters (HQW), or water supply watersheds (WS-I or WS-II) within 1.0 mile downstream of the project area. There are no designated anadromous fish waters or Primary Nursery Areas (PNA) present in the project area. Greens Mill Run does not appear on the North Carolina 2014 Final 303(d) list of impaired waters.

4.11 FOREST RESOURCES

Forested areas are extremely limited within the project area (approximately 13 percent), and those present are not being used to produce forest products. Most the project area consists of existing infrastructure, agriculture, and residential development. Scattered natural/forested areas are present, mostly along stream features. The limited forest community types are discussed in Section 4.13.2.

4.12 SHELLFISH AND/OR FISH AND THEIR HABITATS

The aquatic community in the project area consists of portions of five perennial stream systems. These streams could support Eastern mosquitofish, largemouth bass, grass carp, chain pickerel, gizzard shad, bowfin, flathead catfish, various darters, various shiners, and various sunfish. Waters within the project area are considered inland waters. There are no primary nursery areas or spawning areas designated within or near the project area.

4.13 WILDLIFE AND NATURAL VEGETATION

4.13.1 WILDLIFE

Terrestrial communities in the project area are comprised of both natural and disturbed habitats that may support a diversity of wildlife species. Mammal species that commonly exploit the small forested habitats, wetlands, and stream corridors found within the project area include species such as eastern gray squirrel, gray fox, striped skunk, white-footed mouse, eastern cottontail, raccoon, Virginia opossum, and white-tailed deer. Birds common to the area include turkey vulture, red-shouldered hawk, red-tailed hawk, American robin, northern cardinal, eastern towhee, American crow, eastern bluebird, northern mockingbird, Carolina wren, song sparrow, white-throated sparrow, rock dove, pileated woodpecker, mourning dove, blue jay, American goldfinch, northern flicker, European starling, and tufted titmouse. Reptile and amphibian species that may use terrestrial communities located in the project area include the rough green snake, copperhead, rat snake, eastern box turtle, eastern fence lizard, American toad, bullfrog, green anole, gray treefrog, and five-lined skink.

4.13.2 NATURAL VEGETATION

Four terrestrial communities were identified in the project area: maintained/disturbed, mesic mixed hardwood forest (coastal plain subtype), coastal plain bottomland hardwoods (blackwater subtype), and mesic pine flatwoods.

4.13.2.1 Maintained/Disturbed

Maintained/disturbed communities include lands in which the vegetation is periodically mowed, such as roadside shoulders and residential lawns. This community also includes agricultural fields that support soybean, tobacco, corn, and hay production. Maintained/disturbed areas are dominant in the project area and are present immediately alongside the roadway and extend down the fill slope. Within the project area, the maintained/disturbed community consist primarily of mowed grass and weedy edge species such as fescue and clover. Included in this type is also ornamental landscape plantings near churches and housing complexes as well as scattered loblolly pine trees in residential yards.

4.13.2.2 Mesic Mixed Hardwood Forest (Coastal Plain Subtype)

The mesic mixed hardwood forest community is scattered throughout the project area in small wooded patches. The community is dominated by sweetgum, water oak, red maple, and black cherry in both the over- and midstory. The midstory also contained Chinese privet and raspberry. The herb layer is sparse and only poison ivy and muscadine grape were observed.

4.13.2.3 Coastal Plain Bottomland Hardwoods (Blackwater Subtype)

The coastal plain bottomland hardwood community type occurs in two small areas associated with the larger stream systems in the project area. Dominant species include red maple, American elm, water oak, willow oak, sweetgum, and loblolly pine. Poison ivy and muscadine grape were present in the herb layer.

4.13.2.4 Mesic Pine Flatwoods

Mesic pine flatwoods are present in three small areas on the west side of Allen Road. This community consists of a loblolly pine overstory. The understory was sparse and contained sweetgum, red maple, and Chinese privet.

4.13.3 THREATENED AND ENDANGERED SPECIES

As of March 9, 2015 the United States Fish and Wildlife (USFWS) lists four federally protected species for Pitt County (Table 3). Additionally, the National Marine Fisheries Service (NMFS) lists the federally

endangered Atlantic sturgeon. A brief description of each species' habitat requirements follows, along with the Biological Conclusion rendered based on survey results in the project area. Habitat requirements for each species are based on the current best available information from referenced literature and/or USFWS.

Table 3. Federally protected species listed for Pitt County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	No	No Effect
<i>Trichechus manatus</i>	West Indian manatee	E	No	No Effect
<i>Acipenser oxyrinchus oxyrinchus</i>	Atlantic sturgeon	E	No	No Effect
<i>Elliptio steinstansana</i>	Tar River spiny mussel	E	No	No Effect

E - Endangered

T - Threatened

MA-LAA – May Affect-Likely to Adversely Affect

Red-cockaded woodpecker

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

Habitat Description: The red-cockaded woodpecker (RCW) typically occupies open, mature stands of southern pines, particularly longleaf pine, for foraging and nesting/roosting habitat. The RCW excavates cavities for nesting and roosting in living pine trees, aged 60 years or older, and which are contiguous with pine stands at least 30 years of age to provide foraging habitat. The foraging range of the RCW is normally no more than 0.5 miles.

Biological Conclusion – No Effect: The project area does not contain any open, mature stands of pine trees. The majority of the project area is developed or in agriculture and the forested areas in and near the project area are dense and very fragmented. There is not habitat for RCW in the project area. A review of NCNHP records, performed by NCNHP staff on September 7, 2016 indicates no known RCW occurrence within 1.0 mile of the project area.

West Indian manatee

USFWS optimal survey window: year round

Habitat Description: Manatees have been observed in all the North Carolina coastal counties. Manatees are found in canals, sluggish rivers, estuarine habitats, salt water bays, and as far off shore as 3.7 miles. They utilize freshwater and marine habitats at shallow depths of 5 to 20 feet. In the winter, between October and April, manatees concentrate in areas with warm water. During other times of the year habitats appropriate for the manatee are those with sufficient water depth, an adequate food supply, and in proximity to freshwater. Manatees require a source of freshwater to drink. Manatees are primarily herbivorous, feeding on any aquatic vegetation present, but they may occasionally feed on fish.

Biological Conclusion – No Effect: The project area is more than 20 miles from any estuarine habitats and does not contain any streams large enough to support manatee. A review of NCNHP records, performed by NCNHP staff on September 7, 2016 indicates no known West Indian manatee occurrence within 1.0 mile of the project area.

Tar River spiny mussel

USFWS optimal survey window: year round

Habitat Description: The Tar spiny mussel is endemic to the Tar and Neuse River drainage basins in North Carolina. This mussel requires a stream with fast flowing, well-oxygenated, circumneutral pH water. The

bottom should be composed of unconsolidated gravel and coarse sand. The water needs to be relatively silt-free, and stream banks should be stable, typically with many roots from adjacent riparian trees and shrubs.

Biological Conclusion – No Effect: A habitat assessment for Tar River spiny mussel was performed by NCDOT biologists on May 8, 2017. It was determined through this site visit that habitat for the species is not present within the project area. The survey report states ‘Due to the size of the streams, this project being located too high in the watershed, degraded habitat due to rip rap on the streambanks and where the site is situated, and that there are no known occurrences of Tar River spiny mussel in these streams, this project will have no effect on the species.’ Additionally, a review of NCNHP records, performed by NCNHP staff on September 7, 2016 indicates no known Tar River spiny mussel occurrence within 1.0 mile of the project area.

Atlantic sturgeon

USFWS/NMFS optimal survey window: surveys not required; assume presence in appropriate waters

Habitat Description: Atlantic sturgeon spawn in freshwater in the spring and migrate to estuarine waters where they spend most of their lives. Spawning occurs in moderately flowing waters in the deep parts of large rivers between the salt front and fall line of large rivers. They occur in most major river systems along the eastern seaboard of the United States. The species prefers the near shore marine, estuarine, and riverine habitat of large river systems. Sub adults and adults live in coastal waters and estuaries when not spawning, generally in nearshore areas dominated by gravel and sand substrates. Long distance migrations away from spawning rivers are common. Large freshwater rivers that are unobstructed by dams or pollutants are imperative to successful reproduction.

Biological Conclusion - No Effect: Streams within the project area do not contain suitable habitat for Atlantic sturgeon. The streams within the project area are all small and slow moving. The project area is located more than 15 miles from a large river system and more than 30 miles from estuarine waters. A review of NCNHP records, performed by NCNHP staff on September 7, 2016 indicates no known Atlantic sturgeon occurrence within 1.0 mile of the project area.

Northern long-eared bat

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) 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 Pitt County, where STIP U-5875 is located.

4.13.3.1 Bald Eagle and Golden Eagle Protection Act

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

A desktop-GIS assessment of the project area, as well as the area within a 1.13-mile radius (1.0 mile plus 660 feet) of the project limits, was performed on August 22, 2016 using 2014 color aerials. No water bodies large enough or sufficiently open to be considered potential feeding sources were identified. Since there was no foraging habitat within the review area, a survey of the project area and the area within 660 feet of the project limits was not conducted. Additionally, a review of NCNHP records, performed by NCNHP staff on September 7, 2016 indicates no known bald eagle occurrence within 1.0 mile of the project area. Due to the lack of habitat and known occurrences, it has been determined that the proposed project will not affect this species.

4.13.4 FEDERAL SPECIES OF CONCERN/STATE-PROTECTED SPECIES

Federal Species of Concern (FSC) are not legally protected under the Endangered Species Act of 1973 and are not subject to any of its provisions, including Section 7, until they are formally proposed or listed as threatened or endangered. The Endangered Species Act does not formally protect federal candidate or state-listed species. An FSC is defined as a species that is under consideration for listing for which there is insufficient information to support listing. Organisms listed as threatened, endangered, or special concern (SC) on the NCNHP list of Rare Plant and Animal Species are afforded state protection under the Endangered Species Act and the North Carolina Plant Protection and Conservation Act of 1979. The North Carolina Wildlife Resource Commission (NCWRC) and the North Carolina Department of Agriculture (NCDA) are responsible for enforcing and administering species protection. No candidate or state-listed species listed for New Hanover County were observed during field investigations.

As of March 9, 2015, the USFWS lists ten FSC species for Pitt County. Habitat for each of the species was evaluated within the project area. A review of NCNHP records, performed by NCNHP staff on September 7, 2016 indicates no known FSC occurrence within 1.0 mile of the project area.

Table 4. Federal Species of Concern Listed for Pitt County

Scientific Name	Common Name	Habitat Present Within Proposed Site
<i>Anguilla rostrata</i>	American eel	Yes
<i>Noturus furiosus</i>	Carolina madtom	No
<i>Ammodramus henslowii susurrans</i>	Eastern Henslow’s sparrow	No
<i>Lythrurus matutinus</i>	Pinewoods shiner	Yes
<i>Ambloplites cavifrons</i>	Roanoke bass	No
<i>Heterodon simus</i>	Southern hognose snake	No
<i>Fusconaia masoni</i>	Atlantic pigtoe	No
<i>Lasmigona subviridis</i>	Green floater	No
<i>Lampsilis cariosa</i>	Yellow lampmussel	No
<i>Sagittaria weatherbiana</i>	Grassleaf arrowhead	No

4.13.5 SIGNIFICANT NATURAL HERITAGE AREAS

The NCNHP compiles a list of Significant Natural Heritage Areas (SNHA) as required by the Nature Preserves Act. The list is based on the program’s inventory of natural diversity in the state. Natural areas are evaluated based on the number and quality occurrences of rare plant and animal species, rare or high-quality natural communities, and special animal habitats. They represent areas of land or water important for the conservation of biodiversity. The global and statewide rarity of these elements and their quality at a site is compared with other occurrences to determine a site’s significance. Sites included on this list are the best representatives of the natural diversity of the state, and therefore, have priority for protection. However, inclusion on the list does not imply that any protection or public access to the site exists.

There are no SNHA within the project area; however, there is one SNHA within one mile of the project area. Harris Mill Run Slopes is located approximately 0.8 miles to the north of the intersection of Allen Road and Stantonsburg Road. Harris Mill Run Slopes is a privately-owned site.

5.0 PREDICTED ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

The proposed project is not anticipated to result in any substantial negative direct, indirect, or cumulative impacts to the environment. The proposed project would increase capacity of a roadway in an area currently under development as a result of surrounding growth and changes in land uses. Adjacent growth and changes in land use would continue with or without the construction of the proposed project.

Table 5. Summary of Impacts for Preferred Alternative 1

FEATURE	IMPACT
Length (miles)	2.3
Cost	
Utility Cost (\$) Power	\$ 1,500,000.00
Utility Cost (\$) Gas	\$ 325,000.00
Utility Cost (\$) Water	\$ 2,900,000.00
Right-of-Way Cost (\$)	\$ 2,900,000.00
Construction Cost (\$)	\$ 13,100,000.00
Total Cost (\$)	\$ 20,725,000.00
Permanent Property Impacts	
Residential (#, Acres)	23, 1.76
Business (#, Acres)	19, 2.66
Non-Profit (#, Acres)	1, 0.15
Total Impacts (#, Acres)	43, 4.57
Anticipated Proximity Impacts (#)	3
Natural Resources	
Stream Length (ft)	209
Wetland (ac)	0
T&E Species	0

5.1 TOPOGRAPHY

The proposed project would have minimal direct impact on the local topography. Localized site grading will occur during construction to ensure proper drainage of the roadway and adjacent properties; however, overall topography and drainage patterns at the site would not change significantly. No increase in Base Flood Elevations would be permitted.

The proposed project would have no indirect or cumulative impacts on the topography of the region.

5.2 SOILS

Construction of the proposed project would involve general site grading, installation of asphalt and curb and gutter and roadway drainage facilities. Approximately 12.5 acres of paved area would be added to the project area. Thirteen different soil series are scattered along the proposed project corridor. The proposed

project would have no significant impacts to the existence or quantity of a particular soil series in the general project area, the City of Greenville, or Pitt County.

The proposed project would have no indirect or cumulative impacts on the soils occurring in the region.

5.3 LAND USE

The proposed project would not change the current land use within or around the proposed project corridor. The project corridor is already used as a north-south commuter corridor to and from the medical facilities and other commercial properties on Stantonsburg Road, and is experiencing infill development at the present time. Many of the large tracts of agricultural land along the proposed project corridor are being converted to residential and commercial uses. The proposed project and land use changes along the corridor are consistent with the current land use and zoning in the area.

The GUAMPO 2040 Metropolitan Transportation Plan, GUAMPO Comprehensive Transportation Plan, and the City of Greenville Bicycle and Pedestrian Master Plan all identify the proposed project. The 2040 Metropolitan Transportation Plan calls for the widening of Allen Road to multi-lanes with sidewalk, bicycle, and landscaping improvements and the Bicycle and Pedestrian Master Plan calls for a bicycle lane addition on the roadway. The future land use map shows the Allen Road corridor supporting mostly medium to high density residential on the east side of Allen Road and industrial/logistics along the northwest side of Allen Road with residential and commercial in the southwest quadrant. The proposed project is consistent with local plans.

The proposed project would reduce congestion and increase capacity along the project corridor, but would not encourage indirect or cumulative changes in land use beyond what the area is already experiencing and is planned for within GUAMPO and City planning documents.

5.4 WETLANDS

There would be no direct, indirect, or cumulative wetland impacts associated with the proposed project.

5.5 PRIME AND UNIQUE AGRICULTURAL LANDS

Approximately 91 percent of the project area contains soils that are considered prime or of statewide importance. Of the 98.8 acres within the project area, 6.9 acres are farmland of statewide importance, 31.1 acres are prime farmland, and 52.0 acres are prime farmland if drained. The remaining 8.8 acres are not considered farmlands.

However, existing infrastructure and impervious surface represents approximately 24.3 acres of the 98.8-acre project area.

The proposed project would result in the disturbance and loss of 12.5 acres of prime and unique agricultural lands through conversion to pavement and roadway surface.

Given the development currently underway along the proposed project corridor, it is likely that much of the remaining land containing soils considered prime or of statewide importance would be converted with or without the construction of the proposed project. The proposed project would not have substantial indirect or cumulative impacts to these soil types in the area.

5.6 PUBLIC LANDS AND SCENIC, RECREATIONAL, AND STATE NATURAL AREAS

There are no public lands or scenic, recreational, or state natural areas within or directly adjacent to the project area. There would be no direct, indirect, or cumulative impacts to public lands or scenic, recreational, or state natural areas.

5.7 AREAS OF ARCHAEOLOGICAL OR HISTORICAL VALUE

The Noah Forbes, Sr. House (PT0047) is present within the project area and is a resource eligible for listing in the National Register of Historic Places under Criterion C and Consideration B. An Effects Meeting was

held with SHPO on July 11, 2017 to discuss project design and request an effects determination for the proposed project.

SHPO has determined that the proposed project will have No Adverse Effect on the Noah Forbes, Sr. House property. The signed determination is located in Appendix E.

As currently designed, the proposed project would not have any permanent impacts to the property or structures. No additional right of way or drainage easements would be required for project construction. The proposed project would require a 10 to 15-foot temporary construction easement along the frontage of the property as well as the removal of two trees. NCDOT and SHPO agreed during the meeting that the trees would not need to be replaced. If a drainage structure is recommended within the Noah Forbes, Sr. House property after hydraulic analysis is complete, NCDOT will notify SHPO to reevaluate effects.

The proposed project would have no indirect or cumulative impacts on areas of archaeological or historical value.

5.8 AIR QUALITY

Vehicles are a major contributor to decreased air quality because they emit a variety of pollutants into the air. Changing traffic patterns are a primary concern when determining the impact of a new highway facility or the improvement of an existing highway facility. New highways or the widening of existing highways increased localized levels of vehicle emissions, but these increases could be offset due to increases in speeds from reductions in congestion and because vehicle emissions will decrease in areas where traffic shifts to the new roadway. Significant progress has been made in reducing criteria pollutant emissions from motor vehicles and improving air quality, even as vehicle travel has increased rapidly.

The proposed project is located in Pitt County, which complies with the NAAQS. Therefore, it is not anticipated to create any direct, indirect, or cumulative adverse effects on the air quality of this attainment area.

5.9 NOISE LEVELS

The TNA for the proposed project found that Design Year (2040) Build noise levels are predicted to approach or exceed the FHWA/NCDOT Noise Abatement Criteria within 5 NSAs (1, 3, 4, 5, and 6). The analysis indicated that 74 receptors representing 74 residential land uses are predicted to be impacted and warrant noise abatement consideration. Noise barriers were evaluated for all NSAs, but were not feasible in NSAs 1, 2, 3, 4, and 6 due to the driveway openings and isolated impacted receptors. Noise walls in NSA 5 were determined reasonable and feasible, and the cost to construct them will be further discussed with NCDOT.

5.9.1 TRAFFIC NOISE IMPACTS AND NOISE CONTOURS

The maximum number of receptors in each project alternative predicted to become impacted by future traffic noise is shown in Table 6. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels.

The maximum extent of the 71- and 66- dB(A) noise level contours measured from the center of the proposed roadway is 80 feet and 130 feet, respectively.

Table 6. Traffic Noise Impact Summary for Build Condition

DETAILED STUDY ALTERNATIVE	REASON FOR NOISE IMPACT	SUMMARY OF IMPACTED RECEPTORS ⁷							
		BY ACTIVITY CATEGORY							
		A	B	C	D	E	F ⁵	G ⁶	ALL ACTIVITY CATEGORIES
Alternative 1	Based on NAC Criteria Only ¹	0	74	0	0	0	0	0	74
	Based on Substantial Increase Criteria Only ²	0	0	0	0	0	0	0	0
	Based on Both Criteria ³	0	0	0	0	0	0	0	0
	TOTAL DSA IMPACTS ⁴	0	74	0	0	0	0	0	74
Note 1: Predicted traffic noise level impacts due to design year worst hour build-condition noise levels approaching or exceeding the NCDOT Noise Abatement Criteria (NAC)									
Note 2: Predicted design year worst hour noise levels exceeding existing worst hour noise levels by 10 dB(A) or greater. (NCDOT Substantial Increase Criteria).									
Note 3: Predicted traffic noise level impacts due to both 1 and 2 above.									
Note 4: Only one of the Note 1 and Note 2 conditions must be met for an impact to exist.									
Note 5: There are no impact criteria for land use facilities in this activity category and no analysis of noise impacts is required.									
Note 6: There are no impact criteria for undeveloped lands but some noise levels may need to be provided to local officials to aid them in future land use planning efforts.									
Note 7: Values noted for Activity Category C, D, and E represent Equivalent Receptor values for these non-residential land uses.									

*Per TNM 2.5 and in accordance with 23 CFR Part 772

5.9.2 NO-BUILD ALTERNATIVE

The Traffic Noise Analysis also considered traffic noise impacts for the “no-build” alternative. If the proposed project does not occur, 78 receptors are predicted to experience traffic noise impacts and the future traffic noise levels will increase by approximately 3 dBA. Based upon research, humans barely detect noise level changes of 2-3 dBA. A 5-dBA change is more readily noticeable. Therefore, most people working and living near the roadway will notice this predicted increase.

5.9.3 TRAFFIC NOISE ABATEMENT MEASURES

Measures for reducing or eliminating the traffic noise impacts were considered for all impacted receptors in each alternative. The primary noise abatement measures evaluated for highway projects include highway alignment changes, traffic system management measures, establishment of buffer zones, noise barriers and noise insulation (NAC D only). For each of these measures, benefits versus costs (reasonableness), engineering feasibility, effectiveness and practicability and other factors were included in the noise abatement considerations.

Substantially changing the highway alignment to minimize noise impacts is not considered to be a viable option for this project due to engineering and/or environmental factors. Traffic system management measures are not considered viable for noise abatement due to the negative impact they would have on the capacity and level of service of the proposed roadway. Costs to acquire buffer zones for impacted receptors

will exceed the NCDOT base dollar value of \$37,500 plus an incremental increase of \$525 (as defined in the NCDOT Policy) per benefited receptor, causing this abatement measure to be unreasonable.

5.9.4 NOISE BARRIERS

Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb and reflect highway traffic noise. For this project, earthen berms are not found to be a viable abatement measure because the additional right of way, materials and construction costs are estimated to exceed the NCDOT maximum allowable base quantity of 1,000 cubic yards, plus an incremental increase of 100 cubic yards per benefited receptor, as defined in the NCDOT Policy.

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. The following table summarizes the results of the evaluation. The first potential barrier location evaluated with TNM is located west of SR 1203 (Allen Road) between the southbound travel lanes Allen Road and the Holly Glen apartment complex and benefits 15 receptors in Noise Study Area (NSA) 5. Based upon criteria defined in the NCDOT Traffic Noise Abatement Policy, this barrier is preliminarily justified and is recommended for construction, contingent upon completion of the project design and the public involvement process.

The second potential barrier location evaluated with TNM is located adjacent to NW 5.1 in the Holly Glen apartment complex and the Allenton Estates apartment complex provides benefit to 14 receptors in NSA 5. Based upon criteria defined in the NCDOT Traffic Noise Abatement Policy, this barrier is preliminarily justified and recommended for construction, contingent upon completion of the project design and the public involvement process.

Noise barriers were evaluated for all NSAs, but were not feasible in NSAs 1, 2, 3, 4, and 6 due to the driveway openings and isolated impacted receptors.

Table 7. Preliminary Noise Wall Evaluation Results

Alternative (Noise Barrier Location)	Length / Height (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminarily Recommended for Construction¹
NW5.1	825 / 4-6	3,581	15	239 / 1,500	Yes
NW5.2	700 / 4	2,800	14	200 / 1,500	Yes

¹The recommendation for barrier construction is preliminary and subject to change, pending completion of final design and the public involvement process.

5.9.5 SUMMARY

A preliminary noise evaluation was performed that identified two noise barriers meet preliminary feasible and reasonable criteria found in the NCDOT Traffic Noise Abatement Policy. A more detailed 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. Conversely, noise barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772.

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 (FONSI). For development occurring after this date, local governing bodies are responsible to insure that noise compatible designs are utilized along the proposed facility.

5.10 WATER RESOURCES (SURFACE WATER AND GROUNDWATER)

There would be approximately 210 linear feet of direct impacts to surface waters associated with the proposed project. The culvert carrying Greens Mill Run would need to be extended, resulting in approximately 90 linear feet of impact and the culvert carrying North Fork Greens Mill Run beneath the current roadway would need to be replaced, resulting in approximately 120 linear feet of impact.

Base Flood Elevations at FEMA stream crossings will need to comply with the NCDOT Memorandum of Agreement (MOA) with the North Carolina Floodplain Mapping Program (NCFMP). The crossing of Greens Mill Run is part of a FEMA Detailed Study while the crossing of North Fork Greens Mill Run is not a FEMA studied stream. The requirements of hydraulic design at the crossing with North Fork Greens Mills Run will require a maintained or improved level of service for roadway overtopping. Both crossings will be maintained within culverts beneath the roadway, with impacts associated with each replacement detailed above.

No direct, indirect, or cumulative impacts to surface water or groundwater are anticipated as a result of the proposed project.

5.11 FOREST RESOURCES

There are no forest resources within the proposed project corridor. There would be no direct, indirect, or cumulative impacts to forest resources resulting from the proposed project.

5.12 SHELLFISH AND/OR FISH AND THEIR HABITATS

The aquatic community in the project area consists of portions of two perennial stream systems. These streams could support Eastern mosquitofish, largemouth bass, grass carp, chain pickerel, gizzard shad, bowfin, flathead catfish, various darters, various shiners, and various sunfish. Waters within the project area are considered inland waters. There are no primary nursery areas or spawning areas designated within or in the vicinity of the project area.

There would be no direct, indirect, or cumulative impacts to shellfish and/or fish and their habitats resulting from the proposed project.

5.13 WILDLIFE AND NATURAL VEGETATION

Wildlife and natural vegetation utilizing the proposed project corridor are opportunistic urbanized species that would not be impacted by the proposed project. Construction activities may temporarily relocate wildlife species, but they would be expected to return once construction is completed. No direct, indirect, or cumulative impacts to wildlife, natural vegetation, or state or federally protected species are expected as a result of the proposed project.

5.14 INTRODUCTION OF TOXIC SUBSTANCES

NCDOT does not anticipate any introduction of toxic substances associated with the proposed project.

6.0 MITIGATIVE MEASURES

As discussed in Section 5, NCDOT does not anticipate significant impacts associated with the proposed project. The following mitigative measures have already been incorporated into project design to further minimize impacts to resources.

6.1 ALTERNATIVE DEVELOPMENT

During alternative development design shifts and changes were incorporated to minimize impacts to utilities and personal property. The project was not designed with symmetrical widening because the existing centerline of Allen Road is offset to the west within the existing 100-foot right of way. This was done during an earlier widening project along Allen Road as a means to provide enough right of way for any future widening to the east. The centerline of the proposed project was shifted to the east during the development of both alternatives to capture as much of the additional work within the existing 100-foot right of way.

The development of Alternative 1 also included design changes to maintain a right turn lane into Landfill Road and to minimize impacts to the Holly Glen apartment complex just north of Landfill Road.

6.2 CULTURAL RESOURCES

The Noah Forbes, Sr. House prompted shifts in design of both alternatives. In the vicinity of the eligible property, both alternatives shifted to the east to avoid the need for any additional right of way or permanent easements on the property. Hydraulic studies also took the property into consideration while attempting to avoid any drainage easements on the property.

7.0 PUBLIC INVOLVEMENT

A public meeting was held on Monday, March 27, 2017 from 4:00pm to 7:00 pm at Lakeforest Elementary School (3300 Briarcliff Drive) in Greenville. The meeting was held to introduce the public to the proposed project, provide basic design plans, and answer questions the public had about the proposed project. Fifty-six individuals signed in to the meeting. A summary of comments received before, during, and following the meeting is provided in Appendix F.

A local officials meeting was held earlier in the day on March 27, 2017 from 10:00am to 11:30pm at the Pitt County Government Office in the Commissioners Conference Room. The meeting was held to introduce local officials and stakeholders to the project and its alternatives. Thirty-one individuals signed in to the meeting. The local officials meeting is included in the summary in Appendix F.

8.0 AGENCY COORDINATION

The proposed project was submitted for SEPA Environmental Review through the North Carolina State Clearinghouse on August 23, 2016. Start of Study notifications were also sent to officials from the City of Greenville and Pitt County as well as the US Fish and Wildlife Service and US Army Corps of Engineers on August 23, 2016. Agency responses are provided in Appendix G.

9.0 STATE AND FEDERAL PERMITS REQUIRED

Section 401/404: The proposed project would require a Water Quality Certification (WQC) from the NCDWR under Section 401 and Nationwide Permit (NWP) 14 from the USACE under section 404. In addition, the proposed project falls within the protection area afforded by the Tar-Pamlico Buffer Protection Rules. Buffer mitigation would also be required.

Stormwater and Erosion and Sediment Control: The proposed project will use protective sediment and erosion control BMPs in accordance with NCDWQ Design Standards. Stormwater runoff will be designed using best management practices as detailed in the most recent version of NCDWQ Stormwater Best Management Practices.

10.0 REFERENCES

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Appendix A

Figures

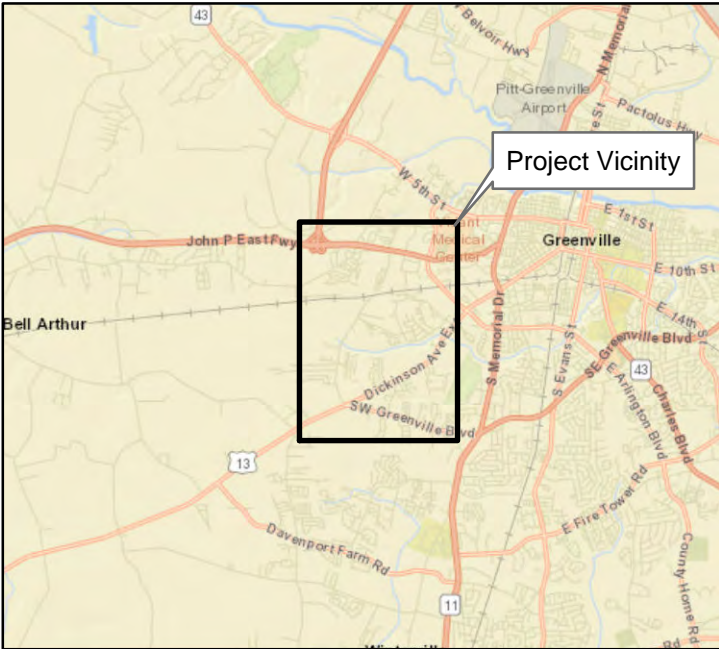
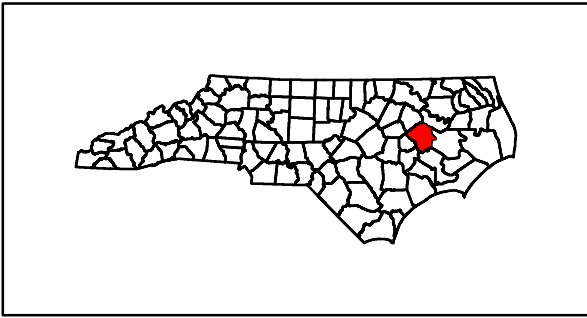
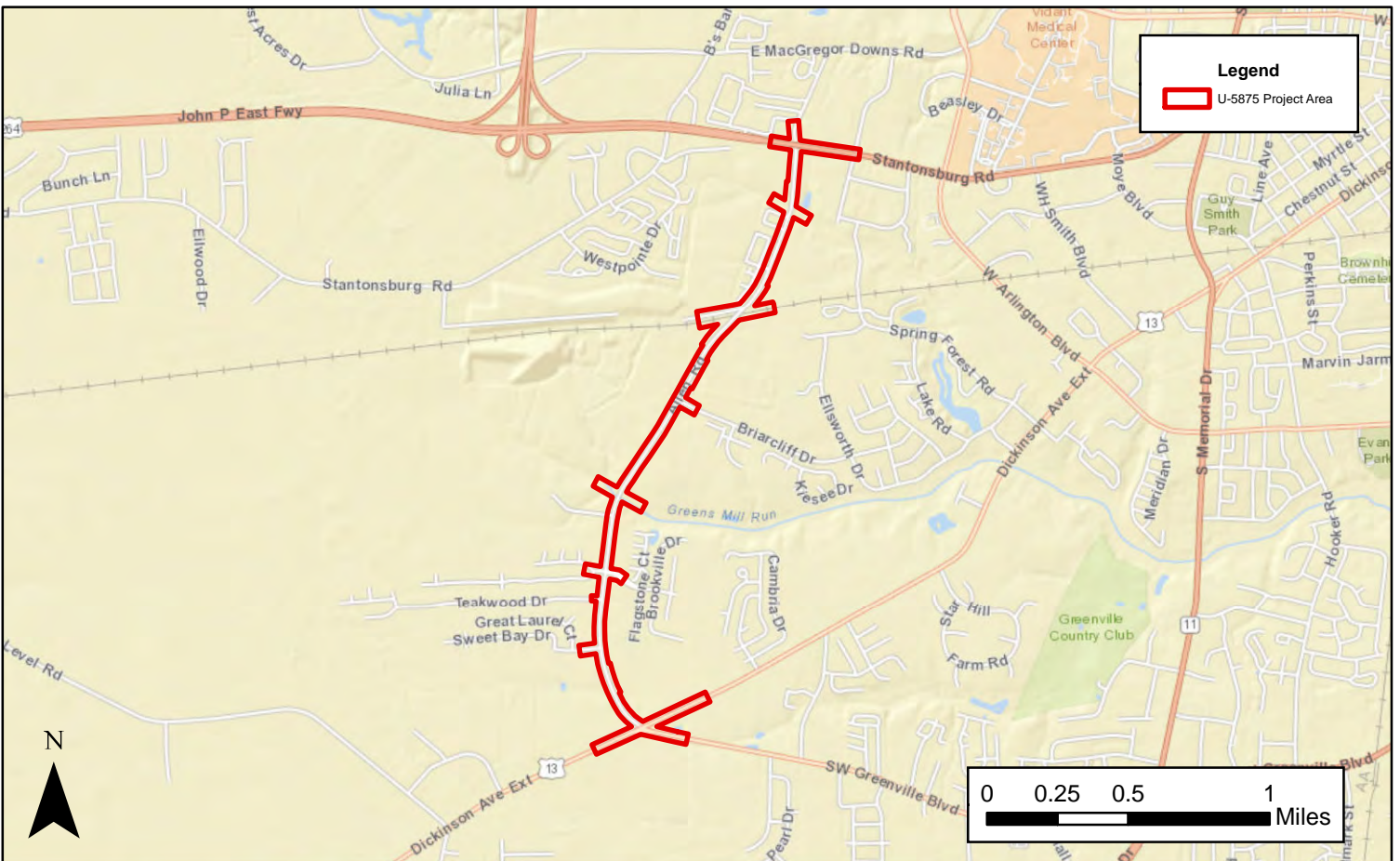
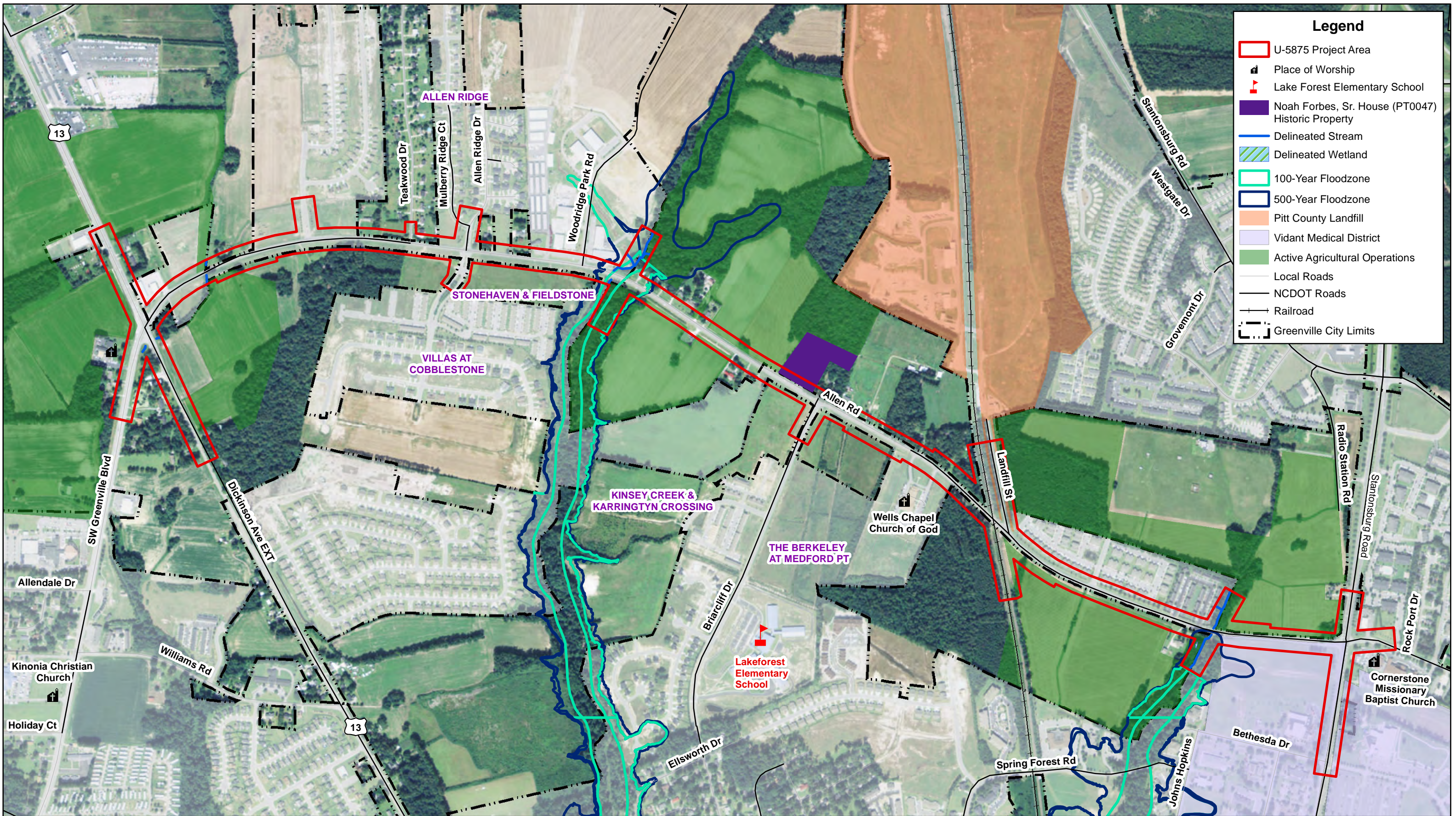


Figure 1 - Project Vicinity

U-5875
SR 1203 (Allen Road) from
SR 1467 (Stantonsburg Road) to
US 13 (Dickinson Avenue Ext.)
Widen to Multilanes

Pitt County, North Carolina
April 2017





Legend

- U-5875 Project Area
- Place of Worship
- Lake Forest Elementary School
- Noah Forbes, Sr. House (PT0047) Historic Property
- Delineated Stream
- Delineated Wetland
- 100-Year Floodzone
- 500-Year Floodzone
- Pitt County Landfill
- Vidant Medical District
- Active Agricultural Operations
- Local Roads
- NCDOT Roads
- Railroad
- Greenville City Limits

This Exhibit is for planning purposes only and shown herein does not meet NC 47-30 Requirements and therefore is not for design, construction, or recording or transfer of title. The Exhibit was compiled from available information obtained from the sources listed below.

Sources:
 NCDOT, NC OneMap, ESRI, SEPI

March 2017

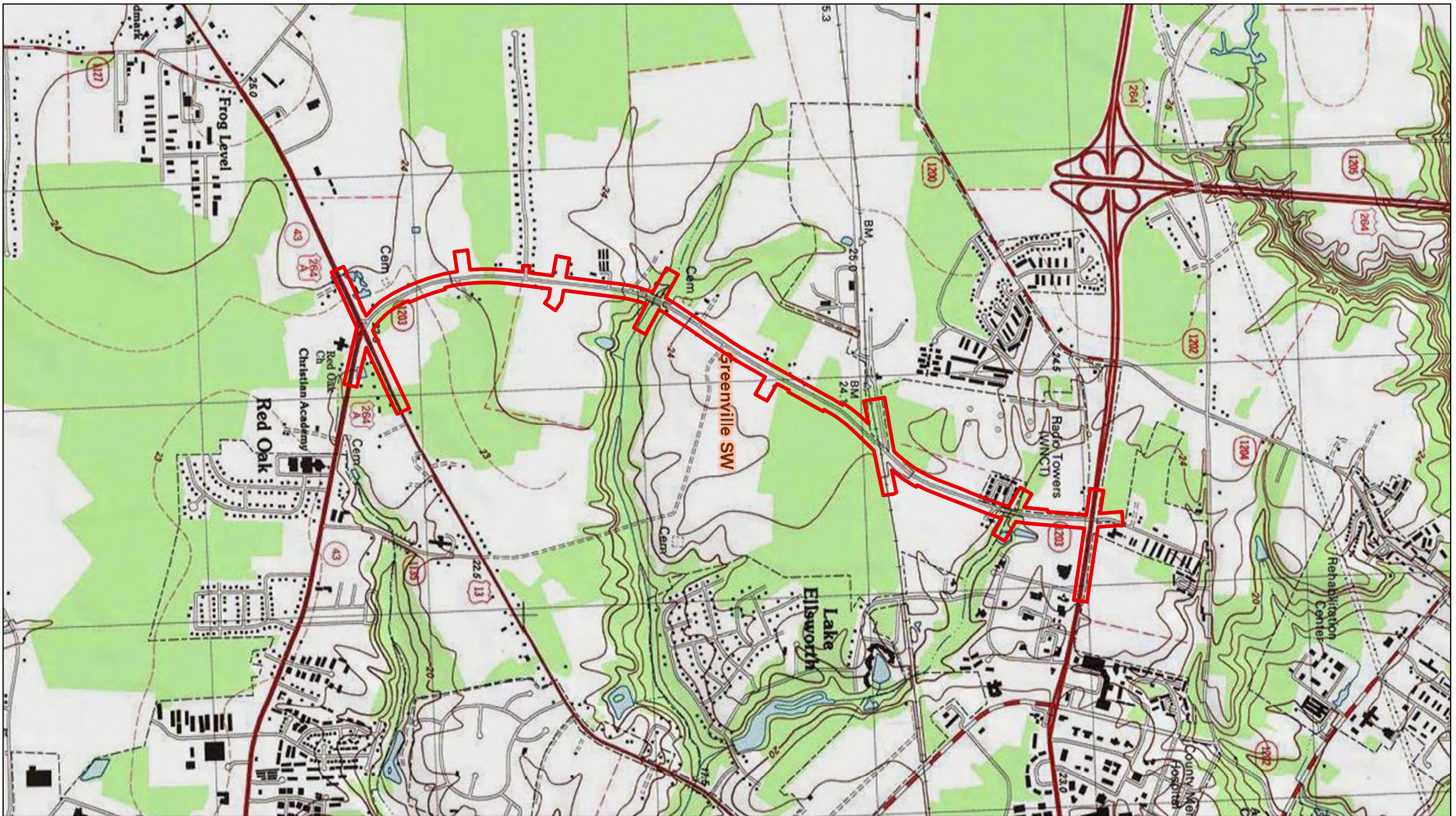
1 inch = 800 feet

GRAPHIC SCALE

0 400 800 1,600
 Feet

Figure 2. Environmental Features & Project Constraints

U-5875 - SR 1203 (Allen Road)
 SR 1467 (Stantonsburg Road) to
 US 13 (Dickinson Avenue Ext.)

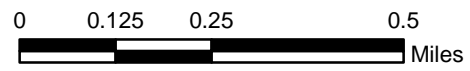


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Sources:
 NCDOT, NC OneMap, ESRI, SEPI
 April 2017



GRAPHIC SCALE



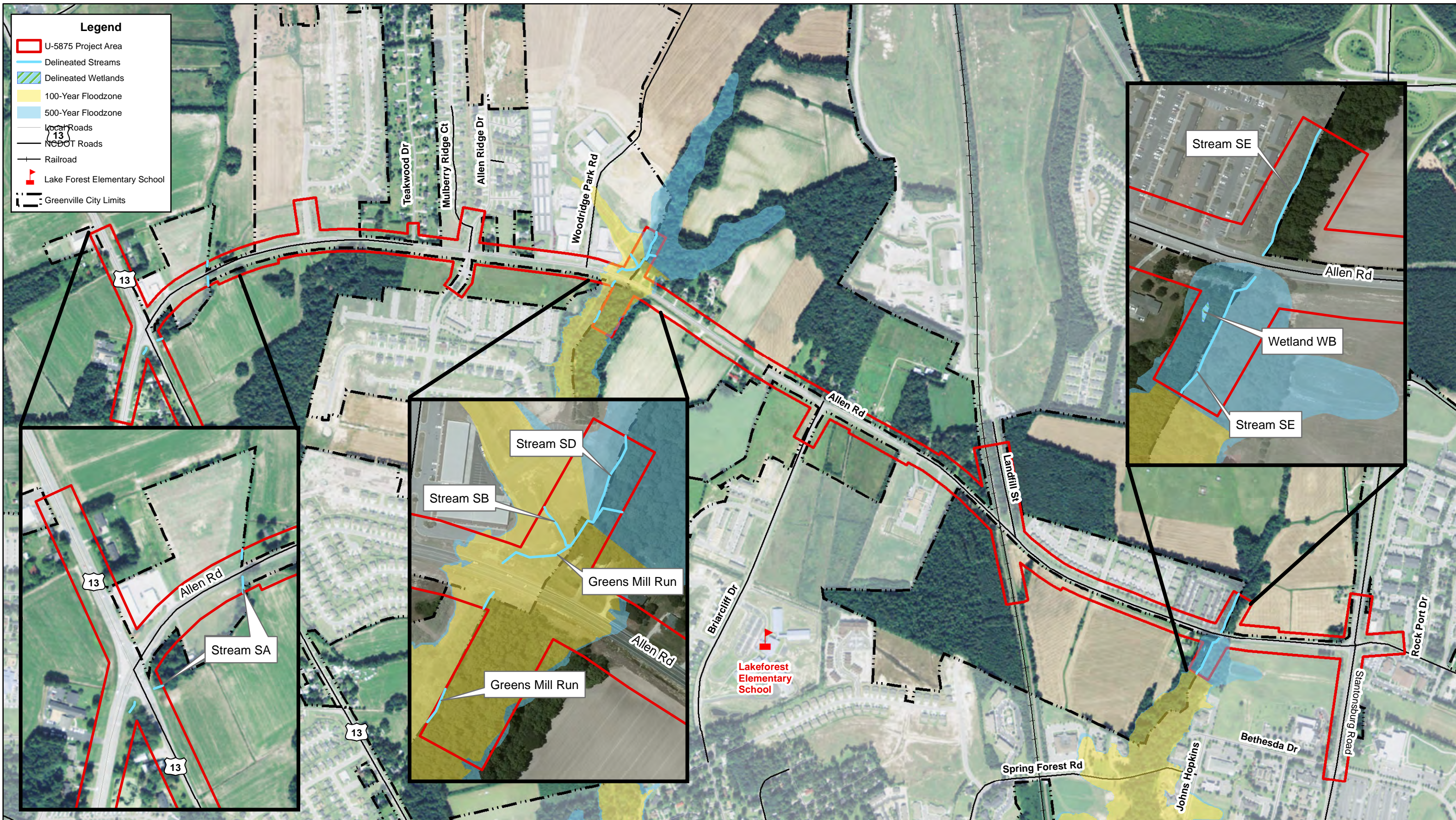
1 inch = 0.25 miles

Figure 3. USGS Topographic Quadrangle - Greenville SW

U-5875 - SR 1203 (Allen Road)
 SR 1467 (Stantonsburg Road) to
 US 13 (Dickinson Avenue Ext.)



SEPI
 ENGINEERING &
 CONSTRUCTION



This Exhibit is for planning purposes only and shown herein does not meet NC 47-30 Requirements and therefore is not for design, construction, or recording or transfer of title. The Exhibit was compiled from available information obtained from the sources listed below.

Sources:
 NCDOT, NC OneMap, ESRI, SEPI

April 2017

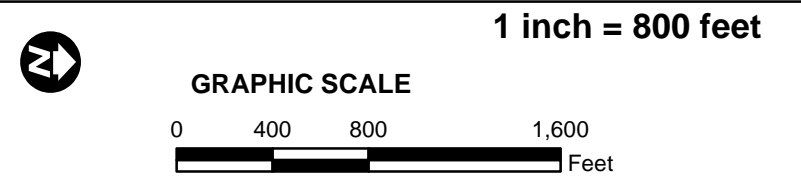


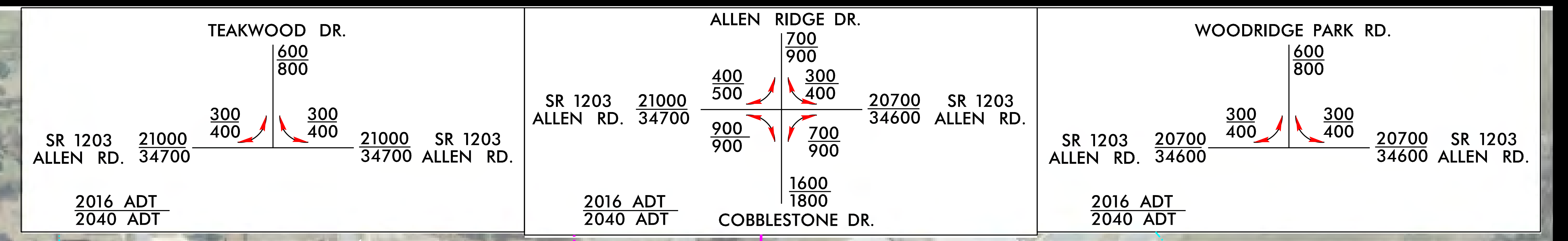
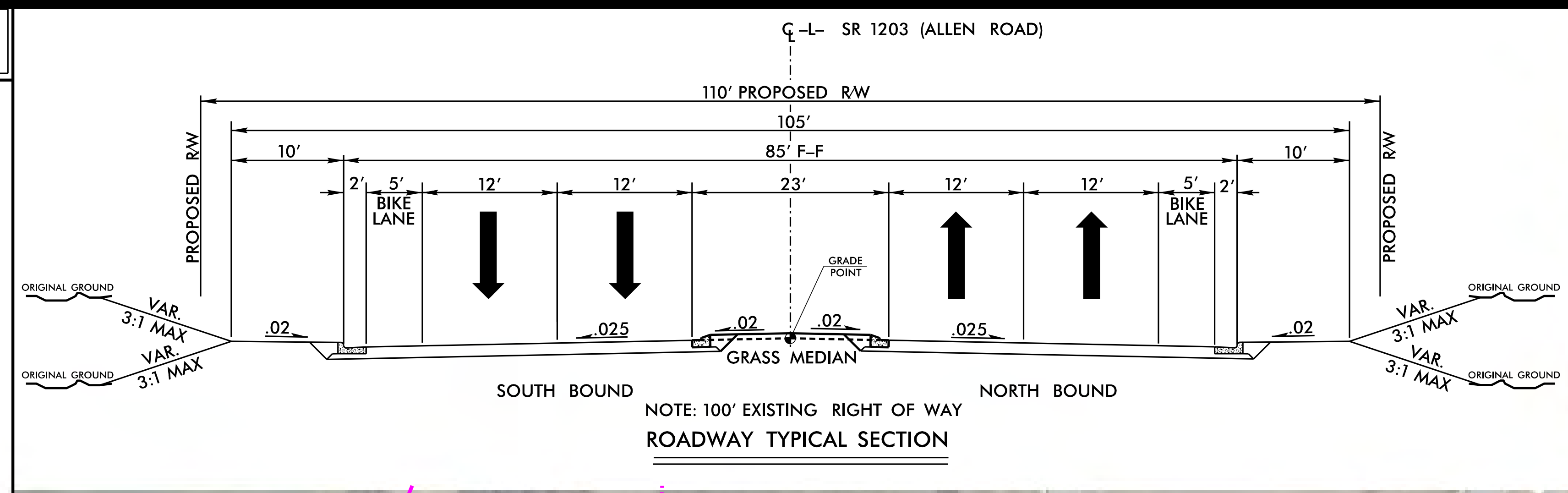
Figure 4. Jurisdictional Features

U-5875 - SR 1203 (Allen Road)
 SR 1467 (Stantonsburg Road) to
 US 13 (Dickinson Avenue Ext.)



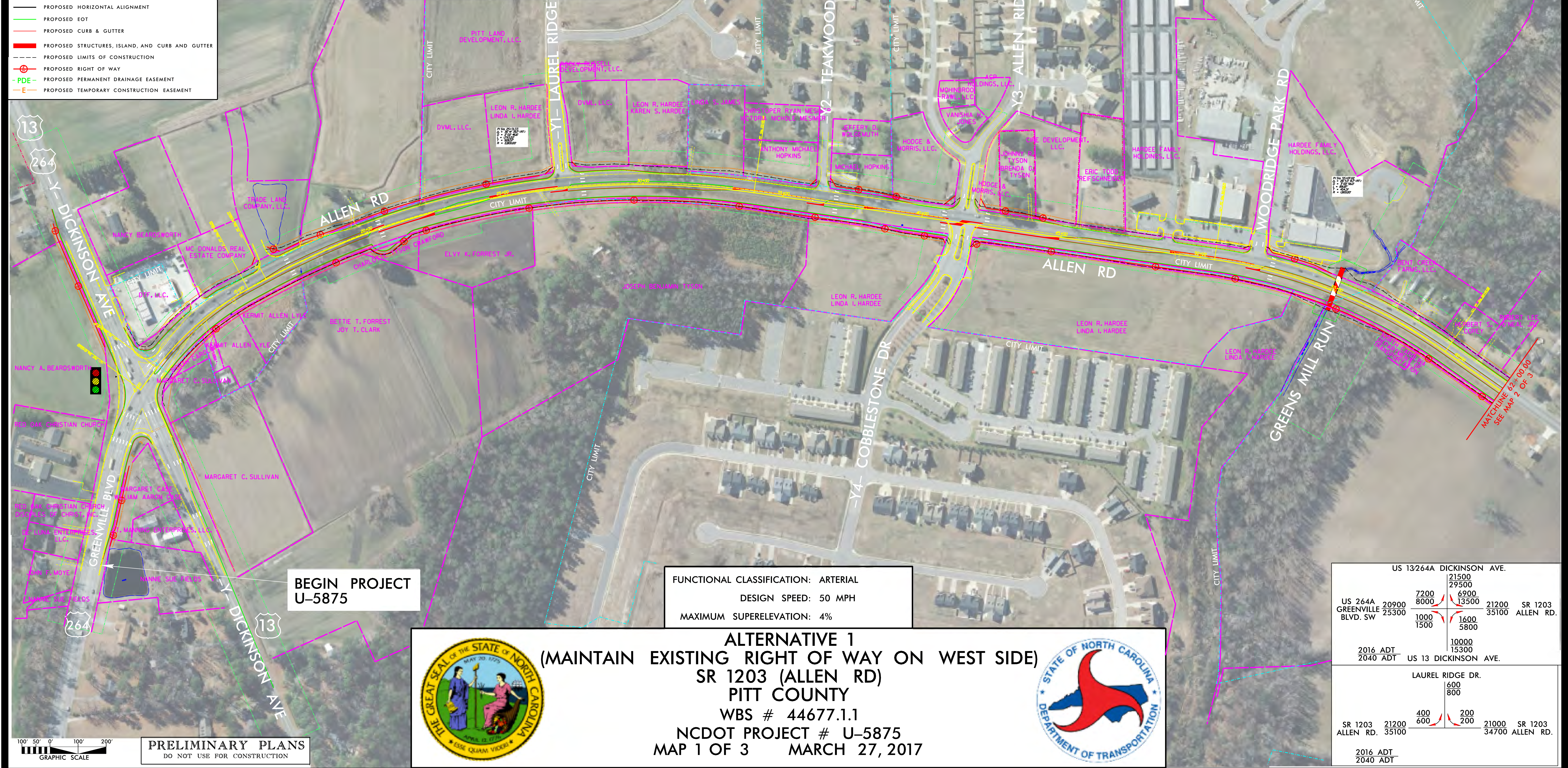
Appendix B
Conceptual Design Plans

- LEGEND**
- CITY LIMIT BOUNDARY
 - H-PB - HISTORIC PROPERTY BOUNDARY
 - EXISTING RIGHT OF WAY (SURVEY)
 - PROPERTY LINES (SURVEY)
 - EXISTING EDGE OF PAVEMENT
 - LAKES, RIVERS, STREAMS, AND PONDS
 - EXISTING WETLAND (SURVEY)
 - WLB - EXISTING WETLAND (SURVEY)
 - EXISTING TRAFFIC SIGNAL
 - EXISTING STRUCTURE TO BE RETAINED
 - PROJECT STUDY AREA
 - PROPOSED HORIZONTAL ALIGNMENT
 - PROPOSED EOT
 - PROPOSED CURB & GUTTER
 - PROPOSED STRUCTURES, ISLAND, AND CURB AND GUTTER
 - PROPOSED LIMITS OF CONSTRUCTION
 - PROPOSED RIGHT OF WAY
 - PDE - PROPOSED PERMANENT DRAINAGE EASEMENT
 - E - PROPOSED TEMPORARY CONSTRUCTION EASEMENT



ALTERNATIVE 1
 (MAINTAIN EXISTING RIGHT OF WAY ON WEST SIDE)
 SR 1203 (ALLEN RD)
 PITT COUNTY
 WBS # 44677.1.1
 NCDOT PROJECT # U-5875
 MAP 1 OF 3 MARCH 27, 2017

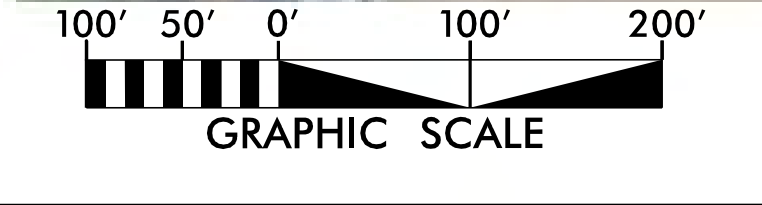
ALTERNATIVE 1
 (MAINTAIN EXISTING RIGHT OF WAY ON WEST SIDE)
 SR 1203 (ALLEN RD)
 PITT COUNTY
 WBS # 44677.1.1
 NCDOT PROJECT # U-5875
 MAP 1 OF 3 MARCH 27, 2017



BEGIN PROJECT U-5875

FUNCTIONAL CLASSIFICATION: ARTERIAL
 DESIGN SPEED: 50 MPH
 MAXIMUM SUPERELEVATION: 4%

ALTERNATIVE 1
 (MAINTAIN EXISTING RIGHT OF WAY ON WEST SIDE)
 SR 1203 (ALLEN RD)
 PITT COUNTY
 WBS # 44677.1.1
 NCDOT PROJECT # U-5875
 MAP 1 OF 3 MARCH 27, 2017

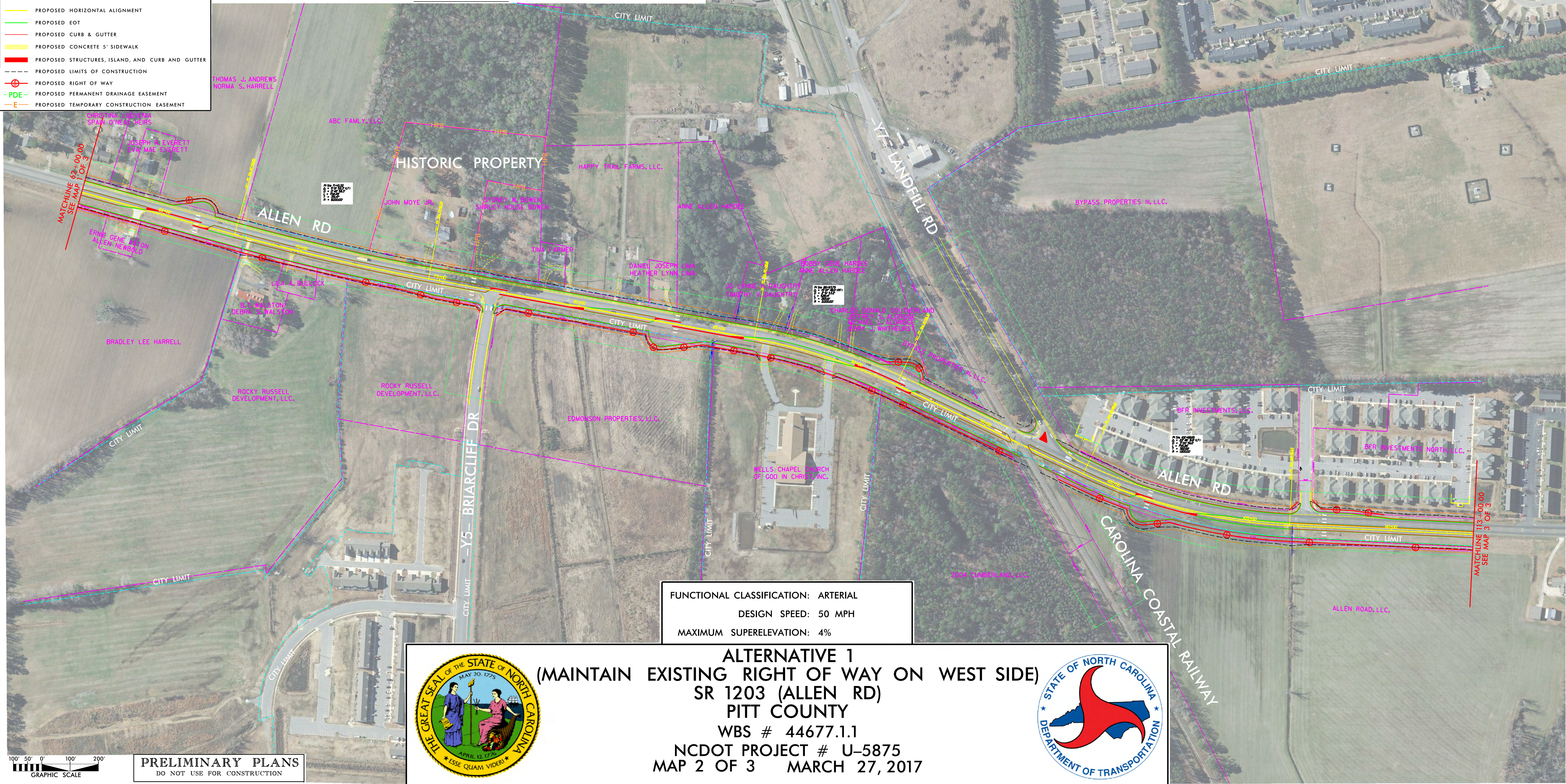
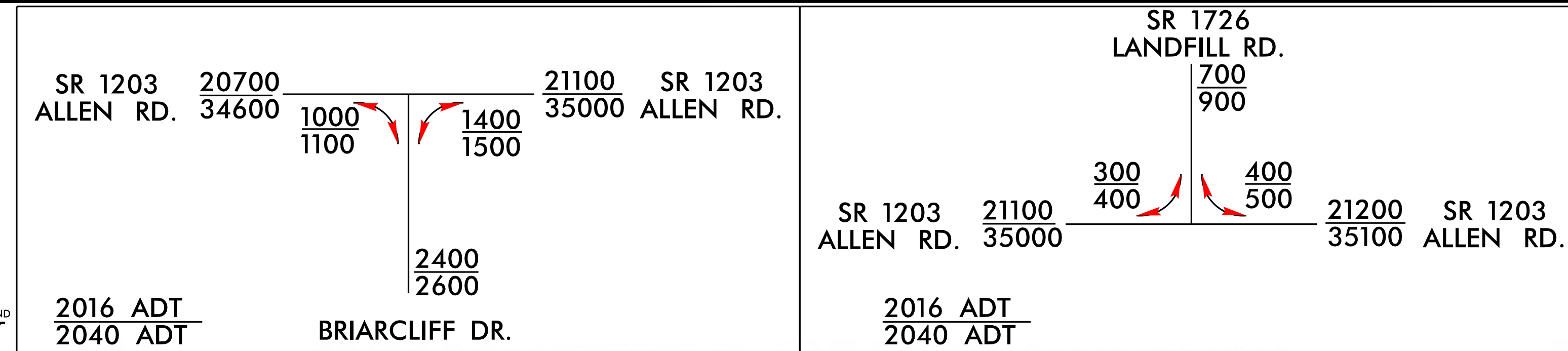
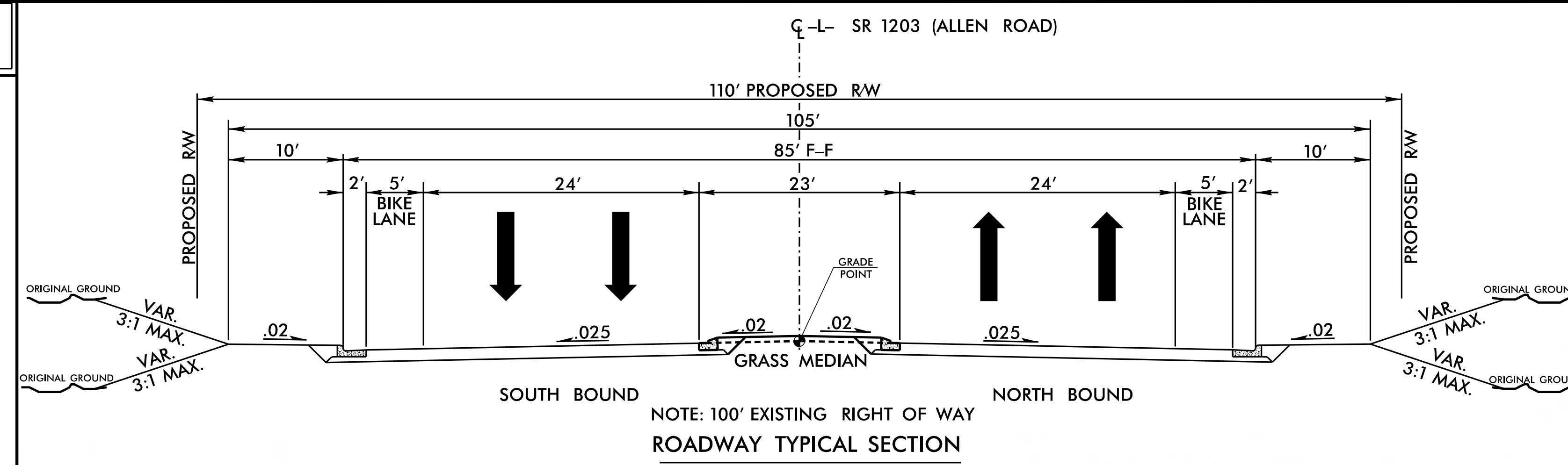


PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

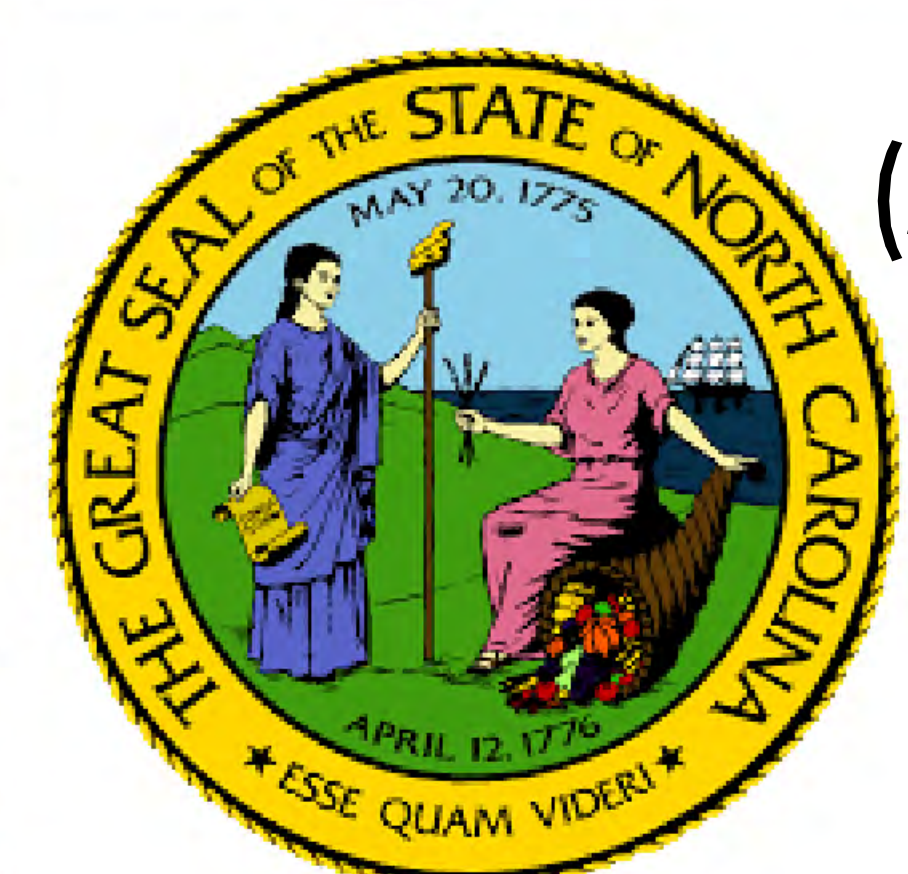
US 13/264A DICKINSON AVE.			
	21500	29500	
US 264A GREENVILLE BLVD. SW	7200 8000	6900 13500	21200 SR 1203 35100 ALLEN RD.
	1000 1500	1600 5800	
2016 ADT	10000	15300	
2040 ADT			
US 13 DICKINSON AVE.			
LAUREL RIDGE DR.			
	600	800	
SR 1203 ALLEN RD.	400 600	200 200	21000 SR 1203 34700 ALLEN RD.
2016 ADT			
2040 ADT			

LEGEND

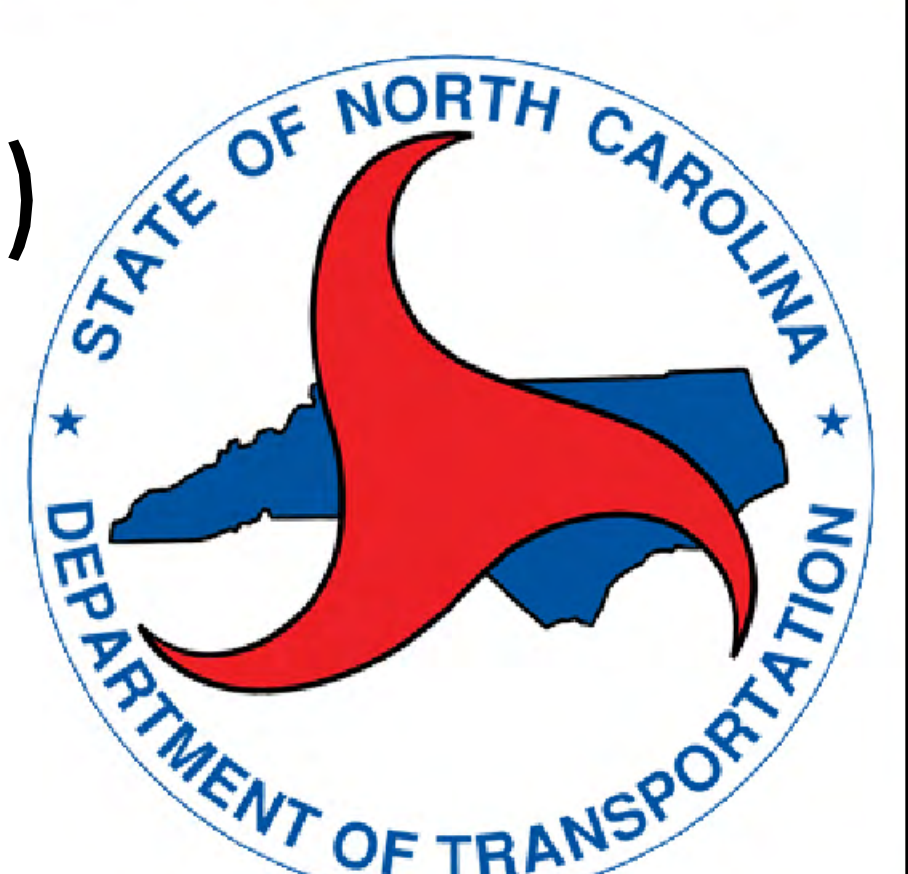
- CITY LIMIT BOUNDARY
- COUNTY BOUNDARY
- HISTORIC PROPERTY BOUNDARY
- EXISTING RIGHT OF WAY (SURVEY)
- PROPERTY LINES (SURVEY)
- LAKES, RIVERS, STREAMS, AND PONDS
- EXISTING WETLAND (SURVEY)
- EXISTING TRAFFIC SIGNAL
- EXISTING STRUCTURE TO BE RETAINED
- PROJECT STUDY AREA
- PROPOSED HORIZONTAL ALIGNMENT
- PROPOSED EOT
- PROPOSED CURB & GUTTER
- PROPOSED CONCRETE 5' SIDEWALK
- PROPOSED STRUCTURES, ISLAND, AND CURB AND GUTTER
- PROPOSED LIMITS OF CONSTRUCTION
- PROPOSED RIGHT OF WAY
- PDE- PROPOSED PERMANENT DRAINAGE EASEMENT
- E- PROPOSED TEMPORARY CONSTRUCTION EASEMENT



FUNCTIONAL CLASSIFICATION: ARTERIAL
 DESIGN SPEED: 50 MPH
 MAXIMUM SUPERELEVATION: 4%



ALTERNATIVE 1
 (MAINTAIN EXISTING RIGHT OF WAY ON WEST SIDE)
 SR 1203 (ALLEN RD)
 PITT COUNTY
 WBS # 44677.1.1
 NCDOT PROJECT # U-5875
 MAP 2 OF 3 MARCH 27, 2017



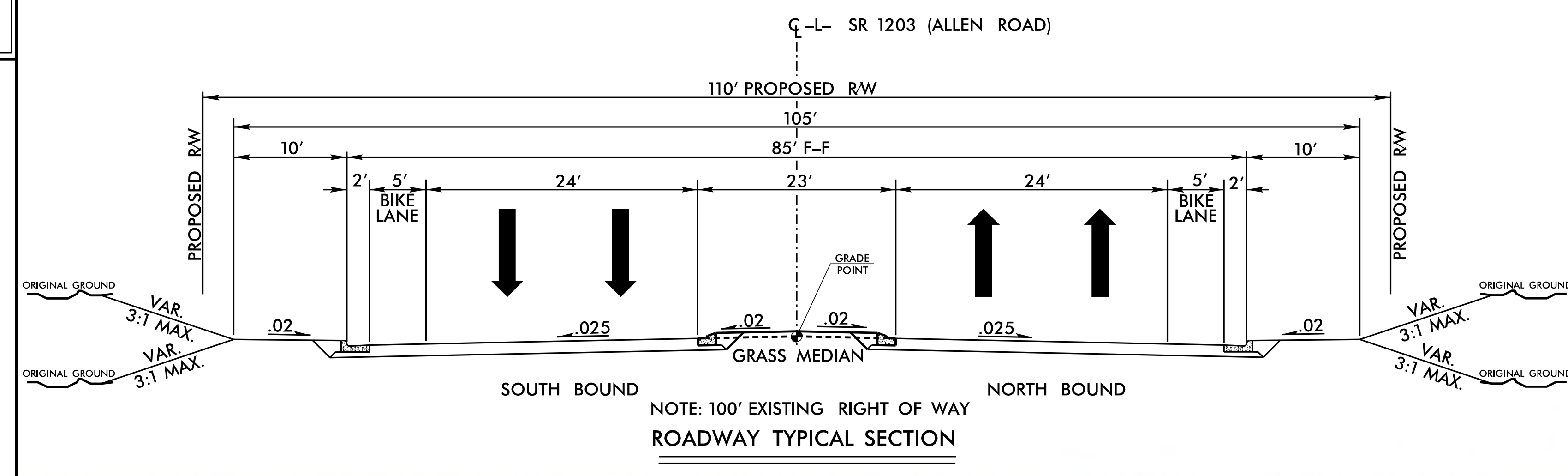
100' 50' 0' 100' 200'
 GRAPHIC SCALE
PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION

THE GREAT SEAL OF THE STATE OF NORTH CAROLINA
 (MAINTAIN EXISTING RIGHT OF WAY ON WEST SIDE)
 SR 1203 (ALLEN RD)
 PITT COUNTY
 WBS # 44677.1.1
 NCDOT PROJECT # U-5875
 MAP 2 OF 3 MARCH 27, 2017

THE GREAT SEAL OF THE STATE OF NORTH CAROLINA
 (MAINTAIN EXISTING RIGHT OF WAY ON WEST SIDE)
 SR 1203 (ALLEN RD)
 PITT COUNTY
 WBS # 44677.1.1
 NCDOT PROJECT # U-5875
 MAP 2 OF 3 MARCH 27, 2017

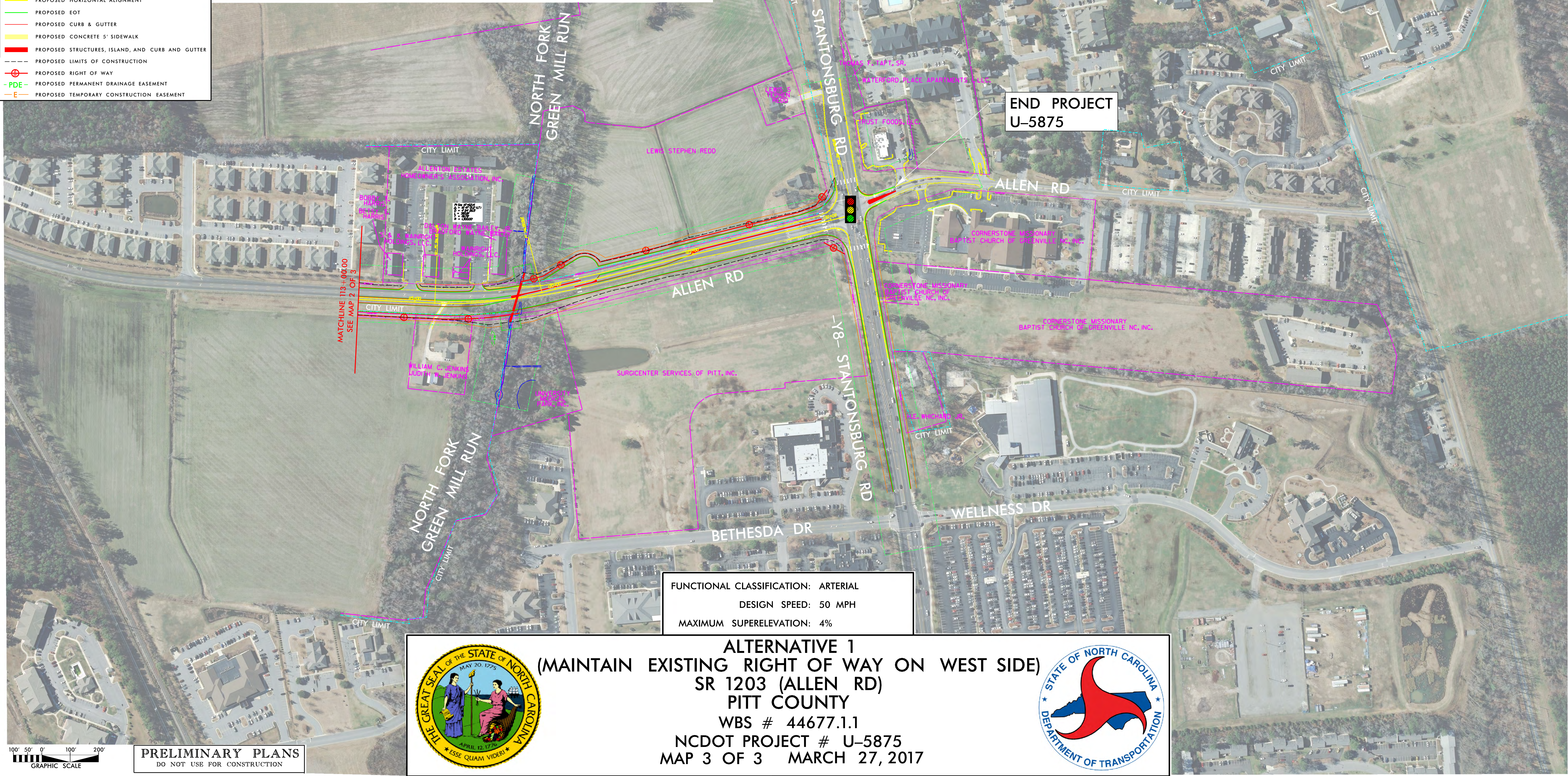
LEGEND

- CITY LIMIT BOUNDARY
- COUNTY BOUNDARY
- HISTORIC PROPERTY BOUNDARY
- EXISTING RIGHT OF WAY (SURVEY)
- PROPERTY LINES (SURVEY)
- LAKES, RIVERS, STREAMS, AND PONDS
- WLB- EXISTING WETLAND (SURVEY)
- EXISTING TRAFFIC SIGNAL
- EXISTING STRUCTURE TO BE RETAINED
- PROJECT STUDY AREA
- PROPOSED HORIZONTAL ALIGNMENT
- PROPOSED EOT
- PROPOSED CURB & GUTTER
- PROPOSED CONCRETE 5' SIDEWALK
- PROPOSED STRUCTURES, ISLAND, AND CURB AND GUTTER
- PROPOSED LIMITS OF CONSTRUCTION
- PROPOSED RIGHT OF WAY
- PDE- PROPOSED PERMANENT DRAINAGE EASEMENT
- E- PROPOSED TEMPORARY CONSTRUCTION EASEMENT

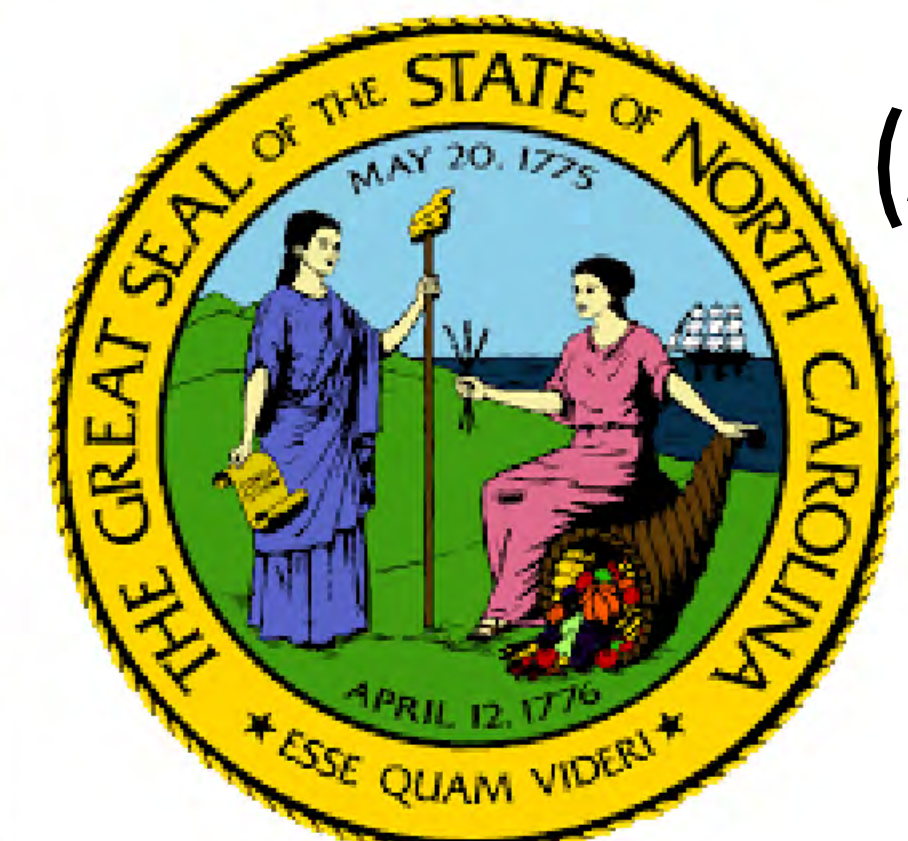


SR 1203 ALLEN RD.	21200	35100	11100	17200	800	2500	5400	SR 1203 ALLEN RD.
			7500	13600	2000	3500	10300	
					27500	32700		

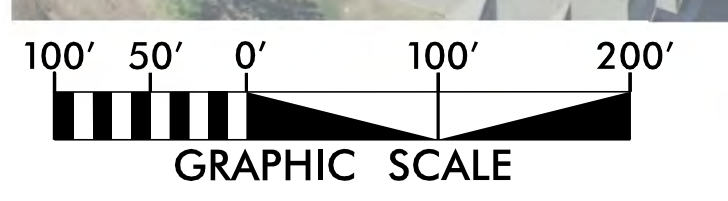
2016 ADT
2040 ADT



FUNCTIONAL CLASSIFICATION: ARTERIAL
 DESIGN SPEED: 50 MPH
 MAXIMUM SUPERELEVATION: 4%



ALTERNATIVE 1
 (MAINTAIN EXISTING RIGHT OF WAY ON WEST SIDE)
 SR 1203 (ALLEN RD)
 PITT COUNTY
 WBS # 44677.1.1
 NCDOT PROJECT # U-5875
 MAP 3 OF 3 MARCH 27, 2017



PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION

THE GREAT SEAL OF THE STATE OF NORTH CAROLINA
 (MAINTAIN EXISTING RIGHT OF WAY ON WEST SIDE)
 SR 1203 (ALLEN RD)
 PITT COUNTY
 WBS # 44677.1.1
 NCDOT PROJECT # U-5875
 MAP 3 OF 3 MARCH 27, 2017

THE GREAT SEAL OF THE STATE OF NORTH CAROLINA
 ALTERNATIVE 1
 (MAINTAIN EXISTING RIGHT OF WAY ON WEST SIDE)
 SR 1203 (ALLEN RD)
 PITT COUNTY
 WBS # 44677.1.1
 NCDOT PROJECT # U-5875
 MAP 3 OF 3 MARCH 27, 2017

Appendix C

Scientific Names of Species Identified in Report

Plants

Common Name

American elm
Black cherry
Chinese privet
Clover
Fescue
Loblolly pine
Muscadine grape
Poison ivy
Raspberry
Red maple
Sweetgum
Water oak
Willow oak

Scientific Name

Ulmus americana
Prunus serotina
Ligustrum sinense
Trifolium sp.
Festuca sp.
Pinus taeda
Vitis rotundifolia
Toxicodendron radicans
Rubus sp.
Acer rubrum
Liquidambar styraciflua
Quercus nigra
Quercus phellos

Animals

Common Name

American crow
American goldfinch
American robin
American toad
Blue jay
Bowfin
Bullfrog
Carolina wren
Chain pickerel
Copperhead
Darter
Eastern bluebird
Eastern box turtle
Eastern cottontail
Eastern fence lizard
Eastern gray squirrel
Eastern mosquitofish
Eastern towhee
European starling
Five-lined skink
Flathead catfish

Scientific Name

Corvus brachyrhynchos
Spinus tristis
Turdus migratorius
Anaxyrus americanus
Cyanocitta cristata
Amia calva
Rana catesbeiana
Thryothorus ludovicianus
Esox niger
Agkistrodon contortrix
Percina sp.
Sialia sialis
Terrapene carolina carolina
Sylvilagus floridanus
Sceloporus undulates
Sciurus carolinensis
Gambusia holbrooki
Pipilo erythrophthalmus
Sturnus vulgaris
Plestiodon inexpectatus
Pylodictis olivaris

Common Name

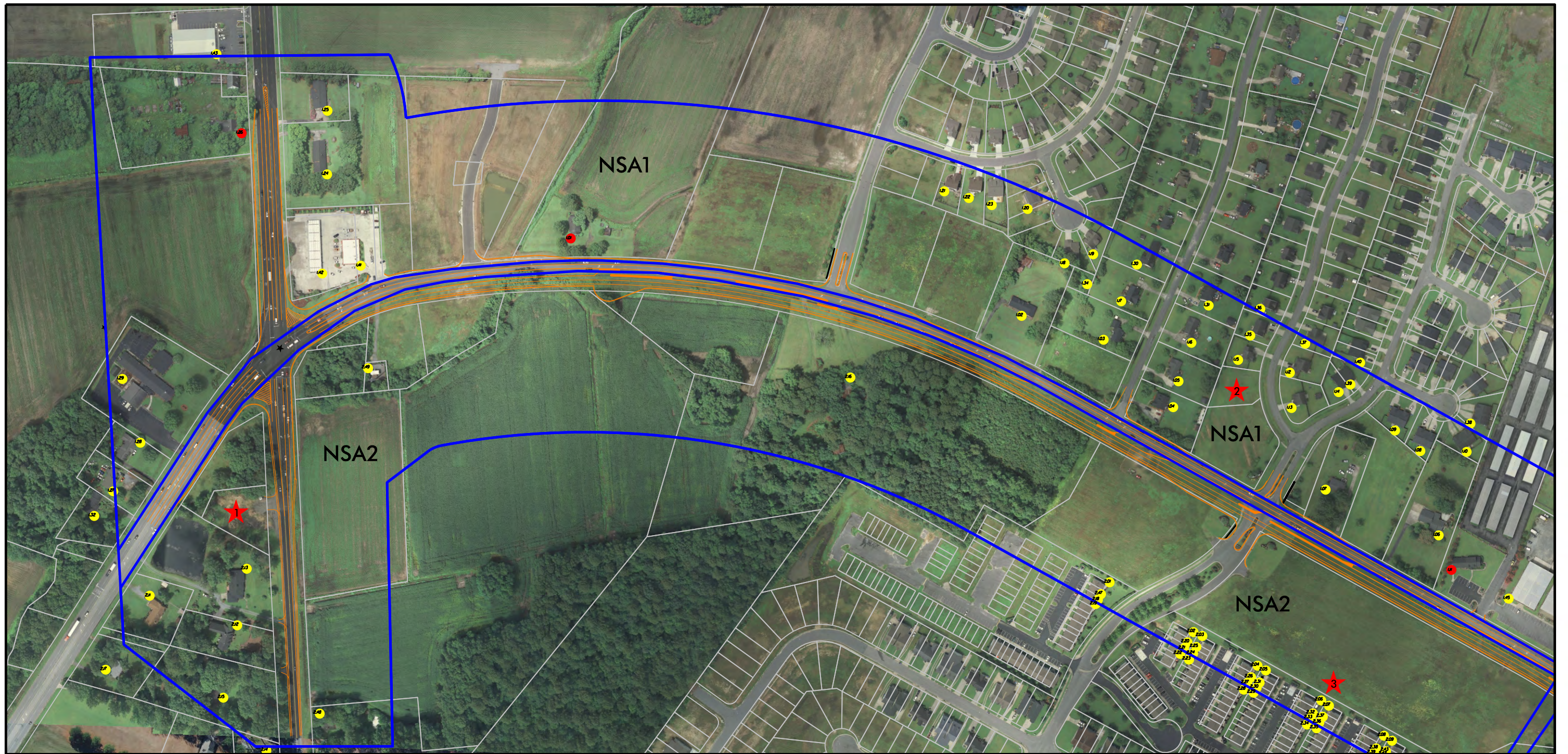
Gizzard shad
Grass carp
Gray fox
Gray treefrog
Green anole
Largemouth bass
Mourning dove
Northern cardinal
Northern flicker
Northern long-eared bat
Northern mockingbird
Pileated woodpecker
Raccoon
Rat snake
Red-shouldered hawk
Red-tailed hawk
Rock dove
Rough green snake
Song sparrow
Shiner
Striped skunk
Sunfish
Tufted titmouse
Turkey vulture
Virginia opossum
White-footed mouse
White-tailed deer
White-throated sparrow

Scientific Name

Dorosoma cepedianum
Ctenopharyngodon idella
Urocyon cinereoargenteus
Hyla versicolor
Anolis carolinensis
Micropterus salmoides
Zenaida macroura
Cardinalis cardinalis
Colaptes auratus
Myotis septentrionalis
Mimus polyglottos
Hylatomus pileatus
Procyon lotor
Elaphe sp.
Buteo lineatus
Buteo jamaicensis
Columbia livia
Opheodryx aestivus
Melospiza melodia
Notropis sp.
Mephitis mephitis
Centrarchidae
Baeolophus bicolor
Cathartes aura
Didelphis virginiana
Peromyscus leucopus
Odocoileus virginianus
Zonotrichia albicollis

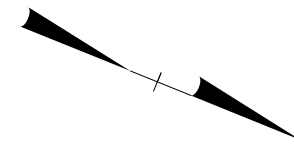
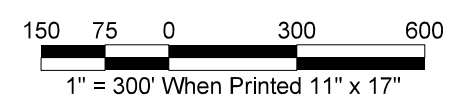
Appendix D

Noise Study Areas (NSAs)



- Traffic Noise Receptor**
- Not Impacted or Benefitted
 - Not Impacted but Benefitted
 - Impacted and Benefitted
 - Impacted but not Benefitted
- Monitoring Site**
- ★ Monitoring Site
- Design Edge of Pavement**
- Design Edge of Pavement
- Parcel Boundary**
- Parcel Boundary
- NSA Boundary**
- NSA Boundary

- Evaluated Barriers**
- Barrier Feasible and Reasonable
 - Barrier Feasible but not Reasonable
 - Barrier not Feasible

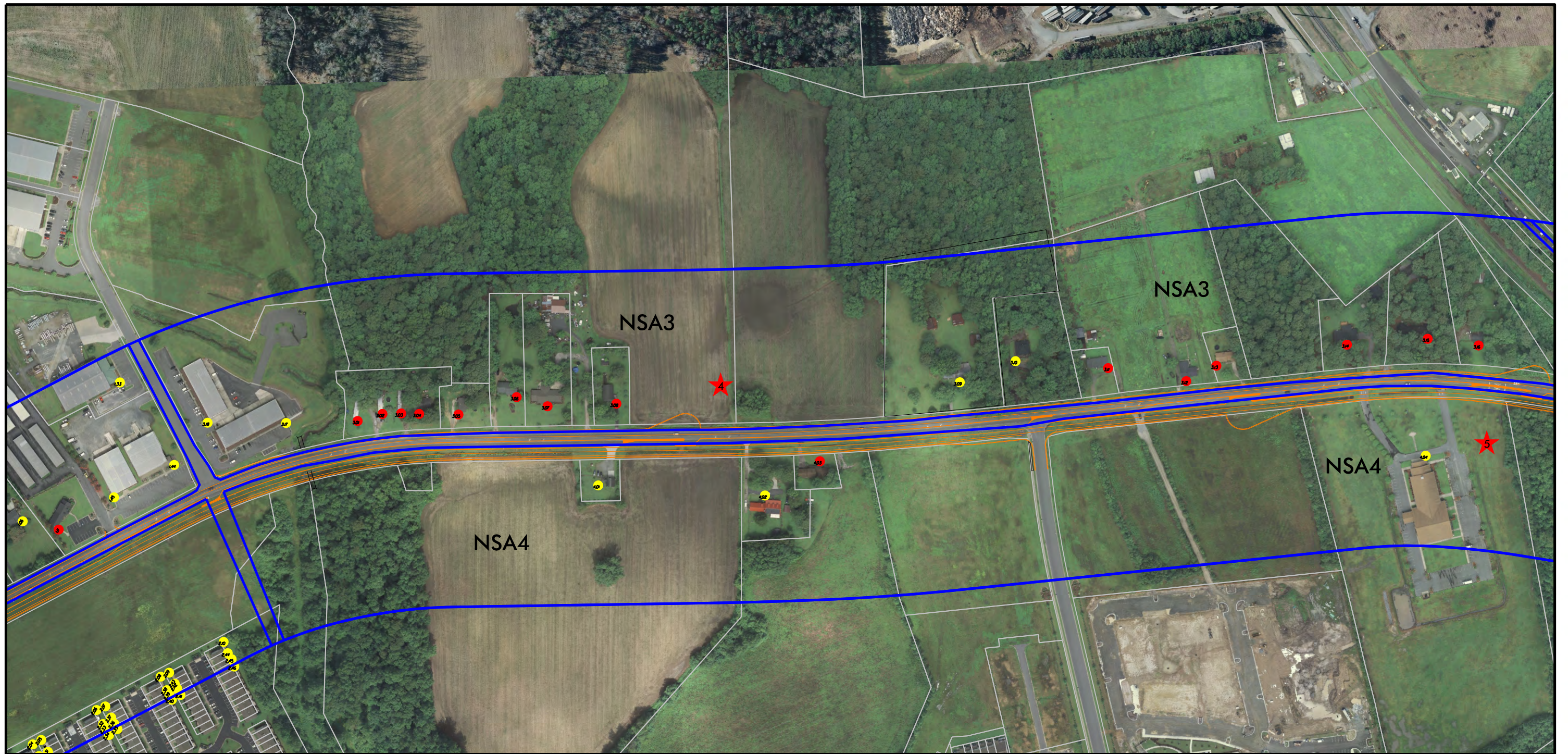


Traffic Noise Analysis

Allen Road (S.R. 1203) Widen to Multi-Lanes From
Stansburg Road (S.R. 1467 to Dickinson
Avenue Extension (U.S. 13) in Pitt County

TIP Project No. U-5875

Figure: 2-1
Detailed Study Area Map



- Traffic Noise Receptor**
- Not Impacted or Benefitted
 - Not Impacted but Benefitted
 - Impacted and Benefitted
 - Impacted but not Benefitted
- Evaluated Barriers**
- Barrier Feasible and Reasonable
 - Barrier Feasible but not Reasonable
 - Barrier not Feasible
- ★ Monitoring Site
 — Design Edge of Pavement
 — Parcel Boundary
 — NSA Boundary

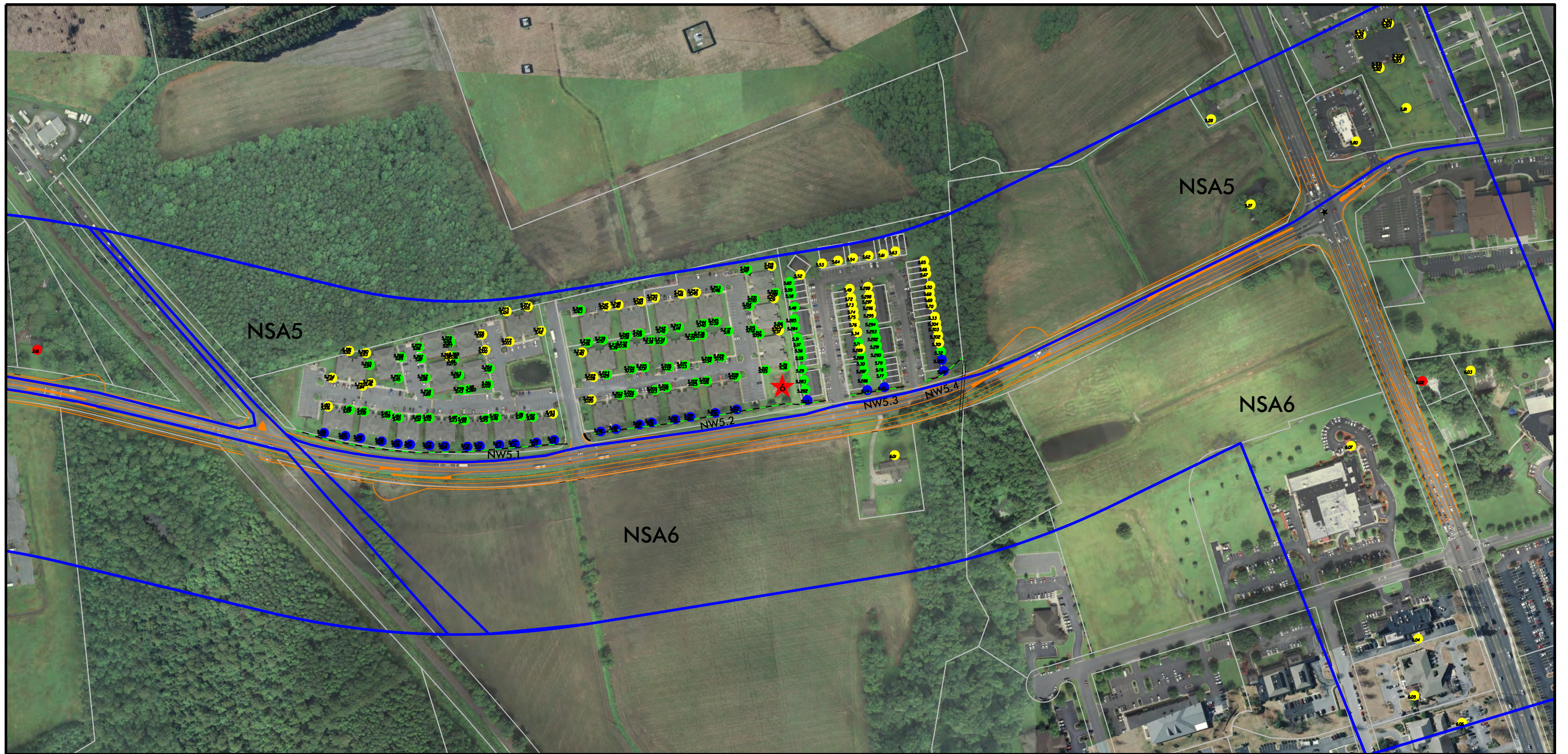


Traffic Noise Analysis

Allen Road (S.R. 1203) Widen to Multi-Lanes From
 Stansburg Road (S.R. 1467 to Dickinson
 Avenue Extension (U.S. 13) in Pitt County

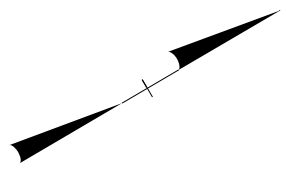
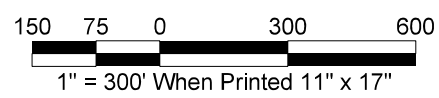
TIP Project No. U-5875

Figure: 2-2
 Detailed Study Area Map



- Traffic Noise Receptor**
- Not Impacted or Benefitted
 - Not Impacted but Benefitted
 - Impacted and Benefitted
 - Impacted but not Benefitted
- ★ Monitoring Site
- Design Edge of Pavement
 - Parcel Boundary
 - NSA Boundary

- Evaluated Barriers**
- Barrier Feasible and Reasonable
 - Barrier Feasible but not Reasonable
 - Barrier not Feasible



Traffic Noise Analysis

Allen Road (S.R. 1203) Widen to Multi-Lanes From
Stansburg Road (S.R. 1467 to Dickinson
Avenue Extension (U.S. 13) in Pitt County

TIP Project No. U-5875

Figure: 2-3
Detailed Study Area Map

Appendix E

SHPO Effects Determination

16-07-0001



HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS 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:	U-5875	County:	Pitt
WBS No.:	44677.1.1	Document Type:	State EA
Fed. Aid No:		Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	NWP 14
<u>Project Description:</u>			
The project consists of an approximately 2.3 mile segment of SR 1203 (Allen Rd) from SR 1467 (Stantonburg Rd) to US 13 (Dickinson Ave Ext.). The goal of the project is to convert the existing roadway into a four-lane divided facility with a raised median and curb and gutter with an at-grade railroad crossing near Landfill Road. Sidewalks and bike lanes are proposed as part of the project, but the project will also investigate the possibility of replacing sidewalks and bike lanes with a multi-use path.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<u>Description of review activities, results, and conclusions:</u>
On June 20, 2016 a search of NC HPOWEB GIS Service map revealed that in the Area of Potential Effects (APE) the project included a property which is over 50 years of age. An architectural historian conducted an eligibility evaluation of the property. In a letter dated October 13, 2016 the North Carolina Historic Preservation Office concurred with our finding that the Noah Forbes Sr. House (PT0047) is eligible for National Register listing under Criterion C and Consideration B.

ASSESSMENT OF EFFECTS

Property Name: Noah Forbes Sr. House	Status:	DE
Survey Site No.: PT0047	PIN:	
Effects		
<input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect		
<u>Explanation of Effects Determination:</u>		
Widening requires no ROW. Temporary construction easements 10'-15' No alteration to historic setting		

List of Environmental Commitments:

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

Shelby Reap
NCDOT Architectural Historian

July 11, 2017
Date

Renee Medhill-Easley
State Historic Preservation Office Representative

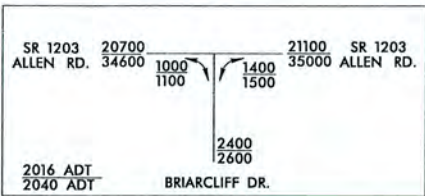
7.11.17
Date

Representative, Federal Agency

Date

8/17/09

-L-	-Y5-	
PI Sta 80+06.79	PI Sta 12+17.06	PI Sta 13+46.46
$\Delta = 5^{\circ} 01' 52.3" (LT)$	$\Delta = 2^{\circ} 17' 06.8" (LT)$	$\Delta = 3^{\circ} 02' 20.9" (LT)$
$D = 0^{\circ} 42' 58.3"$	$D = 1^{\circ} 43' 45.5"$	$D = 2^{\circ} 24' 00.3"$
$L = 702.49'$	$L = 132.15'$	$L = 126.63'$
$T = 351.47'$	$T = 66.08'$	$T = 63.33'$
$R = 8,000.00'$	$R = 3,313.21'$	$R = 2,387.25'$
SE = NC		

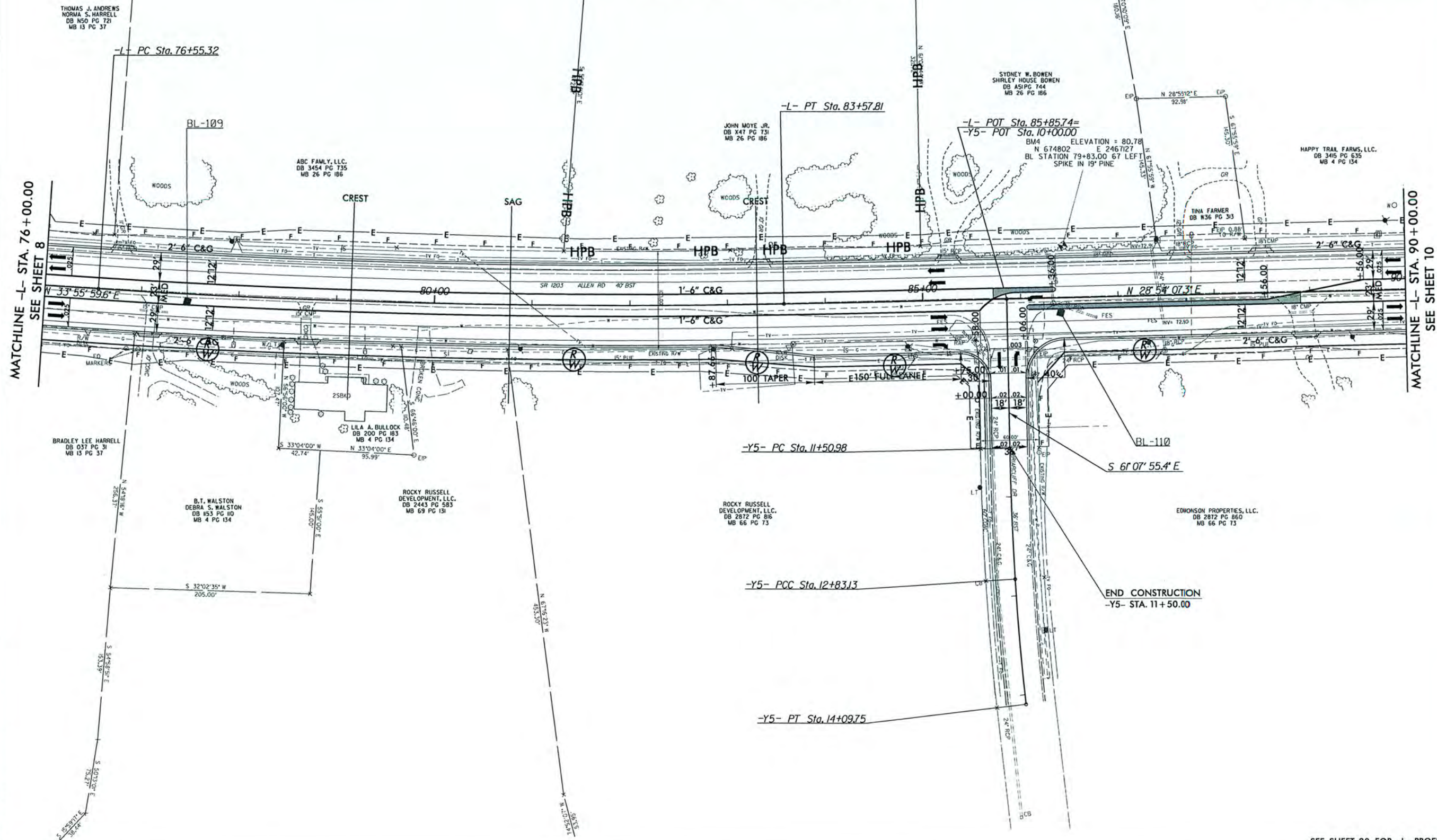


SEPI
ENGINEERING & CONSTRUCTION
1925 Wade Avenue
Raleigh, NC 27605
Tel: 919-789-9977
Fax: 919-789-9591
License: C-2197

PROJECT REFERENCE NO. U-5875	SHEET NO. 9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



HISTORIC PROPERTY



REVISIONS

7/11/2017
C:\Users\psh9\Documents\U-5875_Pdu_psh9.dgn
1:15:44

SEE SHEET 20 FOR -L- PROFILE

Appendix F

Public Meeting Summary

**U-5875 Allen Road Widen to Multi-Lanes
Public Meeting #1 – March 27, 2017
Summary of Meeting and Comments**

871 postcards were printed and mailed. Mailing addresses were provided by NCDOT Public Involvement. 40 were returned due to address errors – no such number or other error. 8 people requested to be added to the mailing list either before, during, or after the meeting.

Pre-Meeting Comments:

7 comments were received prior to the meeting in the form of phone calls and/or emails.

- 1 was from Pitt County Solid Waste and Recycling regarding their facility on Landfill Road. He expressed that trucks leaving their facility have a hard time turning left onto Allen Road and requested that a traffic signal be placed at the corner of Allen and Landfill.
- 1 was from the Pitt County school system. They are concerned with restricting access at Briarcliff for the school and also at Woodridge Park Road for the new bus facility. They have requested a signal at Woodridge Park Road and Allen Road.
- 1 was from the US Fish and Wildlife Service. They do not have any specific concerns for the project.
- 1 is from the Property Manager for McDonalds Corporation. They will be constructing a new restaurant at 2458 Allen Road and wanted information on how the project could affect their new location.
- 3 were from citizens who support the project and would like to see bike lanes and sidewalks (with appropriate crosswalks) along the entire corridor.

Meeting:

56 people (including NCDOT and SEPI staff) signed in to the meeting on March 27, 2017 and 8 comment forms were collected (2 additional forms were collected during the Local Officials Meeting). No additional forms were received after the meeting mail.

Notification Source:

- Local Official - 2
- Newsletter – 6
- Friend/Relative – 0
- Newspaper – 2
- TV/Radio – 0

Affiliation:

- Teakwood Green – 1
- Homeowners Association – 1

Major Issues Identified:

- Access - 6
- Vehicular Safety - 4
- Pedestrian Facilities and Safety - 3
- Neighborhood Connectivity - 3
- Historic and Cultural Sites – 2
- Natural Resources – 2
- Aesthetics - 1
- Businesses - 1

Preferred Alternative:

- Alternative 1 - 7
- Alternative 2 - 1

Summary of Design Comments:

- Don't plant tall landscaping that could block sight for u-turns.
- A continual center turn lane allows people to turn wherever they need. A grass median will limit mobility and should not be proposed.

Summary of Additional Comments:

- Please address the Allen Road/Dickinson Avenue intersection
- Please add sidewalks
- Concern with losing part of front yard on west side of Allen Road and loss of resale value
- Do not want to lose center turn lane – like to be able to turn anywhere
- Drainage along the road and alongside the road is a problem

Post-Meeting Comments:

2 comments were received after the meeting via email. 1 comment was received after the meeting via a phone call. The comments are summarized below.

- Homeowner in Teakwood subdivision unable to attend the meeting and requesting more information. Glad to hear about the project, but concerned about access.
- Homeowner with a business that services large vehicles is concerned about the distance that would need to be travelled in order to turn around leaving his property. Also concerned about the ability for large vehicles to turn in the current areas. Requests that driveways be provided and one of the driveways made larger to accommodate large vehicles.
- The GUC has inquired about the need and funding to relocate poles.

Local Officials Meeting:

31 people signed into the Local Officials Meeting – including NCDOT and SEPI staff. 2 comment forms were collected and are summarized above.

Appendix G
Agency Coordination



Kathryn Johnston
Secretary

J. Brian Ratledge
General Counsel

September 30, 2016

Ms. Betty Ann Caldwell
North Carolina Department of Transportation
Highway Division 2
105 Pictolus Hwy
Greenville, North Carolina 27835

Re: SCH File # 17-E-4220-0115; SCOPING; Proposed project is for the widening and upgrading of Allen Road, SR 1203, from Stantonsburg Road to Dickenson Avenue Extension in Greenville, NC. STIP U-5875

Dear Ms. Caldwell:

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

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

Sincerely,

Crystal Best

State Environmental Review Clearinghouse

Attachments

cc: Region Q



Environmental
Quality

PAT MCCRORY
Governor

DONALD R. VAN DER VAART
Secretary

MEMORANDUM

To: Crystal Best
State Clearinghouse Coordinator
Department of Administration

From: Lyn Hardison *LBH*
Division of Environmental Assistance and Customer Service
Environmental Assistance and Project Review Coordinator

RE: 17-0115
Scoping – Proposed project is for the widening and upgrading of Allen Road, SR 1203, from
Stantonsburg Road to Dickerson Avenue Extension in Greenville, NC STIP U-5875
Pitt County

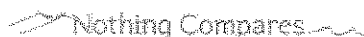
Date: September 28, 2016

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

The Department agencies will continue to be available to assist the applicant during the environmental review process.

Thank you for the opportunity to respond.

Attachments





PAT McCrORY
Governor

SUSAN KLUTTZ
Secretary

NCNHDE-2175

September 7, 2016

Betty Ann Caldwell, PE
NCDOT, Division 2
105 Pictolus Highway
Greenville, NC 27835

RE: Scoping - Allen Road (SR 1203) widening and upgrades, Greenville, Pitt County; U-5875/SCH 17-0115

Dear Betty Ann Caldwell, PE:

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

A query of the NCNHP database, based on the project area mapped with your request, indicates that there are no records for rare species, important natural communities, natural areas, or conservation/managed areas within the proposed project boundary. Please note that although there may be no documentation of natural heritage elements within the project boundary, it does not imply or confirm their absence; the area may not have been surveyed. The results of this query should not be substituted for field surveys where suitable habitat exists. In the event that rare species are found within the project area, please contact the NCNHP so that we may update our records.

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

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

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

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

Sincerely,
NC Natural Heritage Program

Nothing Compares™

State of North Carolina | Department of Natural and Cultural Resources
109 East Jones Street | Raleigh, NC 27601
919-807-7396

Natural Heritage Element Occurrences, Natural Areas, and Managed Areas Within a One-mile Radius of the Project Area
Scoping - Allen Road (SR 1203) widening and upgrades, Greenville, Pitt County

Project No. U-5875/SCH 17-0115
 September 7, 2016
 NCNHDE-2175

Element Occurrences Documented Within a One-mile Radius of the Project Area	Taxonomic Group									
EO ID	Scientific Name	Common Name	Last Observation Date	Element Occurrence Rank	Accuracy	Federal Status	State Status	Global Rank	State Rank	Global Rank
33766	Somatochlora georgiana	Coppery Emerald	2004-Pre	H?	5-Very Low	---	Significantly Rare	G3G4	S2?	S2?
9604	Mesic Mixed Hardwood Forest (Coastal Plain Subtype)	---	1990-11-04	B	3-Medium	---	---	G3	S3	S3

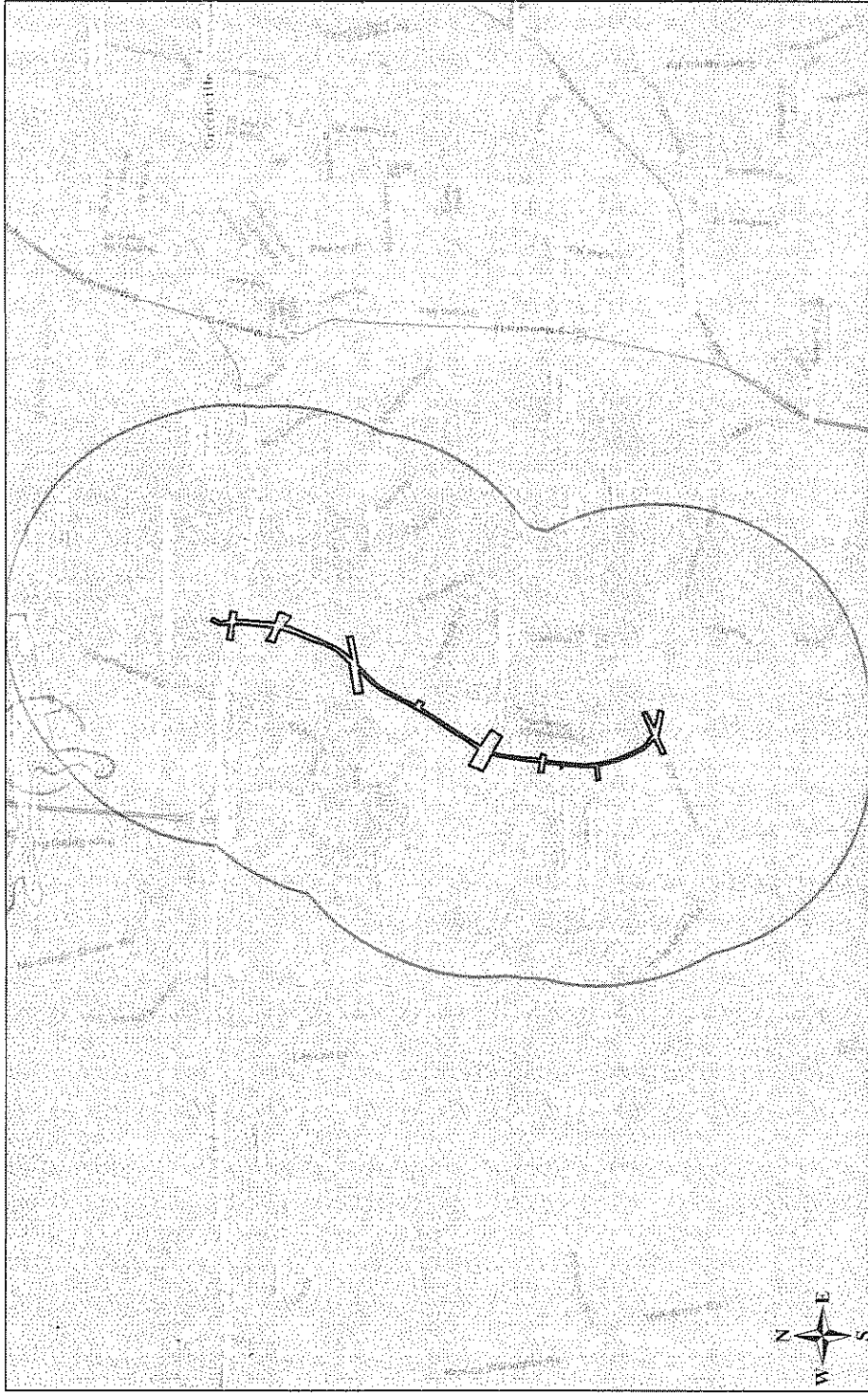
Natural Areas Documented Within a One-mile Radius of the Project Area

Site Name	Representational Rating	Collective Rating
Harris Mill Run Slopes	R5 (General)	C5 (General)

No Managed Areas are Documented Within a One-mile Radius of the Project Area

Definitions and an explanation of status designations and codes can be found at <https://ncnhde.natureserve.org/content/Help>. Data query generated on September 7, 2016; source: NCNHP, Q2 June 2016. Please resubmit your information request if more than one year elapses before project initiation as new information is continually added to the NCNHP database.

NCNHDE-2175: Scoping - Allen Road (SR 1203) widening and upgrades, Greenville, Pitt County



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoEye, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox Labs, © OpenStreetMap contributors, and the GIS User Community

- Project Boundary
- Buffered Project Boundary
- Natural Heritage Element Occurrence (NHEO)
- NHP Natural Area (NHNA)



Waste Management
ENVIRONMENTAL QUALITY

PAT MCCRORY

Director

DONALD R. VAN DER VAART

Secretary

MICHAEL SCOTT

Director

September 20, 2016

To: Michael Scott, Director
Division of Waste Management

From: Bill Hunneke, Eastern Region Compliance Supervisor,
Compliance Branch, Hazardous Waste Section

Subject: Hazardous Waste Section Comments on scoping document for proposed widening and upgrading of Allen Road, SR 1203, from Stantonsburg Road to Dickenson Avenue Extension in Greenville, NC. STIP U 5875
(Pitt County)
Project Number: 17-0115

The Hazardous Waste Section (HWS) has reviewed the scoping document for the proposed widening and upgrading of Allen Road, SR 1203, from Stantonsburg Road to Dickenson Avenue Extension in Greenville, NC. STIP U 5875 (Pitt County).

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

The proposed project site does not currently have an existing EPA Identification numbers for the generation of hazardous waste.

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

Kind regards,

A handwritten signature in black ink that reads "William F. Hunneke".

William Hunneke
Eastern Region Compliance Supervisor



Waste Management
ENVIRONMENTAL QUALITY

PAT MCCRORY
SUPERVISOR

DONALD R. VAN DER VAART
SUPERVISOR

MICHAEL SCOTT
SUPERVISOR

Date: September 6,, 2016

To: Michael Scott, Director
Division of Waste Management

Through: Dave Lown, Head
Federal Remediation Branch

From: Harry Zinn, Federal Remediation Branch

Subject: SEPA project #17-0115 - Proposed project is for the widening and upgrading of Allen Road, SR 1203, from Stantonsburg Road to Dickenson Avenue Extension in Greenville, Pitt County, NC.

The Superfund Section has reviewed the proximity of CERCLIS and other sites under their jurisdiction to the construction of the Proposed project is for the widening and upgrading of Allen Road, SR 1203, from Stantonsburg Road to Dickenson Avenue Extension.

One site was identified within one mile of the project as shown on the attached map and in the table below. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: <https://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/e-documents>.

Please contact me at 919.707.8374 if you have any questions.

ID #	Site Name	Status
DC740004	BOWEN CLEANERS	Open site on the Dry-Cleaning Solvent Act Sites Inventory

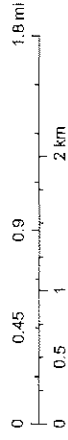
Superfund Section SEPA Review 17-01115



September 6, 2016

- ◆ Brownfields Sites
- ☆ Pre-Regulatory Landfill Sites
- Dry-Cleaning Solvent Cleanup Act Sites
- Inactive Hazardous Sites
- Half Mile Buffer
- One Mile Buffer
- All Sites

1:36,112



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomatics, Aergrid, IGN, IGP, swisstopo, and the GIS User Community

Web AppBuilder for ArcGIS
 USDA FSA, Microsoft |



PAT MCCRORY
Director

DONALD R. VAN DER VAART
Secretary

MICHAEL E. SCOTT
Director

MEMORANDUM

TO: Michael Scott, Division Director through Sharon Brinkley

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

DATE: September 26, 2016

SUBJECT: Review: Project #17-0115 – Pitt County (NCDOT –Scoping - Proposed project is for the widening and upgrading of Allen Road, SR 1203, from Stantonsburg Road to Dickenson Avenue Extension in Greenville, NC. STIP U 5875)

The Division of Waste Management, Solid Waste Section (Section) has reviewed the scoping document for the proposed widening and upgrading of Allen Road, SR 1203, from Stantonsburg Road to Dickenson Avenue Extension in Greenville, NC. STIP U 5875. Based on the information provided, the Section sees no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project.

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

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

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

cc: Ray Williams, Environmental Senior Specialist
Jessica Montie, Compliance Officer



PAT MCCRORY
Governor

DONALD R. VAN DER VAART
Secretary

MICHAEL SCOTT
Director

TO: Lyn Hardison, Environmental Coordinator

FROM: Sylvia Newsom-Hunneke, Regional UST Supervisor

COPY: Scott Bullock, Corrective Action Branch Head

COPY: Sharon Brinkley, Administrative Secretary

DATE: September 17, 2016

RE: Environmental Review – Project Number 17-0115– Proposed project is for the widening of Allen Road (SR 1203) from Stantonsburg Road to Dickinson Avenue in Greenville, Pitt County.

I searched the Petroleum Underground Storage Tank (UST) and Non-UST Databases and found one Non-UST incident (UST# 93132), located at Parcel #34809, within the project area. I reviewed the above proposal and determined that this project should not have any adverse impact upon groundwater. The following comments are pertinent to my review:

1. The Washington Regional Office (WaRO) UST Section recommends removal of any abandoned or out-of-use petroleum USTs or petroleum above ground storage tanks (ASTs) within the project area. The UST Section should be contacted regarding use of any proposed or on-site petroleum USTs or ASTs. We may be reached at (252) 946-6481.
2. Any petroleum USTs or ASTs must be installed and maintained in accordance with applicable local, state, and federal regulations. For additional information on petroleum ASTs it is advisable that the North Carolina Department of Insurance at (919) 661-5880 ext. 239, USEPA (404) 562-8761, local fire department, and Local Building Inspectors be contacted.
3. Any petroleum spills must be contained and the area of impact must be properly restored. Petroleum spills of significant quantity must be reported to the North Carolina Department of Environmental Quality – Division of Waste Management Underground Storage Tank Section in the Washington Regional Office at (252) 946-6481.
4. Any soils excavated during demolition or construction that show evidence of petroleum contamination, such as stained soil, odors, or free product must be reported immediately to the local Fire Marshall to determine whether explosive or inhalation hazards exist. Also, notify the UST Section of the Washington Regional Office at (252) 946-6481. Petroleum contaminated soils must be handled in accordance with all applicable regulations.
5. Any questions or concerns regarding spills from petroleum USTs, ASTs, or vehicles should be directed to the UST Section at (252) 946-6481.

If you have any questions or need additional information, please contact me at 252-948-3908.

State of North Carolina
 Department of Environment and Natural Resources
 INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

Reviewing Office: Washington

Project Number 17-0115 Due Date: 9/26/2016
 County Pitt

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

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input type="checkbox"/>	Permit to construct & operate Transportation Facility as per 15A NCAC (2D.0800, 2Q.0601)	Application must be submitted at least 90 days prior to construction or modification of the source.	90 days
<input checked="" type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input checked="" type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950.		
<input type="checkbox"/>	Complex Source Permit required under 15 A NCAC 2D.0800		
<input type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) At least 30 days before beginning activity. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input checked="" type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with ENR Bond amount varies with type mine and number of acres of affected land. Any acre mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
<input type="checkbox"/>	Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.C. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, certify construction is according to ENR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage of the total project cost will be required upon completion.	30 days (60 days)

County <u>Pitt</u>		Project Number: <u>17-0115</u>	Due Date: <u>9/26/2016</u>	Normal Process Time (statutory time limit)
PERMITS		SPECIAL APPLICATION PROCEDURES or REQUIREMENTS		
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations.		10 days N/A
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form.		10 days N/A
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.		15-20 days N/A
<input checked="" type="checkbox"/>	401 Water Quality Certification	N/A		60 days (130 days)
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 fee must accompany application		55 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$50.00 fee must accompany application		22 days (25 days)
<input type="checkbox"/>	Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, NC 27611			
<input type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A, Subchapter 2C.0100.			
<input type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.			
<input checked="" type="checkbox"/>	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.			45 days (N/A)
<input checked="" type="checkbox"/>	Catawba, Jordan Lake, Randaiman, Tar Pamlico or Neuse Riparian Buffer Rules required.			
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq. Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.			30 days
<input checked="" type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.			30 days

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

Division	Initials	No comment	Comments	Date Review
DAQ	RMB	<input checked="" type="checkbox"/>	No Comments	9/8/16
DWR-WQROS (Aquifer & Surface)	GW	<input type="checkbox"/> <input type="checkbox"/>	<p>Comments on proposed improvements to Allen Road in Pitt Co., TIP U-5875, State Clearinghouse Project No. 17-0115:</p> <ul style="list-style-type: none"> A preliminary JD conducted by SEPI dated 9/9/16 indicates there are 2 potential wetlands in the project area. The provided scoping document states there are no wetlands. The preliminary JD also indicated the presence of 5 potential jurisdictional streams and 2 jurisdictional tributaries in the project area. The project is in the Tar-Pamlico Basin, therefore the buffer rules will apply in contrast to what is stated in the provided document. Any impacts to wetlands and streams on the project would require a 401 Water Quality Certification and/or Buffer Authorization and be subject to avoidance and minimization measures. Greens Mill Run is on the current 303d list and is listed as impaired for benthos severe. Therefore, the NCDWR is very concerned with sediment and erosion impacts that could result from this project. DWR will be coordinating with the US Army Corps of engineers and the consultant to conduct a site review of the preliminary JD. <p>Thank you for the opportunity to comment on this project....Garcy Ward</p>	9/23/16 / /
DWR-PWS	DEL	<input type="checkbox"/>	See Above	9/23/16
DEMLR (LQ & SW)	SD	<input type="checkbox"/>	E&S NCDOT program, State Stormwater exempted	9/12/16
DWM - UST	SNH	<input type="checkbox"/>	See attached comments	9/17/16

REGIONAL OFFICES

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Asheville Regional Office
2090 US Highway 70
Swannanoa, NC 28778
(828) 296-4500 | <input type="checkbox"/> Mooreville Regional Office
610 East Center Avenue, Suite 301
Mooreville, NC 28115
(704) 663-1699 | <input type="checkbox"/> Wilmington Regional Office
127 Cardinal Drive Extension
Wilmington, NC 28405
(910) 796-7215 |
| <input type="checkbox"/> Fayetteville Regional Office
225 North Green Street, Suite 714
Fayetteville, NC 28301-5043
(910) 433-3300 | <input type="checkbox"/> Raleigh Regional Office
3800 Barrett Drive, Suite 101
Raleigh, NC 27609
(919) 791-4200 | <input type="checkbox"/> Winston-Salem Regional Office
450 West Hanes Mill Road, Suite 300
Winston-Salem, NC 27105
(336) 771-9800 |
| | <input checked="" type="checkbox"/> Washington Regional Office
943 Washington Square Mall
Washington, NC 27889
(252) 946-6481 | |

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: PITT

F02: HIGHWAYS AND ROADS

STATE NUMBER: 17-E-4220-0115

DATE RECEIVED: 08/30/2016

AGENCY RESPONSE: 09/26/2016

REVIEW CLOSED: 09/29/2016

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

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DEPT OF TRANSPORTATION
DNCR - DIV OF PARKS AND RECREATION
DPS - DIV OF EMERGENCY MANAGEMENT
MID EAST COMMISSION

PROJECT INFORMATION

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

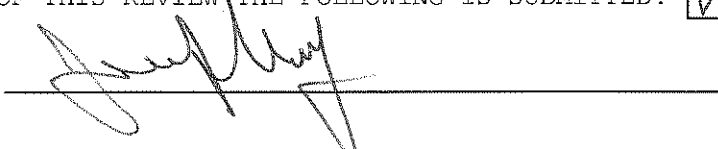
DESC: Proposed project is for the widening and upgrading of Allen Road, SR 1203, from
Stantonsburg Road to Dickenson Avenue Extension in Greenville, NC. STIP U-5875

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

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

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

SIGNED BY:



DATE:

9/12/2016



NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

Carlos Moya

COUNTY: PITT

F02: HIGHWAYS AND ROADS

STATE NUMBER: 17-E-4220-0115
DATE RECEIVED: 08/30/2016
AGENCY RESPONSE: 09/26/2016
REVIEW CLOSED: 09/29/2016

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

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MID EAST COMMISSION



PROJECT INFORMATION

APPLICANT: NC Department of Transportation
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AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY: _____

DATE: Sep 7, 2016



NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: PITT

F02: HIGHWAYS AND ROADS

STATE NUMBER: 17-E-4220-0115

DATE RECEIVED: 08/30/2016

AGENCY RESPONSE: 09/26/2016

REVIEW CLOSED: 09/29/2016

CLEARINGHOUSE COORD REGION Q
MID EAST COMMISSION
1385 JOHN SMALL AVENUE
WASHINGTON NC

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indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

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

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

SIGNED BY:

Ben Hoyle

DATE:

9-6-16



NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

SEP 01 2016

COUNTY: PITT

F02: HIGHWAYS AND ROADS

STATE NUMBER: 17-E-4220-0115

DATE RECEIVED: 08/30/2016

AGENCY RESPONSE: 09/26/2016

REVIEW CLOSED: 09/29/2016

MS PAULA CUTTS
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT
FLOODPLAIN MANAGEMENT PROGRAM
4218 MAIL SERVICE CENTER
RALEIGH NC

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MID EAST COMMISSION

PROJECT INFORMATION

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

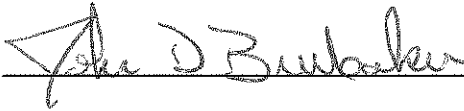
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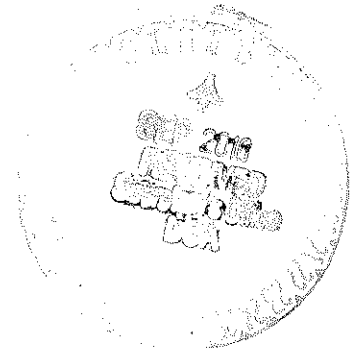
If additional review time is needed, please contact this office at (919)807-2425.

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

SIGNED BY:



DATE: 08 Sept 2016





North Carolina Department of Public Safety

Emergency Management

Pat McCrory, Governor
Frank L. Perry, Secretary

Michael A. Sprayberry, Director

September 8, 2016

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

Subject: Intergovernmental Review State Number: 17-E-4220-0115
Road Improvements along SR 1203 over Green Mill Run, City of Greenville, Pitt County

As requested by the North Carolina State Clearinghouse, the North Carolina Department of Public Safety Division of Emergency Management Risk Management reviewed the proposed project for the road improvements on State Road 1203 in the City of Greenville. The proposed project includes the crossing of Green Mill Run. Please refer to Flood Insurance Rate Map Panel 4667. North Carolina Executive Order 123 directs NCDOT to coordinate with and follow the FHWA floodplain management requirements which are found in the Federal Executive Order 11988. To ensure NCDOT compliance with EO 11988 and 44 CFR the NCDOT Hydraulics Section and the NC Floodplain Mapping Program have a Memorandum of Agreement (MOA). Please coordinate with Mr. David Chang, NCDOT Hydraulics, to determine if the proposed crossings within this project are eligible to fall within the MOA.

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

Sincerely,

John D. Brubaker, P.E., CFM
NFIP Engineer
Risk Management

cc: Tom Langan, Engineering Supervisor
John Gerber, NFIP State Coordinator

File

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



An Equal Opportunity Employer

GTM OFFICE LOCATION:
4105 Reedy Creek Road
Raleigh, NC 27607
Telephone: (919) 825-2341
Fax: (919) 825-0408

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: PITT

F02: HIGHWAYS AND ROADS

STATE NUMBER: 17-E-4220-0115
DATE RECEIVED: 08/30/2016
AGENCY RESPONSE: 09/26/2016
REVIEW CLOSED: 09/29/2016

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

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DNCR - DIV OF PARKS AND RECREATION
DPS - DIV OF EMERGENCY MANAGEMENT
MID EAST COMMISSION

PROJECT INFORMATION

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

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

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

SIGNED BY: Renee Gledhill-Earley

DATE: 9/20/16

This is an EA-level project that is covered by SHPO's Programmatic Agreement with NCDOT. NCDOT Cultural Resources staff, not SHPO, are supposed to do the scoping for the project.

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



Susan Westberry

From: Aaron Errickson <erricka@pitt.k12.nc.us>
Sent: Friday, September 16, 2016 4:04 PM
To: Laura Watson; Susan Westberry
Cc: Matt Johnson
Subject: FW: Start of Study_ WBS 44677.1.1, STIP U-5875
Attachments: Lenker_SoS Packet.pdf; Transportation Plan -Master Site Plan w-SQFT.pdf

Ms. Westberry,

Good afternoon. Our office has reviewed the Start of Study Package for the Widening of Allen Road (SR 1203). We have two areas of concern. The first area is the existing Lakeforest Elementary School on Briarcliff Drive. If you could confirm that the median will not restrict access to this road and school, we would appreciate it. Our other area of concern is the design related to Woodridge Park Road. At this time, Pitt County Schools is purchasing a 20 acre site at the back of this business complex. This land will be used to construct a new transportation center for the school system. Attached is the Master Site Plan for the new transportation center. This complex will be released for design-build consideration on Tuesday November 1st, 2016 with a planned construction completion date of July 1st, 2018. Based on this Master Plan and the relocation of 325 buses to this site, we would like to request that a traffic light be considered for the intersection of Woodridge Park Road and Allen Road.

The above items are the school system's only two comments at this time. Please let me know if you have any questions about these comments or the upcoming construction of the new transportation center.

Sincerely,

Aaron D. Erickson

Section Coordinator
Facility Services
Pitt County Schools
(252) 756-2313 Office
(252) 304-0522 Mobile

From: Johnson, Matt [mailto:johnsom5@pitt.k12.nc.us]
Sent: Wednesday, August 24, 2016 3:50 PM
To: Aaron Errickson
Subject: Fwd: FW: Start of Study_ WBS 44677.1.1, STIP U-5875

See below and attached. This might answer the questions we were talking about today.

----- Forwarded message -----

From: **Ethan Lenker** <lenkere@pitt.k12.nc.us>
Date: Wed, Aug 24, 2016 at 3:44 PM
Subject: FW: Start of Study_ WBS 44677.1.1, STIP U-5875
To: Matt Johnson <JohnsoM5@pitt.k12.nc.us>

Dr. Ethan Lenker

Superintendent

Pitt County Schools

[252-830-4265](tel:252-830-4265)

www.pitt.k12.nc.us

From: Laura Watson [mailto:LWatson@sepiengineering.com]

Sent: Wednesday, August 24, 2016 3:27 PM

To: lenkerE@pitt.k12.nc.us

Cc: Susan Westberry

Subject: Start of Study_ WBS 44677.1.1, STIP U-5875

Good afternoon. You are receiving this email on behalf of Susan Westberry. Attached you will find the Start of Study Packet for the Widening and upgrading of Allen Road (SR 1203) from Stantonsburg Road (SR 1467) to Dickenson Avenue Extension (US 13) in Greenville, Pitt County; WBS 44677.1.1, STIP U-5875. You should you receive your hard copy in the mail in just a few days.

If you have any questions of concerns please email or call:

Susan Westberry, AICP, PWS, CPESC, LSSIT

Senior Environmental Planner

Direct: [910.550.3257](tel:910.550.3257) | Cell: [910.524.9404](tel:910.524.9404)

Email: swestberry@sepiengineering.com

Thank you,



Laura A. Watson | Administrative Assistant

SEPI Engineering & Construction

1025 Wade Avenue | Raleigh, NC 27605

Direct: [919.747.5866](tel:919.747.5866) | Main: [919.789.9977](tel:919.789.9977) | Fax: [919.789.9591](tel:919.789.9591) | sepiengineering.com

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Message Sent from PCS GMail

--

Matt Johnson
Executive Director of Operations
P.O. Box 1089
Winterville, NC 28590
252-756-2313
252-756-2354 (fax)
252-304-0510 (cell)

Message Sent from PCS GMail

Message Sent from PCS GMail

Estimated Square Footages of Planned Buildings

- 1) Office Building = 3,800 sq. ft.
- 2) Service Building = 11,000 sq. ft.
- 3) Wash Building = 2,640 sq. ft.
- 4) Fill Station = 2 Gas Pumps w/ 4 nozzles & 15,000 gal. of fuel

OPIS Online Parcel Information System

Segment: 148.05 Totals: 3655.52 Area: 841850.07 Acres: 19.326

Parcel Information
 NOTICE: Value informat 2015 year due to the

Parcel: 80529
 Physical Address: 975 WO
 Owner Name: HARDEI LLC
 OwnerAddress1: 1156 AI
 OwnerAddress2:
 OwnerAddress3:
 City / State / Zip: GRIMEE
 NC PIN: 466742
 Subdivision / Section / Phase: 2
 Prior Legal Description: WOODF PARK
 Block / Lot: 1B
 Tract:
 Building Number / Unit:
 Acres: 1.91
 Current Owner Deed/Document: 002972
 Map Book: MB74-4
 Deed / Document Date: 05/2012
 Deed / Document Sales Price: \$0
 Building Type / Use: WHSE C
 Number of Buildings: 1
 Year Built: 2005
 Total Living Area: 18000
 Building Value: \$316,1E
 Extra Features Value: \$17,48C
 Land Value: \$47,75C
 Total Current Market Value: \$381,42
 Total 2011 Market Value: \$0
 Revaluation Year: 2012

Measurements taken to Date

- A) Building is 100 Feet Wide and 180 Feet Long
- B) Back Entrance (from plans left to right)
 - 7 feet including personnel door
 - 16 feet 6 inches for large roll-up door with ramp
 - 6 inch thick concrete wall dividing two unloading areas
 - 30 feet for two roll-up doors with loading docks
 - 46 feet for grass area adjacent to loading dock spaces
- C) Side of Building is 180 Feet Long, divided into 45 feet sections between gutters
- D) 30 Feet of Side is the length of the green awning area
- E) Grass Lot measures 140 Feet in Length to current curbing at front & back of structure.
- F) Current side roads are 22 feet of asphalt, plus width of curbs & gutters
- G) On the Front of the Grass Lot, there is:
 - 30 FT between the front corner of the building and the curb at the ADA Space
 - 93 FT between curbs for front 10 parking spaces
 - 18 FT between far parking spot and side road

Susan Westberry

From: Jordan, Gary <gary_jordan@fws.gov>
Sent: Friday, August 26, 2016 8:44 AM
To: Susan Westberry
Subject: Re: Start of Study_ WBS 44677.1.1, STIP U-5875

Susan,

The USFWS does not have any specific concerns for this project. Given the previously disturbed nature of the project area (suburban development and agricultural activities), impacts to fish and wildlife resources should be minimal.

Gary Jordan

Fish and Wildlife Biologist
Liaison to NCDOT
US Fish and Wildlife Service
P.O. Box 33726
Raleigh, NC 27636-3726

Phone: 919-856-4520 x.32

Email: gary_jordan@fws.gov

On Wed, Aug 24, 2016 at 3:22 PM, Laura Watson <L.Watson@sepiengineering.com> wrote:

Good afternoon. You are receiving this email on behalf of Susan Westberry. Attached you will find the Start of Study Packet for the Widening and upgrading of Allen Road (SR 1203) from Stantonsburg Road (SR 1467) to Dickenson Avenue Extension (US 13) in Greenville, Pitt County; WBS 44677.1.1, STIP U-5875. You should you receive your hard copy in the mail in just a few days.

If you have any questions of concerns please email or call:

Susan Westberry, AICP, PWS, CPESC, LSSIT

Senior Environmental Planner

Direct: 910.550.3257 | Cell: 910.524.9404

Email: swestberry@sepiengineering.com

Thank you,



Laura A. Watson | Administrative Assistant

SEPI Engineering & Construction

1025 Wade Avenue | Raleigh, NC 27605

Direct: 919.747.5866 | Main: 919.789.9977 | Fax: 919.789.9591 | sepiengineering.com

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Susan Westberry

From: Wilson, Travis W. <travis.wilson@ncwildlife.org>
Sent: Wednesday, December 21, 2016 9:04 AM
To: Susan Westberry
Subject: RE: U-5875 Allen Road Widening Project

WRC did not request an in water work moratorium on this project.

Travis W. Wilson
Eastern Region Highway Project Coordinator
Habitat Conservation Program

NC Wildlife Resources Commission

1718 Hwy 56 West
Creedmoor, NC 27522
Phone: 919-707-0370
Fax: 919-528-2524
Travis.Wilson@ncwildlife.org

ncwildlife.org



From: Susan Westberry [mailto:SWestberry@sepiengineering.com]
Sent: Tuesday, December 20, 2016 2:27 PM
To: Wilson, Travis W. <travis.wilson@ncwildlife.org>
Subject: U-5875 Allen Road Widening Project

Hi Travis

I'm working on the Natural Resources Technical Report for this project and NCDOT asked whether or not you had made a determination regarding the possibility of construction moratoria for the project. The project crosses Greens Mill Run and several tributaries to Greens Mill Run and will include the extension of existing culverts along Allen Road.

We sent the attached Start of Study information this summer. We still do not have any design plans, but stream and wetland delineations have been completed and a verification meeting with Garcy Ward and Tom Steffens was held in October.

Please let me know if you need any additional information.

Thanks
Susan



Susan Westberry, AICP, PWS, CPESC, LSSIT

Senior Environmental Planner

SEPI Engineering & Construction

5030 New Centre Drive, Suite B | Wilmington, NC 28403

Direct: 910.550.3257 | Cell: 910.524.9404 | sepiengineering.com

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June 5, 2017

Tom Steffens
U.S. Army Corps of Engineers
Washington Regulatory Field Office
2407 West 5th Street
Washington, NC 27889-1000

Garcy Ward
NCDEQ – DWR
Washington Regional Office
943 Washington Square Mall
Washington, NC 27889

Re: Alternative Selection for STIP U-5875

SR 1203 (Allen Road) from SR 1467 (Stantonsburg Road) to US 13
(Dickinson Avenue Ext.) Widen to Multi-lanes.

Dear Mr. Steffens and Mr. Ward,

SEPI Engineering and Construction (SEPI) and NCDOT have completed an alternatives analysis for the U-5875 project resulting in the selection of **Alternative 1**.

SEPI and NCDOT evaluated two build alternatives for the project, Alternative 1 and Alternative 2. Alternative 1 would widen Allen Road primarily to the east, with the right of way limits on the west side of the road remaining in place in most locations. Alternative 2 would widen Allen Road primarily to the west, with the right of way limits on the east side of the road remaining in place in most locations.

Both alternatives would consist of four 12-foot travel lanes (2 in each direction), a 23-foot raised grass median, 5-foot bikes lanes on both sides of the road, 2-foot curb and gutter section, and a 10-foot berm contained within a 100-foot right of way.

The NC State Historic Preservation Office (SHPO) has determined that the Noah Forbes, Sr. House (PT0047) is eligible for listing in the National Register of Historic Places under Criterion C and Consideration B. This property is located on the west side of Allen Road (Figure 1). Design for both alternatives was manipulated to avoid the need of any proposed right of way for the project on this parcel.

A public meeting was held for the project on March 27, 2017. Comments received before, during, and after the meeting were summarized in the attached memo. Public preference was for Alternative 1.

An impact matrix is included below that summarizes the impacts for each alternative. With the avoidance of the historic property referenced above, impacts are very similar for alternatives 1 and 2, with alternative 2 being slightly more expensive and impacting more residential property. Wetland impacts are not listed as they have been avoided completely.

Based on the impact matrix and public comment, SEPI and NCDOT have chosen Alternative 1 as the preferred alternative to provide an alternative that would take the least amount of public property and have the least impact on the human environment.

IMPACT	ALTERNATIVE 1	ALTERNATIVE 2
Length (miles)	2.29	2.29
Cost		
Utility Cost (\$) Power	\$ 1,500,000.00	\$ 1,500,000.00
Utility Cost (\$) Gas	\$ 325,000.00	\$ 1,050,000.00
Utility Cost (\$) Water	\$ 2,900,000.00	\$ 2,000,000.00
Right-of-Way Cost (\$)	\$ 2,900,000.00	\$ 3,200,000.00
Construction Cost (\$)	\$ 13,100,000.00	\$ 13,600,000.00
Total Cost (\$)	\$ 20,725,000.00	\$ 21,350,000.00
Permanent Property Impacts		
Residential (#, Acres)	23 , 1.76	34 , 2.39
Business (#, Acres)	19 , 2.66	15 , 1.62
Non-Profit (#, Acres)	1 , 0.15	1 , 0.07
Total Impacts (#, Acres)	43 , 4.57	50, 4.08
Anticipated Proximity Impacts (#)	3	5
Streams		
Stream Length (ft)	209	211

**U-5875 Allen Road Widen to Multi-Lanes
Public Meeting #1 – March 27, 2017
Summary of Meeting and Comments**

871 postcards were printed and mailed. Mailing addresses were provided by NCDOT Public Involvement. 40 were returned due to address errors – no such number or other error. 8 people requested to be added to the mailing list either before, during, or after the meeting.

Pre-Meeting Comments:

7 comments were received prior to the meeting in the form of phone calls and/or emails.

- 1 was from Pitt County Solid Waste and Recycling regarding their facility on Landfill Road. He expressed that trucks leaving their facility have a hard time turning left onto Allen Road and requested that a traffic signal be placed at the corner of Allen and Landfill.
- 1 was from the Pitt County school system. They are concerned with restricting access at Briarcliff for the school and also at Woodridge Park Road for the new bus facility. They have requested a signal at Woodridge Park Road and Allen Road.
- 1 was from the US Fish and Wildlife Service. They do not have any specific concerns for the project.
- 1 is from the Property Manager for McDonalds Corporation. They will be constructing a new restaurant at 2458 Allen Road and wanted information on how the project could affect their new location.
- 3 were from citizens who support the project and would like to see bike lanes and sidewalks (with appropriate crosswalks) along the entire corridor.

Meeting:

56 people (including NCDOT and SEPI staff) signed in to the meeting on March 27, 2017 and 8 comment forms were collected (2 additional forms were collected during the Local Officials Meeting). No additional forms were received after the meeting mail.

Notification Source:

- Local Official - 2
- Newsletter – 6
- Friend/Relative – 0
- Newspaper – 2
- TV/Radio – 0

Affiliation:

- Teakwood Green – 1
- Homeowners Association – 1

Major Issues Identified:

- Access - 6
- Vehicular Safety - 4
- Pedestrian Facilities and Safety - 3
- Neighborhood Connectivity - 3
- Historic and Cultural Sites – 2
- Natural Resources – 2
- Aesthetics - 1
- Businesses - 1

Preferred Alternative:

- Alternative 1 - 7
- Alternative 2 - 1

Summary of Design Comments:

- Don't plant tall landscaping that could block sight for u-turns.
- A continual center turn lane allows people to turn wherever they need. A grass median will limit mobility and should not be proposed.

Summary of Additional Comments:

- Please address the Allen Road/Dickinson Avenue intersection
- Please add sidewalks
- Concern with losing part of front yard on west side of Allen Road and loss of resale value
- Do not want to lose center turn lane – like to be able to turn anywhere
- Drainage along the road and alongside the road is a problem

Post-Meeting Comments:

2 comments were received after the meeting via email. 1 comment was received after the meeting via a phone call. The comments are summarized below.

- Homeowner in Teakwood subdivision unable to attend the meeting and requesting more information. Glad to hear about the project, but concerned about access.
- Homeowner with a business that services large vehicles is concerned about the distance that would need to be travelled in order to turn around leaving his property. Also concerned about the ability for large vehicles to turn in the current areas. Requests that driveways be provided and one of the driveways made larger to accommodate large vehicles.
- The GUC has inquired about the need and funding to relocate poles.

Local Officials Meeting:

31 people signed into the Local Officials Meeting – including NCDOT and SEPI staff. 2 comment forms were collected and are summarized above.

Susan Westberry

From: Steffens, Thomas A CIV USARMY CESAW (US) <Thomas.A.Steffens@usace.army.mil>
Sent: Thursday, July 06, 2017 4:01 PM
To: Susan Westberry; 'Ward, Garcy'
Cc: Ben Crawford; Caldwell, Betty A; 'Kincannon, William C.'
Subject: RE: U-5875 Allen Road Alternative Selection

Susan,

I apologize for the tardy response, you're keeping us busy. The Corps is in agreement with the selection of Alternative 1 as the preferred alternative for the U-5875 Allen Road project. Thanks!

Thomas Steffens
Regulatory Project Manager
Washington Regulatory Field Office
2407 West 5th Street
Washington, NC 27889
o) (910)-251-4615

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http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0

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From: Susan Westberry [mailto:SWestberry@sepiengineering.com]
Sent: Thursday, June 22, 2017 11:14 AM
To: Steffens, Thomas A CIV USARMY CESAW (US) <Thomas.A.Steffens@usace.army.mil>; 'Ward, Garcy' <garcy.ward@ncdenr.gov>
Cc: Ben Crawford <bcrawford@sepiengineering.com>; Caldwell, Betty A <bacaldwell@ncdot.gov>; 'Kincannon, William C.' <wckincannon@ncdot.gov>
Subject: [Non-DoD Source] RE: U-5875 Allen Road Alternative Selection

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We would like to have documentation to include in the EA and the project file.

Thank you!

Susan

Susan Westberry, AICP, PWS, CPESC, LSSIT

Senior Environmental Planner

SEPI Engineering & Construction

5030 New Centre Drive, Suite B | Wilmington, NC 28403

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From: Susan Westberry

Sent: Monday, June 05, 2017 8:55 PM

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Cc: Ben Crawford; Caldwell, Betty A; Kincannon, William C.
Subject: RE: U-5875 Allen Road Alternative Selection

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DWR is in agreement with the Corps in the selection of Alternative 1 as the preferred alternative for U-5875. Thanks.

Garcy Ward
Environmental Senior Specialist
North Carolina Division of Water Resources
943 Washington Square Mall
Washington, NC 27889
ph: 252-946-6481

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From: Kevin Mulligan <KMulligan@greenvillenc.gov>
Sent: Friday, July 14, 2017 4:59 PM
To: Ward, Garcy; Steffens, Thomas A CIV USARMY CESAW (US); Susan Westberry
Cc: Ben Crawford; Caldwell, Betty A; Kincannon, William C.; Scott Godefroy
Subject: RE: U-5875 Allen Road Alternative Selection

Follow Up Flag: Follow up
Flag Status: Flagged

The City of Greenville prefers Alternative 1. It minimizes the impact to the residents who live adjacent to Allen Rd with respect to property acquisition. Additionally, it is potentially more cost effective than Alternative 2.

Kevin Mulligan, PE
Director of Public Works
City of Greenville, NC
kmulligan@greenvillenc.gov
www.greenvillenc.gov
252-329-4520

* Please note that any and all correspondence to and from this email address is subject to North Carolina Public Records Law and may be disclosed to third parties.

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