

STIP Project R-5014

U. S. Department of Transportation
Federal Highway Administration
and
N. C. Department of Transportation
Division of Highways



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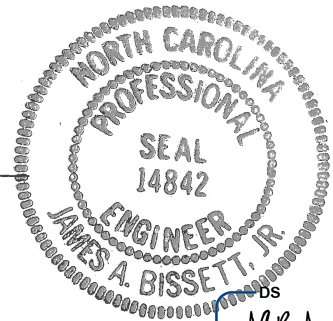
SR 1217 (Colington Road)
From End of Road to US 158
Dare County
Federal-Aid Project STP-1217(6)
WBS Element 41162.1.1

STIP Project R-5014

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PROJECT COMMITMENTS

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From End of Road to US 158
Dare County
Federal-Aid Project STP-1217(6)
State Project 41162.1.1
NCDOT STIP Project R-5014

Roadway Design Unit/Division One Construction

In accordance with Section 106 of the National Historic Preservation Act, the original gateposts on Colington Road for the Wright Brothers National Memorial, a National Historic Landmark, will not be affected by construction of the proposed project.

Roadway Design Unit

The steepest side slopes practical and safe will be utilized along the length of the project.

During final design, the use of reduced shoulder widths on the approaches to the existing bridge structures to further reduce wetlands impacts will be investigated.

Division One Construction

An in-water construction moratorium will be implemented from April 1 to September 30 in order to protect SAV and juvenile fishes

Project Development and Environmental Analysis Unit

NCDOT will obtain concurrence from the NEPA/404 merger team regarding avoidance and minimization measures for the project (Concurrence Point 4A) prior to beginning final design.

I. DESCRIPTION OF PROPOSED ACTION

A. General Description

The proposed project involves making operational and safety improvements to SR 1217 (Colington Road) from the end of the road to US 158 (Croatan Highway) in Dare County (see Figure 1 and Figure 2). The proposed typical sections and corresponding improvements vary over the length of the project, as discussed in detail in Section III.A. Various sections of the proposed project include the following improvements: resurfacing; shoulder improvements to accommodate bicyclists; realignment of several substandard curves; and construction of additional turn lanes. In addition, the proposed improvements include raising the grade of Colington Road in several areas to reduce the frequency of water overtopping the roadway.

The total length of the proposed project is approximately 4.3 miles.

B. Project History and Status

A feasibility study, FS-0201A, was completed in 2006 for the subject project. The study recommended upgrading the existing roadway by adding four-foot paved shoulders, turn lanes, a grassed median with curb and gutter, and a multi-use path.

A project scoping meeting was held on July 7, 2011. Participants included representatives from the US Army Corps of Engineers, US Environmental Protection Agency, NC Wildlife Resources Commission, Albemarle Rural Planning Organization, and NCDOT. This meeting outlined the existing conditions of the roadway, the feasibility of a variety of proposed improvements, and the potential impacts associated with improvements.

A NCDOT Division project (SS-4901G) to realign Colington Road at Colington United Methodist Church for safety improvements was completed in 2013. As shown on Figure 2E, this project relocated Colington Road behind the church, thereby flattening the curve in the road. Most of the old roadbed was maintained for access to the church and several residences.

The proposed project is included in the 2016-2025 North Carolina State Transportation Improvement Program (STIP) as Project Number R-5014. According to the 2016-2025 STIP, right-of-way acquisition for the proposed project is scheduled for federal Fiscal Year (FY) 2017 and construction is scheduled for FY 2018.

C. Cost Estimates

The estimated total cost for R-5014 in the 2016-2025 STIP is \$12,125,000. This includes \$500,000 for right-of-way acquisition, \$825,000 for utilities relocation, and \$10,800,000 for construction.

The current cost estimate for NCDOT's recommended alternative based on the current preliminary design is presented below.

Right-of-Way Acquisition	\$4,825,000
Utility Relocation and Construction	\$1,741,954
Construction	\$10,800,000
Total	\$17,366,954

II. PURPOSE AND NEED FOR PROPOSED PROJECT

A. Project Purpose

The purpose of the proposed project is to reduce roadway flooding and improve the operation and safety of SR 1217 (Colington Road).

B. Need for Project

The needs to be addressed by the proposed project are:

Roadway Flooding

Colington Road is overtopped by wind tides several times a year in several locations. The proposed project would raise the grade of Colington Road in these areas to reduce the frequency of water overtopping the roadway.

Operational Improvements

Improve Roadway Alignment and Safety

The horizontal alignment along Colington Road includes many curves with limited sight distance. The narrow lanes along much of Colington Road, along with the heavy traffic volumes, exacerbate the operational issues. Based on the R-R-R guidelines, the proposed horizontal curvature will maintain the posted speed limits of 25 mph from the end of Colington Rd. to Colington Dr. and 35 mph from Colington Dr. to US 158. There are several existing curves only meeting a 30 mph that will not be improved as part of the project. These existing curves will be within 10 miles per hour of the proposed posted speed and is acceptable based on the R-R-R guidelines

The proposed project will improve several of these curves by shifting sections of the road to reduce the curve radii. In addition, as discussed in Section III.A, the shoulders along much of the road will be improved by the proposed project.

Although recent crash statistics indicate the current crash rates on Colington Road are lower than the statewide average and critical crash rates for similar facilities, between November 1, 2009 and October 31, 2014, there were 137 total reported crashes along Colington Road, including two fatal and 43 injury crashes. In addition, many of the comments and questions received from citizens at the October 24, 2011 citizens informational workshop were related to safety concerns (see Section VI.A). The improved horizontal alignment and wider shoulders proposed by the project would improve safety along the corridor.

Improve Bicycle and Pedestrian Accommodations and Safety

Colington Road experiences a substantial volume of bicycle and pedestrian traffic, particularly within the Wright Brothers National Memorial property and in the vicinity of First Flight High School. At the October 24, 2011 citizens informational workshop for the project, many of the comments received were related to safety concerns along Colington Road, including for pedestrians and bicyclists, and several of those attending requested improved bicycle and pedestrian accommodations be provided. There is also strong local interest in a multi-use path along Colington Road. Resolutions were passed

by Dare County, Kill Devil Hills, and Colington Harbour in July 2007, requesting that NCDOT provide a multi-use path as part of improvements to the road. The proposed project includes wider paved shoulders between Colington Drive and Baum Bay Drive to accommodate bicyclists.

C. Project Setting

Colington Road provides the only roadway access onto Colington Island, a primarily residential area with some retail establishments and restaurants. Colington Road crosses the town limits of Kill Devil Hills at approximately SR 1452 (Baum Bay Drive) (see Figure 2K). The municipal limit also coincides with the boundary of the Wright Brothers National Memorial property, owned by the National Park Service of the US Department of the Interior. Colington Road passes through Memorial property from Baum Bay Drive to Mustian Avenue. The First Flight Elementary and High School complex and the Kill Devil Hills Town Hall are located near the eastern project limits (Figures 2M and 2N).

D. Description of Existing Conditions

The following sections summarize current conditions and characteristics of Colington Road within the project study area.

1. Functional Classification

Colington Road is classified as a rural local route in the North Carolina Statewide Functional Classification System.

2. Roadway

Colington Road is a two-lane roadway with nine-foot lanes and two-foot grassed shoulders from the end of the road (Figure 2A) to Bermuda Bay Boulevard (Figure 2M). From Bermuda Bay Boulevard to US 158, Colington Road is a three-lane roadway with approximately 12-foot lanes and two-foot grassed shoulders (Figures 2M, 2N and 2O).

3. Structures

Two bridges are located on Colington Road in the project area. These structures are described in Table 1 below.

Table 1. Existing Structures

Bridge No.	Carries/Crosses	Clear Roadway Width (Feet)	Length (Feet)	Year Built	Suff. Rating ¹
5	SR 1217 / Colington Cut	32	165	1994	72.87
6	SR 1217 / Colington Creek	32	491	1994	78

¹ Sufficiency rating (out of 100 possible points) as reported in 2014.

4. Right of Way and Access Control

From the end of the road to approximately the Kill Devil Hills municipal boundary, the existing right of way width is predominantly 60 feet, but widens to as much as 140 feet adjacent to the existing bridges along the corridor. From the Kill Devil Hills municipal boundary to US 158, the existing right of way width varies from 55 to 100 feet.

5. Speed Limit

The posted speed limit along Colington Road is 25 mph from the end of the road to Colington Drive, and 35 mph from Colington Drive to just east of Baum Bay Drive. The speed limit is 45 MPH from just east of Baum Bay Drive to US 158.

6. Intersections/Interchanges

Numerous roads and driveways connect to Colington Road within the project limits. All of the intersections along Colington Road are unsignalized, with the exception of Veterans Drive and US 158. There are no interchanges.

7. Railroad Crossings

There are no railroad crossings within the project limits.

8. Existing Bicycle/Pedestrian Accommodations

No exclusive bicycle or pedestrian accommodations exist along Colington Road from the end of the road to Baum Bay Drive. From Baum Bay Drive to Bermuda Bay Boulevard, a ten-foot-wide paved multi-use path parallels the north side of Colington Road. From Bermuda Bay Boulevard to Veterans Drive, paved multi-use paths parallel both sides of the road. The multi-use path on the north side of Colington Road ends at Veterans Drive. There are pedestrian crosswalks with pedestrian signals at the signalized Colington Road/Veterans Drive intersection. The crosswalks are on the western approach of the intersection on Colington Road, and the southern approach on Veterans Drive. The crosswalk on Colington Road at Veterans Drive aligns with the multi-use paths on both sides of Colington Road, providing safe pedestrian access across Colington Road. The path on the south side of Colington Road continues from Veterans Drive eastward beyond the project limits, crossing US 158 and NC 12 and ending at a public beach access.

9. Utilities

There are overhead power lines along most of Colington Road within the study area, with the exception of between Baum Bay Drive and Bermuda Bay Boulevard within the Wright Brothers National Memorial property. There is a high-voltage power transmission line that follows the border between Kill Devil Hills and the Memorial property and crosses Colington Road on the east side of the Baum Bay Drive intersection. Underground power lines also cross Colington Road at several locations within the study area.

Water lines run the entire length of Colington Road. The water main is an 8-inch pipe located at approximately the edge of pavement.

Septic systems are in use throughout the project study area. There is no public sewer service along the Colington Road corridor. There are some residential developments on Colington Island with private wastewater treatment package plants, but these systems are not located within the existing Colington Road right-of-way.

10. School Bus Data

Six school busses use Colington Road twice per day from Veterans Drive to approximately Colington Drive. Twenty-three busses use Colington Road twice daily from Veterans Drive to US 158.

11. Traffic Volumes and Capacity Analysis

As shown in Figure 3, the 2011 Average Annual Daily Traffic (AADT) along Colington Road in the project area ranged from 700 to 12,100 vehicles per day (vpd). The projected 2035 AADT along Colington Road is expected to range from 900 to 18,500 vpd.

The effectiveness of a roadway facility to serve traffic demand is measured in terms of level of service (LOS). LOS is a qualitative measure describing the ability of a facility to carry traffic and how individual users perceive traffic conditions. LOS is based on factors of speed, travel time, comfort, maneuverability, interruptions, convenience, and safety. Levels of Service range from “A” to “F”, with “A” representing free flow (ideal conditions), and “F” representing forced or breakdown flow (undesirable condition).

The capacity analysis for Colington Road indicates the existing two-lane facility currently operates at LOS D in 2011 and is expected to operate at LOS E in 2035, both with and without the project. Although portions of the project will operate at capacity (LOS E) in the year 2035, this project is not intended to address traffic carrying capacity deficiencies.

12. Accident Data

A crash data analysis was conducted for Colington Road from the end of the road to US 158 for the five year period between November 1, 2009 and October 31, 2014.

During this time period, there were 137 total reported crashes along the subject section of Colington Road. Rear-end collisions were the most common type of crash, accounting for approximately 39 percent (53 of 137) of the total crashes. There were two fatal and 43 injury crashes. The largest number of crashes occurred between Creekside Lane and Beasley Lane (a distance of 0.62 mile) with 19 crashes, and between SR 1490 (Williams Drive) and Sandpiper Drive (a distance of 0.26 mile) with 20 crashes.

Table 2 compares the current crash rates along the Colington Road project corridor with the statewide average and the critical crash rates for similar facilities. As shown in Table 2, the current crash rates on Colington Road are lower than the statewide average and critical crash rates for every crash type analyzed, with the exception of the statewide fatal rate.

Table 2. Colington Road Crash Rate Comparison

Crash Type	Crashes	Crash Rate ¹	Statewide Rate ²	Critical Rate ³
Total	137	172.48	332.09	366.36
Fatal	2	2.52	2.51	6.06
Non-Fatal Injury	43	54.14	99.34	118.37
Night	30	37.77	126.06	147.42
Wet	22	27.70	51.84	65.76

¹ Crashes per 100 million vehicle miles driven.

² 2009-2011 statewide average crash rate for two-lane undivided Secondary Routes (SR) in North Carolina.

³ Based on the statewide crash rate (95 percent level of confidence). The critical crash rate is used to denote statistical significance. It is a statistically derived value against which a calculated rate can be compared to see if the rate is above an average far enough so that something besides chance must be the cause.

13. Other Highway Projects in the Area

NCDOT's 2016-2025 STIP does not include any projects in the vicinity of the proposed Colington Road project.

III. PROPOSED IMPROVEMENTS

A. Roadway

NCDOT proposes to resurface, raise, widen, and slightly realign portions of SR 1217 (Colington Road) to improve operational and safety conditions along the road. Figures 4A and 4B show the proposed typical sections for the project. As shown on these figures, the proposed typical sections vary over the length of the project, as follows:

- **End of road to Colington Drive** – the proposed project will involve resurfacing Colington Road (see Figure 4A). The existing nine-foot travel lanes and two-foot unpaved shoulders will be maintained. It is possible to maintain the existing typical section to the west of Colington Drive because traffic volumes are substantially lower on this section.
- **Colington Drive to SR 1452 (Baum Bay Drive)** – due to the additional traffic to the east of Colington Drive, a wider cross-section is needed to improve traffic operations and safety. As a result, the proposed typical section from Colington Drive to SR 1452 (Baum Bay Drive) includes 11-foot travel lanes with ten-foot shoulders (seven-foot paved in order to accommodate bicycles) (see Figure 4A).
- **Baum Bay Drive to approximately 900 feet east of Veterans Drive** – in order to avoid impacts to the Wright Brothers National Memorial, the section of Colington Road adjacent to the Memorial property between Baum Bay Drive and approximately 900 feet east of Veterans Drive will only be resurfaced (see Figure 4B). Existing travel lanes and shoulders will be maintained on this section of Colington Road.
- **Approximately 900 feet east of Veterans Drive to US 158** – from approximately 900 feet east of Veterans Drive to US 158, the proposed typical section includes two 11-foot travel lanes, an 11-foot two-way center turn lane, and eight-foot shoulders (four-foot paved) (see Figure 4B). An additional dedicated left turn lane is proposed on eastbound Colington Road at the intersection of US 158.

B. Structures

There are no major proposed structures included in the preliminary design. Existing bridges will not be improved as part of the project.

C. Design Speed

A 30 mph design speed is proposed from the end of the road to Colington Drive. From Colington Drive to Baum Bay Drive, a design speed 40 mph is proposed. From Baum Bay Drive to US 158, a 50 mph design speed is proposed.

A design exception will be required for portions of the project which cannot be upgraded to meet the proposed design speed.

D. Speed Limit

It is expected the posted speed limit on Colington Road will remain 25 mph from the end of the road to Colington Drive, 35 mph from Colington Drive to just east of Baum Bay Drive and 45 mph from just east of Baum Bay Drive to US 158.

E. Right-of-Way and Access Control

Figures 4A and 4B show the proposed right-of-way widths for the proposed project. The existing 60-foot right-of-way will be maintained between the end of the road and Colington Drive (see Figure 4A). From Colington Drive to Baum Bay Drive, a total right-of-way width of 60 to 90 feet is proposed (see Figure 4A). Between Baum Bay Drive and US 158, the existing right-of-way widths are expected to be maintained (see Figure 4B).

The road has no access control. No access control is proposed along Colington Road within the project limits.

F. Bicycle Accommodations/Sidewalks

The proposed seven-foot paved shoulders along Colington Road between Colington Drive and Baum Bay Drive (see Figure 4A), and four-foot paved shoulders from approximately 900 feet east of Veterans Drive to US 158 (see Figure 4B) will accommodate bicyclists. As shown on Figure 4A, one foot of the width of the paved shoulders between Colington Drive and Baum Bay Drive will consist of a painted stripe to provide a buffer area between motor vehicle traffic and bicycle traffic. Bicycle safe pavement markings will be used in this buffer area to provide an auditory warning to drivers encroaching onto the paved shoulder.

Sidewalks are not proposed as part of this project.

Colington Road experiences a substantial volume of bicycle and pedestrian traffic. At the October 24, 2011 citizens informational workshop for the project, many of the comments received were related to safety concerns along Colington Road, including for pedestrians and bicyclists, and several of those attending requested improved bicycle and pedestrian accommodations be provided. There is also strong local interest in a multi-use path along Colington Road.

A resolution was passed by Dare County, Kill Devil Hills, and Colington Harbour in June 2011, requesting NCDOT provide a multi-use path as part of improvements to the road. A multi-use path would require additional right of way and would likely relocate additional houses beyond what is required for the proposed paved shoulders. In accordance with NCDOT Pedestrian Policy, the local governments would be responsible for the cost of this additional right of way and would be required to participate in the construction cost and accept maintenance and liability responsibilities for the path. As discussed above, the proposed preliminary design includes wider paved shoulders along portions of the project to accommodate bicyclists. A multi-use path is not included in the proposed project.

G. Maintenance of Traffic

Traffic will be maintained at all times during construction of the proposed project. Lane closures may be necessary during project construction, but will not be permitted during periods of peak traffic volumes.

IV. ALTERNATIVES TO THE PROPOSED ACTION

A. Typical Section Alternatives

As discussed in Section III.A, the sections of Colington Road from the end of the road to Colington Drive and from Baum Bay Drive to just east of Veterans Drive will only be resurfaced. No additional lane or shoulder widening is proposed on these sections of the project.

Thirty feet of pavement (two 11-foot lanes and four-foot paved shoulders) was initially considered for Colington Road between Colington Drive and Baum Bay Drive. Four-foot paved shoulders are typically recommended for facilities such as Colington Road (i.e., rural local routes). This typical section was shown to the public at the October 24, 2011 citizens informational workshop. Several comments were received at the workshop requesting wider paved shoulders or a multiuse path. As stated previously, the Town of Kill Devil Hills, Dare County and the Colington Harbour neighborhood passed resolutions requesting a multi-use path.

Due to the strong local interest in bicycle accommodations, the proposed four-foot paved shoulder was widened to seven feet. Four-foot paved shoulders will accommodate bicycle traffic, but do not provide as much separation between motor vehicle traffic and bicycle traffic as the seven-foot paved shoulders. Due to the sharp curves along Colington Road, it is not uncommon for motor vehicles or towed trailers to stray slightly from the travel lane. As a result, the 36-foot pavement (11-foot travel lanes and seven-foot paved shoulders) is considered more appropriate for this facility and thus is recommended from Colington Drive to Baum Bay Drive.

Coordination was conducted with the National Park Service regarding the possibility of providing a multi-use path along the south side of the portion of Colington Road adjacent to the Wright Brothers Memorial property (see Section VI.C). The Park Service expressed concern regarding the impacts of providing the path. In order to avoid impacts to the Memorial, the proposed improvements adjacent to the Memorial are limited to resurfacing the roadway. There are no drainage issues along this portion of the roadway and an existing multi-use path along the north side of Colington Road will accommodate bicycle traffic.

B. No-Build Alternative

Under the No-Build Alternative, no transportation improvements would be made beyond routine maintenance. This alternative assumes that future traffic would continue to use the existing roadway facility. The No-Build Alternative avoids the anticipated adverse effects of the proposed project and is less expensive than the Build Alternative. However, the No-Build Alternative does not meet the purpose and need of the proposed project, to reduce roadway flooding and improve the overall safety and operation of Colington Road, and is therefore not recommended. As discussed in Section II.B, Colington Road is overtopped by wind tides several times a year. This flooding and the interruption to travel it causes would continue if the No-Build Alternative was selected.

V. ENVIRONMENTAL EFFECTS OF PROPOSED ACTION

The proposed project was evaluated for impacts to the human and natural environment. Table 3 provides a summary of the anticipated impacts for the proposed project based on the preliminary design. Details of the impacts to human and natural environmental resources are described in the sections that follow.

Table 3. Summary of SR 1217 (Colington Road) Impacts

Feature		Impact ¹
Length (miles)		4.3
Relocations	Residential	7 (includes 1 minority)
	Business	0
	Total Relocations	7
Minority/Low-Income Populations Disproportionate Impacts		None
Historic Properties (Adverse Effect)		No Adverse Effect to 1 property
Community Facilities Impacted		None
Section 4(f) Impacts		None
CAMA Wetlands Impacts (acres)		1.2
CAMA Coastal Shoreline Impacts (acres)		7.1
Submerged Aquatic Vegetation (acres)		0.3
NCDOT Mitigation Sites	Colington Cut (acres)	<0.1
	Colington Creek (acres)	0.1
Prime Farmland (acres)		0
Forested Acres		1.1
Non-CAMA Section 404 Wetlands Impacts (acres)		1.6
Delineated Surface Water Impacts (acres)		0.8
100 Year Floodplain (acres)		43.5
Federally Protected Species Impacts		No Effect
High Quality Waters (HQW, ORW, WS Protected or Critical Areas) (acres)		0
Potential UST/Hazmat Sites (no.)		1
Total Cost (in millions)		\$17.4

¹ Impact calculations are based on preliminary design slope stake limits plus an additional 25 feet.

A. Cultural Resources

The proposed project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended and implemented by the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified as 36 CFR Part 800. Section 106 requires Federal agencies to take into account the effect of their undertakings (federally-funded, licensed, or permitted) on properties included in or eligible for inclusion in the National Register of Historic Places and to afford the Advisory Council a reasonable opportunity to comment on such undertakings.

One property listed on the National Register is located within the Area of Potential Effects for the proposed project. The Wright Brothers National Memorial is a National Historic Landmark. Colington Road crosses a portion of the Memorial property between Baum Bay Drive and just west of Mustian Avenue (see Figures 2K, through 2N).

A meeting was held on January 13, 2015 to review the proposed improvements with the State Historic Preservation Office (HPO). Representatives from the National Park Service also attended the meeting by phone. At the time of the meeting, the proposed improvements included the addition of paved shoulders, ditches, and a multi-use path on the south side of Colington Road. These improvements would have required additional right of way from the Memorial property. Based on this design, that the HPO concurred the project would have No Adverse Effect on the Memorial, with the condition that the original gate posts for the Memorial on Colington Road are not affected by the proposed project. A copy of HPO's January 13, 2015 concurrence form is included in Appendix A.

As a result of further coordination with the National Park Service following the January 2015 meeting, the proposed design for the section of the project within the Memorial property was changed. As discussed in Section III.A, Colington Road will now only be resurfaced in this area. Existing travel lanes and shoulders will be maintained, so the proposed improvements will remain within the existing right-of-way and there will be no direct impacts to the Memorial property. At a meeting held on October 20, 2015, HPO concurred the revised design will have No Effect on the Memorial. A copy of the October 20, 2015 concurrence form is included in Appendix A.

HPO reviewed the project in 2011 and determined no archaeological investigations were needed (see the April 27, 2011 letter in Appendix A).

B. Section 4(f)/Section 6(f) Resources

Section 4(f) of the US Department of Transportation (USDOT) Act of 1966, as amended, specifies that publicly owned land from a public park, recreation area, wildlife and waterfowl refuge, and all historic sites of national, state, and local significance may be used for federal projects only if there is no feasible and prudent alternative to the use of such land and the project includes all possible planning to minimize harm to 4(f) lands resulting from such use.

The National Register-listed Wright Brothers National Memorial is the only property protected by Section 4(f) in the project area. The proposed project will not require the use of any property from the Memorial. The project will not require the use of any property protected by Section 4(f) of the USDOT Act.

Section 6(f) of the Land and Water Conservation Fund Act of 1965 stipulates that property acquired or developed with the assistance of the Fund may not be converted to a use other than public recreation unless suitable replacement property is provided. No properties acquired or developed with the assistance of the Land and Water Conservation Fund exists in the project area.

C. Natural Resources

1. Waters of the United States

Section 404 of the Clean Water Act requires regulation of discharges into “Waters of the United States.” The US Environmental Protection Agency is the principal administrative agency of the Clean Water Act; however, the US Army Corps of Engineers (USACE) has the responsibility for implementation, permitting, and enforcement of the provisions of the Act.

Surface waters (lakes, rivers, and streams) and wetlands are subject to jurisdictional consideration under the Section 404 program. Any action that proposes to place fill into these areas falls under the jurisdiction of USACE under Section 404 of the Clean Water Act (33 USC 1344).

Section 401 of the Clean Water Act grants authority to individual states for regulation of discharges into “Waters of the United States.” Under North Carolina General Statutes, 113A “Pollution Control and Environment” and codified in NCAC 15A, the NC Division of Water Resources (NCDWR) has the responsibility for implementation, permitting and enforcement of the provisions of the Act.

The project is within the Pasquotank River Basin (US Geological Survey Hydrologic Unit 03010205, NC Division of Water Quality Index 03-01-56). There are 22 jurisdictional surface waters, 28 jurisdictional wetlands, and one non-jurisdictional pond within the study area. Table 4 summarizes the surface water impacts as a result of the proposed project, and Table 5 summarizes the wetland impacts.

The surface waters in the study area, including Blount Bay, Colington Creek, and the contiguous canals, are classified as Public Trust Waters according to the Coastal Area Management Act (CAMA). The Public Trust Waters and specific wetlands, noted in Table 5, were also identified as CAMA Areas of Environmental Concern (AEC). CAMA coastal shoreline is also classified as CAMA AEC. The CAMA coastal shoreline AEC includes the 75-foot offset area extending from the normal high water level of estuarine waters, and the 30-foot offset area extending from the normal high water level of inland Public Trust Waters. The impact of the preliminary design on CAMA coastal shoreline AEC is shown in Table 3. A CAMA permit from the North Carolina Division of Coastal Management (NCDCM) will be required for all impacts to designated AECs within the study area.

a. Surface Waters and Streams

Jurisdictional surface waters within the study area include Blount Bay (Stream Index No. 30-19), Colington Creek (Stream Index Nos. 30-19-1 [north of Colington Road bridge] and 30-21-1-1 [south of Colington Road bridge]) and contiguous open water

canals. As stated above, these waters are classified as Public Trust Waters according to CAMA, which are also classified as CAMA AEC. A summary of jurisdictional open waters located within the study area and the potential impacts of the project on each is presented in Table 4. As shown in the table, approximately 0.8 acre of jurisdictional open waters will be impacted by the proposed project. These features are also shown on Figures 2A through 2O.

All of the surface waters are classified SC, defined as tidal salt waters protected for secondary recreation, fish and noncommercial shellfish consumption, aquatic life propagation and survival, and wildlife. Colington Creek is designated as a special secondary nursery area within the study area. There are no anadromous fish waters, Primary Nursery Areas, or designated Critical Areas in the study area. There are also no designated High Quality Waters (HQWs), Outstanding Resource Waters (ORWs), or water supply watersheds (WS-I or WS-II) within one mile of the study area. There are no waters within the study area on the North Carolina 2014 Final 303(d) list of impaired waters.

One small pond, Pond 1, is located on the north side of Colington Road west of Colington Creek (see Figure 2G). The pond was identified as a non-jurisdictional, man-made storm water basin that has no outlet and no surface water connection to jurisdictional features. The proposed project would have an approximately 0.1 acre impact on this pond (based on preliminary design slope stake limits plus an additional 25 feet).

The Benthic Macroinvertebrate Ambient Network is managed by the NC Division of Water Resources. No benthic samples were taken within the project area. No Ambient Water Quality Monitoring Sites or Fish Sampling Sites (North Carolina Index of Biotic Integrity) are located within the project area or one mile downstream.

Table 4. Individual Surface Water Impacts

Name¹	Map ID	NCDWR Index No.	Best Usage Classification	Impact (acres)²
Contiguous Canal ³	P850	30-19	SC	0.0
Contiguous Canal	PA	30-19	SC	0.0
Contiguous Canal	PB	30-19	SC	0.0
Contiguous Canal	PC	30-19	SC	<0.1
Contiguous Canal	PD	30-19	SC	<0.1
Contiguous Canal	PE	30-19	SC	0.0
Blount Bay ⁴	PF	30-19	SC	0.0
Blount Bay	PG	30-19	SC	0.0
Blount Bay	PH	30-19	SC	0.0
Contiguous Canal	PI	30-21-1 ⁵	SC	0.0
Contiguous Canal	PJ	30-19	SC	0.1
Contiguous Canal	PK	30-21-1	SC	<0.1
Contiguous Canal	PN	30-21-1-1	SC	0.0
Contiguous Canal	PO	30-21-1-1	SC	<0.1
Contiguous Canal	PP	30-19	SC	0.1
Contiguous Canal	PQ	30-21-1-1	SC	0.0
Contiguous Canal	PR	30-19-1	SC	<0.1
Contiguous Canal	PS	30-19-1	SC	0.0
Contiguous Canal	PT	30-21-1-1	SC	0.0
Colington Creek	PU	30-19-1	SC	0.6
Contiguous Canal	PAA	30-19/30-21-1	SC	0.0
Contiguous Canal	PAB	30-21-1-1	SC	0.0
TOTAL				0.8

¹ All surface waters listed are classified as CAMA Public Trust Waters and Areas of Environmental Concern.

² Impact calculations are based on preliminary design slope stake limits plus an additional 25 feet.

³ Per NCDOT NES protocol, contiguous canals are identified with the Stream Index Number of the stream the canal flows in to.

⁴ Blount Bay was renamed Kitty Hawk Bay in the NCDWR List of NC Waterbodies (2013) and given the corresponding Stream Index Number.

⁵ Some canals flow south to Buzzard Bay (Stream Index Number 30-21-1), south of Colington Island Point

Point source dischargers throughout North Carolina are permitted through the National Pollutant Discharge Elimination System (NPDES) program. No point source dischargers have been identified within the project vicinity.

b. Wetlands

The project study area contains 28 wetlands. Wetlands within the study area and impacts are presented in Table 5. The table also provides the NCWAM classification and NCDWR quality rating for each wetland. Wetlands identified as CAMA AEC are also noted in the table. As shown in the table, approximately 2.8 acres of wetland will be impacted by the proposed project. Project area wetlands are also shown on Figures 2A through 2O.

Table 5. Individual Wetland Impacts

Wetland ID	Figure No.	Hydrologic Classification	NCWAM Classification	NCDWR Wetland Rating ¹	CAMA AEC ²	Impact ³ (acres)
WA	2C	Tidal	Salt Brackish Marsh	N/A	No	0.1
					Yes	0.0
WB	2C	Tidal	Estuarine Woody Wetland	N/A	Yes	<0.1
WC	2D	Non-riparian	Basin Wetland	17	No	0.0
WD	2D	Riparian	Estuarine Woody Wetland	N/A	No	0.4
WE	2D	Non-riparian	Basin Wetland	16	No	0.3
WF	2D	Non-riparian	Basin Wetland	17	No	0.0
WG	2E	Non-riparian	Basin Wetland	30	No	0.0
WH	2E	Non-riparian	Basin Wetland	16	No	0.0
WI	2E	Non-riparian	Estuarine Woody Wetland	N/A	No	0.0
WJ	2E	Non-riparian	Basin Wetland	16	No	0.0
WK	2E	Tidal	Estuarine Woody Wetland	N/A	No	0.0
WL	2F	Tidal	Salt Brackish Marsh	N/A	No	0.3
					Yes	0.1
WM	2F	Tidal	Salt Brackish Marsh	N/A	Yes	0.3
					No	<0.1
WN	2F	Non-riparian	Basin Wetland	12	No	0.0
WO	2G	Tidal	Salt Brackish Marsh	N/A	No	<0.1
					Yes	<0.1

Table 5. Individual Wetland Impacts -- Continued

WP	2G	Riparian	Estuarine Woody Wetland	N/A	Yes	0.1
WQ	2H	Riparian	Estuarine Woody Wetland	N/A	Yes	0.1
WR	2H	Tidal	Estuarine Woody Wetland	N/A	No	<0.1
WS	2H	Tidal	Salt Brackish Marsh	N/A	Yes	<0.1
WT	2I	Tidal	Salt Brackish Marsh	N/A	Yes	0.2
WU	2I	Riparian	Estuarine Woody Wetland	N/A	No	<0.1
WV	2J	Tidal	Salt Brackish Marsh	N/A	No	0.2
					Yes	0.1
WW	2J	Tidal	Salt Brackish Marsh	N/A	Yes	0.3
WX	2K	Non-riparian	Basin Wetland	20	No	0.1
WY	2K	Riparian	Estuarine Woody Wetland	N/A	No	0.2
WZ	2K	Non-riparian	Basin Wetland	12	No	<0.1
WAA	2K	Non-riparian	Pine Flat	23	No	0.0
WBB	2E	Non-riparian	Basin Wetland	16	No	0.0
CAMA Wetland Impacts						1.2
Non-CAMA Section 404 Wetlands Impacts						1.6
TOTAL						2.8

¹ Only non-tidal wetlands were evaluated.

² Wetlands WA, WL, WO, and WV have both CAMA and non-CAMA Section 404 portions.

³ Impact calculations are based on preliminary design slope stake limits plus an additional 25 feet.

Due to the impacts associated with this project, compensatory mitigation may be required; however, final compensatory wetland and stream mitigation requirements will be determined by USACE.

c. Avoidance, Minimization and Mitigation

The proposed project involves improvements to an existing road. Due to the location of the road, total avoidance of wetlands and streams is not possible.

During the development of the preliminary design, efforts were made to avoid and minimize impacts to wetlands and streams wherever practicable. The following wetland avoidance and minimization measures have been incorporated into the proposed project:

- The steepest side slopes practical and safe will be utilized along the length of the project.
- The alignment of the preliminary design was modified in the vicinity of Wetland WP reducing CAMA wetlands impacts by 0.1 acre.
- The alignment of the preliminary design was modified in the vicinity of Wetland WT reducing CAMA wetlands impacts by 0.1 acre.
- The alignment of the preliminary design was modified in the vicinity of Wetland WAA reducing non-CAMA Section 404 wetlands impacts by 0.1 acre.
- The use of reduced shoulder widths on the approaches to the existing bridge structures to further reduce wetlands impacts will be investigated during final design.

Final decisions regarding wetland and stream mitigation requirements will be made by USACE and NCDWR. On-site mitigation will be used as much as possible. The NC Division of Mitigation Services will be used for remaining mitigation requirements beyond what can be satisfied by on-site mitigation.

d. Anticipated Permit Requirements

In accordance with provisions of Section 404 of the Clean Water Act, a permit will be required from USACE for the discharge of dredged or fill material into “Waters of the United States”.

Due to expected project impacts on jurisdictional surface waters, an individual Section 404 permit will likely be required. USACE holds the final discretion as to what permit(s) will be required prior to project construction. In addition to the 404 permit, the corresponding Section 401 Water Quality Certification will also be required from NCDWR.

The proposed project is in Dare County, which is subject to the rules and policies of the North Carolina Coastal Resources Commission. A CAMA permit from the North Carolina Division of Coastal Management will be required for all impacts to designated CAMA AEC within the study area, including CAMA Public Trust Waters (see Table 4) and wetlands identified as CAMA AEC (see Table 5).

2. Essential Fish Habitat

The National Marine Fisheries Service has identified the study area to contain Submerged Aquatic Vegetation (SAV), Shellfish Growing Area, and Essential Fish Habitat. Six commercial fish species were reported that may occur in the area. Because the two structures are not being replaced as part of this project and an in-water work moratorium will be implemented from April 1 to September 30, it is unlikely these species will be affected by the project.

3. Submerged Aquatic Vegetation

As requested by the North Carolina Division of Marine Fisheries, a SAV study was conducted in 2013. The study was conducted in two locations: Blount Bay (Figure 2F) and Colington Creek (Figure 2J). The three SAV sample sites at Blount Bay totaled approximately 0.3 acre and were dominated by widgeon grass and small amounts of

Eurasian watermilfoil. The SAV sample site at Colington Creek was dominated by widgeon grass with Eurasian watermilfoil interspersed and small amounts of sago pondweed. The site area was approximately 0.5 acre. Using slope stake limits plus an additional 25 feet, the project will impact approximately 0.3 acre of SAV at the Colington Creek site with the preliminary design (see Table 3). Although the SAV at the Colington Creek site would be impacted using slope stakes plus an additional 25 feet, the actual slope stakes do not impact SAV. As stated previously, an in-water work moratorium from April 1 to September 30 for SAV will be implemented.

4. NCDOT Mitigation Sites

There are two NCDOT wetland mitigation sites along Colington Road adjacent to the project. The site within Blount Bay, adjacent to Colington Cut (see Figure 2F), was delisted by NCDOT due to the presence of a foreign species (phragmites). The Colington Creek site, located adjacent to wetland WT and just west of Bridge No. 6 (Figure 2I), is thriving and intact. Using slope stake limits plus an additional 25 feet, the project will impact less than 0.1 acre at the Colington Cut site (see Table 3). Using slope stake limits plus an additional 25 feet, the project will impact approximately 0.1 acre at the Colington Creek site (see Table 3). Although both mitigation sites would be impacted using slope stakes plus an additional 25 feet, the actual slope stakes do not impact either mitigation site.

5. Rare and Protected Species

Plants and animals with federal classifications of Endangered (E), Threatened (T), Proposed Endangered (PE), and Proposed Threatened (PT) are protected under the provisions of Sections 7 and 9 of the Endangered Species Act of 1973, as amended. As of April 20, 2015, the US Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration Fisheries list 15 federally-protected species for Dare County (see Table 6). A brief description of each species' habitat requirements follows, along with the Biological Conclusion rendered based on survey results in the project study area. Habitat requirements for each species are based on the current best available information from referenced literature and/or USFWS.

Table 6. Federally-Protected Species Listed for Dare County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Alligator mississippiensis</i>	American alligator	T(S/A)	Yes	Not Required
<i>Chelonia mydas</i>	Green sea turtle	T	No	No Effect
<i>Eretmochelys imbricata</i>	Hawksbill sea turtle	E	No	No Effect
<i>Lepidochelys kempii</i>	Kemp's ridley sea turtle	E	No	No Effect
<i>Dermochelys coriacea</i>	Leatherback sea turtle	E	No	No Effect
<i>Caretta caretta</i>	Loggerhead sea turtle	T	No	No Effect
<i>Charadrius melodus</i>	Piping plover	T	No	No Effect
<i>Calidris canutus rufa</i>	Red knot	T	No	No Effect
<i>Canis rufus</i>	Red wolf	EXP	Yes	No Effect
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	Yes	No Effect
<i>Sterna dougallii dougallii</i>	Roseate tern	T	No	No Effect
<i>Trichechus manatus</i>	West Indian manatee	E	No	No Effect
<i>Amaranthus pumilus</i>	Seabeach amaranth	T	No	No Effect

E – Endangered; T – Threatened; T(S/A) – Threatened due to Similarity of Appearance; EXP – Experimental

The American alligator remains on the protected species list due to its similarity in appearance to the endangered American crocodile. Species listed as threatened due to similarity of appearance do not require Section 7 consultation with USFWS. Suitable habitat for the American alligator is present within the study area along salt/brackish marshes. A review of North Carolina Natural Heritage Program (NCNHP) records, updated April 6, 2015, indicate no known American alligator occurrences within one mile of the study area.

Suitable nesting habitat for the green sea turtle, hawksbill sea turtle, leatherback sea turtle, Kemp's ridley sea turtle, and loggerhead sea turtle does not exist within the study area. Suitable foraging habitat for these species is present in the study area within Blount Bay and Colington Creek. Surveys were not performed for these species due to the degree of

difficulty involved in the survey. No individuals of these species were observed during field investigations. A review of NCNHP records, updated April 6, 2015, indicate a known occurrence of the loggerhead sea turtle on the ocean beaches of Kill Devil Hills within one mile of the study area. Although this sighting is within one mile of the study area by land, it is approximately 50 miles from the study area by water. There are no known occurrences of the other turtle species within one mile of the study area. Due to the lack of nesting habitat and observed individuals of these turtle species within the study area, it has been determined this project will not affect these species.

Suitable habitat for the West Indian manatee (due to water depth), piping plover, the red knot, the roseate tern and the seabeach amaranth does not exist within the study area. No individuals of these species were observed during field investigations. A review of NCNHP records, updated April 6, 2015, indicates no known occurrences of these species within one mile of the study area. Due to the lack of habitat and known occurrences, it has been determined this project will not affect these species.

The red wolf is considered a non-essential experimental population. When located outside of a national wildlife refuge or National Park Service Unit, the red wolf is considered as proposed for listing. Suitable habitat for the red wolf is marginal within the study area in the vicinity of the Wright Brothers National Memorial. Surveys were not performed due to the degree of difficulty involved in the survey. No individuals of the red wolf were observed during field investigations. A review of NCNHP records, updated April 6, 2015, indicates no known occurrences within one mile of the study area. Due to the marginal suitable habitat within the study area, as well as the lack of observed individuals and known occurrences, it has been determined this project will not affect this species.

Suitable nesting habitat for the red-cockaded woodpecker does not exist within the study area. Suitable foraging habitat is marginal within the study area in the Maritime Evergreen Forest community in the eastern portion of the study area. This community is dominated by loblolly pine but is not contiguous to suitable nesting habitat. Surveys were performed throughout the study area, with special attention to the Maritime Evergreen Forest community, and no individuals were observed. No relic cavity holes were observed within the study area. A review of NCNHP records, updated April 6, 2015, indicates no known occurrences within one mile of the study area. Due to the lack of suitable nesting habitat within the study area, as well as the lack of individuals observed during the surveys and known occurrences, it has been determined this project will not affect this species.

Bald Eagle and Golden Eagle Protection Act

The bald eagle was declared recovered and removed (de-listed) from the Federal List of Threatened and Endangered Species effective August 8, 2007. The bald eagle remains federally-protected under the Bald and Golden Eagle Protection Act (Eagle Act) (16 U.S.C. 668-668d). The Eagle Act prohibits take of bald and golden eagles and provides a statutory definition of “take” that includes “disturb”.

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

A desktop-GIS assessment of the study area, as well as the area within a 660-foot radius of the project limits, was performed on August 15, 2012 using 2010 aerial orthophotography. Blount Bay and Colington Creek were identified as water bodies large enough and sufficiently open to be considered potential feeding sources. A survey of the study area and the area within 660 feet of the project limits was conducted, where feasible, and no nests or birds were observed. A review of NCNHP records updated April 6, 2015, indicates a known occurrence of the species within one mile of the project study area. However, due to the minimal impact anticipated for the proposed project, it has been determined this project will not likely affect this species.

Northern Long-Eared Bat

The northern long-eared bat (*Myotis septentrionalis*) was listed as threatened by the USFWS, although it is not specifically listed for Dare County. The USFWS has developed a programmatic biological opinion (PBO) in conjunction with FHWA, 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 Dare County.

D. Floodplains Management

Dare County is a participant in the National Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). Based on the most current information available from the NC Floodplain Mapping Program (FMP), these streams are located in designated flood hazard zones which have no Flood Study. The proposed structures will provide equivalent or greater conveyance than that of the existing structures. The Hydraulics Unit will ensure compliance with applicable floodplain management ordinances. It is not anticipated that this project will have any substantial adverse effect on the existing floodplain or any flood hazard zone.

E. Relocation of Residences and Businesses

The proposed project will require the relocation of seven residences, including one minority residence. No businesses or non-profits will require relocation. All relocations will be carried out in accordance with Federal and State laws and regulations. NCDOT’s Relocation Assistance Program will be used to assist in finding replacement property for those relocated by the project. Appendix B includes information on NCDOT’s relocation assistance program, as well as the relocation report for the project.

F. Minority/Low-Income Populations

Title VI of the Civil Rights Act of 1964 protects individuals from discrimination on the basis of race, color, religion, disability, sex and national origin.

Executive Order 12898 requires each federal agency, to the greatest extent allowed by law, to administer and implement its programs, policies and activities that affect human health or the

environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations.

A review of demographic information available through the US Census Bureau indicates the project area has a slightly lower percentage of minorities than the Dare County average. Approximately six percent of the study area population is minority, compared with eight percent for Dare County. The percentage of people living below the poverty level within the study area (9.3 percent) is slightly more than within Dare County (8.0 percent), but less than that of North Carolina (12.3 percent).

Through the public involvement program and coordination with local officials, the public has been kept informed of the proposed project. A citizens informational workshop and a public meeting were held for the project on October 24, 2011 and September 17, 2015, respectively (see Section VI.A). These meetings were advertised in local newspapers and newsletters announcing the meetings were mailed to area property owners.

While minority and low-income populations are present in the project area, impacts to minority and low income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are expected to be equitably distributed throughout the community, and no denial of benefit is expected.

There are no Limited English Proficiency (LEP) populations meeting the U.S. Department of Justice LEP Safe Harbor threshold living within the study area.

G. Land Use/Farmland

All land within the project study area is zoned for commercial or residential use. Therefore, the proposed project will have no impact on prime or important farmlands.

H. Traffic Noise

In accordance with *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 CFR Part 772) and NCDOT’s *Traffic Noise Abatement Policy*, each Type I highway project must be analyzed for predicted traffic noise impacts. In general, Type I projects are proposed federal or federal-aid highway projects for construction of a highway or interchange on new location, improvements of an existing highway that 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.

The proposed project does not meet the criteria of a Type I project under 23 CFR Part 772 and NCDOT’s *Traffic Noise Abatement Policy*. Therefore, no traffic noise analysis is required.

In accordance with NCDOT’s *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 this proposed highway project will be the approval date of the Categorical Exclusion (CE). For development occurring after this date, local governing bodies are responsible to ensure that noise compatible designs are utilized along the proposed facility.

I. Air Quality Analysis

The project is located in Dare County, which has been determined to be in compliance with the National Ambient Air Quality Standards. 40 CFR parts 51 and 93 are not applicable because the project is located in an attainment area. This project is not anticipated to create any adverse effects on the air quality of this attainment area. In accordance with 40 CFR 93.126, this project is an air quality neutral project. It is not required to be included in the regional emissions model and a project level CO Analysis is not required.

Mobile source air toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. MSATs are compounds emitted by highway vehicles and non-road equipment.

A basic analysis of the likely MSAT emission impacts of this project was conducted. However, project specific health effects of the emission changes associated with the project alternatives cannot be predicted with available technical tools. Because this project is not expected to add any substantial new capacity or create potential for increased emissions, it is expected there will be no appreciable increase in overall MSAT emissions due to project construction. On a regional basis, changes in vehicle and fuel regulations will result in emissions reductions that will cause future region-wide MSAT levels to be lower than today.

Sensitive receptors include hospitals, schools, licensed day care centers and elderly care facilities. These facilities are more likely to contain concentrations of individuals more sensitive to MSATs than the general population. Because this is an air quality neutral project and is in accordance with 40 CFR 93.126, no receptors were identified or analyzed for MSAT sensitivity.

J. Hazardous Materials

A geo-environmental impact evaluation was conducted to identify properties within the study area that may be contaminated and might result in increased project costs and future environmental liability if acquired. The geo-environmental impact evaluation included a review of Geographic Information System (GIS) data and a field reconnaissance of the study area.

The geo-environmental impact evaluation identified a total of five known and potential hazardous materials sites within the study area (see Figure 2), including four sites that may currently contain, or formerly contained, petroleum underground storage tanks (USTs) and one above ground storage tank (AST) facility. No hazardous waste sites or landfills were identified within the study area. In addition, no potential Resource Conservation and Recovery Act (RCRA) or Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) sites were identified within the study area.

Table 7 lists these five known and potential hazardous materials sites, as well as the anticipated level of geo-environmental impact potential for each site. The level of geo-environmental impact potential refers to the potential for future environmental liability if the property is acquired, as well as the anticipated risk of a substantial increase in project costs and/or delays associated with affecting the site. Sites with low geo-environmental impact potential are anticipated to have little to no impacts with respect to these issues. All five sites are anticipated to have low geo-environmental impact potential on the proposed project. The discovery of additional sites not included in the GIS database and not reasonably discernible during the field reconnaissance could occur later in project development.

Table 7. Known and Potential Hazardous Materials Sites

Site Name	Address	Status	Geo-Environmental Impact Potential
TJ's Gas & Grill	2197 Colington Road	Currently operates as convenience store and gas station; 2 USTs currently in use; 4 USTs were removed in 2007 by the former operator; there are monitoring wells on site and Ground Water Incident # 31750 was assigned to this facility.	Low
Billy's Seafood & Grocery	1341 Colington Road	Currently operates as a grocery and seafood store; 2 ASTs currently in use; fuel dispenser is located behind the building to service the small marina at this location; water table is too shallow to accommodate USTs and the facility does not appear on the UST Section registry.	Low
The Blue Crab Tavern	1180 Colington Road	Currently operates as a tavern; has the appearance of a former gas station and marina, but does not appear on the UST Section registry.	Low
Wright Brothers National Memorial	1000 Colington Road	Currently operates as a maintenance shop for the Wright Brothers National Memorial; gasoline spill was reported in 1995 and is recorded on the Ground Water Incident database.	Low
Kangaroo Express (3854)	100 W. Ocean Bay Blvd.	Currently operates as a convenience store and gas station; 5 USTs currently in use; 7 USTs were removed in 1994; there are monitoring wells on site and Ground Water Incident # 03040 was assigned to this facility in 1985.	Low

The Blue Crab Tavern is the only potential hazardous materials site that would be directly impacted by the preliminary design for the proposed project. The front portion of the parking lot along Colington Road would be taken by the proposed project. Preliminary site assessments to identify the nature and extent of any contamination will be performed on any hazardous materials sites impacted prior to right of way acquisition.

VI. COMMENTS AND COORDINATION

A. Public Meetings

A citizens informational workshop for the project was held on October 24, 2011 at the Kill Devil Hills Town Hall Board Room. The purpose of the workshop was to present information on the study area and proposed improvements to Colington Road. Property owners in the area were notified of the meeting by informational flyers distributed by mail and advertisements in the local paper. Citizens were informed of the project purpose and need, status, timeline, and cost.

Over 80 persons attended the workshop. Citizens had the opportunity to submit written comments and questions at the workshop or via mail and e-mail after the workshop. Thirty-one written comments were submitted either at the workshop or during the comment period.

Many of the comments and questions from citizens at the workshop were related to safety and the need to address pedestrian and bicyclist improvements as part of the proposed improvement.

A public meeting for the project was held on September 17, 2015 at the Kill Devil Hills Town Hall Board Room. The purpose of the meeting was to provide the public with an opportunity to view and comment on the current preliminary design for the proposed project. Property owners in the area were notified of the meeting by a newsletter distributed by mail. Citizens were informed on the project purpose and need, the proposed improvements to Colington Road, and the current project schedule and cost. Eighty-three persons registered their attendance at the public meeting. Citizens had the opportunity to submit written comments and questions at the meeting or via mail and e-mail after the meeting.

Comments and concerns heard at the September 2015 public meeting included concerns over bicycle and pedestrian safety, the amount of new right of way required and the number of homes to be relocated by the project. Some at the meeting commented the project is not needed, others stated the project cost is too high. Several at the meeting expressed support for the wider paved shoulders for bicycles proposed for the project.

Citizen comments will be taken into consideration as project development continues including during final design.

B. Local Officials Meetings

A local officials meeting was held on September 29, 2011 to discuss the subject project. The meeting was held at the Kill Devil Hills Town Hall and attended by representatives of the Town of Kill Devil Hills, Dare County, the Albemarle Rural Planning Organization (RPO), and NCDOT. A presentation of the proposed project was made and a map of environmental features was presented for comment. No written comments were received; however, verbal comments were received related to the following issues: traffic safety; roadway flooding; the local interest in a multi-use path along Colington Road; needed roadway improvements including left turn lanes; and business impact concerns.

A second local officials meeting was held on September 17, 2015 at the Kill Devil Hills Town Hall Board Room. The meeting was attended by representatives of the Town of Kill Devil Hills and Dare County. A presentation of the proposed project was made and a map showing the current preliminary design was presented for comment. The presentation included information

on the project purpose and need, the proposed improvements to Colington Road, and the current project schedule and cost.

C. Other Agency Coordination

NCDOT has coordinated with appropriate federal, state, and local agencies throughout the project development process. Comments on the project were requested from the agencies listed below.

An asterisk (*) next to the agency name indicates a written response was received. Copies of this and other agency correspondence are included in Appendix A.

- * US Department of the Army – Corps of Engineers
US Coast Guard – Fifth Coast Guard District
US Environmental Protection Agency
- * US Fish and Wildlife Service – Raleigh
- * US Department of the Interior – National Park Service
- * US Department of Transportation – Federal Aviation Administration
NC Department of Cultural Resources – Division of Archives and History
- * NC Department of Cultural Resources – State Historic Preservation Office
NC Department of Public Instruction
NCDENR – Division of Coastal Management
NCDENR – Division of Parks and Recreation
- * NCDENR – Division of Water Resources
- * NCDENR – Division of Marine Fisheries
- * NCDENR – Natural Heritage Program
- * NC Wildlife Resources Commission
Albemarle Rural Planning Organization
- * Dare County
- * Town of Kill Devil Hills

NCDOT has coordinated with the National Park Service regarding potential project impacts to the Wright Brothers National Memorial. Initial designs for the project added a four-foot paved shoulder and ditches to Colington Road, which would have required right of way from the Memorial. Discussions were held with the Park Service regarding the project at meetings held in July 2014, November 2014 and March 2015. At the November 2014 and March 2015 meetings, NCDOT and the Park Service discussed constructing a multi-use path on Memorial Property south of Colington Road. After reviewing the potential impacts on-site at the March 2015 meeting, the Park Service asked that NCDOT minimize the design adjacent to the Memorial property. The project design was then changed to only resurface the existing road adjacent to the Memorial property.

This project has followed a portion of the NEPA/404 merger process. The merger process is an interagency procedure integrating the regulatory requirements of Section 404 of the Clean Water Act into the National Environmental Policy Act decision making process.

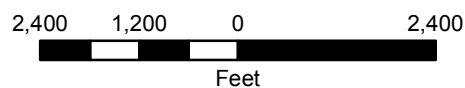
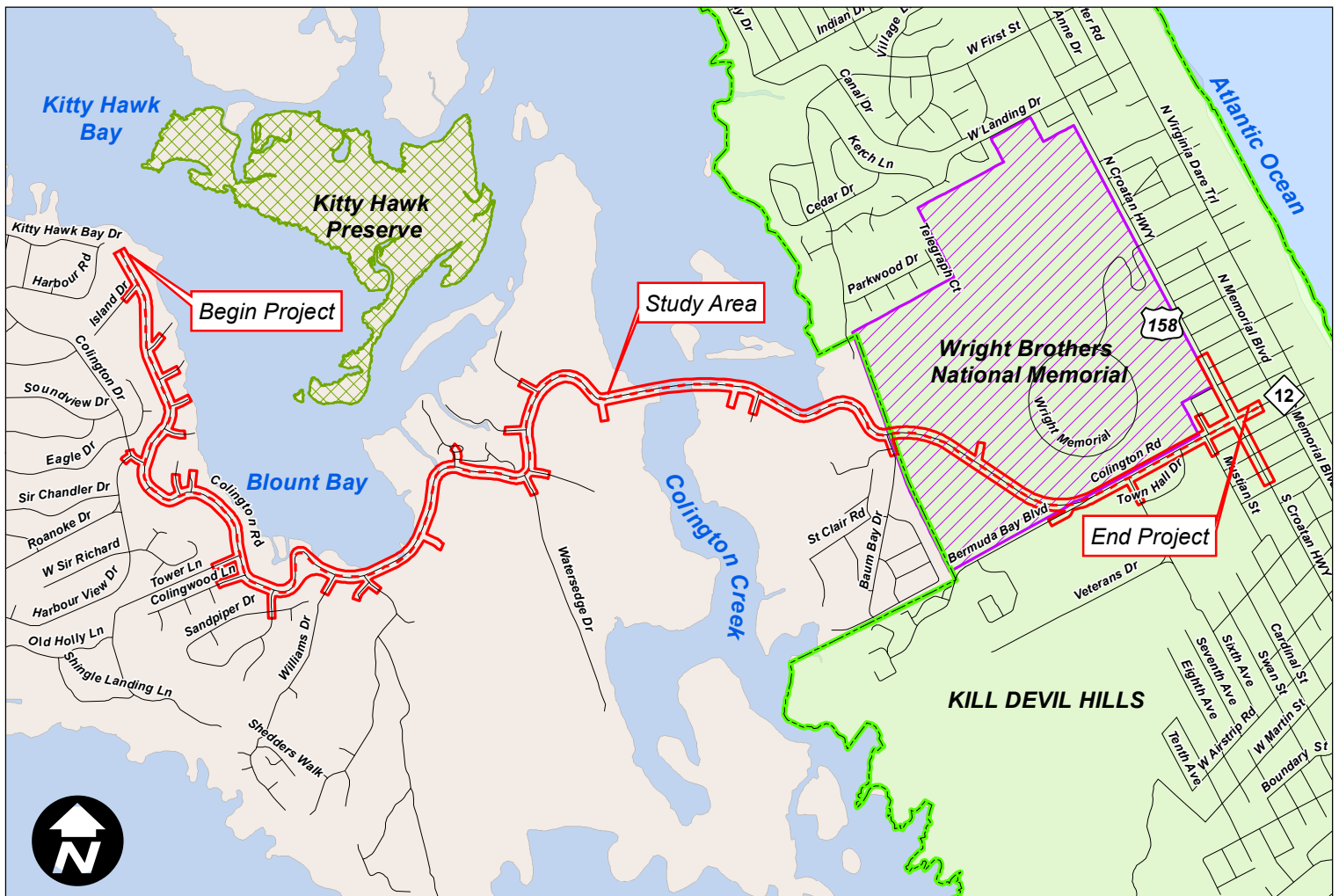
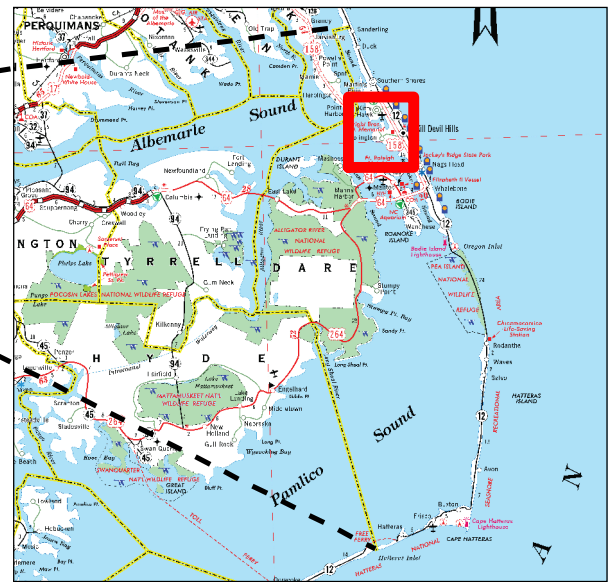
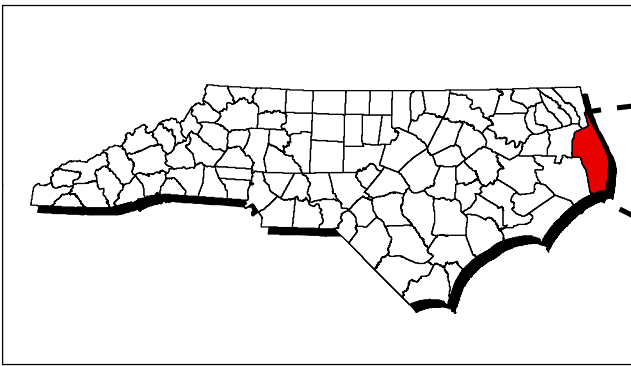
Representatives of the Federal Highway Administration, the US Army Corps of Engineers and NCDOT served as co-chairs for the merger team. The participating agencies on the NEPA/404 merger team for this project are listed below.

US Fish and Wildlife Service
US Environmental Protection Agency
National Marine Fisheries
NC Department of Cultural Resources
NC Division of Coastal Management
NC Division of Water Quality
NC Wildlife Resources Commission
Albemarle Rural Planning Organization

During early coordination, the merger team agreed the project should enter the merger process at Concurrence Point 4A (Avoidance and Minimization). The merger team met in March and July of 2015 to discuss minimization measures for the project, but the merger team has not yet concurred. NCDOT will continue coordination with the merger team regarding minimization measures and will obtain concurrence from the merger team prior to beginning final design. Minimization measures currently proposed for the project are discussed in Section V.C.1.c.

VII. BASIS FOR CATEGORICAL EXCLUSION

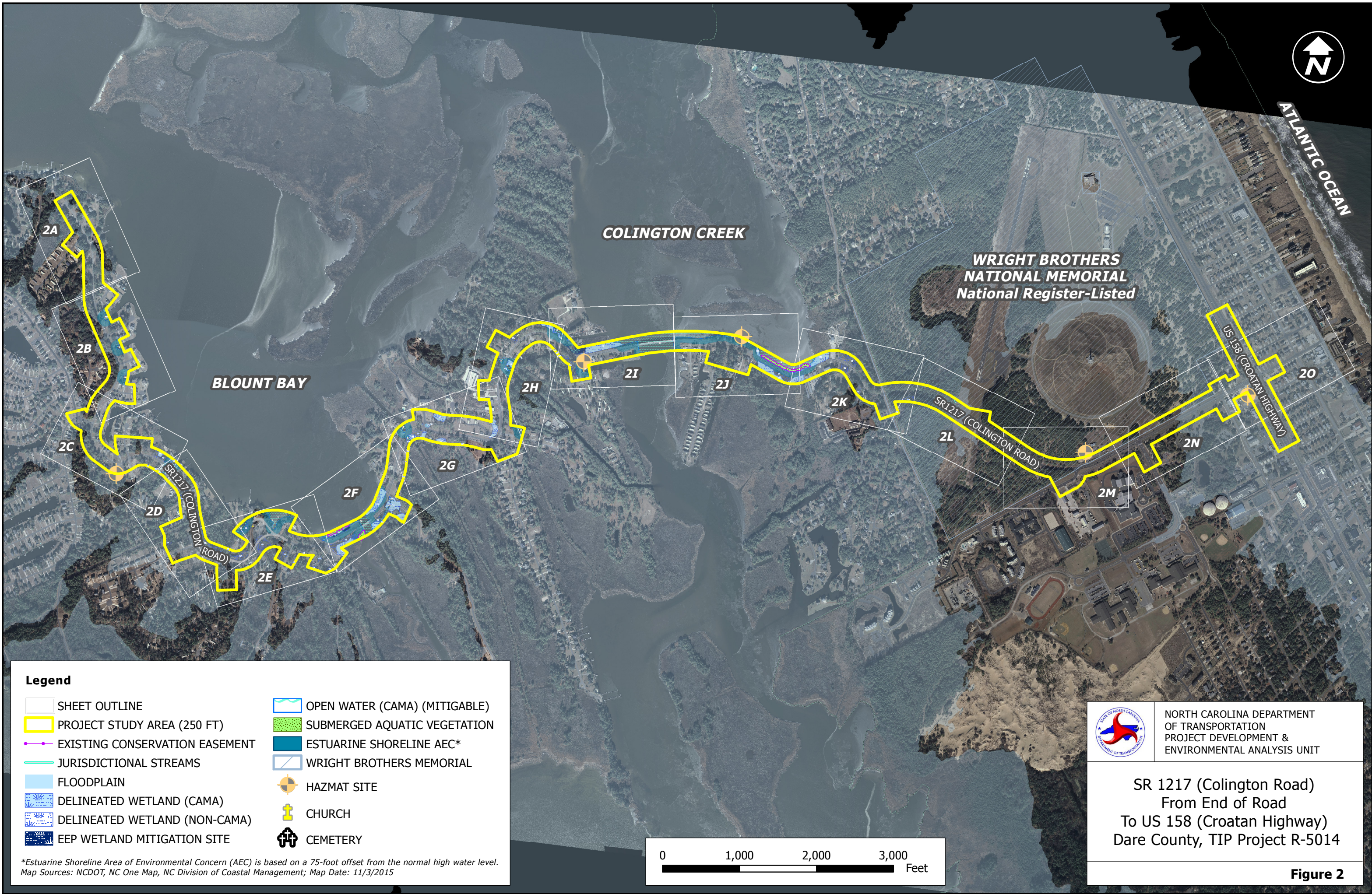
Based upon the study of the proposed project presented in this document and comments from federal, state, and local agencies and the public, it is determined the project will not result in significant social, economic, or environmental impacts, and the categorical exclusion classification, as defined in 40 CFR 1508.4 and 23 CFR 771.117 is appropriate.



	North Carolina Department of Transportation Project Development and Environmental Analysis Unit
<p align="center"> SR 1217 (Colington Road) from End of Road to US 158 (Croatan Highway) Dare County TIP Project R-5014 </p>	
<p align="right">Figure 1</p>	



ATLANTIC OCEAN



Legend

- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | OPEN WATER (CAMA) (MITIGABLE) |
| PROJECT STUDY AREA (250 FT) | SUBMERGED AQUATIC VEGETATION |
| EXISTING CONSERVATION EASEMENT | ESTUARINE SHORELINE AEC* |
| JURISDICTIONAL STREAMS | WRIGHT BROTHERS MEMORIAL |
| FLOODPLAIN | HAZMAT SITE |
| DELINEATED WETLAND (CAMA) | CHURCH |
| DELINEATED WETLAND (NON-CAMA) | CEMETERY |
| EEP WETLAND MITIGATION SITE | |

*Estuarine Shoreline Area of Environmental Concern (AEC) is based on a 75-foot offset from the normal high water level.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015

0 1,000 2,000 3,000 Feet



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT

SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

Figure 2



BLOUNT BAY

**BEGIN PROJECT
(END OF ROAD)**

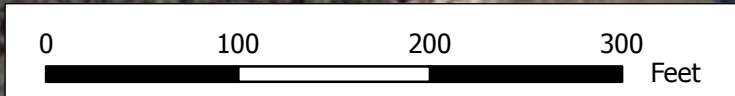
Figure 2B

SR 1217 (COLINGTON RD)

ISLAND DR

- Legend**
- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | EEP WETLAND MITIGATION SITE |
| EXISTING RIGHT OF WAY | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED RIGHT OF WAY | SUBMERGED AQUATIC VEGETATION |
| PROPOSED CONSTRUCTION EASEMENT | ESTUARINE SHORELINE AEC* |
| EXISTING CONSERVATION EASEMENT | WRIGHT BROTHERS MEMORIAL |
| PROPOSED SLOPE STAKES | HAZMAT SITE |
| PROPOSED EDGE OF PAVEMENT | CHURCH |
| DELINEATED WETLAND (CAMA) | CEMETERY |
| DELINEATED WETLAND (NON-CAMA) | |

*Estuarine Shoreline Area of Environmental Concern (AEC) is based on a 75-foot offset from the normal high water level.
Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT

**SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014**

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2A



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT

SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2B

Figure 2A

BLOUNT BAY



Legend

- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | EEP WETLAND MITIGATION SITE |
| EXISTING RIGHT OF WAY | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED RIGHT OF WAY | SUBMERGED AQUATIC VEGETATION |
| PROPOSED CONSTRUCTION EASEMENT | ESTUARINE SHORELINE AEC* |
| EXISTING CONSERVATION EASEMENT | WRIGHT BROTHERS MEMORIAL |
| PROPOSED SLOPE STAKES | HAZMAT SITE |
| PROPOSED EDGE OF PAVEMENT | CHURCH |
| DELINEATED WETLAND (CAMA) | CEMETERY |
| DELINEATED WETLAND (NON-CAMA) | |

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Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015

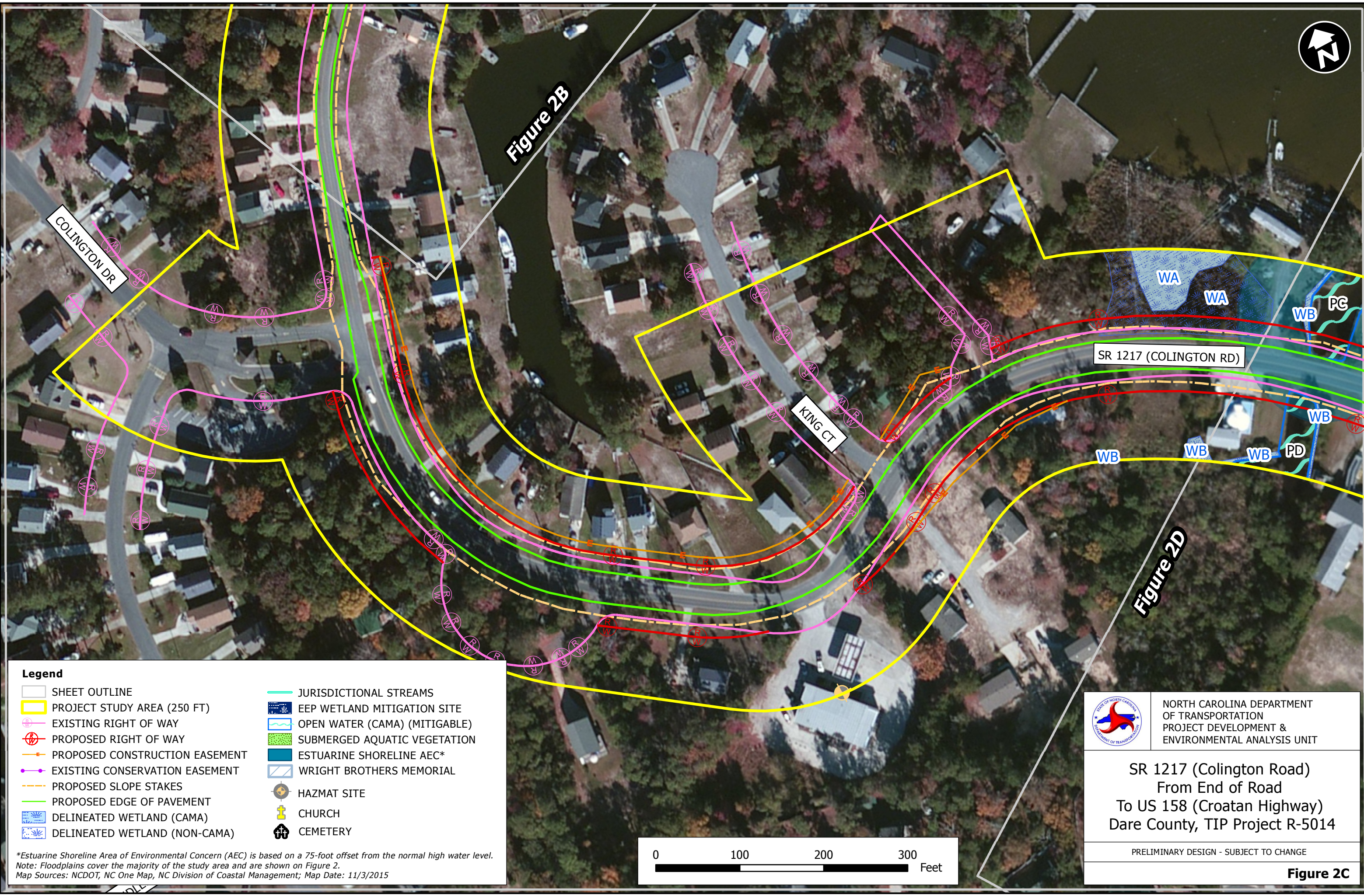
0 100 200 300 Feet





Figure 2B

Figure 2D



Legend

SHEET OUTLINE

PROJECT STUDY AREA (250 FT)

EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

PROPOSED CONSTRUCTION EASEMENT

EXISTING CONSERVATION EASEMENT

PROPOSED SLOPE STAKES

PROPOSED EDGE OF PAVEMENT

DELINEATED WETLAND (CAMA)

DELINEATED WETLAND (NON-CAMA)

JURISDICTIONAL STREAMS

EEP WETLAND MITIGATION SITE

OPEN WATER (CAMA) (MITIGABLE)

SUBMERGED AQUATIC VEGETATION

ESTUARINE SHORELINE AEC*

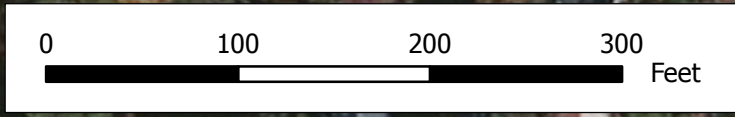
WRIGHT BROTHERS MEMORIAL

HAZMAT SITE

CHURCH

CEMETERY

*Estuarine Shoreline Area of Environmental Concern (AEC) is based on a 75-foot offset from the normal high water level.
Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015

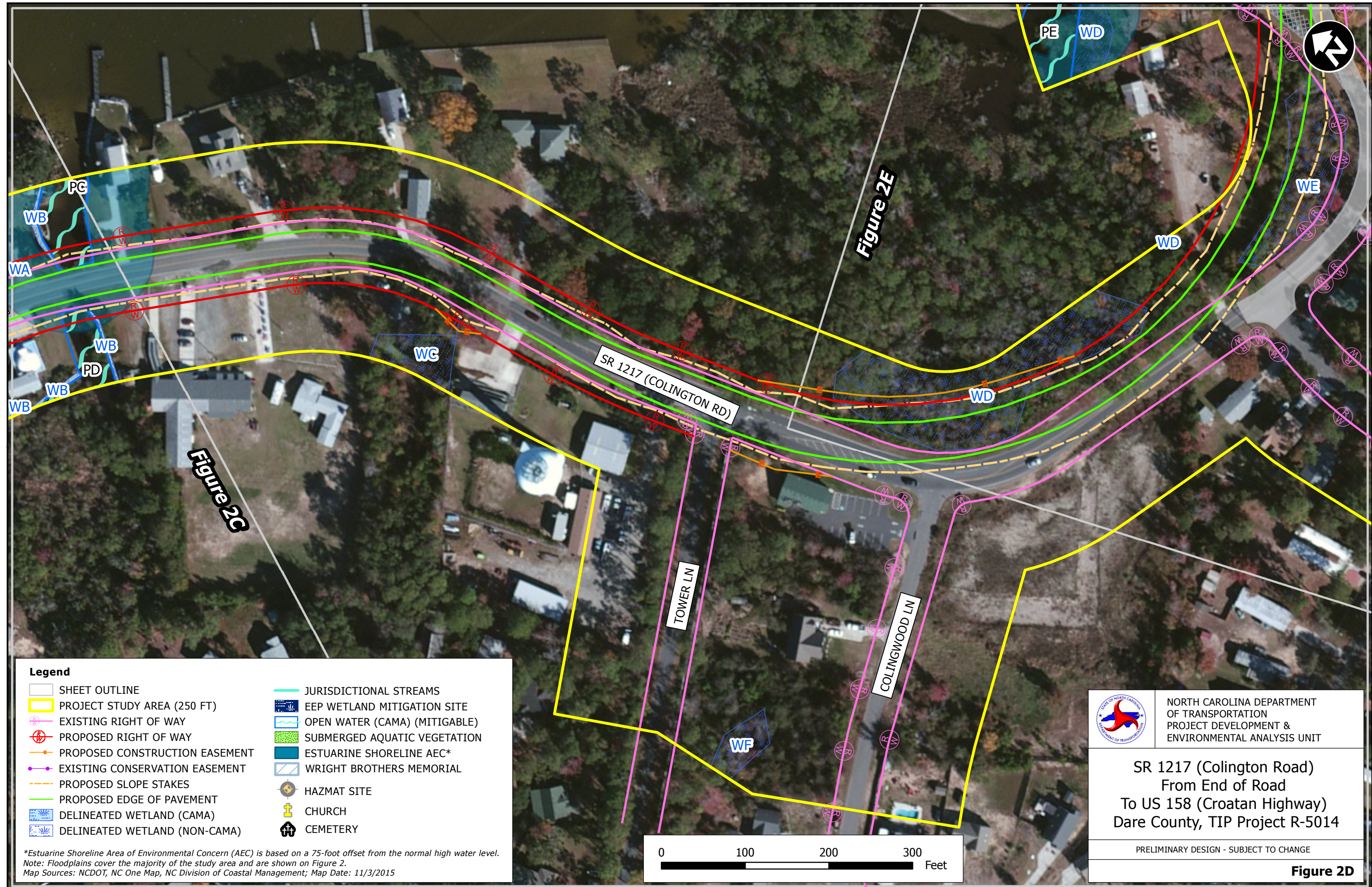


NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
PROJECT DEVELOPMENT &
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SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2C



Legend

- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | EEP WETLAND MITIGATION SITE |
| EXISTING RIGHT OF WAY | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED RIGHT OF WAY | SUBMERGED AQUATIC VEGETATION |
| PROPOSED CONSTRUCTION EASEMENT | ESTUARINE SHORELINE AEC* |
| EXISTING CONSERVATION EASEMENT | WRIGHT BROTHERS MEMORIAL |
| PROPOSED SLOPE STAKES | HAZMAT SITE |
| PROPOSED EDGE OF PAVEMENT | CHURCH |
| DELINEATED WETLAND (CAMA) | CEMETERY |
| DELINEATED WETLAND (NON-CAMA) | |

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Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015



NORTH CAROLINA DEPARTMENT
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PROJECT DEVELOPMENT &
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SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2D



SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2E



PROJECT SS-4901G
DIVISION 1
CONSTRUCTED
(NOT PART OF THIS STUDY)

COLINGTON UNITED
METHODIST CHURCH

Figure 2F

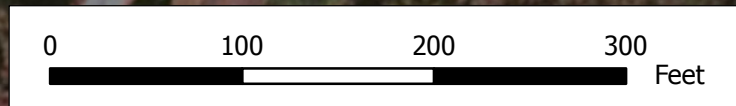
Figure 2D

SANDPIPER DR S




















WILLIAMS DR

- Legend**
- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | EEP WETLAND MITIGATION SITE |
| EXISTING RIGHT OF WAY | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED RIGHT OF WAY | SUBMERGED AQUATIC VEGETATION |
| PROPOSED CONSTRUCTION EASEMENT | ESTUARINE SHORELINE AEC* |
| EXISTING CONSERVATION EASEMENT | WRIGHT BROTHERS MEMORIAL |
| PROPOSED SLOPE STAKES | HAZMAT SITE |
| PROPOSED EDGE OF PAVEMENT | CHURCH |
| DELINEATED WETLAND (CAMA) | CEMETERY |
| DELINEATED WETLAND (NON-CAMA) | |

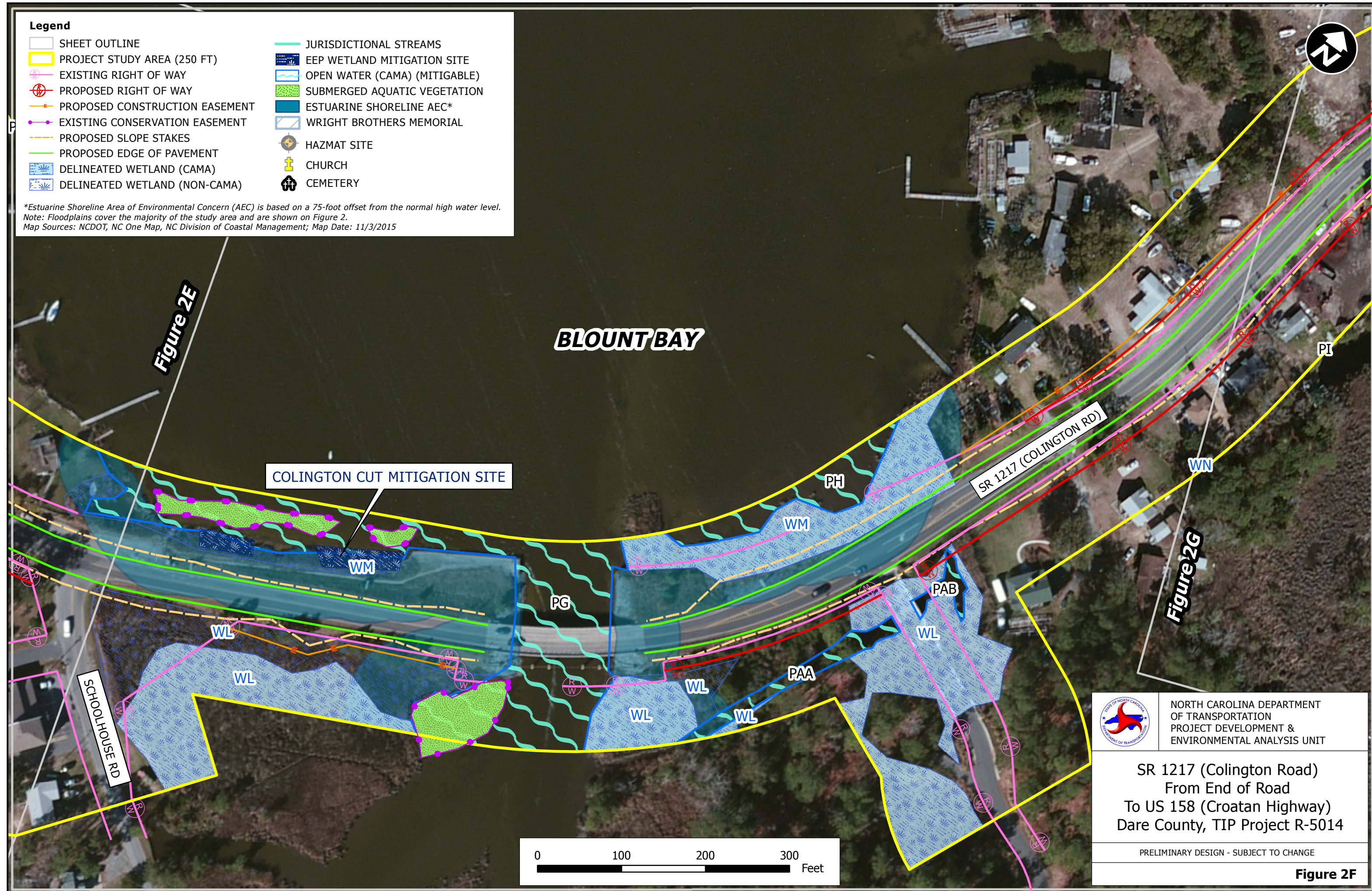
*Estuarine Shoreline Area of Environmental Concern (AEC) is based on a 75-foot offset from the normal high water level.
Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015



Legend

- | | |
|--|---|
|  SHEET OUTLINE |  JURISDICTIONAL STREAMS |
|  PROJECT STUDY AREA (250 FT) |  EEP WETLAND MITIGATION SITE |
|  EXISTING RIGHT OF WAY |  OPEN WATER (CAMA) (MITIGABLE) |
|  PROPOSED RIGHT OF WAY |  SUBMERGED AQUATIC VEGETATION |
|  PROPOSED CONSTRUCTION EASEMENT |  ESTUARINE SHORELINE AEC* |
|  EXISTING CONSERVATION EASEMENT |  WRIGHT BROTHERS MEMORIAL |
|  PROPOSED SLOPE STAKES |  HAZMAT SITE |
|  PROPOSED EDGE OF PAVEMENT |  CHURCH |
|  DELINEATED WETLAND (CAMA) |  CEMETERY |
|  DELINEATED WETLAND (NON-CAMA) | |

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NORTH CAROLINA DEPARTMENT
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SR 1217 (Colington Road)
 From End of Road
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 Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2F

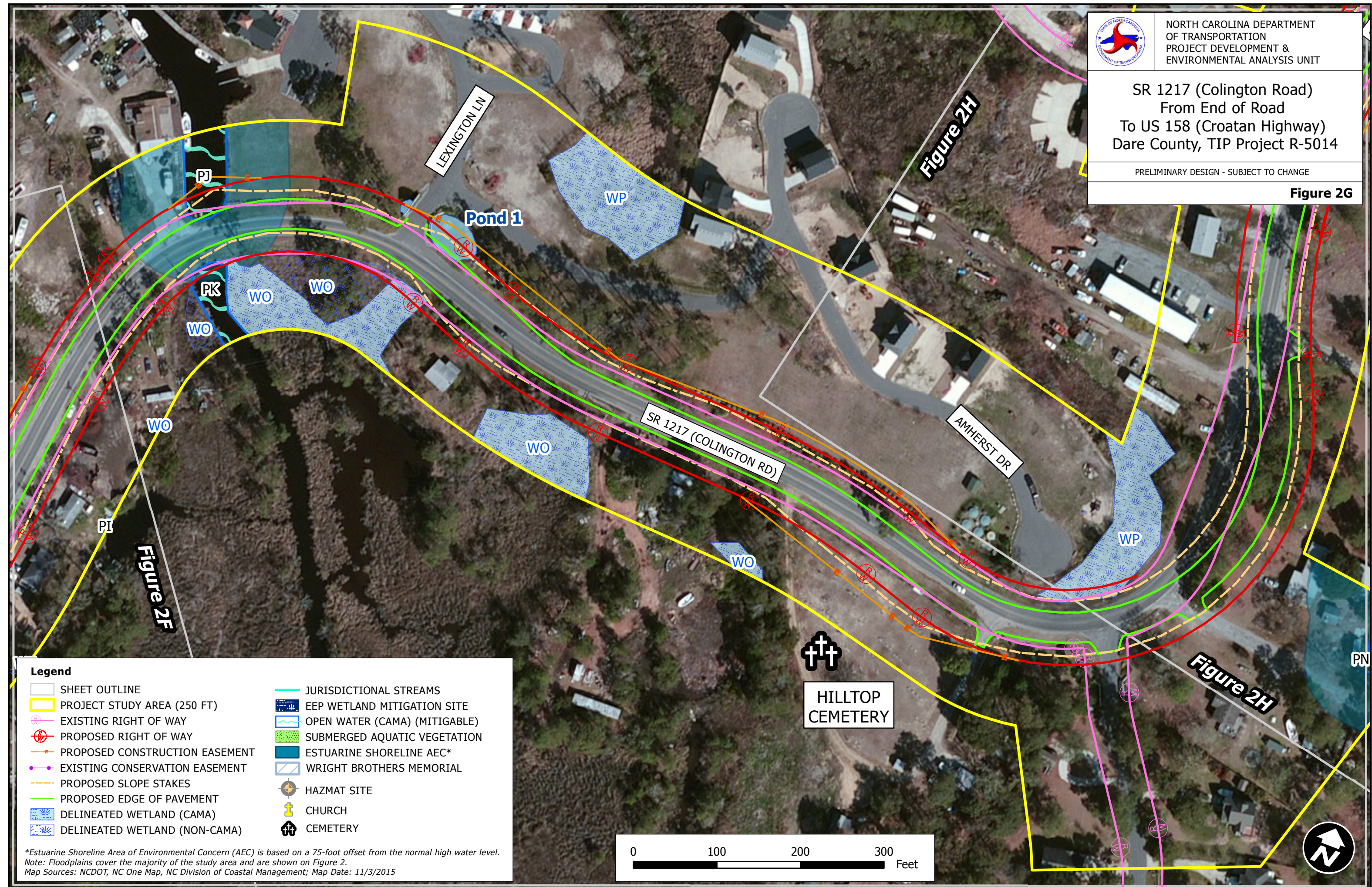


NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT

SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

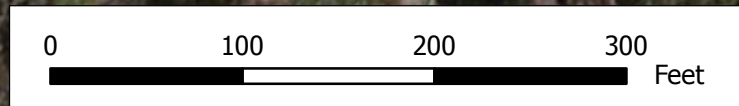
Figure 2G



Legend

SHEET OUTLINE	JURISDICTIONAL STREAMS
PROJECT STUDY AREA (250 FT)	EEP WETLAND MITIGATION SITE
EXISTING RIGHT OF WAY	OPEN WATER (CAMA) (MITIGABLE)
PROPOSED RIGHT OF WAY	SUBMERGED AQUATIC VEGETATION
PROPOSED CONSTRUCTION EASEMENT	ESTUARINE SHORELINE AEC*
EXISTING CONSERVATION EASEMENT	WRIGHT BROTHERS MEMORIAL
PROPOSED SLOPE STAKES	HAZMAT SITE
PROPOSED EDGE OF PAVEMENT	CHURCH
DELINEATED WETLAND (CAMA)	CEMETERY
DELINEATED WETLAND (NON-CAMA)	

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Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015

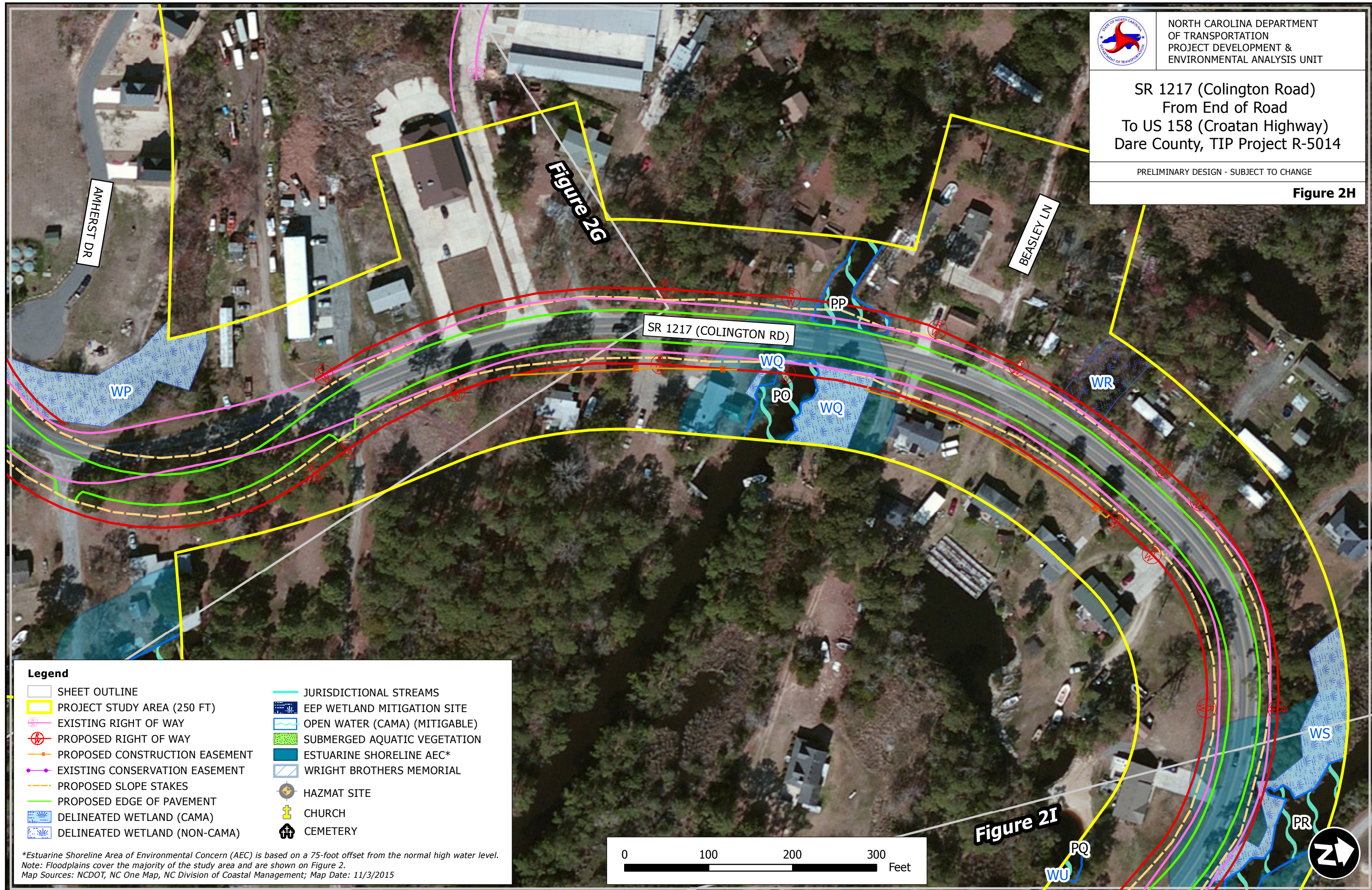




SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2H



Legend




















- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | EEP WETLAND MITIGATION SITE |
| EXISTING RIGHT OF WAY | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED RIGHT OF WAY | SUBMERGED AQUATIC VEGETATION |
| PROPOSED CONSTRUCTION EASEMENT | ESTUARINE SHORELINE AEC* |
| EXISTING CONSERVATION EASEMENT | WRIGHT BROTHERS MEMORIAL |
| PROPOSED SLOPE STAKES | HAZMAT SITE |
| PROPOSED EDGE OF PAVEMENT | CHURCH |
| DELINEATED WETLAND (CAMA) | CEMETERY |
| DELINEATED WETLAND (NON-CAMA) | |

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Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015

0 100 200 300 Feet

Figure 2I

Legend

- | | |
|--|---|
|  SHEET OUTLINE |  JURISDICTIONAL STREAMS |
|  PROJECT STUDY AREA (250 FT) |  EEP WETLAND MITIGATION SITE |
|  EXISTING RIGHT OF WAY |  OPEN WATER (CAMA) (MITIGABLE) |
|  PROPOSED RIGHT OF WAY |  SUBMERGED AQUATIC VEGETATION |
|  PROPOSED CONSTRUCTION EASEMENT |  ESTUARINE SHORELINE AEC* |
|  EXISTING CONSERVATION EASEMENT |  WRIGHT BROTHERS MEMORIAL |
|  PROPOSED SLOPE STAKES |  HAZMAT SITE |
|  PROPOSED EDGE OF PAVEMENT |  CHURCH |
|  DELINEATED WETLAND (CAMA) |  CEMETERY |
|  DELINEATED WETLAND (NON-CAMA) | |

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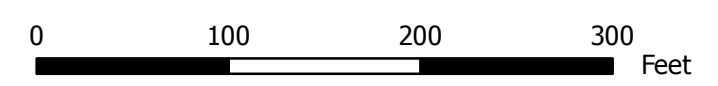
COLINGTON CREEK


Figure 2J

Figure 2H

COLINGTON CREEK MITIGATION SITE

SR 1217 (COLINGTON RD)



	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS UNIT
	SR 1217 (Colington Road) From End of Road To US 158 (Croatan Highway) Dare County, TIP Project R-5014
	PRELIMINARY DESIGN - SUBJECT TO CHANGE
	Figure 2I

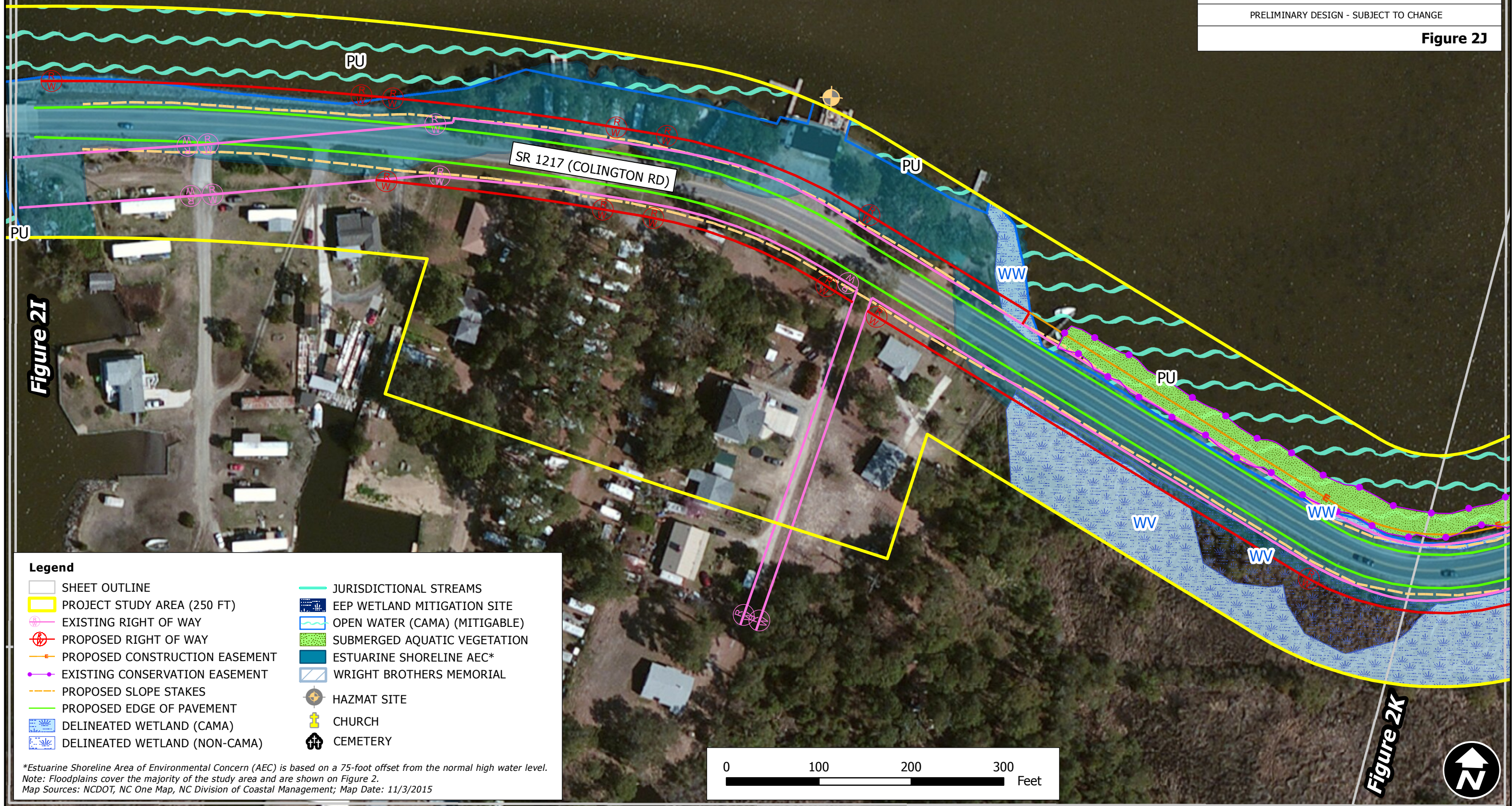


SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2J

COLINGTON CREEK



Legend

- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | EEP WETLAND MITIGATION SITE |
| EXISTING RIGHT OF WAY | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED RIGHT OF WAY | SUBMERGED AQUATIC VEGETATION |
| PROPOSED CONSTRUCTION EASEMENT | ESTUARINE SHORELINE AEC* |
| EXISTING CONSERVATION EASEMENT | WRIGHT BROTHERS MEMORIAL |
| PROPOSED SLOPE STAKES | HAZMAT SITE |
| PROPOSED EDGE OF PAVEMENT | CHURCH |
| DELINEATED WETLAND (CAMA) | CEMETERY |
| DELINEATED WETLAND (NON-CAMA) | |

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Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015

0 100 200 300 Feet





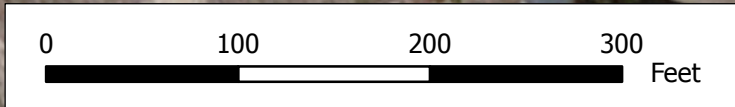
WRIGHT BROTHERS NATIONAL MEMORIAL
National Register-Listed


Figure 2L

Figure 2J

- Legend**
- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | EEP WETLAND MITIGATION SITE |
| EXISTING RIGHT OF WAY | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED RIGHT OF WAY | SUBMERGED AQUATIC VEGETATION |
| PROPOSED CONSTRUCTION EASEMENT | ESTUARINE SHORELINE AEC* |
| EXISTING CONSERVATION EASEMENT | WRIGHT BROTHERS MEMORIAL |
| PROPOSED SLOPE STAKES | HAZMAT SITE |
| PROPOSED EDGE OF PAVEMENT | CHURCH |
| DELINEATED WETLAND (CAMA) | CEMETERY |
| DELINEATED WETLAND (NON-CAMA) | |

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Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015



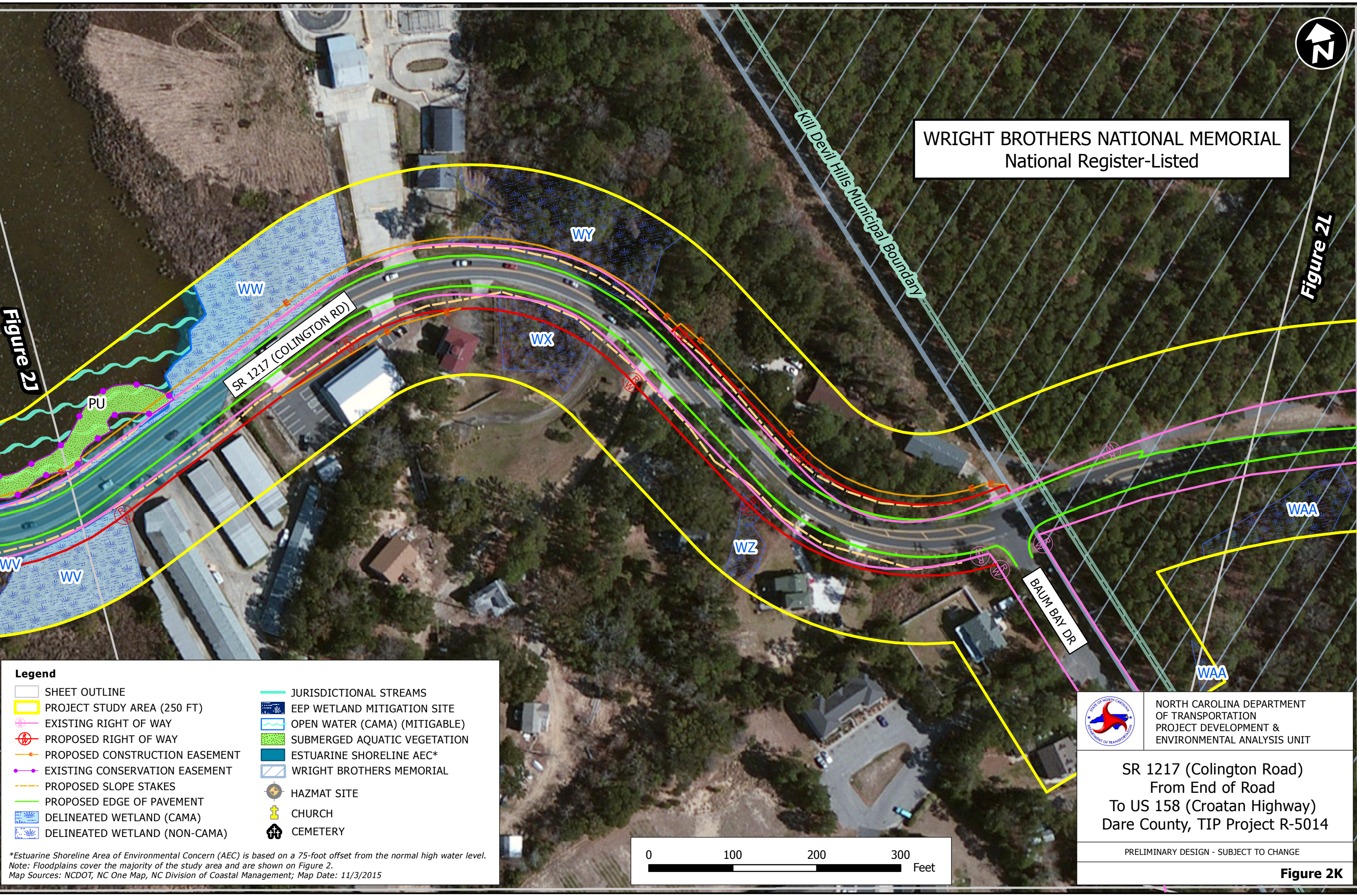


NORTH CAROLINA DEPARTMENT
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SR 1217 (Colington Road)
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PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2K





WRIGHT BROTHERS NATIONAL MEMORIAL
National Register-Listed

Figure 2K

Figure 2M

UT DITCH

SR 1217 (COLINGTON RD)

WAA

Legend

SHEET OUTLINE

PROJECT STUDY AREA (250 FT)

EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

PROPOSED CONSTRUCTION EASEMENT

EXISTING CONSERVATION EASEMENT

PROPOSED SLOPE STAKES

PROPOSED EDGE OF PAVEMENT

DELINEATED WETLAND (CAMA)

DELINEATED WETLAND (NON-CAMA)

JURISDICTIONAL STREAMS

EEP WETLAND MITIGATION SITE

OPEN WATER (CAMA) (MITIGABLE)

SUBMERGED AQUATIC VEGETATION

ESTUARINE SHORELINE AEC*

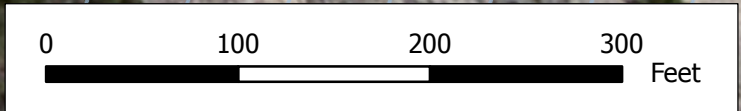
WRIGHT BROTHERS MEMORIAL

HAZMAT SITE

CHURCH

CEMETERY

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Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015

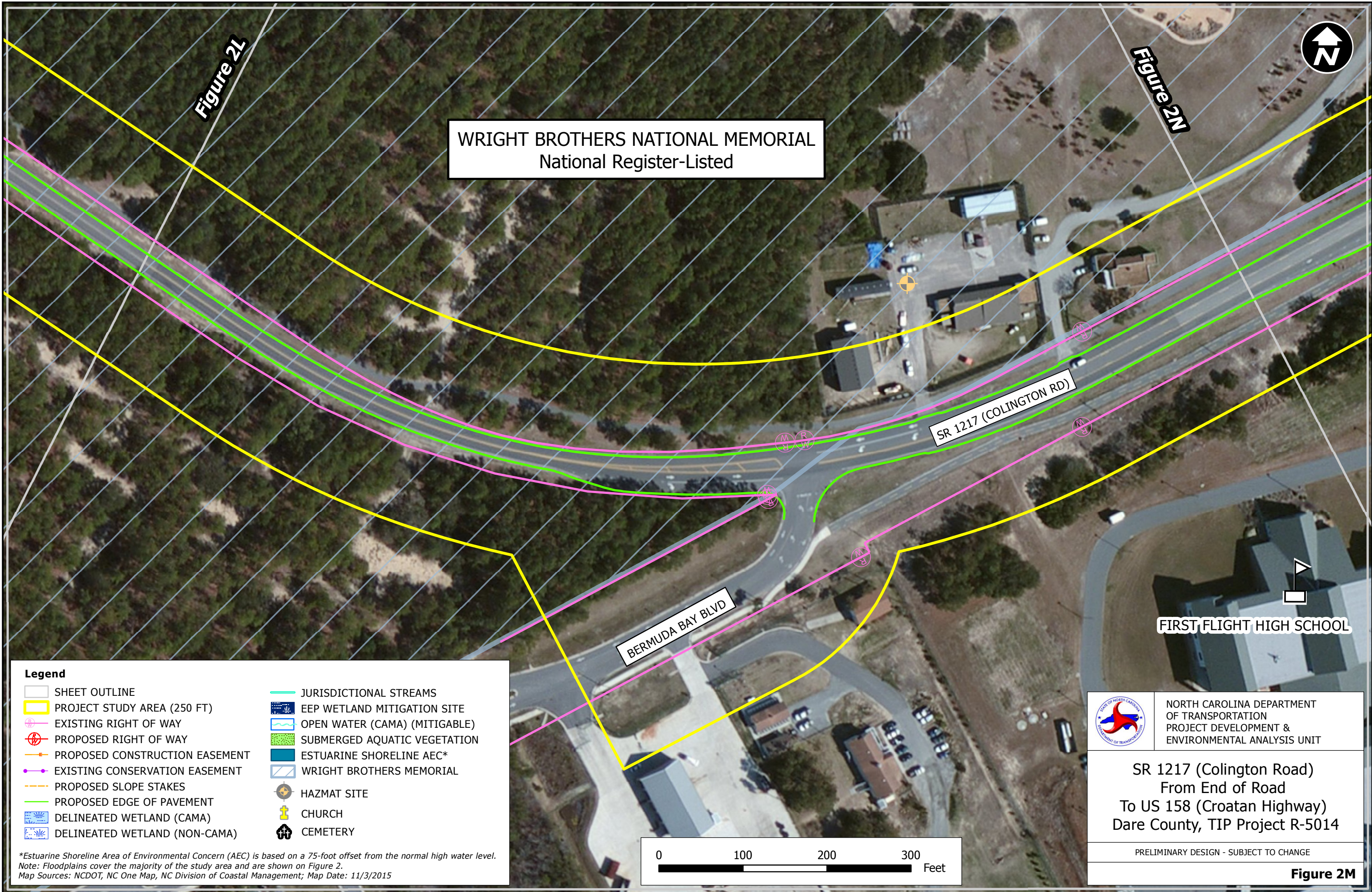


NORTH CAROLINA DEPARTMENT
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SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2L



WRIGHT BROTHERS NATIONAL MEMORIAL
National Register-Listed

Figure 2M

Figure 2L

SR 1217 (COLINGTON RD)

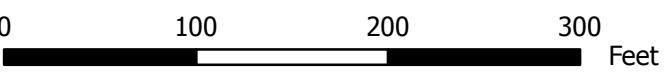
BERMUDA BAY BLVD

FIRST FLIGHT HIGH SCHOOL

Legend

- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | EEP WETLAND MITIGATION SITE |
| EXISTING RIGHT OF WAY | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED RIGHT OF WAY | SUBMERGED AQUATIC VEGETATION |
| PROPOSED CONSTRUCTION EASEMENT | ESTUARINE SHORELINE AEC* |
| EXISTING CONSERVATION EASEMENT | WRIGHT BROTHERS MEMORIAL |
| PROPOSED SLOPE STAKES | HAZMAT SITE |
| PROPOSED EDGE OF PAVEMENT | CHURCH |
| DELINEATED WETLAND (CAMA) | CEMETERY |
| DELINEATED WETLAND (NON-CAMA) | |

*Estuarine Shoreline Area of Environmental Concern (AEC) is based on a 75-foot offset from the normal high water level.
Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015

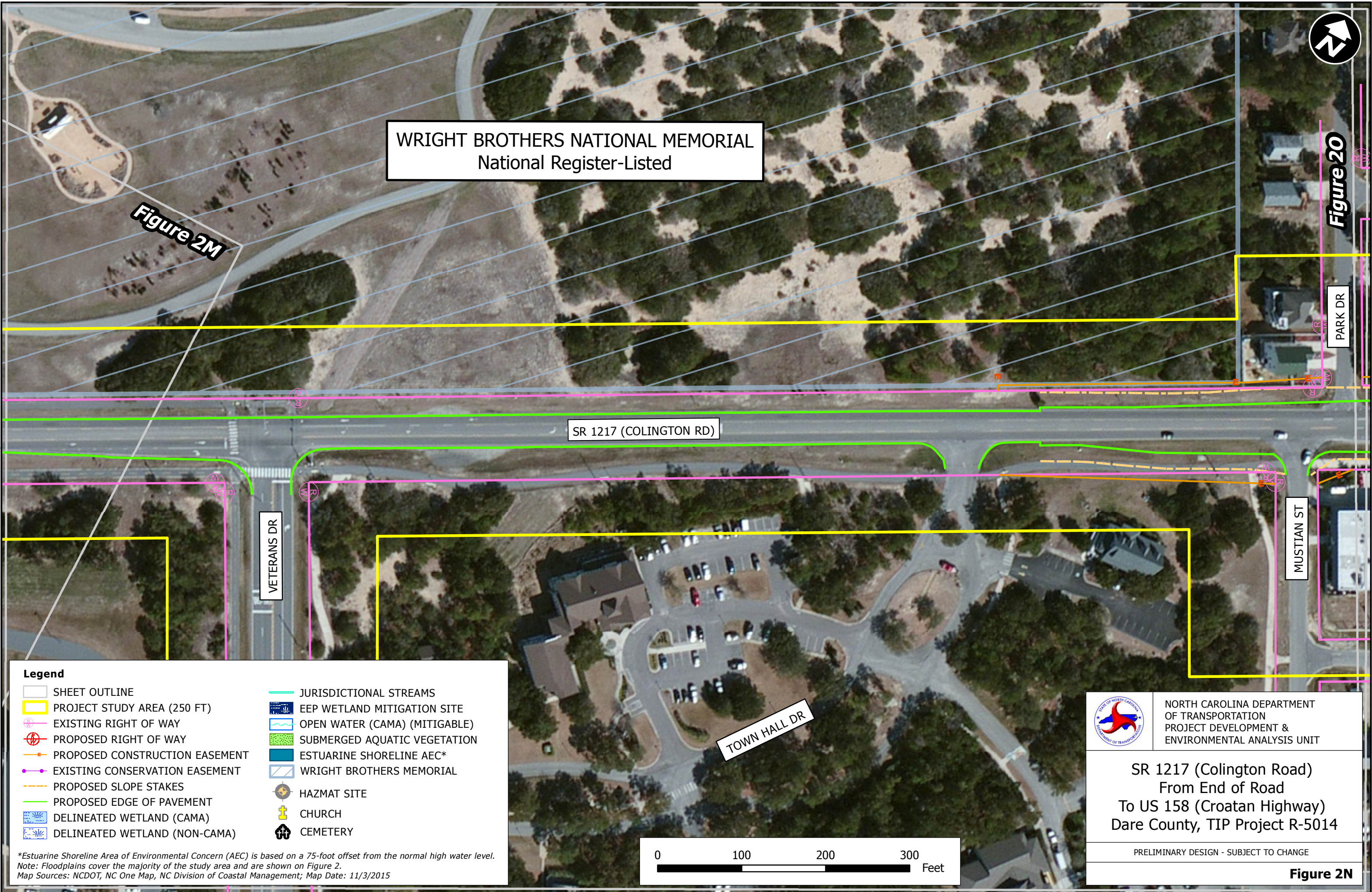


NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT

SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2M



WRIGHT BROTHERS NATIONAL MEMORIAL
National Register-Listed

Figure 2M

Figure 2O

SR 1217 (COLINGTON RD)

VETERANS DR

MUSTIAN ST

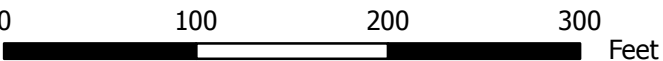
TOWN HALL DR

PARK DR

Legend

- | | |
|--------------------------------|-------------------------------|
| SHEET OUTLINE | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | EEP WETLAND MITIGATION SITE |
| EXISTING RIGHT OF WAY | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED RIGHT OF WAY | SUBMERGED AQUATIC VEGETATION |
| PROPOSED CONSTRUCTION EASEMENT | ESTUARINE SHORELINE AEC* |
| EXISTING CONSERVATION EASEMENT | WRIGHT BROTHERS MEMORIAL |
| PROPOSED SLOPE STAKES | HAZMAT SITE |
| PROPOSED EDGE OF PAVEMENT | CHURCH |
| DELINEATED WETLAND (CAMA) | CEMETERY |
| DELINEATED WETLAND (NON-CAMA) | |

*Estuarine Shoreline Area of Environmental Concern (AEC) is based on a 75-foot offset from the normal high water level.
Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT

SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 2N

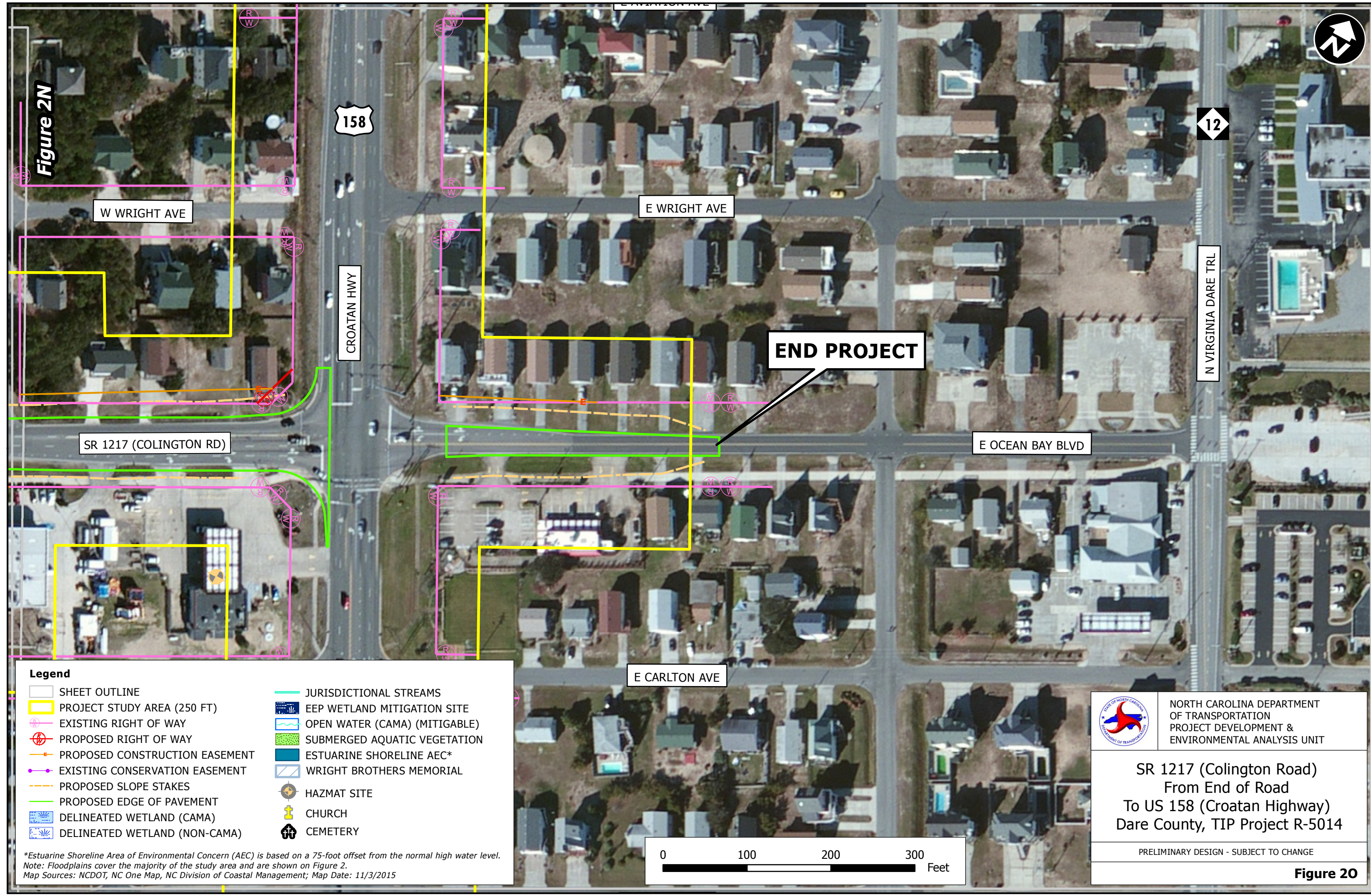
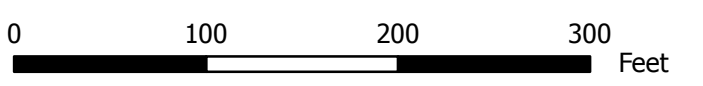


Figure 2N

- Legend**
- | | | |
|--------------------------------|--------------------------------|-------------------------------|
| SHEET OUTLINE | EXISTING RIGHT OF WAY | JURISDICTIONAL STREAMS |
| PROJECT STUDY AREA (250 FT) | PROPOSED RIGHT OF WAY | EEP WETLAND MITIGATION SITE |
| PROPOSED CONSTRUCTION EASEMENT | EXISTING CONSERVATION EASEMENT | OPEN WATER (CAMA) (MITIGABLE) |
| PROPOSED SLOPE STAKES | PROPOSED EDGE OF PAVEMENT | SUBMERGED AQUATIC VEGETATION |
| DELINEATED WETLAND (CAMA) | DELINEATED WETLAND (NON-CAMA) | ESTUARINE SHORELINE AEC* |
| DELINEATED WETLAND (NON-CAMA) | HAZMAT SITE | WRIGHT BROTHERS MEMORIAL |
| | CHURCH | |
| | CEMETERY | |

*Estuarine Shoreline Area of Environmental Concern (AEC) is based on a 75-foot offset from the normal high water level.
Note: Floodplains cover the majority of the study area and are shown on Figure 2.
Map Sources: NCDOT, NC One Map, NC Division of Coastal Management; Map Date: 11/3/2015

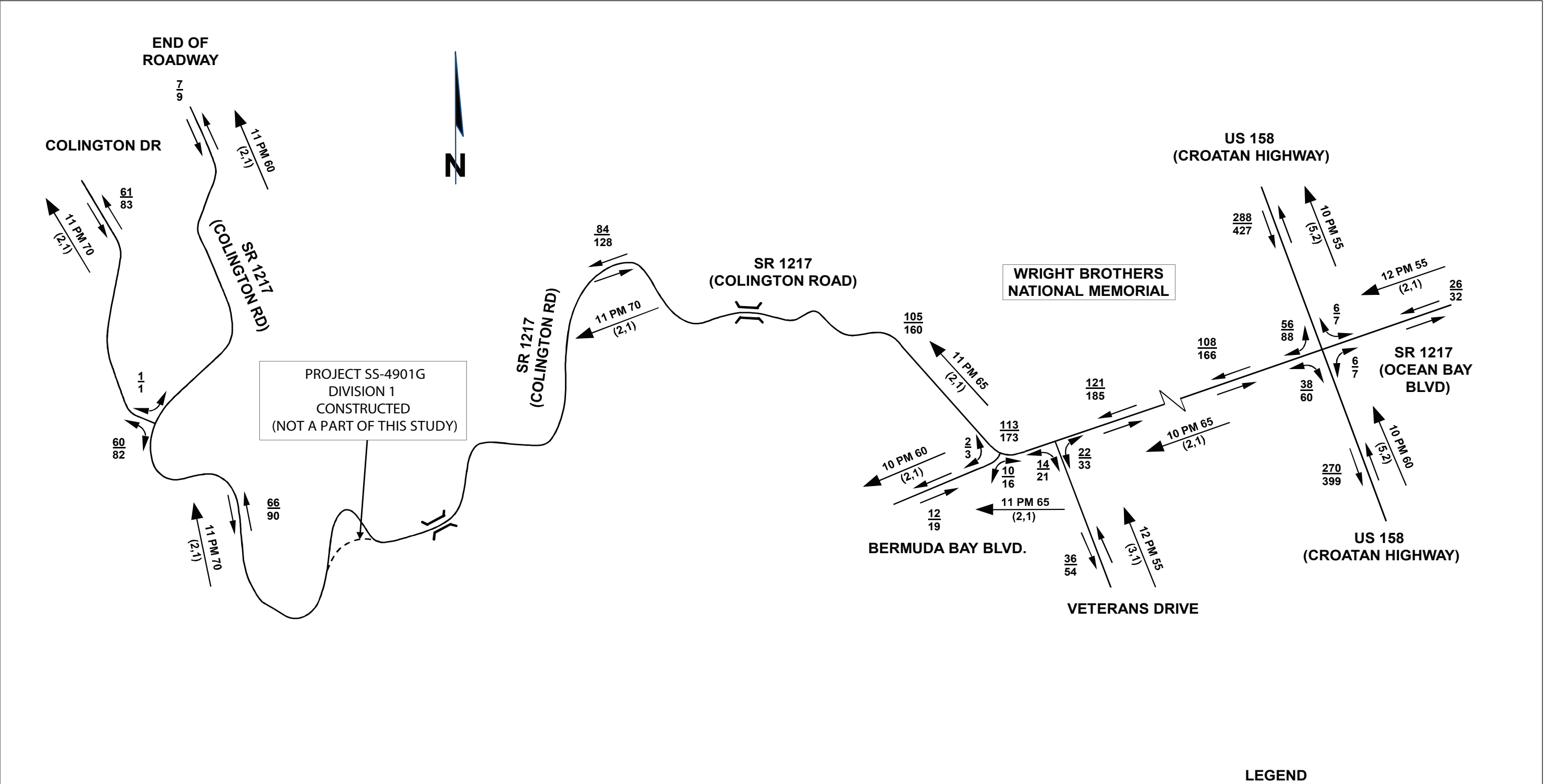


NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT

SR 1217 (Colington Road)
From End of Road
To US 158 (Croatan Highway)
Dare County, TIP Project R-5014

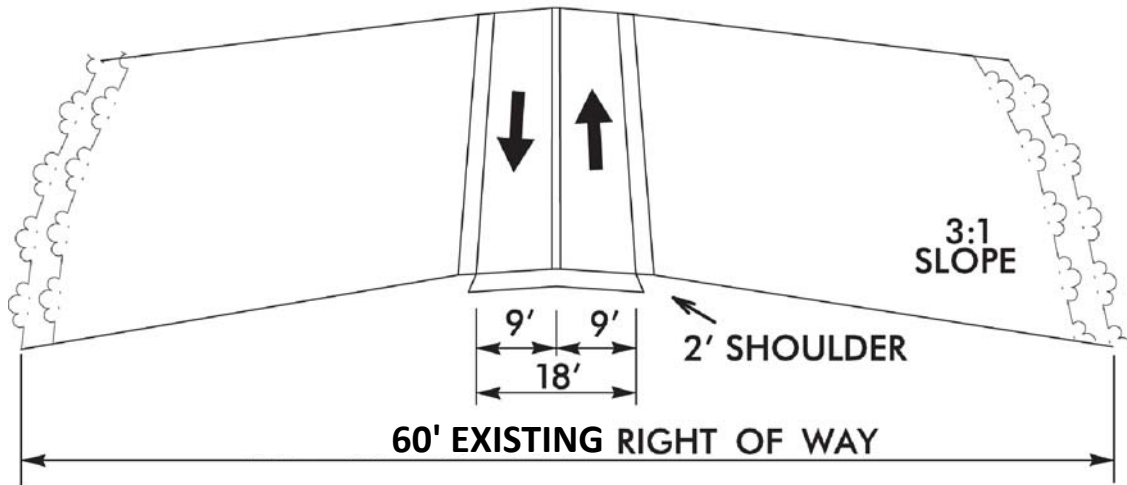
PRELIMINARY DESIGN - SUBJECT TO CHANGE

Figure 20

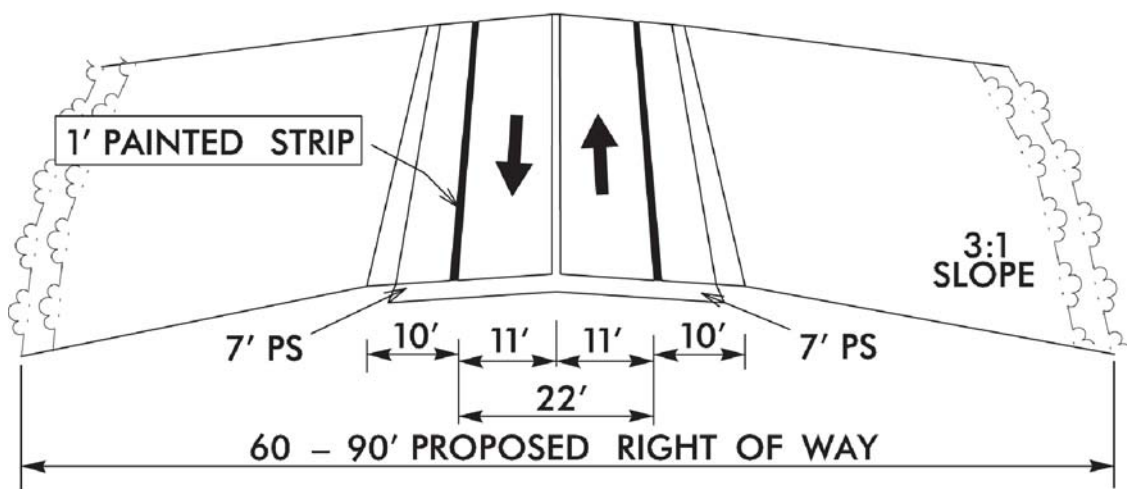


PROPOSED TYPICAL SECTIONS

SR 1217 (COLINGTON ROAD)
from End to Colington Drive
RESURFACE ONLY



SR 1217 (COLINGTON ROAD)
from Colington Drive to Baum Bay Drive



Proposed Typical Section

SR 1217 (Colington Road) from End of Road
to US 158 (Croatan Highway)

Dare County
TIP Project R-5014

Prepared for:
North Carolina Department
of Transportation

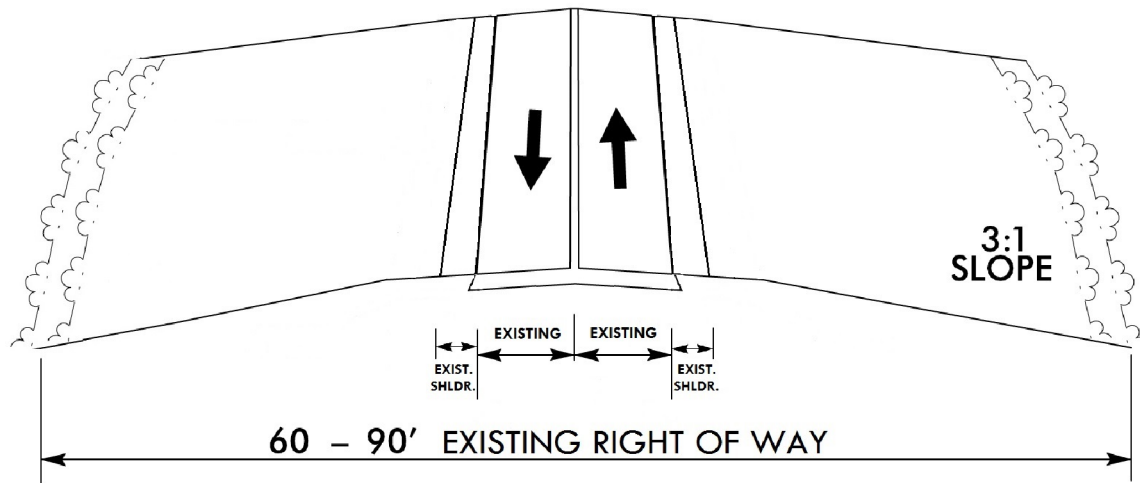
Note: Not to Scale

Figure No.

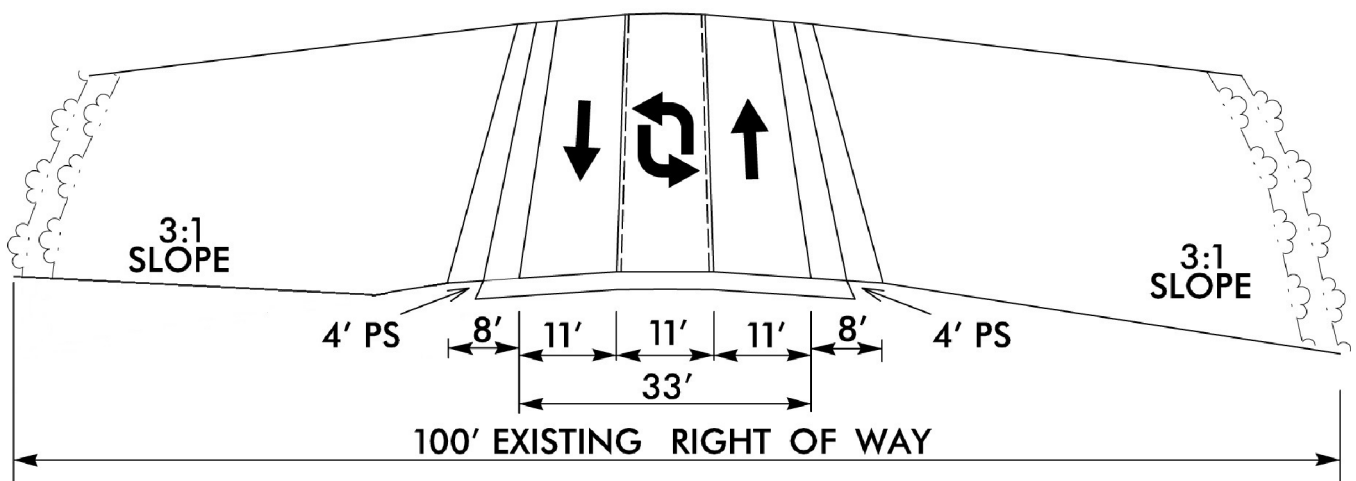
4A

PROPOSED TYPICAL SECTIONS

SR 1217 (COLINGTON ROAD)
from Baum Bay Drive to Approximately 900' east of Veterans Drive
RESURFACE ONLY



SR 1217 (COLINGTON ROAD)
from Approximately 900' east of Veterans Drive to US 158



Proposed Typical Section
SR 1217 (Colington Road) from End of Road
to US 158 (Croatan Highway)
Dare County
TIP Project R-5014

Prepared for:
North Carolina Department
of Transportation

Note: Not to Scale

Figure No.

4B

APPENDIX A

AGENCY CORRESPONDENCE

Richards, John E

From: Biddlecome, William J SAW <William.J.Biddlecome@usace.army.mil>
Sent: Wednesday, April 20, 2011 12:16 PM
To: Richards, John E
Subject: Start of Study - NCSR 1217 (Colington Road) TIP # R-5014, Dare County (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

John,

This is in response to your March 31, 2011 letter requesting information which may be helpful in evaluating potential environmental impacts of the above mentioned project.

Department of the Army permit authorization, pursuant to Section 404 of the Clean Water Act of 1977, as amended, will be required for the discharge of excavated or fill material into waters and/or wetlands in conjunction with this project, including temporary impacts for construction access or bridge demolition, and the disposal of construction debris.

Review of the project based on the proximity of jurisdictional waters (including wetlands) to the existing roadway indicates that the proposed work may involve the discharge of excavated or fill material into waters and wetlands. We recommend a jurisdictional determination for the project be completed before preliminary plans for the project are completed to better understand where these resources are present and to best avoid and minimize impacts to these resources. When final plans are completed, including the extent and location of any work within waters of the United States and wetlands, our Regulatory Division would appreciate the opportunity to review these plans for a project-specific determination of Department of the Army permit requirements. These plans should include temporary impacts from any necessary construction access. If there are only minor impacts to waters, including wetlands, the work might be authorized under one or more nationwide or regional general permits provided avoidance and minimization are adequately addressed.

The Corps of Engineers must assess the impacts of such activities on the aquatic environment prior to issuing Department of the Army permits. Authorization of aquatic fill activities requires that the project be water dependent and/or that no practicable alternatives are available. Our initial review emphasis for North Carolina Department of Transportation (NCDOT) projects will focus on the impacts to waters and/or wetlands. However, if degradation to other aspects of the natural environment (e.g., habitat of endangered species) is considered to be of greater concern, an alternative resulting in greater aquatic losses may be chosen as preferred.

In all cases, and in accordance with the Memorandum of Agreement between the U.S. Environmental Protection Agency and the Corps, the sequencing process of avoidance, minimization, and compensatory mitigation of unavoidable wetland impacts will be satisfied prior to the final permit decision. A Department of the Army permit will not be issued until a final plan for compensatory mitigation is approved. Mitigation for stream impacts may also be required.

As this project is in the early stage of development we are unclear to what types of safety improvements you may be interested in pursuing for this project and therefore the types and the amount of environmental impacts are unknown. Please be aware there are some areas along this roadway where compensatory mitigation sites are present for past road and bridge improvements. I recommend you coordinate with me as this project develops to determine if the project should be coordinated through the 404/NEPA merger process or through our nationwide and general permit process. Please advise me as soon as it's known when and where the project scoping meeting will be held for this project. Thanks!

Bill Biddlecome
Regulatory Project Manager
Washington Regulatory Field Office
P.O. Box 1000
Washington, North Carolina 27889
(910) 251-4558
william.j.biddlecome@usace.army.mil

The Wilmington District is committed to providing the highest level of support to the public. To help us ensure we continue to do so, please complete the Customer Satisfaction Survey located at <http://per2.nwp.usace.army.mil/survey.html> to complete the survey online.

Classification: UNCLASSIFIED
Caveats: NONE



United States Department of the Interior

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

April 13, 2011

RECEIVED
Division of Highways

APR 19 2011

Preconstruction
Project Development and
Environmental Analysis Branch

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

Dear Dr. Thorpe:

This letter is in response to your request for comments from the U.S. Fish and Wildlife Service (Service) on the potential environmental effects of the proposed improvements to SR 1217 (Colington Road) in Dare County, North Carolina (TIP No. R-5014). These comments provide information in accordance with provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

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

The North Carolina Natural Heritage Program database indicates that the federally endangered West Indian manatee (*Trichechus manatus*) has been observed near the project area. If any in-water work occurs, the Services **GUIDELINES FOR AVOIDING IMPACTS TO THE WEST INDIAN MANATEE: Precautionary Measures for Construction Activities in North Carolina Waters** should be implemented.

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

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


1. Wetland and forest impacts should be avoided and minimized to the maximal extent practical. Areas exhibiting high biodiversity or ecological value important to the watershed or region should be avoided. Highway shoulder and median widths should be reduced through wetland areas;
2. Crossings of streams and associated wetland systems should use existing crossings and/or occur on a bridge structure wherever feasible. Bridges should be long enough to allow for sufficient wildlife passage along stream corridors. Where bridging is not feasible, culvert structures that maintain natural water flow and hydraulic regimes without scouring or impeding fish and wildlife passage should be employed;
3. Bridges and approaches should be designed to avoid any fill that will result in damming or constriction of the channel or flood plain. To the extent possible, piers and bents should be placed outside the bank-full width of the stream. If spanning the flood plain is not feasible, culverts should be installed in the flood plain portion of the approach to restore some of the hydrological functions of the flood plain and reduce high velocities of flood waters within the affected area;
4. Bridge designs should include provisions for roadbed and deck drainage to flow through a vegetated buffer prior to reaching the affected stream. This buffer should be large enough to alleviate any potential effects from run-off of storm water and pollutants;
5. Off-site detours should be used rather than construction of temporary, on-site bridges. For projects requiring an on-site detour in wetlands or open water, such detours should be aligned along the side of the existing structure which has the least and/or least quality of fish and wildlife habitat. At the completion of construction, the detour area should be entirely removed and the impacted areas be planted with appropriate vegetation, including trees if necessary;
6. If unavoidable wetland or stream impacts are proposed, a plan for compensatory mitigation to offset unavoidable impacts should be provided early in the planning process;
7. Wherever appropriate, construction in sensitive areas should occur outside fish spawning and migratory bird nesting seasons. In waterways that may serve as travel corridors for fish, in-water work should be avoided during moratorium periods associated with migration, spawning and sensitive pre-adult life stages. The general moratorium period for anadromous fish is February 15 - June 30;
8. Best Management Practices (BMP) for Construction and Maintenance Activities should be implemented; and
9. Activities within designated riparian buffers should be avoided or minimized.

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

1. A clearly defined and detailed purpose and need for the proposed project;
2. A description of the proposed action with an analysis of all alternatives being considered;
3. A description of the fish and wildlife resources, and their habitats, within the project impact area that may be directly or indirectly affected;
4. The extent and acreage of waters of the U.S., including wetlands, that are to be impacted by filling, dredging, clearing, ditching, or draining. Wetland boundaries should be determined by using the 1987 Corps of Engineers Wetlands Delineation Manual and verified by the U.S. Army Corps of Engineers;
5. The anticipated environmental impacts, both temporary and permanent, that would be likely to occur as a direct result of the proposed project. The assessment should also include the extent to which the proposed project would result in indirect and cumulative effects to natural resources;
6. Design features and construction techniques which would be employed to avoid or minimize impacts to fish and wildlife resources, both direct and indirect, and including fragmentation and loss of habitat;
7. Design features, construction techniques, or any other mitigation measures which would be employed at wetland crossings and stream channel relocations to avoid or minimize impacts to waters of the US; and,
8. If unavoidable wetland or stream impacts are proposed, project planning should include a compensatory mitigation plan for offsetting the unavoidable impacts.

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

Sincerely,


for Pete Benjamin
Field Supervisor

cc: Chris Militscher, USEPA, Raleigh, NC



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE

Southeast Regional Office

Atlanta Federal Center

1924 Building

100 Alabama St., S.W.

Atlanta, Georgia 30303



(SER-PC)

MAY 03 2011

Mr. John E. Richards III
Project Planning Engineer
NC Department of Transportation
Project Development and Environmental Analysis
1548 Mail Service Center
Raleigh NC 27699-1548

Dear Mr. Richards:

In response to your scoping letter dated March 31, 2011, concerning improvements to SR1217 (Colinton Road) from End to US 158 (Croatan Highway), Dare County, Federal-Aid Project STP-1217(6), WBS 41162.1.1, TIP Project R-5014.

State Road 1217 (Colinton Road) is adjacent to Wright Brothers National Memorial, a unit of the National Park Service. An Environmental Assessment (EA) is being prepared by NCDOT to address potential impacts as well as a determination that there is no other prudent and feasible alternative to the use of parkland. The EA should include all possible planning to avoid, minimize, and mitigate impacts to Wright Brothers National Memorial.

We would like to participate in the scoping meeting which is tentatively scheduled for July 7, 2011. Please add Sara Strickland, Cape Hatteras National Seashore 1401 National Park Drive, Manteo, NC 27954, phone: 252-473-2111 ext. 142, e-mail: Sara_Strickland@nps.gov and Anita Barnett, National Park Service, Southeast Regional Office; Atlanta Federal Center, 100 Alabama Street, 1924 Building, Atlanta, GA 30303, phone: 404-507-5706, e-mail: Anita_Barnett@nps.gov to your mailing list for this project.



Thank you for the opportunity to provide comments early in the planning process.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben West". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the word "West".

Ben West
Chief Planning and Compliance Division
Southeast Region



United States Department of the Interior

NATIONAL PARK SERVICE

Fort Raleigh National Historic Site Wright Brothers National Memorial

Cape Hatteras National Seashore

1401 National Park Drive

Manteo, NC 27954

252-473-2111



IN REPLY REFER TO:

L30 (SUP)

MAR 3 1 2015

COPY

Mr. Robert P. Hanson, P.E.
NCDOT Project Development
1548 Mail Service Center
Raleigh, NC 27699-1548

RE: Section 4 (f) consultation at the site of the Colington Road
Improvement Project in Dare County (TIP R-5014) with National Park
Service (NPS) March 10, 2015

Dear Mr. Hanson:

Thank you for your correspondence of February 25, 2015, soliciting our comments and concurrence in a determination of no adverse impact to the Park's historic property at Wright Brothers National Memorial. On March 10, Mr. Joseph Qubain and his staff generously traveled to Kill Devil Hills, meeting with me and my staff to do a site "walk around" to specifically locate on the ground the exact location of the proposed improvements.

As we concluded the meeting we suggested that the impact to the site appeared substantially greater than we expected and perhaps NCDOT could actually "stake" or flag the project on NPS property so we could fix the full impact of the project. We further asked that an alternative plan be developed using the least amount of NPS land as would be feasible to accomplish project without any accommodations for a new bike path, and to also be staked or flagged for our review. Upon further reflection, we now believe that doing a flagging of the project as currently envisioned is an unnecessary step. The better place to start is with a "minimized" project, i.e., the least amount of additional right of way that NCDOT must have to accomplish the project, and its flagging or staking on the ground for another site review. From there we can discuss any alternatives which each of us would like considered.



We believe part of our concern emanates for the large swale or drain ditch that has been proposed for the south side of the road and we would like to see if an alternative drainage system might be developed, minimizing the impact to the area.

Please continue to work with our point of contact, Steve Thompson, at (252) 475-9036.

Sincerely,

A handwritten signature in dark ink, appearing to read "David E. Hallac". The signature is written in a cursive, flowing style.

David E. Hallac
Superintendent

cc: (electronically only)
Joseph Qubain, PE, NCDOT PDEA
Jerry Jennings, PE, NCDOT Division One
Randy Swilling, NPS
Jami Lanier, NPS
Steve Thompson, NPS

CAHA:DEHallac:sdt:3/30/2015:252-473-2111



U.S. Department
of Transportation

**Federal Aviation
Administration**

Atlanta Airports District Office
1701 Columbia Ave., Campus Bldg.
Atlanta, GA 30337-2747
P: (404) 305-7150 F: (404) 305-7155

May 12, 2011

Dr. Gregory Thorpe
NC Department of Transportation
Project Development and Environmental Analysis
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Dr. Thorpe:

RE: Federal Aviation Administration, Atlanta Airports District Office (FAA ATL-ADO) Comments on Proposed TIP No. R-5014 (Start of Study for Improvements to SR 1217 (Colington Road) from end to US158 (Croatan Highway), Dare County, Federal-Aid Project STP-1217(6), WSB41162.1.1)

We reviewed the information in your March 31, 2011 letter which requested information from our office to assist you in completing your National Environmental Policy Act (NEPA) analysis process for TIP No. R-5014. You specifically requested that we identify any FAA permitting or approval requirements that must be met in association with your proposed action.

While your letter does not specify the proximity of your proposed project to any airports, we are responding with two areas of FAA concern:

1) Hazardous wildlife attractants on and near airports are of great concern to the FAA. FAA Advisory Circular 150/5200-33B, provides our guidance on this subject. We note that your project will likely require storm water management facilities and may require stream bank and/or wetland mitigation in association with permitting actions that may be necessary to support your proposed project. Your NEPA analysis should ensure that all elements of the project design and construction, including proposed mitigation, consider and incorporate the guidance found in FAA Advisory Circular 150/5200-33B to ensure no hazards to aviation are created by your proposed project.

2) If your organization is planning to sponsor any construction or alterations which may affect navigable airspace, you must file a *Notice of Proposed Construction or Alteration* (Form 7460-1) with the FAA (See <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>). The requirements for filing with the FAA for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the

structure, etc. For more details, please reference 14 CFR Part 77.9.

Based on the preliminary information provided in your letter, we have made clear the areas that would cause our office to have concerns with regard to environmental impacts from your proposed action and alternatives. Our office would like to be added to your distribution list to remain informed so that if the proposed action or alternatives change in a way that would cause us additional concerns, we can notify you.

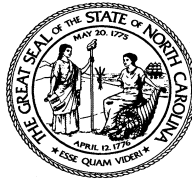
As always, please contact me if you wish to discuss our comments or if you have any questions, at dana.perkins@faa.gov or (404) 305-7152.

Sincerely,

A handwritten signature in black ink, appearing to read "Dana L. Perkins", with a stylized flourish at the end.

Dana L. Perkins
Environmental Program Manager

Cc: Mr. John E. Richards, III, NC DOT Project Development and Environmental
Analysis, 1548 Mail Service Center, Raleigh, NC 27699-1548
Rick Barks/Jennifer Fuller, NCDOT Division of Aviation, 1560 Mail Service
Center, Raleigh, NC 27699-1560



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

Claudia Brown, Acting Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

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

April 27, 2011

MEMORANDUM

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

FROM: Claudia Brown *PS for Claudia Brown*

SUBJECT: Improvements to SR 1217 (Colington Road), R-5014, Dare County, ER 11-0555

Thank you for your memorandum of March 31, 2011, concerning the above project.

There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

We are unable to comment on the potential effect of this project on cultural architectural or historic resources until we receive further information. Please forward more information on the proposed improvements and maps showing any proposed right-of-way takings.

Please note, the eastern most portion of Colington Road is located within or adjacent to the Wright Brothers National Memorial (WBNM), which is listed in the National Register of Historic Places. The WBNM Visitors' Center, located approximately 0.6 miles north of Colington Road, is a National Historical Landmark.

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

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

cc: Doug Stover, National Park Service, Doug_Stover@nps.gov
State Clearinghouse

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

Project Description:

On October 16, 2012, representatives of the

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

Reviewed the subject project at historic architectural resources photograph review session/consultation and

All parties present agreed

- ☐ There are no properties over fifty years old within the project's Area of Potential Effects (APE).
- ☐ There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's APE.
- ☒ There are properties over fifty years old within the project's APE, but based on the historical information available and the photographs of each property, the properties identified as 2-37 are considered not eligible for the National Register and no further evaluation of them is necessary. Photographs of these properties are attached.
- ☐ There are no National Register-listed or Study Listed properties within the project's APE.
- ☐ All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- ☒ More information is requested on properties 1. Wright Brothers National Memorial (NHL)

Signed:

Katherine L. Hubbard
Representative, NCDOT

October 16, 2012
Date

FHWA, for the Division Administrator, or other Federal Agency

Date

Representative, HPO

Date

Renee Stedhill-Easley
State Historic Preservation Officer

10-16-12
Date

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



Wright Brothers National Memorial (NHL) Boundaries.
Colington Road runs through the boundary.

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Operational and Safety Improvements to Colington Road (SR 1217) from End to US 158 (Croatan Highway)

On October 20, 2015, representatives of the

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

Reviewed the subject project and agreed on the effects findings listed within the table on the reverse of this signature page.

Signed:

Kate Hubert 10/20/2015
Representative, NCDOT Date

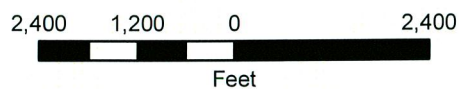
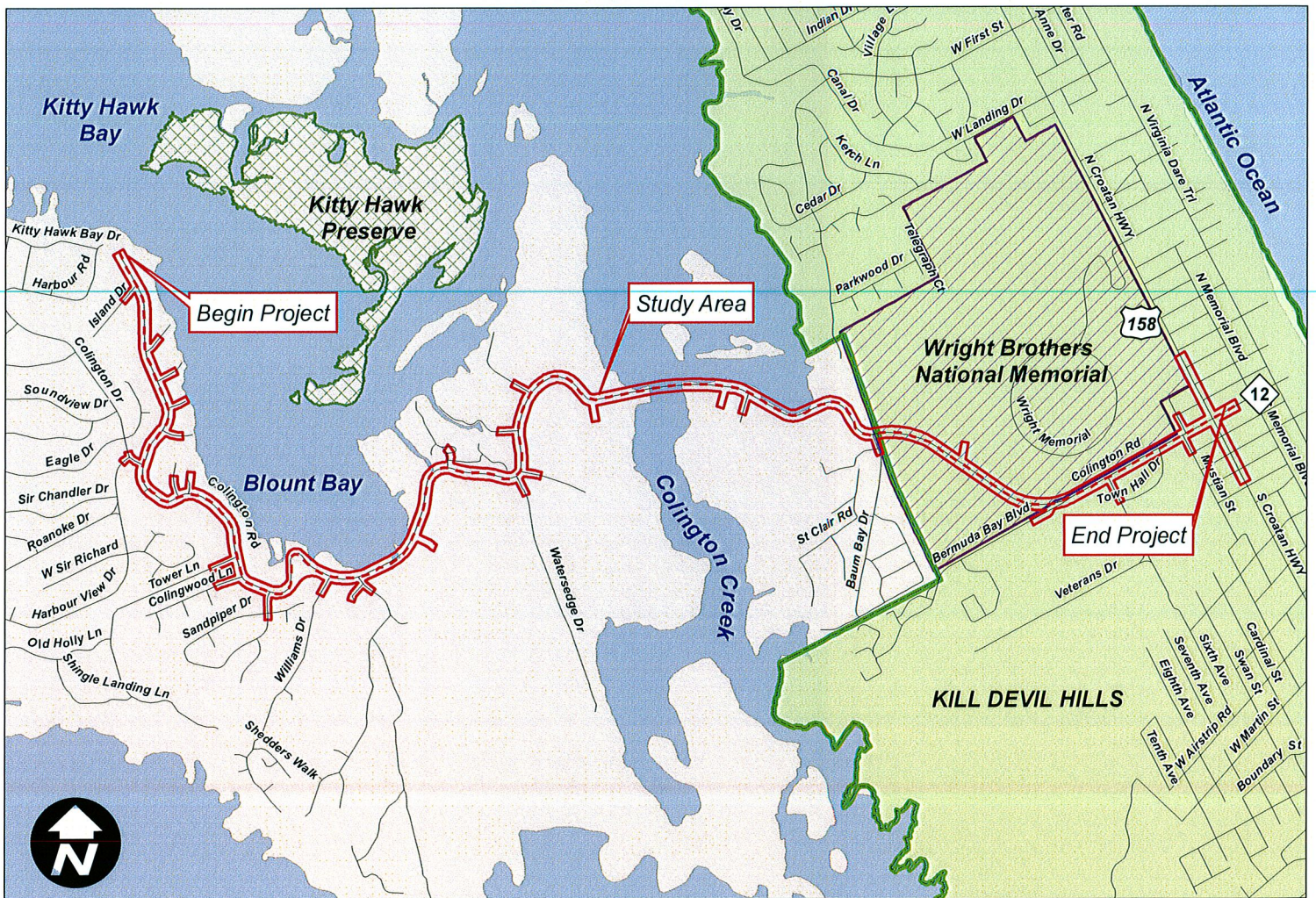
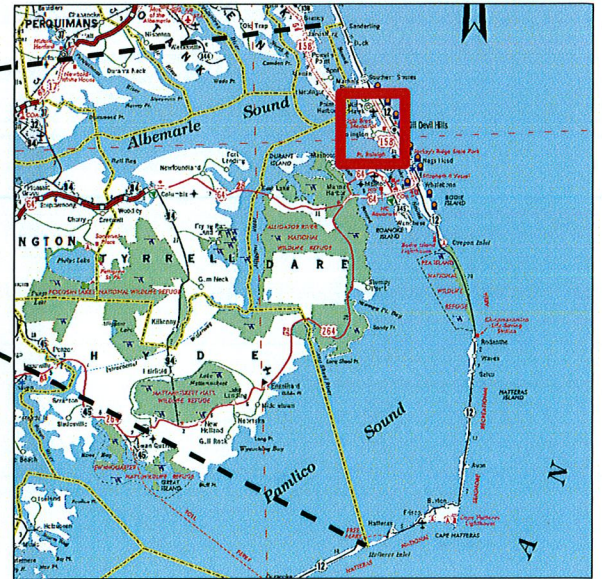
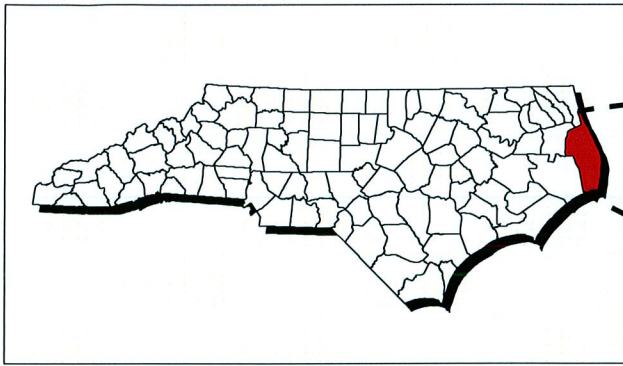
Dell W. Br... 10-20-15
FHWA, for the Division Administrator, or other Federal Agency Date

Renee Medhill-Early 10.20.15
Representative, HPO Date

Property and Status	Alternative	Effect Finding	Reasons
Property No. 1 Wright Brothers National Memorial National Register Listed National Memorial		No Effect	Resurfacing only in the boundary of the Property.

Initialed: NCDOT KLH FHWA DB HPO Rye

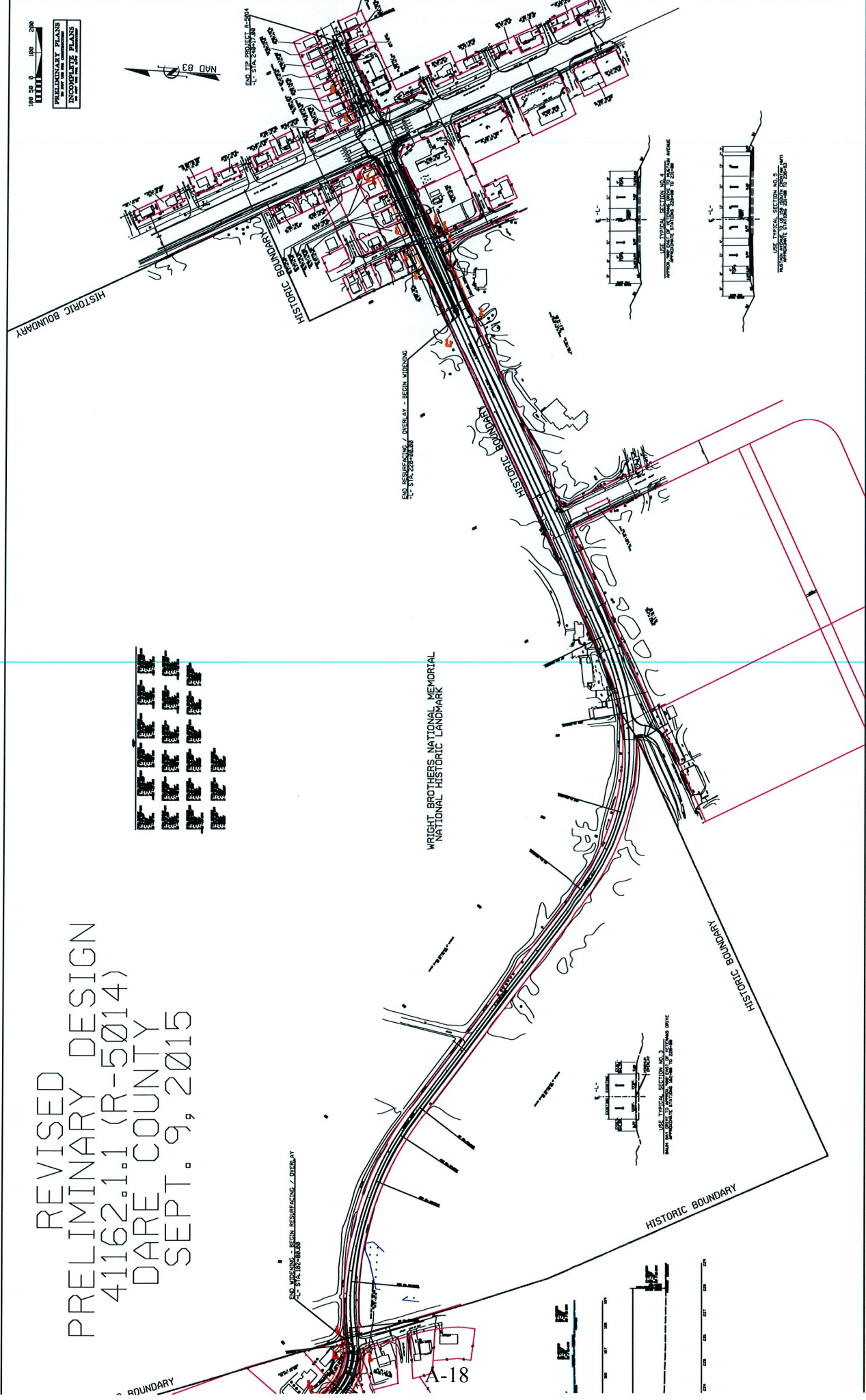
FHWA Intends to use the SHPO's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f):



	<p>North Carolina Department of Transportation Project Development and Environmental Analysis Unit</p>
<p align="center"> SR 1217 (Colington Road) from End of Road to US 158 (Croatan Highway) Dare County TIP Project R-5014 </p>	

Figure 1
A-17

REVISED PRELIMINARY DESIGN 41162.1.1 (R-5014) DARE COUNTY SEPT. 9, 2015



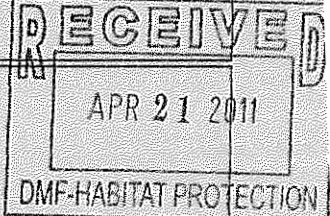
A-18



Date: 4/6/2011

Due Date: 5/5/2011

County: DARE



To:

☐

Jessi O'Neal

☒

Kevin Hart

From: Jeanne Hardy
Habitat Protection Section



E-MAILED
4/21/11

Applicant/Project Name:
STUDY FOR IMPROVEMENTS TO SR 1217
TIP PROJECT R-5014

REPLY:

☐

No comment.

☐

This office supports the project as proposed.

☒

Comments to this project are below or attached.

☐

This office objects to the project as proposed.

SIGNED:

Kevin Hart
Anne Deane

DATED:

4/11/2011
4/14/11

NC Division of Marine Fisheries, Habitat Protection Section
5285 Hwy. 70 West, Morehead City, North Carolina 28557
Phone: 252 808-8066 \ FAX: 252 727-5127 \ Internet: www.ncdmf.net

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North Carolina Department of Environment and Natural Resources

Division of Marine Fisheries

Beverly Eaves Perdue
Governor

Dr. Louis B. Daniel III
Director

Dee Freeman
Secretary

TO: Gregory J. Thorpe
THROUGH: Anne Deaton
FROM: Kevin Hart KH
DATE: April 11, 2011
SUBJECT: NCDOT Scoping- Improvements to SR 1217 (Colington Road) from end to US 158 Tip No. R-5014

The following comments by the North Carolina Division of Marine Fisheries (NCDMF) on the subject project are offered pursuant to G.S. 113-131. The NCDOT is requesting comments regarding improvements to SR 1217. According to the scoping vicinity map the road will cross Blount Bay and Colington Creek. These two bodies of water are classified as secondary nursery areas.

In future documentation the NCDMF requests that the following information be provided.

1. All water body impacts including streams and wetlands. Please include the name of these waterbodies, the impacts, and the area (i.e. acres or square footage) being impacted.
2. The NCDMF requests that hridges be used to cross waterbodies. The bridges will minimize impacts from the project.
3. If utilities are associated with the project the NCDMF requests that either directional boring is used to cross waterways or the utilities run along the bridge. If new utilities are needed to run alongside the road the NCDMF requests that they be placed in the current right-of-way (ROW) to minimize impacts associated with this project.
4. Colington Creeek, Blount Bay and the "sloughs" connecting them are designated as secondary nursery areas by the North Carolina Marine Fisheries Commission (NCMF). To minimize impacts to important nursery habitat during the period of peak biological productivity, the NCDMF requests that inwater work be done outside of the moratorium period of February 15 through September 30 (Deaton et al. 2010).
5. NCDMF has records of Submerged Aquatic Vegetation (SAV) in the project location. The SAV in this area is important for foraging, fish development, and refuge. The period of peak utilization and productivity of SAV is between April 1 and October 31. The NCDMF requests that an SAV survey be performed during this period to determine the SAV impacts associated with this project. The NCDMF requests SAV impacts are avoided and that the in water work be performed outside of this period to minimize the adverse impacts associated with this project. The construction impacts can have adverse impacts on the fish utilizing this area preventing fish from the habitat needed for development and feeding.

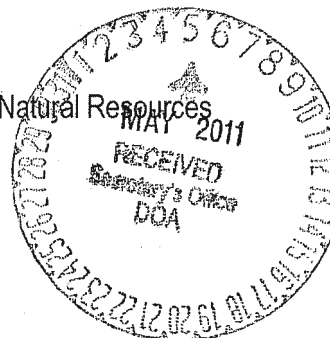
If you have any comments or questions, please call me at (252) 948-3878 or email me at Kevin.Hart@ncdenr.gov .

Deaton, A.S., W.S. Chappell, K. Hart, J. O'Neal. 2010. North Carolina Coastal Habitat Protection Plan. North Carolina Department of Environment and Natural Resources. Division of Marine Fisheries, NC. 617 pages.



North Carolina Department of Environment and Natural Resources
Division of Water Quality
Coleen H. Sullins
Director

Beverly Eaves Perdue
Governor



Dee Freeman
Secretary

April 19, 2011

MEMORANDUM

To: Melba McGee, Environmental Coordinator, Office of Legislative and Intergovernmental Affairs

From: David Wainwright, NC Division of Water Quality, Central Office *DW*

Subject: Scoping comments on proposed safety improvements to SR 1217 (Colington Road) from US 158 to the end of road in Dare County, Federal Aid Project No. STP-1217(6), TIP R-5014
State Clearinghouse Project No. 11-0239

Reference your correspondence dated March 31, 2011 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for multiple impacts to streams and jurisdictional wetlands in the project area. More specifically, impacts to:

Stream Name	River Basin	Stream Classification(s)	Stream Index Number	2010 303(d) Listing
Kitty Hawk Bay	Pasquotank	SC	30-19	N/A
Colington Creek	Pasquotank	SC	30-19-1	N/A

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

Project Specific Comments:

1. The scoping information provided does not detail what type of safety improvements or work will be done. Therefore, it is difficult for the NCDWQ to provide project comments.
2. There is a large quantity of wetlands along the project corridor. The NCDWQ is concerned about potential impacts to wetland areas. Impacts should be minimized to best extent practicable.

General Project Comments:

3. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

4. Environmental assessment alternatives should consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives should include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ *Stormwater Best Management Practices*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
5. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan should be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.
6. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 150 linear feet to any single stream. In the event that mitigation is required, the mitigation plan should be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.
7. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDOT should address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
8. If concrete is used during construction, a dry work area should be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete should not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
9. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
10. All work in or adjacent to stream waters should be conducted in a dry work area unless otherwise approved by NCDWQ. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures should be used to prevent excavation in flowing water.
11. Sediment and erosion control measures should not be placed in wetlands and streams.
12. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas could precipitate compensatory mitigation.
13. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
14. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment should be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.

Thank you for requesting our input at this time. NCDOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact David Wainwright at (919) 807-6405.

cc: Bill Biddlecome, US Army Corps of Engineers, Washington Field Office
Clarence Coleman, Federal Highway Administration
Chris Militscher, Environmental Protection Agency (electronic copy only)
Travis Wilson, NC Wildlife Resources Commission (electronic copy only)
Cathy Brittingham, Division of Coastal Management
Garcy Ward, NCDWQ Washington Regional Office
File Copy



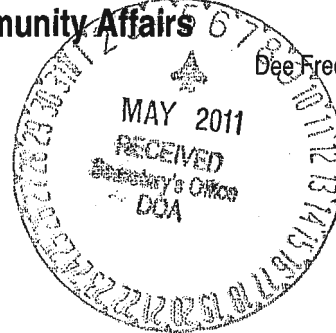
North Carolina Department of Environment and Natural Resources
Office of Conservation, Planning, & Community Affairs

Beverly Eaves Perdue, Governor

Linda Pearsall, Director

Dee Freeman, Secretary

April 25, 2011



MEMORANDUM

TO: Melba McGee, DENR Environmental Coordinator
FROM: ^{HL} Harry LeGrand, Natural Heritage Program
SUBJECT: Scoping – Start of Study for Improvements to SR 1217 (Colington Road) from End to US 158; Colington, Dare County

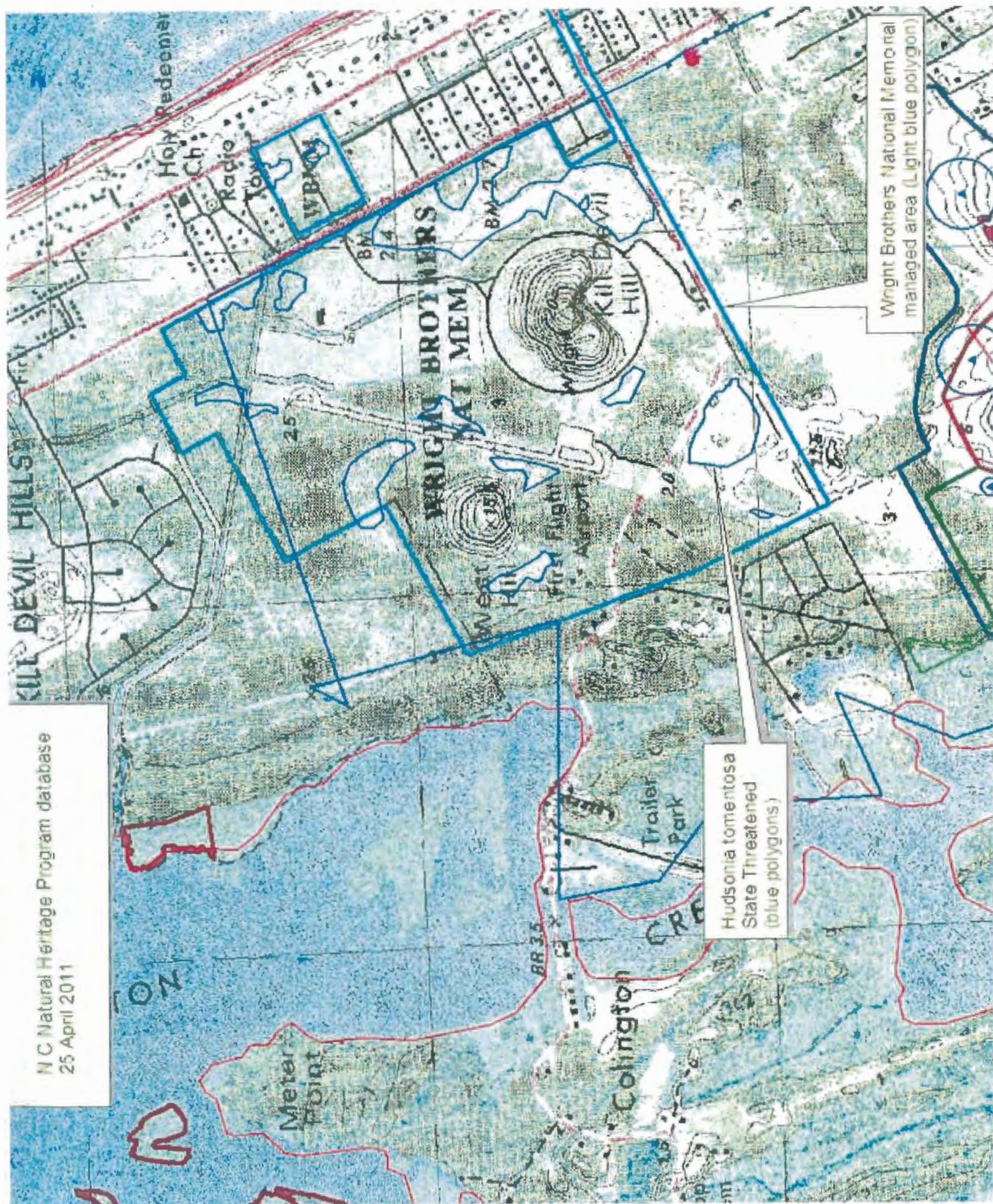
REFERENCE: 11-0239

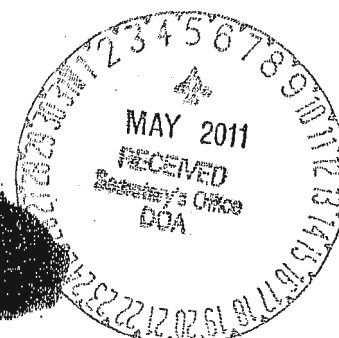
The Natural Heritage Program has several records of rare species, significant natural heritage areas, and conservation/managed areas in the project area. The existing road (SR 1217) passes along the southern boundary of the Wright Brothers National Memorial managed area, and then the road bends northwestward through the site, with the Federal property on both sides of the road (see enclosed map). Obviously, the National Park Service should be contacted about the project prior to construction for the improvements.

There are numerous populations of the State Threatened sand heather (*Hudsonia tomentosa*) within this managed area. The enclosed map shows these populations in dark blue polygons. Several of the populations lie just off the road to be improved. Thus, it is important that these populations be surveyed by NC DOT staff, National Park Service staff, and/or by consulting biologists prior to improvements, and populations close to the road perhaps marked, such that plants are not damaged or destroyed.

Please do not hesitate to contact me at 919-715-8697 if you have questions or need further information.

Enclosure



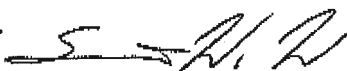


☒ North Carolina Wildlife Resources Commission ☒

Gordon Myers, Executive Director

MEMORANDUM

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

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program 

DATE: April 26, 2011

SUBJECT: Response to the start of study notification from the N. C. Department of Transportation (NCDOT) regarding fish and wildlife concerns for the proposed safety improvements to SR 1217, Dare County, North Carolina. TIP No. R-5014

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

At this time we do not have any specific concerns related to this project. However, we would like to attend the upcoming scoping meeting for this project in an effort to better evaluate the type of work NCDOT is considering for the proposed safety improvements. To help facilitate document preparation and the review process, our general informational needs are outlined below:

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

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

and,

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

R-5014

2

April 26, 2011

NCDA Plant Conservation Program

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

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

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 528-9886.





COUNTY OF DARE

Office of the Board of Commissioners
P.O. Box 1000, Manteo, North Carolina 27954

Warren Judge
Chairman

Allen Burrus
Vice-Chairman

Virginia Tillett
Mike Johnson
Richard Johnson
Max Dutton
Jack Shea

(252) 475-5700
Fax (252) 473-6312

Gary Gross
Clerk to the Board

Robert L. Outten
County Manager/Attorney

Res 11-06-12

RESOLUTION IN SUPPORT OF A MULTI-USE PATHWAY ALONG SR 1217 IN ATLANTIC TOWNSHIP, DARE COUNTY, COMMONLY KNOWN AS COLINGTON ROAD

WHEREAS, SR 1217, Colington Road, is the most travelled secondary road of its kind in North Carolina; and

WHEREAS, SR 1217, Colington Road, is a curving, winding roadway, heavily traveled by tractor trailer trucks, recreational vehicles, recreational and commercial fishermen with boats and large trailers in tow, and has no facility for pedestrians and bicycle riders and thus creates an unsafe situation with user conflicts between drivers and non-motorized users; and

WHEREAS, SR 1217, Colington Road, serves a large year around and an even larger seasonal population with in excess of 100,000 vehicles entering the community of Colington Harbour in any given summer month and offers the only option to travel on and off the islands; and

WHEREAS, SR 1217, Colington Road, is the only route to First Flight Schools for 682 students in Dare County Schools; and

WHEREAS, bicycle and pedestrian improvements along SR 1217, Colington Road, will improve safety, traffic circulation and comfort for all user groups; and


WHEREAS, bicycle and pedestrian improvements along SR 1217, Colington Road, will create an additional scenic by-way in Dare County.

NOW, THEREFORE, BE IT RESOLVED that the Dare County Board of Commissioners strongly supports the construction of pedestrian and bicycle facilities for the length of SR 1217, Colington Road; and that the North Carolina Department of Transportation include pedestrian and bicycle facilities in its Comprehensive Transportation Plan for SR 1217, Colington Road; and furthermore, that the North Carolina Department of Transportation install a multi-use path along any section of SR 1217, Colington Road, that is reconstructed or improved.

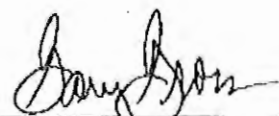
This the 6th day of June, 2011

Dare County Board of Commissioners

BY:


Warren C. Judge, Chairman

ATTEST:


Gary Gross, Clerk to the Board



TOWN OF KILL DEVIL HILLS

Land Where Flight Began

RESOLUTION IN SUPPORT OF A MULTI-USE PATHWAY ALONG SR 1217 IN ATLANTIC TOWNSHIP, DARE COUNTY, COMMONLY KNOWN AS COLINGTON ROAD

WHEREAS, SR 1217, Colington Road, is the most travelled secondary road of its kind in North Carolina; and

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WHEREAS, SR 1217, Colington Road, serves a large year around and an even larger seasonal population with in excess of 100,000 vehicles entering the community of Colington Harbour in any given summer month and offers the only option to travel on and off the islands; and

WHEREAS, SR 1217, Colington Road, is the only route to First Flight Schools for 682 students in Dare County Schools; and

WHEREAS, bicycle and pedestrian improvements along SR 1217, Colington Road, will improve safety, traffic circulation and comfort for all user groups; and

WHEREAS, bicycle and pedestrian improvements along SR 1217, Colington Road, will create an additional scenic by-way in Dare County.

NOW, THEREFORE, BE IT RESOLVED that the Kill Devil Hills Board of Commissioners supports the construction of pedestrian and bicycle facilities for the length of SR 1217, Colington Road; and that the North Carolina Department of Transportation include pedestrian and bicycle facilities in its Comprehensive Transportation Plan for SR 1217, Colington Road; and furthermore, that the North Carolina Department of Transportation install a multi-use path along any section of SR 1217, Colington Road, that is reconstructed or improved.

This the 13th day of June, 2011



Raymond P. Sturza, II
Mayor

ATTEST:

Mary E. Quidley
Town Clerk

APPENDIX B

**NCDOT RELOCATION ASSISTANCE PROGRAM/
RELOCATION REPORTS**

DIVISION OF HIGHWAYS RELOCATION PROGRAM

The relocation program for the proposed action will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646), and/or the North Carolina Relocation Assistance Act (GS-133-5 through 133-18). The program is designed to provide assistance to displaced persons in relocating to a replacement site in which to live or do business. At least one relocation agent is assigned to each highway project for this purpose.

The relocation agent will determine the needs of displaced families, individuals, businesses, non-profit organizations, and farm operations for relocation assistance advisory services without regard to race, color, religion, sex or national origin. The NCDOT will schedule its work to allow ample time, prior to displacement, for negotiations and possession of replacement housing which meets decent, safe, and sanitary standards.

The displacees are given a 90 Day Letter of Assurance after the initiation of negotiations, or in the case of residential displacees, only after a comparable replacement dwelling has been offered to the displacee. This letter assures that that displacee will have at least 90 days from the date of the letter to move. Once the claim has been closed or condemnation has begun, a 30 Day Notice to Vacate letter will be sent to the displacee with the final date to vacate indicated. At no time will the final vacate date be less than the 90 days assured to the displacee.

For Residential Displacees:

It is the policy of NCDOT to ensure comparable replacement housing will be available prior to construction of state and federally-assisted projects. No person will be displaced by NCDOT's State or Federally-assisted construction projects unless and until comparable replacement housing has been offered or provided for each displacee within a reasonable period of time prior to displacement. All attempts will be made to find decent, safe, and sanitary replacement dwellings within the financial means of the residential displacee. NCDOT offers the following relocation assistance to residential displacees:

- Replacement Housing Payment for Owner-Occupant displacees
- Rent Supplement Payment for Tenant Displacees
- Relocation Moving Payments
- Advisory Services

Last Resort Housing is a program used when comparable replacement housing is not available, or when it is unavailable within the displacee's financial means, and the replacement payment exceeds the federal/state legal limitation. The purpose of the program is to allow broad latitude in methods of implementation by the State so that decent, safe, and sanitary replacement housing can be provided.

Non-Residential Displacees:

Displaced Businesses, Farms, and Non-Profit Organizations are eligible for the following relocation assistance:

- Relocation Moving Expenses
- Reestablishment Reimbursement up to the maximum Federal amount
- Searching expenses up to the maximum Federal amount
- Business Fixed Payment up to the Federal maximum (in lieu of the items above)
- Advisory Services



No relocation payment received will be considered as income for the purposes of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under Social Security Act or any federal law.

These relocation benefits are only available to persons lawfully present in the United States.

EIS RELOCATION REPORT

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

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS:	41162.1.1	COUNTY	Dare	Alternate	1	of	1	Alternate											
I.D. NO.:	R-5014	F.A. PROJECT	STP-1217(6)																
DESCRIPTION OF PROJECT:		Kill Devil Hills, SR 1217 from Dead End to US 158																	
ESTIMATED DISPLACED					INCOME LEVEL														
Type of Displaced	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP										
Residential	6	1	7	1	0	0	2	3	2										
Businesses	0	0	0	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE											
Farms	0	0	0	0	Owners		Tenants		For Sale	For Rent									
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	0	\$ 0-150	0							
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	0	150-250	0							
Yes	No	Explain all "YES" answers.																	
	X	1. Will special relocation services be necessary?																	
	X	2. Will schools or churches be affected by displacement?																	
X		3. Will business services still be available after project?																	
	X	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.																	
	X	5. Will relocation cause a housing shortage?																	
		6. Source for available housing (list).																	
	X	7. Will additional housing programs be needed?																	
X		8. Should Last Resort Housing be considered?																	
	X	9. Are there large, disabled, elderly, etc. families?																	
	X	10. Will public housing be needed for project?																	
	X	11. Is public housing available?																	
X		12. Is it felt there will be adequate DSS housing available during relocation period?																	
X		13. Will there be a problem of housing within financial means?																	
X		14. Are suitable business sites available (list source).																	
		15. Number months estimated to complete RELOCATION? 18 months																	
					REMARKS (Respond by number)														
					<p>** The 2 relocatees with value 40-70 are SWMH's that will need to be moved.</p> <p>Note: 1) There are 2 more potential relocations (1 Res and 1 Bus) if the TCE is not pulled in on the house located at approx. SS 53+00 and the business located at SS 100+00.</p> <p>2) Between SS 156+00 and SS 158+50 there are +/- 11 campers. Not sure how many are permanent residents. However it appears that some could be permanent.</p> <p>6, 12, 14 – Multiple Listing Services, Newspaper, Local Realtor</p> <p>8 – As mandated by law.</p> <p>13 – Multiple houses are available for sale or rent, however Last Resort Housing will most likely be needed.</p>														
 Michelle A. Pittman Right of Way Agent					10-31-14 Date					 Relocation Coordinator					11/1/14 Date				

