CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	W-5203 D
State Project No.	45333.1.14
Federal Project No.	HSIP-0017(118)

A. Project Description: (Include project scope and location and refer to the attached project location map.)

GRADING, WIDENING TO INSTALL OFFSET LEFT TURN LANES & GUARDRAIL, RELOCATE SIGNAL POLES, ETC. LOCATED 0.02 MILES NORTH OF NC 24 OVERPASS AND 0.18 MILES SOUTH OF BROADHURST RD. ON US 17 BUSINESS (WILMINGTON HWY) IN THE CITY OF JACKSONVILLE (See attached Site Location Map)

B. Purpose and Need:

PROVIDE OFFSET LEFT TURN LANES FOR BETTER SITE DISTANCE AND SAFER TURNING MOVEMENTS THROUGH A WIDE MEDIAN AREA.

C. Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).

   (a.) Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
   (b.) Widening roadway and shoulders without adding through lanes
   c. Modernizing gore treatments
   (d.) Constructing lane improvements (merge, auxiliary, and turn lanes)
   (e.) Adding shoulder drains
   f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
   g. Providing driveway pipes
   h. Performing minor bridge widening (less than one through lane)

2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.

   a. Installing ramp metering devices
   b. Installing lights
   (c.) Adding or upgrading guardrail
   d. Installing safety barriers including Jersey type barriers and pier protection
   e. Installing or replacing impact attenuators
   f. Upgrading medians including adding or upgrading median barriers
   (g.) Improving intersections including relocation and/or realignment
   h. Making minor roadway realignment
   i. Channelizing traffic

j. Performing clear zone safety improvements including removing hazards and flattening slopes
k. Implementing traffic aid systems, signals, and motorist aid
l. Installing bridge safety hardware including bridge rail retrofit

3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.

   a. Rehabilitating, reconstructing, or replacing bridge approach slabs
   b. Rehabilitating or replacing bridge decks
   c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
   d. Replacing a bridge (structure and/or fill)

4. Transportation corridor fringe parking facilities.

5. Construction of new truck weigh stations or rest areas.

6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.

7. Approvals for changes in access control.

8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.

11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

D. Special Project Information: (Include Environmental Commitments and Permits Required.)

RECENT WETLAND INVESTIGATION DETERMINED THAT NO JURISDICTIONAL WATERS EXIST AT THIS LOCATION EXCEPT AT BRINSON CREEK (2011).

BRINSON CREEK IS CLASSIFIED AS SC NSW. THIS PROJECT DRAINS TO BRINSON CREEK.

NO JURISDICTIONAL IMPACTS TO BRINSON CREEK ARE AUTHORIZED FOR THIS PROJECT. AS SUCH NO 404 PERMIT AND NO 401 PERMIT IS REQUIRED FOR THIS PROJECT. ALSO, THIS AREA IS NOT WITHIN AN AREA OF ENVIRONMENTAL CONCERN SO NO PERMIT IS REQUIRED FROM THE NC DIVISION OF COASTAL MANAGEMENT.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions

ECOLOGICAL		YES	NO
(1)	Will the project have a substantial impact on any unique or important natural resource?	☐	✓
(2)	Does the project involve habitat where federally listed endangered or threatened species may occur?	☐	✓
(3)	Will the project affect anadromous fish?	☐	✓
(4)	If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-third (1/3) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	N/A	☐
(5)	Will the project require the use of U. S. Forest Service lands?	☐	✓
(6)	Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	☐	✓
(7)	Does the project involve waters classified as Outstanding Water Resources (OWR) and/or High Quality Waters (HQW)?	☐	✓
(8)	Will the project require fill in waters of the United States in any of the designated mountain trout counties?	☐	✓
(9)	Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	☐	✓

PERMITS AND COORDINATION		YES	NO
(10)	If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)?	☐	✓
(11)	Does the project involve Coastal Barrier Resources Act resources?	☐	✓
(12)	Will a U. S. Coast Guard permit be required?	☐	✓
(13)	Will the project result in the modification of any existing regulatory floodway?	☐	✓
(14)	Will the project require any stream relocations or channel changes?	☐	✓

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES		YES	NO
(15)	Will the project induce substantial impacts to planned growth or land use for the area?		✓
(16)	Will the project require the relocation of any family or business?		✓
(17)	Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?		✓
(18)	If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	N/A	
(19)	Will the project involve any changes in access control?		✓
(20)	Will the project substantially alter the usefulness and/or land use of adjacent property?		✓
(21)	Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?		✓
(22)	Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)?	✓	
(23)	Is the project anticipated to cause an increase in traffic volumes?		✓
(24)	Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	✓	
(25)	If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility?	N/A	
(26)	Is there substantial controversy on social, economic, or environmental grounds concerning the project?		✓
(27)	Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	✓	
(28)	Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places?		✓
(29)	Will the project affect any archaeological remains which are important to history or pre-history?		✓

(30) Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? ☐ ✓

(31) Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? ☐ ✓

(32) Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the Natural System of Wild and Scenic Rivers? ☐ ✓

F. Additional Documentation Required for Unfavorable Responses in Part E
(Discussion regarding all unfavorable responses in Part E should be provided below. Additional supporting documentation may be attached, as necessary.)

G. CE Approval

TIP Project No. W-5203 D
State Project No. 45333.1.4
Federal-Aid Project No. HSIP-0017(118)

Project Description: (Include project scope and location. Attach location map.)

GRADING, WIDENING TO INSTALL OFFSET LEFT TURN LANES & GUARDRAIL, RELOCATE SIGNAL POLES, ETC. LOCATED 0.02 MILES NORTH OF NC 24 OVERPASS AND 0.18 MILES SOUTH OF BROADHURST RD. ON US 17 BUSINESS (WILMINGTON HWY) IN THE CITY OF JACKSONVILLE (SEE ATTACHED SITE LOCATION MAP)

Categorical Exclusion Action Classification: (Check one)

✓ TYPE II(A)
____ TYPE II(B)

Approved:

5/30/14 — Date — Project Engineer

5/30/14 — Date — Division Environmental Officer

29 Jun 14 — Date — Division Engineer

For Type II(B) projects only:

_____ — Date — Division Administrator, Federal Highway Administration

Project Tracking No.:

14-02-0009

NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	**W-5203D**	*County:*	**Onslow**
WBS No:	**45333.1.4**	*Document:*	**MCS**
F.A. No:	**HSIP-0017(18)**	*Funding:*	☐ **State** ☒ **Federal**

Federal Permit Required? ☐ **Yes** ☒ **No** *Permit Type:*

Project Description: ***This project proposes to install offset lefts at the intersection of US17 Business, NC24 Ramps, and the NCDOT District Office in order to improve safety. Minor landscaping design work is also included as part of the project. All work is to occur within the existing NC17 Business right-of-way (ROW). The archaeological Area of Potential Effects (APE) subsumes the NC17 ROW in the 0.281 mile long project area (see attached mapping).***

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:

First, construction design data and other pertinent project information was examined for determining the character and extent of potential impacts to the ground surfaces embracing the construction work. Once an APE was defined, a map review and site file search was conducted at the Office of State Archaeology (OSA). No previously documented archaeological sites are located in the archaeological APE or directly adjacent. Five prehistoric sites are situated less than a half mile east/southeast of the project location along the eastern side of Brinson Creek. Recorded during survey for the city of Jacksonville Wastewater Land Treatment Plant, each of the resources returned Woodland ceramic fragments. Two of the sites were recommended for additional study due to the presence of deeply buried artifacts and a burned soil stain in association with large ceramic vessel sherds. Clearly, this information demonstrates a Woodland period occupation/visitation of the direct vicinity, which therefore increases the likelihood of documenting similarly intact and potentially significant cultural components, features, and artifatcs in the project study area and APE.

Historic structure locations often harbor archaeological deposits and features related to the former occupation of a property. An inspection of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the NCSHPO website evidenced an absence of these historic resources within the immediate project area. In addition, historic maps of Onslow County were appraised to further identify former structure locations, land use patterns, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were inspected as well. In general, the cultural background review established that no NRHP listed properties, archaeological sites, or cemeteries are located within the APE or directly proximal. Based on cultural-historical factors, the APE is considered to have a moderate potential for the documentation of prehistoric archaeological resources.

Further, topographic, geologic, and NRCS soil survey maps (Ur, GpB, BmB) were referenced to evaluate pedeological, geomorphological, hydrological, and other environmental determinants that may have resulted in past occupation at this location. Aerial and on-ground photographs (NCDOT Spatial Data Viewer) and the Google Street View map application (when amenable) were also examined/utilized for additional assessment of disturbances, both natural and human induced, which compromise the integrity of archaeological sites. Environmental factors do not suggest a heightened archaeological site documentation potential within the APE boundaries.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

The project APE is absent of NRHP listed historic properties, previously documented archaeological sites, or cemeteries. Predicated on soil data and aerial imagery, highly disturbed and impacted urban lands characterized by buildings, structures, and asphalt road/parking surfaces dominate the APE and surrounding area. As currently proposed as a small-scale construction effort contained within the existing ROW limits, significant, intact archaeological sites are very unlikely to be affected. No further archaeological consultation is advocated.

SUPPORT DOCUMENTATION

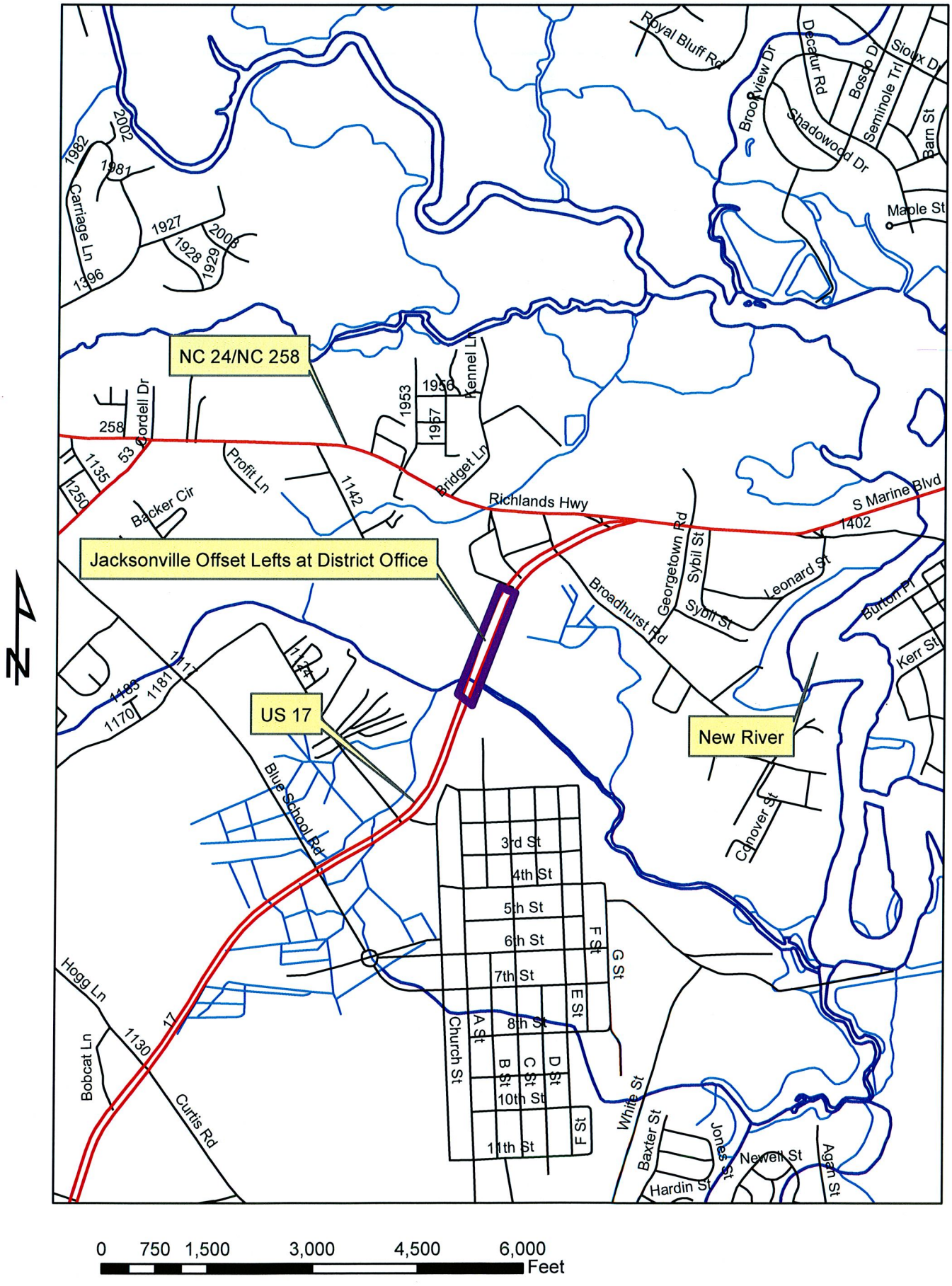
See attached: ☒ Map(s) ☒ Previous Survey Info ☒ Photos ☐ Correspondence
☐ Photocopy of County Survey Notes Other:

FINDING BY NCDOT ARCHAEOLOGIST

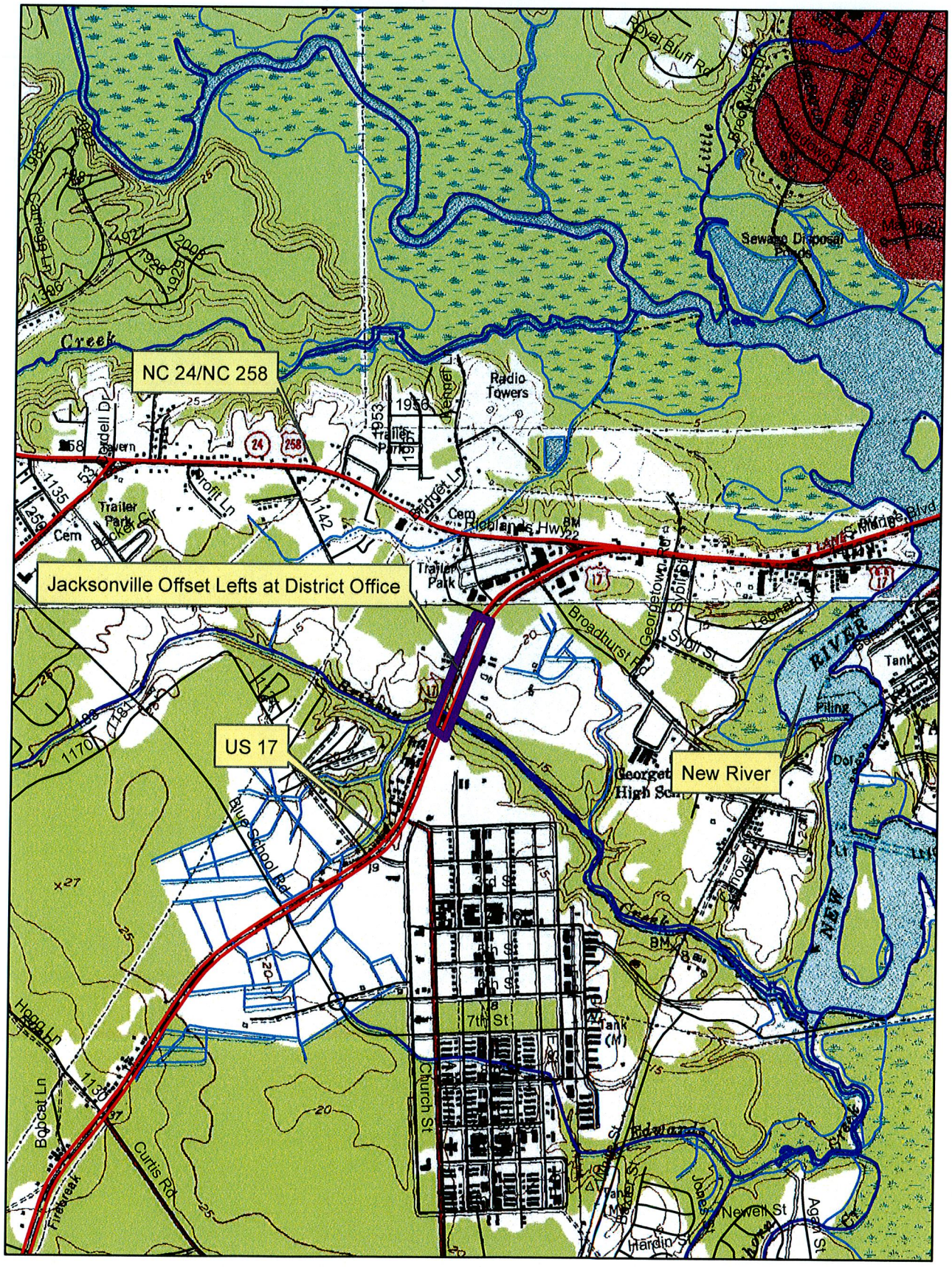
NO ARCHAEOLOGY SURVEY REQUIRED

Scott Eric Alverson 2/14/2014

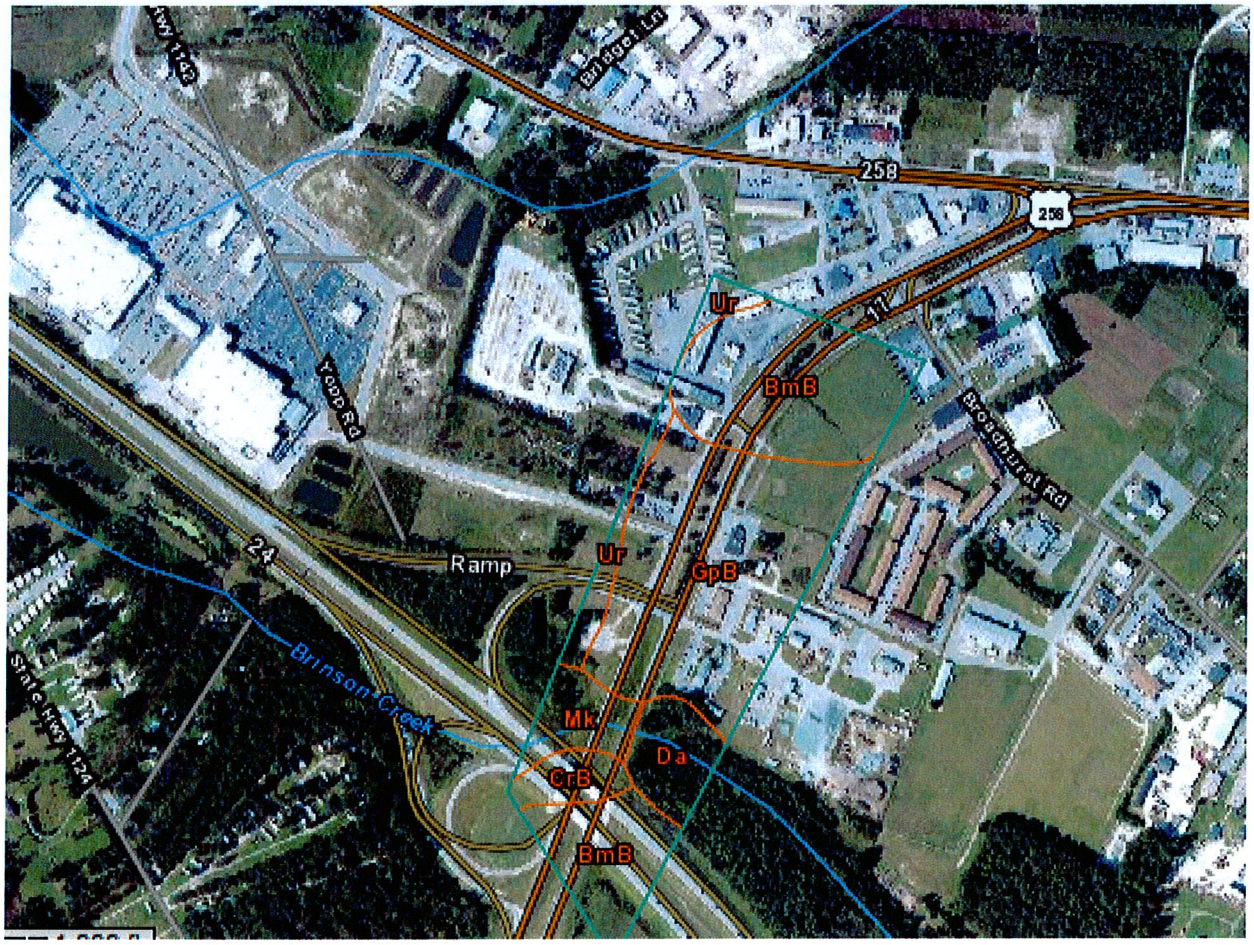
Jacksonville Offset Lefts at District Office
Jacksonville Onslow County



Jacksonville Offset Lefts at District Office
Jacksonville Onslow County



0 750 1,500 3,000 4,500 6,000 Feet



BmB—Baymeade-Urban land complex, 0 to 6 percent slopes

Map Unit Setting

- *Elevation:* 20 to 160 feet
- *Mean annual precipitation:* 40 to 55 inches
- *Mean annual air temperature:* 59 to 70 degrees F
- *Frost-free period:* 200 to 280 days

Map Unit Composition

- *Baymeade and similar soils:* 45 percent
- *Urban land:* 40 percent
- *Minor components:* 8 percent

Description of Baymeade

Setting

- *Landform:* Ridges on marine terraces
- *Landform position (two-dimensional):* Shoulder, summit
- *Landform position (three-dimensional):* Crest
- *Down-slope shape:* Convex
- *Across-slope shape:* Convex
- *Parent material:* Loamy and sandy marine deposits

Properties and qualities

- *Slope:* 0 to 6 percent
- *Depth to restrictive feature:* More than 80 inches
- *Drainage class:* Well drained
- *Capacity of the most limiting layer to transmit water (Ksat):* High (1.98 to 5.95 in/hr)

- *Depth to water table:* About 48 to 60 inches
- *Frequency of flooding:* None
- *Frequency of ponding:* None
- *Available water capacity:* Low (about 3.6 inches)

GpB—Goldsboro-Urban land complex, 0 to 5 percent slopes

Map Unit Setting

- *Elevation:* 20 to 160 feet
- *Mean annual precipitation:* 40 to 55 inches
- *Mean annual air temperature:* 59 to 70 degrees F
- *Frost-free period:* 200 to 280 days

Map Unit Composition

- *Goldsboro and similar soils:* 50 percent
- *Urban land:* 30 percent

Description of Goldsboro

Setting

- *Landform:* Flats on marine terraces, broad interstream divides on marine terraces
- *Landform position (two-dimensional):* Summit
- *Down-slope shape:* Linear
- *Across-slope shape:* Linear
- *Parent material:* Loamy marine deposits

Properties and qualities

- *Slope:* 0 to 6 percent
- *Depth to restrictive feature:* More than 80 inches
- *Drainage class:* Moderately well drained
- *Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)
- *Depth to water table:* About 24 to 36 inches
- *Frequency of flooding:* None
- *Frequency of ponding:* None
- *Available water capacity:* Moderate (about 8.1 inches)

Mk—Muckalee loam

Map Unit Setting

- *Elevation:* 20 to 160 feet
- *Mean annual precipitation:* 40 to 55 inches
- *Mean annual air temperature:* 59 to 70 degrees F
- *Frost-free period:* 200 to 280 days

Map Unit Composition

- *Muckalee, undrained, and similar soils:* 80 percent

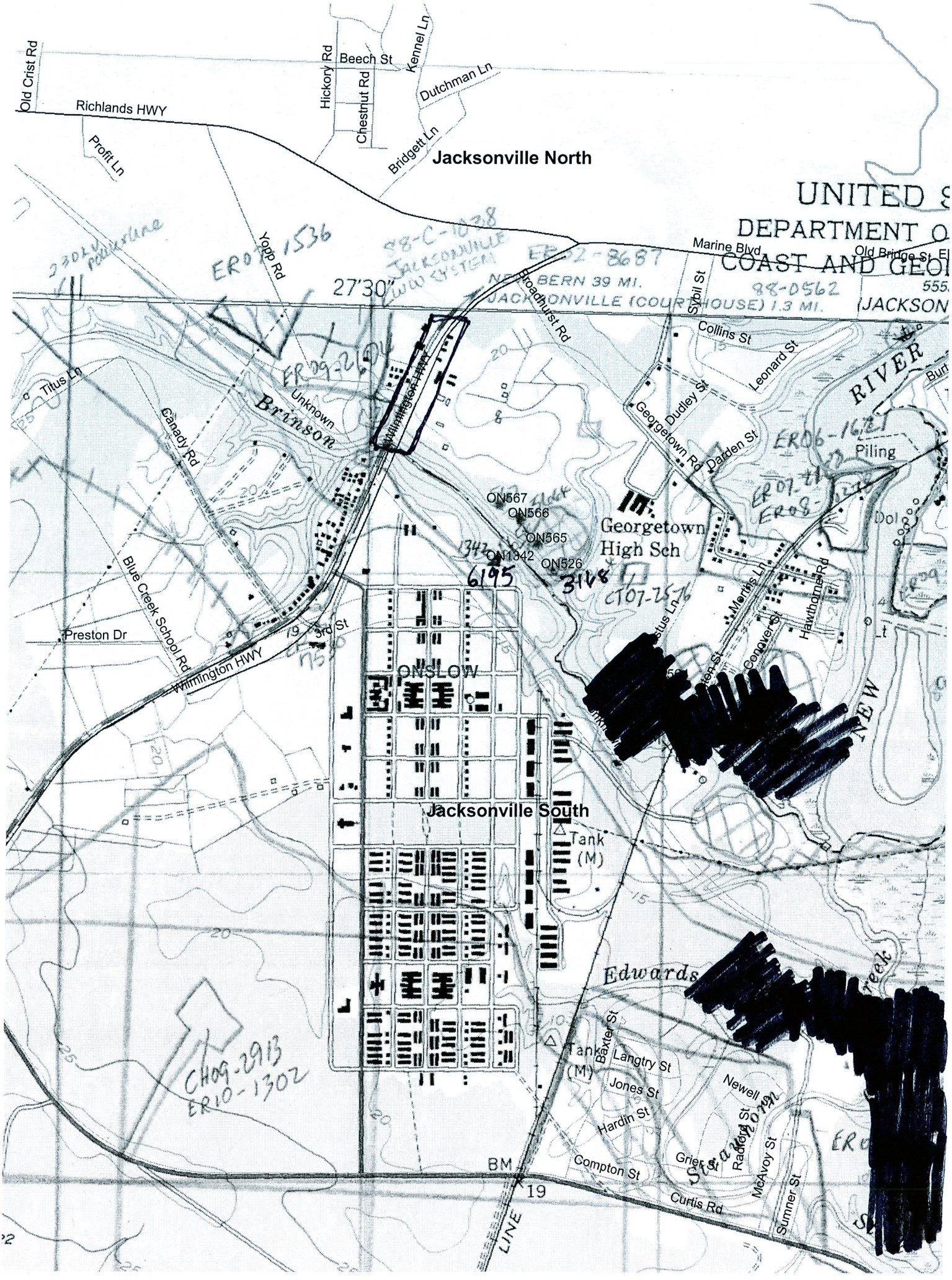
Description of Muckalee, Undrained

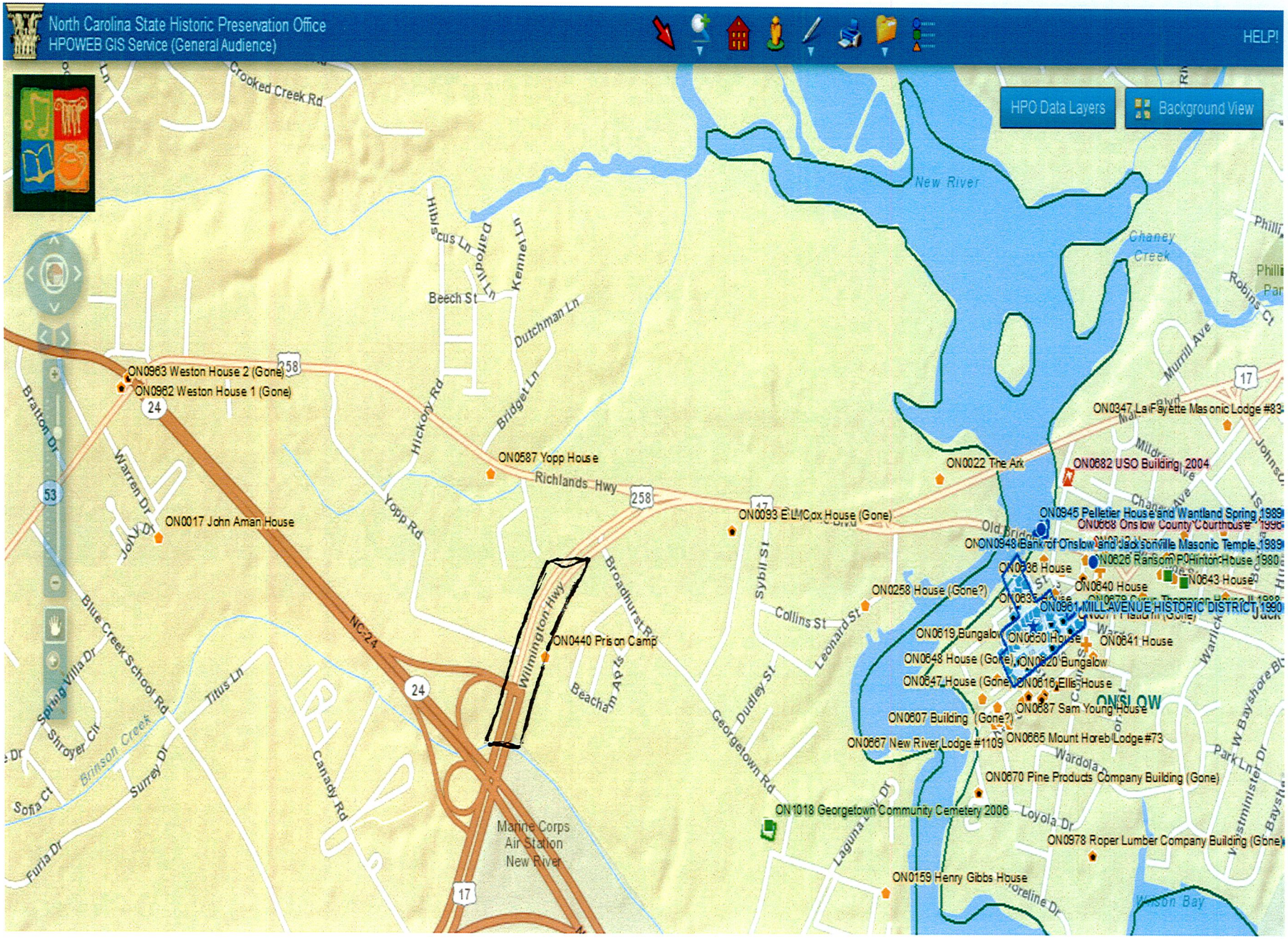
Setting

- *Landform:* Flood plains
- *Down-slope shape:* Concave
- *Across-slope shape:* Linear
- *Parent material:* Sandy and loamy alluvium

Properties and qualities

- *Slope:* 0 to 2 percent
- *Depth to restrictive feature:* More than 80 inches
- *Drainage class:* Poorly drained
- *Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)
- *Depth to water table:* About 0 to 12 inches


Old Crist Rd
Richlands HWY
Profit Ln
Hickory Rd
Beech St
Kennel Ln
Chestnut Rd
Dutchman Ln
Bridgett Ln
Jacksonville North
UNITED S
DEPARTMENT O
COAST AND GEO
Marine Blvd
Old Bridge St
Yopp Rd
27'30"
NEW BERN 39 MI.
JACKSONVILLE (COURTHOUSE) 1.3 MI.
Broadhurst Rd
Sybil St
Collins St
Leonard St
Titus Ln
Canady Rd
Unknown
Brinson
Georgetown Rd
Dudley St
Darden St
RIVER
Piling
ON567
ON566
ON565
ON1342
ON526
Georgetown
High Sch
6195
3148
Blue Creek School Rd
Preston Dr
Wilmington HWY
3rd St
ONSLOW
Jacksonville South
Tank
(M)
Edwards
Baxter St
Langtry St
Jones St
Hardin St
Compton St
Grier St
Curtis Rd
Newell
Radford St
McAvoy St
Summer St
BM
19
LINE


North Carolina State Historic Preservation Office
HPOWEB GIS Service (General Audience)
HELP!
HPO Data Layers
Background View
Crooked Creek Rd
New River
Chaney Creek
Beech St
Hibiscus Ln
Dalfodil Ln
Kennel Ln
Dutchman Ln
Bridget Ln
Hickory Rd
Yopp Rd
Richlands Hwy
Braiton Dr
Warren Dr
John V Dr
Blue Creek School Rd
Spring Villa Dr
Shroyer Cir
Brinson Creek
Titus Ln
Surrey Dr
Sofia Ct
Furia Dr
Canady Rd
NC 24
Wilmington Hwy
Broadhurst Rd
Beacham Acres
Sybil St
Collins St
Leonard St
Dudley St
Georgetown Rd
Laguna Key Dr
Loyola Dr
Wardola Dr
Shoreline Dr
Marine Corps Air Station New River
Murrill Ave
Robins Ct
Old Bridge Blvd
Warlick Blvd
Park Ln
W Bayshore Blvd
Westminister Dr
Wilson Bay
ON0963 Weston House 2 (Gone)
ON0962 Weston House 1 (Gone)
ON0017 John Aman House
ON0587 Yopp House
ON0440 Prison Camp
ON0093 E L M Cox House (Gone)
ON0258 House (Gone?)
ON0022 The Ark
ON0947 LaFayette Masonic Lodge #83
ON0682 USO Building, 2004
ON0945 Pelletier House and Wantland Spring 1989
ON0668 Onslow County Courthouse 1996
ON0948 Bank of Onslow and Jacksonville Masonic Temple 1989
ON0626 Ransom P Hinton House 1980
ON0643 House
ON0640 House
ON0936 House
ON0635 House
ON0961 MILL AVENUE HISTORIC DISTRICT 1990
ON0619 Bungalow
ON0650 House
ON0641 House
ON0648 House (Gone)
ON0620 Bungalow
ON0647 House (Gone)
ON0616 Ellis House
ONSLOW
ON0607 Building (Gone?)
ON0687 Sam Young House
ON0667 New River Lodge #1109
ON0665 Mount Horeb Lodge #73
ON0670 Pine Products Company Building (Gone)
ON1018 Georgetown Community Cemetery 2006
ON0978 Roper Lumber Company Building (Gone)
ON0159 Henry Gibbs House
24
258
17
53

Project Tracking No. (Internal Use)

14-02-0009

REQUEST FOR CULTURAL RESOURCES REVIEW FORM

MEMORANDUM TO: Drew Joyner, Human Environment Section
1598 Mail Service Center, Raleigh, NC 27699-1598
Send Electronic Submittals to: **PAtracker@ncdot.gov**

ATTENTION: Matt Wilkerson, Archaeology Supervisor
Mary Pope Furr, Historic Architecture & Landscapes Supervisor

FROM: **STONEWALL MATHIS**
SMATHIS@NCDOT.GOV

DATE: **1/27/2014**

ENTERED FEB 05 2013

RECEIVED JAN 27 2014

PROJECT INFORMATION

Project No:	W-5203D	***County***:	Onslow
WBS No**:	45333.1.4	***Document Type***:	CE
Fed. Aid No:	HSIP-0017(118)	***Funding***:	☐ State ☒ Federal
USGS Quad Name:	Jacksonville South	***Project Schedule***:	Let in February/March 2014

Project Description:
Install offset lefts at the intersection of US 17 Bus., NC 24 Ramps, and District Office Driveway to improve safety.

** Work cannot begin until a charge number is provided that can be billed to by staff in the Human Environment Section.

DESIGN INFORMATION

Project Length:	0.281 miles	***Detour Route***:	n/a
Existing ROW:	Yes	***Proposed ROW***:	Same
Existing X-section:	4 Lane Divided with conflicting left turns	***Proposed X-section***:	4 Lane Divided with offset left turns
Structure to be Replaced:	n/a	***Structure Build Date***:	n/a

Additional Design Information:
A landscape design has been prepared and may be done at a later date not as part of this offset lefts project, however, I am including the landscape design plan sheet for your review as well. I thought you may want to review this landscape design at the same time as the offset lefts since they involve the same project area.

HISTORIC ARCHICTECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	W-5203D	***County***:	Onslow
WBS No.:	45333.1.4	***Document Type***:	CE
Fed. Aid No:	HSIP-0017(118)	***Funding***:	☐ State ☒ Federal
Federal Permit(s):	☐ Yes ☒ No	***Permit Type(s)***:	

Project Description:
Install offset lefts at the intersection of US 17 Business, NC 24 ramps, and NCDOT district office driveway to improve safety. Project length is approximately 0.281 miles. The ROW will remain the same. A landscape design has been prepared and may be done at a later date not as part of this offset lefts project. A blue star memorial marker is proposed to be relocated from its median area location to a shoulder area location at this same intersection.

SUMMARY OF HISTORIC ARCHICTECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:
Review of HPO quad maps, HPOweb GIS mapping, historic designations roster, and indexes was conducted on 2/19/14. Based on this review, there are no existing NR, SL, LD, or DE properties in the Area of Potential Effects (APE). There is one Surveyed Site, Prison Camp (ON0440), within the APE but it looks as though the main building has been converted into a restaurant. Onslow County GIS mapping and property records did not provide year built dates for their properties, however, according to Google Street View the project APE appears to not contain any properties over the age of fifty years that are architecturally or historically noteworthy. The APE lies in the town of Jacksonville and consists of commercially developed land. Thus, a survey is not required for this project.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:
HPO quad maps, HPOweb GIS mapping, Google Street View, Google maps and Onslow County property records are considered valid tools for the purposes of determining the likelihood of historic resources being present. A survey is not required for this project.

SUPPORT DOCUMENTATION

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

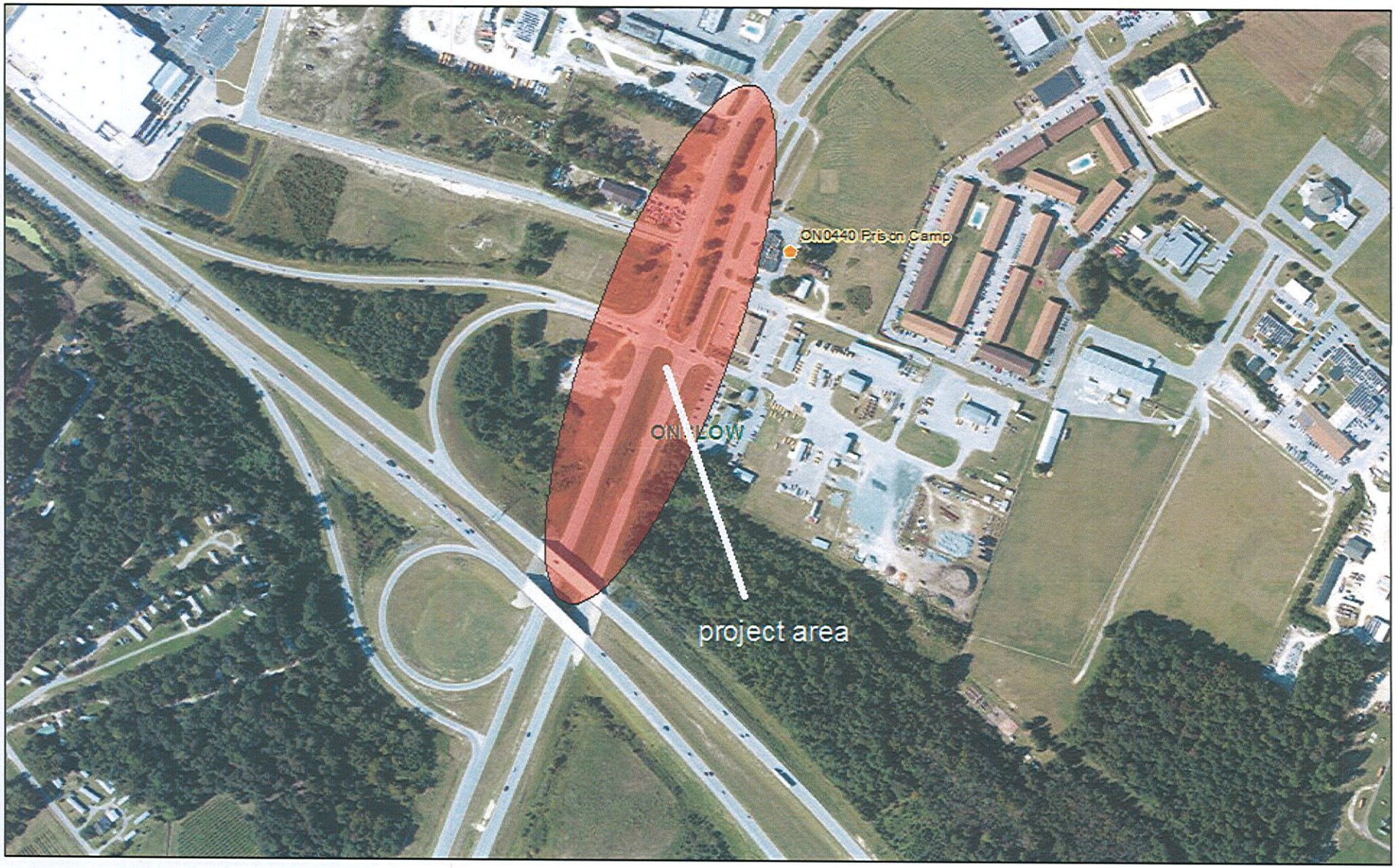
FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Megan Prewett 2/25/14

NCDOT Architectural Historian Date

NCHPO GIS, Onslow County



February 17, 2014

- NR Individual Listing
- NR Listing, Gone
- NRHD Center Point

1:6,508

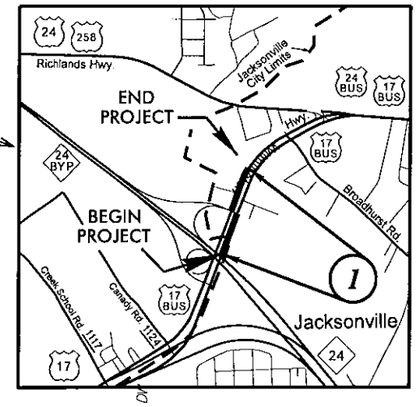
0 0.05 0.1 0.2 mi

0 0.075 0.15 0.3 km

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

PROJECT REFERENCE NO.	SHEET NO.
W-5203D	5

W-5203D – US 17 BUS. OFFSET TURN LANES PROJECT SITE



ENTRANCE RAMP NC 24 ⟶

R/W

HAYWOOD LN

ASPH DW

R/W

R/W

ASPH DW

EXISTING LOCATION OF BLUE STAR MEM. HWY SIGN

US 17 BUS. SB (WILMINGTON HWY)

US 17 BUS. SB (WILMINGTON HWY)

EX. S.E.

025

025

02

25' INC

01

02

EXISTING GRASS MEDIAN

18" CMP

US 17 BUS. NB (WILMINGTON HWY)

US 17 BUS. NB (WILMINGTON HWY)

HIGHWAY PATROL STATION

EXISTING 4" CONC. SIDEWALK

ASPH DW

ASPH DW

ASPH DW

R/W

R/W

R/W

R/W

RELOCATE BLUE STAR MEMORIAL HWY SIGN HERE

NCDOT DISTRICT OFFICE

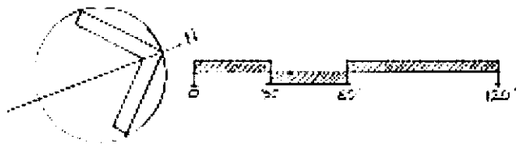
Scale 1" = 60' (Half Size Sheet, 11x17)
Scale 1" = 30' (Full Size Sheet, 22x34)
30' 0 30' 60'

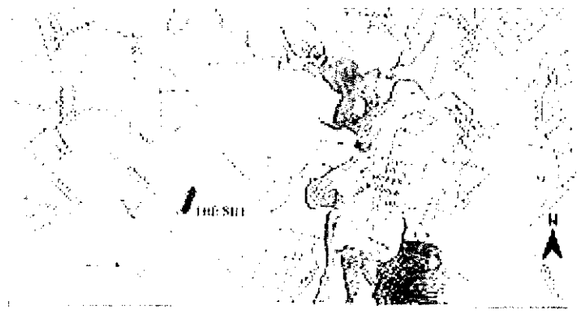
NOTE: PROPERTY BOUNDRIES BY COUNTY TAX MAP.
NOT INTENDED AS A PROPERTY SURVEY.

REVISIONS

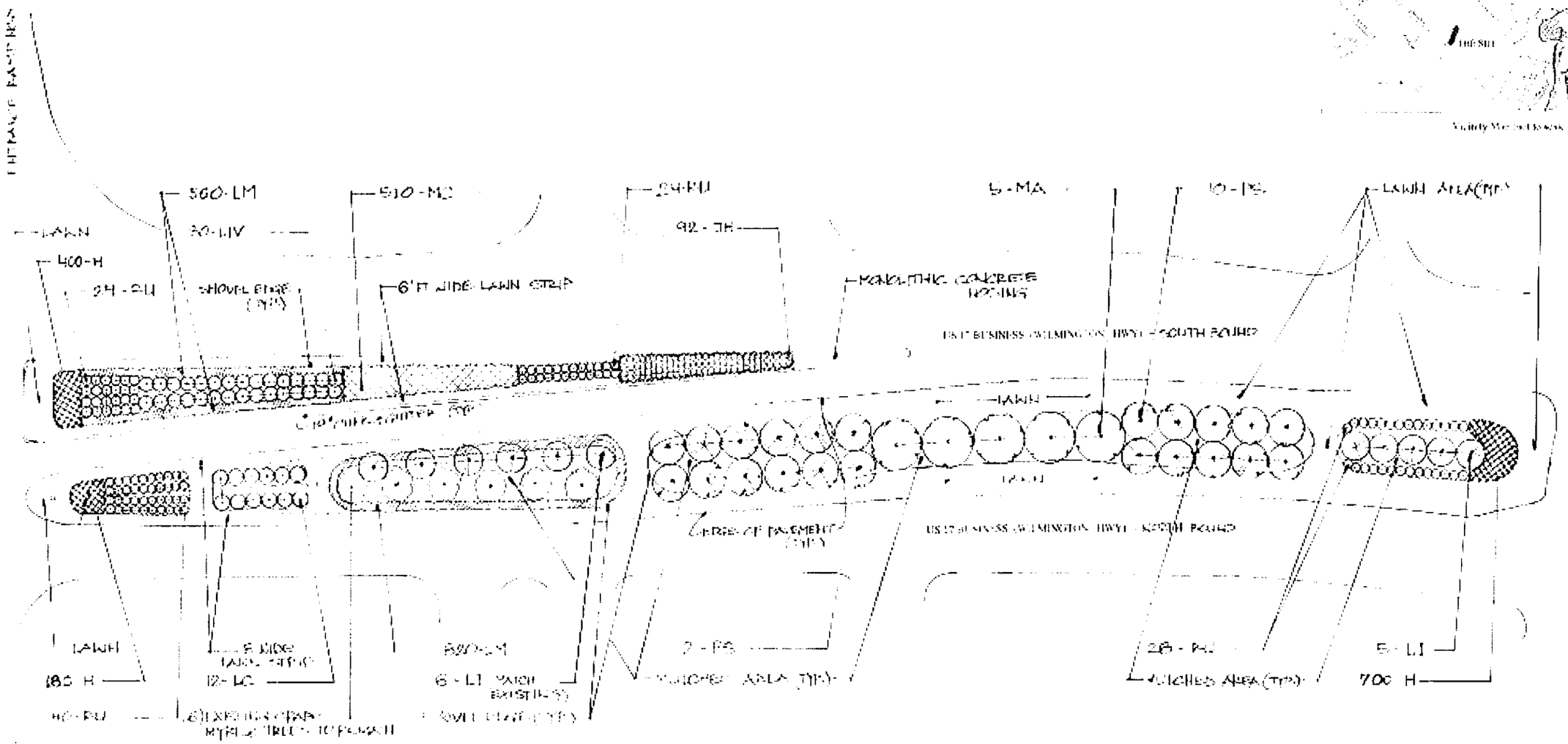
8/17/99

25-JAN-2004 15:43
S:\HDY\DONEY\DNSLOW\OFFSET LEFTS AT DISTRICT OFFICE\ROADWAY\Proj\Plansheets\W-5203D_Blue Star Mon_010914.dgn





Vicinity Map (not to scale)



PLANT LIST

	Symbol	Botanical Name	Common Name	Quantity	Caliper	Height	Root	Comments
Trees	MA	*Magnolia grandiflora*	Southern Magnolia	5		8'-10'	B&B	
	PS	*Prunus serrulata*	Japanese Flowering Cherry	22	2"		B&B	
	LI	*Lagerstroemia indica hybrids*	Crape Myrtle	11	multistem	10'-12'	B&B	PLANT EXISTING
Shrubs	JH	*Juniperus horizontalis 'Bar Harbor'*	Bar Harbor Juniper	92		15"-18" spread	CONT	3' o.c. spacing
	LM	*Liriope Muscari*	Big Blue Liriope	1320			1 GAL	15" o.c. spacing
	LC	*Loropetalum chinensis 'Ruby'*	Ruby Loropetalum	12		3'-4'	CONT	
	LIV	*Lagerstroemia indica 'Victor'*	Victor Crape Myrtle	30		30"	CONT	
	RU	*Rhaphiolepis umbellata (compact)*	Yeddo Hawthorn	116		18"-24"	CONT	
Groundcovers	HI	*Hemerocallis*	Daylily	1,000			1 GAL	12" o.c. spacing
Grasses	MC	*Muhlenbergia capillaris*	Pink Muhly Grass	210			1 GAL	15" o.c. spacing

WILMINGTON HWY. LANDSCAPE ENHANCEMENT

LANDSCAPE PLAN

From: Cooke, Scott E
To: Mathis, Stonewall D
Cc: Kimmel, Mary P
Subject: W-5203D Jacksonville Offset Lefts in Onslow County
Date: Tuesday, May 20, 2014 9:25:43 AM

Stoney,

Below is the narrative for the storm water design for the above subject project.

> The purpose of this project is to offset the existing left turn lanes in front of the District Office in Jacksonville, NC to reduce accidents. The existing impervious area is 3.57 acres and the total new impervious area is 3.95 acres. The storm water design provides an open ditch with varying side slopes from 1.5:1 to 3:1 for approximately 200'. The ditch is then piped with median drop inlets with grassed swells, with side slopes ranging from 3:1 to 12:1, to treat the stormwater runoff. This project used raised grass medians between the proposed left turn lane and the existing through movements to reduce and minimize the impervious footprint by .42 acres compared to the standard paved gore area in most offset left designs.

Please let me know if you need any additional information.

Sincerely,

Scott

From: Shaver, Brad E SAW
To: Mathis, Stonewall D
Cc: Herndon, Mason
Subject: RE: Jacksonville Left Turn Lanes at District Office Intersection
Date: Tuesday, June 07, 2011 12:05:29 PM

Stoney,

I appreciate the information. Yes I concur that we utilize the old permit files (U 2107A) you have provided to make the jurisdictional call. Therefore in summary there are no wetlands in the median but Brinson Creek is in fact jurisdictional.

Provided that you do not propose to disturb Brinson Creek it appears the left turn lanes may be installed without any authorization from the Corps.

Brad

-----Original Message-----
From: Mathis, Stonewall D [mailto:smathis@ncdot.gov]
Sent: Monday, June 06, 2011 4:03 PM
To: Shaver, Brad E SAW
Cc: Mathis, Stonewall D
Subject: Jacksonville Left Turn Lanes at District Office Intersection

Dear Mr. Shaver,

The NCDOT is proposing to install offset left turn lanes at the intersection on US 17 in front of the Jacksonville District Office of the NCDOT located at 295-A Wilmington Hwy Jacksonville, NC 28540. There is an accident history at this intersection and the proposed left turn lanes should help with this safety issue. The offset left turn lanes proposal as planned would consist of removing the existing left turn lanes and constructing new left turn lanes further into the existing medians such that the left turn lanes for those motorist traveling in the North bound and South bound directions of US 17 would be offset from each other at the intersection thereby reducing the conflict point potential and helping reduce accidents.

We visited this site on June 1, 2011 to review the proposal in the field. Please see the attached aerial photo showing the subject area. Please also see the attached plan sheet from the U2107A project which is part of the Jacksonville Bypass project which was constructed around the 2002 to 2004 time frame. I have encircled the subject median area in red pencil on the subject plan sheet. Please note that the subject plan sheet shows that there are no 404 wetlands in the subject median notwithstanding that the jurisdictional stream of Brinson Creek is shown. The left turn lane proposal as planned will not impact Brinson Creek. Please also note that wetlands are shown to the west side of 17 in the ramp and loop areas of the bypass on the subject plan sheet, my point being that wetlands were denoted on this plan sheet and there are none shown in the subject median encircled with red pencil.

Please confirm the call that there are no wetlands other than the jurisdictional stream of Brinson Creek within the median of US 17 from the subject intersection to just south of Brinson Creek in the area encircled in red pencil on the subject plan sheet.

Thank you for your consideration of this proposal. Please let me know if you need additional information.

Thank you,
Stonewall Mathis
NCDOT - Division 3
Division Environmental Officer
910-341-2000; 910-675-0143 (fax)
5501 Barbados Blvd. Castle Hayne, NC 28429

REVISIONS
12-03-99 CHANGED PROPERTY OWNER AND DEED BOOK INFO ON PARCEL 18, DELETED PARCEL 19 WHICH IS INCLUDED AS PART OF PARCEL 18. ASBC

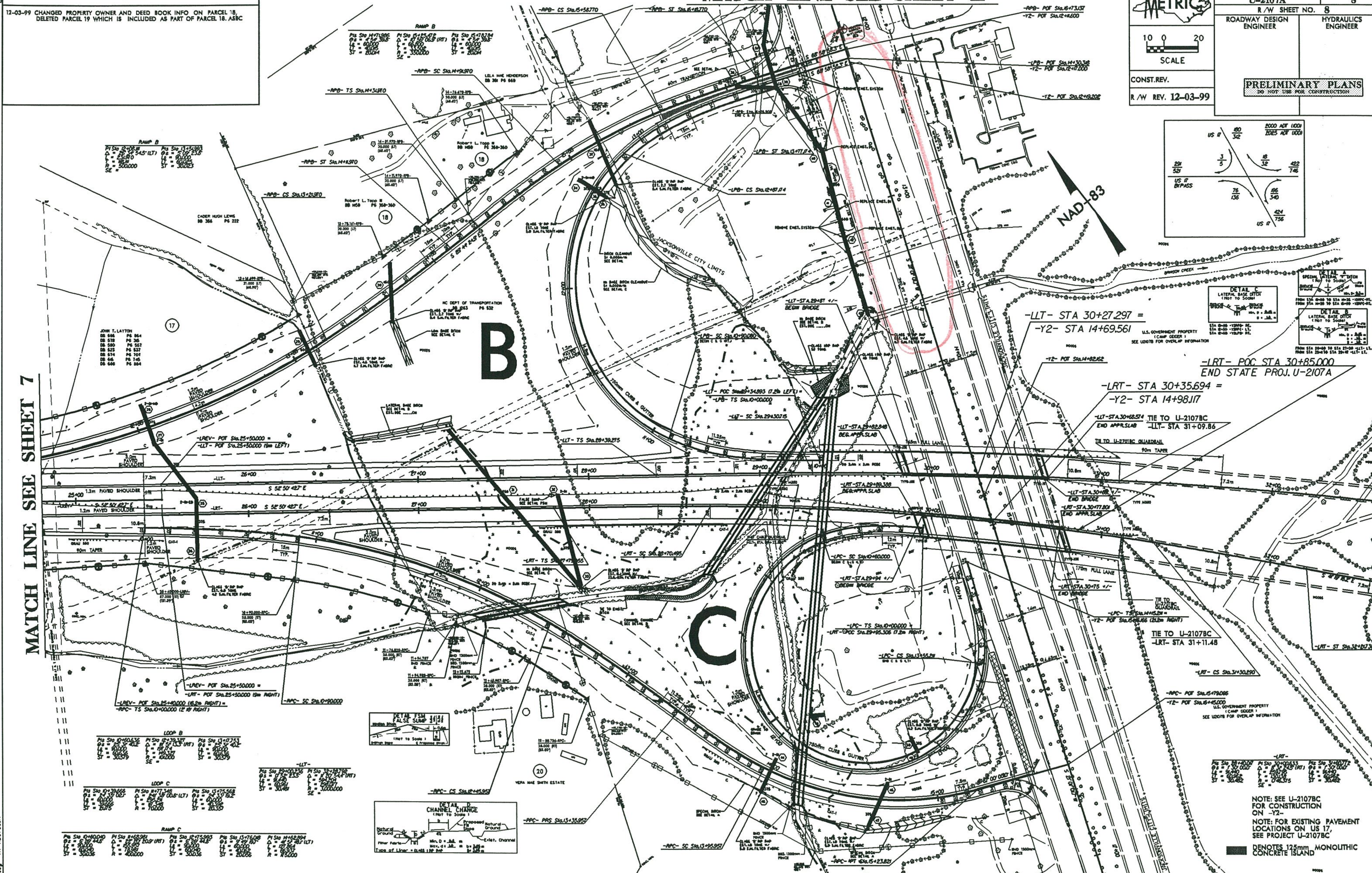
PROJECT REFERENCE NO.	SHEET NO.
U-2107A	8
R/W SHEET NO. 8	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

CONST.REV.

R/W REV. 12-03-99

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

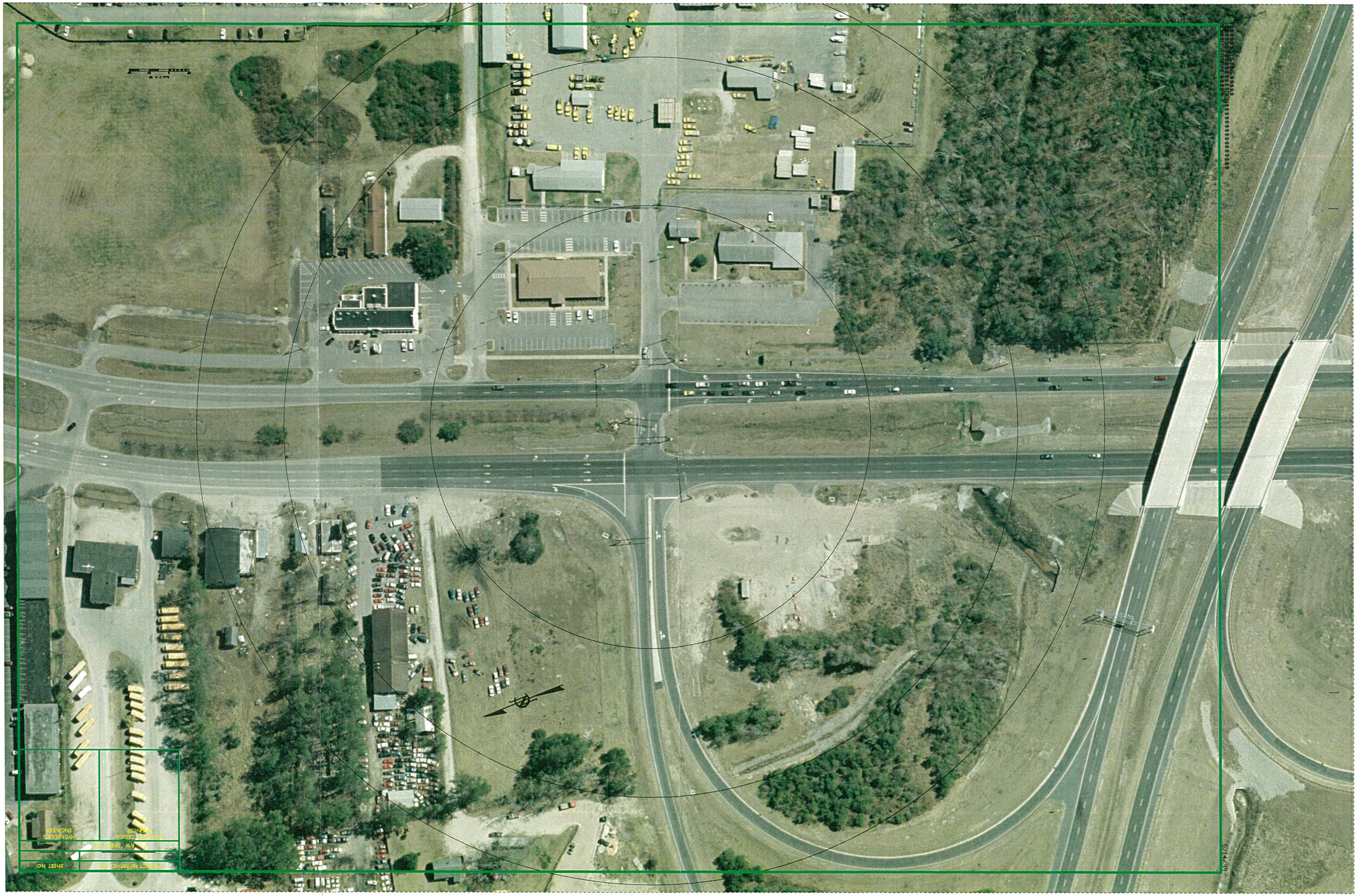
MATCH LINE SEE SHEET 11



NOTE: SEE U-2107BC FOR CONSTRUCTION ON -Y2-

NOTE: FOR EXISTING PAVEMENT LOCATIONS ON US 17, SEE PROJECT U-2107BC

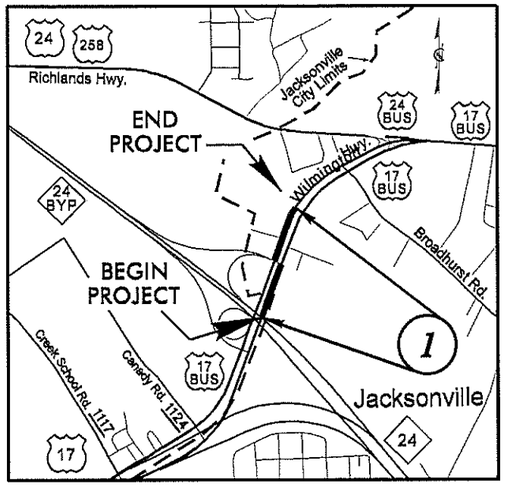
DENOTES 125mm MONOLITHIC CONCRETE ISLAND


SHEET NO
PROJECT REFERENCE NO
SCALE AS SHOWN
DESIGN BY
MODULUS
ENGINEER
5/14/09

09/09/99

CONTRACT: TIP PROJECT: W-5203D

See Sheet 1-A For Index of Sheets



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

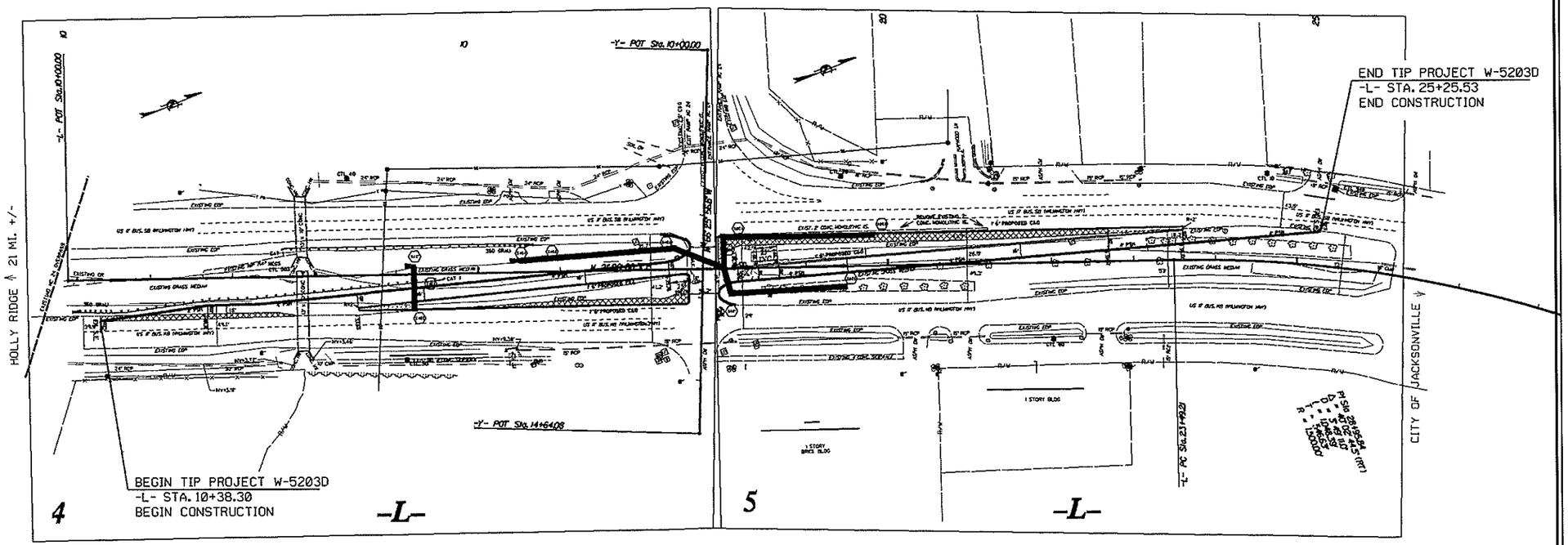
ONSLOW COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5203D	1	

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
45333.1.4	HSIP-0017(118)	P.E.
45333.3.4	HSIP-0017(118)	CONSTRUCTION

LOCATION: *US 17 BUS (WILMINGTON HIGHWAY) FROM NC 24 OVERPASS TO 0.21 MILES SOUTH OF BROADHURST ROAD IN THE CITY OF JACKSONVILLE*

TYPE OF WORK: *GRADING, DRAINAGE, WIDENING TO INSTALL OFFSET LEFT TURN LANES, MILLING, GUARDRAIL, RELOCATE SIGNAL POLES, THERMOPLASTIC PAVEMENT MARKINGS & MARKERS, ETC.*



NOT TO SCALE

GRAPHIC SCALES

PLANS 0 60

PROFILE (HORIZONTAL) 0 10

PROFILE (VERTICAL) 0 10

PROJECT LENGTH

MAP NO. 1 = 0.281 MI.

TOTAL = 0.281 MI.

Prepared in the Office of:

DIVISION OF HIGHWAYS

5501 Barbados Blvd., Castle Hayne, NC 28429

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:

LETTING DATE:

SCOTT E. COOKE, PE
PROJECT ENGINEER

MPK
PROJECT DESIGN TECHNICIAN

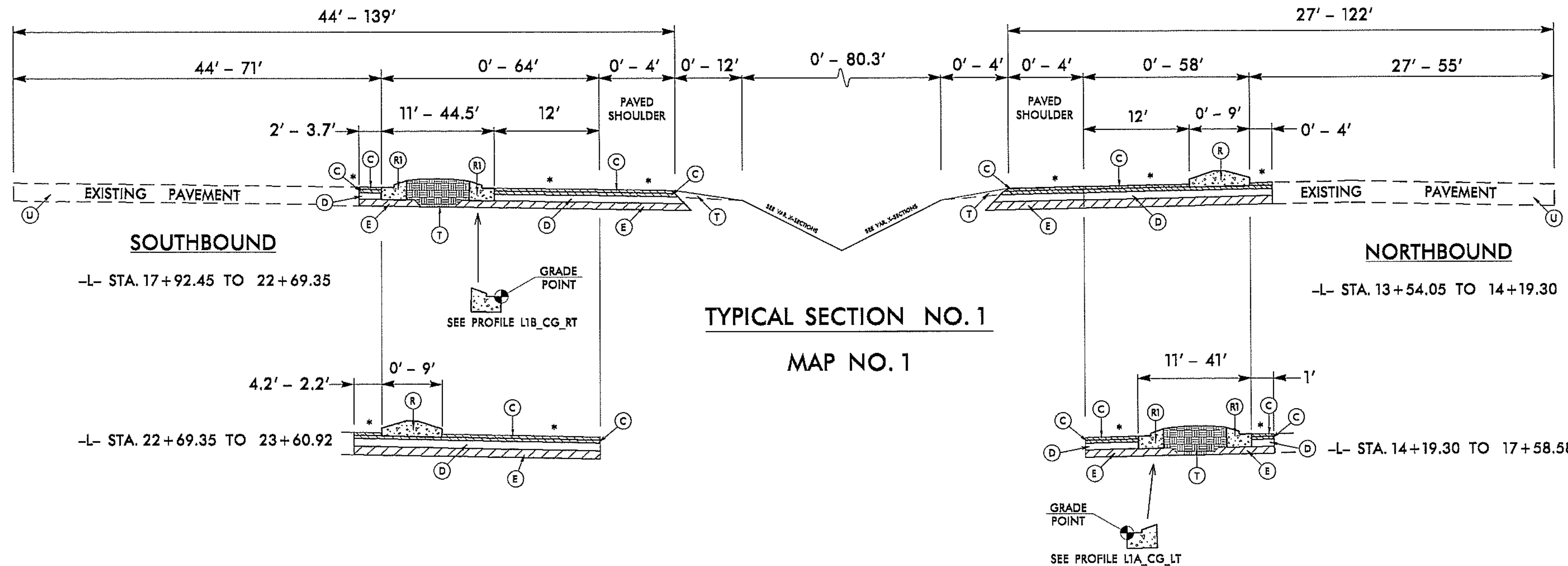
DNL

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

28-MAY-2014 15:37
O:\RDY_DONE\ONSLOW\W-5203D_45333.1.4_OS LEFTS JVILLE DIST\ROADWAY\Proj\Plansheets\W-5203D_Rdy_tsh.dgn
mk.immel AT D3CAD2744SO

PROJECT REFERENCE NO.	SHEET NO.
W-5203D	2

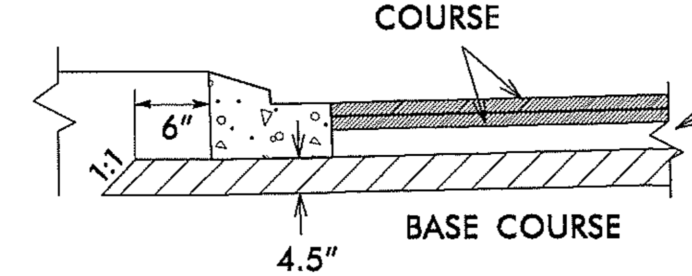
US 17 BUS (WILMINGTON HWY.)



TYPICAL SECTION NO. 1

MAP NO. 1

PAVEMENT SCHEDULE		R	PROP. 5" MONOLITHIC CONC.ISLAND (KEYED IN)
C	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C IN EACH OF TWO LAYERS AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.	R1	PROP. 1' 6" CONCRETE CURB & GUTTER
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.	T	EARTH MATERIAL
E	PROP. APPROX. 4.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 513 LBS. PER SQ.YD.	U	EXISTING PAVEMENT



1' 6" CURB & GUTTER DETAIL

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
SEE STD. DRAWING 1205.01, SHEET 2 OF 2, TABLE 1 FOR EDGE LINE OFFSETS.

* SEE PLAN SHEETS FOR SUPERELEVATION

REVISIONS

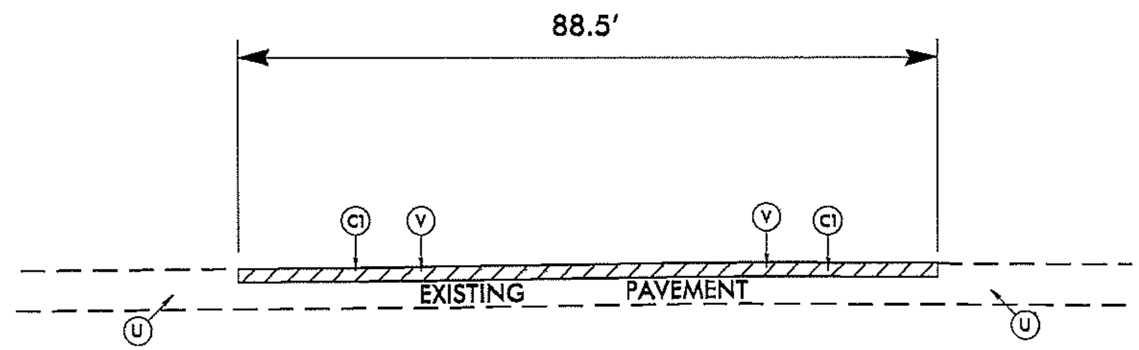
8/17/99

28-MAY-2014 15:38

PROJECT REFERENCE NO.	SHEET NO.
W-5203D	2-A

US 17 BUS (WILMINGTON HWY.)

INTERSECTION ONLY



TYPICAL SECTION NO. 2

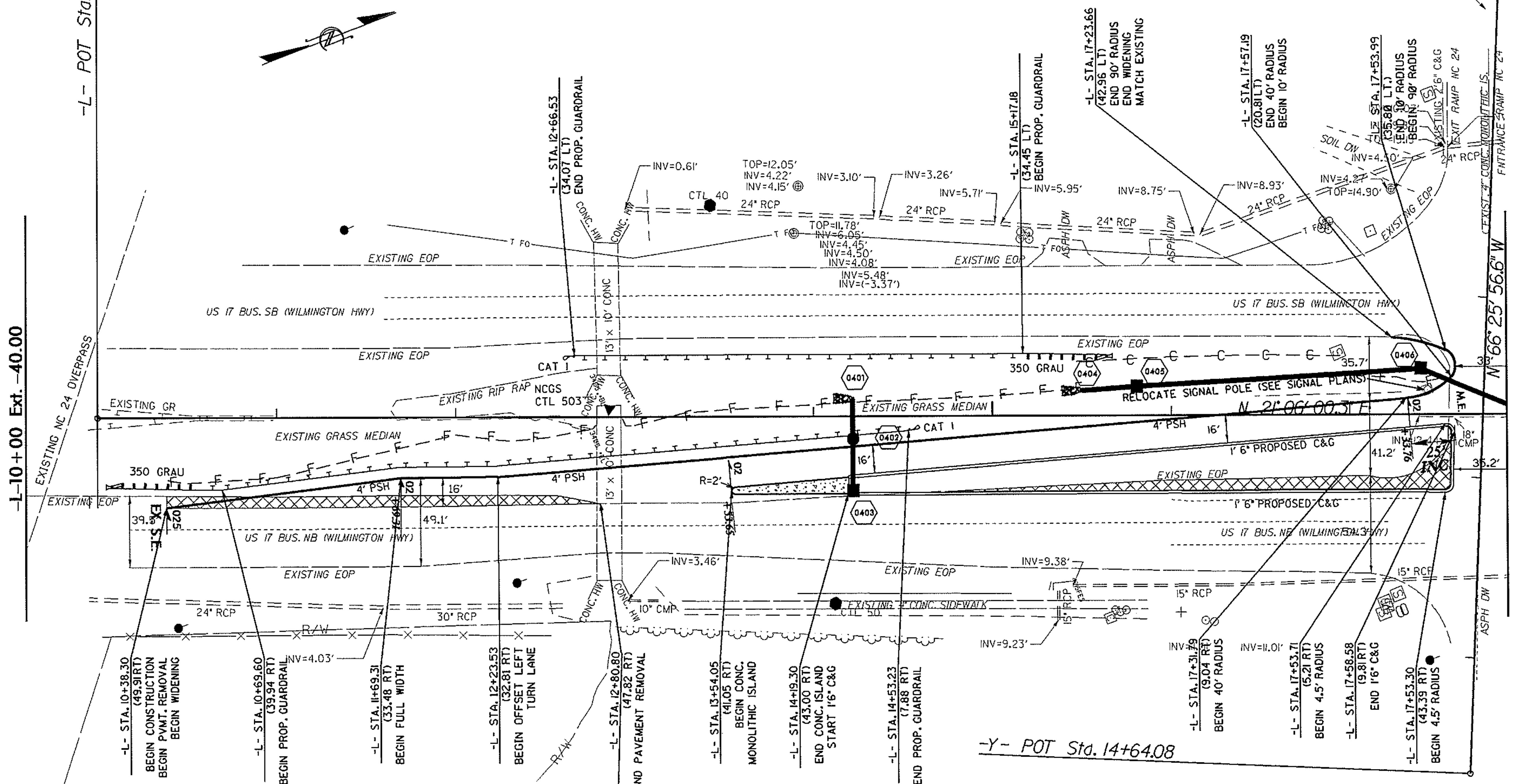
MAP NO. 1

-L1- STA. 17+58.58 TO 17+91.59

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
U	EXISTING PAVEMENT
V	MILLING BITUMINOUS PAVEMENT 1½" DEPTH

PROJECT REFERENCE NO.	SHEET NO.
W-5203D	4

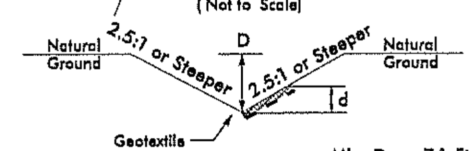
NOTE:
USE ROCK PLATING FROM -L- STA. 12+90+/- TO -L- STA. 14+75+/- (LEFT) AND EXTEND ROCK PLATING LIMITS TO 2.5:1 (H:V) SLOPE. (SEE ROCK PLATING DETAIL NO. 1 AND GEOTEXTILE OVERLAP DETAIL ON SHEET 2-F).



-L- POT Sta.10+00.00
-Y- POT Sta. 10+00.00
-Y- POT Sta. 14+64.08
-L-10+00 Ext. -40.00
-L-17+88
US 17 BUS. SB (WILMINGTON HWY)
US 17 BUS. NB (WILMINGTON HWY)
EXISTING EOP
EXISTING GRASS MEDIAN
EXISTING NC 24 OVERPASS
RELOCATE SIGNAL POLE (SEE SIGNAL PLANS)
N 21°06'00.31" E
N 66°25'56.6" W
-L- STA. 10+38.30 (49.91 RT) BEGIN CONSTRUCTION BEGIN PVMT. REMOVAL BEGIN WIDENING
-L- STA. 10+69.60 (39.94 RT) BEGIN PROP. GUARDRAIL
-L- STA. 11+69.31 (33.48 RT) BEGIN FULL WIDTH
-L- STA. 12+23.53 (32.81 RT) BEGIN OFFSET LEFT TURN LANE
-L- STA. 12+80.80 (47.82 RT) END PAVEMENT REMOVAL
-L- STA. 13+54.05 (41.05 RT) BEGIN CONC. MONOLITHIC ISLAND
-L- STA. 14+19.30 (43.00 RT) END CONC. ISLAND START 1'6" C&G
-L- STA. 14+53.23 (7.88 RT) END PROP. GUARDRAIL
-L- STA. 17+31.79 (9.04 RT) BEGIN 40' RADIUS
-L- STA. 17+53.71 (5.21 RT) BEGIN 4.5' RADIUS
-L- STA. 17+58.58 (9.81 RT) END 1'6" C&G
-L- STA. 17+53.30 (43.39 RT) BEGIN 4.5' RADIUS
-L- STA. 12+66.53 (34.07 LT) END PROP. GUARDRAIL
-L- STA. 15+17.18 (34.45 LT) BEGIN PROP. GUARDRAIL
-L- STA. 17+23.66 (42.96 LT) END 90' RADIUS END WIDENING MATCH EXISTING
-L- STA. 17+57.19 (20.81 LT) END 40' RADIUS BEGIN 10' RADIUS
-L- STA. 17+53.99 (35.80 LT) END 10' RADIUS BEGIN 90' RADIUS

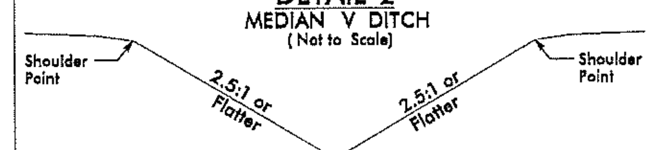
Scale 1" = 60' (Half Size Sheet, 11x17)
Scale 1" = 30' (Full Size Sheet, 22x34)

DETAIL 1
STANDARD 'V' DITCH
(Not to Scale)



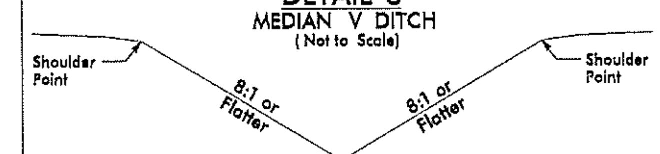
FROM -L- STA. 12+90+/- TO -L- STA. 14+75+/-

DETAIL 2
MEDIAN V DITCH
(Not to Scale)

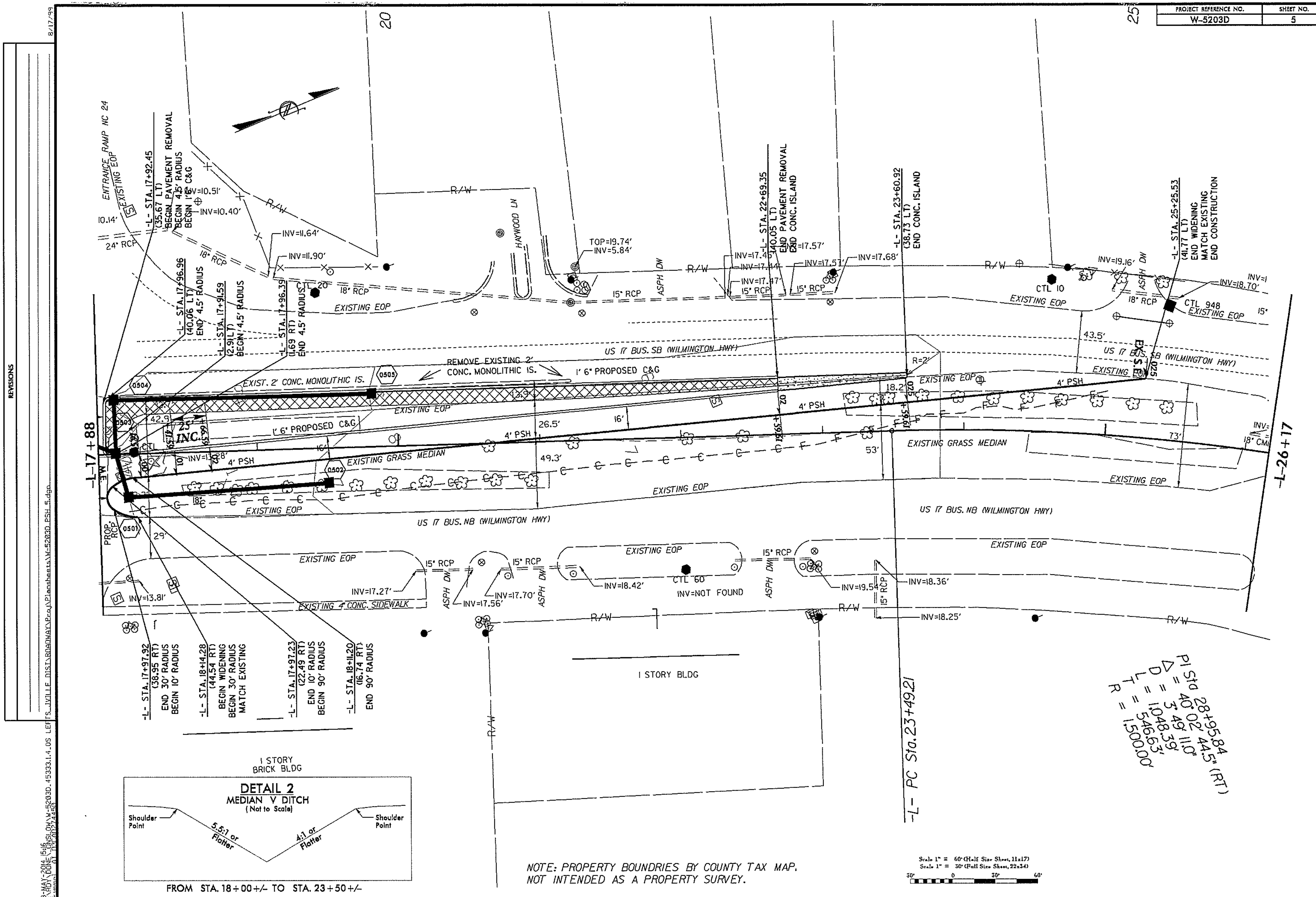


FROM -L- STA. 14+75+/- TO -L- STA. 16+00+/-

DETAIL 3
MEDIAN V DITCH
(Not to Scale)

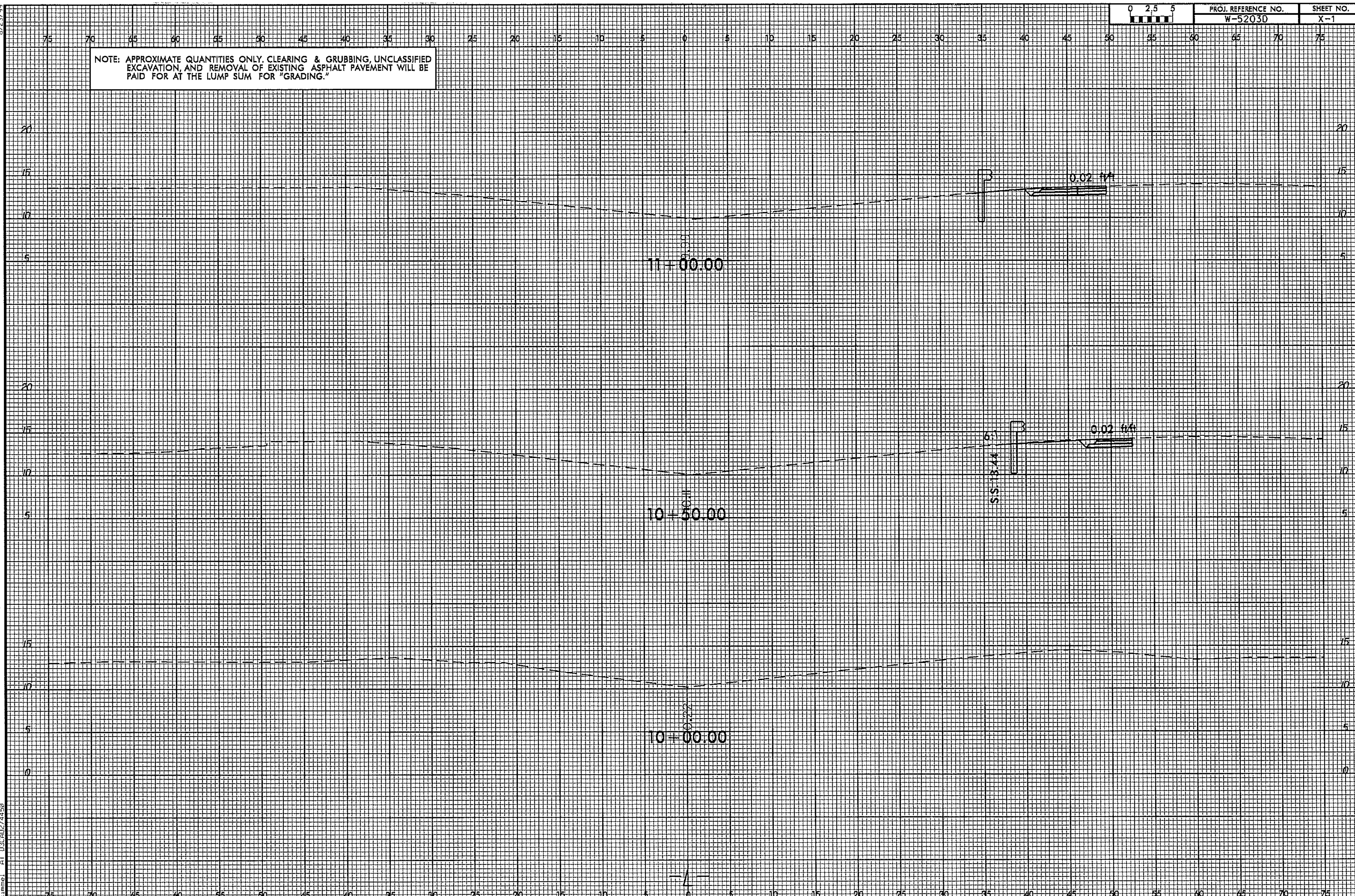


FROM -L- STA. 16+00+/- TO -L- STA. 17+50+/-


PROJECT REFERENCE NO. W-5203D
SHEET NO. 5
REVISIONS
ENTRANCE RAMP NC 24
EXISTING EOP
-L- STA. 17+92.45 (35.67 LT) BEGIN PAVEMENT REMOVAL BEGIN 4.5' RADIUS BEGIN 1'6" C&G
INV=10.51'
INV=10.40'
INV=11.64'
INV=11.90'
24" RCP
18" RCP
R/W
HAYWOOD LN
TOP=19.74'
INV=5.84'
CTL 20
18" RCP
EXISTING EOP
15" RCP
ASPH DW
-L- STA. 17+96.96 (40.06 LT) END 4.5' RADIUS
-L- STA. 17+91.59 (2.91 LT) BEGIN 4.5' RADIUS
-L- STA. 17+96.39 (1.69 RT) END 4.5' RADIUS
-L- STA. 22+69.35 (40.05 LT) END PAVEMENT REMOVAL END CONC. ISLAND
-L- STA. 23+60.92 (38.73 LT) END CONC. ISLAND
-L- STA. 25+25.53 (41.77 LT) END WIDENING MATCH EXISTING END CONSTRUCTION
INV=17.45'
INV=17.44'
INV=17.47'
INV=17.57'
INV=17.68'
INV=19.16'
INV=18.70'
CTL 10
CTL 948
EXISTING EOP
US 17 BUS. SB (WILMINGTON HWY)
REMOVE EXISTING 2' CONC. MONOLITHIC IS.
1' 6" PROPOSED C&G
EXIST. 2' CONC. MONOLITHIC IS.
1' 6" PROPOSED C&G
25' INC.
4' PSH
EXISTING GRASS MEDIAN
43.5'
R=2'
EXISTING EOP
18.2'
26.5'
16'
49.3'
53'
73'
-L- 17+88
-L- 26+17
M.E.
US 17 BUS. NB (WILMINGTON HWY)
PROP. RCP
EXISTING EOP
INV=17.27'
INV=13.81'
EXISTING 4' CONC. SIDEWALK
INV=17.56'
INV=17.70'
INV=18.42'
CTL 60
INV=NOT FOUND
INV=19.54'
INV=18.36'
INV=18.25'
-L- STA. 17+97.92 (38.95 RT) END 30' RADIUS BEGIN 10' RADIUS
-L- STA. 18+14.28 (44.54 RT) BEGIN WIDENING BEGIN 30' RADIUS MATCH EXISTING
-L- STA. 17+97.23 (22.49 RT) END 10' RADIUS BEGIN 90' RADIUS
-L- STA. 18+11.20 (16.74 RT) END 90' RADIUS
1 STORY BLDG
1 STORY BRICK BLDG
-L- PC Sta. 23+49.21
PI Sta 28+95.84
Δ = 40° 02' 44.5" (RT)
D = 3° 49' 11.0"
L = 1,048.39'
T = 546.63'
R = 1,500.00'
DETAIL 2
MEDIAN V DITCH
(Not to Scale)
Shoulder Point
5.5:1 or Flatter
4:1 or Flatter
Shoulder Point
FROM STA. 18+00+/- TO STA. 23+50+/-
NOTE: PROPERTY BOUNDRIES BY COUNTY TAX MAP. NOT INTENDED AS A PROPERTY SURVEY.
Scale 1" = 60' (Half Size Sheet, 11x17)
Scale 1" = 30' (Full Size Sheet, 22x34)

PROJ. REFERENCE NO.	SHEET NO.
W-52030	X-1

NOTE: APPROXIMATE QUANTITIES ONLY. CLEARING & GRUBBING, UNCLASSIFIED EXCAVATION, AND REMOVAL OF EXISTING ASPHALT PAVEMENT WILL BE PAID FOR AT THE LUMP SUM FOR "GRADING."



PROJ. REFERENCE NO.	SHEET NO.
W-5203D	X-2

8/23/99

27-MAY-2014 13:18
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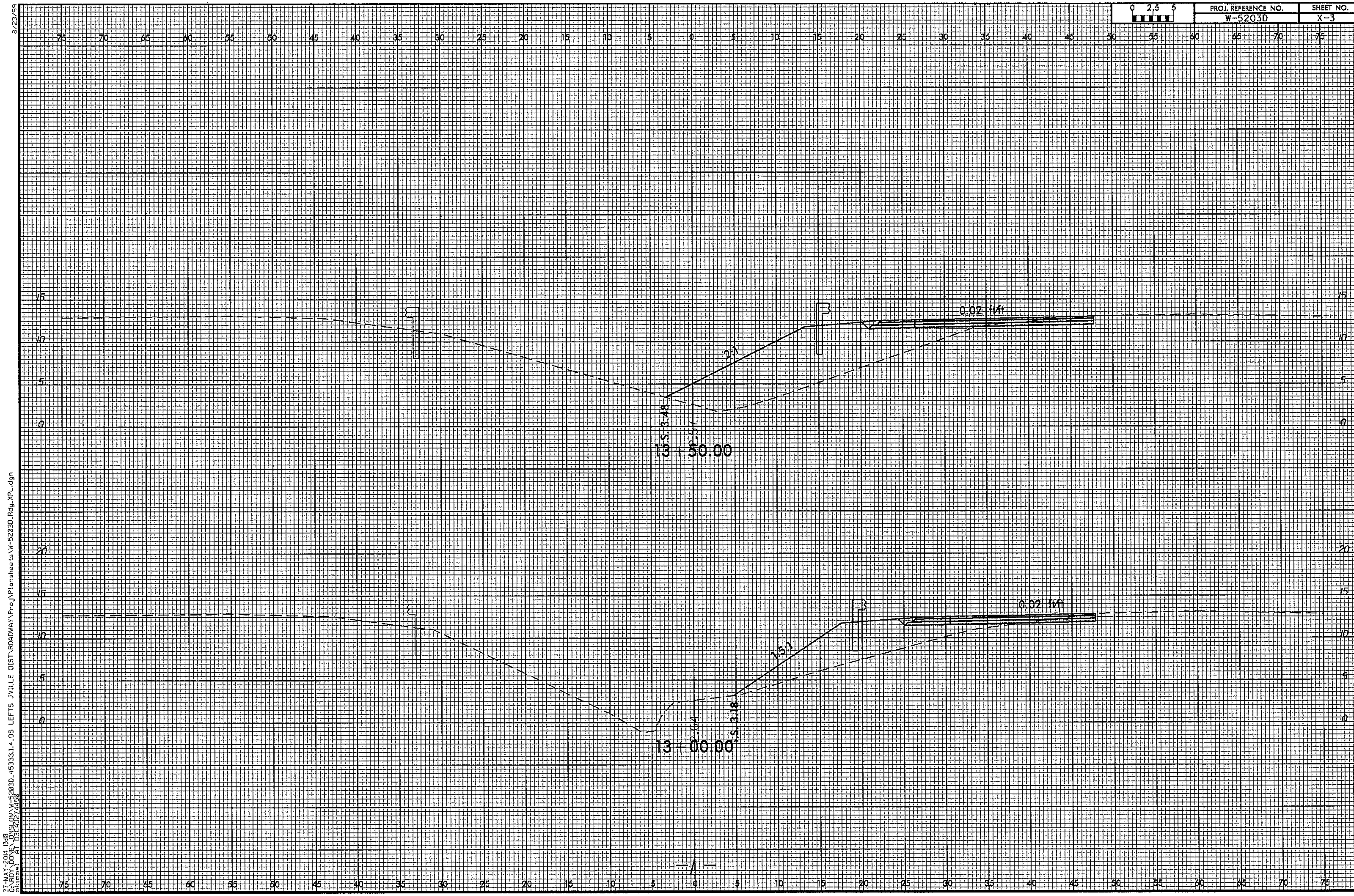
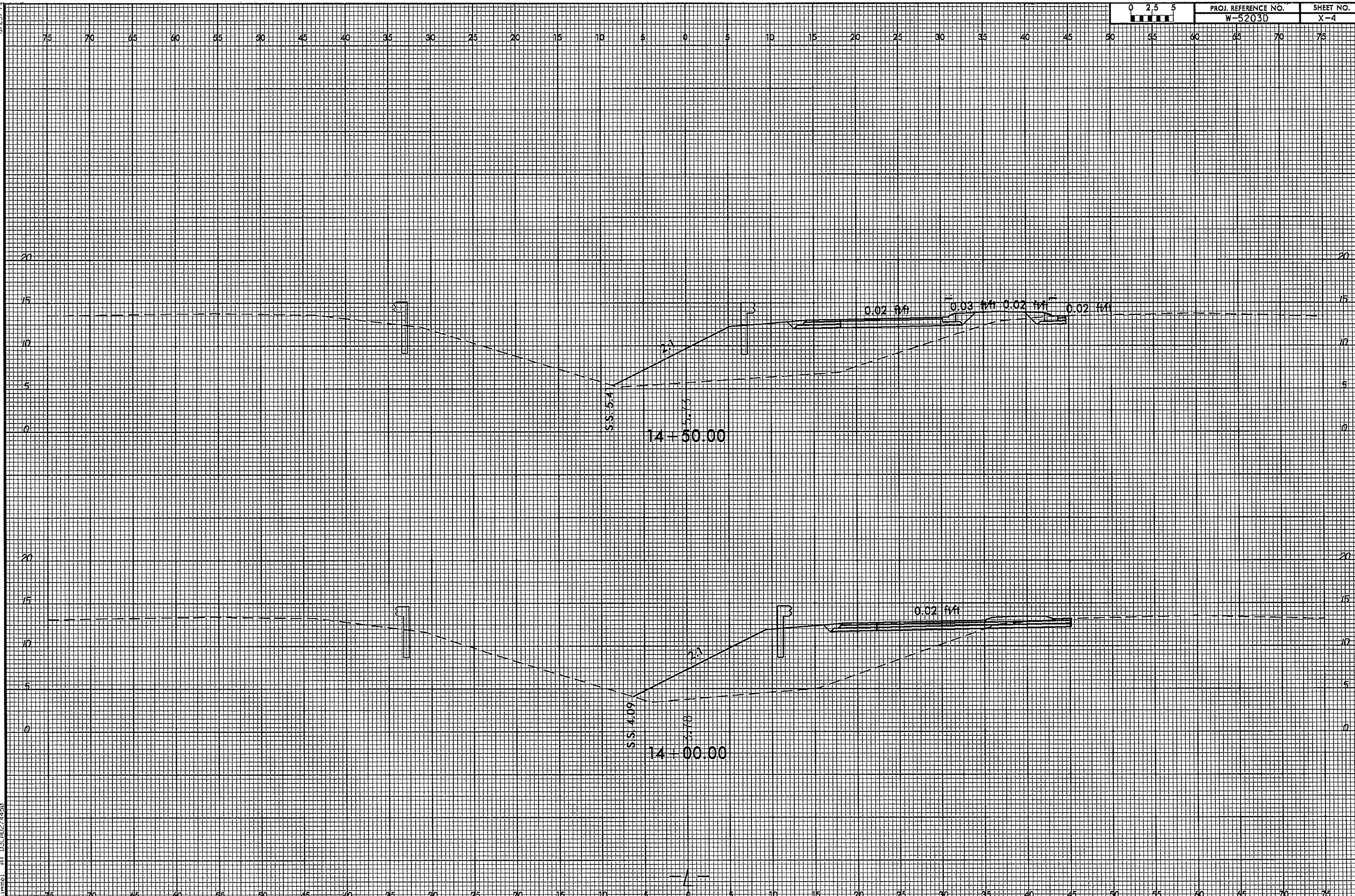
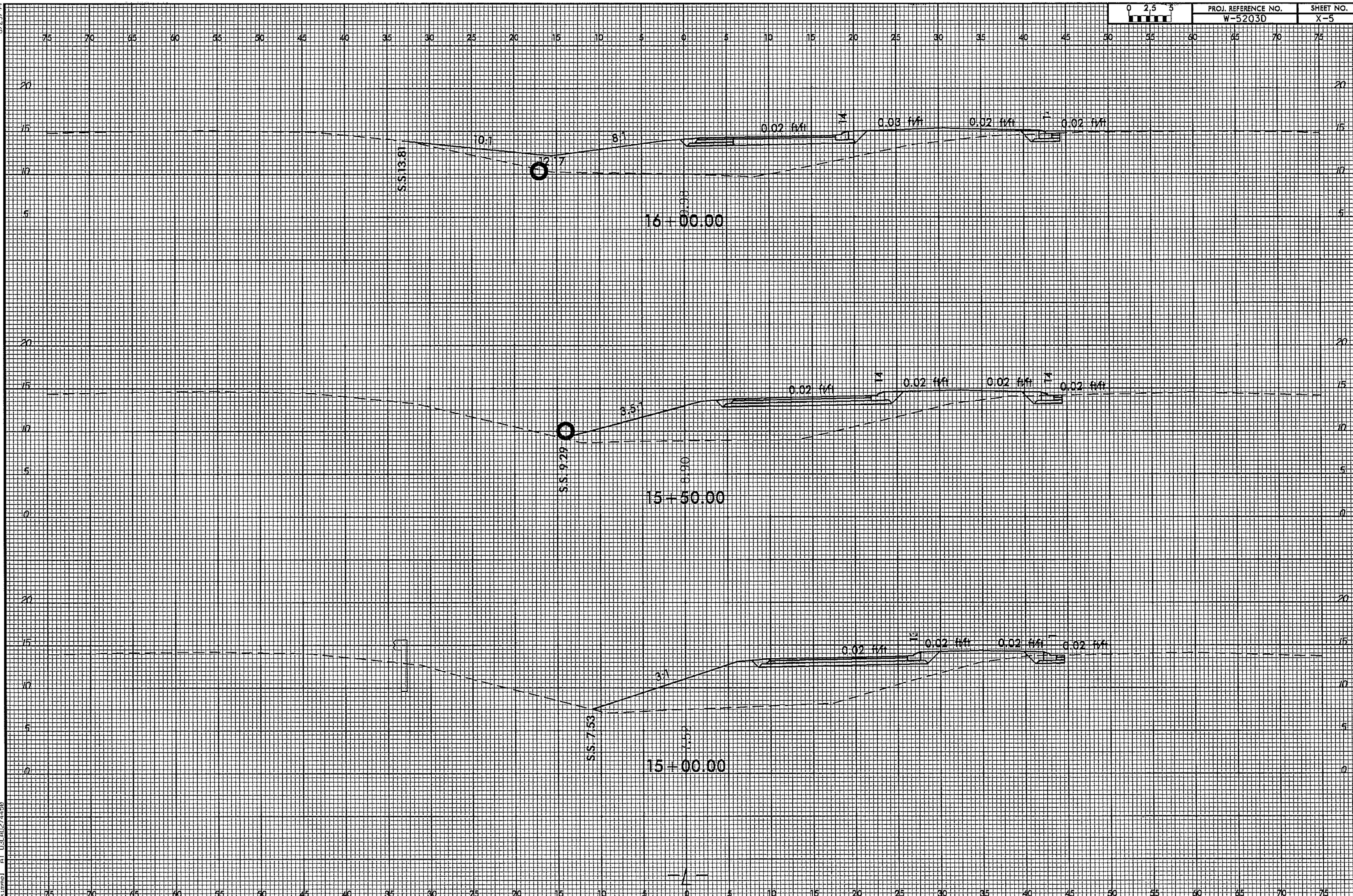


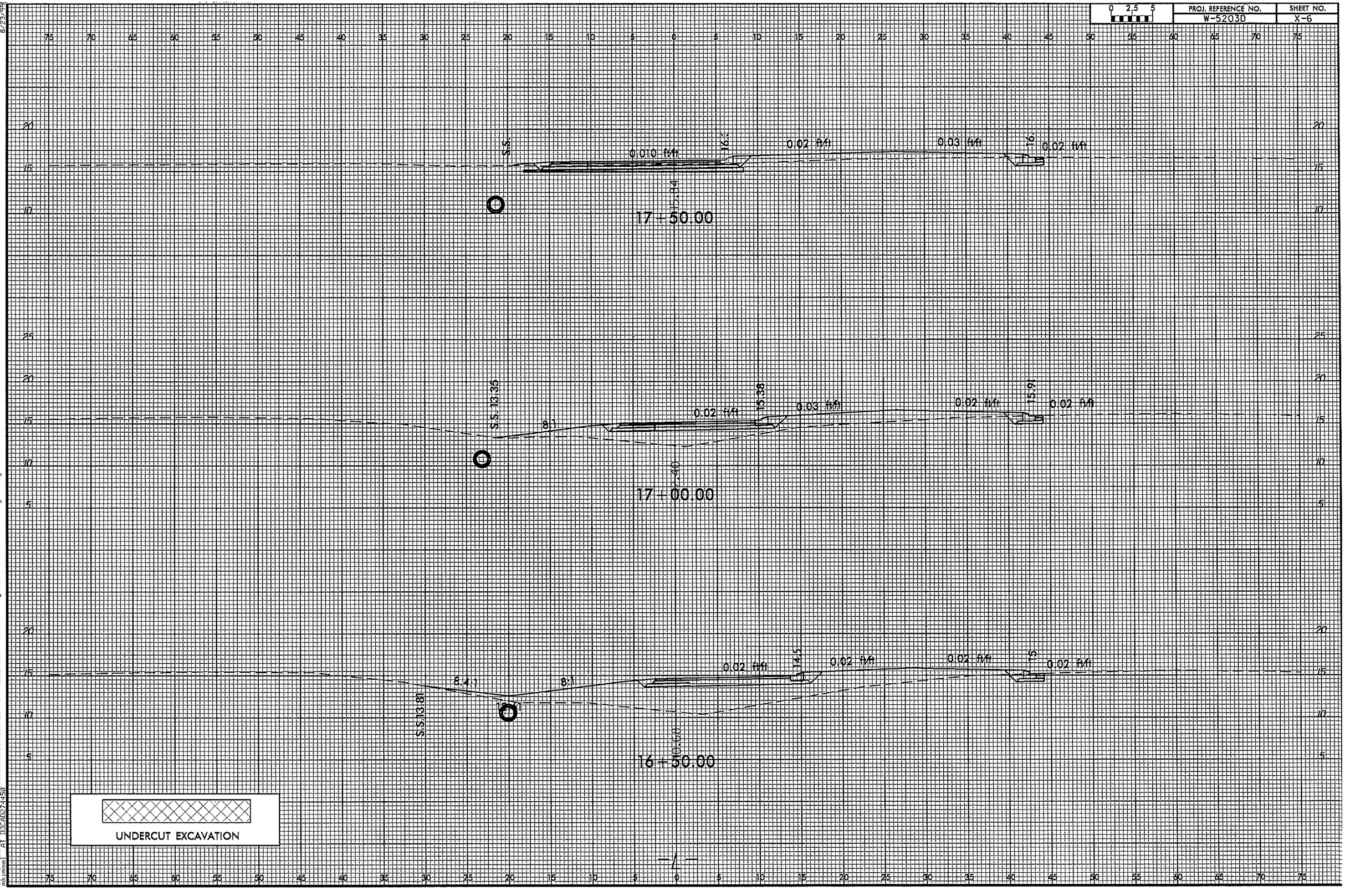
PROJ. REFERENCE NO.
W-5203D
SHEET NO.
X-3
0.02 ft/ft
2:1
13+50.00
0.02 ft/ft
1.5:1
13+00.00

PROJ. REFERENCE NO.	SHEET NO.
W-52030	X-4

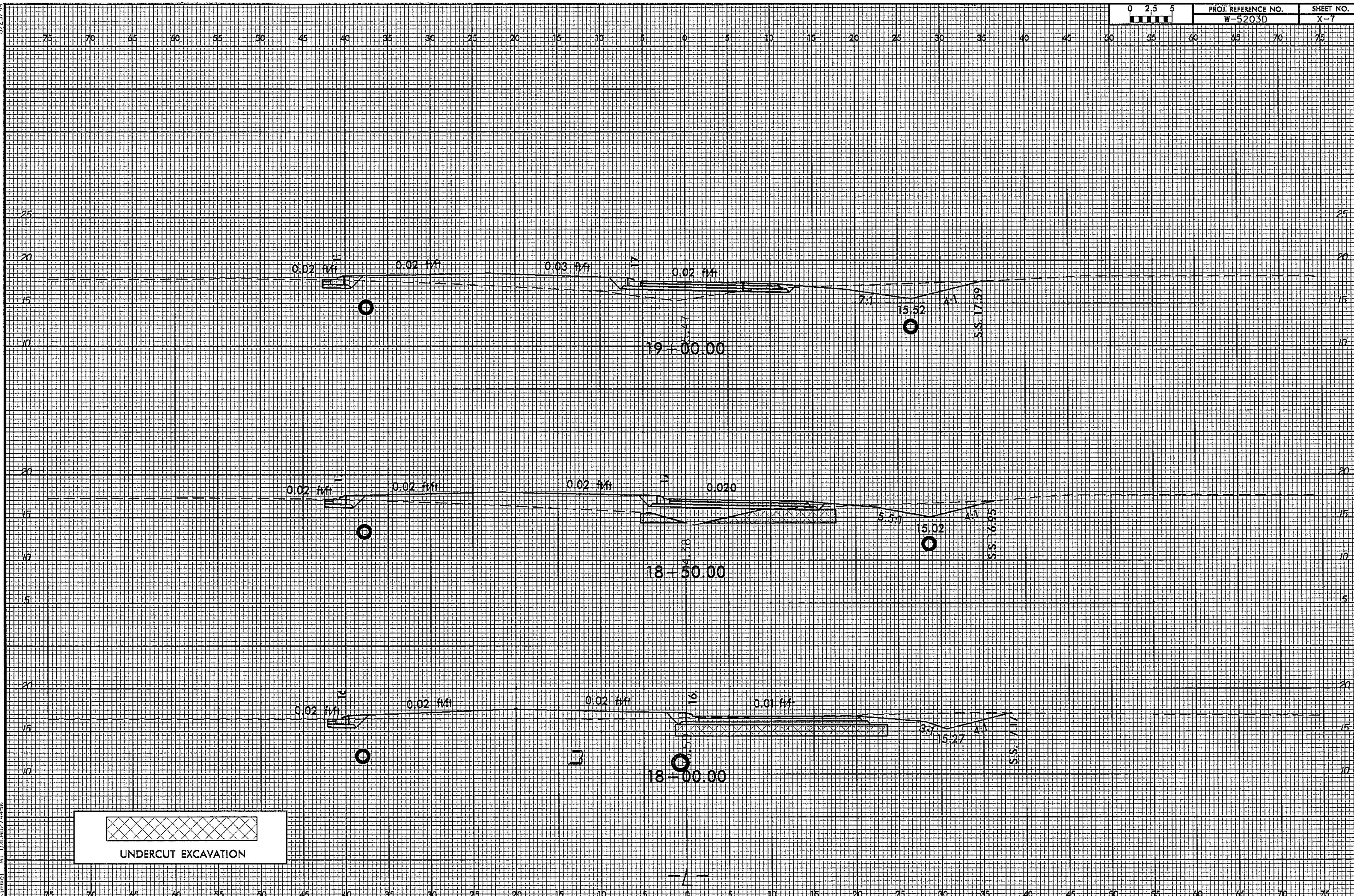


PROJ. REFERENCE NO.	SHEET NO.
W-5203D	X-5





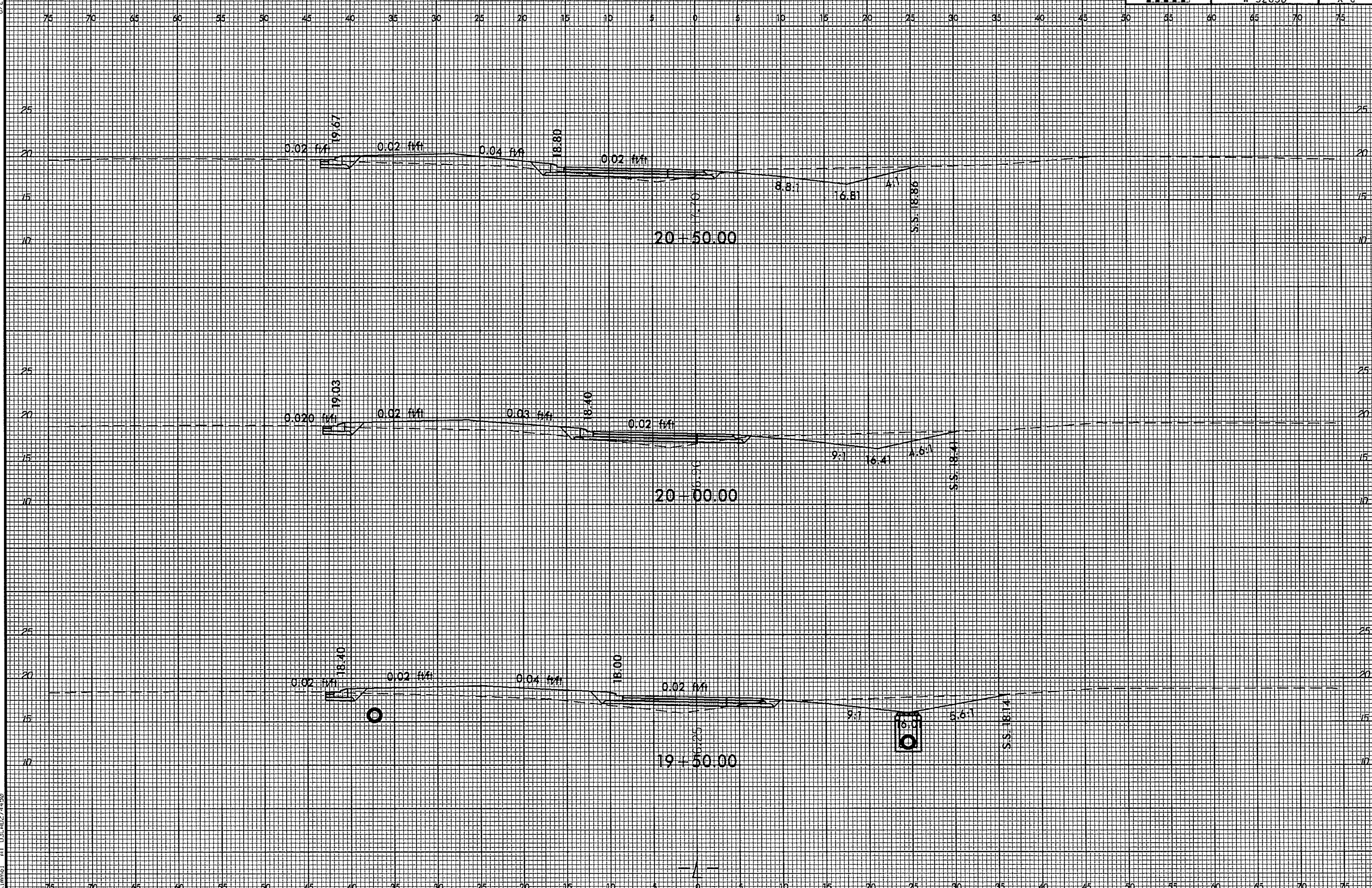
PROJ. REFERENCE NO.	SHEET NO.
W-5203D	X-7



8/23/99

27-MAY-2014 13:18
O:\RDY\DONE_ONSLOW\W-5203D_45333.1.4.OS LEFTS JVILLE DIST\ROADWAY\Proj\Plansheets\W-5203D_Rdy_XPL.dgn
mkimmel AT D3CAD274450

0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	W-5203D	X-8



28-MAY-2014 15:44
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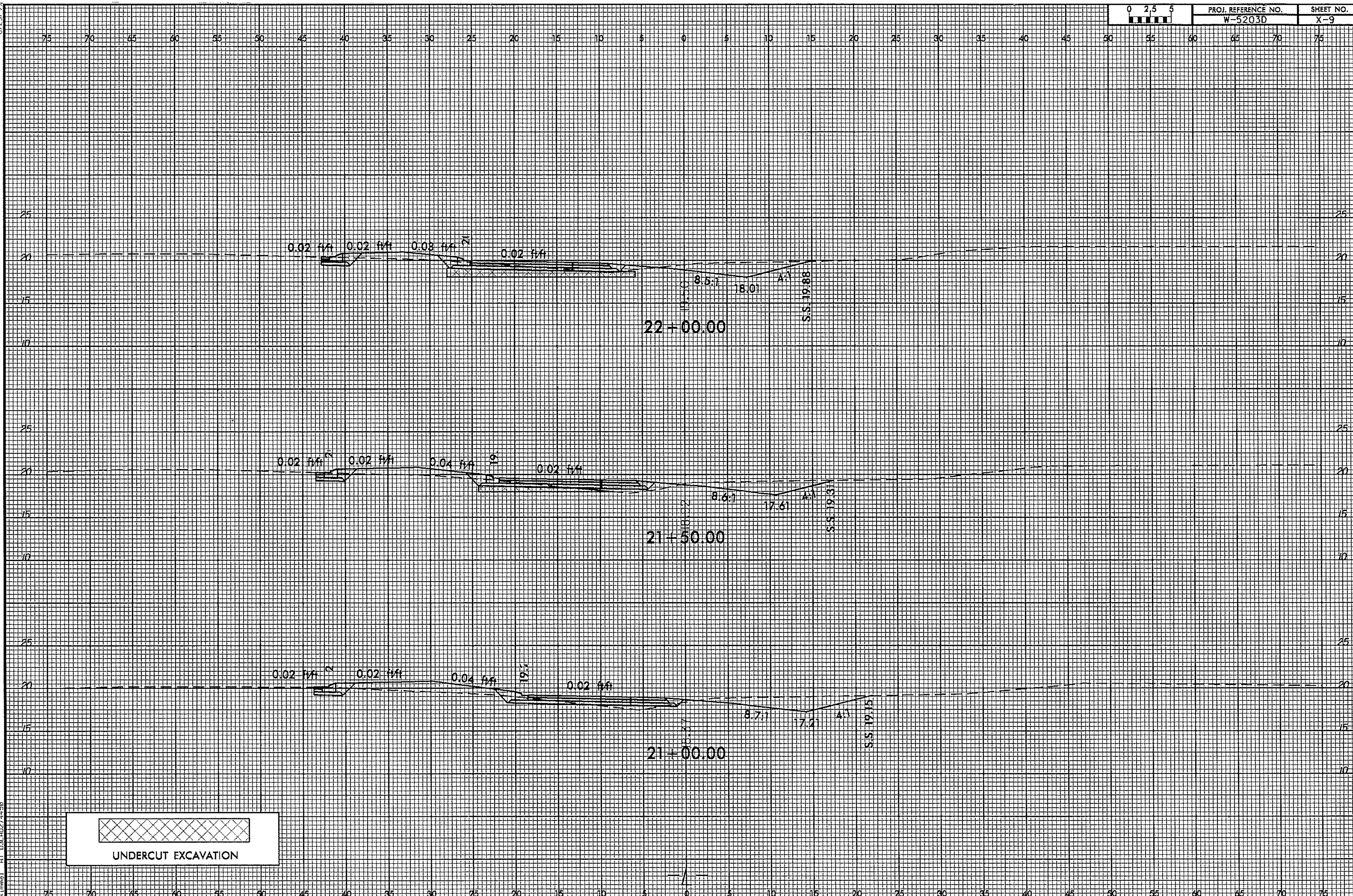
mkimmel AT D3CAD27A450

PROJ. REFERENCE NO.	SHEET NO.
W-5203D	X-9



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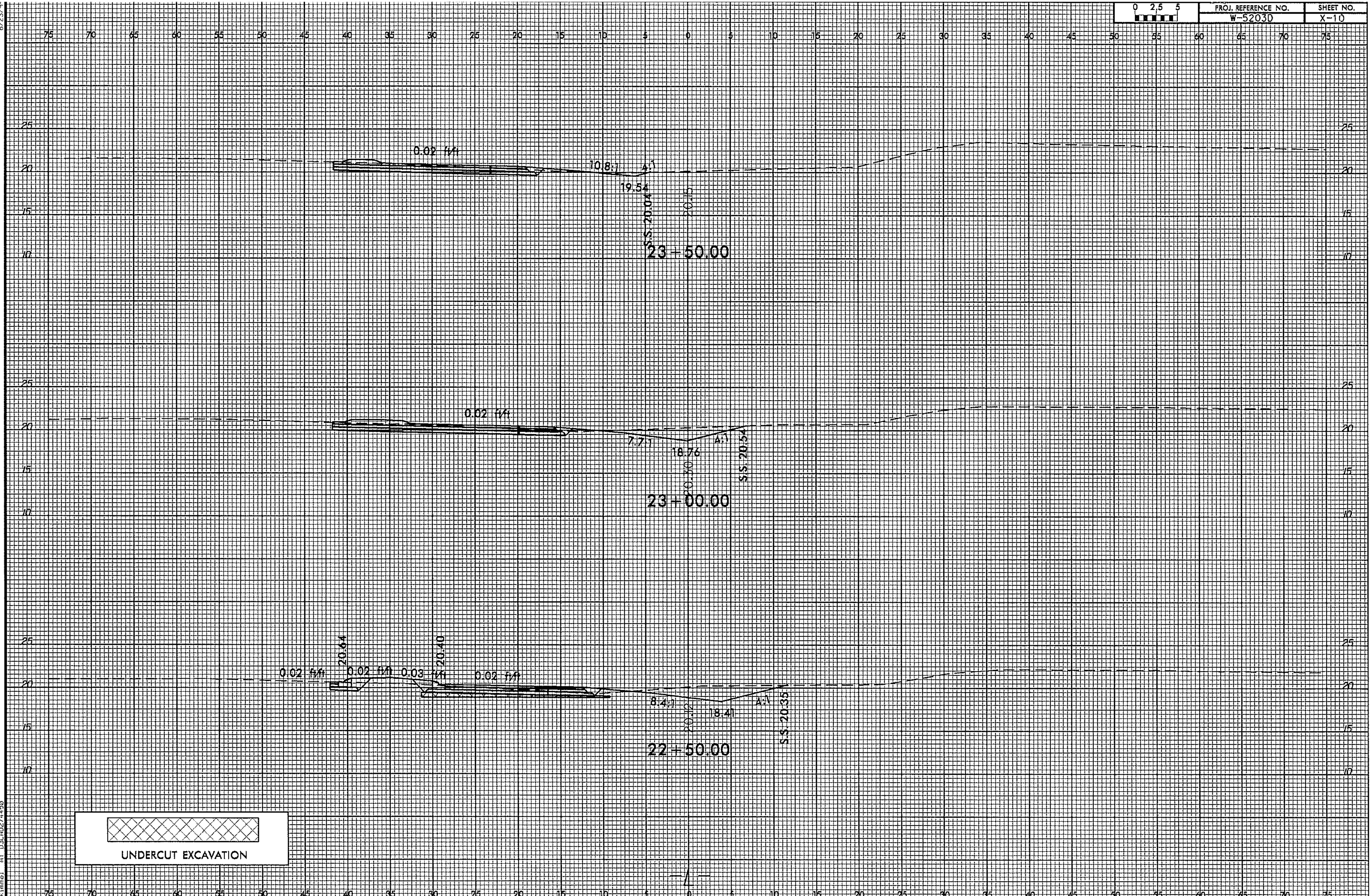
W-5203D	X-10



UNDERCUT EXCAVATION

28-MAY-2014 15:05
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PROJ. REFERENCE NO.	SHEET NO.
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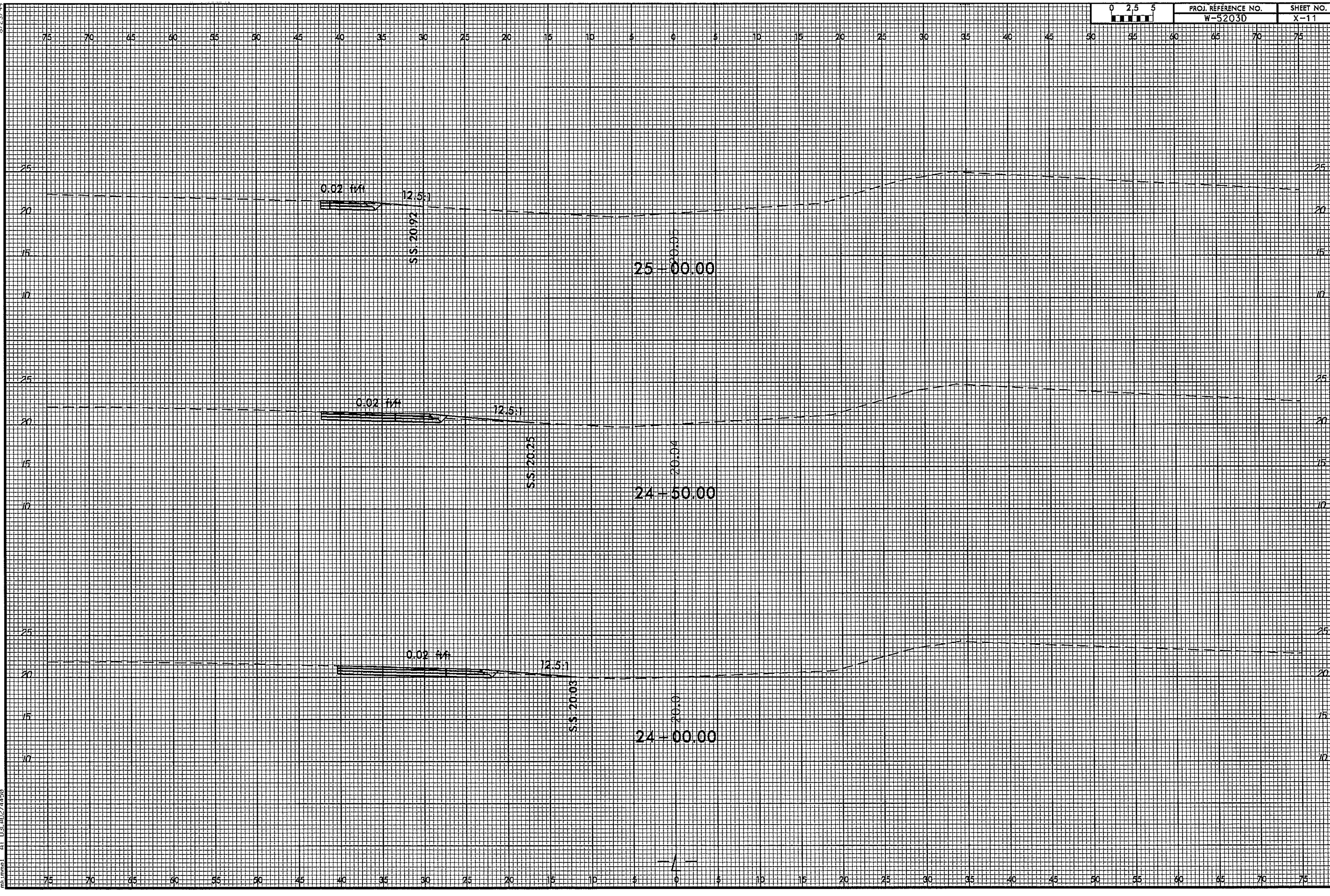

8/23/99

27-MAY-2014 13:18
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0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
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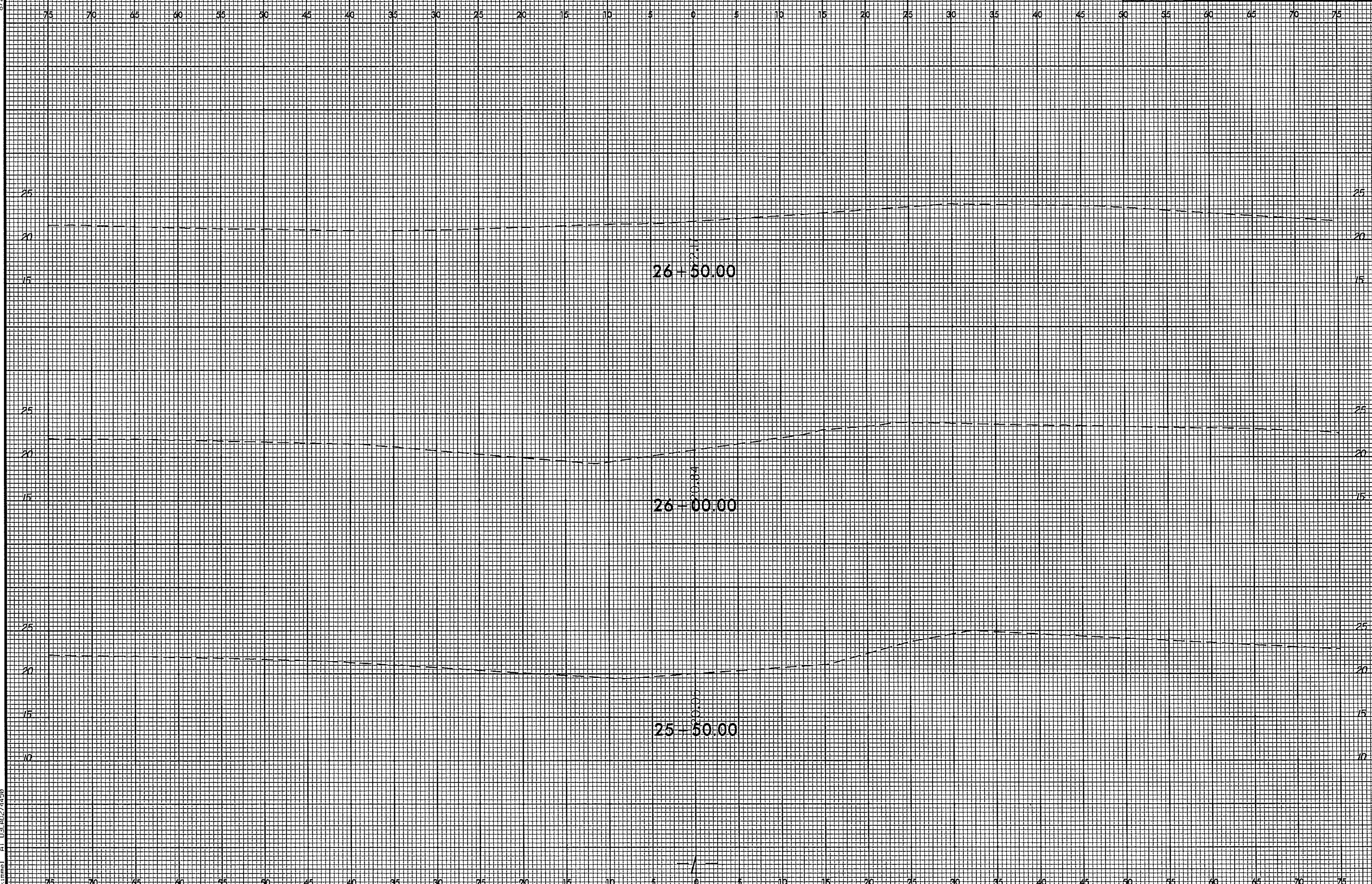

27-MAY-2014 13:18
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