



US Army Corps
Of Engineers
Wilmington District

PUBLIC NOTICE

Issue Date: August 15, 2005
Comment Deadline: September 15, 2005
Corps Action ID #: 199503519

All interested parties are hereby advised that the Wilmington District, Corps of Engineers (Corps) has received an application for work within jurisdictional waters of the United States. Specific plans and location information are described below and shown on the attached plans. This Public Notice and all attached plans are also available on the Wilmington District Web Site at www.saw.usace.army.mil/wetlands

Applicant: Mr. Gregory J. Thorpe, Ph. D.
Environmental Management Director, PDEA
N. C. Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Authority

The Corps will evaluate this application and decide whether to issue, conditionally issue, or deny the proposed work pursuant to applicable procedures of Section 404 of the Clean Water Act and Section 10 of the River and Harbor Act of 1899.

Location

The proposed project involves improvements to US Highway 17 (T.I.P. No. R-2514 B, C, & D), beginning north of NCSR's 1330 and 1439 south of Belgrade, extending northward to the Jones/Craven County line south of New Bern in Jones and Onslow Counties, North Carolina. The proposed project is approximately 16 miles long and involves several alternatives consisting of four-lane, median divided, limited controlled access facility on new location, four-lane, median divided, partial controlled access facility on existing location, and five-lane, partial control access facility on existing location. The proposed project is roughly located between Jacksonville and New Bern and involves the crossing of several tributaries including the Trent River, White Oak River, Deep Gully, Mill Creek, Scott Creek, and Goshen Branch. The proposed project is located in White Oak River Basin and the Neuse River Basin, Hydrologic Units 03020106 and 3010204. The southern starting point of the project is located at Latitude 34.8622823N, Longitude 77.2626924 W. The northern ending point is located at approximately Latitude 35.0693936N, Longitude 77.1896221.

Existing Site Conditions

The major portion of the project study area lies in the rural, unincorporated region of Jones and Onslow Counties. Population centers in the study area include the towns of Belgrade, Maysville and Pollocksville. Land uses in the area consist primarily of agriculture, forestry, and low-density residential and commercial development. Much of the study area is adjacent to the Croatan National Forest and surrounded by private commercial forestlands. Residential properties generally consist of single-family frame or brick residences or mobile homes with outbuildings such as barns and sheds. A stone and aggregate quarry is located in the town of Belgrade on the White Oak River south of US 17. The towns of Maysville and Pollocksville are laid out on a grid system of streets that form large residential blocks on the east and west sides of US 17, which serves as Main Street for the towns. Most of the commercial development is adjacent to US 17, or in close proximity, and is oriented to serve the local population and passing beach travelers. The Trent River area north of Pollocksville is being developed as a medium to low density residential planned community.

The topography in the study area is characterized as rather flat, with low, gently rolling hills. Somewhat steeper slopes are found along the edges of stream and river floodplains. The study area is located in the Coastal Plain physiographic province of North Carolina.

Streams within the project area belong to two coastal drainage areas: the White Oak River (USGS # 03020106), and the Trent River (USGS # 03020204). The White Oak River System is a minor drainage area discharging into the Atlantic and the Trent River is a sub-basin of the Neuse River.

Jurisdictional wetlands in the study area are palustrine in nature as defined in Cowardin *et al.* (1979), and as identified on National Wetland Inventory (NWI) mapping. Some of these systems are defined as palustrine but are hydrologically riverine influenced. The wetland systems vary in vegetative composition, depending on hydrological regime and site-specific disturbances. All wetlands within the project study area have been disturbed and altered to some extent so special modifiers denoting particular disturbance factors were not utilized in this classification scheme, except where necessary to differentiate communities. Four wetland types were identified, palustrine forested, palustrine scrub-shrub, palustrine emergent, and palustrine unconsolidated bottom.

The types of general soil associations identified across the project area are: floodplains, stream terraces and uplands. Floodplain associations across the project area are located within the floodplains of the White Oak River, Trent River, creeks and tributaries of large creeks. The upland associations can be differentiated into two types: those characterized by nearly level, poorly drained and very poorly drained soils; and those characterized by nearly level to sloping, well drained to somewhat poorly drained soils. Hydric soil mapping units within the project corridor include the Bayboro, Grantham, Leaf, Muckalee, Pantego, and Rains series (USDA 1991). Non-hydric soil mapping units that may have hydric inclusions include the Alpin, Autryville, Craven, Goldsboro, Johns, Lenoir, Lynchburg, Marvyn, Nahunta, Norfolk, Onslow, Pactolus and Stallings. Other non-hydric soil-mapping units within the project area include the Exum, Kalmia, Kenansville and Suffolk series.

Applicant's Stated Purpose

The purpose of this project is to improve capability of US 17 to meet its mandated objectives as part of the Intrastate System, Strategic Highway Corridor Network, and North Carolina Strategic Corridor System, to improve traffic flow along the US 17 corridor in the project study area, and to relieve congestion on US 17 in Onslow and Jones County, thereby improving safety and reducing the number of accidents.

Background

The first NEPA/404 Merger team meeting for this project was held on December 16, 1999. This project is considered a "pipeline" project since it was initiated prior to the integration process for merging the National Environmental Policy Act and Section 404 of the Clean Water Act. Guidance issued by the Corps of Engineers instructed this project proceed from Concurrence Point 2 in accordance with the NEPA/404 merger agreement. Concurrence Point No. 2, alternatives to be studied in detail were signed by the Merger Team members on August 23, 2001, although there were serious concerns regarding the impacts associated with a number of the identified alternatives. A Draft Environmental Impact Statement (DEIS) was prepared and signed on August 31, 2004. The document was circulated on December 16, 2004.

Project Description

The following description of work is taken from data provided by the applicant. The thirteen proposed build alternatives are described below. A map showing the location of the alternatives for this project are included with this public notice. Detailed study alternatives 2, 3, and 4A are improving existing roadway alternatives in Segments 2, 3 and 4. Detailed study alternatives 2A, 2B, and 2C in segment 2 and alternatives 4A, 4B, 4D, 4E, 4G, 4H, 4I and 4ID in segment 4 are new location alternatives. All new locations alternatives are partial controlled access facilities with at grade intersections at all NC and SR crossings. An interchange is proposed at the northern terminus of the project with the proposed New Bern Bypass (TIP Project R-2301) near the Jones/Craven County line.

Project Alternatives

a. Alternative 2: Alternative 2 begins as a four-lane divided roadway with a 46 foot median at SR 1330 (Deppe Loop Road)/SR 1439 (Spring Hill Road) intersection south of Belgrade and follows existing US 17 to the SR1331 (White Oak River Road) /SR 1440 (Belgrade Extension Road) intersection in Belgrade. Alternative 2 then transitions to a five-lane curb and gutter section and continues along existing US 17 to the northern Maysville town limits. At the northern Maysville town limits, alternative 2 transitions back into a four-lane roadway with a 46-foot median for approximately 0.34 miles to the terminus of segment 2 at approximately one mile north of SR 1116 (White Oak River Road).

b. Alternative 2A: Alternative 2A begins as a four-lane divided roadway with a 46-foot median at the intersection of SR 1330 (Deppe Loop Road/SR 1439 (Spring Hill Road) and follows existing US 17 north for approximately 0.5 miles. The alternative then diverges from existing US 17 and continues north on new location west of Belgrade and Maysville. Alternative 2A then crosses SR 1331 (White Oak Road) approximately 0.7 miles west of US 17 and crosses SR 1116 (Fourth Street) approximately 0.5 miles west of US 17. Alternative 2A rejoins existing US 17 at the terminus of Segment 2 approximately one mile north of SR 1116 (White Oak River Road).

c. Alternative 2B: Alternative 2B begins as a four-lane divided facility with a 46-foot median at the SR 1330 (Deppe Loop Road)/SR 1439 (Spring Hill Road) intersection and follows existing US 17 to approximately 0.25 miles north of SR 1331 (White Oak River Road) intersection. Alternative 2B then turns east onto new location crossing the White Oak River east of Maysville and NC 58 approximately 0.4 miles east of the existing US 17. Alternative 2B then crosses a small corner of the Croatan National Forest before rejoining existing US 17 just north of the Maysville town limits.

d. Alternative 2C: Alternative 2C begins as a four-lane divided facility with a 46 foot median at the SR 1330 (Deppe Loop Road)/SR 1439 (Spring Hill Road) intersection and follows existing US 17 to approximately 0.59 miles north of the SR 1331 (White Oak River Road) intersection. Alternative 2C then turns west onto new location and uses the same corridor as Alternative 2A to approximately 0.4 miles south of SR 1116 (White Oak River). The alternative then crosses SR 1116 (White Oak River) approximately 0.5 miles west of US 17 and rejoins existing US 17 just north of the Maysville town limits, approximately 300 feet from the terminus of Segment 2.

e. Alternative 3: Alternative 3 begins as a four-lane divided facility with a 46-foot median approximately one mile north of SR 1116 (White Oak River Road) and follows existing US 17 to approximately 0.61 miles south of SR 1112 (Lee's Chapel Road).

f. Alternative 4A: Alternative 4A begins as a four-lane divided facility with a 46-foot median approximately 0.61 miles south of SR 1114 (Lee's Chapel Road) and follows existing US 17 to approximately 0.3 miles north of SR 1108 (Ravenswood Lane). The alternative then diverges from existing US 17 and continues east of Pollocksville along the abandoned Seaboard Coast Line Railroad bed. Alternative 4A then crosses SR 1004 (Beaufort Road) approximately 0.2 miles east of US 17. At this intersection, Alternative 4A transitions to a five-lane shoulder section and proceeds north across the Trent River before rejoining existing US 17 about 0.6 miles north SR 1337 (Goshen Road). Alternative 4A then continues along existing US 17 as a five-lane shoulder section to the proposed New Bern Bypass at Deep Gully near the Jones/Craven County line.

g. Alternative 4B: Alternative 4B begins as a four-lane divided roadway with a 46-foot median approximately 0.61 miles south of SR 1114 (Lee's Chapel Road) and follows existing US 17 to approximately 0.3 miles north of SR 1108 (Ravenswood Lane) then shifts east onto the abandoned Seaboard Coast Line Railroad bed to approximately 800 feet north of the Trent River. Alternative 4B then turns west and crosses US 17 approximately 0.23 miles south of the Jones/Craven County line and continues north on new location to an interchange with the proposed New Bern Bypass (TIP Project R-2301) at the Jones/Craven County Line.

h. Alternative 4D: Alternative 4D begins approximately 0.61 miles south of SR 1114 (Lee's Chapel Road) as a four-lane divided roadway with a 46-foot wide median. Alternative 4D follows existing US 17 for approximately 0.27 miles before diverging onto new location. The alternative crosses SR 1114 (Lee's Chapel Road) approximately 0.1 miles west of US 17, crosses SR 1112 (Riggstown Road) approximately 0.4 miles west of US 17, crosses NC 58 approximately 0.4 miles west of US 17, and crosses SR 1337 (Goshen Road) approximately 0.6 miles west of US 17. Just north of SR 1337, the alternative crosses Goshen Branch and the Trent River approximately one river mile west and upstream of the existing US 17 Bridge. Alternative 4D continues north crossing SR 1121 (Oak Grove/Hargett Road) approximately 0.75 miles west of US 17 and then follows the eastern edge of the Progress Energy power line easement through the Fosque and Simmons Plantations crossing SR 1002 (Ten Mile Fork Road) approximately 0.5 miles west of US 17. Alternative 4D then crosses SR 1330 (Simmons Loop Road) in two locations approximately 0.25 miles west of US 17 before interchanging with the proposed New Bern Bypass (TIP Project R-2301) at Deep Gully near the Jones/Craven County line.

i. Alternative 4E: Alternative 4E begins as a four-lane divided roadway with a 46-foot median approximately 0.61 miles south of SR 1114 (Lee's Chapel Road) and uses the same corridor as Alternative 4D to just north of the Trent River. Alternative 4E then swings west to avoid the historic Fosque and Simmons Plantations and continues in a northerly direction to cross SR 1121(Oak Grove/Hargett Road) approximately 0.8 miles west of US 17. The alternative then turns east and crosses SR 1002 (Ten Mile Fork Road) approximately 1.3 miles west of US 17. Alternative 4E rejoins Alternate 4D south of Deep Gully and interchanges with the proposed New Bern Bypass near the Jones/Craven County Line.

j. Alternative 4G: Alternative 4G begins as a four-lane divided roadway with a 46-foot median approximately 0.61 miles south of SR 1114 (Lee's Chapel Road) and uses the same corridor as Alternatives 4D and 4E to just north of the Trent River. Alternative 4G then shifts east to cross SR 1121 (Oak Grove/Hargett Road) approximately 0.3 miles west of US 17 and then crosses US 17 approximately 1.4 miles north of the Trent River in Pollocksville. Alternative 4G joins Alternative 4B just south of the Fosque and Simmons Plantations and continues north on new location to an interchange with the proposed New Bern Bypass near the Jones/Craven County Line.

k. Alternative 4H: Alternative 4H begins as a four-lane divided roadway with a 46-foot median approximately 0.61 miles south of SR 1114 (Lee's Chapel Road) and proceeds north using the same corridor as Alternative 4D to just south of NC 58. Alternative 4H then shifts west to minimize impacts to the Goshen Community and avoid the historic Fosque and Simmons Plantations. The alternative crosses NC 58 approximately 0.7 miles west of US 17 and continues in a northwesterly direction to cross SR 1337 (Goshen Road) approximately 1.3 miles west of US 17. Alternative 4H crosses the Trent River approximately 1.75 river miles west and upstream of the existing US 17 Bridge and crosses SR 1121 (Oak Grove/Hargett Road) approximately 1.2 miles west of US 17. Alternative 4H joins Alternative 4E near SR 1002 (Ten Mile Fork Road) and continues north to an interchange with the proposed New Bern Bypass near the Jones/Craven County Line.

l. Alternative 4I: Alternative 4I begins as a four-lane divided roadway with a 46-foot median approximately 0.61 miles south of SR 1114 (Lee's Chapel Road) and proceeds north along the same corridor as Alternative 4B to 0.4 miles north of the Trent River where it crosses to the west side of existing US 17. Alternative 4I continues west, avoiding the historic Foscue and Simmons Plantations, and crosses SR 1121 (Oak Grove/Hargett Road) approximately 0.5 miles west of US 17 and crosses SR 1002 (Ten Mile Fork Road) approximately 1.4 miles west of US 17. Alternative 4I then curves sharply east joining Alternative 4E and continues north to an interchange with the proposed New Bern Bypass at the Jones/Craven County Line.

m. Alternative 4ID: Alternative 4ID begins as a four-lane divided roadway with a 46-foot median approximately 0.61 miles south of SR 1114 (Lee's Chapel Road) and follows the same corridor as Alternative 4I. Alternative 4ID crosses SR 1121 (Oak Grove/Hargett Road) approximately 0.5 miles west of US 17 before diverging from Alternative 4I and joining Alternative 4D at the eastern edge of the Progress Energy power line easement. Alternative 4ID uses the same corridor as Alternative D to the proposed New Bern Bypass (TIP Project R-2301) interchange at Deep Gully near the Jones/Craven County line.

Impacts to water resources will be unavoidable due to the nature of the project study area. However, impacts were minimized during preliminary design to the maximum extent practicable. The jurisdictional impacts of each alternative based on preliminary design are provided below in Table 1. Opportunities appear to be limited for compensatory wetland and stream mitigation within the project vicinity. If on-site opportunities are not sufficient for potential wetland and stream impacts, or are not available for mitigation, off site compensatory mitigation would be accomplished through coordination with the Ecosystems Enhancement Program (EEP). Additional information such as NCDOT's cover letter with application and a copy of the Draft EIS are available for review at the U.S. Army Corps of Engineers Washington Regulatory Field Office at 107 Union Drive, Suite 202, Washington, North Carolina 27889, or at the offices of the North Carolina Division of Water Quality at the address shown below. The Corps is soliciting public comment on the merits of the proposal and on the alternatives evaluated in the Draft EIS. At the close of the comment period, the District Engineer will evaluate and consider the comments received as well as the expected adverse and beneficial impacts of the proposed road construction to select the least environmentally damaging, practicable alternative (LEDPA).

**Table 1
Jurisdictional Impacts**

		Detailed Study Alternatives												
		2	2A	2B	2C	3	4A	4B	4D	4E	4G	4H	4I	4ID
Streams¹ Linear Feet (Meters)	Perennial	756 (230)	1637 (499)	2377 (725)	1782 (543)	150 (46)	1189 (363)	1615 (492)	551 (168)	518 (158)	678 (207)	552 (168)	922 (281)	953 (291)
	Intermittent	121 (37)	441 (134)	63 (19)	1111 (339)	0 (0)	1527 (466)	1266 (386)	464 (141)	291 (89)	584 (178)	596 (182)	974 (297)	1147 (350)
	Total	877 (267)	2078 (634)	2440 (744)	2893 (882)	150 (46)	2716 (828)	2881 (878)	1015 (309)	809 (247)	1262 (385)	1148 (350)	1896 (578)	2100 (640)
Open Water¹ Acres (Hectares)	Ponds	0 (0)	0 (0)	0.10 (0.04)	0.78 (0.32)	0.01 (<0.01)	0.14 (0.06)	0.14 (0.06)	0 (0)	0 (0)	0 (0)	0 (0)	0.14 (0.06)	0.14 (0.06)
	Rivers/Streams- R2	0.07 (0.03)	0.20 (0.08)	0.53 (0.21)	0.46 (0.19)	0 (0)	0.62 (0.25)	0.75 (0.30)	1.19 (0.48)	1.19 (0.48)	1.18 (0.48)	0.85 (0.34)	0.75 (0.30)	0.75 (0.30)
	Total	0.07 (0.03)	0.20 (0.08)	0.63 (0.26)	1.24 (0.50)	0.01 (<0.01)	0.76 (0.31)	0.89 (0.36)	1.19 (0.48)	1.19 (0.48)	1.18 (0.48)	0.85 (0.34)	0.89 (0.36)	0.89 (0.36)
Wetlands¹ Acres (Hectares)	PFO1	1.28 (0.52)	4.79 (1.94)	2.55 (1.03)	1.17 (0.47)	3.98 (1.61)	1.03 (0.42)	3.52 (1.42)	5.89 (2.38)	5.61 (2.27)	4.82 (1.95)	5.40 (2.19)	3.38 (1.37)	3.93 (1.59)
	PFO1/4	0 (0)	0 (0)	0 (0)	0 (0)	0.03 (0.01)	0.02 (0.01)	0.02 (0.01)	0.29 (0.12)	0 (0)	0 (0)	0 (0)	0.02 (0.01)	0.31 (0.13)
	PFO4/1	6.91 (2.80)	9.18 (3.72)	23.57 (9.54)	11.32 (4.58)	15.92 (6.45)	0.10 (0.04)	0 (0)	0 (0)	20.27 (8.21)	17.74 (7.18)	18.22 (7.38)	10.91 (4.42)	2.39 (0.97)
	PFO4	0 (0)	0 (0)	0 (0)	0 (0)	1.23 (0.50)	2.20 (0.89)	1.97 (0.80)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	1.97 (0.80)
	PFO6	1.26 (0.51)	7.89 (3.19)	2.56 (1.04)	5.69 (2.30)	0 (0)	0.80 (0.32)	1.44 (0.58)	6.95 (2.81)	7.27 (2.94)	5.13 (2.08)	0.95 (0.38)	4.05 (1.64)	2.67 (1.08)
	PSS	0.05 (0.02)	6.71 (2.72)	0.05 (0.02)	0.05 (0.02)	0.89 (0.36)	0 (0)	0.05 (0.02)	15.0 (6.07)	23.63 (9.57)	0.05 (0.02)	25.72 (10.41)	24.35 (9.86)	15.0 (6.07)
	PEM	0 (0)	0 (0)	0.08 (0.03)	0 (0)	0 (0)	0.10 (0.04)	0.09 (0.04)	0 (0)	0 (0)	0 (0)	0 (0)	0.09 (0.04)	0.09 (0.04)
	PUB	0.07 (0.03)	0 (0)	0.29 (0.12)	0 (0)	0.06 (0.02)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
	Total	9.57 (3.87)	28.57 (11.57)	29.10 (11.78)	18.23 (7.38)	22.11 (8.95)	4.25 (1.72)	7.09 (2.87)	48.40 (19.60)	54.25 (21.96)	28.22 (11.43)	42.98 (17.40)	33.86 (13.71)	26.36 (10.67)

¹ Impacts are for the entire right-of-way and do not take into account potential bridge alternatives for individual stream and wetland crossings.

Other Required Authorizations

This notice and all applicable application materials are being forwarded to the appropriate State agencies for review. The Corps will generally not make a final permit decision until the North Carolina Division of Water Quality (NCDWQ) issues, denies, or waives State certification required by Section 401 of the Clean Water Act (PL 92-500). The receipt of the application and this public notice in the NCDWQ Central Office in Raleigh serves as application to the NCDWQ for certification. A waiver will be deemed to occur if the NCDWQ fails to act on this request for certification within sixty days of the date of the receipt of this notice in the NCDWQ Central Office. Additional information regarding the Clean Water Act certification may be reviewed at the NCDWQ Central Office, Transportation Permitting Unit, 2321 Crabtree Boulevard, Raleigh, North Carolina 27604-2260. All persons desiring to make comments regarding the application for certification under Section 401 of the Clean Water Act should do so in writing delivered to the North Carolina Division of Water Quality (NCDWQ), 1650 Mail Service Center, Raleigh, North Carolina 27699-1650 Attention: Mr. John Hennessy by September 8, 2005.

The applicant has not provided to the Corps, a certification statement that his/her proposed activity complies with and will be conducted in a manner that is consistent with the approved North Carolina Coastal Zone Management Program. Pursuant to 33 CFR 325.2(b)(2), the Corps can not issue a permit for the proposed work until the applicant submits such a certification to the Corps and the North Carolina Division of Coastal Management (NCDCM), and the NCDCM notifies the Corps that it concurs with the applicant's consistency certification.

Essential Fish Habitat

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The Corps' initial determination is that the proposed project will not adversely impact EFH or associated fisheries managed by the South Atlantic or Mid Atlantic Fishery Management Councils or the National Marine Fisheries Service.

Cultural Resources

The Corps has consulted the latest published version of the National Register of Historic Places and has determined that registered properties, or properties listed as being eligible for inclusion therein are located within the project area and/or will be affected by the proposed work. Three properties within the Area of Potential Effect (APE) listed on the National Register of Historic Places (NR) are the Foscue and Simmons Plantations (Foscue Plantation), the Bryan Lavender House (also part of Pollocksville Historic District), and the Bryan-Bell Farm (Oakview Plantation). Four properties and two historic districts are also located within the APE were determined eligible for listing on the NR and include the Ten Mile Fork Gas Station/Store, the J. Nathan Foscue Farm, the Henderson Provost House, the Zinnie Eubanks House/Store, the Pollocksville Historic District (includes the Trent River Plantation and the Bryan Lavender

House) and the Maysville Historic District. Determinations of effect for the properties listed above are listed in Table 2 below. The FHWA, NCDOT, and NC State Historic Preservation office (HPO) concurred with these determinations of effect at a meeting in February 2000 and April 2004.

**Table 2
Determinations of Effects to Historic Resources**

Historic Resource	Detailed Study Corridor												
	Alt 2	Alt 2A	Alt 2B	Alt 2C	Alt 3	Alt 4A	Alt 4B	Alt 4D	Alt 4E	Alt 4G	Alt 4H	Alt 4I	Alt 4ID
Foscue and Simmons Plantations	-	-	-	-	-	AE	AE	AE	AE	AE	NE	NE	AE
Bryan Lavender House (In Pollocksville District)	-	-	-	-	-	NAE	NAE	NE	NE	NE	NE	NAE	NAE
Bryan-Bell Farm	-	-	-	-	-	NE	NE	NAE	NAE	NAE	AE	NE	NE
Pollocksville Historic District	-	-	-	-	-	NAE	NAE	NE	NE	NE	NE	NAE	NAE
Maysville Historic District	AE	NE	NAE	NE	-	-	-	-	-	-	-	-	-
Gas Station/Store	-	-	-	-	-	NAE	NE						
J. Nathan Foscue Farm	-	-	-	-	AE	-	-	-	-	-	-	-	-
Henderson-Provost House	NAE	NAE	NAE	NAE	-	-	-	-	-	-	-	-	-
Zinnie Eubanks House/Store	NAE	NAE	NAE	NAE	-	-	-	-	-	-	-	-	-

*- indicates that the Historic structure is not applicable to that Detailed Study Alternative. A blank space in the table indicates an effect has not yet been determined.

Endangered Species

The Corps has reviewed the project area, examined all information provided by the applicant and consulted the latest North Carolina Natural Heritage Database. Based on available information, the Corps has determined pursuant to the Endangered Species Act of 1973 (ESA), that the proposed project may affect federally listed endangered or threatened species or their formally designated critical habitat. See Table 3 below for a description of the Federal Listed Endangered or Threatened Species and their anticipated impacts. Consultation under Section 7 of the ESA will be initiated and no permit will be issued until the consultation process is complete.

TABLE 3
FEDERAL LISTED ENDANGERED (E) OR THREATENED (T) SPECIES
 -may occur in Onslow (O), Jones (J) or Craven (C) Counties, North Carolina (29 January 2003
 FWS list).

Common Name	Scientific Name	Count y Prese nt	Status		Potential Habitat Present	Biologica l Conclusi on
			Federa l	Stat e		
Red-cockaded woodpecker	<i>Picoides borealis</i>	O/J	E	E	Yes	May Effect
Bald Eagle	<i>Haliaeetus leucocephalus</i>	O	T ^b	T	No	May Effect
Eastern cougar	<i>Puma concolor couguar</i>	O	E	E	No	No Effect
Golden sedge	<i>Carex lutea</i>	O	E	E	No	No Effect
Rough-leaved loosestrife	<i>Lysimachia asperulaefolia</i>	O	E	E	No	May Effect
Cooley's meadowrue	<i>Thalictrum cooleyi</i>	O	E	E	No	No Effect
Leatherback sea turtle	<i>Dermochelys coriacea</i>	O	E	E	No	No Effect
Green sea turtle	<i>Chelonia mydas</i>	O	T	T	No	No Effect
Loggerhead sea turtle	<i>Caretta caretta</i>	O	T	T	No	No Effect
Piping plover	<i>Charadrius melodus</i>	O	T	T	No	No Effect
Seabeach amaranth	<i>Amaranthus pumilus</i>	O	T	T	No	No Effect
American Alligator	<i>Alligator mississippiensis</i>	O	T(S/A)	T	Yes	N/A

^a T(S/A) - Threatened due to similarity of appearance, not subject to Section 7 consultation

^b This species is being considered for delisting.

N/A – not required

Evaluation

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The

benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values (in accordance with Executive Order 11988), land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving the discharge of dredged or fill materials in waters of the United States, the evaluation of the impact of the activity on the public interest will include application of the Environmental Protection Agency's 404(b)(1) guidelines.

Commenting Information

The Corps is soliciting comments from the public; Federal, State and local agencies and officials, including any consolidate State Viewpoint or written position of the Governor; Indian Tribes and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment (EA) and/or an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

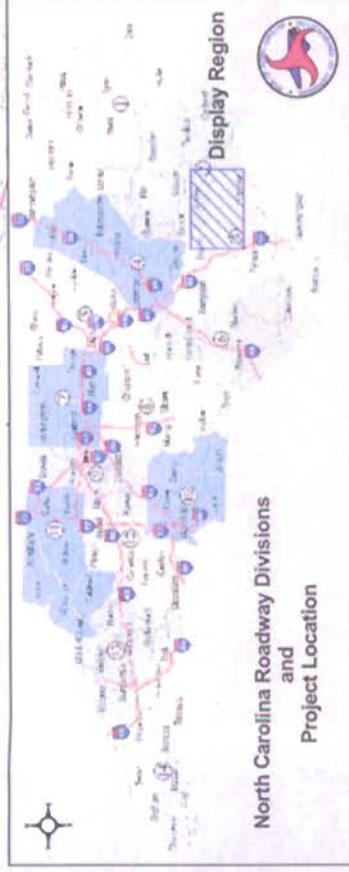
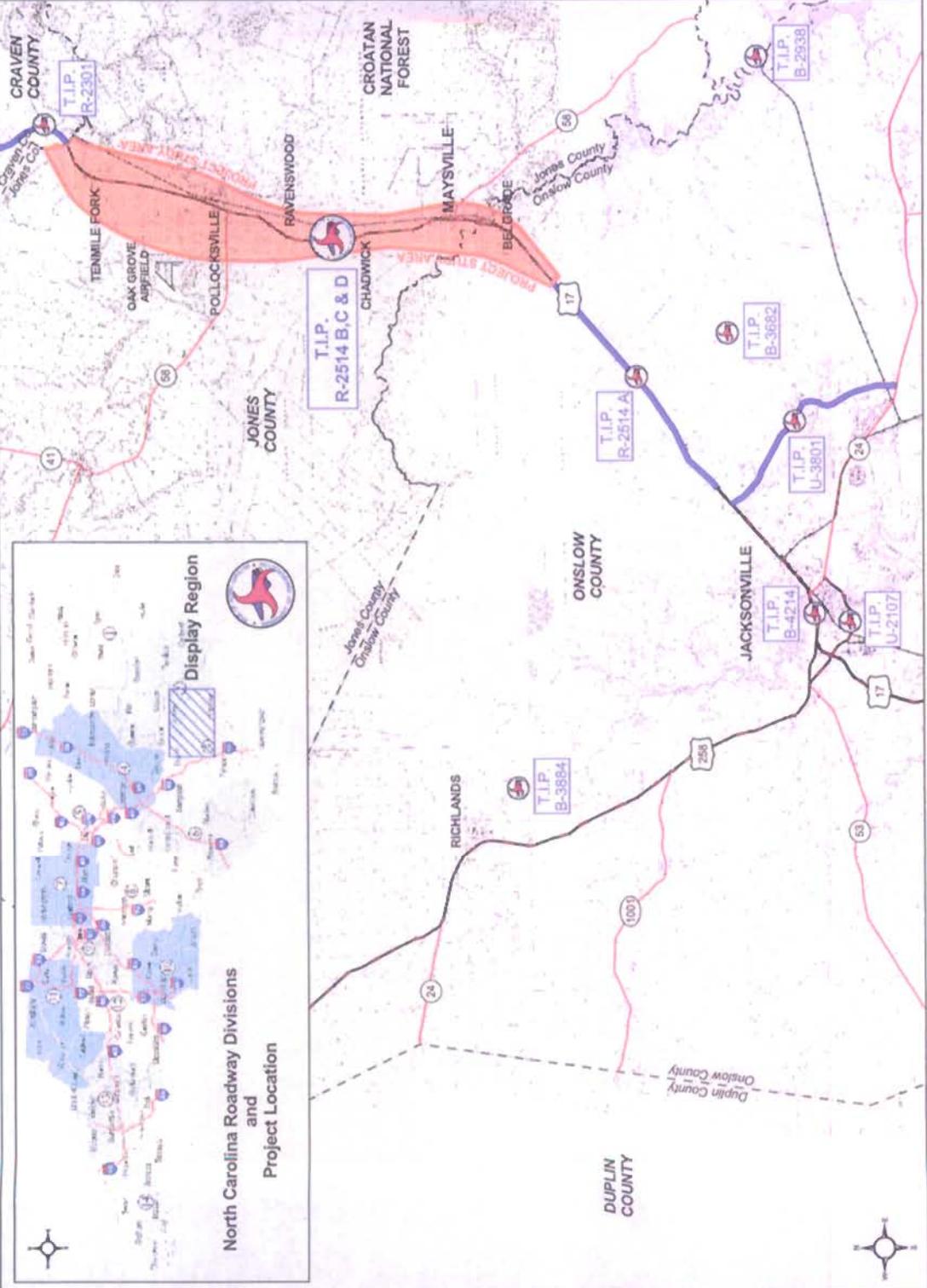
Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. Requests for a public hearing shall be granted, unless the District Engineer determines that the issues raised are insubstantial or there is otherwise no valid interest to be served by a hearing.

Written comments pertinent to the proposed work, as outlined above, will be received by the Corps of Engineers, Wilmington District, until 5pm, September 15, 2005. Comments should be submitted to

William Wescott
Washington Regulatory Field Office
P.O. Box 1000
Washington, North Carolina 27889

US 17 IMPROVEMENTS
TIP PROJECT R-2514 B,C & D
FROM SR 1330/SR 1439 SOUTH
OF BELGRADE TO THE JONES/CRAVEN
COUNTY LINE, SOUTH OF NEW BERN

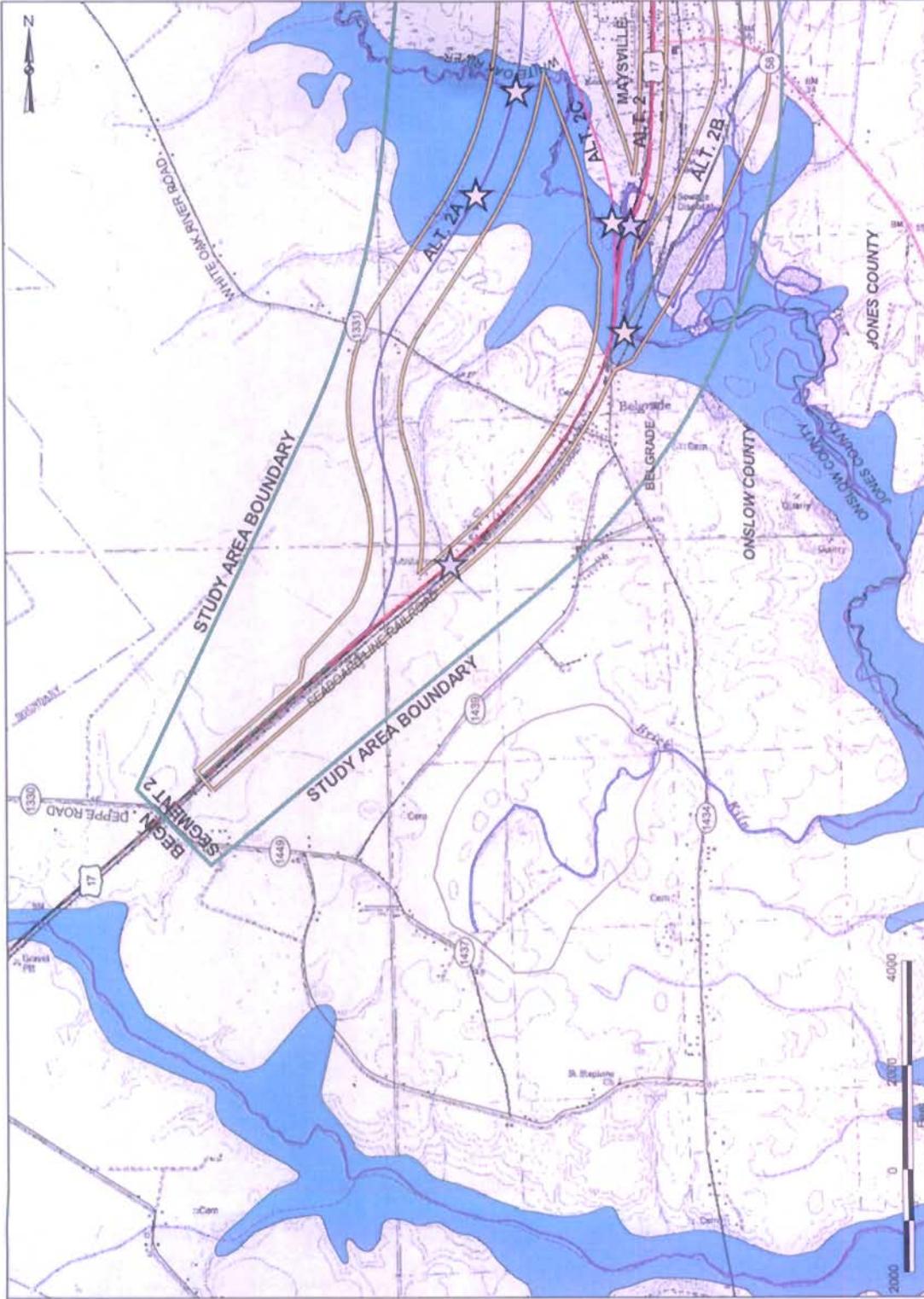
-  Transportation Improvement Project
-  US Route
-  State Route
-  Proposed Project



VICINITY MAP
 Figure 1

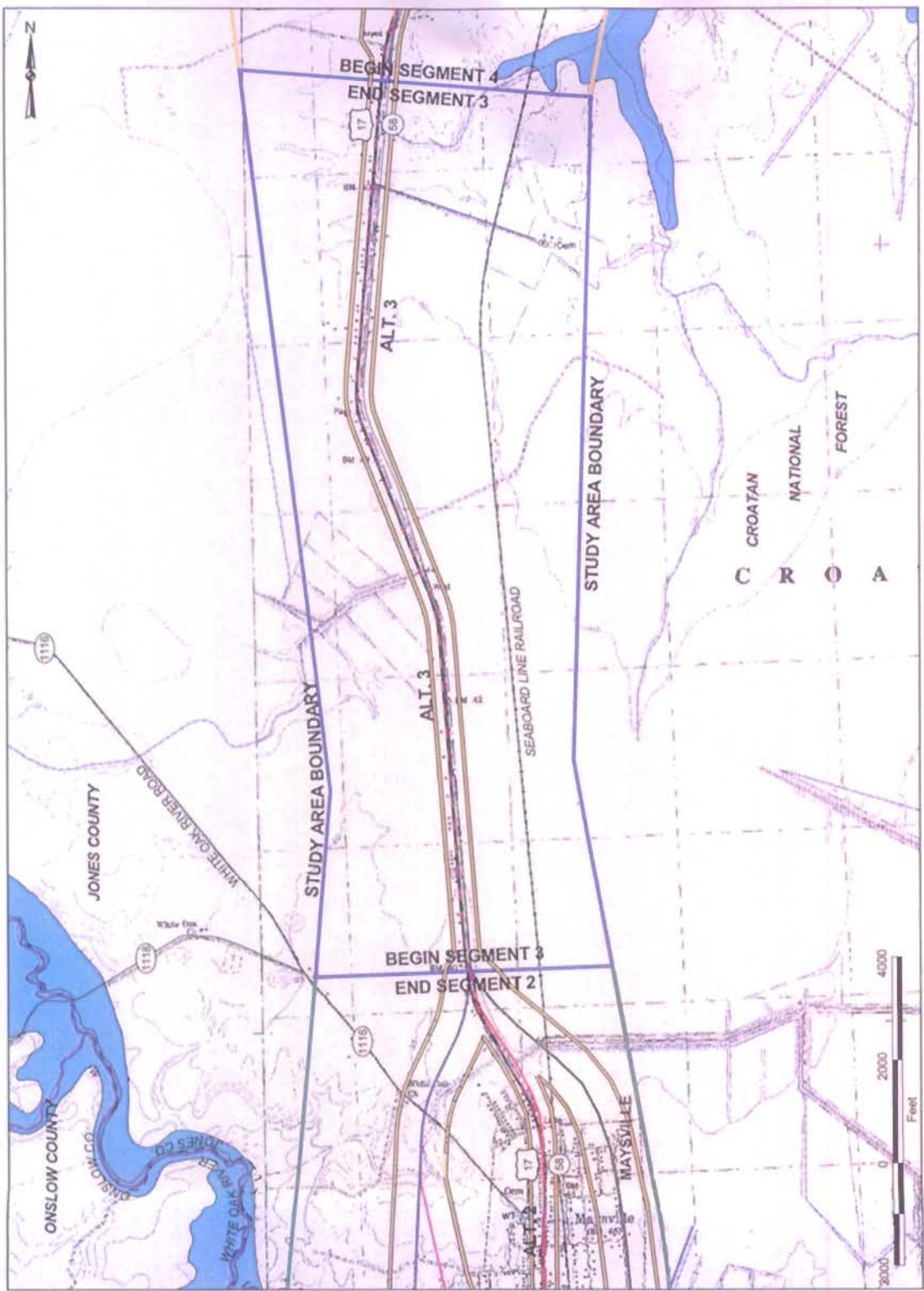
US 17 IMPROVEMENTS
 TIP PROJECT R-2514 B, C & D
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 COUNTY LINE, SOUTH OF NEW BERN

-  Area Inundated by 100 Year Flood
-  Existing Hydraulic Structure
-  Proposed Hydraulic Structure



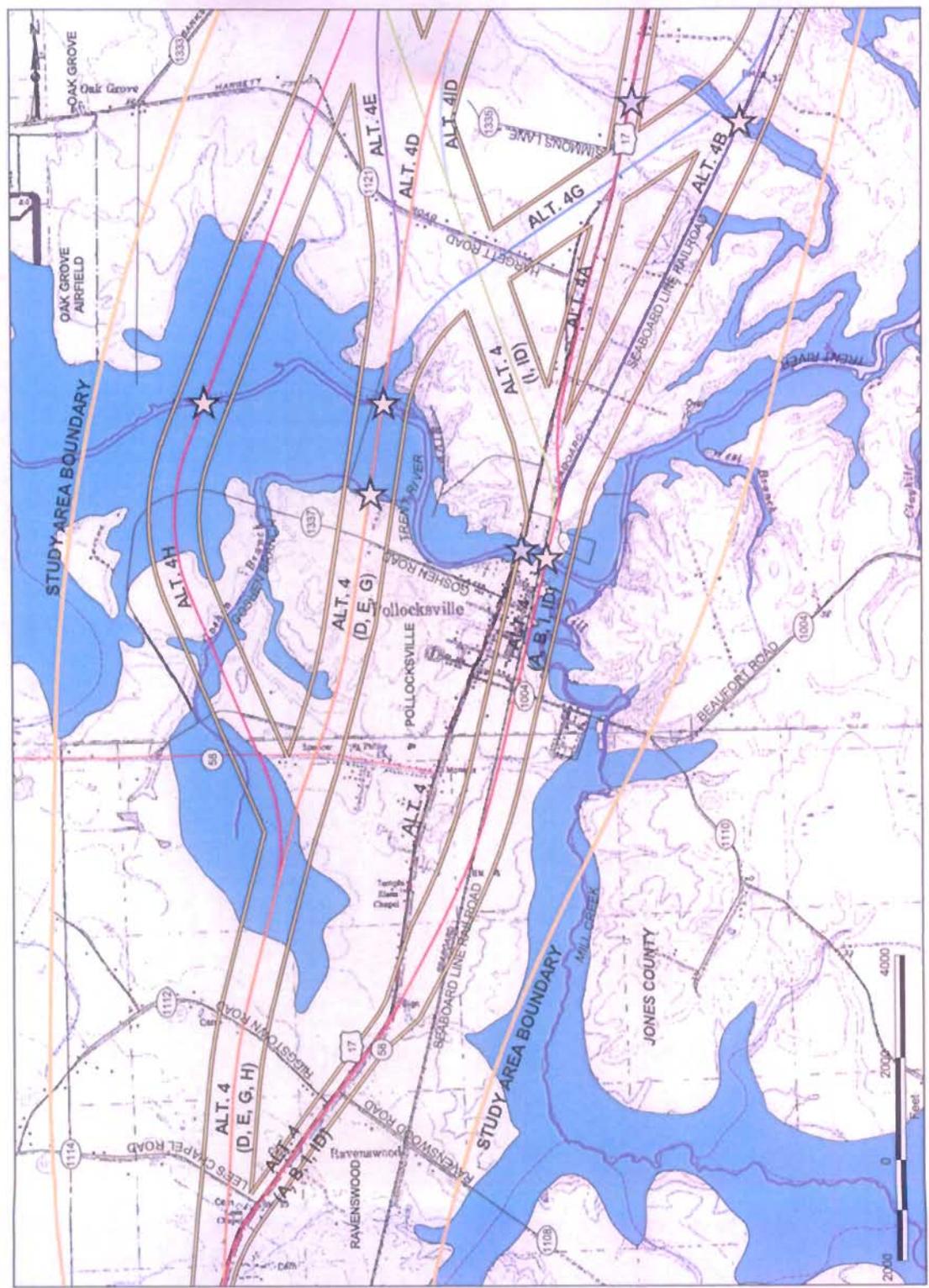
US 17 IMPROVEMENTS
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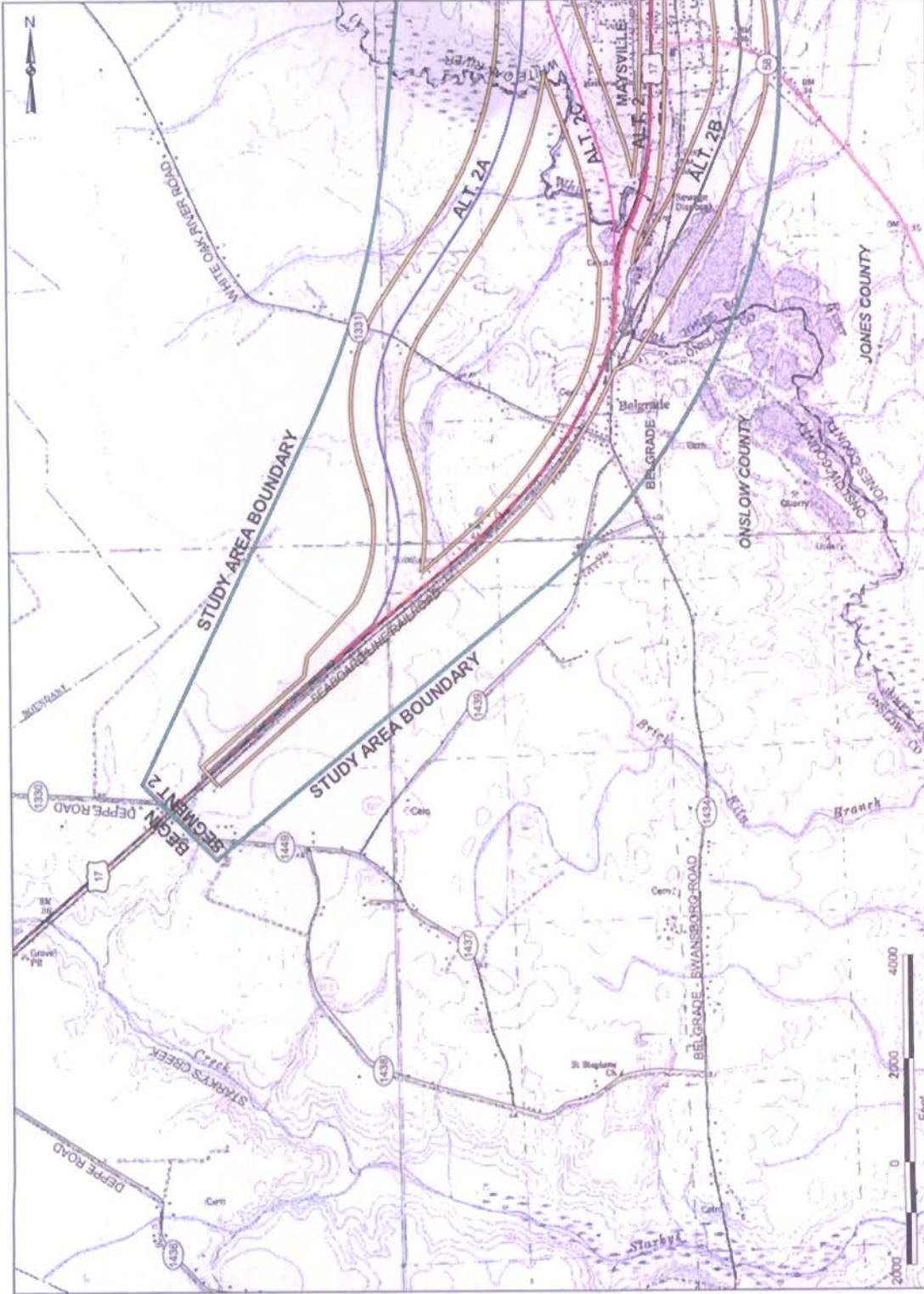
-  Area Inundated by 100 Year Flood
-  Existing Hydraulic Structure
-  Proposed Hydraulic Structure



WATER RESOURCES
 Figure 2

US 17 IMPROVEMENTS
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 FROM SR 1330/SR 1439 SOUTH
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 COUNTY LINE, SOUTH OF NEW BERN

— Detailed Study Limit

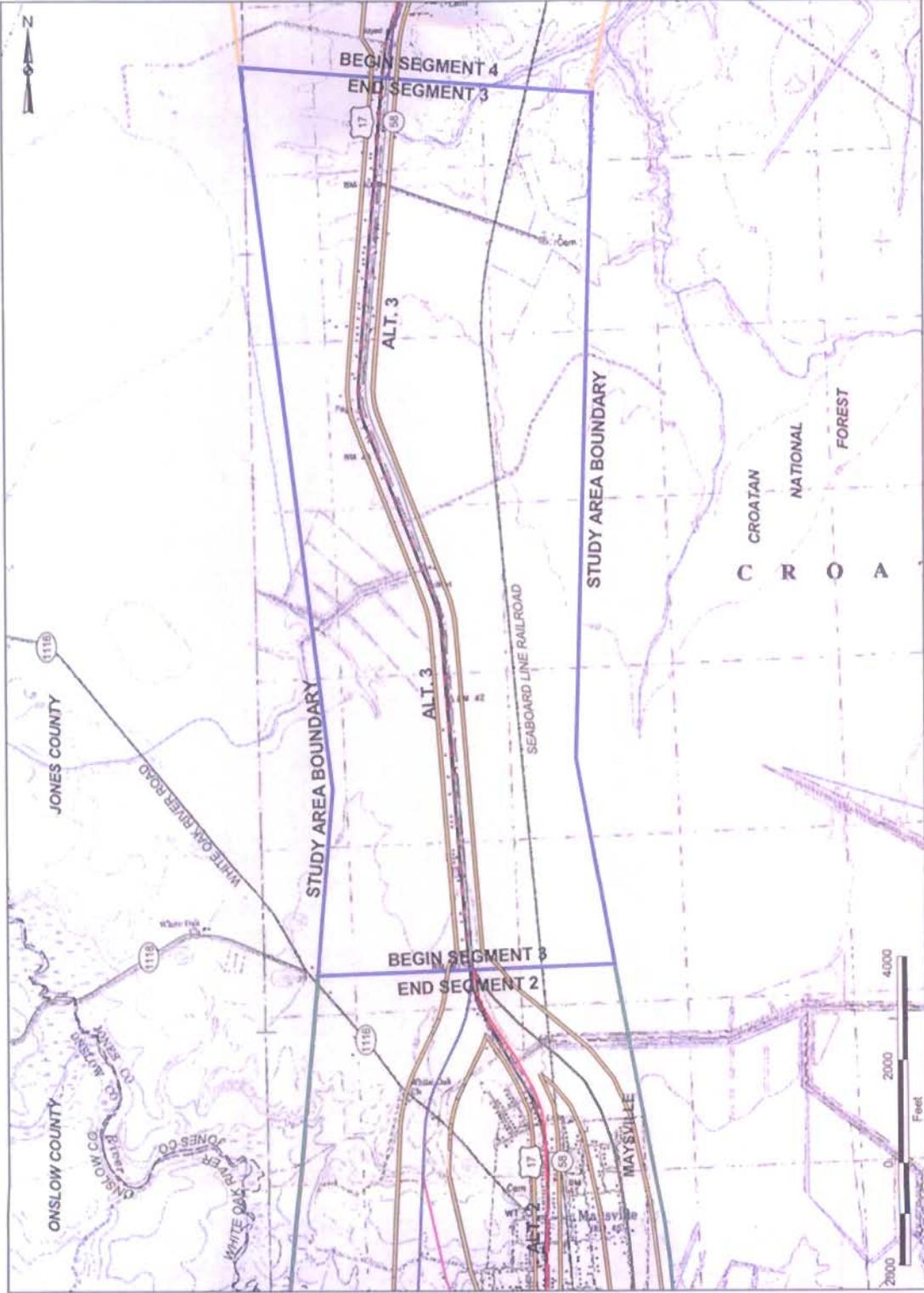


DETAILED STUDY ALTERNATIVES
 Figure 3
 Sheet 1 of 4



US 17 IMPROVEMENTS
 TIP PROJECT R-2514 B.C & D
 FROM SR 1330/SR 1439 SOUTH
 OF BELGRADE TO THE JONES/CRAVEN
 COUNTY LINE, SOUTH OF NEW BERN

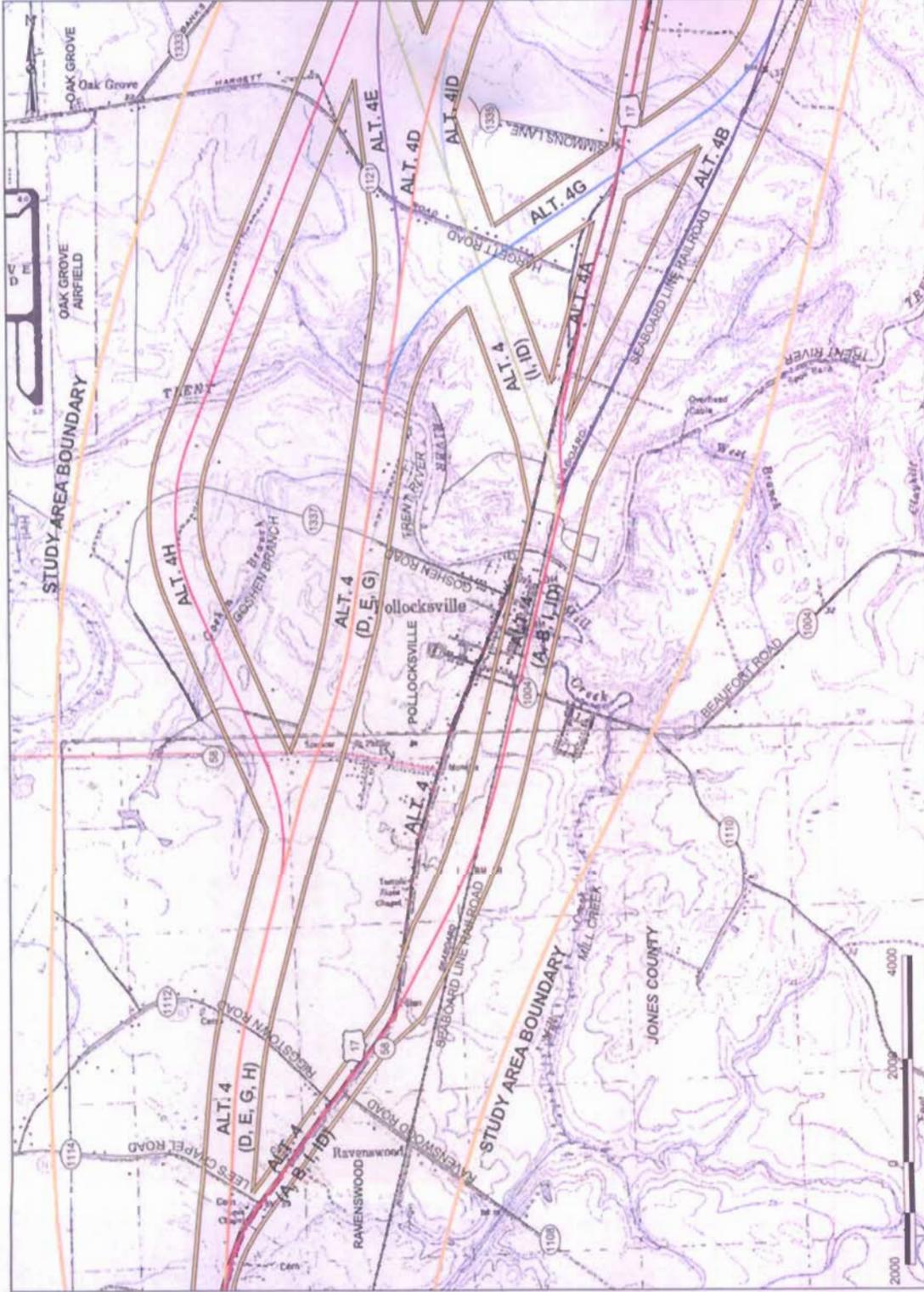
— Detailed Study Limit



DETAILED STUDY ALTERNATIVES
 Figure 3
 Sheet 2 of 4

US 17 IMPROVEMENTS
 TIP PROJECT R-2514 B,C & D
 FROM SR 1330/SR 1439 SOUTH
 OF BELGRADE TO THE JONES/CRAVEN
 COUNTY LINE, SOUTH OF NEW BERN

— Detailed Study Limit

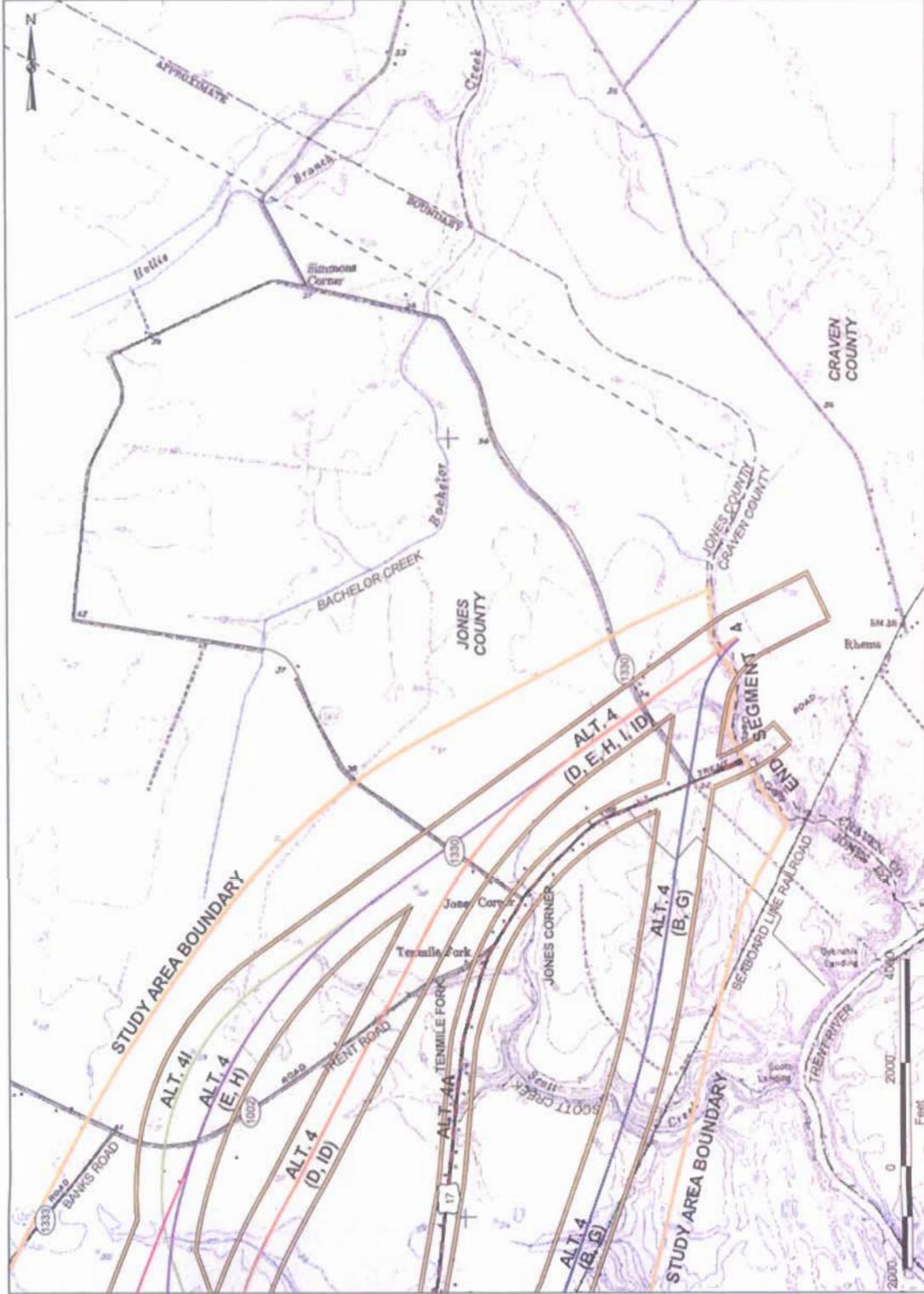


DETAILED STUDY ALTERNATIVES
 Figure 3
 Sheet 3 of 4



US 17 IMPROVEMENTS
 TIP PROJECT R-2514 B.C & D
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DETAILED STUDY ALTERNATIVES
 Figure 3
 Sheet 4 of 4

NORTH CAROLINA
 DEPARTMENT
 OF
 TRANSPORTATION

