

PROJECT SCOPING REPORT

SCREENING CHECKLIST

SPOT ID: H185357	FACILITY: CAPE FEAR MEMORIAL BRIDGE, NEW HANOVER & BRUNSWICK COUNTIES	DIVISION: 3	FIRM: HDR
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INSTRUCTIONS: The following questions are based on the CE Checklists for TYPE I and II projects. Answer each question in the space provided based on available data. Include qualitative discussion as appropriate.

1 Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?

A Natural Resources Technical Report (NRTR) must be prepared during project development before this question can be fully answered. Review the current USFWS [Endangered and Threatened Species and Species of Concern by County for North Carolina](#) and note species or designated critical habitat listed in the county(s).

Scientific Name	Common Name	Brunswick County	New Hanover County	Federal Status
<i>Alligator mississippiensis</i>	American alligator	√	√	T (S/A)
<i>Haliaeetus leucocephalus</i>	Bald eagle	√	√	BGPA
<i>Chelonia mydas</i>	Green sea turtle	√	√	T
<i>Lepidochelys kempii</i>	Kemp's (=Atlantic) ridley sea turtle	√	√	E
<i>Dermochelys coriacea</i>	Leatherback sea turtle	√	√	E
<i>Caretta</i>	Loggerhead sea turtle	√	√	T
<i>Myotis septentrionalis</i>	Northern long-eared bat		√	T
<i>Charadrius melodus</i>	Piping plover	√	√	T
<i>Picoides borealis</i>	Red-cockaded woodpecker	√	√	E
<i>Calidris canutus rufa</i>	Red knot	√	√	T
<i>Menidia extensa</i>	Waccamaw silverside-Range by basin	√		T
<i>Trichechus manatus</i>	West Indian manatee	√	√	E
<i>Mycteria americana</i>	Wood stork	√		T
<i>Thalictrum cooleyi</i>	Cooley's meadowrue	√	√	E
<i>Lysimachia asperulaefolia</i>	Rough-leaved loosestrife	√	√	E
<i>Amaranthus pumilus</i>	Seabeach amaranth	√	√	T

BGPA- Bald and Golden Eagle Protection Act T (S/A)= Threatened due to Similar Appearance
E= endangered T= threatened

2 Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?

A NRTR must be prepared during project development before this question can be fully answered. Review the current USFWS [Endangered and Threatened Species and Species of Concern by County for North Carolina](#) and note if BGPA species are listed in the county(s).

The Bald eagle is listed for both New Hanover and Brunswick counties.

3 Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?

Review the appropriate CTP for documentation of public involvement in the CTP development and any comments related to the project.

None uncovered during preliminary analysis.

4 Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?

This question will require additional evaluation during project development. Using the [NCDOT Demographic Tool](#), note the total population, as well as minority and low-income populations for the county and each Census Block Group in which the project is located. Also note any observations based on review of aerial photography.

Observations based on aerial photography indicate that the area surrounding the project within a 0.5 mile radius is mostly urban residential, with commercial and industrial land uses in New Hanover County and wetlands or vacant land in Brunswick County.

Census data indicated that there is a notable presence of minority and low income populations in the City of Wilmington portion of the project on the New Hanover County side of the river.

Minority

Geography	Total Population	White, Non-Hispanic		Minority Population*		Meets Thresholds	
		#	%	#	%	50%	10% over County
CT 202.02, BG 1	6,535	5,898	90.3%	637	9.7%	No	No
CT 201.04, BG 2	3,008	1,861	61.9%	1,147	38.1%	No	Yes
CT 111, BG 1	800	202	25.3%	598	74.8%	Yes	Yes
CT 115, BG 2	2,038	879	43.1%	1,159	56.9%	Yes	Yes
CT 111, BG 2	1,924	116	6.0%	1,808	94.0%	Yes	Yes
CT 113, BG 2	881	510	57.9%	371	42.1%	No	Yes
CT 112, BG 3	874	210	24.0%	664	76.0%	Yes	Yes
CT 112, BG 2	1,177	603	51.2%	574	48.8%	No	Yes
CT 113, BG 1	935	795	85.0%	140	15.0%	No	No
DSA	18,172	11,074	60.9%	7,098	39.1%	No	N/A
Brunswick County	126,860	103,713	81.8%	23,147	18.2%		
New Hanover County	224,231	172,855	77.1%	51,376	22.9%		
North Carolina	10,155,624	6,433,039	63.3%	3,722,585	36.7%		

* Minority population includes all races that are Non-White and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2014-2018), Table B03002, "Hispanic or Latino Origin by Race."

Poverty

Geography	Population for whom Poverty Status is Determined	Below Poverty Level		Under 50% of Poverty Level		Between 100% and 149% of Poverty Level		Meets Thresholds	
		#	%	#	%	#	%	25%	5% over County
CT 202.02, BG 1	6,376	165	2.6%	109	1.7%	525	8.2%	No	No
CT 201.04, BG 2	2,971	964	32.4%	316	10.6%	344	11.6%	Yes	Yes
CT 111, BG 1	800	95	11.9%	55	6.9%	187	23.4%	No	Yes
CT 115, BG 2	2,033	424	20.9%	100	4.9%	446	21.9%	No	Yes
CT 111, BG 2	1,924	1,290	67.0%	657	34.1%	264	13.7%	Yes	Yes
CT 113, BG 2	881	358	40.6%	152	17.3%	58	6.6%	Yes	Yes
CT 112, BG 3	800	347	43.4%	196	24.5%	118	14.8%	Yes	Yes
CT 112, BG 2	1,165	498	42.7%	471	40.4%	32	2.7%	Yes	Yes
CT 113, BG 1	915	178	19.5%	74	8.1%	145	15.8%	No	Yes
DSA	17,865	4,319	24.2%	2,130	11.9%	2,119	11.9%	No	N/A
Brunswick County	125,787	16,201	12.9%	6,994	5.6%	9,710	7.7%		
New Hanover County	217,333	37,602	17.3%	19,670	9.1%	18,272	8.4%		
North Carolina	9,881,292	1,523,949	15.4%	663,550	6.7%	1,002,739	10.1%		

Source: US Census Bureau, American Community Survey 5-year Estimates (2014-2018), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."

5 Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?

Provide a count of potential residential and commercial displacements.

Parcels identified below are expected to have some degree of right of way impacts. The first three parcels in Brunswick County are vacant with wetlands. Government-owned parcels [New Hanover Soil and Water Conservation District parcel and United States of America (USACE) parcel] are located on Eagle Island in addition to privately-owned parcels.

Parcel Owner	Description	PID	County	Land Type/ Zoning	Acres
Orrell Family LLC	139.9 Acre Eagle Island	311700444386	Brunswick	Vacant	148.6 (calculated)
New Hanover Soil & Water Conservation District	5.52 Acre Eagle Island Plat Z/15	311700552688	Brunswick	Vacant	5.38 (calculated)
Floyd M Hufham	235 Battleship Road	311700556532	Brunswick	Vacant	5.06
United States of America*	232 Battleship Road	311700650570	Brunswick	Warehouse	2.80 (calculated)
Alan E Rusher*	262 Battleship Road	311700650232	Brunswick	Warehouse	2.7
Riverman LLC	Lots 4, 5 ,6 Block 71	R05312-004-001-000	New Hanover	Industrial	0.79
Riverman LLC	Lots 1, 2, Part of 4 and Queen Street Block 57	R05312-005-004-000	New Hanover	Industrial	4.27
Riverman LLC	Lots 5 & 6 Block 57	R05312-005-003-000	New Hanover	Industrial	2.0
William L Seale II	Part Lots 5-6 Block 57	R05312-005-002-000	New Hanover	Urban Mixed Use	0.34
FMO Real Estate LLC*	58 NW 3	R05312-006-001-000	New Hanover	Commercial	0.06
FMO Real Estate LLC*	Part SW 3 Block 58	R05312-006-002-000	New Hanover	Commercial	0.06
William A Robinson Jr and Elizabeth V Robinson*	Part Lots 3-6 Block 58	R05312-006-003-000	New Hanover	Commercial	0.93
Colonial Carolina Inc.	Part ½ 1 Part 2 Block 44	R05312-006-004-000	New Hanover	Industrial	1.39
Scott Lynette Anderson*	M 1 Block 31	R05409-031-006-000	New Hanover	Residential	0.05
Marie Galloway Heirs*	Part EM 1 Block 31	R05409-031-005-000	New Hanover	Residential	0.05
Le Dome Holdings LLC	Part Lots 1-6 Block 31	R05413-002-002-000	New Hanover	Commercial	2.60

There are five anticipated business displacements or relocations and two residential relocations depending on the alternative. The potential relocations are indicated with an asterisk in the above table. The properties are located on both sides of the bridge. The remaining parcels are vacant land.

6 Does the project require an Individual Section 4(f) approval?

This question will require additional evaluation during project development. At this time, note the presence of properties that may be subject to Section 4(f), including historic resources, parks, and wildlife/waterfowl refuges. Note those within the proposed right of way, as well as within 1,000' of the project.

Dram Tree Park is located on the east side of the river north of the current bridge location. While not in the proposed footprint, construction activities may impact the municipal park or boat launch area.

7 Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?

This question will require additional evaluation during project development. Review [NC State Historic Preservation Office GIS data](#) and note the presence of historic properties within the proposed right of way, as well as within 1,000' of the project. Note: this site does not include archaeological resources.

Site Name	ID	Status	Acres
USS North Carolina (NHL)	NH0004	National Register	4
Wilmington Historic District	NH0003	National Register	2,032

The project is not expected to impact the USS North Carolina, located on Eagle Island north of the existing bridge, or the Wilmington Local Historic District on the eastern side of the bridge. The southern extent of the Wilmington Local Historic District is Church Street. The southern extent of the National Register (NR) district is between Wright Street and Meares Street. The NR district encompasses the proposed footprint. Resources within the NR boundary area that are also within the proposed footprint, are designated as Surveyed Only. Based on the current express designs, Listed or Determined Eligible NR resources are not anticipated to be impacted.

8 Does the project result in a finding of “may affect not likely to adversely affect” for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?
A NRTR must be prepared during project development before this question can be fully answered. Refer to Question #1 above.
 See #1 above

9 Is the project located in anadromous fish spawning waters?
Review the [anadromous fish spawning areas](#) maps to determine if the project is within 1,000’ of these areas.
 Yes. The project is located in fish spawning waters regulated by the Marine Fisheries Commission (MFC) and the Wildlife Resource Commission (WRC).

10 Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?
Determine the [NCDEQ Surface Water Classification](#) of any waters within 1,000’ of the project, and note if any have a “WS” (Water Supply) classification or supplemental classification of ORW or HQW. Check the current [303\(d\) list](#) for 303(d) listed waters within 1,000 feet of the project. Review the [Division Resource Map](#) to determine if the project is within a watershed subject to buffer rules.

Surface Water Name	Classification
Cape Fear River	SC
Northeast Cape Fear River	SC; SW
Alligator Creek	SC; SW

SC= Tidal Salt Water, SW= Swamp Water
 The project does not impact ORW, HQW, or Water Supply Watershed Critical Areas. Within the project area, the Cape Fear River is identified in the 2018 303(d) list of impaired water as “Exceeding Criteria”. The Cape Fear River is not subject to buffer rules. SAV is not identified within the project area on the Division 3 Resource Map.

11 Does the project impact waters of the United States in any of the designated mountain trout streams?
Trout counties are identified on the PDEA Agency Merger Contact Map, and trout waters are identified by “Tr” classification in their [NCDEQ Surface Water Classification](#) (see Question #10 above). Determine if project is within 1000’ of a trout stream.
 No.

12 Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?
This question will require additional evaluation during project development. Using express conceptual design right of way limits and National Wetland Inventory (NWI) mapping, calculate potential impacts to waters of the U.S. Note impacts to wetlands to the nearest 0.1 acre and to streams to the nearest 10 feet.
 Based on a preliminary review of NWI mapping, NCDEQ’s online mapping for streams, and conceptual ROW limits conducted on April 7, 2020, the project would impact approximately 16 acres of wetlands with approximately 6 acres of that being the Cape Fear River.

13	<p>Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility? <i>Review the Division Resource Map to determine if the project is within 1,000' of a FERC licensed facility.</i></p>																		
No.																			
14	<p>Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains? <i>This question will require additional evaluation during project development. Refer to Question #7 above.</i></p>																		
<p>Based on the NC Historic Preservation Office's HPOWEB GIS program, the National Register district extends to Eagle Island and includes both sides of the Cape Fear River north and south of the existing bridge. Identified archaeological remains in the Cape Fear River are primarily located on the west side of the river with a majority identified as being north of the existing bridge. Construction activity for the bridge supports are expected within the river, not along the river banks. Based on current express designs, archaeological remains are not expected to be impacted, however additional evaluation will be done during project development.</p>																			
15	<p>Does the project involve hazardous materials and/or landfills? <i>Note any potential hazardous properties based on review of aerial photography or from NC OneMap data.</i></p>																		
Potential hazardous materials sites include:																			
Inactive Hazardous Sites																			
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	Scotchman 3325	901 South 3 rd Street	#00-0-0000021405
	JLM Terminals, Inc.	1002 South Front Street	#00-0-0000022441
16	<p>Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?</p> <p><i>Review NC Floodmaps data to determine whether the project may encroach on any base (100-year) floodplain and/or regulatory floodway.</i></p> <p>The project area requires work encroaching in AE flood zones.</p>		
17	<p>Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?</p> <p><i>A NRTR must be prepared during project development before this question can be fully answered. Review the Division Resource Map to determine if the project is within a CAMA county.</i></p> <p>Both New Hanover and Brunswick are CAMA counties.</p>		
18	<p>Does the project require a U.S. Coast Guard (USCG) permit?</p> <p><i>Review NCDOT's USCG Stream Coordination Map to determine if the project impacts a navigable waterway that may require coordination and permitting with the USCG.</i></p> <p>Yes. A USCG permit is required.</p>		
19	<p>Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?</p> <p><i>Review the Division Resource Map to determine if the project is within 1,000' of a Wild and Scenic River.</i></p> <p>No.</p>		
20	<p>Does the project involve Coastal Barrier Resources Act (CBRA) resources?</p> <p><i>Review the Division Resource Map to determine if the project is within a CBRA area.</i></p> <p>Based on the Division 3 Resource Map the project does not involve CBRA resources.</p>		
21	<p>Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?</p> <p><i>Review the Division Resource Map to determine if the project is within federal lands.</i></p> <p>Based on the Division 3 Resource Map, Federal lands (USACE property) are located on Eagle Island south of the existing bridge, in the footprint for the proposed bridge.</p>		
22	<p>Does the project involve any changes in access control?</p> <p><i>Note if the project is proposing a change in control of access.</i></p> <p>No.</p>		
23	<p>Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?</p> <p><i>This question will require additional evaluation during project development. At this time, note changes in traffic patterns and any reduction in access to community resources.</i></p> <p>Based on proposed preliminary designs the project will not have an adverse effect on local traffic patterns or community cohesiveness.</p>		
24	<p>Will maintenance of traffic cause substantial disruption?</p> <p><i>Note if an offsite detour is recommended.</i></p> <p>Detours and road closures may be required in locations where the proposed project utilizes or crosses existing roadways. Maintenance of traffic and construction sequencing would be planned and scheduled to minimize traffic delays within the project limits. Temporary lane closures and detours may be required at times during construction. A traffic control plan would be prepared during the final design phase of the project, which would detail impacts to existing traffic patterns and road closures or realignments. The plan would also define detour routes, designated truck routes, and parking areas for construction equipment. Signs would be used where appropriate to provide notice of road closures and other pertinent information to the traveling public.</p>		

	Access to businesses and residences would be maintained to the extent practical during construction. An offsite detour is not recommended.
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)? <i>This question will be evaluated during project development.</i>
	N/A
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property? <i>A list of resources using funds provide through Section 6(f) of the Land and Water Conservation Fund (LWCF) is available at http://waso-lwcf.nrcr.nps.gov/public/index.cfm. Review the Division Resource Map to determine if the project crosses a TVA area. If parcel data is available, use best available information to determine if any of these situations exist.</i>
	Based on the Division 3 Resource Map, the project does not require the acquisition of lands with deed restrictions.
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)? <i>This question will require additional evaluation during project development. Refer to Question #16 above, and if the project is within a flood zone, review property data for locally-owned property (county or municipality) within the flood zone and note. If parcel data is available, determine if any property in the flood zone is government owned.</i>
	No. There are not any FEMA properties under the HMGP.
28	Does the project include a de minimis or programmatic Section 4(f)? <i>This question will require additional evaluation during project development. Refer to Question #6 above.</i>
	See #6 above
29	Is the project considered a Type I under the NCDOT's Noise Policy? <i>Review NCDOT's Traffic Noise Policy (pages 2-3) to determine the level of noise analysis that may be required. Provide responses for each funding scenario noting the level of environmental documentation.</i>
	IF THE PROJECT IS FEDERALLY FUNDED <i>Is the project a Type I project?</i> TBD. Level of noise analysis will be determined when project funding source is clarified. IF THE PROJECT IS STATE FUNDED <i>Is the project on an interstate or full control of access US route and does it involve adding additional through lanes? Will the project require a state EA or EIS?</i> TBD. Level of noise analysis will be determined when project funding source is clarified.
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)? <i>This question will be evaluated during project development.</i>
	N/A
31	Are there other issues that may affect project decisions? <i>Note any other issues that should be considered during project development.</i>
	The Cape Fear Memorial Bridge is: <ul style="list-style-type: none"> • a hurricane evacuation route • one of two crossings of the Cape Fear River in Downtown Wilmington • a major truck route for the Port of Wilmington • a commuter and emergency route for southeastern NC • a STRATNET Corridor • intermittently raised for ships and personal boats to travel north/south on the Cape Fear River • eligible for listing on the Federal Register of Historic Places

	<ul style="list-style-type: none"> The Cape Fear River is identified as tidally influenced waters with the entire project area in a tidally influenced zone.
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INSTRUCTIONS: The following questions are based on the CE Checklist for TYPE III projects. Answer each question in the space provided based on available data. Include qualitative discussion as appropriate.

32	<p>Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?</p> <p><i>This question will be evaluated during project development.</i></p>
	N/A
33	<p>Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?</p> <p><i>Note if existing or projected traffic volumes on the project are greater than 140,000 vpd.</i></p>
	<p>No. The 2019 base year traffic is 60,900 Average Annual Daily Traffic (AADT). Projected 2045 Future Year AADT is 81,900 vehicles. Traffic counts, forecasts and truck traffic will be updated when the project goes into project development and final design, however, the volume is not expected to be greater than 140,000 vehicles per day.</p>