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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT, JR.  
GOVERNOR

DIVISION OF HIGHWAYS  
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R. SAMUEL HUNT III  
SECRETARY

October 6, 1993

MEMORANDUM TO: File

FROM: G. E. Brew, PE *G. E. Brew*  
Project Design Engineer

SUBJECT: Project 6.269001T (U-2107B) Onslow County  
US 17, Jacksonville Bypass

Summary of Meeting

A meeting was held on September 23, 1993 in the Roadway Design Conference Room at the Century Center Complex on Poole Road. Attached is a list of attendees.

The purpose of the meeting was to update all parties involved with the status of the Jacksonville Bypass, to recommend a new alignment that would minimize impacts to the Marine Base, as well as, ~~avoid undercutting contaminated soil~~; and to discuss available options for wetland mitigation.

There was a brief introduction and Sandra Stepney proceeded by giving the project status. ~~Right of way plans~~ are scheduled to be sent to the Right of Way Branch by ~~October 1994~~ to begin transfer of Right of Way from Camp Lejeune to NCDOT. ~~Construction~~ plans are scheduled to be let to contract in ~~July 1995~~.

Sandra then discussed the revised alignment proposed for the bypass. The revised alignment is south of the original alignment, and encroaches on several buildings located on the Marine base. ~~alignment to avoid contaminated soil adjacent to Brinson Creek.~~

Bill Moore then gave a brief account of the contaminated site. He stated that if we were to stay with the original alignment, approximately 10,000 cy of unsuitable (muck) contaminated soil would need to be undercut. Due to the liability and the cost of removing this material, it is desirable to shift the alignment to avoid this material. With an alignment shift, it would not be necessary to undercut unsuitable (muck) material, but it would probably be necessary to excavate the contaminated material to the top of the ground water table. Neal Paul stated that the Marines Corps was willing to excavate the unsuitable soil prior to construction of the roadway, and begin the remediation process. Bill Moore also stated that NCDOT would not want to take title to the right of way until the clean up was completed. *(Clean-up of the contaminated site by Camp Lejeune is scheduled to be completed by June 1995.*

*Interim clean up.  
Full clean up will take much longer.  
This was stated at the meeting.*



The next issue discussed was the Marine Corps request for an underpass in the vicinity of the sewage treatment plant. Sandra discussed several options that were considered by NCDOT; however, these options were not desirable to Camp Lejeune representatives. After some discussion, it was decided that an underpass would not be necessary, but that a bridge over the main line would provide adequate access. The Marine Corps would confirm this and respond back to the NCDOT.

The alignment shift that avoids the undercut, also encroaches more onto the buildings in the Camp Geiger area. The Marine Corps representatives again stated that any buildings taken would need to be replaced at NCDOT expense. The new alignment would make it necessary for the armory, service station, and several other buildings to be replaced at an estimated cost of \$2,000,000 - \$3,000,000. The majority of this amount is the cost to move or replace the armory. In order for the armory to remain in place, the proposed right of way for the bypass would need to be approximately 200' from the armory. Right of way limits need to be set and a retaining wall added, such that Third St. is left intact and there is no encroachment onto the armory. Alternatives will be studied which will, perhaps, save the armory.

The next major issue of discussion was mitigation of wetland impacts. Bob Warren gave the history and present status for the use of Marine Corps land for wetland mitigation. He stated that 40,000 acres of land in the Sandy Run area had been purchased by the Marine Corps for expansion and wetland mitigation. At the time of purchase it was believed that this would be enough land to meet the Marine Corps needs, as well as, provide land to mitigate for the Jacksonville Bypass, and US 17 widening project (R-2406). It is now understood that a higher ratio of land in the Sandy Run area will be needed to mitigate for wetlands.

Until a suitable plan is accepted by the Corps of Engineers, the Marine Corps is not able to guarantee how much acreage will be available for NCDOT use. It is believed that it will take 1 - 1 1/2 years before the Marine Corps knows how much land will be available for NCDOT use. Therefore, Bob Warren suggested that NCDOT pursue other options to fall back on for wetland mitigation in case the Marine Corps was not able to meet the current project schedule, or in the event that the Marine Corps was not able to donate any land to NCDOT for mitigation.

Both Barney O'Quinn and Cecil McLamb emphasized that if it was probable that Marine Corps land would be available for wetland mitigation, we would rather not pursue other options. Cecil stated that it is very difficult to acquire land for wetland mitigation because NCDOT cannot condemn land for that purpose.

There were two other miscellaneous comments concerning wetland mitigation. One was that we would need to submit both the U-2107B and U-2107C segments together in order to get a permit for construction. The other was that we would need a wetland mitigation plan in place in order to get a signed FONSI.

Lastly, a new guardhouse is proposed off US 17 to replace the existing guardhouse on Bluecreek School Road. The proposed project will take the existing guardhouse. The Marines need to furnish NCDOT with guidelines on the needs of the new guardhouse.

GEB/

Attachment

cc: Don Morton, PE  
Tom Shearin, PE  
Sandra Stepney, PE  
Frank Vick, PE  
Barney O'Quinn, PE  
Gail Grimes, PE  
Calvin Leggett, PE  
Bill Moore, PG  
Cecil McLamb  
Roy Shelton, PE  
Al Austin  
✓ Neal Paul

Attendees

NCDOT

Don Morton  
Tom Shearin  
Len Hill  
Sandra Stepney  
Greg Brew  
Frank Vick  
B. J. O'Quinn  
Gail Grimes  
Cindy Sharer  
Doug Huggett  
Randy Turner  
Phil Harris  
Calvin Lettett  
Whit Webb  
Sandy Nance  
Bill Moore  
Cecil McLamb  
Betty Yancey

Highway Design  
Roadway Design  
Roadway Design  
Roadway Design  
Roadway Design  
Planning and Environmental  
Program Development  
Program Development  
Program Development  
Geotechnical  
Right of Way  
Right of Way

FHWA

Don Voelketz  
Roy Shelton  
Wady Williams

FHWA  
FHWA  
FHWA

Misc

Mike Taylor  
Patrick Watters

Army Corps of Engineers  
NC Superfund

Camp Lejeune

Larry Brant  
B. W. Elston  
Al Austin  
Katherine Landman  
Linda Berry  
Neal Paul  
Bob Warren

Facilities Planning  
Facilities Department  
Facilities Department  
Department of Navy  
Department of Navy  
Environmental Management Dept.  
Environmental Management Dept.

