

**Subject: Morganton Road Improvements
FED – HPP – 1216(10)
STATE – 05LPLM-F3-054
NEPA Document Update**

Date: November 6, 2018

Chris Soro

Time: 1300 hrs.

Persons In-Attendance: Jeff Headrick, Chico Messer, Joel Wheelon, Thomas Lloyd, Doug Hancock, Misty Guge, Randy Vineyard, Katie Branham-Kerr, Angelie Shankle, Kevin Stoltenberg, Liz Porter, Chris Soro.

1. Reviews of regulatory records and site observations did not identify recognized environmental conditions. However, there are two active gas stations along the project corridor. These stations are scheduled for additional study including the use of Ground Penetrating Radar to identify any potential for abandoned tanks in the project limits and the installation of passive soil gas monitors to check for petroleum-based hydrocarbons. This work is tentatively scheduled for December. Both station owners have been contacted to request permission to enter their property for this work. Permission was granted by each (Sadru Budhwani and Ron Tejani). Jeff Headrick identified two other locations where historic underground storage tanks could potentially be located. These will be evaluated as part of the Phase II environmental assessment. The EDR database review did not identify these locations.
2. The Archeological and Historic Resources Survey did not identify National Register of Historic Places listed resources in or adjacent to the Project Area.
3. The field investigation did not identify archaeological remains or previously unrecorded above ground historic resources within the project footprint.
4. There are approximately 6 stream crossings and .02 acres of wetlands which could potentially be impacted. On the high side, this could create approximately 1500 LF of stream impacts. (The hope is this will be much less.) The most common means of offsetting impacts is via purchasing credits in a mitigation bank. There is such a bank under development which has the potential for being used on this project. The bank must be in the same service area as the streams being impacted. Purchase of these credits can be costly, and this expense is not currently in the project budget. Work will be done to quantify and minimize the impact and address this matter from a budgeting perspective. Mitigation credits can be reserved with a deposit determined by the bank, and the balance due at the time of permitting. Concern was expressed about when these costs can be expected to be incurred; the mitigation bank must be approved and the extent of impacts must be determined before these issues can be fully addressed.
5. Next meeting was scheduled for January 15 at 1:00pm at the Blount County Highway Department.