



# STATESVILLE REGIONAL AIRPORT

Runway 10-28 Safety Enhancements Program  
*RSA Improvements and Obstruction Removal*

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

JULY 2020

APPENDICES



## **APPENDIX A**

# **Project Correspondence**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Memphis Airports District Office  
2600 Thousand Oaks Blvd., Suite 2250  
Memphis, TN 38118-2486

Phone: 901-322-8180

July 10, 2020

Mr. John Ferguson  
Manager  
Statesville Regional Airport  
PO Box 1111  
Statesville, NC 28687

Dear Mr. Ferguson:

**RE: FONSI – Runway 10-28 Safety Enhancements Program  
Statesville Regional Airport, Statesville, North Carolina**

The Federal Aviation Administration (FAA) Memphis Airports District Office has reviewed the Environmental Assessment (EA) for the referenced project. Based on our review, the EA supports a Finding of No Significant Impact (FONSI).

To finalize the environmental process for this action, please issue an announcement of availability of the FONSI along with the final EA in a newspaper of general circulation.

If you have any questions related to this environmental review, please contact Aaron Braswell of my staff at (901) 322-8192 or at [Aaron.Braswell@faa.gov](mailto:Aaron.Braswell@faa.gov).

Sincerely,

**TOMMY L DUPREE** Digitally signed by TOMMY L  
DUPREE  
Date: 2020.07.10 12:15:01 -05'00'  
Tommy L. Dupree  
Manager, Memphis Airports District Office

Enclosure



NORTH CAROLINA  
*Environmental Quality*

**ROY COOPER**  
*Governor*

**MICHAEL S. REGAN**  
*Secretary*

**JAMIE RAGAN**  
*Director*

MEMORANDUM

To: Crystal Best  
State Clearinghouse Coordinator  
NC Department of Administration

From: Lyn Hardison  
Division of Environmental Assistance and Customer Service  
Environmental Assistance and Project Review Coordinator  
Washington Regional Office

RE: 20-0280  
Environmental Assessment - Proposed project is for the Runway  
10-28 Safety Enhancement program which includes removal of  
trees, closure and relocating a portion of Bethlehem Road and  
improve the Runway Safety Areas.  
Iredell County

Date: July 9, 2020

The Department of Environmental Quality has reviewed the proposal for the referenced project. Based on the information provided, several of our agencies have identified permits that maybe required and offered some valuable guidance. The comments attached for the applicant's review.

The Department agencies will continue to be available to assist the applicant through any environmental review or permitting processes.

Thank you for the opportunity to respond.

Attachments



State of North Carolina Department of Environmental Quality  
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Mooresville  
 Project Number: 20-0280 Due Date: 7/6/2020  
 County: Iredell

After review of this project it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begins activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
<input checked="" type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with _____ <b>Local Government's</b> approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		Based on Local Program
<input type="checkbox"/>	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Separate Storm Sewer System & Construction activities that disturb ≥1 acre.		30-60 days (90 days)
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state.		45 days (90 days)

State of North Carolina Department of Environmental Quality  
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Mooresville  
 Project Number: 20-0280 Due Date: 7/6/2020  
 County: Iredell

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected area greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage or the total project cost will be required upon completion.	30 days (60 days)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days (N/A)
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DEQ at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days (N/A)
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property	15-20 days (N/A)
<input checked="" type="checkbox"/>	401 Water Quality Certification	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
<input type="checkbox"/>	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: <a href="http://deg.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program">http://deg.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program</a>		
<input type="checkbox"/>	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: <a href="http://deg.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information">http://deg.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information</a>		
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 - \$475.00 fee must accompany application	75 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$100.00 fee must accompany application	22 days (25 days)
<input checked="" type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
<input checked="" type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input checked="" type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input checked="" type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of the _____ water system must be approved through the _____ delegated plan approval authority. Please contact them at _____ for further information.		

State of North Carolina Department of Environmental Quality  
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Mooreville  
 Project Number: 20-0280 Due Date: 7/6/2020  
 County: Iredell

Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ	AFC	<input type="checkbox"/>	See checked items. Any engines installed should comply with 4Z The facility had an odor complaint on January 10, 2008	6/15/2020
DWR-WQROS (Aquifer & Surface)	AHP &	<input type="checkbox"/>	Any wells in the project area should be properly abandoned by a NC certified well driller (box checked). A 401 certificate is necessary as noted in the documentation (box checked). WQROS will defer to any more specific comments that may be generated by DWR-401 & Buffer Transportation Permitting Branch as this is a transportation related project. &	6/24/2020
DWR-PWS	JHW	<input type="checkbox"/>	See above comment	6/11/2020
DEMLR (LQ & SW)	ZSK	<input type="checkbox"/>	See above comments	6/12/2020
DWM – UST	RHT	<input type="checkbox"/>	1. The Mooreville Regional Office (MRO) UST Section recommends removal of any abandoned or out-of-use petroleum USTs or petroleum above ground storage tanks (ASTs) within the project area. The UST Section should be contacted regarding use of any proposed or on-site petroleum USTs or ASTs. We may be reached at 704-663-1699.  2. Any petroleum spills must be contained, and the area of impact must be properly restored. Petroleum spills of significant quantity must be reported to the North Carolina Department of Environment & Natural Resources – Division of Waste Management Underground Storage Tank Section in the Mooreville Regional Office at 704-663-1699.  3. Any soils excavated during demolition or construction that show evidence of petroleum contamination, such as stained soil, odors, or free product must be reported immediately to the local Fire Marshall to determine whether explosion or inhalation hazards exist. Also, notify the UST Section of the Mooreville Regional Office at 704-663-1699. Petroleum contaminated soils must be handled in accordance with all applicable regulations..	7/7/2020
Other Comments		<input type="checkbox"/>		/ /

**REGIONAL OFFICES**

Questions regarding these permits should be addressed to the Regional Office marked below.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> <b>Asheville Regional Office</b><br>2090 U.S. 70 Highway<br>Swannanoa, NC 28778-8211<br>Phone: 828-296-4500<br>Fax: 828-299-7043 | <input type="checkbox"/> <b>Fayetteville Regional Office</b><br>225 Green Street, Suite 714,<br>Fayetteville, NC 28301-5043<br>Phone: 910-433-3300<br>Fax: 910-486-0707 | <input type="checkbox"/> <b>Mooreville Regional Office</b><br>610 East Center Avenue, Suite 301,<br>Mooreville, NC 28115<br>Phone: 704-663-1699<br>Fax: 704-663-6040 |
| <input type="checkbox"/> <b>Raleigh Regional Office</b><br>3800 Barrett Drive,<br>Raleigh, NC 27609<br>Phone: 919-791-4200<br>Fax: 919-571-4718           | <input type="checkbox"/> <b>Washington Regional Office</b><br>943 Washington Square Mall,<br>Washington, NC 27889<br>Phone: 252-946-6481<br>Fax: 252-975-3716           | <input type="checkbox"/> <b>Wilmington Regional Office</b><br>127 Cardinal Drive Ext.,<br>Wilmington, NC 28405<br>Phone: 910-796-7215<br>Fax: 910-350-2004           |
|   | <input type="checkbox"/> <b>Winston-Salem Regional Office</b><br>450 Hanes Mill Road, Suite 300,<br>Winston-Salem, NC 27105<br>Phone: 336-776-9800<br>Fax: 336-776-9797 |  |

State of North Carolina Department of Environmental Quality  
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

## Department of Environmental Quality Project Review Form

**Project Number: 20-0280  
(18-0040)**

**County: Iredell**

**Date Received: 6-11-2020**

**Due Date: 7-6-2020**

**Project Description:** Environmental Assessment - Proposed project is for the Runway 10-28 Safety Enhancements program. Project would remove tree obstructions, close and relocate a portion of Bethlehem Road and improve the Runway Safety Areas. - View document at: [https://www.statesvillenc.net/departments/airport/projects\\_improvements](https://www.statesvillenc.net/departments/airport/projects_improvements)

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
<input type="checkbox"/> Asheville	<input checked="" type="checkbox"/> Air	<input type="checkbox"/> Air Quality	<input type="checkbox"/> Coastal Management
<input type="checkbox"/> Fayetteville	<input checked="" type="checkbox"/> DWR	<input type="checkbox"/> Parks & Recreation	<input type="checkbox"/> Marine Fisheries
<input checked="" type="checkbox"/> Mooresville	<input checked="" type="checkbox"/> DWR - Public Water	<input checked="" type="checkbox"/> Waste Mgmt	<input type="checkbox"/> Military Affairs
<input type="checkbox"/> Raleigh	<input checked="" type="checkbox"/> DEMLR (LQ & SW)	<input type="checkbox"/> Water Resources Mgmt (Public Water, Planning & Water Quality Program)	<input type="checkbox"/> DMF-Shellfish Sanitation
<input type="checkbox"/> Washington	<input checked="" type="checkbox"/> DWM-UST	<input checked="" type="checkbox"/> DWR-Transportation Unit <u>Donna Hood</u>	<input checked="" type="checkbox"/> Wildlife <u>Olivia Munzer</u>
<input type="checkbox"/> Wilmington			<input type="checkbox"/> Wildlife - DOT
<input type="checkbox"/> Winston-Salem			

Manager Sign-Off/Region:	Date: 30 June 2020	In-House Reviewer/Agency: Olivia Munzer/NCWRC
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Response (check all applicable)

No objection to project as proposed.       No Comment

Insufficient information to complete review       Other (specify or attach comments)

No additional comments to those provided on 1 September 2017

If you have any questions, please contact:  
**Lyn Hardison at [lyn.hardison@ncdenr.gov](mailto:lyn.hardison@ncdenr.gov) or (252) 948-3842**  
**943 Washington Square Mall Washington NC 27889**  
**Courier No. 16-04-01**



## ⊠ North Carolina Wildlife Resources Commission ⊠

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Gordon Myers, Executive Director

### MEMORANDUM

TO: Lyn Hardison, Environmental Assistance and SEPA Coordinator  
NCDENR Division of Environmental Assistance and Customer Services

FROM: Olivia Munzer, Western Piedmont Coordinator   
Habitat Conservation

DATE: 1 September 2017

SUBJECT: Environmental Assessment for the Statesville Regional Airport – Runway 10-28 Safety Enhancements Program, Iredell County, North Carolina. DEQ Project No. 18-0040.

Biologists with the North Carolina Wildlife Resources Commission (NCWRC) have reviewed the subject documents. Comments are provided in accordance with certain provisions of the National Environmental Policy Act, North Carolina (N.C.) Environmental Policy Act (G.S. 113A-1 through 113A-10; 1 NCAC 25), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

The City of Statesville and the N.C Department of Transportation, Division of Aviation have submitted and Environmental Assessment for the proposed Runway 10-28 Safety Enhancement Program at the Statesville Regional Airport, Iredell County, N.C. The program includes proposed improvements to the Runway Safety Area to comply with Federal Aviation Administration standards, remove/close a portion of Bethlehem Road in the approach to Runway 10, relocation of the runway thresholds to the ends of the pavement, removal of tree obstructions to the approach areas, and construction of the full-length south parallel taxiway. The proposed improvements would impact approximately 922 linear feet of streams and 1.0 acre of wetlands.

The project area drains to Back Creek in the Yadkin-Pee Dee River basin. We have no records of federally or state-protected species at or adjacent to the site. The United States Fish and Wildlife Service (USFWS) lists the northern long-eared bat (*Myotis septentrionalis*), a federally threatened and state significantly rare species, as having the potential to occur within or near the site.

We offer the following recommendations to minimize impacts to aquatic and terrestrial wildlife resources:

1. The NCWRC understands the need for increased safety, reducing wildlife attractants and hazards, and increasing operational utility; however, we have some concerns regarding the amount of impacts to wetlands and streams. We recommend further minimizing impacts to streams and wetlands, if practical. Placing fill in aquatic resources can alter hydrology, result in significant negative impacts to downstream areas. Additional impervious surface results in an increase in stormwater runoff that can exert significant impacts on stream morphology. This will cause

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**Mailing Address:** Habitat Conservation • 1721 Mail Service Center • Raleigh, NC 27699-1721  
**Telephone:** (919) 707-0220 • **Fax:** (919) 707-0028

further degradation of aquatic habitat through accelerated stream bank erosion, channel and bedload changes, altered substrates, and scouring of the stream channel. In addition, pollutants (e.g., sediment, heavy metals, pesticides, and fertilizers) washed from developed landscapes can adversely affect and extirpate species downstream.

2. Maintain a minimum 100-foot undisturbed, native, forested buffer along each side of perennial streams and 50-foot undisturbed, native forested buffer along each side of intermittent streams and wetlands. Forested riparian buffers protect water quality by stabilizing stream banks and filtering stormwater runoff.
3. Avoid tree clearing activities during the maternity roosting season for bats (May 15 – August 15).
4. Manage non-native, invasive species by pretreating the project site prior to construction, preventing spread during construction, and control non-native, invasive species throughout the monitoring period.
5. If applicable, culverts should be designed to provide aquatic life passage. Culverts 48 inches in diameter or larger should be buried one foot into the streambed. Culverts less than 48 inches in diameter should be buried to a depth equal to or greater than 20% of their size. Aquatic life passage should be assured during low flow or drought conditions. Any riprap used should not interfere with aquatic life movement during low flow.
6. Sediment and erosion control measures should be installed prior to any land clearing or construction. The use of **biodegradable and wildlife-friendly sediment and erosion control devices** is strongly recommended. Silt fencing, fiber rolls, and/or other products should have loose-weave netting that is made of natural fiber materials with movable joints between the vertical and horizontal twines. Silt fencing or similar materials that have been reinforced with plastic or metal mesh should be avoided as they impede the movement of terrestrial wildlife species. Excessive silt and sediment loads can have detrimental effects on aquatic resources including destruction of spawning habitat, suffocation of eggs and clogging of gills.

Thank you for the opportunity to review and comment on this project. Please contact me at (336) 290-0056 or [olivia.munzer@ncwildlife.org](mailto:olivia.munzer@ncwildlife.org) if there are any questions about these comments.

ec: Allen Ratzlaff, USFWS



NORTH CAROLINA  
Environmental Quality

ROY COOPER  
*Governor*

MICHAEL S. REGAN  
*Secretary*

MICHAEL SCOTT  
*Director*

Date: June 24, 2020

To: Michael Scott, Director  
Division of Waste Management

Through: Janet Macdonald  
Inactive Hazardous Sites Branch – Special Projects Unit

From: Bonnie S. Ware  
Inactive Hazardous Sites Branch

Subject: NEPA Project #20-0280, Statesville Regional Airport, Iredell County, North Carolina

The Superfund Section has reviewed the proximity of sites under its jurisdiction to the Statesville Regional Airport project. Proposed project is for the Runway 10-28 Safety Enhancements program. Project would remove tree obstructions, close and relocate a portion of Bethlehem Road and improve the Runway Safety Areas.

No sites were identified within one mile of the project as shown on the attached report

Please contact Janet Macdonald at 919.707.8349 if you have any questions.



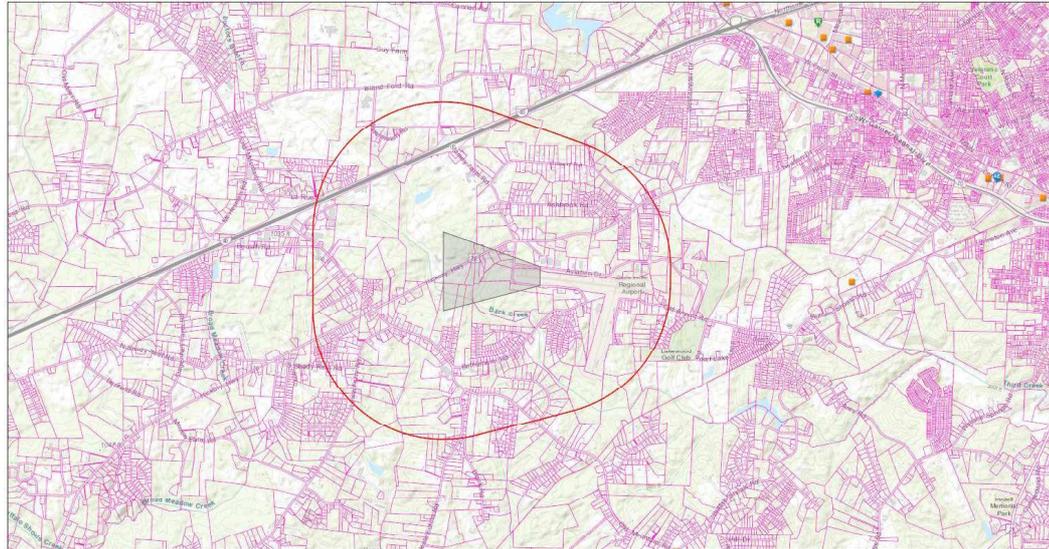
North Carolina Department of Environmental Quality | Division of Waste Management  
217 West Jones Street | 1646 Mail Service Center | Raleigh, North Carolina 27699-1646  
919.707.8200

# SEPA/NEPA Review Report

## Area of Interest (AOI) Information

Area : 3,668.7 acres

Jun 24 2020 15:28:24 Eastern Daylight Time



NC Brownfields Location\_View

- Recorded
- Active Eligible
- Federal Remediation Branch
- Inactive Hazardous Sites

1:39,809  
0 0.4 0.8 1.6 mi  
0 0.5 1 2 km

Sources: Esri | HERE | Garmin | Intermap | increment P Corp. | GEBCO | USGS | FAO | NPS | NRC | GEBCO | IGN | NOAA | Esri | Japan | METI | Esri | China (Hong Kong) | Esri | OpenStreetMap contributors, and the GIS User Community

6/24/2020

20-0280 Iredell County

Summary

Name	Count	Area(acres)	Length(mi)
Certified DSCA Sites	0	N/A	N/A
Federal Remediation Branch Sites	0	N/A	N/A
Inactive Hazardous Sites	0	N/A	N/A
Pre-Regulatory Landfill Sites	0	N/A	N/A
Brownfields Program Sites	0	N/A	N/A



NORTH CAROLINA  
*Environmental Quality*

ROY COOPER  
*Governor*

MICHAEL S. REGAN  
*Secretary*

MICHAEL SCOTT  
*Director*

DATE: July 1, 2020

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Deb Aja, Western District Supervisor - Solid Waste Section

RE: NEPA Project 20-0280, Iredell County, N.C.  
Statesville Regional Airport Improvements Project

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The Solid Waste Section has reviewed the Draft Supplemental Environmental Assessment for the Statesville Regional Airport project for the Runway 10- 28 Safety Enhancements program. The project would remove tree obstructions, close and relocate a portion of Bethlehem Road and improve the Runway Safety Areas, located Iredell County, North Carolina. The review has been completed and has seen no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project from a solid waste perspective.

During the project, every feasible effort should be made to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility approved to manage the respective waste type. The Section strongly recommends that any contractors are required to provide proof of proper disposal for all waste generated as part of the project. A list of permitted solid waste management facilities is available on the Solid Waste Section portal site at: <http://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/solid-waste-management-annual-reports/solid-waste-permitted-facility-list>

Please contact Kim Sue, Environmental Senior Specialist, for any other questions regarding solid waste management for this project. Ms. Sue may be reached at (704) 235-2163 or by email at [kim.sue@ncdenr.gov](mailto:kim.sue@ncdenr.gov).

Ec: Jason Watkins, Field Operations Branch Head  
Kim Sue, Environmental Senior Specialist



**NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW**

COUNTY: IREDELL

F03: AIRPORTS

STATE NUMBER: 20-E-0000-0280

DATE RECEIVED: 06/09/2020

AGENCY RESPONSE: 07/06/2020

REVIEW CLOSED: 07/09/2020

MS CINDY WILLIAMS  
CLEARINGHOUSE COORDINATOR  
DPS - DIV OF EMERGENCY MANAGEMENT  
FLOODPLAIN MANAGEMENT PROGRAM  
4218 MAIL SERVICE CENTER  
RALEIGH NC

**REVIEW DISTRIBUTION**

CENTRALINA COG  
DEPT OF AGRICULTURE  
DEPT OF ENVIRONMENTAL QUALITY  
DEPT OF NATURAL & CULTURAL RESOURCE  
DEPT OF TRANSPORTATION  
DNCR - NATURAL HERITAGE PROGRAM  
DPS - DIV OF EMERGENCY MANAGEMENT

**PROJECT INFORMATION**

APPLICANT: Statesville Regional Airport  
TYPE: National Environmental Policy Act  
Environmental Assessment

DESC: Proposed project is for the Runway 10-28 Safety Enhancements program. Project would remove tree obstructions, close and relocate a portion of Bethlehem Road and improve the Runway Safety Areas. - View document at:  
[https://www.statesvillenc.net/departments/airport/projects\\_improvements](https://www.statesvillenc.net/departments/airport/projects_improvements)

CROSS-REFERENCE NUMBER: 18-E-0000-0040

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

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AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:  NO COMMENT  COMMENTS ATTACHED

SIGNED BY: \_\_\_\_\_

*Jintao Wen*

DATE: 7/2/2020

**NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW**

COUNTY: IREDELL

F03: AIRPORTS

STATE NUMBER: 20-E-0000-0280

DATE RECEIVED: 06/09/2020

AGENCY RESPONSE: 07/06/2020

REVIEW CLOSED: 07/09/2020

MS JEANNE STONE  
CLEARINGHOUSE COORDINATOR  
DEPT OF TRANSPORTATION  
STATEWIDE PLANNING - MSC #1554  
RALEIGH NC

**REVIEW DISTRIBUTION**

CENTRALINA COG  
DEPT OF AGRICULTURE  
DEPT OF ENVIRONMENTAL QUALITY  
DEPT OF NATURAL & CULTURAL RESOURCE  
DEPT OF TRANSPORTATION  
DNCR - NATURAL HERITAGE PROGRAM  
DPS - DIV OF EMERGENCY MANAGEMENT

**PROJECT INFORMATION**

APPLICANT: Statesville Regional Airport  
TYPE: National Environmental Policy Act  
Environmental Assessment

DESC: Proposed project is for the Runway 10-28 Safety Enhancements program. Project would remove tree obstructions, close and relocate a portion of Bethlehem Road and improve the Runway Safety Areas. - View document at:  
[https://www.statesvillenc.net/departments/airport/projects\\_improvements](https://www.statesvillenc.net/departments/airport/projects_improvements)

CROSS-REFERENCE NUMBER: 18-E-0000-0040

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

---

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:  NO COMMENT  COMMENTS ATTACHED

SIGNED BY: *Dominique L Boyd*

DATE: 07/06/2020

**From:** [Barnette, Jonathan A](#)  
**To:** [Stevens, Laura](#)  
**Cc:** [Cook, John R](#); [Martin, Jennifer](#); [Schenz, Eric A](#)  
**Subject:** Bethlehem Rd. Closure  
**Date:** Tuesday, June 30, 2020 11:07:46 AM  
**Attachments:** [image001.png](#)  
[Iredell\\_SR1363\\_DF15512.2049011\\_Michael.pdf](#)  
[480084\\_Routine\\_03\\_04\\_2020.pdf](#)

---

Laura,

Please see the attached file from hydraulics and our bridge maintenance engineer regarding the pipe replacement on Bethlehem Rd. Please let us know if we can provide additional assistance.

Sincerely,

**Jonathan A. Barnette**  
Assistant District Supervisor  
Division 12/District 2  
North Carolina Department of Transportation

704 380 6040 office  
[jbarnette@ncdot.gov](mailto:jbarnette@ncdot.gov)

124 Prison Camp Rd.  
Statesville, NC 28625



*Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.*

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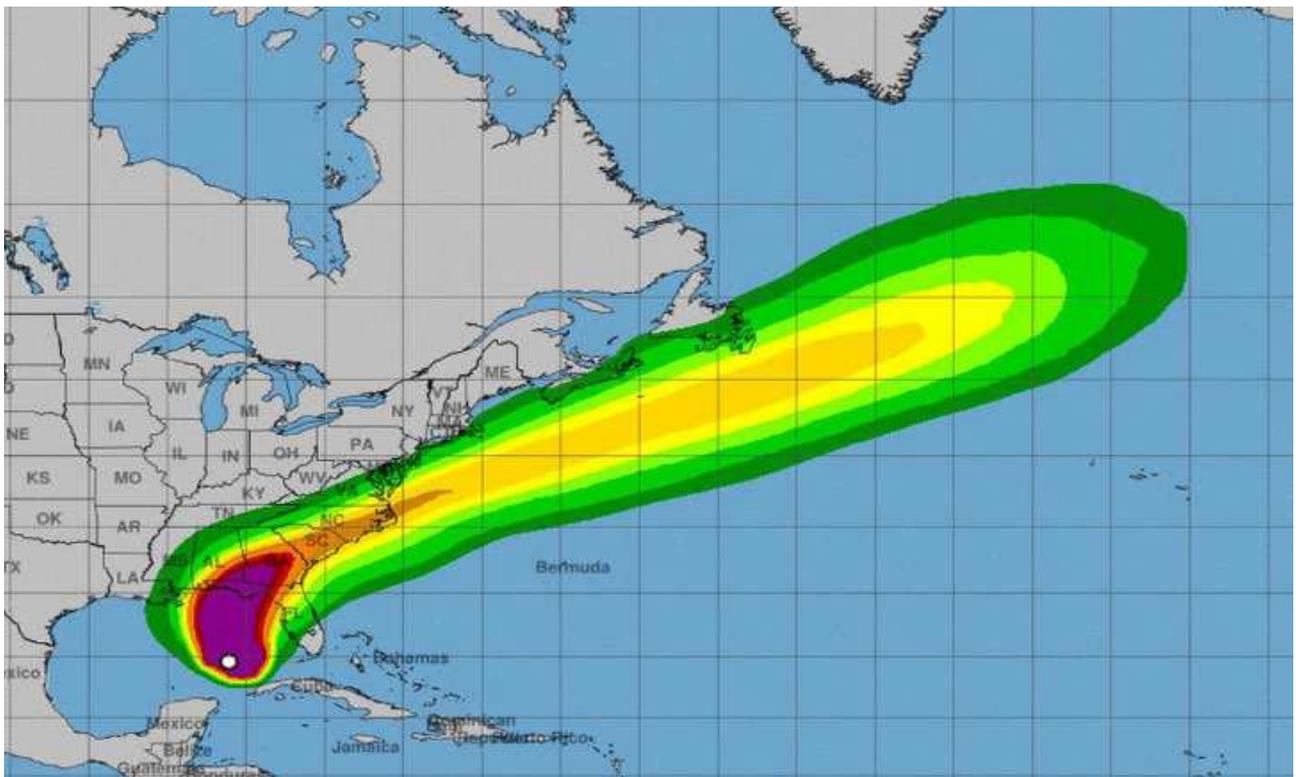
[Facebook](#) [Twitter](#) [YouTube](#)

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.



Hydrologic and Hydraulic Culvert Recommendation  
Report for Hurricane Michael  
October 2018



**All Culvert Replacements follow the “NCDOT Guidelines for Drainage Studies and Hydraulic Design 2016”. This includes analysis and compliance for all FEMA regulated crossings and coordination with NCFMP (North Carolina Flood Mapping Program)**



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

Roy Cooper  
GOVERNOR

James H. Trogdon, III  
SECRETARY

January 23, 2019

COUNTY: Iredell

MEMORANDUM TO: Cole Gurley, PE  
Division 12 Maintenance Engineer

FROM: Andy Jordan, P.E.  
Western Operations Manager - Hydraulics Unit

SUBJECT: Emergency Drainage Structure Recommendations  
Following Hurricane Michael



Pursuant to request from your staff for pipe size recommendations at sites damaged during Hurricane Michael, the following is offered.

**FEMA Site # DF15512.2049011**  
SR 1363- 1.2 MI S JCT US70  
Drainage Area = 3.1 sq. mi.  
Existing structure reported as 20'-2" x 11'-11" Multi Plate Pipe Arch  
Recommended pipe size is 3 @ 142" x 91" CMPA w/HW  
Alternative 1: 38'-3" x 11'-0" ABC  
Alternative 2: NA

These recommendations are made from an office review only. Specific site conditions or limitations may dictate the use of alternate structures. If such conditions are noted, please contact this office for further analysis.

Cc: Steve Rackley, PE - Division 12 Bridge Manager  
Christian Listoe - Division 12 Bridge Engineer

Mailing Address:  
DEPARTMENT OF TRANSPORTATION  
HYDRAULICS UNIT  
1590 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1590

Telephone: (919) 707-6700  
Fax: (919) 250-4108  
Customer Service: 1-877-368-4968

Website: [www.ncdot.gov](http://www.ncdot.gov)

Location:  
1020 BIRCH RIDGE DRIVE  
RALEIGH, NC 27610

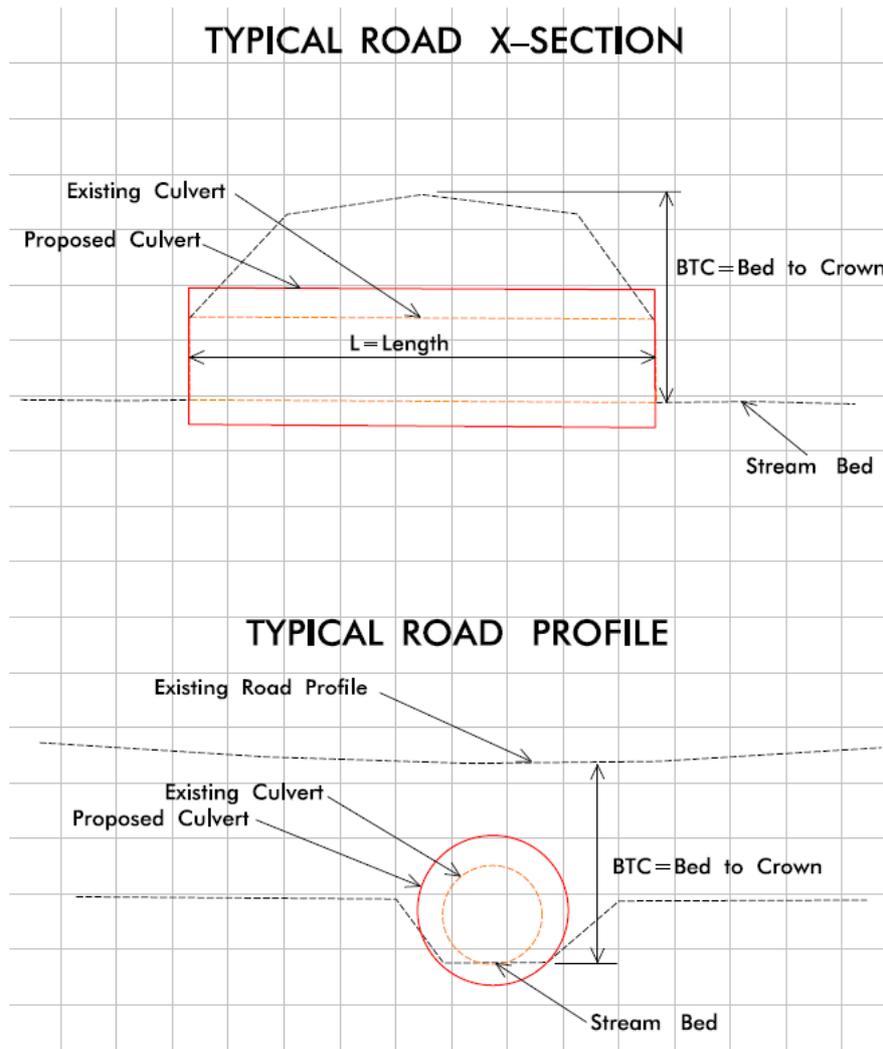
**Hurricane Michael – October 2018**

**County:** Iredell

**Basin:** Yadkin-Pee Dee

**Narrative:**

Structure replacement due to Hurricane Michael. Analysis for culverts in accordance with “NCDOT Guidelines for Drainage Studies and Hydraulic Design 2016”. Proposed alternates may be provided to consider specific site constraints or limitations. Site constraints may include stream width, minimum culvert cover, utility conflicts and/or roadway overtopping. Some recommendations may not provide the desired Level of Service (LOS) for the facility due to these constraints. In these cases, the recommended structure(s) will either maintain or improve the existing LOS. Alternates also provided to give Divisions additional options considering culvert inventory and availability. Watershed drainage areas were determined using USGS Streamstats.



### **Design Parameters and Analysis:**

-Desired design criteria to provide HW/D for facility design year of 1.2 or less while maintaining existing road grade. Typically, 25 Yr design for state roads and 50 Yr design for NC, US and Interstate routes. If desired design criteria of proposed culvert(s) could not be installed without affecting road grade then facility level of service improvement was used as design criteria. FEMA 100 Yr discharge also analyzed if culvert is located in a regulated FEMA Flood Study.

Hydrology → USGS Rural Equations 2009 (1.0 sq miles and above rural watershed)

Hydraulics → Analyzed using Federal Highway Administration HDS-5

Frequency Analyzed → 25 Yr

FEMA → No

Outlet → Full Flow Outlet Velocity of Existing and Proposed Culverts Per Continuity Equation ( $V=Q/A$ )

### **Design Assumptions:**

-Existing and proposed culvert slopes and lengths are the same. Existing culvert(s) analyzed not buried. At jurisdictional crossings proposed culvert(s) analyzed buried 20% of diameter up to 1' for aquatic fish passage.

-Culverts slopes assumed 1.0%.

### **Conclusion:**

The culvert at this location is in place to allow water to flow from one side of the road to the other. The upstream and downstream flow is the same for both existing and proposed culverts. Roadway grades/overtopping elevations will be maintained. The replacement culvert will improve upstream conditions and provide desired 25 YR LOS or improved LOS due to increase in area/conveyance of the structure. The replacement culvert will maintain or decrease outlet velocities due to increase in area/conveyance of the structure. Even though the new culvert will allow more water to pass, using the provided hydraulic analysis for proposed and existing culverts and per engineering hydraulic judgement, the same flow and tailwater depth is anticipated downstream for both existing and proposed conditions and there will be no adverse impacts downstream of the culvert. There are structures downstream of the crossing. Outlet and inlet channels will be armored, as needed based on site conditions, typically with either Class I or Class II rip rap.

COUNTY: Iredell

PREPARED BY: SRH

CHECKED BY: PAJ

FROM: Matthew Evans

RECEIVED: 10/12/18

QUAD MAP: Statesville W

ROUTE: SR 1363 Bethlehem Rd

LOCATION: 35.76009 / -80.96304 -- 0.8 mi E of JCT SR 1005

EXISTING SIZE/COVER: 1 @ 20'-2" x 11'-11" Multi Plate Pipe Arch; BTC= 14'; L=50' assumed

DRAINAGE AREA: 3.12 sq mi. -- USGS StreamStats

DISCHARGE: Q25= 1070 cfs -- 2009 USGS Rural Region 1

FEMA ID (WBS#): DF15512.2049011

RECOMMENDATION:

	Ke	HW/D	HW DEPTH	dc	(dc+D)/2	H	Lso	HW DEPTH	Voutlet (ft/s)
Existing 20'-2" x 11'-11" Elliptical CMP Q25	0.9	0.8	9.2	5.8	8.9	2.9	0.5	11.3	5.8
3 @ 142" x 91" CMPA Q25	0.5	0.8	5.4	3.7	5.2	0.9	0.5	5.6	5.7
38'-3" x 11'-0" ABC	0.5	1.5	5.4	3.4	6.7	0.5	0.5	6.7	4.4

COMMENTS:

Non FEMA

Proposed culverts assumed w/ headwall analyzed buried 1'

Existing 20'2" x 11'-11" area = 183 sq ft

3@142"x91" area buried 1' = 186.9 sq ft

38'-3" x 11'-0" area buried 1' = 243 sq ft

Existing 25 Yr Overtop? NO

Proposed 25 Yr Overtop? NO

**BTC=Bed to Crown=Height from top of road to stream bed.**

**L=Pipe Length**

**IA=Impervious Area=USGS Urban Equation parameter**

**OT=Overtop=Indicates that existing road overtops in analyzed event**

https://fris.nc.gov/fris/index.aspx?PPS=097&ST=NC&user=Advances... FRIS

MEACsports.com - Th... Beagles For Sale Online L... Convert Latitude - Longit... Convert Latitude-Longitu... Home - SAP NetWeaver P... Home - Windows Live NCDOT North Carolina Central Un... Pages - Home Page... StreamStats in North Caro...

FRIS Map Theme

Search

County: Iredell

DFIRM: [dropdown]

Places: [dropdown]

Streams: [dropdown]

Address: [input] [search]

Coordinates: Lat - Lon (Decimal Degrees) [dropdown]

Latitude-Northing-Y: 35.76009

Longitude-Easting-X: -80.96304

Who Am I: Advanced Effective

Flood Information

Click the map to view information

Map Location

Flood Zone: (Zone X) Minimal Flood Risk

Flood Source: Flood model is not available for this area

Base Flood Elevation: N/A

County: Iredell

Political Area: Iredell County

CID: 370313

Panel: 4702 Download

Map Number: 3710470200K

Panel Effective Date: 3/18/2008

Latitude: 35.76009

Longitude: -80.96304

Risk Information

Financial Vulnerability

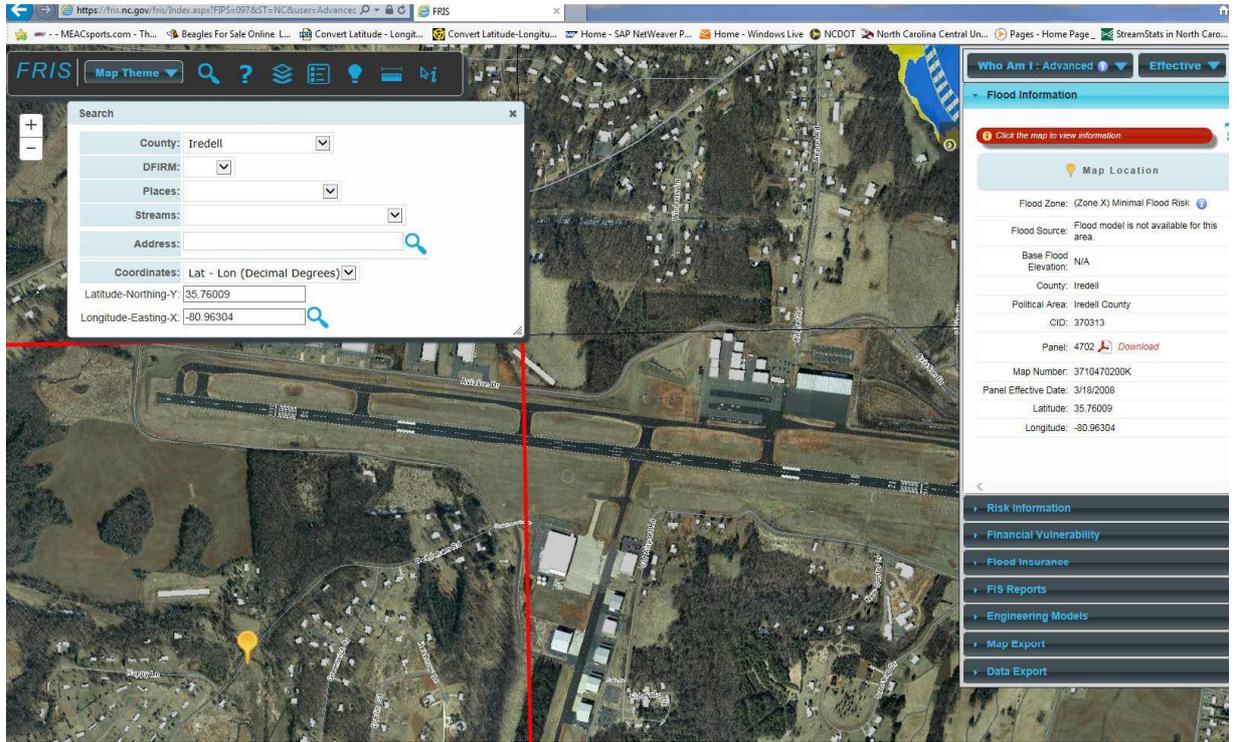
Flood Insurance

FIS Reports

Engineering Models

Map Export

Data Export





NC DEPARTMENT OF TRANSPORTATION      ATTENTION:  
 DIVISION OF HIGHWAYS  
 STRUCTURE MANAGEMENT UNIT

# Structure Safety Report

## Routine Element Inspection

INSPECTION DATE: 03/04/2020

DIVISION: 12    COUNTY: IREDELL    STRUCTURE NUMBER: 480084    FREQUENCY: 24 MONTHS

FACILITY CARRIED: SR1363    MILE POST: \_\_\_\_\_

LOCATION: 1.2 MI. W. JCT. US70

FEATURE INTERSECTED: BACK CREEK

LATITUDE: 35° 45' 36.6"    LONGITUDE: 80° 57' 46.97"

SUPERSTRUCTURE: \_\_\_\_\_

SUBSTRUCTURE: \_\_\_\_\_

SPANS: 1 BARREL. SEE CULVERT SKETCH FOR DETAILS.

FRACTURE CRITICAL     TEMPORARY SHORING     SCOUR CRITICAL     SCOUR PLAN OF ACTION

NBI GRADES:    DECK N    SUPERSTRUCTURE N    SUBSTRUCTURE N    CULVERT 8

POSTED SV: Not Posted    POSTED TTST: Not Posted

OTHER SIGNS PRESENT: NONE



Sign noticed issued for	Number Required
<u>NO</u> WEIGHT LIMIT	<u>0</u>
<u>NO</u> DELINEATORS	<u>0</u>
<u>NO</u> NARROW BRIDGE	<u>0</u>
<u>NO</u> ONE LANE BRIDGE	<u>0</u>
<u>NO</u> LOW CLEARANCE	<u>0</u>

DIRECTION OF INSPECTION    W-E

DIRECTION MATCHES PLANS    \_\_\_\_\_

LOOKING EAST AT APPROACH ROADWAY

INSPECTED BY GRANT MOON	SIGNATURE 	ASSISTED BY    WCK
----------------------------	---------------	--------------------

NATIONAL BRIDGE INVENTORY ----- STRUCTURE INVENTORY AND APPRAISAL

04/07/2020

IDENTIFICATION

(1) STATE NAME NORTH CAROLINA BRIDGE 480084  
 (8) STRUCTURE NUMBER (FEDERAL) 0970084  
 (5) INVENTORY ROUTE (ON/UNDER) ON 131013630  
 (2) STATE HIGHWAY DEPARTMENT DISTRICT 12  
 (3) COUNTY CODE (FEDERAL) 97 (4) PLACE CODE 00000  
 (6) FEATURE INTERSECTED BACK CREEK  
 (7) FACILITY CARRIED SR1363  
 (9) LOCATION 1.2 MI. W. JCT. US70  
 (11) MILEPOINT 0.0  
 (12) BASE HIGHWAY NETWORK 0  
 (13) LRS INVENTORY ROUTE & SUBROUTE  
 (16) LATITUDE 35° 45' 36.6" (17) LONGITUDE 80° 57' 46.97"  
 (98) BORDER BRIDGE STATE CODE PERCENT SHARED  
 (99) BORDER BRIDGE STRUCTURE NUMBER

SUFFICIENCY RATING 99.80  
 STATUS =

CLASSIFICATION CODE

(112) NBIS BRIDGE SYSTEM YES  
 (104) HIGHWAY SYSTEM Inventory Route not on NHS 0  
 (26) FUNCTIONAL CLASS Rural Local 09  
 (100) STRAHNET HIGHWAY Not a STRAHNET Route 0  
 (101) PARALLEL STRUCTURE No parallel structure exists N  
 (102) DIRECTION OF TRAFFIC 2-way traffic 2  
 (103) TEMPORARY STRUCTURE  
 (110) DESIGNATED NATIONAL NETWORK - on national network for trucks 0  
 (20) TOLL On Free Road 3  
 (21) MAINT - 01  
 (22) OWNER - 01  
 (37) HISTORICAL SIGNIFICANCE - 5

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE MAIN Aluminum, Wrought Iron, or Cast Iron  
 TYPE Culvert CODE 919  
 (44) STRUCTURE TYPE APPROACH  
 TYPE CODE  
 (45) NUMBER OF SPANS IN MAIN UNIT 1  
 (46) NUMBER OF SPANS IN APPROACH 0  
 (107) DECK STRUCTURE TYPE CODE N  
 (108) WEARING SURFACE/PROTECTIVE SYSTEM  
 (A) TYPE OF WEARING SURFACE CODE N  
 (B) TYPE OF MEMBRANE CODE N  
 (C) TYPE OF DECK PROTECTION CODE N

CONDITION CODE

(58) DECK N  
 (59) SUPERSTRUCTURE N  
 (60) SUBSTRUCTURE N  
 (61) CHANNEL & CHANNEL PROTECTION 7  
 (62) CULVERTS 8

LOAD RATING AND POSTING CODE

(31) DESIGN LOAD HL 93 A  
 (63) OPERATING RATING METHOD - .RFR - Load and Resistance Factor 3  
 (64) OPERATING RATING - HS-26 50  
 (65) INVENTORY RATING METHOD - 3  
 (66) INVENTORY RATING HS-26 50

AGE AND SERVICE

(27) YEAR BUILT 2018  
 (106) YEAR RECONSTRUCTED 0.  
 00000000000000  
 0  
 (42) TYPE OF SERVICE ON - Highway  
 OFF - Waterway CODE 15  
 (28) LANES ON STRUCTURE 2 LANES UNDER STRUCTURE 0  
 (29) AVERAGE DAILY TRAFFIC 910  
 (30) YEAR OF ADT 2015 (109) TRUCK ADT PCT 6  
 (19) BYPASS OR DETOUR LENGTH 3.0

(70) BRIDGE POSTING No Posting Required 5  
 (41) STRUCTURE OPEN, POSTED, OR CLOSED A  
 DESCRIPTION Open, no restriction

APPRAISAL CODE

(67) STRUCTURAL EVALUATION 8  
 (68) DECK GEOMETRY N  
 (69) UNDERCLEARANCES, VERT & HORIZ N  
 (71) WATERWAY ADEQUACY 8  
 (72) APPROACH ROADWAY ALIGNMENT N  
 (36) TRAFFIC SAFETY FEATURES NNNN  
 (113) SCOUR CRITICAL BRIDGES 8

GEOMETRIC DATA

(48) LENGTH OF MAXIMUM SPAN 30.0  
 (49) STRUCTURE LENGTH 30.0  
 (50) CURB OR SIDEWALK: LEFT 0.0 RIGHT 0.0  
 (51) BRIDGE ROADWAY WIDTH, CURB TO CURB 0.0  
 (52) DECK WIDTH OUT TO OUT 0.0  
 (32) APPROACH ROADWAY WITH (W/ SHOULDERS) 20.0  
 (33) BRIDGE MEDIAN No median CODE 0  
 (34) SKEW 0 (35) STRUCTURE FLARED 0  
 (10) INVENTORY ROUTE MIN VERT CLEAR 999.9  
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 20.0  
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 0.0  
 (54) MIN VERT UNDERCLEAR: REFERENCE 0.0  
 (55) MIN LAT UNDERCLEARANCE RT: REFERENCE N 0.0  
 (56) MIN LAT UNDERCLEARANCE LT: 0.0

PROPOSED IMPROVEMENTS

(75) TYPE OF WORK CODE  
 (76) LENGTH OF STRUCTURE IMPROVEMENT  
 (94) BRIDGE IMPROVEMENT COST  
 (95) ROADWAY IMPROVEMENT COST  
 (96) TOTAL PROJECT COST  
 (97) YEAR OF IMPROVEMENT COST ESTIMATE  
 (114) FUTURE ADT 1,820 YEAR OF FUTURE ADT 2040

NAVIGATION DATA

(38) NAVIGATION CONTROL - CODE 0  
 (111) PIER PROTECTION CODE  
 (39) NAVIGATION VERTICAL CLEARANCE 0.0  
 (116) VERT - LIFT BRIDGE NAV MIN VERT CLEAR 0.0  
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0

INSPECTION

(90) INSPECTION DATE 03/20 (91) FREQUENCY 24  
 (92) CRITICAL FEATURE INSPECTION (93) CFI DATE  
 A) FRACTURE CRIT DETAIL A)  
 B) UNDERWATER INSP B)  
 C) OTHER SPECIAL INSP C)  
 SCOUR

**From:** [John Ferguson](#)  
**To:** [Stevens, Laura](#)  
**Cc:** [Kirby, Jeff](#)  
**Subject:** Fwd: SRA Runway Project  
**Date:** Tuesday, June 30, 2020 7:40:58 AM

---

Sent from my iPhone  
John M. Ferguson,A.A.E.  
Airport Manager  
P.O. Box 1111  
Statesville, NC 28687  
704-880-6897 C  
704-873-1111 Off  
238 Airport Road  
Statesville, NC 28677

Begin forwarded message:

**From:** "Kajumba, Ntale" <Kajumba.Ntale@epa.gov>  
**Date:** June 29, 2020 at 11:27:02 PM EDT  
**To:** John Ferguson <jferguson@statesvillenc.net>  
**Cc:** "Gissentanna, Larry" <Gissentanna.Larry@epa.gov>  
**Subject:** SRA Runway Project

[**NOTICE:** This message originated outside of the City of Statesville mail system --  
**DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is  
safe.]

Dear Mr. Ferguson,

The U. S. Environmental Protection Agency (EPA) has received and has reviewed the above referenced Draft Supplemental Environmental Assessment (DSEA), in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act. The EPA understands that this DSEA was undertaken by the City of Statesville, North Carolina and the Federal Aviation Administration, with the support of North Carolina Department of Transportation, Division of Aviation, to fulfill the requirements necessary for compliance with the National Environmental Policy Act of 1969 . The EPA understands that the concurrent Airport Layout Plan Update was approved in October 2018 and the overall Safety Enhancements Program approved by the 2017 finding of no significant impact/record of decision consisted of several improvements associated with the proposed Runway Safety Areas (RSAs)/removal of the displaced thresholds and construction of a south full-length parallel taxiway. This

DSEA addresses the current conditions and provide additional information on potential environmental impacts associated with the RSA improvements and removal of tree obstructions within the approach surfaces at Statesville Regional Airport (SVH). The EPA recognizes that the proposed RSA improvements would increase the amount of usable runway length available for takeoff and minimize or eliminate weight restrictions on current airport operators.

Upon review of the Draft SEA for RW 10/28 Safety Enhancements Program, the EPA concludes that appropriate alternatives for airport improvement were considered, analyzed and supportive of SVH requirements to enhance the efficiency and operational safety of the Airport runway system. The proposed action is technically and economically feasible, and is reasonably consistent with the current land use management for this area. It also appears that this project will not have a significant impact on human health and the environment. However, this proposed action would impact approximately 1 acre of wetlands and 673 linear feet of stream. Construction of the relocated Bethlehem Road may impact 249 linear feet of streams and fill approximately one acre of wetlands. As stated in this DSEA, cumulative impacts from past activities these projects may require the submittal of an US Army Corps of Engineers Individual Permit and compensatory mitigation. SVH should continue discussions with the USACE to determine the appropriate quantity of compensatory mitigation credits needed. The EPA has no additional concerns at this time.

Thank you for the opportunity to provide comments on your proposed action. Please provide this office with a hard copy and electronic version of the final SEA. Please remember to continue to keep the local community informed and involved throughout the project process. If you have any questions, feel free to contact Mr. Larry Gissentanna, of the NEPA Section, at 404-562-8248 or via email at [gissentanna.larry@epa.gov](mailto:gissentanna.larry@epa.gov).

**Ntale Kajumba**

NEPA Section, Chief  
Strategic Programs Office  
Office of the Regional Administrator  
U.S. EPA, Region 4  
61 Forsyth Street, S.W.  
Atlanta, Georgia 30303  
(404) 562-9620  
[Kajumba.ntale@epa.gov](mailto:Kajumba.ntale@epa.gov)

Pursuant to NCGS Chapter 132, Public Records, this electronic mail message and any attachments hereto, as well as any electronic mail messages that may be sent in response to it may be considered public record and as such are subject to request and review by anyone at any time. If you are not the intended recipient of this message, please delete this message and inform the sender.



4-9-20

Parrish and Partners, LLC  
1801 Stanley Road, Suite 315  
Greensboro, North Carolina 27407  
Attn: Tim Gruebel

RE: Safety Area Extension Runway 10

Dear Mr. Gruebel:

Pursuant to your request to provide a monetary savings amount in addition to the obvious Safety Enhancement of the extension to runway 10, we have made a few calculations to arrive at reasonable value for our savings.

First, we will be able to utilize our full take off weights, and that will allow us to carry on average an additional 150 gallons of fuel per flight. While it may not seem like much, through the course of the year, the savings will translate into approximately \$600,000 to Victory, and resulting in an increase of fuel flow fees to the Statesville Airport of \$50,000.

Secondly, we will save wear and tear on our engines by having the ability to use reduced power take-offs on some of our flights. This is somewhat difficult to put a value on, and our estimate is \$150,000.

In closing, our overall savings will be \$750,000 annually once the extension is completed.

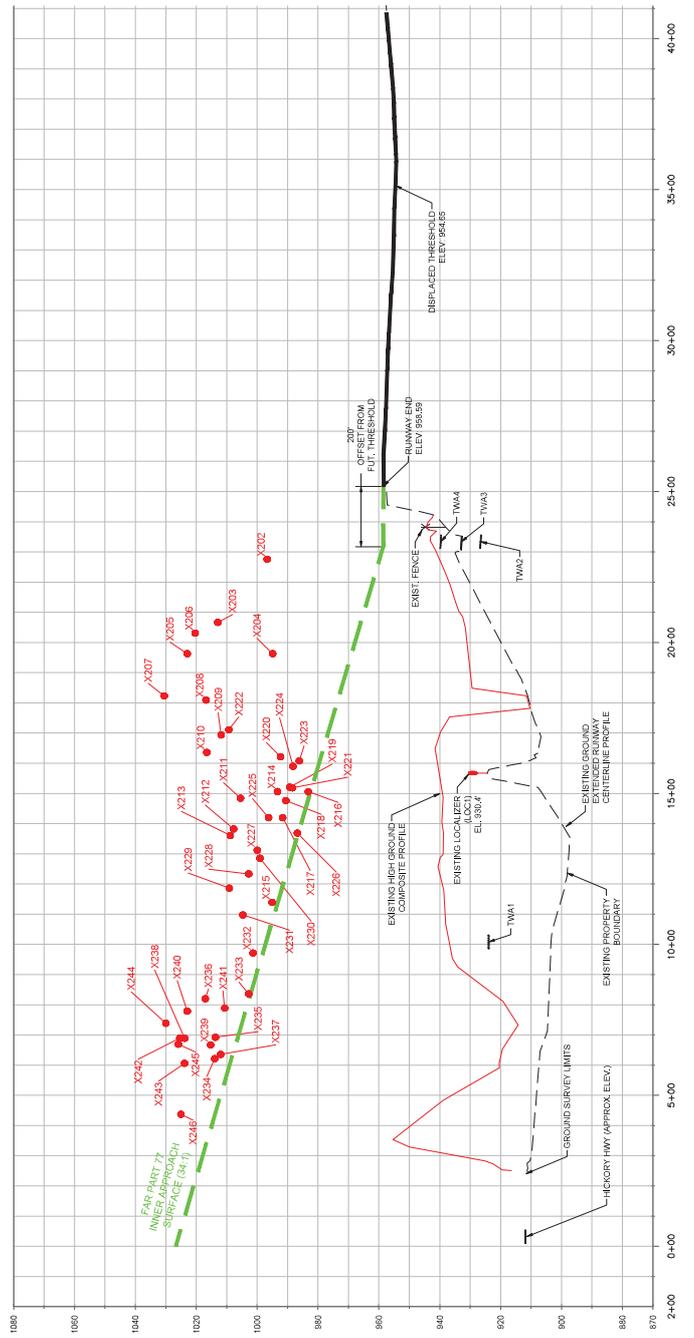
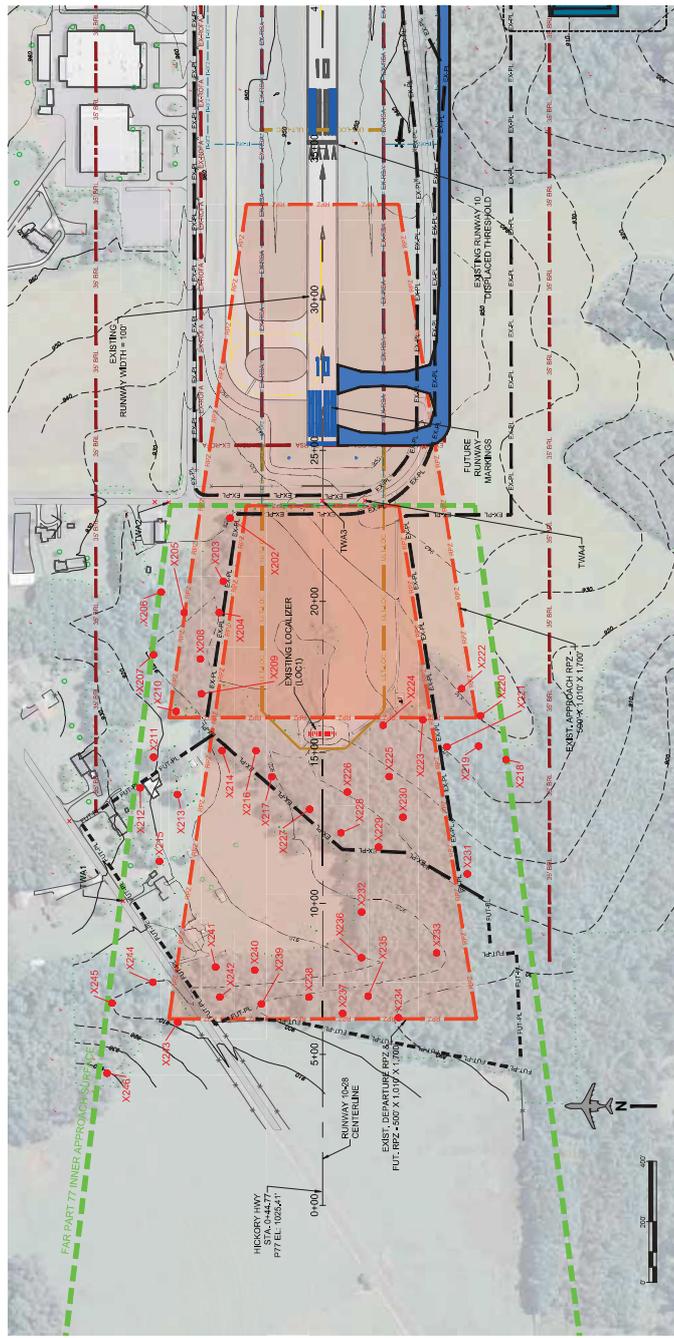
Regards

Robert N Thompson  
President

**APPENDIX B**

**Runway 10-28**

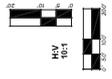
**Obstruction Data**

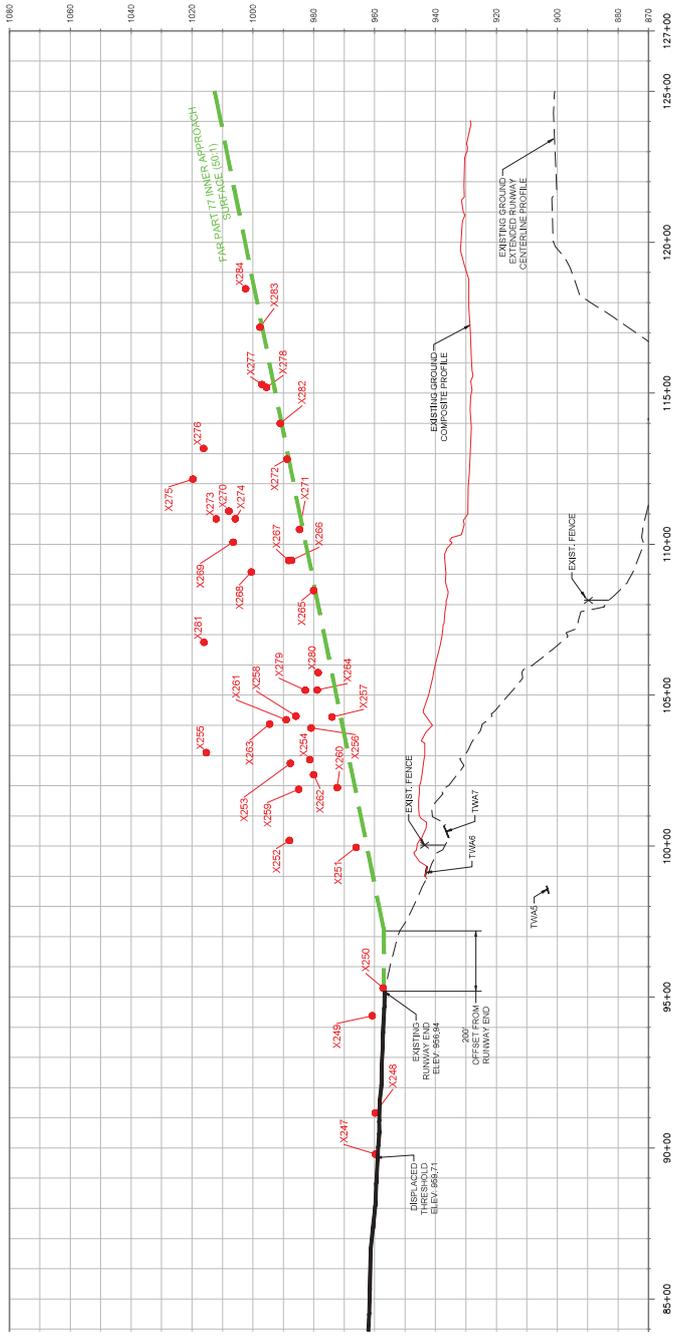
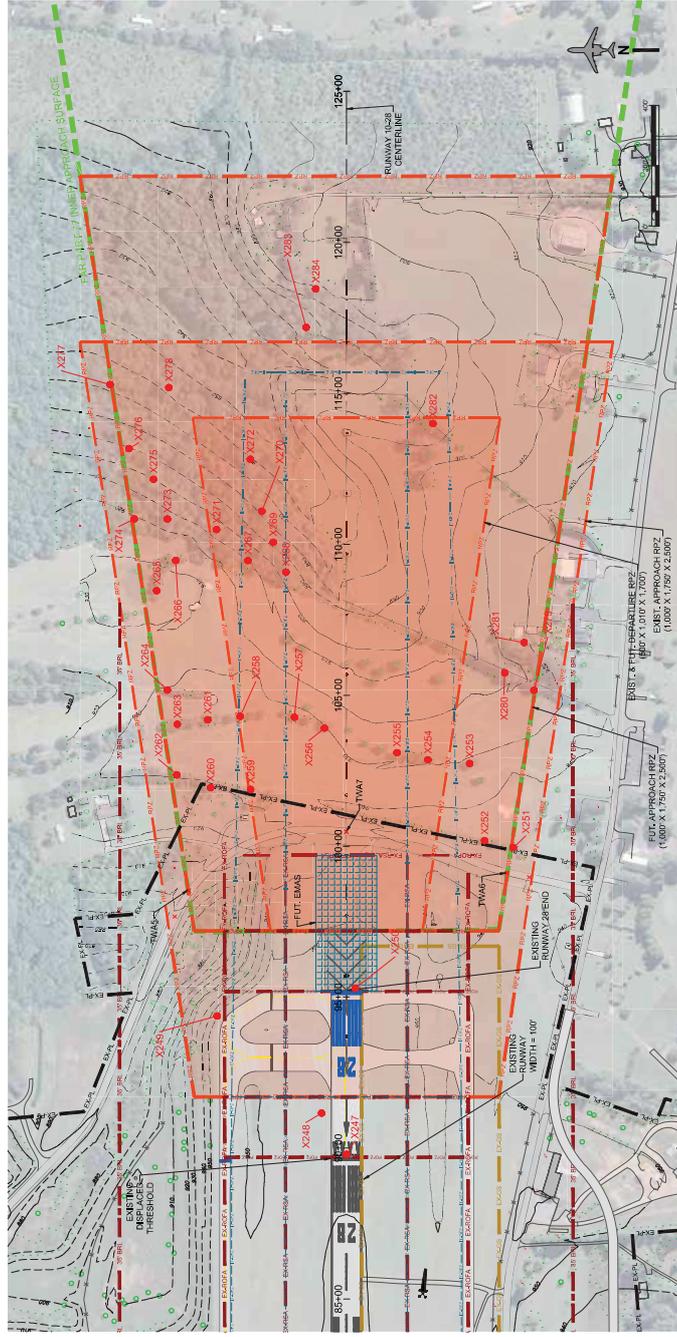


OBSTID	LAT.	LONG.	ELEVATION	DESCRIPTION	PART 77 APPROACH SURFACE ELEVATION	PART 77 PROTECTION	GROUND ELEV.
X202	38 46 01.8706F	-87 57 58.7010F	986.72	TREE	955.84	36.88	916.49
X203	38 46 01.8417F	-87 58 01.1884F	1012.64	TREE	955.96	46.68	917.05
X204	38 46 02.0046F	-87 58 02.1884F	994.91	TREE	955.93	25.88	905.38
X205	38 46 03.2278F	-87 58 02.2527F	1022.99	TREE	957.04	53.05	912.83
X206	38 46 03.8859F	-87 58 01.3524F	1020.39	TREE	957.04	53.35	912.83
X207	38 46 04.2785F	-87 58 03.7932F	1000.53	TREE	973.15	27.38	905.11
X208	38 46 02.8832F	-87 58 04.1884F	1016.62	TREE	973.58	42.27	905.38
X209	38 46 02.8832F	-87 58 05.5792F	1016.62	TREE	973.58	42.27	905.38
X210	38 46 03.9773F	-87 58 05.9792F	1016.64	TREE	973.58	42.27	905.38
X211	38 46 05.3307F	-87 58 05.9792F	1022.35	TREE	986.12	21.68	914.17
X212	38 46 05.3307F	-87 58 04.5848F	1027.26	TREE	986.12	21.68	914.17
X213	38 46 04.1400F	-87 58 08.4700F	1008.53	TREE	986.23	21.68	914.17
X214	38 46 02.4460F	-87 58 01.5891F	983.33	TREE	983.47	18.86	905.49
X215	38 46 03.8910F	-87 58 12.0262F	985.00	TREE	983.26	1.84	923.92
X216	38 46 01.4464F	-87 58 05.3635F	983.21	TREE	982.49	0.72	901.98
X217	38 46 01.0344F	-87 58 09.2184F	991.61	TREE	983.03	6.58	906.18
X218	38 46 03.4151F	-87 58 09.6450F	980.57	TREE	983.35	7.22	902.07
X219	38 46 04.2446F	-87 58 08.5780F	980.50	TREE	983.24	7.26	902.30
X220	38 46 04.0868F	-87 58 07.7792F	982.32	TREE	979.08	13.24	911.98
X221	38 46 05.2710F	-87 58 08.8464F	988.43	TREE	984.21	6.33	910.13
X222	38 46 04.5712F	-87 58 08.8464F	1000.30	TREE	984.21	32.86	916.48
X223	38 46 05.8445F	-87 58 07.7864F	988.17	TREE	978.48	6.69	917.78
X224	38 46 07.2446F	-87 58 07.7864F	988.26	TREE	985.01	8.25	914.98
X225	38 46 07.2446F	-87 58 10.1879F	988.26	TREE	985.01	11.24	914.98
X226	38 46 04.6569F	-87 58 10.1879F	988.26	TREE	985.01	11.24	914.98
X227	38 46 05.8445F	-87 58 10.8847F	988.88	TREE	986.51	0.28	908.08
X228	38 46 05.8445F	-87 58 11.7864F	988.88	TREE	986.51	1.78	908.17
X229	38 46 05.8445F	-87 58 12.0262F	1026.80	TREE	991.49	12.31	907.80
X230	38 46 05.8445F	-87 58 12.0262F	1026.80	TREE	991.49	12.31	907.80
X231	38 46 05.8445F	-87 58 14.5137F	1026.80	TREE	991.49	16.13	908.07
X232	38 46 05.8445F	-87 58 14.5137F	1026.80	TREE	991.49	16.13	908.07
X233	38 46 04.0707F	-87 58 17.5891F	1023.18	TREE	1023.18	0.82	905.03
X234	38 46 05.8445F	-87 58 16.8585F	1013.74	TREE	1023.18	5.46	900.00
X235	38 46 05.8445F	-87 58 16.8585F	1013.74	TREE	1023.18	5.46	900.12
X236	38 46 04.8500F	-87 58 16.8585F	1017.05	TREE	1023.65	14.44	901.55
X237	38 46 05.8445F	-87 58 16.8585F	1012.01	TREE	1023.65	14.44	901.55
X238	38 46 05.8445F	-87 58 16.8585F	1023.65	TREE	1023.65	14.44	901.55
X239	38 46 03.6970F	-87 58 16.1937F	1023.80	TREE	1026.5	3.69	905.74
X240	38 46 02.2561F	-87 58 18.2565F	1016.52	TREE	1027.15	8.17	908.28
X241	38 46 02.3412F	-87 58 18.2565F	1022.87	TREE	1023.86	18.11	908.31
X242	38 46 03.5912F	-87 58 16.8485F	1010.67	TREE	1025.98	7.11	907.39
X243	38 46 03.5912F	-87 58 17.7879F	1025.44	TREE	1026.49	18.95	907.08
X244	38 46 05.0292F	-87 58 16.5727F	1023.86	TREE	1026.49	14.81	907.18
X245	38 46 05.0292F	-87 58 16.5727F	1023.86	TREE	1026.49	14.81	907.18
X246	38 46 07.0790F	-87 58 17.4897F	1025.00	TREE	1027.08	16.82	915.50
X247	38 46 07.0790F	-87 58 17.4897F	1025.00	TREE	1027.08	16.82	915.50
X248	38 46 07.5961F	-87 58 20.2727F	1025.04	TREE	1031.81	11.13	938.28

OBSTID	LAT.	LONG.	DESCRIPTION	GROUND ELEVATION (FT/MSL)	SELY ADJUSTMENT (FT)	PART 77 APPROACH SURFACE ELEVATION (FT)	CLEARANCE (FT)
TWA1	38 46 6.52F	87 58 13.47F	Runway 10	923.89	15	938.89	55.0
TWA2	38 46 3.32F	87 57 37.29F	Runway 10	928.51	15	943.51	17.38
TWA3	38 46 28.32F	87 57 38.44F	Runway 10	923.92	15	938.92	10.07
TWA4	38 47 26.98F	87 57 35.64F	Runway 10	924.02	15	939.02	3.97

- OBSTRUCTION POINTS DERIVED FROM PROFILE VIEWS ARE PROJECTED FROM ACTUAL LOCATIONS TO SHOW RELATIVE HEIGHTS ALONG THE EXTENDED RUNWAY CENTERLINE.
- SURVEY ACCURACY MAY BE LIMITED IN DENSELY VEGETATED AREAS DUE TO LIMITED ACCESSIBILITY OF DATA BENEATH THE EXISTING TREE CANOPY.
- OBSTRUCTION SURVEY PERFORMANCE IN ACCORDANCE WITH FAA AC 150/5300-18B CRITERIA BY WOODPERT UNDER SEPARATE CONTRACT WITH HCCO. DATA WAS PROVIDED APRIL, 2015.



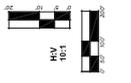


OBST.D	LAT.	LONG.	ELEVATION	DESCRIPTION	PART 77 SURFACE PENETRATION (ELEVATION)	GROUND ELEV.
X247	39 45 50.6853"	-80 58 38.3073"	956.70	MALGR LAST 28	956.67	956.07
X248	39 45 51.1416"	-80 58 36.0063"	956.60	AIRPORT SIGN	956.58	956.62
X249	39 45 51.1332"	-80 58 32.2317"	957.78	BUSH	957.26	949.71
X250	39 45 50.6698"	-80 58 31.7819"	957.19	AIRFIELD LIGHT	956.84	956.03
X251	39 45 53.0222"	-80 58 25.1853"	956.05	TREE	956.28	948.83
X252	39 45 54.6212"	-80 58 23.5071"	957.08	TREE	956.02	948.26
X253	39 45 53.6225"	-80 58 23.3367"	957.05	TREE	956.27	948.15
X254	39 45 53.6348"	-80 58 23.0338"	957.27	TREE	956.27	948.15
X255	39 45 53.6348"	-80 58 23.0338"	957.27	TREE	956.27	948.15
X256	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X257	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X258	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X259	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X260	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X261	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X262	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X263	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X264	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X265	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X266	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X267	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X268	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X269	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X270	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X271	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X272	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X273	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X274	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X275	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X276	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X277	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X278	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X279	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X280	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X281	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X282	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X283	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X284	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X285	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X286	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X287	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X288	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X289	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X290	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X291	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X292	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X293	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15
X294	39 45 50.6212"	-80 58 23.5071"	957.08	TREE	956.27	948.15

OBST.D	LAT.	LONG.	DESCRIPTION	GROUND (FT)	ELEVATION ADJUSTMENT (FT)	PART 77 APPROACH CLEARANCE (FT)
TWA6	39 45 34.46"	80 58 27.09"	E. Aviation Dr	903.27	15	903.70
TWA6	39 45 44.20"	80 58 22.25"	E. Aviation Dr	943.21	15	900.49
TWA6	39 45 44.20"	80 58 22.25"	E. Aviation Dr	943.21	15	900.49
TWA6	39 45 44.20"	80 58 22.25"	E. Aviation Dr	943.21	15	900.49

**NOTES:**

- CONSTRUCTION POINTS REFLECTED ON THESE PLANS ARE PROJECTED FROM ACTUAL LOCATIONS TO SHOW RELATIVE HEIGHTS ALONG THE EXTENDED RUNWAY CENTERLINE.
- SURVEY ACCURACY MAY BE LIMITED IN DENSELY VEGETATED AREAS DUE TO LIMITED ACCESSIBILITY OF DATA BENEATH THE EXISTING TREE CANOPY.
- CONSTRUCTION SURVEY PREFERENCE IN ACCORDANCE WITH FAA AC 150/5000.10B CRITERIA BY WORK PER UNDER SEPARATE CONTRACT WITH NCDOT. DATA WAS PROVIDED APRIL, 2015.



**APPENDIX C**

**Historic Structures &  
Section 106 Information**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Memphis Airports District Office  
2600 Thousand Oaks Blvd., Suite 2250  
Memphis, TN 38118

Phone: 901-322-8180

October 9, 2019

Renee Gledhill-Earley  
Environmental Review Coordinator  
North Carolina Dept. of Natural Resources  
State Historic Preservation Office  
4619 Mail Service Center  
Raleigh, NC 27699-4619

**RE: Section 106 Undertaking – ER 15-1393  
Statesville Regional Airport  
Statesville, North Carolina**

Dear Ms. Gledhill-Earley:

The Federal Aviation Administration (FAA) is coordinating a Section 106 undertaking at the Statesville Regional Airport (SVH) in Statesville, North Carolina. The undertaking was originally coordinated with your office in July 2015. Since that time, the undertaking has been modified.

The proposed undertaking, which is graphically depicted in the attached image, features the following project elements.

- Land acquisition
- Building demolition
- Avigation easement acquisition
- Tree trimming/removal
- Parallel taxiway extension
- Road relocation
- Runway safety area improvements (including the installation of engineered material arresting system EMAS)
- Runway threshold relocation

The action also has potential for indirect impacts from hangar development along the parallel taxiway.

With respect to below-ground resources, the undertaking is reasonably consistent with the previously coordinated version, and is within the limits of the previously coordinated study area. Therefore, the FAA does not believe an archaeological survey is warranted.

The primary difference between the current and previous versions of the undertaking is additional easement acquisition and tree removal. Both the removal of trees and building demolition have the potential to adversely effect above-ground resources. As such, the FAA is initiating the Section 106 consultation process and is seeking to establish an area of potential effect (APE) so that resources can be identified and evaluated for eligibility in to the National Register of Historic Places (NRHP).

Given that the proposed undertaking includes property acquisition and easements that would allow the sponsor to trim/remove any trees within a given property, the undertaking assumes that all trees on a proposed acquisition/easement property will be removed. With this approach in mind, the FAA proposes an APE that encompasses the full extent of acquisition/easement properties with a 250-foot buffer. The proposed APE is shown in black outline in the attached graphic.

After reviewing the proposed undertaking and APE, please advise if you concur with the APE or if you believe amendments are needed. You may reach me by phone at (901) 322-8192 or [aaron.braswell@faa.gov](mailto:aaron.braswell@faa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Aaron Braswell". The signature is written in a cursive, flowing style.

Aaron Braswell  
Environmental Protection Specialist

Enclosure



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

November 26, 2019

Aaron Braswell  
USDOT/FAA  
2600 Thousand Oaks Boulevard, Suite 2250  
Memphis, TN 38118

[aaron.braswell@faa.gov](mailto:aaron.braswell@faa.gov)

Re: Construct South Parallel Taxiway & Other Airport Improvements, Statesville Regional Airport,  
Statesville, Iredell County, ER 15-1393

Dear Mr. Braswell:

Thank you for your October 9, 2019, letter concerning the above-referenced undertaking, which has been modified to include additional activities that have the potential to affect historic resources. We appreciate your updating us on this project and proposing the new Area of Potential Effects, with which we agree.

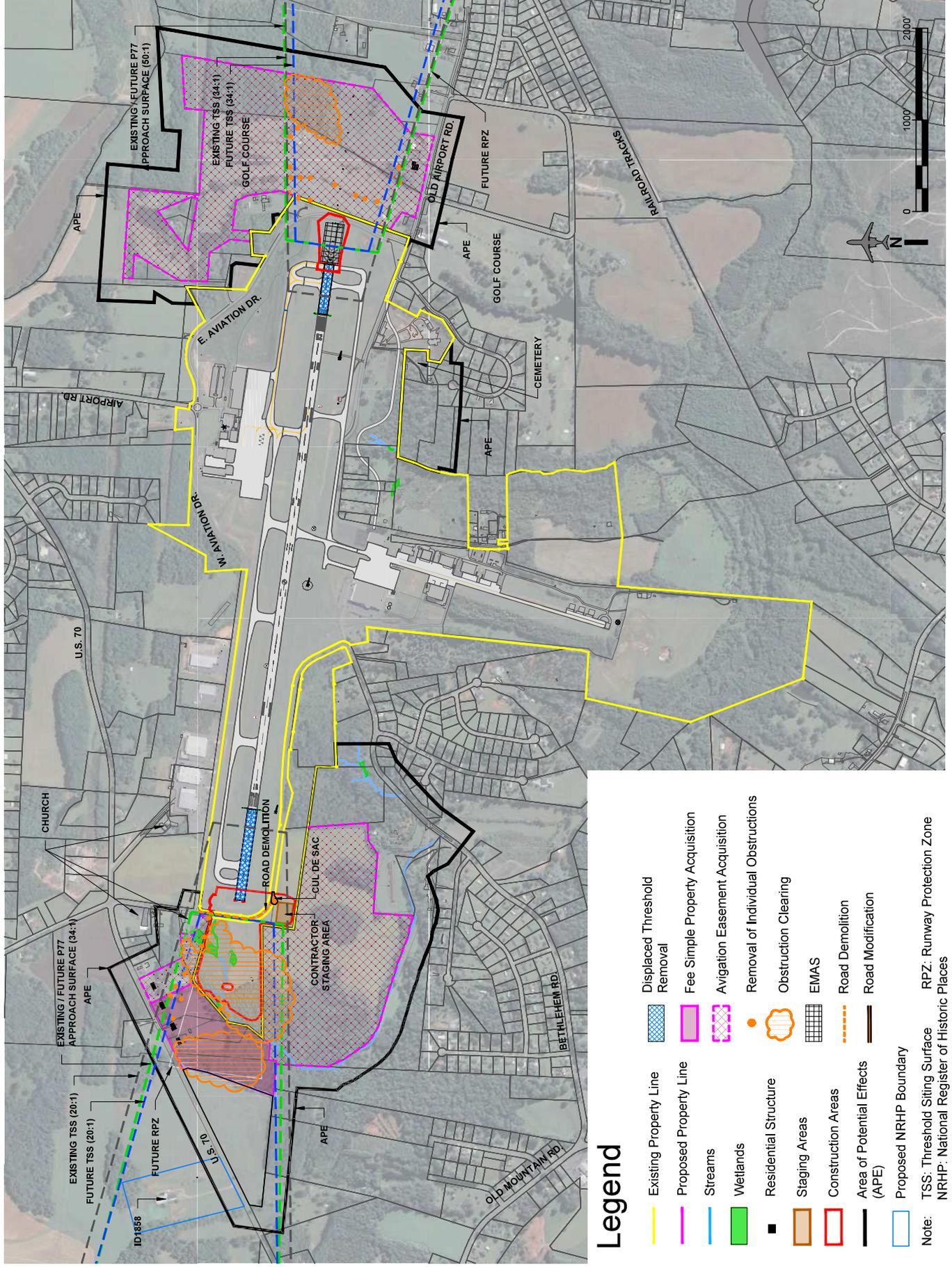
With regard to historic structures, we recommend a historic structures survey and report for any properties that are fifty-years old or older, as this area has not had such a survey since the late 1990's. Standards for conducting the Historic Survey and Report in North Carolina can be found at:

<https://www.ncdcr.gov/about/history/division-historical-resources/nc-state-historic-preservation-office/environmental-0>

Given that the undertaking is reasonably consistent with the previously coordinated version reviewed by our office in July 2015, we concur with your agency that an archaeological survey is not warranted.

We do wish to note that the construction area for proposed relocation of Old Airport Road, as indicated on the map provided with your correspondence, appears to be very close to the New Center Church Cemetery. Please note that cemeteries are protected under North Carolina General Statute Chapter 65 and should be avoided if possible.

To help ensure that the cemetery and any unmarked burials are not impacted, we recommend that a buffer of at least 100 ft be maintained during any ground-disturbing activities and that high visibility fencing be placed around this buffer during construction activities in the area. We also recommend that a permanent fence with an access gate be installed following construction, maintaining the 100 ft buffer, given the potential for unmarked burials. Finally, we recommend that the cemetery location be marked on the airport's master plan to ensure it is protected by any future development. Please note that if unmarked human skeletal remains are encountered during construction, the provisions of North Carolina General Statute Chapter 70, Article 3 apply. Construction activities should immediately cease, and the county medical examiner should be contacted.



## Legend

- Existing Property Line
- Proposed Property Line
- Streams
- Wetlands
- Residential Structure
- Staging Areas
- Construction Areas
- Area of Potential Effects (APE)
- Proposed NRHP Boundary
- Displaced Threshold Removal
- Fee Simple Property Acquisition
- Avigation Easement Acquisition
- Removal of Individual Obstructions
- Obstruction Clearing
- EMAS
- Road Demolition
- Road Modification
- Note: TSS: Threshold Siting Surface  
NRHP: National Register of Historic Places
- RPZ: Runway Protection Zone

Figure 1: Proposed Undertaking

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



 Ramona M. Bartos  
Deputy State Historic Preservation Officer



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Memphis Airports District Office  
2600 Thousand Oaks Blvd., Suite 2250  
Memphis, TN 38118-2486  
Phone: 901-322-8180

April 17, 2020

Renee Gledhill-Earley  
Environmental Review Coordinator  
North Carolina Dept. of Natural Resources  
State Historic Preservation Office  
4619 Mail Service Center  
Raleigh, NC 27699-4619

**RE: Section 106 Undertaking – ER 15-1393  
Statesville Regional Airport  
Statesville, North Carolina**

Dear Ms. Gledhill-Earley:

The Federal Aviation Administration (FAA) Memphis Airports District Office (MEM-ADO) has issued a Section 106 Determination for the undertaking at the Statesville Regional Airport in Statesville, North Carolina. The undertaking consists of multiple elements associated with Runway Safety Area (RSA) improvements.

The determination, which is enclosed for your review, summarizes the FAA's effort to comply with Section 106 of the National Historic Preservation Act and includes eligibility recommendations as well as an Effect's Determination. For this undertaking, the FAA recommends one resource as being eligible for listing in the National Register of Historic Places (NRHP). However, the FAA finds the undertaking will have No Effect on the resource due to its distance from the undertaking as well as the presence of a visual barrier.

On behalf of the agency, and the project proponent, I thank you for your assistance and cooperation in the Section 106 process. If you have any questions or concerns regarding the determination, please give me a call at (901) 322-8192.

Sincerely,

A handwritten signature in blue ink that reads "Aaron Braswell".

Aaron Braswell  
Environmental Protection Specialist, Memphis Airports District Office

Enclosure

**FAA Section 106 Effects Determination  
Memphis Airports District Office  
April 17, 2020**

**Project Proponent**

City of Statesville, Statesville Regional Airport (SVH), PO Box 1111, Statesville, NC 28687

**Project Proponent Background**

The project proponent is the governing body for a public-use general aviation (GA) airport, with a single runway measuring 7,003 feet and oriented in an east to west direction. The airport supports the air transportation needs of Statesville, Iredell County, and surrounding communities. The airport has approximately 100 aircraft based on the airfield and accommodates a broad range of general aviation traffic.

**Participating State Historic Preservation Office(s)**

North Carolina State Historic Preservation Office, Department of Natural and Cultural Resources, 109 E Jones Street, Raleigh, North Carolina, 27601

**Description of the Undertaking**

As described in correspondence to the State Historic Preservation Office on October 9, 2019, the undertaking included the following project elements: 1) Land Acquisition, 2) Building demolition, 3) Avigation easement acquisition, 4) Tree trimming/removal, 5) Parallel taxiway extension, 6) Road relocation, 7) Runway safety area improvements (including the installation of engineered material arresting system EMAS), and 8) Runway threshold relocation.

However, on April 2, 2020, the project proponent and FAA agreed to modify the undertaking. The revised undertaking removed the taxiway extension, changed the road relocation to partial road closure, and limited the tree areas to be cleared. The revised undertaking is shown in the attached figure. The overall objective of the undertaking is to meet FAA airport design standards, clear airspace obstructions, and increase effective runway length by reclaiming portions of displaced thresholds.

**Determinations/Descriptions of the Area of Potential Effects (APE)**

Based on previous correspondence with the SHPO, it was determined that impacts to below-ground resources would not be expected. As such, the FAA did not contemplate an area of potential effect (APE) for below-ground resources.

The project elements do, however, have the potential to create adverse effects to above-ground resources. Therefore, an APE was established in consultation with the SHPO. The APE was based on a 250-foot buffer around properties where fee simple or easement acquisition are proposed. This resulted in three separate APEs; one west of the airfield around U.S. Highway 70, one to the southeast of the airfield near Old Airport Road and including New Center Church Cemetery, and one to the east of the airfield including Lakewood Golf Club. The SHPO concurred with the FAA-recommended APE on November 26, 2019.

### **Steps Taken to Identify and Evaluate Historic Sites/Properties in the APE**

New South Associates, a subcontractor to Parrish and Partners, and representing the project proponent, prepared a Historic Architecture Survey for above-ground properties within the APE. Based on a records review, there were two previously surveyed resources within a half mile of the project area. No previously surveyed resources were within the APE. New South Associates identified nine new resources within the APE. Of the nine, four were located on the western section of the APE; one in the southeastern APE, and four in the eastern APE.

The resources in the western section include a barn (ID1858) and three houses (ID1859-ID1861). The single resource in the southeastern APE is a church and cemetery (ID1862). The eastern section of the APE featured three houses (ID1863-ID1865) and a golf course (ID1866).

### **Assessment of Properties**

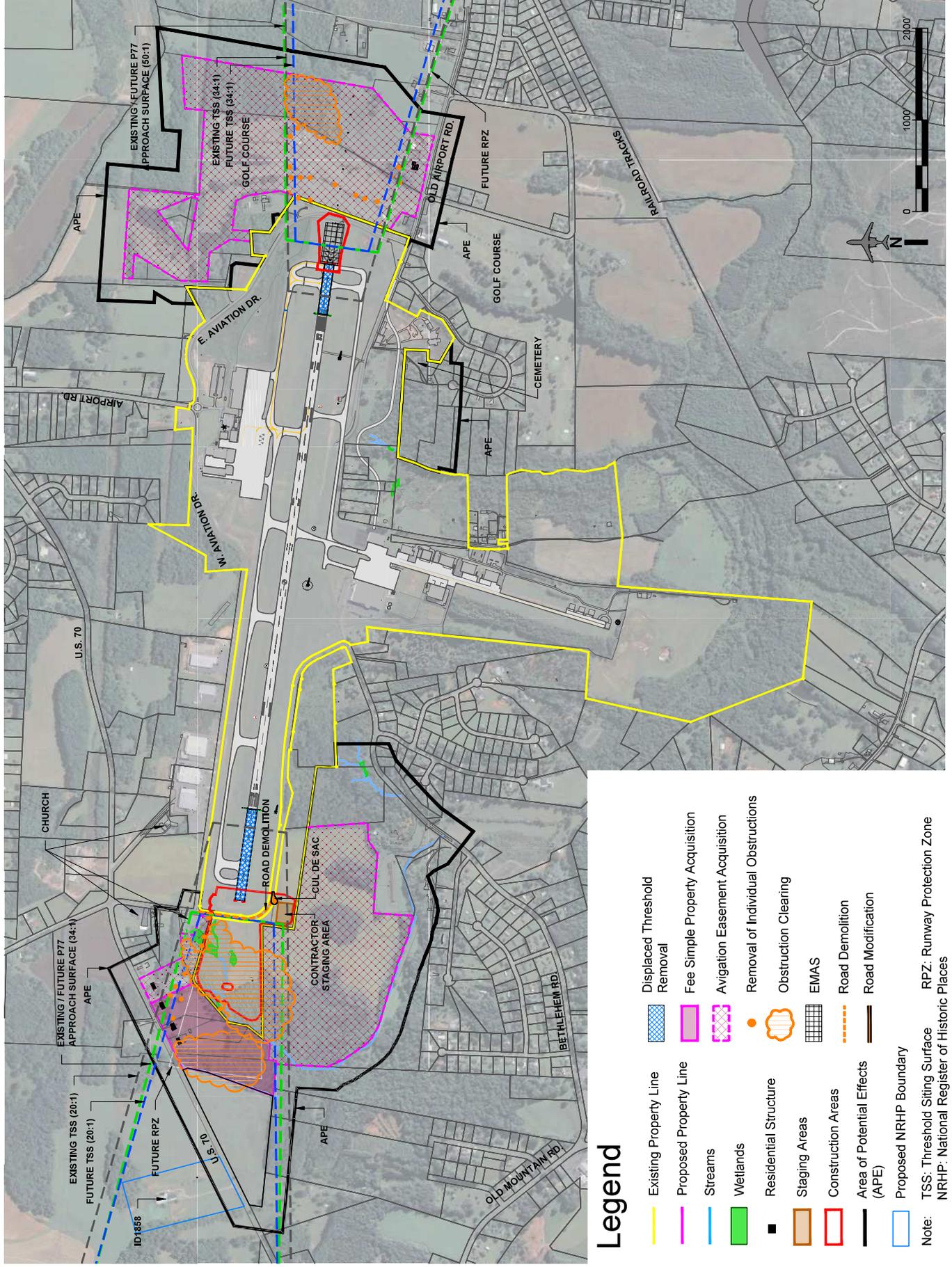
Based on the information provided in the survey, the FAA finds that resources ID1859-ID1866 are not eligible for listing in the NRHP due to insufficient integrity or not meeting listing criteria. However, the FAA finds that ID1858 is eligible for listing under criteria A, B, and C.

### **FAA Determination of Effect and Recommended Mitigation**

As noted above, the proposed undertaking was amended on April 2, 2020. The revised action resulted in changes that reduced the undertaking's potential to affect historic resources. Given the current version, the FAA finds the undertaking will have No Effect on eligible resources within the APE.

The potential for impact is associated only with the tree clearing west of the airport near ID1858. The potential for an effect would be due to an impact of the setting of the resource as the viewshed could be compromised. However, the tree clearing would be approximately 1,400 linear feet from the structure of ID1858, and approximately 800 feet from its boundary. Furthermore, U.S. Highway 70 lies between the boundaries of ID1858 and the trees. The highway near ID1858 is surveyed at 1,025.4 feet mean sea level (MSL). In comparison, most of the trees in the tree removal area are near 1,015.0 feet MSL at their maximum height. This

places most of the trees below the elevation of the highway when considering views from the resource looking eastward. As such, the highway creates a visual buffer when considering viewshed impacts. The considerable distance between the resource and tree removal area, coupled with the highway buffer, substantiate the finding of No Effect.



## Legend

- Existing Property Line
- Proposed Property Line
- Streams
- Wetlands
- Residential Structure
- Staging Areas
- Construction Areas
- Area of Potential Effects (APE)
- Proposed NRHP Boundary
- Displaced Threshold Removal
- Fee Simple Property Acquisition
- Aviation Easement Acquisition
- Removal of Individual Obstructions
- Obstruction Clearing
- EMAS
- Road Demolition
- Road Modification

Note: TSS: Threshold Siting Surface  
 NRHP: National Register of Historic Places  
 RPZ: Runway Protection Zone

Figure 1: Proposed Undertaking

**From:** [Shawn Patch](#)  
**To:** [Stevens, Laura](#)  
**Subject:** Fwd: ER 15-1393, Statesville Regional Airport (Iredell County) - Questions - ID1858 - Stamey Barn  
**Date:** Tuesday, May 12, 2020 10:10:18 AM  
**Attachments:** [ER15-1393\\_StatesvilleRegionalAirport\\_Iredell\\_QUESTIONSirb20200511.docx](#)

---

Shawn Patch|Principal Investigator, Sr. Archaeologist, Sr. Geophysical Specialist

**New South Associates, Inc.**

A Women-Owned Small Business  
1006 Yanceyville Street, Greensboro, North Carolina 27405  
Office: (336) 379-0433, ext. 160|Cell: (336) 392-6392  
Website // Facebook // LinkedIn

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Begin forwarded message:

**From:** Sherry Teal <[steal@newsouthassoc.com](mailto:steal@newsouthassoc.com)>  
**Subject:** Fwd: ER 15-1393, Statesville Regional Airport (Iredell County) - Questions - ID1858 - Stamey Barn  
**Date:** May 12, 2020 at 9:56:11 AM EDT  
**To:** Shawn Patch <[spatch@newsouthassoc.com](mailto:spatch@newsouthassoc.com)>

On Mon, May 11, 2020 at 11:07 AM Brosz, Jennifer R <[Jenn.Brosz@ncdcr.gov](mailto:Jenn.Brosz@ncdcr.gov)> wrote:

Renee,

I reviewed **ER 15-1393, Statesville Regional Airport (Iredell County)** authored 4-7-2020 by New South (Mary Beth Reed and Sherry Teal). New South evaluated nine properties. I agree with their assessment for eight of the nine surveyed properties and need additional information on one property.

I am requesting **additional information** for the **Stamey Farm Barn (ID1858)** to determine whether or not I agree with the consulting firm's assessment that the barn is individually National Register Eligible under Criteria A, B, and C.

**Additional Information/ Questions** are included in the attachment. I've copied Sherry Teal to keep this moving. I do not have an email for report co-

author Mary Beth Reed. Please let me know if you need anything else. I can wrap after receiving additional information on this property.

Thank you,

Jenn

**Jennifer R. Brosz**

NC State Historic Preservation Office

National Register Coordinator

[jenn.brosz@ncdcr.gov](mailto:jenn.brosz@ncdcr.gov)

--

**Sherry Teal|Architectural Historian/Historian**

**New South Associates, Inc.**

A Women-Owned Small Business

1006 Yanceyville Street, Greensboro, North Carolina 27405

Office: (336)-379-0433, Cell: 615-663-3514

[Website](#) // [Facebook](#) // [LinkedIn](#)

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Emailed MEMO. 5-11-2020

Renee,

I reviewed **ER 15-1393, Statesville Regional Airport (Iredell County)** authored 4-7-2020 by New South (Mary Beth Reed and Sherry Teal). New South evaluated nine properties. I agree with their assessment for eight of the nine surveyed properties and need additional information on one property.

I am requesting **additional information** for the **Stamey Farm Barn (ID1858)** to determine whether or not I agree with the consultant's assessment that the barn is individually National Register Eligible under Criteria A, B, and C.

### **Additional Information/ Questions**

ID1858 – Stamey Farm Barn

### **Historic Context**

The report mentions Stamey's main dairy complex east of pasture and woodland near the barn evaluated in this report. The report includes a Google image. How is that complex connected to the barn in this report? Were they functionally related? Owned and operated at the same time by H. Stamey? Part of the same farm complex? Why is this one separate? Is this actually a larger district? What other facilities was H. Stamey using in the era of local industrialized dairy operations and *how* is the barn in this survey related? I'm just a little unsure whether we can single this barn out for evaluation, or if it is really part of a bigger farm operation. If connected to a bigger farm operation, and it is being pulled out individually, we need to know why.

### **Criterion B**

(Refer to NR Bulletin 32) Specific individuals must have made contributions or played a role that can be justified as significant within a defined area of American history of prehistory, and contributions of individuals must be compared to those of others who were active, successful, prosperous or influential in the same field. The report seems to lack the later comparison.

Further, a Criterion B assessment should include the following:

Documentation must make clear how the property represents an individual's significant contributions. Each property associated with someone important should be compared with other properties associated with that individual to identify those resources that are good representatives of the person's historic contributions. A property must retain integrity from the period of its significant historic associations.

### **Integrity**

- How do you know the interior layout is intact?

- What is the date of the metal siding on the front façade? As stated in National Register Bulletin 15, eligible properties must not only retain their essential physical features, but the features must be visible enough to convey their significance. Is historic horizontal wood siding obscured by recently installed vertical metal siding? Are both of the “gambrel ends” (front and rear elevations) covered in metal? Or does the rear elevation retain wood siding? What does the rear elevation look like? I did not see a photo in the report.
- Were the lower loft’s track doors changed out when the siding was installed?
- For any door openings or aisles that “lack doors”, does that mean they never had doors, or that historic doors were removed?
- Is the fence historic (perhaps compare to the 1957 *State Magazine* article).
- Circa date the current silo. What was there historically that it replaced? A connected concrete stave silo? Tile silo? Where was previous silo positioned?

All of the above items should be addressed in the integrity statement.

### **Comparable properties**

Some insight I received last week from our Survey Coordinator, regarding Iredell County:

Iredell County is one of our oldest county-wide surveys (1976), and it predates our adherence to the “50 year rule,” which means almost everything we surveyed was pre-1860 just because that’s what the administration cared about. In the case of Iredell County, no 20<sup>th</sup> c. buildings were included in the project. So no dairy barns.

And just a general note based on conversations I’ve had with Michael Southern – don’t trust the database for information on outbuildings if the survey is prior to 2010 or so. We weren’t collecting that information in as structured a fashion before the database debuted, although there are plenty of old proof sheets containing (mostly unidentified) outbuildings in the basement.

If dairying was prevalent in Iredell County in the mid-twentieth century or earlier, there should be other barns of the same type to see and use as comparable properties, regardless of what is in the database. It might require some initial Google searching followed by some targeted driving around. To support the report statements, “very few examples of this type of dairy barn in Iredell County remain without substantial alterations or additions...most have been incorporated into larger complexes of modern barns, which has comprised their historic settings...covered with metal siding...” you need a more robust comparison section in the report. Compare and contrast the subject property to others of similar context in the area. If we can see comparable properties, it helps us know how to consider the fact that the façade (and rear?) is covered in incompatible metal.

I agree with the consultant's determination that the following properties are not eligible for the National Register for the reasons they provided in the report:

- ID1859 – Morrow House – Not Eligible – AGREE (Brosz)
- ID 1860- Seng House – Not Eligible – AGREE (Brosz)
- ID-1861- Dishman House – Not Eligible – AGREE (Brosz)
- ID 1862 – New Center Church and Cemetery – Not Eligible – AGREE (Brosz)
- ID 1863 – Keel House – Not Eligible – AGREE (Brosz)
- ID 1864 – Moose-Rogers House – Not Eligible – AGREE (Brosz)
- ID 1865 – Jean P Dean House – Not Eligible – AGREE (Brosz)
- ID 1866 – Lakewood Golf Course – Not Eligible – AGREE (Brosz)



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

June 16, 2020

Sherry Teal  
Architectural Historian  
New South Associates, Inc.  
1006 Yanceyville Street  
Greensboro, NC 27405

[steal@newsouthassoc.com](mailto:steal@newsouthassoc.com)

RE: Construct South Parallel Taxiway & Other Airport Improvements, Statesville Regional Airport,  
Iredell County, ER 15-1393

Dear Ms. Teal:

Thank you for your May 21, 2020, email providing the additional information we requested about the Stamey Barn (ID1858). After reviewing your submittal, we concur that the barn is eligible for the National Register of Historic Places for the reasons cited in the report and based on the additional information provided.

It is unclear, however, if the proposed boundary is appropriate. The investigator did not evaluate a boundary that would include the entirety of the Stamey Farm. Stamey's importance stems primarily from his breeding program, which was housed in the evaluated barn, but when Mr. Stamey purchased the farm, he bought the whole complex at once.

The additional information explains that the entire farm was not included due to the location of the Area of Potential Effects and a landscape or visual separation between the barn and the remainder of the complex. However, the barn and the farmstead are historically related, and National Register boundaries should be based on history rather than current ownership, parcel lines or on the APE. Sometimes portions of farms or large parcels are cut off because of geographic or visual separations, but it is very hard to imagine a farm boundary that excludes the farmstead when those buildings are extant. Thus, we agree that the barn is eligible and find its boundary should include the entire farm tract. This should not affect a determination of effects for the proposed undertaking.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



 Ramona Bartos, Deputy  
State Historic Preservation Officer

cc: Aaron Braswell, FAA

[aaron.braswell@faa.gov](mailto:aaron.braswell@faa.gov)

**From:** [Sherry Teal](#)  
**To:** [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov)  
**Cc:** [aaron.braswell@faa.gov](mailto:aaron.braswell@faa.gov); [Stevens, Laura](#); [Shawn Patch](#); [Mary Beth Reed](#); [Gledhill-earley, Renee](#); [Brosz, Jennifer R](#)  
**Subject:** Re: ER 15-1393, Questions, Stamey Barn ID1858  
**Date:** Thursday, May 21, 2020 4:40:06 PM  
**Attachments:** [ER15-1393\\_SVH\\_Questions\\_Answered.pdf](#)

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To Environmental Review Staff,

As requested by Renee Gledhill-Earley, I am submitting a follow-up letter containing additional information requested by Jenn Brosz to aid in the NRHP eligibility determination of the Stamey Barn ID1858.

A hard copy of the letter will be mailed to the 4617 Mail Service Center address.

Thank you,  
Sherry

--

**[Sherry Teal](#) | Architectural Historian/Historian**

**New South Associates, Inc.**

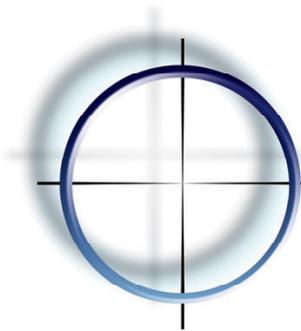
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## NEW SOUTH ASSOCIATES

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Renee Gledhill-Earley  
4617 Mail Service Center  
Raleigh, NC 27601

May 20, 2020

Subject: Additional Information for **ER 15-1393, Statesville Regional Airport (Iredell County)**.  
Response to Email Memo dated May 11, 2020 from Jenn Brosz, National Register Coordinator,  
NCDCR

Dear Ms. Gledhill-Earley:

In the email memo dated May 11, 2020, Jenn Brosz agreed with all of New South's recommendations except for one and requested further information concerning the Stamey Barn (ID-1858). We are pleased to provide additional information to aid in the NRHP eligibility determination for the Stamey Barn as requested. For your convenience, the original questions from the memo are copied below in italics with the answers following.

### **Additional Information/ Questions**

Bob Stamey and David Stamey were interviewed on Friday, May 15, 2020 and more background information that was not available through earlier research was provided for the Stamey Barn (ID-1858) and the Stamey Farm.

*The report mentions Stamey's main dairy complex east of pasture and woodland near the barn evaluated in this report. The report includes a Google image. How is that complex connected to the barn in this report?*

The Stamey Barn (ID-1858) is part of a larger farm complex owned by Bob Stamey, Howard Stamey's son. Part of the farm complex is on another parcel and more than 2,000 feet from the Stamey Barn.

*Were they functionally related? Owned and operated at the same time by H. Stamey? Part of the same farm complex?*

Howard Stamey owned and operated the Stamey Farm complex and Stamey Barn concurrently and they were part of the same dairy farm operation. The Stamey Farm complex housed the dairy milking parlor and barns involved in the dairy production part

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#### North Carolina

1006 Yanceyville Street  
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of his business. The Stamey Barn and environs housed the maternity stalls for heifers and calves involved in his breeding program and provided separate pasture for them.

*Why is this one separate? Is this actually a larger district? What other facilities was H. Stamey using in the era of local industrialized dairy operations and how is the barn in this survey related? I'm just a little unsure whether we can single this barn out for evaluation, or if it is really part of a bigger farm operation. If connected to a bigger farm operation, and it is being pulled out individually, we need to know why.*

The Stamey Barn is separate because it was constructed to be located near US Hwy 70. Howard Stamey's dairy operations were at the Stamey Farm complex and the Stamey Holstein breeding program was centered at the Stamey Barn. As milk production increased, Stamey did send his some of his cows' milk to off-site processing plants. However, he spent little time there. In the current study, the Stamey Barn was evaluated separately from the rest of the larger Stamey Farm complex because the remainder of the farm is located over 2,000 feet from the APE on a separate parcel and because the Stamey Barn is located within a self-contained viewshed, screened by mature trees, fencing, and rise of elevation in the landscape.

In 1949, Mr. Stamey purchased the farm, which consisted of the farmhouse and a barn, as well as the Stamey Barn (ID-1858), from Howard Gant. Stamey chose the Gant farm when he moved to Iredell County because there was an existing farmstead with two large barns at the crossroads of Hickory Highway (SR-70) and SR-1512 (Stamey 2020). Dairy farms were ideally located near railroad stops or road intersections to get milk to market fast. Farm buildings were also part of the substantial cost in starting a dairy (The Louis Berger Group, Inc. 2012). At the time, Hickory Highway was a major national highway traveling through North Carolina, connecting Raleigh, Greensboro, Salisbury, Statesville, and Hickory. The Gant farm provided two benefits to Stamey: a good location and existing barns (Stamey 2020).

Howard Gant had purchased the MacClellan Farm in the 1930s. The MacClellan family constructed the farmhouse and adjacent barn in about 1910, which are part of the current Stamey Farm complex. In 1942, using his connections as a commercial trucking company owner, Mr. Gant was able to obtain materials during WWII to construct a horse-barn on Hickory Highway. Business owners like Gant saw the promise of military contracts during WWII. He built the barn near Hickory Highway so that it would be of service near a main highway for any military contracts Gant might acquire (Stamey 2020). This barn is the present-day Stamey Barn (ID-1858).

The Stamey Barn exterior matches the 1940 USDA *Plans of Farm Buildings for Southern States* dairy barn seen on page 45 with plan number 723-5128 with "lean-to" sheds added. The stall configuration used is different and was adapted from another plan in the publication. The publication noted on several pages that farmers can alter the plans based upon their needs as seen on page 32 (USDA 1940). Farming is based on multiple factors such as geography, water source, transportation locations, type of herds or livestock, etc.

and the USDA understood that these factors change depending upon where the farmer was and what they were doing. These plans were developed to be versatile for the farmers' needs as markets and farming technology changed. When Howard Stamey bought and used the barn on Hickory Highway as a Holstein maternity barn, that was not unusual. He continued to use the barn as a maternity barn for Holstein heifers and calves until his death and it is still used today for the same purpose (Stamey 2020).

New South recommends that the Stamey Barn (ID-1858) be considered individually eligible for the NRHP under Criterion B for its association with Howard Stamey. Mr. Stamey made significant contributions in Iredell County's agricultural development as evidenced by numerous local, regional, and national awards, as well as international recognition as a Holstein breeder. The Stamey Barn (ID-1858) conveys his significant role in developing dairy cow breeding as an agricultural industry in Iredell County for 40 years. The barn was the center of his breeding practice throughout his career and life and continues today through his son and his family. New South recommends that the category of agriculture with a sub-category of animal facility be considered.

*Criterion B (Refer to NR Bulletin 32) Specific individuals must have made contributions or played a role that can be justified as significant within a defined area of American history or prehistory, and contributions of individuals must be compared to those of others who were active, successful, prosperous or influential in the same field. The report seems to lack the later comparison. Further, a Criterion B assessment should include the following: Documentation must make clear how the property represents an individual's significant contributions. Each property associated with someone important should be compared with other properties associated with that individual to identify those resources that are good representatives of the person's historic contributions. A property must retain integrity from the period of its significant historic associations.*

Howard Stamey has a significant role as a leader in agriculture and made significant contributions in Iredell County and the Stamey Barn is an important representation of his accomplishments. He has been locally, regionally, and nationally awarded and internationally recognized. From his obituary in the *Charlotte Observer* in 1994, we find that he graduated from North Carolina State College in 1942 with a B.S. in agronomy and then worked for the same college as an animal husbandry expert for three years. The North Carolina Department of Agriculture hired him to go to Iredell County in 1949 as an agriculture agent who specialized in dairying and dairy cow breeding (*The News and Observer* 1994). Through the 1930s, Iredell County had suffered extensive cotton crop failure due to the boll weevil. The North Carolina Department of Agriculture (NCDA) developed programs to assist cotton farmers transition to other crops and agricultural industry (Stamey 2020). Stamey's goal was to help other farmers establish dairy farms under the NCDA program. Throughout the years, Stamey taught other farmers, and future farmers through the 4-H program, how to make a successful dairy farm and business.

He began accumulating national, local, and regional awards early in his career. In 1955, Stamey was chosen as an example "for the entire Southeast" and awarded at the Royal

Livestock Show in Kansas. Only nine other county agents in the United States were recognized (Wooten 1955). The National Association of County Agents awarded him the Distinguished Service Award in 1967. In 1987, he was inducted into the North Carolina State Fair Livestock Hall of Fame. In the same year the Iredell County Board of Commissioners honored Stamey “because of his involvement helping [the] youth of Iredell County ... being instrumental in the Iredell County Show Arena and founded and co-managed the Statesville Regional Feeder Calf Sale, a model and leading sale in North Carolina and the southeast ...” (Iredell County Board of Commissioners 1987). Stamey’s recognition did not stop here as he has been cited posthumously in international theses and dissertations (Curtis 2015).

The period of significance of the Stamey Barn (ID-1858) begins in 1949 with his arrival to Iredell County as a dairy livestock specialist and extends to the year he received a Distinguished Service Award from the North Carolina Association of County Agricultural Agents in 1967. The end date of the period of significance was chosen because Stamey’s goal in 1949 to assist Iredell County farmers develop a strong dairy farm program came to fruition in the 1960s when Iredell County was recognized by the state and region as a leader in dairy. His Distinguished Service Award in 1967 was a benchmark for this effort.

No other buildings in Iredell County, except for the unevaluated Stamey Farm, have the same level of association with Howard Stamey. While his farm sends milk to processing plants elsewhere in the county, the Stamey Barn and his farm complex is where he spent most of his time developing breeding programs, as well as leading 4-H educational programs for Iredell County youth of for over 30 years. Specifically, the Stamey Barn is where the breeding program was, and is still, housed. The Holsteins calved in the Stamey Barn were and continue to be shipped around the world. Mr. Stamey’s association with the Stamey Barn spanned from 1949 until his death in 1994.

As a comparison to Stamey, there have been other agents in the state who have achieved success in agriculture. In 1967, five other county agents—Edwin Barnes, Brody Harrell, Archie Martin, Herbert Speas, and Lewis Truedale, Jr—received Distinguished Service awards, but for their counties. The Stamey Barn is recommended eligible at a local county level because of its association with a person who made significant local contributions but also was recognized regionally, nationally, and internationally.

The most current architectural survey in Iredell County was from 1976 and did not consider dairy production; therefore, there were no associations with specific persons available for comparison from previous countywide surveys. Other architectural reports were searched to find such associations to make comparisons under Criterion B. A search of the Historic Preservation Office Website and ArcGIS HPOWEB for dairy farms revealed the following. There are two dairy farms listed in the National Register in North Carolina, the Win-Mock Farm Dairy (DE-0493) in Davie County and the Wakefield Dairy Complex (WA-1448) in Wake County. Neither are listed under Criterion B, so no comparisons to persons involved in dairy farming could be made from these nomination forms.

Next, a review of recently listed general farms under Criterion B nearest to Iredell County were reviewed. The Evergreen Farm (FY-0259) in Forsyth County is located in the northern Piedmont and was recently listed in the National Register on December 19, 2019 under Criterion B for James Monroe Jarvis. Jarvis owned the land from 1894 through his death in 1947 showing continuous ownership over his lifetime. His lifetime was used as the period of significance. The nomination details how Jarvis was “a leader in North Carolina’s development and use of new agricultural practices” (Turco and Montgomery 2019). Jarvis wrote about his practices, gave lectures, and kept detailed journals of his farm’s workings. Much like Stamey, Jarvis became known for breeding but in corn. His Jarvis Golden Pacific corn was purchased nationwide, much like Stamey’s Holstein cows were and continue to be. Jarvis also received accolades from North Carolina State College and was recognized throughout the state for his acumen with corn genetics. While Jarvis has been recognized in the nomination under Criterion B, his area of agricultural expertise was primarily corn, not dairy, and Jarvis was located in another part of the state outside Iredell County.

*All of the [below] items should be addressed in the integrity statement.*

- *How do you know the interior layout is intact?*

The interior layout is intact per Bob Stamey, Howard Stamey’s son and current owner of the Stamey Barn (Stamey 2020). The barn is also extremely close to the 1940 *USDA Farm Building Plans for the Southeast* booklet. The barn was converted to dairy use (breeding and maternity) in 1949 but the interior stalls and mangers were not changed—only their use by pregnant cows and not horses. The original mangers, stalls, stall layout, hardware, ceiling joists, sideboards, supporting posts, and milled framework can be seen in the attached photographs (Figures 1-3). The interior board used for the stalls are not plank, but channeled, or v-notched board and still exist throughout.

- *What is the date of the metal siding on the front façade? As stated in National Register Bulletin 15, eligible properties must not only retain their essential physical features, but the features must be visible enough to convey their significance. Is historic horizontal wood siding obscured by recently installed vertical metal siding? Are both of the “gambrel ends” (front and rear elevations) covered in metal? Or does the rear elevation retain wood siding? What does the rear elevation look like? I did not see a photo in the report.*

The front façade was covered by metal siding in an effort to protect the front of the barn. The Stameys began adding raised seam siding sometime in the late 1950s and continued off and on until the 1980s. The siding is not a replacement for materials but covers the original shiplap. Only the façade has metal sheathing. All other elevations of are free from added cladding, including the rear, and clearly show the shiplap construction. There have been two feeding sheds constructed at the rear, but they are not engaged with the barn (Figure 4a-4b). These feeding sheds are not visible from the access road or Highway 70.

- *Were the lower loft's track doors changed out when the siding was installed?*

The lower loft's track doors as well as both engaged shed's upper loft doors are original. Some boards of the lower hayloft doors have been replaced and the tracking hardware is not original.

- *For any door openings or aisles that "lack doors", does that mean they never had doors, or that historic doors were removed? Is the fence historic (perhaps compare to the 1957 State Magazine article).*

It is unclear whether the engaged sheds on both sides had doors. Lean-to sheds, or engaged sheds, could be used with doors, gates, or remain open. There were no shed doors found on location. The second story hayloft doors are being stored in the upper loft of the barn.

The fence was improved in the 1960s, probably at the same time as the silo installation. It is not the same fence from the *Our State* magazine article.

- *Circa date the current silo. What was there historically that it replaced? A connected concrete stave silo? Tile silo? Where was previous silo positioned?*

The original silo built in the 1940s was of unknown construction. A 1950 USGS historic aerial shows it located behind the building by about 60 feet. A 1964 USGS historic aerial shows the 1940s silo, but also a silo where the current silo is located. The Harvestore silo present today matches 1960s Harvestore models. The 1940s silo behind the barn was removed in the 1990s.

While the metal sheathing on the façade may be an incompatible material with regards to the building's original construction and may obscure the historic shiplap construction on the façade, it did not replace but only cover the original material in an effort to preserve the wood underneath. When taken as a whole in its original, historic location and considering the integrity of the setting as well, the metal façade does not, in the opinion of the consultant, prevent the building as a whole from conveying its significance as a dairy barn in Iredell County. As James Gabbert with the National Park Service discussed in the 2018 National Register Workshop, synthetic coverings used on historic buildings should be evaluated with care but do not immediately disqualify them from being listed. *The Appropriateness of Substitute Materials for Resurfacing Historic Wood Frame Buildings NPS Technical Preservation Brief Number Eight* discusses synthetic materials at length and the brief leaves room for additions as long as they do not "radically chang[e]" the historic features of the wood or completely obscure the original material. The shiplap is still extant underneath. At all other elevations of the Stamey Barn the shiplap visible and other original woodwork visible. The historic hay machinery is intact in the upper loft. The fencing surrounding the farm retains a high amount of historic material from the mid-1960s. Most of the changes to the original 1942 barn were made during the period of significance between 1942 and 1967.

The Stamey Barn is one of only two, shiplap constructed barns known to exist in the county per Bob Stamey (both on his farm). Additional fieldwork confirms the barn's method of construction is uncommon for Iredell County. No other examples were found and no other dairy farmers interviewed knew of any. The Stamey Barn retains its historic stall plan, stall materials, tack room, feed room, side-aisles, mangers, loft equipment, loft truss system, doors (some stored), windows (some stored), cattle shoot (exterior), silo, fencing, and the exterior walls are constructed mostly of quarter-sawn shiplap oak. Farm buildings were designed to be versatile and change for the needs of farmers, such as mills changed with the needs of industry. The Stamey Barn retains a significant amount of its original materials from its period of significance, 1949-1967, including the interior and setting to convey its historic significance to Iredell County agriculture. New South recommends that the lack of other barns of its type extant in Iredell County also be considered when evaluating its integrity. New South recommends that the material integrity of the Stamey Barn and the integrity of its setting and location successfully conveys its historic agricultural significance.

*If dairying was prevalent in Iredell County in the mid-twentieth century or earlier, there should be other barns of the same type to see and use as comparable properties, regardless of what is in the database. It might require some initial Google searching followed by some targeted driving around. To support the report statements, "very few examples of this type of dairy barn in Iredell County remain without substantial alterations or additions...most have been incorporated into larger complexes of modern barns, which has comprised their historic settings...covered with metal siding..." you need a more robust comparison section in the report. Compare and contrast the subject property to others of similar context in the area. If we can see comparable properties, it helps us know how to consider the fact that the façade (and rear?) is covered in incompatible metal.*

Other dairy farms, and one general farm, were surveyed to provide additional information for the comparison of other barn types and conditions in Iredell County. After consulting with Jenn Brosz, the dairy farms selected to be surveyed were from the 2014 *Our State* magazine article. The general farm was located by targeted driving and later found on HPOWeb. Two farms that were not begun until the late 1970s and 1980s were eliminated from the *Our State* list. The status of the barns surveyed varied. Some are no longer used as dairy barns and are not in as good condition as the Stamey Barn (Dobson Farm, Figure 5). The Dobson Farm barn is not constructed of quarter-sawn white oak shiplap like the majority of the Stamey Barn, but instead of planed plank and has suffered significant loss of material integrity. Some barns are no longer extant and have more modern replacement barns of a different type than the Stamey Barn (Dusty Road Farm, Figure 6). The extant barn at Dusty Road Farm is a small, concrete block dairy building from the 1950s and has suffered considerable material loss and alteration. The previous wood barn at Dusty Road Farm is no longer extant. Some barns are not of the same type or method of construction as the Stamey Barn like the barn on Snow Creek Road (Figure 7). The barn located at Snow Creek Road is a 1920s front-gable barn constructed of planed plank (ID-1082). The Snow Creek Road barn was determined eligible in a 2018 Environmental Review letter, 04-0367, because of its rarity. This barn is in the extreme north of Iredell County on the Wilkes

County line and is 15 miles from the Stamey Barn. The most common types of dairy barns in Iredell County are massive, metal modern farm operations constructed in the last 20 years.

Other dairy barns not in the area but listed in the National Register in North Carolina were considered for context. The two dairy farms in North Carolina listed in the National Register, the Win-Mock Farm Dairy (DE-0493) and the Wakefield Dairy Complex (WA-1448) both have high-levels of integrity but have also had some alterations and changes. The Win-Mock Farm (DE-0493) sits upon only four acres and has substantial residential development surrounding it. The Win-Mock Farm Dairy (DE-0493) also is no longer functioning as a dairy. Like the Win-Mock Farm Dairy (DE-0493), the Stamey Barn (ID-1858) “remains dramatically visible” on the landscape (Phillips). The Wakefield Dairy Complex (WA-1448) also has a high level of integrity but has had some alterations and changes:

“The remaining structures of the Wakefield Dairy Complex retain exterior integrity ... Slight modifications have been made to the east elevation of the calf barn and the south and east elevations of the dairy barn. Although the interior plans of the dairy and calf barns have been somewhat altered, the interiors still retain much of original materials”

Considering other barns, New South recommends that the Stamey Barn is uncommon for the area and that the material integrity of the Stamey Barn and the integrity of its setting and location successfully conveys its historic agricultural significance.

In summary, New South recommends that the Stamey Barn is associated with a person who has made significant contributions to Iredell County and has been locally, regionally, and nationally recognized. The Stamey Barn retains most of its material integrity for its period of significance, has a distinctive construction for its area, and its setting is intact. Therefore, the Stamey Barn conveys its historical significance. The Stamey Barn is also associated with the introduction of a 1940s North Carolina Department of Agriculture plan to convert boll weevil-stricken farms to dairy production in an effort to save North Carolina farmers. This effort was state-wide and is associated with a pattern of events that made an important contribution to the history of the community and State. For these reasons, New South recommends that the Stamey Barn be considered eligible for the National Register of Historic Places under Criteria A, B, and C.

Sincerely,



Sherry Teal  
Architectural Historian  
New South Associates, Inc.  
Greensboro, NC



Figure 1. Stamey Barn Upper Loft

The upper loft of the Stamey Barn shows the extant hay loading machinery, tracking, USDA Barn Plan truss work, and the intact interior end-wall of the façade.



Figure 2. Stamey Barn Tack Room

The Stamey Barn Tack Room retains its original woodwork. The wide interior boards are v-notch, or tongue-and-groove. The original half-barrels mounted on the wall were for hanging bridles and halters. The original windows for the barn are seen at bottom left with removable fiberglass inserts.



Figure 3. Stamey Barn Original Stalls

The photograph shows the original stalls and gating with intact mangers seen in the background. The horizontal board of the aisle walls are tongue-and-groove.



Figure 4-A. Stamey Barn Feeding Sheds at Rear Elevation, Facing North

The photograph shows the feeding shed additions that are not engaged with the main form of the Stamey Barn.



Figure 4-B. The Stamey Barn Feeding Sheds, View from the Upper Loft Facing North

The photograph shows the roof of the two separate feeding sheds which are not engaged with the main form of the Stamey Barn. The view shows the back pasture and fencing.



Figure 5. The Dobson Dairy Farm, Former Dairy Barn, Facing North

The photograph shows the condition of the c.1904 former dairy barn. The photo is cropped at the request of the owner Jim Dobson.



Figure 6. The Dusty Road Farm Dairy Processing Barn, Facing South

The photograph shows the c.1950s dairy processing barn, shed-roofed, open-entry barn in background, and other farm equipment. The large, frame barn is no longer extant.



Figure 7. The Farm Complex on Snow Creek Road (ID-1082)

The photograph shows the c.1920s, gambrel-roof barn and silo on Snow Creek Road. The barn was surveyed as part of several buildings on the road and does not have a designated name. The barn is constructed of planed plank.



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

June 16, 2020

Sherry Teal  
Architectural Historian  
New South Associates, Inc.  
1006 Yanceyville Street  
Greensboro, NC 27405

[steal@newsouthassoc.com](mailto:steal@newsouthassoc.com)

RE: Construct South Parallel Taxiway & Other Airport Improvements, Statesville Regional Airport,  
Iredell County, ER 15-1393

Dear Ms. Teal:

Thank you for your May 21, 2020, email providing the additional information we requested about the Stamey Barn (ID1858). After reviewing your submittal, we concur that the barn is eligible for the National Register of Historic Places for the reasons cited in the report and based on the additional information provided.

It is unclear, however, if the proposed boundary is appropriate. The investigator did not evaluate a boundary that would include the entirety of the Stamey Farm. Stamey's importance stems primarily from his breeding program, which was housed in the evaluated barn, but when Mr. Stamey purchased the farm, he bought the whole complex at once.

The additional information explains that the entire farm was not included due to the location of the Area of Potential Effects and a landscape or visual separation between the barn and the remainder of the complex. However, the barn and the farmstead are historically related, and National Register boundaries should be based on history rather than current ownership, parcel lines or on the APE. Sometimes portions of farms or large parcels are cut off because of geographic or visual separations, but it is very hard to imagine a farm boundary that excludes the farmstead when those buildings are extant. Thus, we agree that the barn is eligible and find its boundary should include the entire farm tract. This should not affect a determination of effects for the proposed undertaking.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



 Ramona Bartos, Deputy  
State Historic Preservation Officer

cc: Aaron Braswell, FAA

[aaron.braswell@faa.gov](mailto:aaron.braswell@faa.gov)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Memphis Airports District Office  
2600 Thousand Oaks Blvd., Suite 2250  
Memphis, TN 38118-2486  
Phone: 901-322-8180

June 23, 2020

Renee Gledhill-Earley  
Environmental Review Coordinator  
North Carolina Dept. of Natural Resources  
State Historic Preservation Office  
4619 Mail Service Center  
Raleigh, NC 27699-4619

**RE: Section 106 Undertaking – ER 15-1393  
Statesville Regional Airport  
Statesville, North Carolina**

Dear Ms. Gledhill-Earley:

This letter is in response to your correspondence, dated June 16, 2020, to Ms. Sherry Teal, Architectural Historian, with New South Associates, Inc. The correspondence concerns the Stamey Barn (ID1858) and its eligibility in the National Register of Historic Places (NRHP) as examined as part of a Section 106 undertaking at the Statesville Regional Airport in Statesville, North Carolina.

Based on your letter, the State Historic Preservation Office (SHPO) concurs with the recommendation that the Stamey Barn is eligible under criteria A, B, and C. However, the letter notes that the proposed boundary for the resource, as recommended in the report by New South Associates, may not be appropriate as the investigator did not evaluate a boundary that included the entirety of Stamey Farm.

The Federal Aviation Administration (FAA) acknowledges the boundary may warrant further consideration. At this time, however, we do not intend to revise the previous report or submit further documentation to your office, as the nature of proposed activities would only affect the area depicted in the submitted documentation.

As an update, with this letter, the FAA hereby amends its previous finding for the undertaking from No Effect to No Adverse Effect. This amendment to the FAA's finding is due to further reflection on the undertaking and its impact to context and intensity.

Thank you for collaboration and assistance during this review. If you have any questions, please feel welcome to contact me at (901) 322 – 8192.

Sincerely,

DOUGLAS  
AARON  
BRASWELL  
Date: 2020.06.24  
10:00:28 -05'00'

Aaron Braswell  
Environmental Protection Specialist, Memphis Airports District Office

**FAA Section 106 Effects Determination  
Memphis Airports District Office  
May 22, 2020**

**Project Proponent**

City of Statesville, Statesville Regional Airport (SVH), PO Box 1111, Statesville, NC 28687

**Project Proponent Background**

The project proponent is the governing body for a public-use general aviation (GA) airport, with a single runway measuring 7,003 feet and oriented in an east to west direction. The airport supports the air transportation needs of Statesville, Iredell County, and surrounding communities. The airport has approximately 100 aircraft based on the airfield and accommodates a broad range of general aviation traffic.

**Participating State Historic Preservation Office(s)**

North Carolina State Historic Preservation Office, Department of Natural and Cultural Resources, 109 E Jones Street, Raleigh, North Carolina, 27601

**Description of the Undertaking**

As described in correspondence to the State Historic Preservation Office on October 9, 2019, the undertaking included the following project elements: 1) Land Acquisition, 2) Building demolition, 3) Avigation easement acquisition, 4) Tree trimming/removal, 5) Parallel taxiway extension, 6) Road relocation, 7) Runway safety area improvements (including the installation of engineered material arresting system EMAS), and 8) Runway threshold relocation.

However, on April 2, 2020, the project proponent and FAA agreed to modify the undertaking. The revised undertaking removed the taxiway extension, changed the road relocation to partial road closure, and limited the tree areas to be cleared. The revised undertaking is shown in the attached figure. The overall objective of the undertaking is to meet FAA airport design standards, clear airspace obstructions, and increase effective runway length by reclaiming portions of displaced thresholds.

**Determinations/Descriptions of the Area of Potential Effects (APE)**

Based on previous correspondence with the SHPO, it was determined that impacts to below-ground resources would not be expected. As such, the FAA did not contemplate an area of potential effect (APE) for below-ground resources.

The project elements do, however, have the potential to create adverse effects to above-ground resources. Therefore, an APE was established in consultation with the SHPO. The APE was based on a 250-foot buffer around properties where fee simple or easement acquisition are proposed. This resulted in three separate APEs; one west of the airfield around U.S. Highway 70, one to the southeast of the airfield near Old Airport Road and including New Center Church Cemetery, and one to the east of the airfield including Lakewood Golf Club. The SHPO concurred with the FAA-recommended APE on November 26, 2019.

### **Steps Taken to Identify and Evaluate Historic Sites/Properties in the APE**

New South Associates, a subcontractor to Parrish and Partners, and representing the project proponent, prepared a Historic Architecture Survey for above-ground properties within the APE. Based on a records review, there were two previously surveyed resources within a half mile of the project area. No previously surveyed resources were within the APE. New South Associates identified nine new resources within the APE. Of the nine, four were located on the western section of the APE; one in the southeastern APE, and four in the eastern APE.

The resources in the western section include a barn (ID1858) and three houses (ID1859-ID1861). The single resource in the southeastern APE is a church and cemetery (ID1862). The eastern section of the APE featured three houses (ID1863-ID1865) and a golf course (ID1866).

### **Assessment of Properties**

Based on the information provided in the survey, the FAA finds that resources ID1859-ID1866 are not eligible for listing in the NRHP due to insufficient integrity or not meeting listing criteria. However, the FAA finds that ID1858 is eligible for listing under criteria A, B, and C.

### **FAA Determination of Effect and Recommended Mitigation**

As noted above, the proposed undertaking was amended on April 2, 2020. The revised action resulted in changes that reduced the undertaking's potential to affect historic resources. Given the current version, the FAA finds the undertaking will have No Adverse Effect on eligible resources within the APE.

The potential for impact is associated only with the tree clearing west of the airport near ID1858. The potential for an effect would be due to an impact of the setting of the resource as the viewshed could be compromised. However, the tree clearing would be approximately 1,400 linear feet from the structure of ID1858, and approximately 800 feet from its boundary. Furthermore, U.S. Highway 70 lies between the boundaries of ID1858 and the trees. The highway near ID1858 is surveyed at 1,025.4 feet mean sea level (MSL). In comparison, most of the trees in the tree removal area are near 1,015.0 feet MSL at their maximum height. This

places most of the trees below the elevation of the highway when considering views from the resource looking eastward. As such, the highway creates a visual buffer when considering viewshed impacts. The considerable distance between the resource and tree removal area, coupled with the highway buffer, substantiate the finding of No Adverse Effect.



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

June 30, 2020

Aaron Braswell, Environmental Protection Specialist  
Federal Aviation Administration  
Memphis Airports District Office

[aaron.braswell@faa.gov](mailto:aaron.braswell@faa.gov)

Re: Construct South Parallel Taxiway & Other Airport Improvements, Statesville Regional Airport, Iredell County, ER 15-1393

Dear Mr. Braswell:

Thank you for your June 23, 2020, letter concerning the above-referenced undertaking and its effects upon historic properties. We understand and accept that the Federal Aviation Administration (FAA) concurs that the Stamey Barn (ID1858) is eligible for listing in the National Register and that the boundary warrants future determination. However, that determination is not needed at this time, given that the project will not adversely affect the portion of the farm containing the historic barn.

We understand the FAA's reasoning on this and concur with its finding of no adverse effect for the undertaking.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in blue ink that reads "Renee Gledhill-Earley".

*for* Ramona Bartos, Deputy  
State Historic Preservation Officer

**APPENDIX D**

**Noise Analysis**

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# STATESVILLE REGIONAL AIRPORT

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## Runway 10-28 Safety Enhancements Program Noise Contour Development

### 1.0 Introduction and Overview

The Proposed Action Alternative includes the removal of displaced arrival thresholds for each runway end. Upon completion, the entire remaining runway will be available to support aircraft arrivals and departures. This report provides an overview of the noise modeling data preparation and an analysis of the resulting Day-Night Average Sound Level (DNL) contours for the future year 2026 No Action and Proposed Action alternatives at the Statesville Regional Airport (SVH, or the Airport). This noise analysis was prepared as a part of the Runway 10-28 Safety Enhancements Program. The FAA's Aviation Environmental Design Tool version 3b (AEDT 3b) was used to develop the DNL contours associated with each alternative. The DNL contours were prepared using the approved aircraft activity forecast for SVH and a detailed discussion of the model inputs used to develop these contours is included in the following sections.

### 2.0 2026 Forecasted Aircraft Operations

The 2026 No Action and Proposed Action alternative aircraft operations were forecasted to be 57,259 operations. Of the total forecast operations, it was assumed that 25% of piston-engine aircraft would conduct touch-and-go operations and that all other operations were considered as either arrivals or departures.

### 3.0 Aircraft Fleet Mix

The forecast provided a comprehensive list of aircraft that are expected to operate at the Airport in calendar year 2026. This list served as the basis to determine AEDT-equivalent aircraft for the purposes of developing DNL contours, which included researching each aircraft type to determine the AEDT-specific airframe, engine codes, and engine modification codes of the forecasted 2026 aircraft fleet. The AEDT fleet mix is presented in **Appendix A**.

### 4.0 Stage Lengths

An aircraft's stage length (or trip length) refers to the distance it flies from its origin airport (in this case, SVH) to its intended destination. Stage length is important in noise modeling because the greater the distance to its destination, the greater the fuel load required and overall weight and, as a result, the lower its departure profile. It was assumed that most of the aircraft departing the Airport would fly Stage Length 1 (less than 500 nautical miles), with the exception of 25% of jet engine

aircraft, which would fly Stage Length 2 (between 500 and 1,000 nautical miles). The details of fleet mix and stage lengths are provided in **Appendix A**.

## 5.0 Time of Day

Another important component in developing the DNL contours is determining the day-night use percentages for each AEDT-specific aircraft. The DNL metric is a 24-hour, time-weighted energy average, and noise events that occur during certain noise-sensitive time periods receive an increased weighting, or “penalty.” For the DNL metric, noise events occurring between the hours of 10:00:00 p.m. and 6:59:59 a.m. receive a 10-dB “penalty”. This penalty attempts to account for both the higher human sensitivity to noise at nighttime and the expected decrease in background noise levels at night, in comparison with daytime background noise levels. Because noise is measured on a logarithmic scale, a 10-dB penalty means each nighttime noise event is weighted as equivalent to 10 daytime events. The assumed day-night percentages are presented in **Table 1**.

**TABLE 1  
DAY-NIGHT PERCENTAGES**

<b>Aircraft Category</b>	<b>Day</b>	<b>Night</b>	<b>Total</b>
<b>Jet</b>	95%	5%	100%
<b>Turboprop</b>	95%	5%	100%
<b>Piston</b>	100%	0%	100%

SOURCE: Parrish and Partners, 2020.

## 6.0 Runway Use

Aircraft arrive and depart into the wind to maximize the performance capabilities and safety of aircraft operations. Some airports have a preferential runway use system that balances noise concerns with its safest and most efficient use. If a certain runway is used predominantly for departures while another runway is used for arrivals, the noise contours will noticeably reflect the asymmetric type of operational activity. Parrish and Partners provided runway utilization information, by aircraft category, for the development of the 2026 No Action and Proposed Action alternative noise contours. For non-jet engine aircraft, Runway 10 usage accounts for 40% of all operations and Runway 28 usage accounts for 60% of all operations. For jet-engine aircraft, departure runway usage is 90% on Runway 28 and 10% on Runway 10, and arrival runway usage is 80% on Runway 28 and 20% on Runway 10.

## 7.0 Flight Track and Flight Track Use Percentages

To determine noise levels on the ground and develop accurate DNL contours, it is important to know where aircraft are flying as they ingress and egress the vicinity of the Airport (the arrival and departure paths, or flight tracks). Given the uncongested nature of the Airport’s surrounding operational environment, it was assumed that all itinerant aircraft follow straight-in and straight-out flight tracks. In addition, touch-and-go operations, which assumed a standard left-hand pattern for each runway, were included. It was also assumed that the touch-and-go operations would be dispersed, which reflects the varying climb performance of aircraft and flying techniques of pilots;

as such, dispersed tracks were included. Touch-and-go operations on the spine (or backbone) and dispersed tracks were 34% on the spine track and 33% on each dispersed track. The modeled flight tracks are depicted in **Figures A-1 and A-2** of **Appendix A**.

## 8.0 Results

The information described above was compiled and incorporated into the AEDT, which calculates aircraft noise exposure using a defined network of grid points at ground level around an airport. It computes the noise generated by each aircraft operation, by aircraft type and engine thrust level along each flight track. Corrections are applied to account for atmospheric acoustical attenuation, acoustical shielding of the aircraft engines by the aircraft itself, and aircraft speed variations. The noise exposure levels for each aircraft are then summed at each grid point. The cumulative noise exposure levels at all grid points are then used to develop noise exposure contours for selected values (e.g., DNL 60, 65, 70 and 75 dB). Using the results of the grid point analysis, noise contours of equal noise exposure can then be plotted. The FAA defines a significant impact as a noise sensitive use that experiences a DNL 1.5 dB change within the DNL 65 dB contour. If there are significant impacts within the DNL 65 dB contour, the FAA then requires identification of areas that receive a DNL 3 dB change (reportable change) within the DNL 60 dB contour.

**Figure 1** depicts the No Action Alternative DNL 60, 65, 70, and 75 dB contours and **Figure 2** depicts the Proposed Action Alternative DNL 60, 65, 70, and 75 dB contours for the year 2026. **Table 2** provides the acreage for each contour for both alternatives. It should be noted that the higher-level contour area is inclusive of the subsequent levels, so the DNL 60 dB contour acreage also includes the area within the DNL 65, 70, and 75 dB contours. These contours represent the 24-hour aircraft noise exposure to areas surrounding the Airport on an average annual day. The overall shape of the DNL contours generally reflect the east and west orientation of the runways and flow of aircraft operations at the Airport.

**TABLE 2**  
**DNL CONTOUR AREAS (ACRES)**

Scenario	2026 No Action Alternative	2026 Proposed Action Alternative	Net Change
DNL 60	377.4	381.8	4.4
DNL 65	171.9	171.0	-0.9
DNL 70	81.1	76.6	-4.5
DNL 75+	23.1	23.5	0.3

SOURCES: AEDT 3b; ESA, 2020.  
60 DNL contour provided for information purposes only.

## 8.1 Noise Sensitive Receivers

There are two noise sensitive receivers located within the DNL 65 dB contours as presented in **Figures 1 and 2**. Bread of Life Ministry, a place of worship, (L1) is located on a parcel at the northwest corner of the DNL 65 dB contour and a small portion of residential land use (L2), located to the southwest corner of the DNL 65 dB contour on the Runway 10 end, is also included. There are no residential or institutional structures located within the DNL 65 dB contour in either instance. At both sites, the noise level decreased by 0.1 dB with the Proposed Action Alternative.

## 8.2 Land Use

The predominant land use in the vicinity of SVH is primarily industrial, commercial, institutional, and rural-residential. The residential areas are located immediately to both the north and south of the Runway 28 end, as well as to the south of the Runway 10 end. As noted in **Section 8.1**, a small portion of rural-residential land use is captured by the No Action and Proposed Action alternative DNL 65 dB contours to the south of the Runway 10. The area of the rural-residential parcel within DNL 65 dB contour does not include any structures (e.g., homes) and the parcel does not experience a 1.5 dB or greater increase in noise exposure under the Proposed Action Alternative; as such, no significant impact results from the Proposed Action Alternative. Land uses within the DNL 60 dB and greater contours for both alternatives are summarized in **Tables 3 and 4** and depicted as base maps on **Figures 1 and 2**. Data used to identify land uses in the vicinity of the Airport were obtained from the Iredell County tax assessor parcel data.<sup>1</sup>

**TABLE 3  
LAND USES WITHIN THE DNL 60 DB AND GREATER CONTOURS  
2026 NO ACTION ALTERNATIVE**

Land Use	DNL 60-65	DNL 65-70	DNL 70-75	DNL 75+	Total
On-Airport Property	102.5	89.8	58.0	23.1	<b>273.5</b>
<b>On-Airport Property Total (Acres)</b>	102.5	89.8	58.0	23.1	<b>273.5</b>
Commercial	17.5	0.3	-	-	17.9
Industrial	23.6	-	-	-	23.6
Institutional	4.2	0.3	-	-	4.5
Off-Airport Property	54.0	0.3	-	-	54.4
Residential - Rural	54.0	0.3	-	-	54.4
Residential Single-Family	3.4	-	-	-	3.4
Vacant	0.1	-	-	-	0.1
<b>Off-Airport Property Total (Acres)</b>	<b>102.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>103.9</b>
<b>Total Acres</b>	<b>205.5</b>	<b>90.8</b>	<b>58.0</b>	<b>23.1</b>	<b>377.4</b>

SOURCES: AEDT 3b; ESA, 2020.

NOTE: Numbers may not sum due to rounding.

DNL 60-65 contour provided for information purposes only.

<sup>1</sup> <https://www.co.iredell.nc.us/1256/ArcGIS-Open-Data-Data-Resources>

**TABLE 4**  
**LAND USES WITHIN THE DNL 60 dB AND GREATER CONTOURS**  
**2026 PROPOSED ACTION ALTERNATIVE**

Land Use	DNL 60-65	DNL 65-70	DNL 70-75	DNL 75+	Total
On-Airport Property	105.0	93.4	53.2	23.4	275.0
<b>On-Airport Property Total (Acres)</b>	<b>105.0</b>	<b>93.4</b>	<b>53.2</b>	<b>23.4</b>	<b>275.0</b>
Commercial	17.6	0.4	-	-	18.0
Industrial	23.8	-	-	-	23.8
Institutional	4.2	0.3	-	-	4.5
Residential - Rural	56.7	0.3	-	-	57.1
Residential Single-Family	3.4	-	-	-	3.4
Vacant	0.1	-	-	-	0.1
<b>Off-Airport Property Total (Acres)</b>	<b>105.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>106.8</b>
<b>Total Acres</b>	<b>210.8</b>	<b>94.4</b>	<b>53.2</b>	<b>23.4</b>	<b>381.8</b>

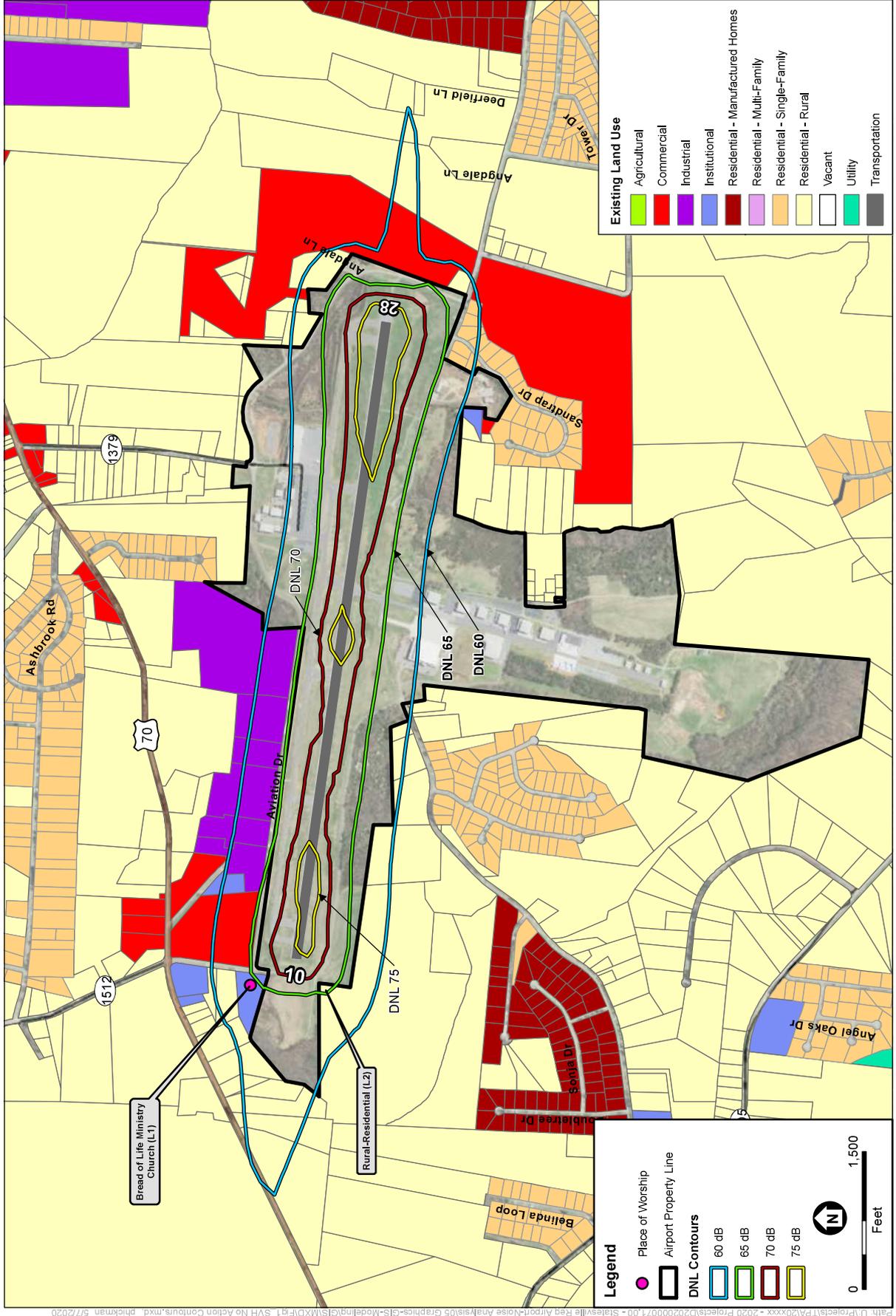
SOURCES: AEDT 3b; ESA, 2020.

NOTE: Numbers may not sum due to rounding.

DNL 60-65 contour provided for information purposes only.

### 8.3 Screening Analysis of the DNL 45 Noise Contour

**Figure 3** depicts the No Action Alternative noise contour for the DNL 45 dB contour. **Figure 4** depicts the Proposed Action Alternative noise contour for the DNL 45 dB and includes grid points that identify locations projected to experience an increase in noise of 5 dB or greater within the DNL 45 dB contour. In accordance with both FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* and FAA Order JO 7400.2M *Procedures for Handling Airspace Matters*, a noise screening analysis was conducted to determine if any noise-sensitive areas would experience a 5-dB or greater increase in noise exposure within the DNL 45 dB contour as a result of the Proposed Action Alternative. Under FAA Order 1050.1F, a 5-dB or greater increase in noise exposure would be considered “reportable” and, under FAA Order JO 7400.2M, a 5-dB or greater increase in noise exposure could require additional environmental analyses. **Figure 4** depicts the areas within the DNL 45 dB contour that experience a 5-dB increase in noise exposure, which is a result of aircraft performing touch-and-go operations at the Airport. Touch-and-go operations are modeled based on the elevation of the Airport. However, certain points west of the Airport have higher land elevations; thus, the distance between these points and touch-and-go aircraft is shortened, resulting in higher levels of noise exposure.

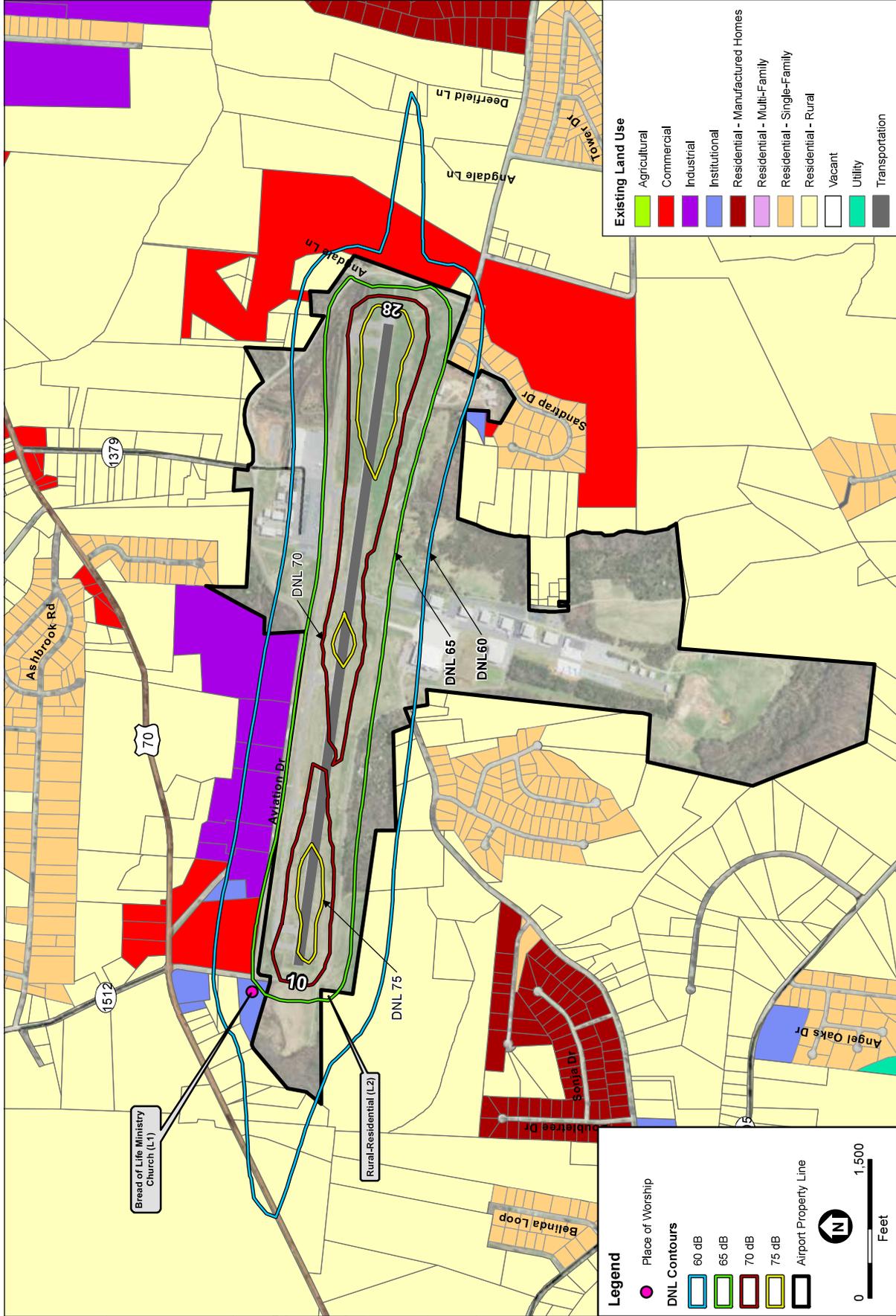


Statesville Regional Airport Environmental Assessment

**Figure 1**  
No Action Alternative DNL Contours  
Statesville Regional Airport

SOURCE: AEDT 3b; Esri Mapping Services; Iradell County GIS Mapping Department; ESA, 2020  
NOTE: DNL = Day-Night Average Sound Level



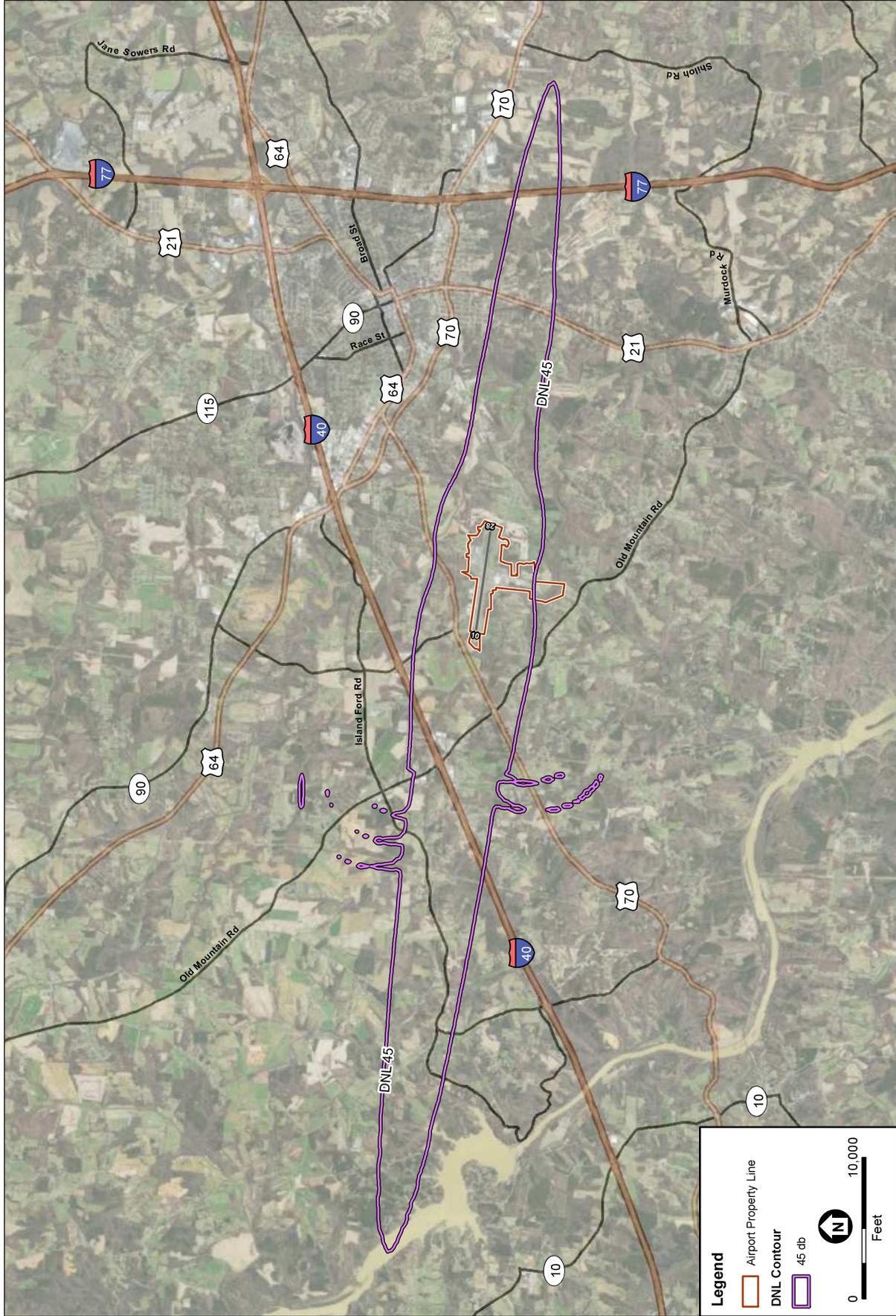


Statesville Regional Airport Environmental Assessment

**Figure 2**  
Proposed Action DNL Contours  
Statesville Regional Airport

SOURCE: AEDT 3b; Esri Mapping Services; Itracell County GIS Mapping Department; ESA, 2020  
NOTE: DNL = Day-Night Average Sound Level





Statesville Regional Airport Environmental Assessment

SOURCE: AEDT 3b; Esri Mapping Services; ESA, 2020

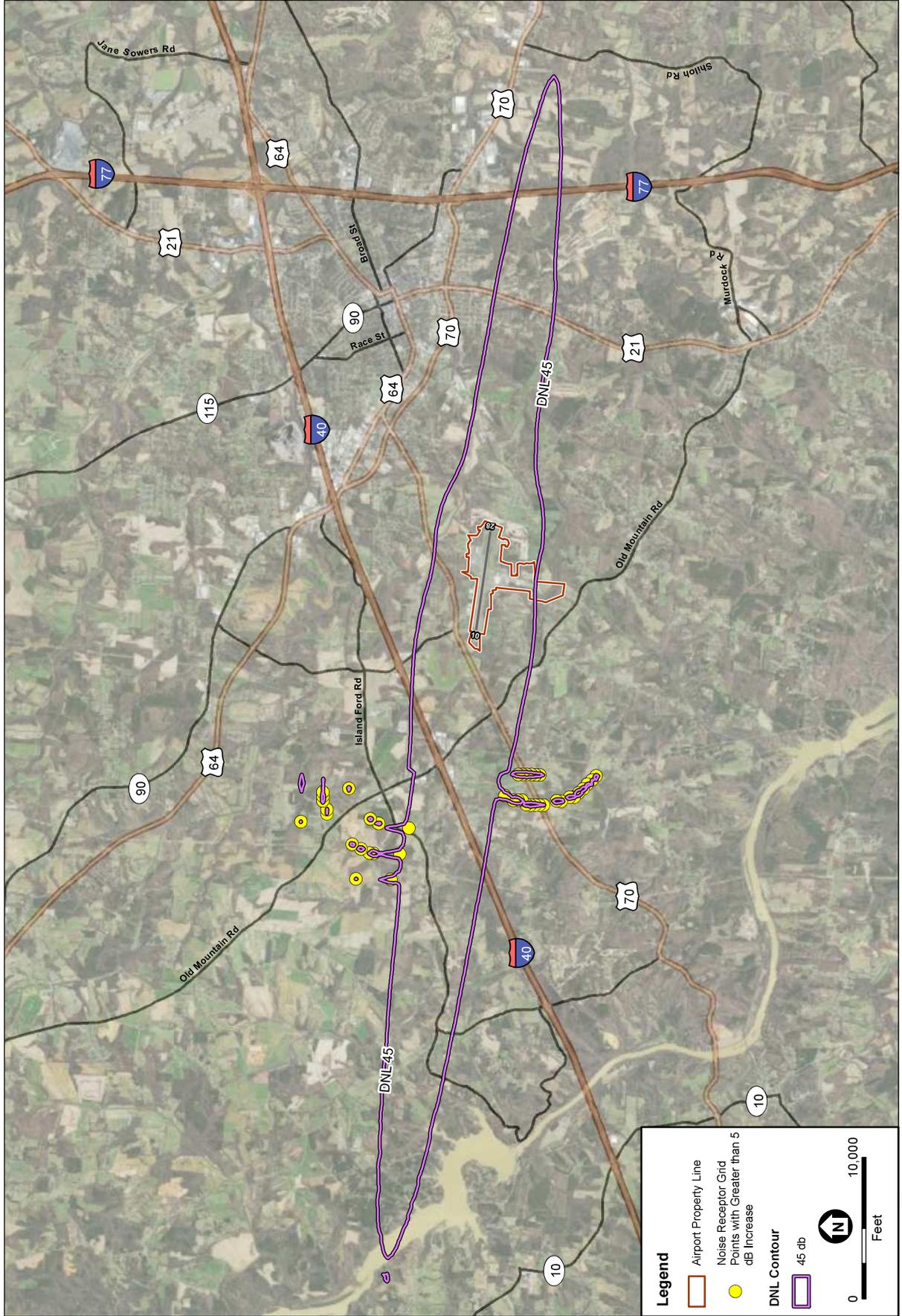
NOTE: DNL = Day-Night Average Sound Level

**Figure 3**  
No Action Alternative DNL 45 Contour  
Statesville Regional Airport



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Statesville Regional Airport Environmental Assessment

SOURCE: AEDT 3b; Esri Mapping Services; ESA, 2020

NOTE: DNL = Day-Night Average Sound Level

Figure 4  
Proposed Action DNL 45 Contour with Receptors  
Statesville Regional Airport



# Appendix A

## **Aircraft Operational Information**

TABLE A1 - 2026 ANNUAL AVERAGE DAY AIRCRAFT OPERATIONS

AEDT Aircraft Type	Arrival		Departure SL1		Departure SL2		Touch-and-Go		Total
	Day	Night	Day	Night	Day	Night	Day	Night	
Bombardier Challenger 604	0.5057	0.0266	0.5057	0.0266					1.0646
Bombardier CRJ-200	1.7120	0.0901	1.7120	0.0901					3.6043
Bombardier Learjet 45	0.8591	0.0452	0.8591	0.0452					1.8086
Bombardier Learjet 60	0.8530	0.0449	0.8530	0.0449					1.7957
Cessna 172 Skyhawk	4.9551		4.9551				3.3034		13.2137
Cessna 177 Cardinal RG (FAS)	2.4190		2.4190				1.6127		6.4508
Cessna 182 Turbo (FAS)	2.9263		2.9263				1.9508		7.8034
Cessna 414	2.8482		2.8482				1.8988		7.5953
Cessna 421 Piston	2.4190		2.4190				1.6127		6.4508
Cessna 501 Citation ISP	0.4874	0.0257	0.4874	0.0257					1.0261
Cessna 525 CitationJet	0.3473	0.0183	0.3473	0.0183					0.7311
Cessna 525A CitationJet	0.3777	0.0199	0.3777	0.0199					0.7953
Cessna 550 Citation II	1.1271	0.0593	1.1271	0.0593					2.3729
Cessna 560 Citation V	0.3534	0.0186	0.3534	0.0186					0.7439
Cessna 560 Citation XLS	0.3595	0.0189	0.3595	0.0189					0.7568
Cessna 680 Citation Sovereign	0.2603	0.0137	0.2603	0.0137					0.5479
Cessna 680-A Citation Latitude	0.6275	0.0330	0.6275	0.0330					1.3212
CESSNA CITATION 510	0.2924	0.0154	0.2924	0.0154					0.6157
Cirrus SR22	5.6574		5.6574				3.7716		15.0865
Dassault Falcon 900	1.0906	0.0574	0.8179	0.0430	0.2726	0.0143			2.2960
Embraer 505	1.0411	0.0548	1.0411	0.0548					2.1918
Embraer ERJ145-LR	9.2000	0.4842	6.9000	0.3632	2.3000	0.1211			19.3683
Falcon 7X	0.9017	0.0475	0.9017	0.0475					1.8984
Hawker Beechcraft Corp Beechjet 400A	2.7112	0.1427	2.7112	0.1427					5.7079
Pilatus PC-12	0.4387	0.0231	0.4387	0.0231					0.9235
Piper PA46 Malibu (FAS)	3.6286		3.6286				2.4190		9.6762
Raytheon Beech Baron 58	7.0621		7.0621				4.7080		18.8321
Raytheon Beech Bonanza 36	3.7066		3.7066				2.4711		9.8843
Raytheon King Air 90	1.0845	0.0571	1.0845	0.0571					2.2832
Raytheon Super King Air 200	4.0073	0.2109	4.0073	0.2109					8.4364
Raytheon Super King Air 300	0.7555	0.0398	0.7555	0.0398					1.5905
<b>TOTAL</b>	<b>65.0154</b>	<b>1.5470</b>	<b>62.4428</b>	<b>1.4116</b>	<b>2.5726</b>	<b>0.1354</b>	<b>23.7483</b>		<b>156.8731</b>

**APPENDIX E**

**Mitigation Letter &  
2020 Wetland Delineation**



NORTH CAROLINA  
Environmental Quality

April 3, 2020

ROY COOPER  
Governor

MICHAEL S. REGAN  
Secretary

TIM BAUMGARTNER  
Director

John Ferguson  
Statesville Regional Airport  
238 Airport Road  
Statesville, NC 28677

**Expiration of Acceptance:** 10/3/2020

**Project:** Statesville Airport

**County:** Iredell

The purpose of this letter is to notify you that the NCDEQ Division of Mitigation Services (DMS) is willing to accept payment for compensatory mitigation for impacts associated with the above referenced project as indicated in the table below. Please note that this decision does not assure that participation in the DMS in-lieu fee mitigation program will be approved by the permit issuing agencies as mitigation for project impacts. It is the responsibility of the applicant to contact permitting agencies to determine if payment to the DMS will be approved. You must also comply with all other state, federal or local government permits, regulations or authorizations associated with the proposed activity including G.S. § 143-214.11.

This acceptance is valid for six months from the date of this letter and is not transferable. **If we have not received a copy of the issued 404 Permit/401 Certification within this time frame, this acceptance will expire.** It is the applicant's responsibility to send copies of the permits to DMS. Once DMS receives a copy of the permit(s) an invoice will be issued based on the required mitigation in that permit and payment must be made prior to conducting the authorized work. The amount of the in-lieu fee to be paid by an applicant is calculated based upon the Fee Schedule and policies listed on the DMS website.

Based on the information supplied by you in your request to use the DMS, the impacts for which you are requesting compensatory mitigation credit are summarized in the following table. The amount of mitigation required and assigned to DMS for this impact is determined by permitting agencies and may exceed the impact amounts shown below.

River Basin	Impact Location (8-digit HUC)	Impact Type	Impact Quantity
Yadkin	03040102	Warm Stream	1,000
Yadkin	03040102	Riparian Wetland	3.25

Upon receipt of payment, DMS will take responsibility for providing the compensatory mitigation. The mitigation will be performed in accordance with the In-Lieu Fee Program instrument dated July 28, 2010. Thank you for your interest in the DMS in-lieu fee mitigation program. If you have any questions or need additional information, please contact Kelly Williams at (919) 707-8915.

Sincerely,

FOR James. B Stanfill  
Asset Management Supervisor

cc: Brad Luckey, agent



# Jurisdictional Determination Request

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**US Army Corps  
of Engineers**  
Wilmington District

This form is intended for use by anyone requesting a jurisdictional determination (JD) from the U.S. Army Corps of Engineers, Wilmington District (Corps). Please include all supporting information, as described within each category, with your request. You may submit your request via mail, electronic mail, or facsimile. Requests should be sent to the appropriate project manager of the county in which the property is located. A current list of project managers by assigned counties can be found on-line at:

<http://www.saw.usace.army.mil/Missions/RegulatoryPermitProgram/Contact/CountyLocator.aspx>, by calling 910-251-4633, or by contacting any of the field offices listed below. Once your request is received you will be contacted by a Corps project manager.

## **ASHEVILLE & CHARLOTTE REGULATORY FIELD OFFICES**

US Army Corps of Engineers  
151 Patton Avenue, Room 208  
Asheville, North Carolina 28801-5006  
General Number: (828) 271-7980  
Fax Number: (828) 281-8120

## **WASHINGTON REGULATORY FIELD OFFICE**

US Army Corps of Engineers  
2407 West Fifth Street  
Washington, North Carolina 27889  
General Number: (910) 251-4610  
Fax Number: (252) 975-1399

## **RALEIGH REGULATORY FIELD OFFICE**

US Army Corps of Engineers  
3331 Heritage Trade Drive, Suite 105  
Wake Forest, North Carolina 27587  
General Number: (919) 554-4884  
Fax Number: (919) 562-0421

## **WILMINGTON REGULATORY FIELD OFFICE**

US Army Corps of Engineers  
69 Darlington Avenue  
Wilmington, North Carolina 28403  
General Number: 910-251-4633  
Fax Number: (910) 251-4025

## **INSTRUCTIONS:**

**All requestors must complete Parts A, B, C, D, E, F and G.**

**NOTE TO CONSULTANTS AND AGENCIES:** If you are requesting a JD on behalf of a paying client or your agency, please note the specific submittal requirements in **Part H**.

**NOTE ON PART D – PROPERTY OWNER AUTHORIZATION:** Please be aware that all JD requests must include the current property owner authorization for the Corps to proceed with the determination, which may include inspection of the property when necessary. This form must be signed by the current property owner(s) or the owner(s) authorized agent to be considered a complete request.

**NOTE ON PART D - NCDOT REQUESTS:** Property owner authorization/notification for JD requests associated with North Carolina Department of Transportation (NCDOT) projects will be conducted according to the current NCDOT/USACE protocols.

**NOTE TO USDA PROGRAM PARTICIPANTS:** A Corps approved or preliminary JD may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA Program participants, or anticipate participation in USDA programs, you should also request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

## Jurisdictional Determination Request

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**A. PARCEL INFORMATION**

Street Address: Statesville Regional Airport

City, State: Statesville, NC

County: Iredell

Parcel Index Number(s) (PIN): \_\_\_\_\_

**B. REQUESTOR INFORMATION**

Name: Brad Luckey, Pilot Environmental, Inc.

Mailing Address: Post Office Box 128

Kernersville, NC 27285

Telephone Number: 336-310-4527

Electronic Mail Address: bluckey@pilotenviro.com

Select one:

- I am the current property owner.
- I am an Authorized Agent or Environmental Consultant<sup>1</sup>
- Interested Buyer or Under Contract to Purchase
- Other, please explain. \_\_\_\_\_

**C. PROPERTY OWNER INFORMATION<sup>2</sup>**

Name: John Ferguson, Statesville Regional Ai

Mailing Address: 238 Airport Road

Statesville, NC

Telephone Number: 704-873-1111

Electronic Mail Address: jferguson@statesvillenc.net

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<sup>1</sup> Must provide completed Agent Authorization Form/Letter.

<sup>2</sup> Documentation of ownership also needs to be provided with request (copy of Deed, County GIS/Parcel/Tax Record).

## Jurisdictional Determination Request

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### D. PROPERTY ACCESS CERTIFICATION<sup>3,4</sup>

By signing below, I authorize representatives of the Wilmington District, U.S. Army Corps of Engineers (Corps) to enter upon the property herein described for the purpose of conducting on-site investigations, if necessary, and issuing a jurisdictional determination pursuant to Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. I, the undersigned, am either a duly authorized owner of record of the property identified herein, or acting as the duly authorized agent of the owner of record of the property.

See Attached

---

Print Name

Capacity:  Owner  Authorized Agent<sup>5</sup>

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

### E. REASON FOR JD REQUEST: (Check as many as applicable)

- I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all aquatic resources.
- I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all jurisdictional aquatic resources under Corps authority.
- I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps, and the JD would be used to avoid and minimize impacts to jurisdictional aquatic resources and as an initial step in a future permitting process.
- I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps; this request is accompanied by my permit application and the JD is to be used in the permitting process.
- I intend to construct/develop a project or perform activities in a navigable water of the U.S. which is included on the district Section 10 list and/or is subject to the ebb and flow of the tide.
- A Corps JD is required in order obtain my local/state authorization.
- I intend to contest jurisdiction over a particular aquatic resource and request the Corps confirm that jurisdiction does/does not exist over the aquatic resource on the parcel.
- I believe that the site may be comprised entirely of dry land.
- Other: USACE Representative Requested Updated JD for upcoming 404 permit.

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<sup>3</sup> For NCDOT requests following the current NCDOT/USACE protocols, skip to Part E.

<sup>4</sup> If there are multiple parcels owned by different parties, please provide the following for each additional parcel on a continuation sheet.

<sup>5</sup> Must provide agent authorization form/letter signed by owner(s).

## Jurisdictional Determination Request

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### F. JURISDICTIONAL DETERMINATION (JD) TYPE (Select One)

- I am requesting that the Corps provide a preliminary JD for the property identified herein.

A Preliminary Jurisdictional Determination (PJD) provides an indication that there may be “waters of the United States” or “navigable waters of the United States” on a property. PJDs are sufficient as the basis for permit decisions. For the purposes of permitting, all waters and wetlands on the property will be treated as if they are jurisdictional “waters of the United States”. PJDs cannot be appealed (33 C.F.R. 331.2); however, a PJD is “preliminary” in the sense that an approved JD can be requested at any time. PJDs do not expire.

- I am requesting that the Corps provide an approved JD for the property identified herein.

An Approved Jurisdictional Determination (AJD) is a determination that jurisdictional “waters of the United States” or “navigable waters of the United States” are either present or absent on a site. An approved JD identifies the limits of waters on a site determined to be jurisdictional under the Clean Water Act and/or Rivers and Harbors Act. Approved JDs are sufficient as the basis for permit decisions. AJDs are appealable (33 C.F.R. 331.2). The results of the AJD will be posted on the Corps website. A landowner, permit applicant, or other “affected party” (33 C.F.R. 331.2) who receives an AJD may rely upon the AJD for five years (subject to certain limited exceptions explained in Regulatory Guidance Letter 05-02).

- I am unclear as to which JD I would like to request and require additional information to inform my decision.

### G. ALL REQUESTS

- Map of Property or Project Area. This Map must clearly depict the boundaries of the review area.

- Size of Property or Review Area 25.13 acres.

- The property boundary (or review area boundary) is clearly physically marked on the site.

## Jurisdictional Determination Request

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### H. REQUESTS FROM CONSULTANTS

Project Coordinates (Decimal Degrees): Latitude: 35.766004  
Longitude: 80.967692

A legible delineation map depicting the aquatic resources and the property/review area. Delineation maps must be no larger than 11x17 and should contain the following: (Corps signature of submitted survey plats will occur after the submitted delineation map has been reviewed and approved).<sup>6</sup>

- North Arrow
- Graphical Scale
- Boundary of Review Area
- Date
- Location of data points for each Wetland Determination Data Form or tributary assessment reach.

#### For Approved Jurisdictional Determinations:

- Jurisdictional wetland features should be labeled as Wetland Waters of the US, 404 wetlands, etc. Please include the acreage of these features.
- Jurisdictional non-wetland features (i.e. tidal/navigable waters, tributaries, impoundments) should be labeled as Non-Wetland Waters of the US, stream, tributary, open water, relatively permanent water, pond, etc. Please include the acreage or linear length of each of these features as appropriate.
- Isolated waters, waters that lack a significant nexus to navigable waters, or non-jurisdictional upland features should be identified as Non-Jurisdictional. Please include a justification in the label regarding why the feature is non-jurisdictional (i.e. “Isolated”, “No Significant Nexus”, or “Upland Feature”). Please include the acreage or linear length of these features as appropriate.

#### For Preliminary Jurisdictional Determinations:

- Wetland and non-wetland features should not be identified as Jurisdictional, 404, Waters of the United States, or anything that implies jurisdiction. These features can be identified as Potential Waters of the United States, Potential Non-wetland Waters of the United States, wetland, stream, open water, etc. Please include the acreage and linear length of these features as appropriate.

Completed Wetland Determination Data Forms for appropriate region  
(at least one wetland and one upland form needs to be completed for each wetland type)

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<sup>6</sup> Please refer to the guidance document titled “Survey Standards for Jurisdictional Determinations” to ensure that the supplied map meets the necessary mapping standards. <http://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Jurisdiction/>

## Jurisdictional Determination Request

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- Completed appropriate Jurisdictional Determination form
  - **PJDs**, please complete a Preliminary Jurisdictional Determination Form<sup>7</sup> and include the Aquatic Resource Table
  - **AJDs**, please complete an Approved Jurisdictional Determination Form<sup>8</sup>
- Vicinity Map
- Aerial Photograph
- USGS Topographic Map
- Soil Survey Map
- Other Maps, as appropriate (e.g. National Wetland Inventory Map, Proposed Site Plan, previous delineation maps, LIDAR maps, FEMA floodplain maps)
- Landscape Photos (if taken)
- NCSAM and/or NCWAM Assessment Forms and Rating Sheets
- NC Division of Water Resources Stream Identification Forms
- Other Assessment Forms

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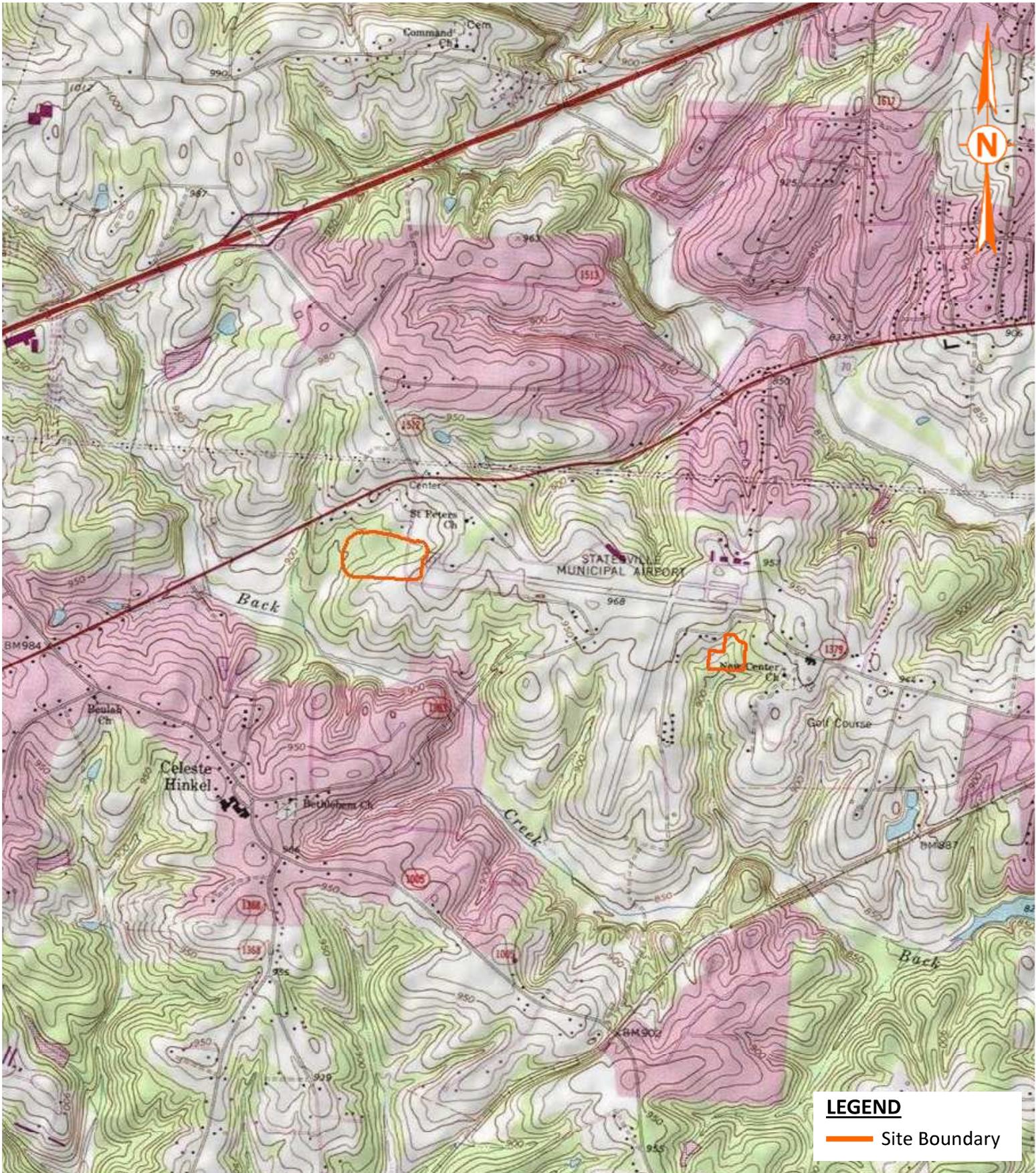
<sup>7</sup> [www.saw.usace.army.mil/Portals/59/docs/regulatory/regdocs/JD/RGL\\_08-02\\_App\\_A\\_Prelim\\_JD\\_Form\\_fillable.pdf](http://www.saw.usace.army.mil/Portals/59/docs/regulatory/regdocs/JD/RGL_08-02_App_A_Prelim_JD_Form_fillable.pdf)

<sup>8</sup> Please see <http://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Jurisdiction/>

**Principal Purpose:** The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the project area subject to federal jurisdiction under the regulatory authorities referenced above.

**Routine Uses:** This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in the approved jurisdictional determination (AJD), which will be made available to the public on the District's website and on the Headquarters USAGE website.

**Disclosure:** Submission of requested information is voluntary; however, if information is not provided, the request for an AJD cannot be evaluated nor can an AJD be issued.



**Drawing 1**  
 USGS Topographic Map  
 Statesville West and Troutman,  
 NC Quadrangles  
 Scale: 1" = 2,000'



**USGS Topographic Map**  
 Statesville Regional Airport  
 Approximate 25.13-Acre Tract  
 Statesville, Iredell County, NC  
 Pilot Project 2494.1



**Drawing 2**  
 USDA Web Soil Survey  
 of Iredell County, NC  
 Scale: 1" = 900'



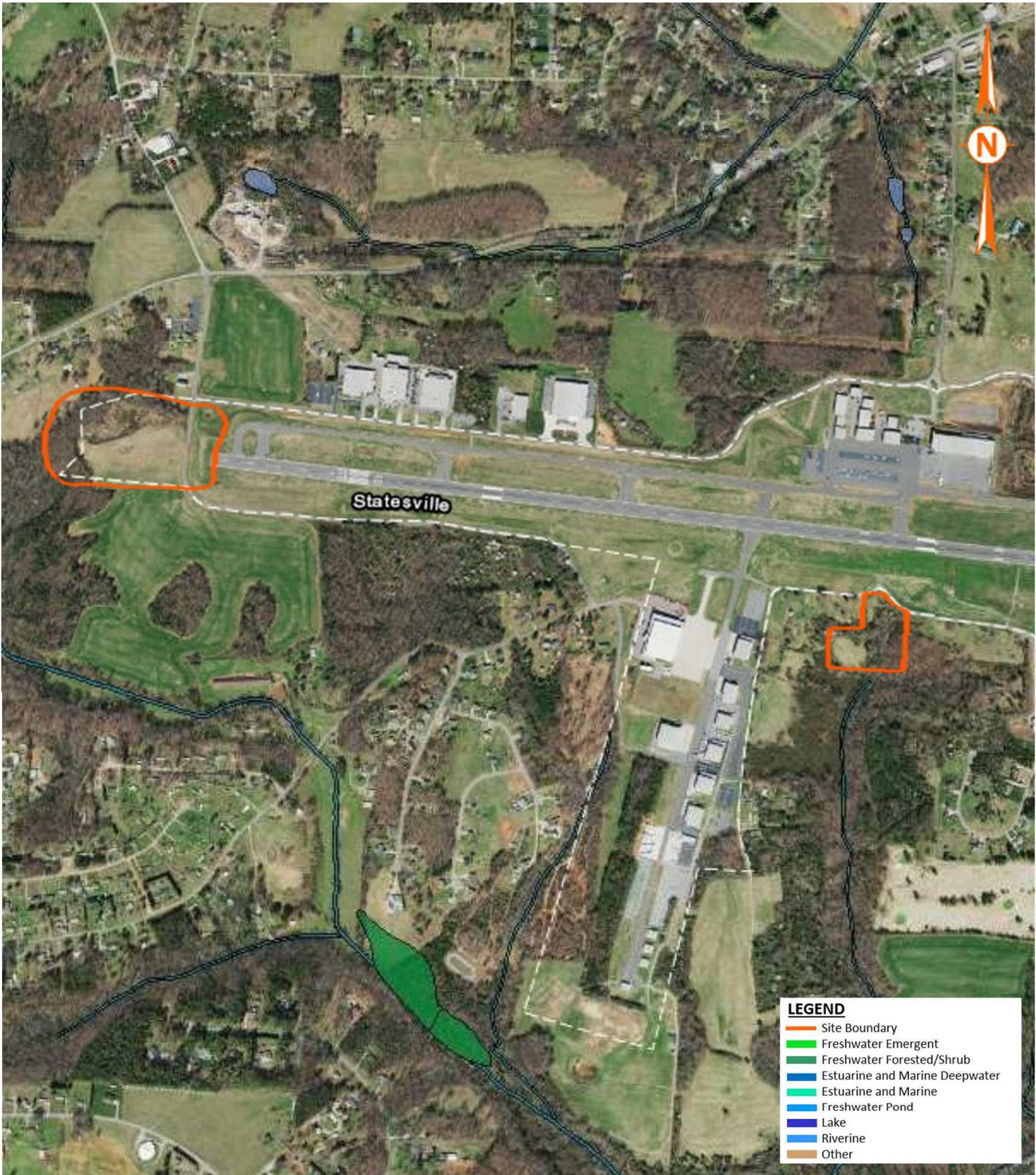
**Web Soil Map**  
 Statesville Regional Airport  
 Approximate 25.13-Acre Tract  
 Statesville, Iredell County, NC  
 Pilot Project 2494.1



**Drawing 2A**  
 USDA Soil Survey  
 Of Iredell County, NC  
 Published 2011, Sheet 28  
 Not To Scale



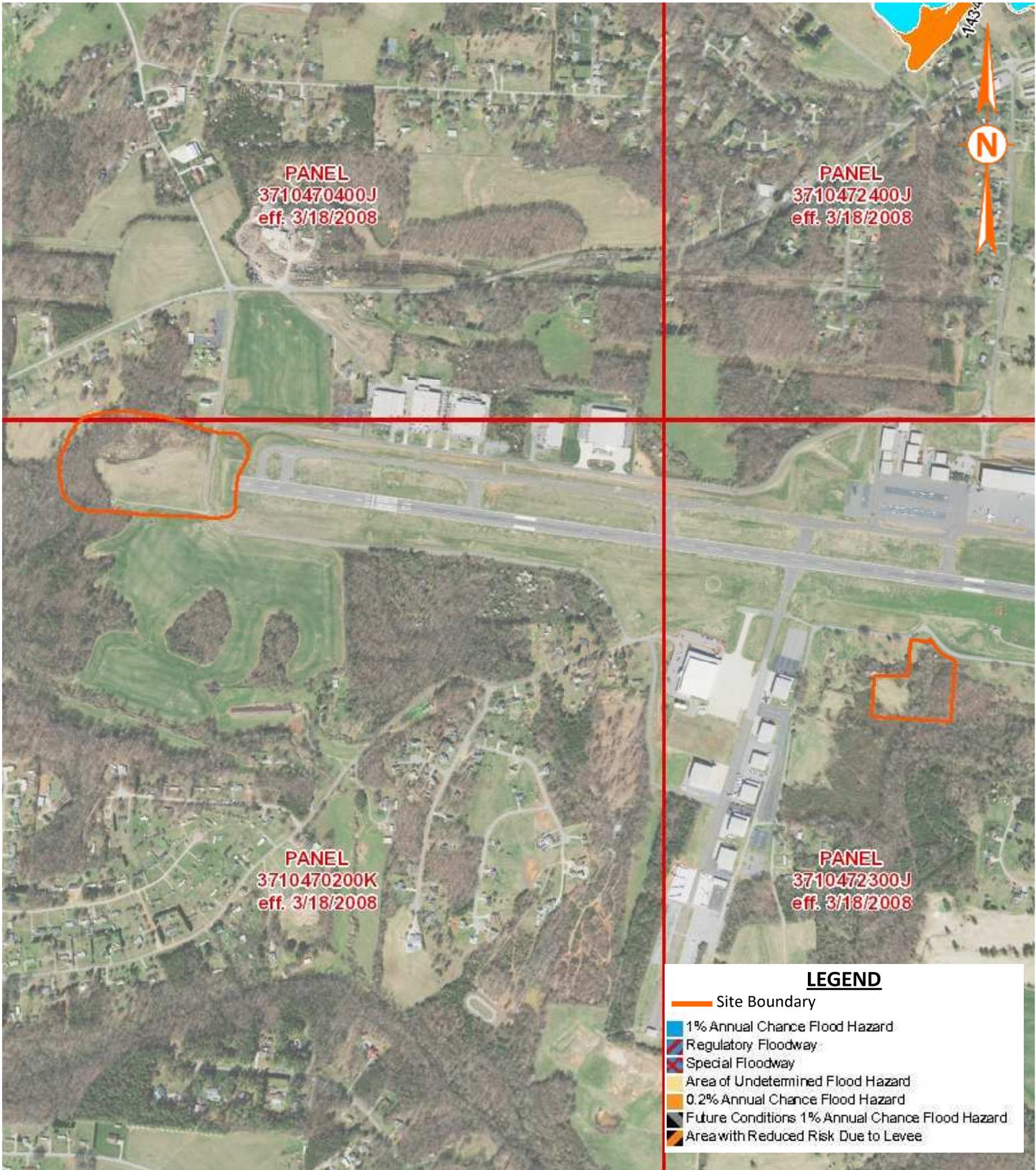
**Published Soil Map**  
 Statesville Regional Airport  
 Approximate 25.13-Acre Tract  
 Statesville, Iredell County, NC  
 Pilot Project 2494.1



**Drawing 3**  
 USFWS NWI  
 Wetlands Mapper  
 Not To Scale



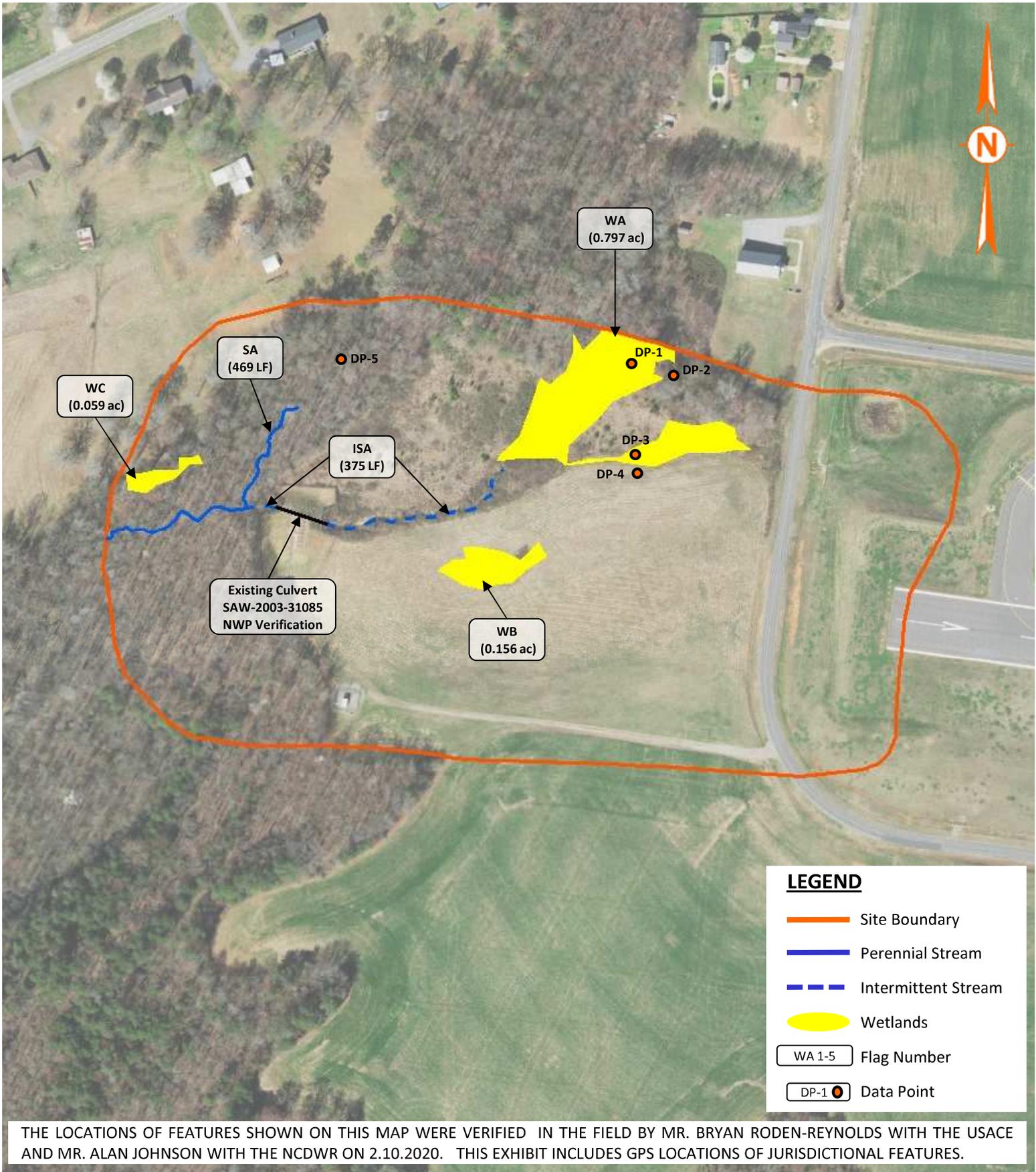
**NWI Map**  
 Statesville Regional Airport  
 Approximate 25.13-Acre Tract  
 Statesville, Iredell County, NC  
 Pilot Project 2494.1



**Drawing 4**  
 National Flood Hazard Layer  
 From FEMA Web Map Service  
 Scale: 1" = 900'



**FEMA FIRM**  
 Statesville Regional Airport  
 Approximate 25.13-Acre Tract  
 Statesville, Iredell County, NC  
 Pilot Project 2494.1



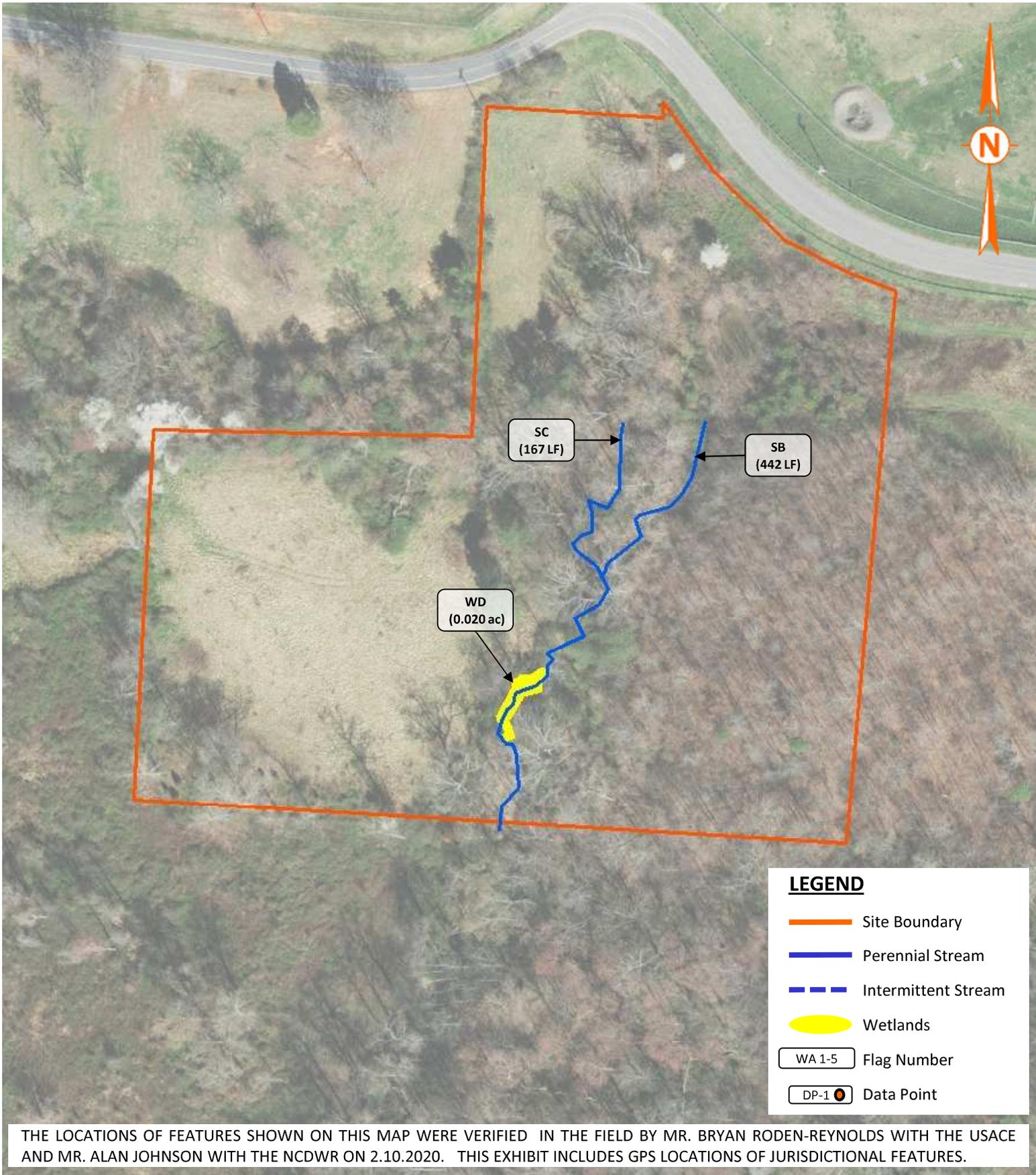
**Drawing 5A**

Satellite Imagery from ESRI  
 and Pilot GPS Data  
 Scale: 1" = 200'  
 Date: 2.24.2020



**Wetland Map**

Statesville Regional Airport  
 Approximate 19.47-Acre Tract  
 Statesville, Iredell County, NC  
 Pilot Project 2494.1



THE LOCATIONS OF FEATURES SHOWN ON THIS MAP WERE VERIFIED IN THE FIELD BY MR. BRYAN RODEN-REYNOLDS WITH THE USACE AND MR. ALAN JOHNSON WITH THE NCDWR ON 2.10.2020. THIS EXHIBIT INCLUDES GPS LOCATIONS OF JURISDICTIONAL FEATURES.

**Drawing 5B**

Satellite Imagery from ESRI  
and Pilot GPS Data  
Scale: 1" = 100'  
Date: 2.24.2020



**Wetland Map**

Statesville Regional Airport  
Approximate 5.66-Acre Tract  
Statesville, Iredell County, NC  
Pilot Project 2494.1

**WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont**

Project/Site: Statesville Regional Airport City/County: Statesville, Iredell County Sampling Date: 2.10.2020  
 Applicant/Owner: Statesville Regional Airport State: NC Sampling Point: DP-1  
 Investigator(s): Pilot Environmental; BSL Section, Township, Range: \_\_\_\_\_  
 Landform (hillslope, terrace, etc.): Swale Local relief (concave, convex, none): \_\_\_\_\_ Slope (%): 1  
 Subregion (LRR or MLRA): \_\_\_\_\_ Lat: 35.766004° Long: -80.967692° Datum: WGS 84  
 Soil Map Unit Name: Chewacla loam (ChA) NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks:   	

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input checked="" type="checkbox"/> Surface Water (A1) _____ True Aquatic Plants (B14) <input checked="" type="checkbox"/> High Water Table (A2) _____ Hydrogen Sulfide Odor (C1) <input checked="" type="checkbox"/> Saturation (A3) <input checked="" type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) _____ Water Marks (B1) _____ Presence of Reduced Iron (C4) _____ Sediment Deposits (B2) _____ Recent Iron Reduction in Tilled Soils (C6) _____ Drift Deposits (B3) _____ Thin Muck Surface (C7) _____ Algal Mat or Crust (B4) _____ Other (Explain in Remarks) _____ Iron Deposits (B5) _____ Inundation Visible on Aerial Imagery (B7) _____ Water-Stained Leaves (B9) _____ Aquatic Fauna (B13)	<u>Secondary Indicators (minimum of two required)</u> _____ Surface Soil Cracks (B6) _____ Sparsely Vegetated Concave Surface (B8) <input checked="" type="checkbox"/> Drainage Patterns (B10) _____ Moss Trim Lines (B16) _____ Dry-Season Water Table (C2) _____ Crayfish Burrows (C8) _____ Saturation Visible on Aerial Imagery (C9) _____ Stunted or Stressed Plants (D1) _____ Geomorphic Position (D2) _____ Shallow Aquitard (D3) _____ Microtopographic Relief (D4) _____ FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> Water Table Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>8"</u> Saturation Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:  	
Remarks: Site Visit Conducted within 48 hours of >0.25" rainfall.	

**VEGETATION (Four Strata) – Use scientific names of plants.**

Sampling Point: DP-1

<u>Tree Stratum</u> (Plot size: <u>30'</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Acer rubrum</u>	20	YES	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>7</u> (A)  Total Number of Dominant Species Across All Strata: <u>8</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>87.5</u> (A/B)
2. <u>Fraxinus pennsylvanica</u>	20	YES	FACW	
3. <u>Quercus phellos</u>	20	YES	FAC	
4. <u>jferguson@statesvillenc.net</u>		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
	<u>60</u>	= Total Cover		<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FACU species _____ x 3 = _____ UPL species _____ x 5 = _____ Column Totals: <u>0</u> (A) <u>0</u> (B)  Prevalence Index = B/A = _____
<u>Sapling/Shrub Stratum</u> (Plot size: <u>30'</u> )				
1. <u>Post Office Box 128</u>	<small>238 Airport Road</small>	YES	FAC	
2. <u>Ligustrum sinense</u>	<small>Statesville, NC</small>	YES	FAC	
3. <u>704-873-1111</u>		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
	<u>15</u>	= Total Cover		
<u>Herb Stratum</u> (Plot size: <u>30'</u> )				<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
1. <u>Smilax rotundifolia</u>	5	YES	FAC	
2. _____		-	-	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
11. _____		-	-	
12. _____		-	-	
	<u>5</u>	= Total Cover		
<u>Woody Vine Stratum</u> (Plot size: <u>30'</u> )				<b>Definitions of Four Vegetation Strata:</b>  <b>Tree</b> – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.  <b>Sapling/Shrub</b> – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.  <b>Herb</b> – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.  <b>Woody vine</b> – All woody vines greater than 3.28 ft in height.
1. <u>Smilax rotundifolia</u>	40	YES	FAC	
2. <u>Lonicera japonica</u>	5	NO	FAC	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
	<u>45</u>	= Total Cover		
Remarks: (Include photo numbers here or on a separate sheet.)				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No _____

**SOIL**

Sampling Point: DP-1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-5	10YR 5/6	100					L	
5-18	10YR 4/2	85	7.5YR 5/8	15	C	M	CL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.      <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:		Indicators for Problematic Hydric Soils <sup>3</sup> :	
<input checked="" type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Dark Surface (S7)	<input type="checkbox"/> 2 cm Muck (A10) (MLRA 147)	
<input checked="" type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Polyvalue Below Surface (S8) (MLRA 147, 148)	<input type="checkbox"/> Coast Prairie Redox (A16) (MLRA 147, 148)	
<input checked="" type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Thin Dark Surface (S9) (MLRA 147, 148)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 136, 147)	
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)		
<input type="checkbox"/> Stratified Layers (A5)	<input checked="" type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)	
<input checked="" type="checkbox"/> 2 cm Muck (A10) (LRR N)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Other (Explain in Remarks)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Dark Surface (F7)		
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Depressions (F8)		
<input type="checkbox"/> Sandy Mucky Mineral (S1) (LRR N, MLRA 147, 148)	<input type="checkbox"/> Iron-Manganese Masses (F12) (LRR N, MLRA 136)		
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Umbric Surface (F13) (MLRA 136, 122)		
<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 148)		
<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (F21) (MLRA 127, 147)		

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**  
 Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present?    Yes     No \_\_\_\_\_

Remarks:

**WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont**

Project/Site: Statesville Regional Airport City/County: Statesville, Iredell County Sampling Date: 2.10.2020  
 Applicant/Owner: Statesville Regional Airport State: NC Sampling Point: DP-1  
 Investigator(s): Pilot Environmental; BSL Section, Township, Range: \_\_\_\_\_  
 Landform (hillslope, terrace, etc.): Swale Local relief (concave, convex, none): \_\_\_\_\_ Slope (%): 1  
 Subregion (LRR or MLRA): \_\_\_\_\_ Lat: 35.766004° Long: -80.967692° Datum: WGS 84  
 Soil Map Unit Name: Chewacla loam (ChA) NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks:	

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input checked="" type="checkbox"/> Surface Water (A1) _____ True Aquatic Plants (B14) <input checked="" type="checkbox"/> High Water Table (A2) _____ Hydrogen Sulfide Odor (C1) <input checked="" type="checkbox"/> Saturation (A3) <input checked="" type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) _____ Water Marks (B1) _____ Presence of Reduced Iron (C4) _____ Sediment Deposits (B2) _____ Recent Iron Reduction in Tilled Soils (C6) _____ Drift Deposits (B3) _____ Thin Muck Surface (C7) _____ Algal Mat or Crust (B4) _____ Other (Explain in Remarks) _____ Iron Deposits (B5) _____ Inundation Visible on Aerial Imagery (B7) _____ Water-Stained Leaves (B9) _____ Aquatic Fauna (B13)	<u>Secondary Indicators (minimum of two required)</u> _____ Surface Soil Cracks (B6) _____ Sparsely Vegetated Concave Surface (B8) <input checked="" type="checkbox"/> Drainage Patterns (B10) _____ Moss Trim Lines (B16) _____ Dry-Season Water Table (C2) _____ Crayfish Burrows (C8) _____ Saturation Visible on Aerial Imagery (C9) _____ Stunted or Stressed Plants (D1) _____ Geomorphic Position (D2) _____ Shallow Aquitard (D3) _____ Microtopographic Relief (D4) _____ FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> Water Table Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>8"</u> Saturation Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks: <b>Site Visit Conducted within 48 hours of &gt;0.25" rainfall.</b>	

**VEGETATION (Four Strata) – Use scientific names of plants.**

Sampling Point: DP-1

<u>Tree Stratum</u> (Plot size: <u>30'</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Acer rubrum</u>	20	YES	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>7</u> (A)  Total Number of Dominant Species Across All Strata: <u>8</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>87.5</u> (A/B)
2. <u>Fraxinus pennsylvanica</u>	20	YES	FACW	
3. <u>Quercus phellos</u>	20	YES	FAC	
4. <u>jferguson@statesvillenc.net</u>		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
<u>60</u> = Total Cover				<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FACU species _____ x 3 = _____ UPL species _____ x 4 = _____ Column Totals: <u>0</u> (A) <u>0</u> (B)  Prevalence Index = B/A = _____
<b><u>Sapling/Shrub Stratum</u> (Plot size: <u>30'</u> )</b>				
1. <u>Post Office Box 128</u>	<small>238 Airport Road</small>	YES	FAC	
2. <u>Ligustrum sinense</u>	<small>Statesville, NC</small>	YES	FAC	
3. <u>704-873-1111</u>		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
<u>15</u> = Total Cover				<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
<b><u>Herb Stratum</u> (Plot size: <u>30'</u> )</b>				
1. <u>Smilax rotundifolia</u>	5	YES	FAC	
2. _____		-	-	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
11. _____		-	-	
12. _____		-	-	
<u>5</u> = Total Cover				
<b><u>Woody Vine Stratum</u> (Plot size: <u>30'</u> )</b>				
1. <u>Smilax rotundifolia</u>	40	YES	FAC	
2. <u>Lonicera japonica</u>	5	NO	FAC	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
<u>45</u> = Total Cover				
<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No _____				
Remarks: (Include photo numbers here or on a separate sheet.)				

**SOIL**

Sampling Point: DP-1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-5	10YR 5/6	100					L	
5-18	10YR 4/2	85	7.5YR 5/8	15	C	M	CL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.      <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:		Indicators for Problematic Hydric Soils <sup>3</sup> :	
<input checked="" type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Dark Surface (S7)	<input type="checkbox"/> 2 cm Muck (A10) (MLRA 147)	
<input checked="" type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Polyvalue Below Surface (S8) (MLRA 147, 148)	<input type="checkbox"/> Coast Prairie Redox (A16)	
<input checked="" type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Thin Dark Surface (S9) (MLRA 147, 148)	<input type="checkbox"/> (MLRA 147, 148)	
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Piedmont Floodplain Soils (F19)	
<input type="checkbox"/> Stratified Layers (A5)	<input checked="" type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> (MLRA 136, 147)	
<input checked="" type="checkbox"/> 2 cm Muck (A10) (LRR N)	<input type="checkbox"/> Redox Dark Surface (F6)		
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Depressions (F8)	<input type="checkbox"/> Other (Explain in Remarks)	
<input type="checkbox"/> Sandy Mucky Mineral (S1) (LRR N, MLRA 147, 148)	<input type="checkbox"/> Iron-Manganese Masses (F12) (LRR N, MLRA 136)		
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Umbric Surface (F13) (MLRA 136, 122)		
<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 148)		
<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (F21) (MLRA 127, 147)		

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**  
 Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present?    Yes     No

Remarks:

**WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont**

Project/Site: Statesville Regional Airport City/County: Statesville, Iredell County Sampling Date: 2.10.2020  
 Applicant/Owner: Statesville Regional Airport State: NC Sampling Point: DP-1  
 Investigator(s): Pilot Environmental; BSL Section, Township, Range: \_\_\_\_\_  
 Landform (hillslope, terrace, etc.): Swale Local relief (concave, convex, none): \_\_\_\_\_ Slope (%): 1  
 Subregion (LRR or MLRA): \_\_\_\_\_ Lat: 35.766004° Long: -80.967692° Datum: WGS 84  
 Soil Map Unit Name: Chewacla loam (ChA) NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks:	

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input checked="" type="checkbox"/> Surface Water (A1) _____ True Aquatic Plants (B14) <input checked="" type="checkbox"/> High Water Table (A2) _____ Hydrogen Sulfide Odor (C1) <input checked="" type="checkbox"/> Saturation (A3) <input checked="" type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) _____ Water Marks (B1) _____ Presence of Reduced Iron (C4) _____ Sediment Deposits (B2) _____ Recent Iron Reduction in Tilled Soils (C6) _____ Drift Deposits (B3) _____ Thin Muck Surface (C7) _____ Algal Mat or Crust (B4) _____ Other (Explain in Remarks) _____ Iron Deposits (B5) _____ Inundation Visible on Aerial Imagery (B7) _____ Water-Stained Leaves (B9) _____ Aquatic Fauna (B13)	<u>Secondary Indicators (minimum of two required)</u> _____ Surface Soil Cracks (B6) _____ Sparsely Vegetated Concave Surface (B8) <input checked="" type="checkbox"/> Drainage Patterns (B10) _____ Moss Trim Lines (B16) _____ Dry-Season Water Table (C2) _____ Crayfish Burrows (C8) _____ Saturation Visible on Aerial Imagery (C9) _____ Stunted or Stressed Plants (D1) _____ Geomorphic Position (D2) _____ Shallow Aquitard (D3) _____ Microtopographic Relief (D4) _____ FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> Water Table Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>8"</u> Saturation Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks: <b>Site Visit Conducted within 48 hours of &gt;0.25" rainfall.</b>	

**VEGETATION (Four Strata) – Use scientific names of plants.**

Sampling Point: DP-1

<u>Tree Stratum</u> (Plot size: <u>30'</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Acer rubrum</u>	20	YES	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>7</u> (A)  Total Number of Dominant Species Across All Strata: <u>8</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>87.5</u> (A/B)
2. <u>Fraxinus pennsylvanica</u>	20	YES	FACW	
3. <u>Quercus phellos</u>	20	YES	FAC	
4. <u>jferguson@statesvillenc.net</u>		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
<u>60</u> = Total Cover				<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FACU species _____ x 3 = _____ UPL species _____ x 5 = _____ Column Totals: <u>0</u> (A) <u>0</u> (B)  Prevalence Index = B/A = _____
<b><u>Sapling/Shrub Stratum</u> (Plot size: <u>30'</u> )</b>				
1. <u>Post Office Box 128</u>	<small>238 Airport Road</small>	YES	FAC	
2. <u>Ligustrum sinense</u>	<small>Statesville, NC</small>	YES	FAC	
3. <u>704-873-1111</u>		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
<u>15</u> = Total Cover				
<b><u>Herb Stratum</u> (Plot size: <u>30'</u> )</b>				<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
1. <u>Smilax rotundifolia</u>	5	YES	FAC	
2. _____		-	-	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
11. _____		-	-	
12. _____		-	-	
<u>5</u> = Total Cover				
<b><u>Woody Vine Stratum</u> (Plot size: <u>30'</u> )</b>				<b>Definitions of Four Vegetation Strata:</b>  <b>Tree</b> – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.  <b>Sapling/Shrub</b> – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.  <b>Herb</b> – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.  <b>Woody vine</b> – All woody vines greater than 3.28 ft in height.
1. <u>Smilax rotundifolia</u>	40	YES	FAC	
2. <u>Lonicera japonica</u>	5	NO	FAC	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
<u>45</u> = Total Cover				
Hydrophytic Vegetation Present?      Yes <input checked="" type="checkbox"/> No _____				
Remarks: (Include photo numbers here or on a separate sheet.)				



**WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont**

Project/Site: Statesville Regional Airport City/County: Statesville, Iredell County Sampling Date: 2.10.2020  
 Applicant/Owner: Statesville Regional Airport State: NC Sampling Point: DP-1  
 Investigator(s): Pilot Environmental; BSL Section, Township, Range: \_\_\_\_\_  
 Landform (hillslope, terrace, etc.): Swale Local relief (concave, convex, none): \_\_\_\_\_ Slope (%): 1  
 Subregion (LRR or MLRA): \_\_\_\_\_ Lat: 35.766004° Long: -80.967692° Datum: WGS 84  
 Soil Map Unit Name: Chewacla loam (ChA) NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks:   	

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input checked="" type="checkbox"/> Surface Water (A1) _____ True Aquatic Plants (B14) <input checked="" type="checkbox"/> High Water Table (A2) _____ Hydrogen Sulfide Odor (C1) <input checked="" type="checkbox"/> Saturation (A3) <input checked="" type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) _____ Water Marks (B1) _____ Presence of Reduced Iron (C4) _____ Sediment Deposits (B2) _____ Recent Iron Reduction in Tilled Soils (C6) _____ Drift Deposits (B3) _____ Thin Muck Surface (C7) _____ Algal Mat or Crust (B4) _____ Other (Explain in Remarks) _____ Iron Deposits (B5) _____ Inundation Visible on Aerial Imagery (B7) _____ Water-Stained Leaves (B9) _____ Aquatic Fauna (B13)	<u>Secondary Indicators (minimum of two required)</u> _____ Surface Soil Cracks (B6) _____ Sparsely Vegetated Concave Surface (B8) <input checked="" type="checkbox"/> Drainage Patterns (B10) _____ Moss Trim Lines (B16) _____ Dry-Season Water Table (C2) _____ Crayfish Burrows (C8) _____ Saturation Visible on Aerial Imagery (C9) _____ Stunted or Stressed Plants (D1) _____ Geomorphic Position (D2) _____ Shallow Aquitard (D3) _____ Microtopographic Relief (D4) _____ FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> Water Table Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>8"</u> Saturation Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:  	
Remarks: Site Visit Conducted within 48 hours of >0.25" rainfall.	

**VEGETATION (Four Strata) – Use scientific names of plants.**

Sampling Point: DP-1

<u>Tree Stratum</u> (Plot size: <u>30'</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Acer rubrum</u>	20	YES	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>7</u> (A)  Total Number of Dominant Species Across All Strata: <u>8</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>87.5</u> (A/B)
2. <u>Fraxinus pennsylvanica</u>	20	YES	FACW	
3. <u>Quercus phellos</u>	20	YES	FAC	
4. <u>jferguson@statesvillenc.net</u>		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
<u>60</u> = Total Cover				<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FACU species _____ x 3 = _____ UPL species _____ x 4 = _____ Column Totals: <u>0</u> (A) <u>0</u> (B)  Prevalence Index = B/A = _____
<b><u>Sapling/Shrub Stratum</u> (Plot size: <u>30'</u> )</b>				
1. <u>Post Office Box 128</u>	<small>238 Airport Road</small>	YES	FAC	
2. <u>Ligustrum sinense</u>	<small>Statesville, NC</small>	YES	FAC	
3. <u>704-873-1111</u>		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
<u>15</u> = Total Cover				<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
<b><u>Herb Stratum</u> (Plot size: <u>30'</u> )</b>				
1. <u>Smilax rotundifolia</u>	5	YES	FAC	
2. _____		-	-	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
11. _____		-	-	
12. _____		-	-	
<u>5</u> = Total Cover				<b>Definitions of Four Vegetation Strata:</b>  <b>Tree</b> – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.  <b>Sapling/Shrub</b> – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.  <b>Herb</b> – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.  <b>Woody vine</b> – All woody vines greater than 3.28 ft in height.
<b><u>Woody Vine Stratum</u> (Plot size: <u>30'</u> )</b>				
1. <u>Smilax rotundifolia</u>	40	YES	FAC	
2. <u>Lonicera japonica</u>	5	NO	FAC	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
<u>45</u> = Total Cover				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No _____

Remarks: (Include photo numbers here or on a separate sheet.)

**SOIL**

Sampling Point: DP-1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-5	10YR 5/6	100					L	
5-18	10YR 4/2	85	7.5YR 5/8	15	C	M	CL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.      <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators:**

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- 2 cm Muck (A10) (LRR N)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1) (LRR N, MLRA 147, 148)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)

- Dark Surface (S7)
- Polyvalue Below Surface (S8) (MLRA 147, 148)
- Thin Dark Surface (S9) (MLRA 147, 148)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Iron-Manganese Masses (F12) (LRR N, MLRA 136)
- Umbric Surface (F13) (MLRA 136, 122)
- Piedmont Floodplain Soils (F19) (MLRA 148)
- Red Parent Material (F21) (MLRA 127, 147)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 2 cm Muck (A10) (MLRA 147)
- Coast Prairie Redox (A16) (MLRA 147, 148)
- Piedmont Floodplain Soils (F19) (MLRA 136, 147)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**

Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present?    Yes     No \_\_\_\_\_

Remarks:

**WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont**

Project/Site: Statesville Regional Airport City/County: Statesville, Iredell County Sampling Date: 2.10.2020  
 Applicant/Owner: Statesville Regional Airport State: NC Sampling Point: DP-1  
 Investigator(s): Pilot Environmental; BSL Section, Township, Range: \_\_\_\_\_  
 Landform (hillslope, terrace, etc.): Swale Local relief (concave, convex, none): \_\_\_\_\_ Slope (%): 1  
 Subregion (LRR or MLRA): \_\_\_\_\_ Lat: 35.766004° Long: -80.967692° Datum: WGS 84  
 Soil Map Unit Name: Chewacla loam (ChA) NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks:   	

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input checked="" type="checkbox"/> Surface Water (A1) _____ True Aquatic Plants (B14) <input checked="" type="checkbox"/> High Water Table (A2) _____ Hydrogen Sulfide Odor (C1) <input checked="" type="checkbox"/> Saturation (A3) <input checked="" type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) _____ Water Marks (B1) _____ Presence of Reduced Iron (C4) _____ Sediment Deposits (B2) _____ Recent Iron Reduction in Tilled Soils (C6) _____ Drift Deposits (B3) _____ Thin Muck Surface (C7) _____ Algal Mat or Crust (B4) _____ Other (Explain in Remarks) _____ Iron Deposits (B5) _____ Inundation Visible on Aerial Imagery (B7) _____ Water-Stained Leaves (B9) _____ Aquatic Fauna (B13)	<u>Secondary Indicators (minimum of two required)</u> _____ Surface Soil Cracks (B6) _____ Sparsely Vegetated Concave Surface (B8) <input checked="" type="checkbox"/> Drainage Patterns (B10) _____ Moss Trim Lines (B16) _____ Dry-Season Water Table (C2) _____ Crayfish Burrows (C8) _____ Saturation Visible on Aerial Imagery (C9) _____ Stunted or Stressed Plants (D1) _____ Geomorphic Position (D2) _____ Shallow Aquitard (D3) _____ Microtopographic Relief (D4) _____ FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> Water Table Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>8"</u> Saturation Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>surface</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:  	
Remarks: <b>Site Visit Conducted within 48 hours of &gt;0.25" rainfall.</b>	

**VEGETATION (Four Strata) – Use scientific names of plants.**

Sampling Point: DP-1

<u>Tree Stratum</u> (Plot size: <u>30'</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Acer rubrum</u>	20	YES	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>7</u> (A)  Total Number of Dominant Species Across All Strata: <u>8</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>87.5</u> (A/B)
2. <u>Fraxinus pennsylvanica</u>	20	YES	FACW	
3. <u>Quercus phellos</u>	20	YES	FAC	
4. <u>jferguson@statesvillenc.net</u>		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
<u>60</u> = Total Cover				<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FACU species _____ x 3 = _____ UPL species _____ x 5 = _____ Column Totals: <u>0</u> (A) <u>0</u> (B)  Prevalence Index = B/A = _____
<b><u>Sapling/Shrub Stratum</u> (Plot size: <u>30'</u> )</b>				
1. <u>Post Office Box 128</u>	<small>238 Airport Road</small>	YES	FAC	
2. <u>Ligustrum sinense</u>	<small>Statesville, NC</small>	YES	FAC	
3. <u>704-873-1111</u>		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
<u>15</u> = Total Cover				
<b><u>Herb Stratum</u> (Plot size: <u>30'</u> )</b>				<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
1. <u>Smilax rotundifolia</u>	5	YES	FAC	
2. _____		-	-	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
7. _____		-	-	
8. _____		-	-	
9. _____		-	-	
10. _____		-	-	
11. _____		-	-	
12. _____		-	-	
<u>5</u> = Total Cover				
<b><u>Woody Vine Stratum</u> (Plot size: <u>30'</u> )</b>				<b>Definitions of Four Vegetation Strata:</b>  <b>Tree</b> – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.  <b>Sapling/Shrub</b> – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.  <b>Herb</b> – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.  <b>Woody vine</b> – All woody vines greater than 3.28 ft in height.
1. <u>Smilax rotundifolia</u>	40	YES	FAC	
2. <u>Lonicera japonica</u>	5	NO	FAC	
3. _____		-	-	
4. _____		-	-	
5. _____		-	-	
6. _____		-	-	
<u>45</u> = Total Cover				
Hydrophytic Vegetation Present?      Yes <input checked="" type="checkbox"/> No _____				
Remarks: (Include photo numbers here or on a separate sheet.)				

**SOIL**

Sampling Point: DP-1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-5	10YR 5/6	100					L	
5-18	10YR 4/2	85	7.5YR 5/8	15	C	M	CL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.      <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:		Indicators for Problematic Hydric Soils <sup>3</sup> :	
<input checked="" type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Dark Surface (S7)	<input type="checkbox"/> 2 cm Muck (A10) (MLRA 147)	
<input checked="" type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Polyvalue Below Surface (S8) (MLRA 147, 148)	<input type="checkbox"/> Coast Prairie Redox (A16)	
<input checked="" type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Thin Dark Surface (S9) (MLRA 147, 148)	<input type="checkbox"/> (MLRA 147, 148)	
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Piedmont Floodplain Soils (F19)	
<input type="checkbox"/> Stratified Layers (A5)	<input checked="" type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> (MLRA 136, 147)	
<input checked="" type="checkbox"/> 2 cm Muck (A10) (LRR N)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Other (Explain in Remarks)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Depressions (F8)		
<input type="checkbox"/> Sandy Mucky Mineral (S1) (LRR N, MLRA 147, 148)	<input type="checkbox"/> Iron-Manganese Masses (F12) (LRR N, MLRA 136)		
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Umbric Surface (F13) (MLRA 136, 122)		
<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 148)		
<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (F21) (MLRA 127, 147)		

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**  
 Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present?    Yes     No \_\_\_\_\_

Remarks:

**AGENT AUTHORIZATION**

This form authorizes PEI to act as our agent in stream/wetland matters including U.S. Army Corps of Engineers and North Carolina Division of Water Resources field verification and permitting.

Property Address: 238 Airport Rd  
STATESVILLE, NC 28677

**Applicant Information:**

Name: John M. Ferguson Airport Director

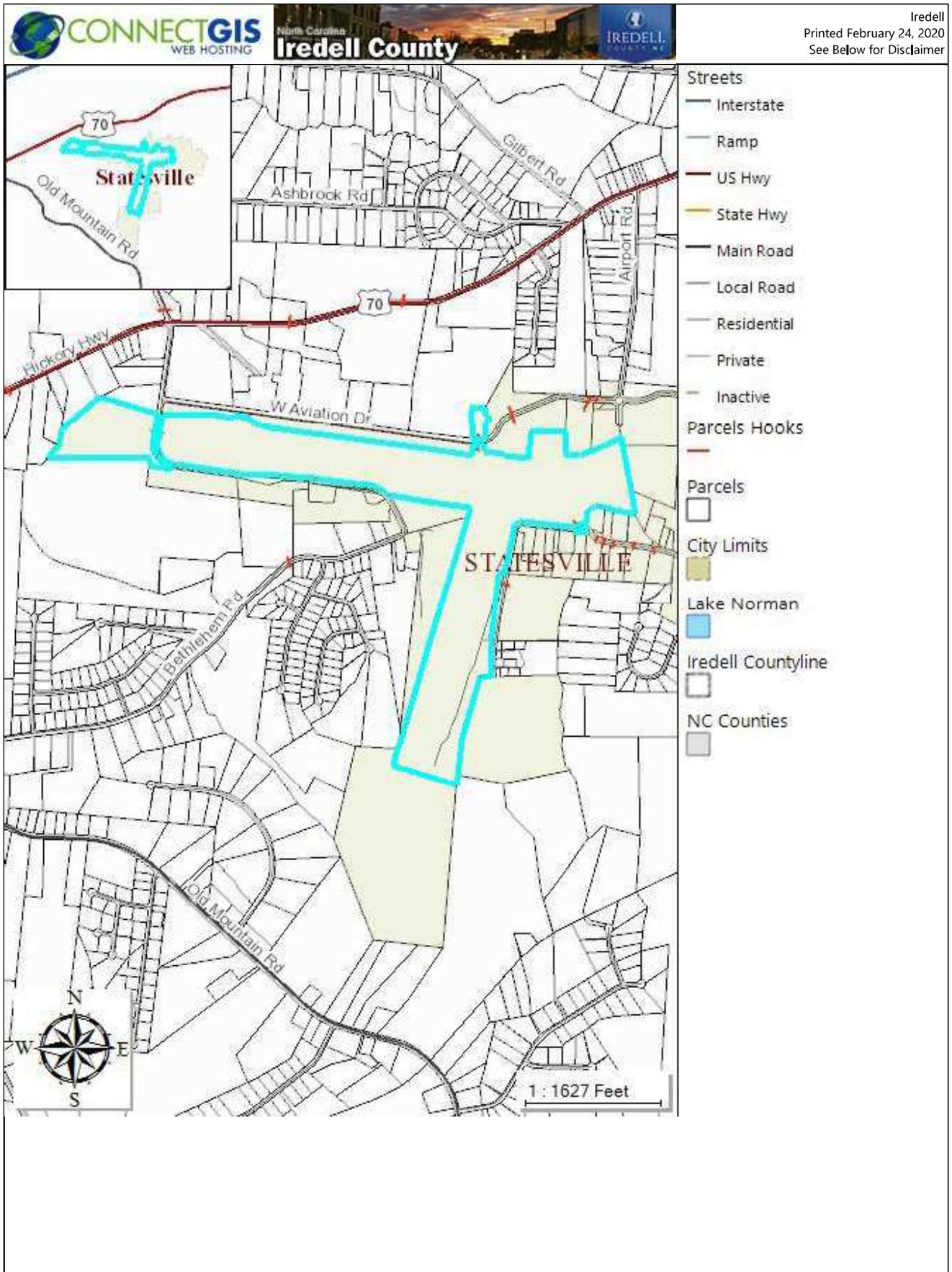
Address: 238 Airport Road  
Statesville, NC.

Telephone Number: 704-873-1111

Fax Number: 704-873-1113

E-mail Address: jFerguson@Statesville.nc.net

Signature:  Date: 2/12/2020



<b><u>OBJECTID</u></b>	<b><u>PIN</u></b>	<b><u>Owner Name</u></b>
40711	4723094032.000	CITY OF STATESVILLE
<b><u>Deed Book</u></b>	<b><u>Deed Page</u></b>	<b><u>Doc Type</u></b>
1860	655	WD
<b><u>Deed Date</u></b>	<b><u>Tax Acres</u></b>	<b><u>Lot</u></b>
20070620	155.849	
<b><u>Plat</u></b>	<b><u>Subdivision</u></b>	<b><u>Phase</u></b>
<b><u>Description</u></b>	<b><u>Township</u></b>	<b><u>NBH Code</u></b>
FREEZE SR1379 AIRPORT DOT1860-659	14	02032
	<b><u>Assessed Value</u></b>	<b><u>Sales Year</u></b>
	60680	2000
<b><u>Sales Price</u></b>	<b><u>Sale Is Improved</u></b>	<b><u>Actual Year Build</u></b>
0	I	1990
<b><u>Number of Bedroom</u></b>	<b><u>Number of Bath</u></b>	<b><u>Number of Half Bath</u></b>
0	0	0
<b><u>Actual Heated Area</u></b>	<b><u>Jan1 Owner 1</u></b>	<b><u>Jan1 Owner 2</u></b>
4200	CITY OF STATESVILLE THE	
<b><u>Mailing Address 1</u></b>	<b><u>Mailing Address 2</u></b>	<b><u>Mailing Address 3</u></b>
PO BOX 1111		
<b><u>Mailing City</u></b>	<b><u>Mailing State</u></b>	<b><u>Mailing Zip</u></b>
STATESVILLE	NC	28687
<b><u>Street Name</u></b>	<b><u>Street Type</u></b>	<b><u>Street Prefix</u></b>
AIRPORT	RD	
<b><u>Street Suffix</u></b>	<b><u>ACCOUNT</u></b>	<b><u>Shape Length</u></b>
	12546500	26610.3797467531
<b><u>Shape Area</u></b>	<b><u>House Number</u></b>	<b><u>CountyTaxCode</u></b>
6922779.73700016		C ADVLTAX
<b><u>CityTaxCode</u></b>	<b><u>FireTaxCode</u></b>	<b><u>SchoolTaxCode</u></b>
CI01ADVLTAX		
<b><u>SpecialTaxCode</u></b>	<b><u>CityLocationCode</u></b>	

The maps prepared for this website are generated from recorded deeds, plats, and other public records. Users of these maps are hereby notified that the information provided herein should be verified. Iredell County assumes no legal responsibilities for any of the information contained on this site. Users are advised that the use of any of this information is at their own risk. All maps on this site were prepared using a 1000' Grid based upon the North Carolina State Plane Coordinate System from the 1983 North American Datum. The delinquent real property tax overlay is updated monthly. The information presented is not intended to be used or relied upon as official notice of tax liens. For additional information regarding delinquent taxes, contact the Iredell County Tax Collector's Office.

**PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM**

**BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PJD:** 2.24.2020

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Bradley S. Luckey, Pilot Environmental, Inc.  
Post Office Box 128, Kernersville, North Carolina 27285

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:** Wilmington, Statesville Regional Airport, SAW-

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:** The site consists of an approximate 19.47 and 5.66-acre tract located at Statesville Regional Airport in Statesville, Iredell County, North Carolina. .

**(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)**

State: North Carolina County/parish/borough: Iredell County City: Statesville

Center coordinates of site (lat/long in degree decimal format): Lat.: 35.766004° Long: -80.967692°

Universal Transverse Mercator: WGS 84

Name of nearest waterbody: Back Creek

**E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):**

Office (Desk) Determination. Date:

Field Determination. Date(s):February 10, 2020

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.**

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resources in review area (acreage and linear feet, if applicable)	Type of aquatic resources (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
WA	35.767159°	-80.967128°	0.797 ac	Wetland	Section 404
WB	35.766244°	-80.967782°	0.156 ac	Wetland	Section 404
WC	35.766744°	-80.969496°	0.059 ac	Wetland	Section 404
WD	35.761927°	-80.949150°	0.020 ac	Wetland	Section 404
SA	35.766577°	-80.969110°	469 LF	Non-wetland waters	Section 404
SB	35.762485°	-80.948660°	442 LF	Non-wetland waters	Section 404

SC	35.762481°	-80.948861°	167 LF	Non-wetland waters	Section 404
ISA	35.766565°	-80.968193°	375 LF	Non-wetland waters	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
  
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre- construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

**SUPPORTING DATA. Data reviewed for PJD (check all that apply)**

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Map: \_\_\_\_\_
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - Office concurs with data sheets/delineation report.
  - Office does not concur with data sheets/delineation report. Rationale: \_\_\_\_\_
- Data sheets prepared by the Corps: \_\_\_\_\_
- Corps navigable waters' study: \_\_\_\_\_
- U.S. Geological Survey Hydrologic Atlas: \_\_\_\_\_
  - USGS NHD data.
  - USGS 8 and 12-digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Drawing 1
- Natural Resources Conservation Service Soil Survey. Citation: Drawings 2 & 2A
- National wetlands inventory map(s). Cite name: Drawing 3
- State/local wetland inventory map(s): \_\_\_\_\_
- FEMA/FIRM maps: Drawing 4
- 100-year Floodplain Elevation is: \_\_\_\_\_ (National Geodetic Vertical Datum of 1929)
- Photographs:  Aerial (Name & Date): Drawing 5 & 5A. Wetland Maps  
or  Other (Name & Date): \_\_\_\_\_
- Previous determination(s). File no. and date of response letter: \_\_\_\_\_
- Other information (please specify): \_\_\_\_\_

**IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.**

\_\_\_\_\_  
Signature and date of Regulatory staff member completing PJD

 2.24.2020  
\_\_\_\_\_  
Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)<sup>1</sup>

<sup>1</sup> Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

**APPENDIX F**

**Public Meeting Information**

Statesville Record & Landmark

Advertising Affidavit

Account Number

4038065

PO Box 968  
Hickory, NC 28603

Date

May 31, 2020

PARRISH AND PARTNERS, LLC  
140 STONERIDGE DRIVE, SUITE 500  
COLUMBIA, SC 29210

Date	Category	Description	Ad Number	Ad Size
05/31/2020	Legal Notices	Notice of Availability and Public Meetings for the Statesville Re	0000652569	2 x 68 L

Publisher of  
Statesville Record & Landmark  
Iredell County

Before the undersigned, a Notary Public of Iredell County, North Carolina, duly commissioned, qualified, and authorized by law to administer oaths, in said County and State; that he/she is authorized to make this affidavit and sworn statement; that the notice or other legal advertisement, a copy of which is attached hereto, was published in the Statesville Record & Landmark on the following dates:

05/31/2020

and that the said newspaper in which such notice, or legal advertisement was published, was a newspaper meeting all the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina.

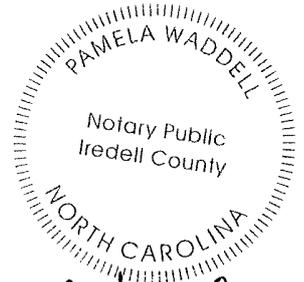
*Mh*  
Assistant Bookkeeper

Newspaper reference: 0000652569

Sworn to and subscribed before me, this 2 day of June, 2020

*Pamela Waddell*  
Notary Public

My Commission expires: May 27, 2022



THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU

*Please See Attached.*

**Notice of Availability and Public Meetings**  
**for the**  
**Statesville Regional Airport**  
**Proposed Runway 10-28 Safety Enhancements Program -**  
**Runway Safety Area Improvements and Obstruction Removal**  
**Supplemental Environmental Assessment**

**AGENCY: Federal Aviation Administration, U.S. Department of Transportation**

**Availability of Supplemental Environmental Assessment** – The City of Statesville is required under the provisions of the *National Environmental Policy Act and Federal Aviation Administration (FAA)* requirements to prepare a Supplemental Environmental Assessment (EA) for proposed airport improvements at the Statesville Regional Airport (SVH) in Iredell County, North Carolina. The proposed project consists of construction of improved runway safety areas, closure/modification of a portion of Bethlehem Road, property and avigation easement acquisition, removal of tree obstructions to Runway 10-28, and relocation of navigational aids.

These improvements were included in the 2017 EA approved by the NCDOT Division of Aviation. Federal funds have been programmed and additional studies have been undertaken to address changes in the affected environment and regulations since the 2017 NCDOT approval. Consultants, acting on the behalf of the City of Statesville, have prepared a Supplemental EA describing the anticipated environmental impacts. The draft Supplemental EA can be reviewed at: [https://www.statesvillenc.net/departments/airport/projects\\_improvements](https://www.statesvillenc.net/departments/airport/projects_improvements). To request a copy of the document via mail, please contact Mr. John Ferguson. Comments on the document will be accepted until June 30, 2020.

**Public Meetings** – Public meetings will be conducted on June 18, 2020, virtually at 11:00 AM and in person from 5:00 PM to 7:00 PM to answer questions and solicit public review and comment on the proposed improvements. The in-person meeting will be a drop-in format with no formal presentation, held in the Statesville Regional Airport Conference Room, 238 Airport Road Statesville, NC 28677. To participate in the virtual meeting, please contact Mr. John Ferguson. Comments on the draft Supplemental EA should be emailed to Mr. Ferguson or mailed to Statesville Regional Airport, Attn: Mr. John Ferguson. Written comments will be accepted during the public comment period, which ends on June 30, 2020.

For additional information about the project, please contact:

Mr. Aaron Braswell  
Environmental Protection Specialist  
Federal Aviation Administration  
Memphis Airports District Office  
2600 Thousand Oaks Boulevard, Suite 2250  
Memphis, Tennessee 38118  
[aaron.braswell@faa.gov](mailto:aaron.braswell@faa.gov)  
901-322-8192

Mr. John M. Ferguson, A.A.E.  
Airport Manager  
Statesville Regional Airport  
Phys. Address: 238 Airport Road Statesville, NC 28677  
Mail Address: P.O. Box 1111 Statesville, NC 28687  
[jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)  
704-873-1111

**Publish: May 31, 2020.**

# PUBLIC MEETING

## Statesville Regional Airport Runway 10/28 Safety Enhancements Program Supplemental Environmental Assessment

*Thank You  
for Coming*

**STATESVILLE REGIONAL AIRPORT**

**THURSDAY, JUNE 18, 2020**

**5:00 P.M. to 7:00 P.M.**

### WELCOME

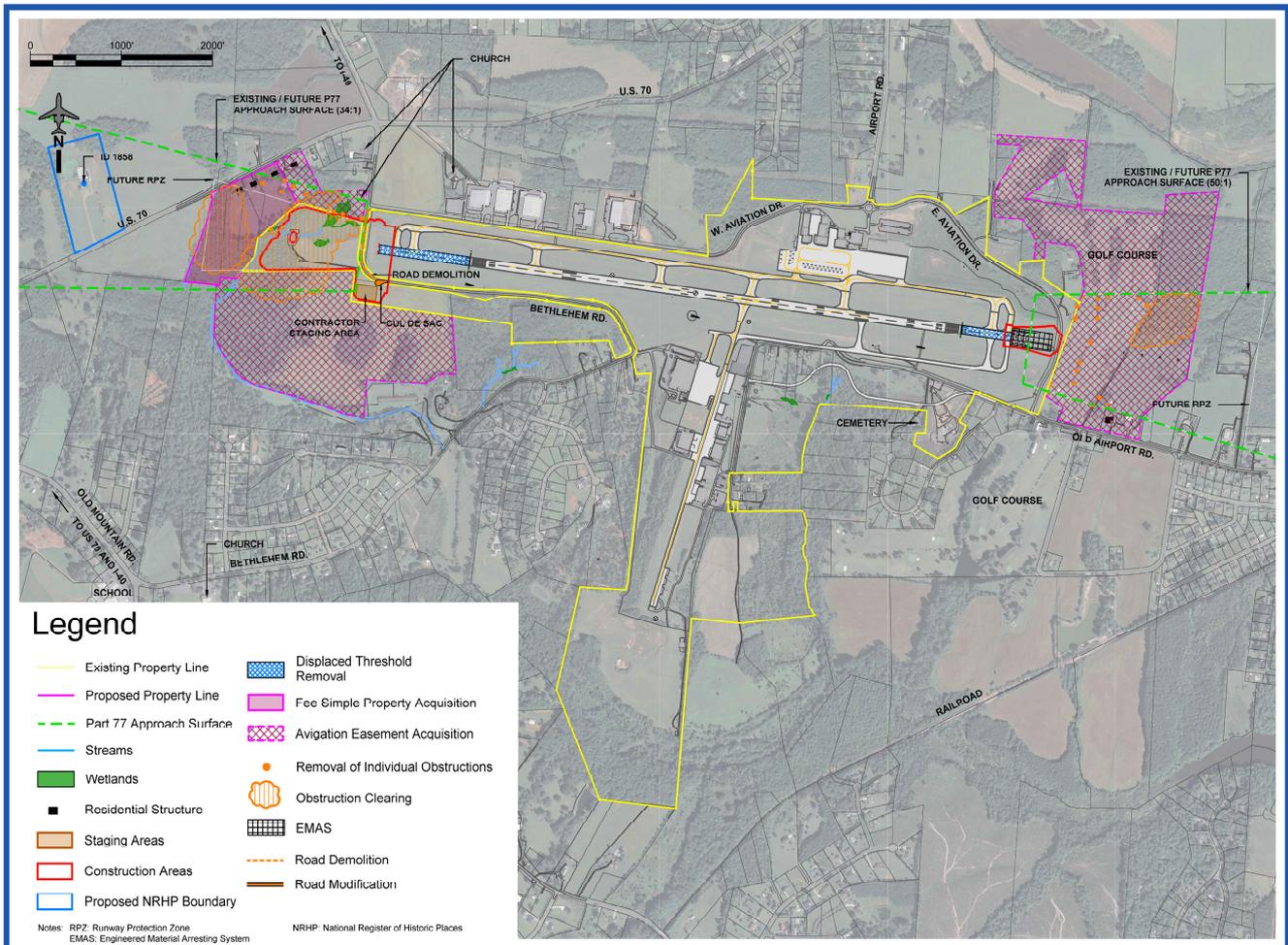
The City of Statesville, North Carolina Department of Transportation, Division of Aviation (NCDOA), and Federal Aviation Administration (FAA) welcome you to this Public Meeting concerning the Runway 10/28 Safety Enhancements Program at the Statesville Regional Airport (SVH). The purpose of this meeting is to provide interested citizens with an opportunity to review and discuss plans for proposed improvements at the Airport with representatives of the project team and to submit comments. The meeting format will be informal. Project display boards are available for viewing and project team members are present to discuss the proposed improvements and potential impacts to the natural and human environment.

### AIRPORT INFORMATION

The Airport is a public-use facility situated on approximately 467 acres that is owned and operated by the City of Statesville. The facility serves a variety of general aviation users, including business and recreational aircraft, air taxi/charter flights, and flight training activity. This non-towered airport has a single runway, Runway 10/28, which is 7,003 feet in length and 100 feet wide.



## PROJECT MAP



## ENVIRONMENTAL ASSESSMENT

An Environmental Assessment (EA) was prepared in 2017 in accordance with the National Environmental Policy Act (NEPA) to determine the potential social, economic, and environmental impacts of the proposed Runway 10/28 Safety Enhancements Program. The program consisted of several improvements associated with the Runway Safety Area (RSA) and removal of the displaced thresholds, as well as construction of a south full-length parallel taxiway. The eastern portion of the south parallel taxiway and associated relocation of Old Airport Road were constructed in 2019.

Federal funding has been identified for another project evaluated as part of the 2017 EA, the proposed Runway 10 RSA improvements. Based on coordination with the FAA, it has been determined that a Supplemental EA should be performed for the proposed project. The purpose of the Supplemental EA is to address current conditions and provide further information of potential environmental impacts associated with the proposed RSA improvements and removal of tree obstructions within the approach surfaces at SVH.

The Draft Supplemental EA is available for public review and comment through June 30, 2020, at: [https://www.statesvillenc.net/departments/airport/projects\\_improvements](https://www.statesvillenc.net/departments/airport/projects_improvements)  
Copies will be mailed by request (call 704-873-1111).



View facing west, toward proposed Runway 10 RSA

## PROPOSED PROJECT

Under the proposed Runway 10/28 Safety Enhancements Program, tree obstructions would be removed, a portion of Bethlehem Road would be closed, and the RSA would be improved to full FAA standards; thus, allowing for relocation of the runway thresholds to the ends of pavement and for use of the primary runway length to be reclaimed.

The purpose of the Proposed Action is to increase airfield safety and operational utility at SVH. These are safety improvements that would not increase air traffic or change the aircraft class that currently utilizes the Airport.



Runway 10 end displaced threshold

## ANTICIPATED PROJECT SCHEDULE

Finalize Supplemental EA.....mid-July 2020  
Complete Runway 10 RSA Improvements Design.....late-July 2020  
Begin Runway 10 RSA Construction..... October 2020  
Tree Obstruction Removal, Property Acquisition.....pending funding availability

## COMMENTS

Comment forms are available if you wish to make a written comment. Comments can also be emailed from the website and will be accepted through June 30, 2020. If you prefer to provide a verbal comment, a member of the project team can assist you. All comments received, both verbal and written, will become part of the official meeting record and included in the Final Supplemental EA. Responses to the comments will be incorporated into the Final Supplemental EA and addressed in the document, as appropriate. Once approved by the FAA, the Final Supplemental EA would be made available at: [https://www.statesvillenc.net/departments/airport/projects\\_improvements](https://www.statesvillenc.net/departments/airport/projects_improvements)

CATEGORY	PROPOSED ACTION IMPACTS	IMPACT
Aviation Easements for Obstruction Removal Easement Acquisition		170 acres; 5 parcels
Control of the Runway Protection Zone Property Acquisition Relocation		20 acres; 5 parcels 3 residences
Community		Closure of Bethlehem Road to through traffic; additional travel time for north-south trips and loss of dual access for residences on southern portion of Bethlehem Road
Waters of the U.S. Wetlands Streams		1 acre 673 linear feet
National Register of Historic Places		One potentially eligible resource (Stamey Farm Barn, ID 1858); No Adverse Effect determination anticipated
Noise		No significant impacts from removal of displaced thresholds; negligible differences between 2026 No-Build and Proposed Action 65 DNL contours
Visual Effects		Consistent with existing Airport development, tree removal
Cumulative Impacts		Community/social, stormwater runoff, visual effects

## PROJECT PARTNERS

CITY of  
**Statesville**  
NORTH CAROLINA

Mayor Costi Kuffeh  
John M. Ferguson, Airport Manager



**COMMENT MATRIX**  
**Statesville Regional Airport**  
**Runway 10-28 Safety Enhancements Program - Supplemental Environmental Assessment**

<b>NAME</b>	<b>ADDRESS</b>	<b>COMMENTS/ISSUES</b>	<b>Received</b>
Donald Black	287 Old Airport Rd	No secondary access to Victory Air and Avante Air Hangars is a traffic issue on Old Airport Rd	At PM
Warren Greenlee	185 Bay Shore Loop, Mooresville NC	Happy about safety improvements	At PM
Sherry England	166 Greenwch Dr, Statesville NC	Requesting direct access from Bethlehem to US 70 due to concerns over delayed EMS/fire/rescue response. Would result in more traffic congestion/accidents near the school.	At PM
Wayne Smith	335 Hangar Dr, Statesville NC	Favorable for safety and operations reasons	At PM
John Gorman	108 Gatwick Ct (The Landing)	Project will improve airport utility for all users.	At PM
Mr. & Mrs. Ward		Asking about property acquisition, which homes to be impacted, and the project schedule	At PM
Brian Curtin	375 Bethlehem Rd, Statesville NC	Concerned about additional water runoff and its potential to wash out the road, cutting residents off from access to an exit. Concerned about slower response times from emergency providers. Concerned about lack of plans for additional road.	At PM
Charles & Patricia Van Dorn	122 Greenwhich	Requesting direct access from Bethlehem to US 70.	At PM
Thomas Shearman	105 Gatwick Ct (The Landing)	Concerned about having only one exit because road has flooded and bridge has been washed out before. Requesting an additional road.	At PM
Devery Peterson	151 Greenwhich Dr	Not opposed to expansion. Opposed to closing Bethlehem Rd without an alternative route in place. Requesting direct access to US 70.	At PM
Louis Cabbage	130 Greenwhich Dr	Concerned about increase in travel time for emergency services. Concerned about getting trapped if road floods and bridge washes out.	At PM
Dawn Church	145 Dublin Cy	Opposed to road closure. Concerned about increased traffic and difficult travel during school hours due to road closure. Concerned about increase in travel time for emergency services.	At PM
Deborah Johnson	381 Bethlehem Rd	Concerned about getting trapped if road floods and bridge washes out. Requesting a new direct access to US 70.	At PM
Stephen & Lois Rounds	135 Dublin Ct	Concerned about increased school traffic. Requesting additional road.	At PM
James R Clover Jr	163 Sonja Dr	Concerned about single access to Landings. Concerned about increased travel time for emergency services. Concerned about getting trapped if road floods and bridge washes out.	At PM
Jeff & Janet Byers	125 Greenwch Dr	Concerned about getting trapped if road floods and bridge washes out.	At PM
Patricia Warren	453 Bethlehem Rd	Concerned about getting trapped if road floods and bridge washes out. Concerned about increased travel time for emergency services. Concerned about increased school traffic.	At PM
Matt Bailey	The Landings HOA President	Concerned about insurance costs and decreased property values. The school is a concern, a potential accident at the end of Bethlehem Road is a concern, flooding coming from the airport is a big concern. Traffic continues to increase on Old Mountain Road due to vehicles traveling from I-77 to I-40; project would force Bethlehem Road traffic onto Old Mountain also. Concerned that a new road to Old Mountain Road would result in more flooding on their property. Concerned about getting trapped if road floods and bridge washes out - concerned about increased runoff that will create greater chance for the washout. Concerned about increased travel time for emergency services. Concerned about increased school traffic.	Oral Comment at PM; Mailed  Emailed

Erik Justen	434 Bethlehem Rd	Sees no value in a new road connecting Bethlehem to Old Mountain. Is concerned about Bethlehem Road residents, emergency services, and potential businesses having to go out of their way to gain access to I-77 with closure of Bethlehem Road.	Emailed
Paul Corrigan	127 Dublin Ct	Concerned about getting trapped if road floods and bridge washes out. Concerned about access for emergency vehicles.	Emailed
Fred & Karen Callahan	150 Heathrow Ln	Concerned about increase in travel time for emergency services. Concerned about getting trapped if road floods and bridge washes out. Suggests blast panels for plane take-off. Suggests tunnel or other barrier that would allow traffic to continue on Bethlehem Road. Suggests stoplights at both sides of Bethlehem Road to stop traffic while plane is landing or taking off. Questioned the possibility of an easement that would allow emergency vehicles to cross the runway or to allow passenger car traffic to cross the runway in the event of another washout. Requests a new direct access to US 70.	Emailed
Rich & Dawn Shivers	172 Greenwich Dr	Concerned about water runoff from the airport. Concerned about the increase in travel time for emergency services. Concerned about getting trapped if road floods and bridge washes out. Concerned about loss of property value.	Emailed
Patricia Justus	115 Gatwick Ct	Concerned that the road is already "compromised and unsafe." Concerned about being trapped and cut off from help, medical, food, and daily requirements if road floods and culvert washes out. Concerned about increase in flooding from airport runoff. Concerned about loss of property value. Concerned about traffic increases.	Emailed
Barbee Ervin	Not given	Concerned about the increase in travel time for emergency services. Suggestion to route all heavy equipment and trucks by the way of Hickory Highway/Bethlehem Road entry (north) due to school traffic.	Emailed
Ernie & Lorraine Pope	1630 Old Mountain Rd	Concerned about having to travel one-way to enter and exit residences. Concerned about the increase in travel time for emergency services. Concerned about traffic flow at the end of Bethlehem Road near the school.	Emailed
Nathan Ester	129 Greenwich Dr	Suggests a tunnel be built to allow Bethlehem Road to remain open. Concerned about being trapped and cut off from emergency services if the road floods again.	Emailed
Frank & Devery Peterson	151 Greenwhich Dr	Concerned that public officials are unconcerned about the disruption that will be caused by closing Bethlehem Rd. Concerned about increase in travel time for emergency services. Concerned about lack of communication with residents in regard to the Public Hearing.	Emailed
Phyllis Deal Jeff Deal	585 Bethlehem Rd 585 Bethlehem Rd	Concerned about an increase in flooding due to increased stormwater runoff after project completion. Concerned about the lack of alternate route for east/west-bound traffic. Concerned about increase in one-way traffic onto Bethlehem Rd.	Mailed
Jimmie & Mary Combs	181 Greenwich Dr	"No"	Mailed
David Bond & Anner Alexander	515 Old Airport Rd	"No"	Mailed
Emily Signon	458 Bethlehem Rd	Concerns about through traffic on Bethlehem Rd. Concerns about increase in travel time for emergency services. Concerns about being trapped and cut off if road floods. Would like for airport to purchase their property. Concerns about traffic, noise, and property value. Concerns about getting trapped if the road floods. Concerns about increase in travel time for emergency services.	Mailed

# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

ADDRESS (please print)

Dawn Curtin

375 Bethlehem Rd Statesville NC 28677

Brian Curtin

" "

Barbee H. Ervin

126 Maxwell Ln. Statesville, 28677

Mary Ann Wilson

148 Bennett Road Strong Point NC 28678

John P. Deaf

178 Park Ker Lake Statesville 28677

~~Paul~~

915 Sherwood Lane Statesville 28677

MARY COMBS

181 GREENWICH DR, STATESVILLE NC 28677

Sherry England

166 Greenwich Dr. Statesville NC 28677

Bob Stamey

255 STAMEY FARM RD STATESVILLE

Tom Shearman

105 GATWICK ST. STATESVILLE

Johanna Shearman

105 GATWICK ST. STATESVILLE

Albra Johnson

381 Bethlehem Rd, Statesville

JEFF & JANET BYERS

125 Greenwich Dr Stv, 28677

Cynthia Nesbit Clark

155 Hidden River Ln 28675

Melvinia James

200 Airport Rd 28671

Margaret Brown

116 Greenwich Dr. 28677

Bob Latta

111 Heathrow Lane Statesville, NC 28677

# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

NAME (please print)

ADDRESS (please print)

LIBBY LeFever

141 17<sup>th</sup> Tee Lane

Tony White

141 17<sup>th</sup> Tee Lane

Heley Jones

159 Strawberry Lane

Brad Welch

" "

Wayne Bradshaw

151 Dublin Ct.

Devery Peterson

151 Greenwich Drive

RICH SHIVERS

172 GREENWICH II

DANN II

"

FRED CALVADA

150 HEATHROW LN

Ronnie & Jamie Morrison

155 Heathrow Lane

Paul & Lois Corrigan

127 Dublin Ct.

Ernie & Lorraine Pope

11630 Old Mtn Rd

Bobby & LaFreda Kenwick

295 Old Airport Rd

Tom & Debbie Ward

108 Gatwick Ct.

Louis & Sharon Cubbage

130 Greenwich Dr.

Charles & Brenda Murdock

549 Bethlehem Rd.

Nathan & Pat Estes

129 Greenwich Dr.

Payton & Dawn Morrison

1163 Old Mountain Road

Kou Smith

City Manager

Dan Evoh

127 Heathrow Ln



# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)	ADDRESS (please print)
Paul Sigmon	2841 Hickory Hwy
Ila Sigmon	2841 Hickory Hwy
Bill Galliker	2829 ✓ ✓
Brennan Sigmon	2841 Hickory Hwy
Pat Watkins	273 Old Airport Rd
Dennis Watkins	Statesville, NC 28677
Jeffery W. Mason	2841 Hickory Hwy Statesville
DAN WATKINS	182 GREENWICH DR. #2 28677
Michael Wingo	107 SANDTRAP DR STATESVILLE 28677
James C. Smith	173 Dumbelin Dr Statesville NC 28677
Barbara Campbell	346 Bethlehem Rd Stvl, NC 28677
George Conroy	" "
Pat Justice	115 Catwisk Ct. Statesville NC 28677
Phyllis B. Deal	585 Bethlehem Rd. S. NC 28677
Patricia S. Warren	453 Bethlehem Rd Statesville NC.
MARCIA DEAKO	124 Happy Lane Statesville NC
Ronald DEAKO	124 Happy Lane Statesville NC 28677
Dorothy V. Black	281 Old Airport Rd
Bonita Black	289 Old Airport Rd

# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

Donald Black

ADDRESS (please print)

287 Old Airport Rd

COMMENTS

With NO SECONDARY ACCESS TO Victory &  
AVANTE AIR HANGERS, ALL traffic must use Old  
Airport Rd TO EXIT. THE SPEED & volume of  
TRAFFIC IS A NIGHTMARE. THE VEHICLES SHOW THAT  
THEY ARE EMPLOYED BY NASCAR AS THEY ALL SPEED.

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

*Note: Information provided, including name and address, will be incorporated into the Final Supplemental EA.*

# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

Warren Greenlee

**ADDRESS (please print)**

185 Bay Shore Loop Mooresville, NC 28117

**COMMENTS**

The proposed changes would be a great addition to the airport. Eliminating the displaced threshold would increase safety for a couple of reasons. A longer runway makes for a safer take off and landing. When landing on rwy 10, the touchdown zone will be flatter with less elevation change.

Adding a south taxi way will enhance safety too by eliminating the need for planes to cross the active runway.

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## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms., Mr. & (Mrs.) (Please choose one)

Sherry M. England

**ADDRESS (please print)**

1466 Greenwich Dr. Statesville, NC

**COMMENTS**

① We need a Road to Bethlehem to End @ 70 for Expedited EMS, Fire, Rescue, 3.4 mile detour & stops is an 8 min delay 1 way, so @ 16 min total delay. ② Increase traffic @ the school with no light to direct traffic. Traffic will back up from Hwy 70 to the school. Increase risk for accidents. 2 deaths already waiting on EMS without a detour; 2 special needs kids in development. Hold Project till funding is available. If it was important in the beginning to have a road out, why isn't that still a priority?? I do not believe the state not having funds is a reason to move forward without a 2nd Exit for citizens. If it was important in the Early Planning as a safety concern it is still now. We need a road!! no # of profit trump LIFE!!

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

WAYNE NESMITH

ADDRESS (please print)

SUT AIRPORT

COMMENTS

THE PROPOSAL FOR THE WEST EXTENSION  
LOOKS VERY FAVORABLE FOR SAFETY AND OPERATIONAL  
REASONS.

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr, Mrs., Ms., Mr. & Mrs. (Please choose one) JOHN J GORMAN III - Checkered Flag

ADDRESS (please print)

335 HANGAR DR STATESVILLE NC 28677 <sup>Aviation</sup>

COMMENTS

Runway 10 displaced threshold removal is a long overdue  
safety issue. As a business and pleasure user  
this will greatly reduce the chances of a  
runway over shoot.

This project will improve airport utility for all users.

Safety first.

**Thank you for your input. You may provide your written comments in three ways:**

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms.,  (Mr) &  (Mrs). (Please choose one) WARA

**ADDRESS (please print)**

108 Gatwick Ct.

**COMMENTS**

Where are you going to get the  
acres. what 3 home are going to be  
affected. Are they going to put up fences  
When are you going to put in  
the new road.

**Thank you for your input. You may provide your written comments in three ways:**

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

T. Ward

ADDRESS (please print)

108 Gatwick Ct Statesville NC 28677

COMMENTS

What is the possibility of a tunnel at

the end of the proposed extension of the runway

on Bethlehem Rd? This would keep the road open

and help ease the future traffic

**Thank you for your input. You may provide your written comments in three ways:**

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# PUBLIC MEETING

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Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one) Mr Brian Curtin

**ADDRESS (please print)** 375 Bethlehem Rd Statesville NC 28677

**COMMENTS** We need officials to address the  
concern of the impact that additional water run-  
off will create as a result of lengthening the  
runway. This has the potential to wash out our  
road and result in cutting residents off from  
access to leave our area and it will slow  
response time from emergency providers to  
essential life-saving resources. Also, the initial  
plan included a new road to access highway 70  
which is no longer included but is essential

**Thank you for your input. You may provide your written comments in three ways:**

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Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

Charles & Patricia Van Dorn

ADDRESS (please print)

122 Greenwich

COMMENTS

Closing Bethkahan is not an option.  
I will fight this however I can  
Must go to US 70 -

**Thank you for your input. You may provide your written comments in three ways:**

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Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

Thomas Shearman

ADDRESS (please print)

105 Gatwick Ct. (The Landings)

COMMENTS

Our main concern is closing Bethlehem will leave us one way out which has washed out before. We were unable to use that road, if that happens again we will be landlocked! We would need another road in case this were to happen again.

**Thank you for your input. You may provide your written comments in three ways:**

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

Dexery Peterson

ADDRESS (please print)

151 Greenwich Drive

COMMENTS

We do not oppose the expansion of the airport

We Do not appreciate that the decision makers are cutting off the road without an alternative route. We hear there is no funding - why not How Long. It will be years.

In the meantime -

- ① Extended time for emergency services
- ② Increased traffic on Bethlehem.
- ③ The Road washed out - it will happen again.

We Need a funded Roadway to Hwy 70,

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

Note: Information provided, including name and address, will be incorporated into the Final Supplemental EA.

# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one) Louis Cubbage

**ADDRESS (please print)**

130 Greenwich DR

**COMMENTS**

City Council was supposed to be at  
this meeting.

This will take longer to get to the hospital  
in case of emergency. Are you going to be responsible?

What happens if the creek floods again and  
we cannot get out of our subdivision.

Are you going to be responsible??

A new road should happen first!!

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
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3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one) Dawn Church

**ADDRESS (please print)**

145 Dublin Ct

**COMMENTS**

We are completely against the closing of the road. It will increase the traffic and make it impossible to get out during school hours. It will cut us off from emergency services + increase the time to get to use. It will also completely stop us from getting to the house if the road washes out again. If the road is closed we MUST have a new road made.

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

DEBRA W. JOHNSON

ADDRESS (please print)

381 BETHLEHEM RD, STATESVILLE NC 28677

COMMENTS

I DO NOT THINK THAT THE HWY 70 ROAD SHOULD BE CLOSED. WE NOW HAVE MANY FAMILIES LIVING IN THE LANDINGS. THERE IS NO WAY THAT WHEN SCHOOL STARTS BACK THAT WE WILL ALL BE ABLE TO GET OUT AT OLD MOUNTAIN RD. WE NEED ANOTHER ROAD TO BE ABLE TO HAVE ACCESS TO HWY 70 AND I-40. OR WE NEED A STOP LIGHT AT BETHLEHEM AND OLD MOUNTAIN RD. WE NEED ANOTHER ROAD!

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

*Note: Information provided, including name and address, will be incorporated into the Final Supplemental EA.*

# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

STEPHEN & LOIS ROUNDS

**ADDRESS (please print)**

135 DUBLIN CT, STATESVILLE, NC

**COMMENTS**

CONCERNED ABOUT 1 WAY IN AND OUT OF THE  
LANDING NEIGHBORHOOD. WOULD BE AN ISSUE FOR  
1ST RESPONDERS TO GET TO ELDERLY AND IN CASE  
OF FIRE.

BRIDGE ON BETHLEHAM RD HAS WASHED OUT IN THE  
PAST AND IT WOULD LEAVE EVERYONE WITH NO  
WAY IN OR OUT, IT TOOK A MONTH TO REPLACE THE  
BRIDGE.

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

**NAME (please print)**

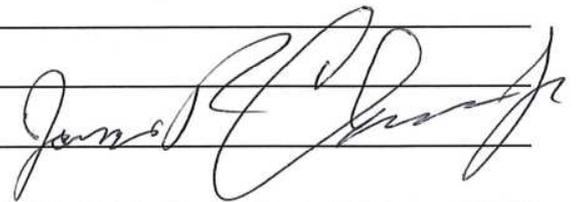
Mr., Mrs., Ms., Mr. & Mrs. (Please choose one) Mr James R Clower Jr

**ADDRESS (please print)**

163 SOUTH A Dr Statesville NC. 28627

**COMMENTS**

As a Resident of over 28 Years at this Address  
I have concerns about the closing of the Road  
Primarily for the Residents of the Landings and their safety  
I witnessed when the Road washed out a Few Years ago  
Had that Rd been closed Those People would have been  
in Trouble. Personally I Don't Like The Fact that  
I will no longer be able to access that Road  
as a way through as I Travel it Every Day.  
If I have a Voice about it I say NO!



**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

Jeff & Janet Byers

ADDRESS (please print)

125 Greenwich Dr Statesville, NC 28677

COMMENTS

We are concerned about the flooding below The Landings Subdivision. We are concerned about being cut off from a quicker access to local hospitals, sherriff's dept, etc. We are concerned with the amount of increased traffic this will cause at the end at Old Mtn Rd & Celeste Henkel Elem. School. We want (need) the road built that has been proposed as an alternate. Also concerned with Home Owners Insurance Cost and our property value. Safety For our children is very important also traveling to & from school.

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

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Patricia Warren, 453 Bethlehem Rd – Voice Comment Transcribed

"The concerns that I have are with no road to exit, we are coming out on the Old Mountain Road which comes out at the school. There are 3 buses that go up and down our road twice a day. If there was an accident, no one from this area could exit. The second concern is, if you're going to build a road to go out the Old Mountain Road, that road will back more water up over our land and we have already lost property due to reconstruction and flooding on our property. Old Bethlehem Road flooded out about a year ago and that left people with no way to exit except left or right. If this road is closed, those people will not be able to use this road. The flooding from the project, every time it rains, there is a lot of water that is coming down. My fear is with the road going out there will be even more flooding. It is common knowledge that the traffic is coming from 77 North up the Old Mountain Road to get to 40 West. That is almost a stand-still at times. So, the school is a concern, an accident at the end of Bethlehem Road is a concern, the flooding coming from the airport is a big concern, and then I am concerned about the back load that we will be getting from the road being built on the Old Mountain Road for the pilots."

**From:** [John Ferguson](#)  
**To:** [Kirby, Jeff](#)  
**Cc:** [Stevens, Laura](#)  
**Subject:** FW: Statesville Runway Project  
**Date:** Thursday, June 18, 2020 5:48:54 PM

---

John M. Ferguson, A.A.E.  
Airport Manager  
Statesville Regional airport  
(704) 873-1111 Off  
(704) 880-6897 Cell  
Phys. Address: 238 Airport Road Statesville, NC 28677  
Mail Address: P.O. Box 1111 Statesville, NC 28687

---

**From:** Costi Kutteh <[ckutteh@statesvillenc.net](mailto:ckutteh@statesvillenc.net)>  
**Sent:** Thursday, June 18, 2020 5:02 PM  
**To:** Ron Smith <[rsmith@statesvillenc.net](mailto:rsmith@statesvillenc.net)>; John Ferguson <[jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)>  
**Subject:** Fw: Statesville Runway Project

fyi

---

**From:** Matt Bailey <[matt.w.bailey@live.com](mailto:matt.w.bailey@live.com)>  
**Sent:** Thursday, June 18, 2020 4:32 PM  
**To:** Costi Kutteh <[ckutteh@statesvillenc.net](mailto:ckutteh@statesvillenc.net)>; [wmorgan@ncstatesville.net](mailto:wmorgan@ncstatesville.net) <[wmorgan@ncstatesville.net](mailto:wmorgan@ncstatesville.net)>; [johnsonspartssupply@gmail.com](mailto:johnsonspartssupply@gmail.com) <[johnsonspartssupply@gmail.com](mailto:johnsonspartssupply@gmail.com)>; David Jones <[djones@statesvillenc.net](mailto:djones@statesvillenc.net)>; Jap Johnson <[cjohnson@statesvillenc.net](mailto:cjohnson@statesvillenc.net)>; [allisondoris2@gmail.com](mailto:allisondoris2@gmail.com) <[allisondoris2@gmail.com](mailto:allisondoris2@gmail.com)>; Amy Lawton <[alawton@statesvillenc.net](mailto:alawton@statesvillenc.net)>; John Staford <[jstaford@statesvillenc.net](mailto:jstaford@statesvillenc.net)>; Frederick Foster <[ffoster@statesvillenc.net](mailto:ffoster@statesvillenc.net)>  
**Subject:** Statesville Runway Project

**[NOTICE: This message originated outside of the City of Statesville mail system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]**

Good Afternoon!

Below is from a letter full of concerns that the residents along Bethlehem Rd and the Landings Subdivision in Statesville have put together in regards to the Statesville Airport's planned permanent closure at one end of Bethlehem Rd for a runway expansion. There are plans for NCDOT to build another road (Bethlehem Rd Re-Alignment) across from our neighborhood but

it has been pushed out a couple of years due to their current budget issues.

We are all concerned, and if we don't have a secondary access point to our homes/family, we will be in big trouble when there's an emergency! Two years ago a portion of Bethlehem Road washed out during a large rain storm. Here's a video of the road showing the flooding water and road washing out. ( <https://drive.google.com/file/d/1WqmQaKzH-uWPZp6qoP5FU--mqXhCrz6q/view?usp=sharing> ) Luckily we were able to still travel the portion of Bethlehem Rd that the Airport is now planning to close. If or when the road washes out again, we will have NO way in/out...AND no way for emergency services (Police, Fire, Medic) to reach us!

Also, the runway expansion will force even more water into the same creek that washed out the road two years ago, greatly increasing the possibility of another washout.

Only one of our residents received a letter on 5/22/2020 (see attached) from the Army Corp of Engineers explaining their role with the wetlands and the permits that were needed by the Airport. We had to quickly mail them a letter asking for a public hearing last week. However, the date of the letter from the Corp of Engineers was 5/20/2020 and the public hearing request deadline was 6/18/2020. This did not allow residents much time to come together and discuss all of this. If the one and only resident hadn't received this letter, we would be in the dark about this. Hopefully this wasn't done in hopes of pushing all of this through quietly without the public's knowledge or more importantly the public's input. We have not received anything in response to our letter.

The Airport manager says they plan on closing the road and will start the expansion this Fall. However, NCDOT isn't planning on building the road across from us anytime soon.

-----

**THE CITY OF STATESVILLE AIRPORT AUTHORITY IS GOING TO CLOSE BETHLEHEM ROAD PERMANENTLY.**

The residents and homeowners that reside on Bethlehem Road in Statesville, NC are concerned with the recent developments regarding the expansion of the Statesville Airport. We are writing to you for assistance regarding our concerns.

Background:

- Bethlehem Road has been in existence for over 50 years as a public road.
- Three churches and over a hundred residents are located along Bethlehem Road.
- The western end of Bethlehem Road is home to Celeste Henkel Elementary School serving over 600 students and staff of Iredell County.
- Recent traffic studies show 900-1300 vehicles travel Bethlehem Road daily.
- Emergency services – Fire, Police and Emergency Services would be cut off from the eastern approach to Bethlehem Road, resulting in 10-20-minute increase in response times during an emergency.
- Bethlehem Rd closure results in 3.5-mile detour.
- Runoff from the airport that flows into "Back Creek" will result in future flooding events.

- (See attached photos from October 2018 and short video)
- Airport Authority expansion results in profit and benefit to Statesville City residents, with no regard for Iredell County residents and business owners that are directly impacted due to the road closure.
  - Victory Air financial benefits to the detriment of surrounding homeowners.
  - Decision makers have no plan in place for funding an alternate road for residents that are directly impacted by the road closure.

We ask that you please take a moment to review the attached letter announcing a Public Meeting on Thursday, June 18, 2020 from 5:00 – 7:00 pm at the Statesville Airport, and help the residents of Bethlehem Road to have their voices heard regarding our concerns.

While we are not opposed to the expansion of the airport, we collectively feel this expansion is being pushed through without proper discussion regarding the following items:

**Stormwater & Watershed Areas:**

- Increased Stormwater runoff that detrimentally affects the Back Creek that crosses Bethlehem Road.
- The condition of other storm water culverts that are outdated and not equipped to handle the increase volume of water. The increased opportunity for flooding property surrounding the airport.
- NO plan or future timeline for funding an alternate roadway for residents to alleviate the Bethlehem Road closure.

If you have questions, please feel free to contact:

Matt Bailey (704-799-5339) The Landings HOA President

Dan Watkins (704-871-9583) Resident and Business Owner

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**From:** [John Ferguson](#)  
**To:** [Kirby, Jeff](#); [Stevens, Laura](#)  
**Subject:** Fwd: Bethlehem Road Question and Concerns  
**Date:** Sunday, June 21, 2020 11:16:54 AM

---

Sent from my iPhone  
John M. Ferguson, A.A.E.  
Airport Manager  
P.O. Box 1111  
Statesville, NC 28687  
704-880-6897 C  
704-873-1111 Off  
238 Airport Road  
Statesville, NC 28677

Begin forwarded message:

**From:** Erik Justen <ejusten@gmail.com>  
**Date:** June 21, 2020 at 10:42:05 AM EDT  
**To:** John Ferguson <jferguson@statesvillenc.net>  
**Subject:** Bethlehem Road Question and Concerns

[**NOTICE:** This message originated outside of the City of Statesville mail system --  
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safe.]

John,

Thanks for the public meeting the other day but I have a question regarding the pointless road connecting Bethlehem to Old Mountain.

The Parrish folks stated the new road is already funded and implies it is a done deal. I spent quite a bit of time on the DOT/STIP page and I can find no references to the funding resources, or any indication that it is even in planning. Can you please direct me to verification of this road and its funding?

While I've known Bethlehem was going to be rerouted for two decades, this new road has only been brought to my attention in the past two years. For the life of me I don't see any value in it from either a residential or commercial aspect. It makes no one's life easier- the residents and businesses on the eastern side already have access to Old Mountain via Buffalo Shoals, and the ones on the western side have access via Bethlehem. The new road turns Bethlehem into a function loop road, and as you know the new road mostly just goes through unbuildable

bottomland from Back Creek. Any development that could be done in that area would just as easily be built from the Old Mountain side. This road goes nowhere, serves no viable purpose and is simply a colossal waste of taxpayer money. The only useful road is the Bethlehem Rd reroute- and I realize it is still in the future plans. But in the meantime Bethlehem residents, emergency services and potential businesses are forced to go miles out of their way to gain access to I77.

So if you would provide me with the STIP information, and if possible a contact at the DOT, I'd like to voice my concerns directly to the state level.

Thank you,  
Erik Justen  
434 Bethlehem Rd

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**From:** [John Ferguson](#)  
**To:** [Stevens, Laura](#)  
**Subject:** FW: Bethlehem Road Question and Concerns  
**Date:** Thursday, July 2, 2020 3:36:29 PM

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John M. Ferguson, A.A.E.  
Airport Manager  
Statesville Regional airport  
(704) 873-1111 Off  
(704) 880-6897 Cell  
Phys. Address: 238 Airport Road Statesville, NC 28677  
Mail Address: P.O. Box 1111 Statesville, NC 28687

---

**From:** John Ferguson  
**Sent:** Monday, June 22, 2020 8:08 AM  
**To:** Erik Justen <ejjusten@gmail.com>  
**Subject:** RE: Bethlehem Road Question and Concerns

Good Morning John,

Here is the information Mr. Justen requested:

The project number for the Bethlehem Road Re-location is U-6153. This is a locally administered project by the City of Statesville. The funding for this project is a combination of \$452,000 Bonus Allocation Funds, \$2,098,000 State Trust Funds and the remainder of cost \$2,550,000 would be the responsibility of the city. However, the project along with many other transportation projects in the state have been delayed by NCDOT due to financial constraints. It is my understanding, that as of today this project may be delayed at least 1 year. The contact person for NCDOT would be Mark Stafford Division 12 Engineer 980-552-4206 or [mstafford@ncdot.gov](mailto:mstafford@ncdot.gov)

Thanks,

*Sherry Ashley, AICP*  
Planning Director  
City of Statesville  
P.O. Box 1111  
Statesville, NC 28687  
704-878-3539



**From:** [John Ferguson](#)  
**To:** [Kirby, Jeff](#)  
**Cc:** [Stevens, Laura](#)  
**Subject:** FW: EA comments  
**Date:** Thursday, June 18, 2020 6:21:39 PM

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John M. Ferguson, A.A.E.  
Airport Manager  
Statesville Regional airport  
(704) 873-1111 Off  
(704) 880-6897 Cell  
Phys. Address: 238 Airport Road Statesville, NC 28677  
Mail Address: P.O. Box 1111 Statesville, NC 28687

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**From:** paul@paulcorrigan.net <paul@paulcorrigan.net>  
**Sent:** Thursday, June 18, 2020 6:07 PM  
**To:** John Ferguson <jferguson@statesvillenc.net>  
**Cc:** paul@paulcorrigan.net  
**Subject:** EA comments

**[NOTICE: This message originated outside of the City of Statesville mail system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]**

John Ferguson,

Hi. My name is Paul Corrigan. I have lived at 127 Dublin Ct (The Landings) for approx. 5 years. In that time, Bethlehem Road has been inaccessible twice, once when the road washed out due to flooding and again during a storm when trees were down across the road. Closure of Bethlehem Road to through-traffic and reducing access to one route will make it impossible to get home or leave home if a similar problem makes Bethlehem Road inaccessible again.

As we are getting older and have increasing health needs, it's especially important for us to be able to get out of the neighborhood in the case of an emergency.

The plans for the improvements to the airport must include providing an alternate route so we can have dual access to our homes.

Thanks,  
Paul Corrigan  
127 Dublin Ct  
Statesville

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**From:** [John Ferguson](#)  
**To:** [Kirby, Jeff](#)  
**Cc:** [Stevens, Laura](#)  
**Subject:** Fwd: Public Meeting June 18th Runway 10-28 project  
**Date:** Thursday, June 18, 2020 8:59:29 PM

---

Sent from my iPhone  
John M. Ferguson, A.A.E.  
Airport Manager  
P.O. Box 1111  
Statesville, NC 28687  
704-880-6897 C  
704-873-1111 Off  
238 Airport Road  
Statesville, NC 28677

Begin forwarded message:

**From:** Fred Callahan <kfcallahan@bellsouth.net>  
**Date:** June 18, 2020 at 7:59:40 PM EDT  
**To:** John Ferguson <jferguson@statesvillenc.net>  
**Subject:** **Public Meeting June 18th Runway 10-28 project**

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safe.]

Fred & Karen Callahan  
150 Heathrow Lane  
Statesville, NC 28677  
704-883-0729

Mr. Ferguson,

While attending the meeting, I was informed that the proposed replacement road connecting Bethlehem Road to Rte. 70 has been "scrubbed". As you are aware, the ambulance dispatch and volunteer fire department would enter The Landings from this side of the airport.

Seconds sometimes means the difference in saving lives, let alone multiple minutes for a long detour. We had also recently had the bridge wash out near Warren Farms, and without the

road around the airport, residence would have been stranded.

I assume you have investigated blast panels for plane take-off similar to John Wayne in CA or Midway airport in Chicago, in order to allow plane and vehicle traffic to continue simultaneously. You've looked into a tunnel or some other barrier that would allow traffic to continue, or even the possibilities of stop lights on both sides, while plane traffic is approaching or taking off, stopping or preventing vehicle traffic during these brief moments (it's not like CLT).

Would an easement be possible that would allow emergency vehicles to cross the runway (on the police access road already in existence), and further, to allow passenger car traffic in the event of bridge wash-out once again? If you will examine the area and the "fix" put in place, it is not a question of if, but when, with the current erosion, that this will happen again, and in a much bigger way. This did not happen over time, but the results of one storm. The same potential exists now and the next time will be more devastating than the previous, i.e. it may take longer to construct the replacement, weeks or even months.

I would prefer a road out to 70, across Mr. Collier's land (which has been agreed to), and understand even Mr. Stamey has offered his land free to go out to exit 146 interstate 40, which is even more preferential than the situation now - a win for all involved, residence and those working/using the airport.

Looking at the alternative road proposed (but not currently funded), still places traffic on the wrong side of the airport, no help for emergency or passenger traffic.

I appreciate you having the meeting and offering to listen to concerns from the airport "neighbors".

Best Regards,

Fred & Karen Callahan

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**From:** [John Ferguson](#)  
**To:** [Stevens, Laura](#)  
**Cc:** [Kirby, Jeff](#)  
**Subject:** FW: Concerning the meeting on the Statesville Airport Issues  
**Date:** Tuesday, June 23, 2020 8:42:17 AM

---

John M. Ferguson, A.A.E.  
Airport Manager  
Statesville Regional airport  
(704) 873-1111 Off  
(704) 880-6897 Cell  
Phys. Address: 238 Airport Road Statesville, NC 28677  
Mail Address: P.O. Box 1111 Statesville, NC 28687

---

**From:** Dawn Shivers <dawnandrich456@yahoo.com>  
**Sent:** Tuesday, June 23, 2020 8:35 AM  
**To:** John Ferguson <jferguson@statesvillenc.net>  
**Subject:** Concerning the meeting on the Statesville Airport Issues

**[NOTICE: This message originated outside of the City of Statesville mail system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]**

Mr. John Ferguson,

I am sending my comments concerning the Airport meeting that we attended last Thursday. We purchased our home at 172 Greenwich Drive only 6 months ago. Our house sits at the bottom of the cote sac in THE LANDINGS division. So we definitely have our share of the water that crosses Bethlehem Road from the Airport. One issue that we have is that we have water standing in our back yard a large share of the time. Since we have only lived here for a little over six months; we don't know yet what kind of an issue we will have with the water smelling bad and drawing mosquitos. Right now when our two and a half year old granddaughter comes over to visit; she gets muddy when she goes out to play on the swing-set and the water is far from clean as there is crawfish or something that makes their homes in the wet mud which is always visible. It is very disgusting to say the least. There is no way I can plant anything there to cover up the problem as it will just rot the roots and be a waste of money. If we would have known about this problem at the time we bought this house we would not have as we are retired and do not need the issues to deal with now or ever. We ask ourselves what kind of resale value will our home bring with this problem for us or our children.

The second issue with the road is not good either as it would take at least 20 to 25 minutes for EMC, Police or Fire Department to respond in order to save my house or

possibly my life. We were told that last year the Bethlehem road itself was washed out and if it were not for the eastern alternative exit, the 50 homes in THE LANDINGS located there would have been cut off completely. If this road were closed there would be no alternative available to eastbound traffic. The westbound escape to OLD MOUNTAIN ROAD would be available forcing all traffic to go miles out of the way to reach eastern destinations. I have many concerns as to what all of these changes to the airport will lead to as far as the above, and will there be an increase in the amount of large airplane activity as far as noise. The resale value again of my home would come in to play as far as if I or my children were to sell it and everything else I have mentioned above. These are problems that you do not need to deal with when you are retired or at any age as far as that goes. Thank You for listening to my comments concerning this issue. Rich and Dawn Shivers

Pursuant to NCGS Chapter 132, Public Records, this electronic mail message and any attachments hereto, as well as any electronic mail messages that may be sent in response to it may be considered public record and as such are subject to request and review by anyone at any time. If you are not the intended recipient of this message, please delete this message and inform the sender.

**From:** [John Ferguson](#)  
**To:** [Stevens, Laura](#)  
**Subject:** Fwd: Comments concerning closure of Bethlehem Rd  
**Date:** Monday, June 29, 2020 6:17:45 PM

---

Sent from my iPhone  
John M. Ferguson, A.A.E.  
Airport Manager  
P.O. Box 1111  
Statesville, NC 28687  
704-880-6897 C  
704-873-1111 Off  
238 Airport Road  
Statesville, NC 28677

Begin forwarded message:

**From:** Patricia Justus <pjustus60@gmail.com>  
**Date:** June 29, 2020 at 6:16:20 PM EDT  
**To:** John Ferguson <jferguson@statesvillenc.net>  
**Subject:** Fwd: Comments concerning closure of Bethlehem Rd

[NOTICE: This message originated outside of the City of Statesville mail system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Used incorrect email before resending

Sent from Pat's iPad

Begin forwarded message:

**From:** Patricia Justus <pjustus60@gmail.com>  
**Date:** June 29, 2020 at 5:41:14 PM EDT  
**To:** jferguson@statesvillenc.net  
**Subject:** Comments concerning closure of Bethlehem Rd

My biggest concern with closing our road is the fact that this road is already compromised and unsafe. There have been many attempts to get someone to look at this problem to no avail. My concern is the inevitable possibility that that road could be again washed away and with the number of elderly residents in this area would be cut off from help, medical, food or daily requirements for living safely in our neighborhood.

The amount of water that is already being pushed along this small creek will increase and create an even more damaging situation for property owners. As property owners we bought our property in good faith that our values would not diminish and the property we paid for would not wash away.

The creation of more traffic to get out of this area would put us in an unsafe situation in case there was a major accident at the airport and we all had to evacuate.

Environmental destruction of water sheds and wetlands is not something that tax payers take lightly.

I am enclosing photos of the culvert that I recently took and tell you that this road is washing from underneath the shoulder and will continue to do so until it is properly addressed.  
Respectfully, Patricia Justus, 115 Gatwick Court, The Landings 366-755-7679



**From:** [John Ferguson](#)  
**To:** [Stevens, Laura](#)  
**Subject:** Fwd: Statesville Regional Airport Runway 10-28  
**Date:** Tuesday, June 30, 2020 7:39:43 AM

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Sent from my iPhone  
John M. Ferguson, A.A.E.  
Airport Manager  
P.O. Box 1111  
Statesville, NC 28687  
704-880-6897 C  
704-873-1111 Off  
238 Airport Road  
Statesville, NC 28677

Begin forwarded message:

**From:** Barbee Ervin <b\_ervin@iss.k12.nc.us>  
**Date:** June 30, 2020 at 12:29:51 AM EDT  
**To:** John Ferguson <jferguson@statesvillenc.net>  
**Cc:** Keeley Ward <kward@iss.k12.nc.us>  
**Subject:** Statesville Regional Airport Runway 10-28

[NOTICE: This message originated outside of the City of Statesville mail system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Mr. Ferguson,

My name is Barbee H. Ervin. I live in the vicinity of the airport but work at Celeste Henkel School. I have driven a bus for 34 years. We have several students, elementary, middle and high school that live on Bethlehem Rd.

I attended the Public Meeting on June 18.

After looking at plans and speaking with one of the planners there, I am in even more disarray over the closing of Bethlehem Rd. I have gone to the end of the runway and cannot for the life of me understand how or why this is necessary. My only thoughts are that you must be fixing to lose some funding unless you use it.

I spoke with many of the residents who live there and I know it is hard for them to understand as well. I think their biggest concerns are the more time it will take for emergency assistance and their thoroughfare.

I thought the runway was going to be extended, but to my surprise, found out it is not. The size of aircraft is not changing. The only thing to change is the "cliff" or embankment at the end. Now if there is not going to be an extension, I cannot see how it is going to change the embankment much.

I spoke with a representative who said they were concerned that if a plane lost braking, it would do a nose dive over the embankment or if a plane came in too low, it would crash directly into the embankment. Knowing there has been neither

of those happen, thank the Lord, I truly don't understand why the Bethlehem Rd. has to be split like that.

I also spoke to one of the residents who suggested a tunnel instead of the road closure. I really thought that makes a lot of sense. It would probably be less time consuming and/or less expensive. But, if funding is what needs to be spent, then maybe that doesn't fit your agenda.

As I said earlier, I am a bus driver. My hopes and prayers are that if construction or destruction continues as planned, that you route all heavy equipment and trucks by way of the Hickory Highway entry side of Bethlehem Rd.

I say that because the morning and afternoon traffic from the Old Mountain Rd. entry to Bethlehem will not only be a nightmare for our bus drivers and students on that road, but to our carriers and parents, as well as the dump truck, heavy equipment drivers. I would hate to see someone lose their patience and pass a stopped school bus, or be terribly delayed getting students to school where they would then be counted tardy and parents possibly taken to court for negligence due to the congestion, or even worse injured or killed.

It is with most heartfelt desire that we can resolve this without major problems to daily traffic that affects our school and community.

Thank you for your time.

Yours truly,

Barbee H. Ervin

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**From:** [Stevens, Laura](#)  
**To:** [Freeman, Taylor](#)  
**Subject:** FW: Regional Airport Safety Enhancements  
**Date:** Tuesday, June 30, 2020 3:33:16 PM

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**From:** John Ferguson <jferguson@statesvillenc.net>  
**Sent:** Tuesday, June 30, 2020 2:10 PM  
**To:** Stevens, Laura <LStevens@parrishandpartners.com>  
**Cc:** Kirby, Jeff <JKirby@parrishandpartners.com>  
**Subject:** Fwd: Regional Airport Safety Enhancements

Sent from my iPhone  
John M. Ferguson, A.A.E.  
Airport Manager  
P.O. Box 1111  
Statesville, NC 28687  
704-880-6897 C  
704-873-1111 Off  
238 Airport Road  
Statesville, NC 28677

Begin forwarded message:

**From:** Ernie Pope <[thepope51@hotmail.com](mailto:thepope51@hotmail.com)>  
**Date:** June 30, 2020 at 1:47:23 PM EDT  
**To:** John Ferguson <[jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)>  
**Subject:** **Regional Airport Safety Enhancements**

**[NOTICE: This message originated outside of the City of Statesville mail system - DO NOT CLICK on links or open attachments unless you are sure the content is safe.]**

A few concerns regarding plans for Statesville Regional Airport as it affects our community in West Iredell:

1) At the public meeting on June 18th, the project representative explaining the proposal could not answer questions regarding traffic problems that will occur once said project begins. He could or would only indicate this would be left to the NC DOT and was not considered when this project was developed! How could

this have been ignored? Residents on Bethlehem Road will be forced to travel 'one-way' to enter and exit their residences. Emergency responders will lose valuable time traveling to calls.

2) Again, no consideration was given to the increased traffic flow at the end of Bethlehem Road at the Old Mountain Road - - directly in front of Celeste Henkel Elementary School. The amount of traffic that the Old Mountain Road currently carries during 'rush hours' and the opening and closing of school almost chokes down the flow of traffic. Adding more traffic will only result in more delays for both through traffic as well as traffic attempting to travel Bethlehem Road.

3) A person attending this meeting asked 'Why couldn't Bethlehem Road simply pass 'under' the runaway using a tunnel-type passage way?' Again, the representative simply stated this was not considered by the proposed.

These types of concerns, along with NO consideration by the project committee of these concerns, should make one step back and revisit this proposal.

Thank you,

Ernie & Lorraine Pope  
1630 Old Mountain Road  
Statesville, NC 28677  
704-872-8736  
June 30, 2020



Virus-free. [www.avg.com](http://www.avg.com)

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one) Mr. Nathan L. Ester

**ADDRESS (please print)**

129 Greenwich Drive Statesville, NC 28677

**COMMENTS**

Seems to me that a tunnel could be built  
so Bethlehem Rd. can remain open. It is the best  
route for us to access work and shopping. There  
was supposed to be a new road built for access to  
highway 70 and I-40. Seems that this should be  
top of the list before closing our access road.  
If Bethlehem Rd. would wash out in the bottom again  
we would not have access to emergency services till  
it is repaired. (Fire dept ambulatory services. The  
noise level has greatly increased from all the jets  
that use the airport now along with the other planes.

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

*Note: Information provided, including name and address, will be incorporated into the Final Supplemental EA.*

**From:** [John Ferguson](#)  
**To:** [Stevens, Laura](#)  
**Cc:** [Kirby, Jeff](#)  
**Subject:** FW: Public Meeting Comments - Airport Expansion  
**Date:** Tuesday, June 30, 2020 3:09:54 PM

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John M. Ferguson, A.A.E.  
Airport Manager  
Statesville Regional airport  
(704) 873-1111 Off  
(704) 880-6897 Cell  
Phys. Address: 238 Airport Road Statesville, NC 28677  
Mail Address: P.O. Box 1111 Statesville, NC 28687

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**From:** dpeterson2@roadrunner.com <dpeterson2@roadrunner.com>  
**Sent:** Tuesday, June 30, 2020 2:48 PM  
**To:** John Ferguson <jferguson@statesvillenc.net>  
**Subject:** Public Meeting Comments - Airport Expansion

**[NOTICE: This message originated outside of the City of Statesville mail system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]**

The City of Statesville has been conducting expansion projects for the municipal airport for several years. We have been residents of The Landings subdivision for 20 years. We have numerous concerns regarding the runway expansion project.

**1. The Mayor and City Council have no regard for nor care for the disruption of closing Bethlehem Road will cause to all the residents that live along this road.**

According to their studies 900-1300 vehicles travel this road on a daily basis. When the road closes, there is no alternative to available eastbound traffic.

Fire, Police and Emergency services would be cut off from the most direct path of travel to residents along Bethlehem Road.

The Mayor and City Council have no regard for the estimated 10-20 minutes of longer response times for critical emergencies or fire. The road closure is of serious concern for residents of Bethlehem Road. The Landings subdivision has previously experienced 2 deaths and calls for emergency services to the neighborhood.

**2. Residents were never informed of the Public Hearing, as property owners are in the County, the airport expansion is City property.**

The communication to those most directly affected by the road closure were not informed.

The Mayor, and City Council gave the appearance this was not important to anyone other than the wealthy airline owner that will pour money into the city coffers for the benefit of the city of Statesville.

Iredell County Commissioners have also been silent with regard to representing their own constituents regarding the closing of Bethlehem Road.

The only way residents of Bethlehem Road were advised was because a property owner received the Notice of Public Hearing as their property adjoins the airport. The optics for the Public Hearing lends to the impropriety of the project to move forward without any objections from any affected parties.

**3. Bethlehem Road washed out due to heavy flooding in 2017. Storm water flows into Back Creek from the airport and crosses Bethlehem Road causing more frequent flooding occurrences.**

Back Creek flooded in October 2017 and washed out the roadway. Repair crews worked “around the clock” to repair the road as it was just days before the Statesville Balloon-fest. The City of Statesville and other partners moved swiftly to have the road opened before the festival, so as not to interfere with the potential revenue for the city. If the road washout had occurred after the now inevitable Bethlehem road closure, The Landings subdivision would have been landlocked and have no exit in either direction. In addition, fire, police and emergency services would not be available. This is a serious safety concern.

This is another example of total disregard from the Mayor, City Council, County Commission, and other partners for the safety of the residents of Bethlehem Road.

The arrogance of the parties involved is repugnant. The comments at the hearing indicated the road was fixed, and it “will not” wash out again, and the residents should have no worries for this was a 100 year event! It is hard to accept that placing \$9 Million dollars of dirt at the end of the runway will not continue to contribute to the waste water runoff toward Back Creek. There are other culverts along Bethlehem Road that are not large enough to handle the excess water, thus contributing to the possibility of another washout of Bethlehem Road at another location. This is a serious safety concern.

**4. There is now no plan in place for an alternate road to allow for eastbound traffic from The Landings neighborhood.**

We understand the NCDOT is the responsible party for approving funding for an alternate roadway. We also understand the NCDOT did not approve the funding for the roadway due to budget shortfalls. This is another example of the city of Statesville and other partners total disregard for the residents of Bethlehem Road. The alternate roadway should have been completed at the same time as the airport expansion, and funding allotted. Instead, the \$9 million in federal funds was approved ( use it or lose it) for the airport expansion. This is yet another example of the corporate greed from the Mayor and City Council to push through the project without any regard for how it would affect the residents of Bethlehem Road.

We now understand there was approval for a roadway from the old Lowe's building that would run along the train tracks and connect to Old Mountain Road. Obviously, this plan is for future access to the airport. These funds need to be re-allocated to provide an eastbound access road for the residents of Bethlehem Road. This route does absolutely nothing to alleviate the closure of the eastbound access to Bethlehem Road.

**5. The increased "one-way" traffic onto Bethlehem Road adds other safety concerns after the road closure.**

The developer ( Robb Collier ) recently sold 14 lots in The Landings subdivision, therefore adding more traffic onto Bethlehem Road.

School Bus traffic will be impacted by longer bus rides to West Iredell Middle and High Schools.

Increased traffic at Bethlehem and Old Mountain Road will impact the safety of children during school bus hours. This is an already congested area during peak hours. Crossing guards will not be equipped to handle the increase in traffic.

Added traffic back-ups at the light at Old Mountain Road and Highway 70 increasing the opportunity for intersection accidents.

Bethlehem Road does not have the luxury of timely road maintenance during snow and ice events. This road is not of "high" priority for snow removal, and the snow is usually melted before the first truck scrapes the road. The last curve before entering The Landings subdivision becomes ice packed and is hard to maneuver in inclement weather.

We do not have objections to the expansion of the airport. We also understand the federal funding is use it or lose it. We are angry and disappointed about the manner in which these events have occurred and the total disregard for how the closing of Bethlehem Road will affect the residents that live along this road.

We can only assume that once the road is closed, the City of Statesville, County Commissioners and other partners will resume business as usual and a plan for an alternative roadway will be a long lost memory. We are residents of Iredell County, and are meaningless to the City of Statesville. Although we as residents of Bethlehem road still – "shop" in Statesville, "eat" in Statesville, and "play" in Statesville. It is a shame to have been treated in such a poor manner.

Regards,  
Frank Peterson  
Devery Peterson  
151 Greenwich Drive

# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

Phyllis B. Deal

ADDRESS (please print)

585 Bethlehem Rd S NC 28677

COMMENTS

NO

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr.  Mrs., Ms., Mr. & Mrs. (Please choose one)

Jeff Deal

ADDRESS (please print)

585 Bethlehem Rd S NC 28677

COMMENTS

No

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one) JIMMIE AND MARY COMBS

**ADDRESS (please print)**

181 GREENWICH DR, STATESVILLE, N.C. 28677  
704-871-0827

**COMMENTS** OUR PRIMARY OBJECTION TO RUNWAY 10/28 SAFETY ENHANCEMENT PROGRAM IS THE CLOSURE OF BETHLEHEM RD TO THROUGH TRAFFIC. THIS IS A HEALTH AND SAFETY ISSUE FOR 50+ RESIDENTS. BY EFFECTIVELY MAKING BETHLEHEM RD A DEAD END, AMBULANCE RESPONSE TIMES WOULD INCREASE BY OVER 10 MINUTES. ADDITIONAL TIME FOR POLICE AND FIRE RESPONSE WOULD ALSO CONTRIBUTE TO UNDERMINING SAFETY OF RESIDENTS.

ADDITIONALLY, BACK CREEK CROSSES BETHLEHEM RD. THIS CREEK FLOODS FREQUENTLY WITH HEAVY RAINS. IN OCTOBER, 2018, THE FORCE OF FLOODING COLLAPSED THE ROAD. THE FAMILIES IN THE LANDINGS HOUSING ADDITION WILL BE COMPLETED ISOLATED FROM THE MAIN RD AND ALL EMERGENCY SERVICES IF THIS HAPPENS AGAIN.

THESE ARE LIFE AND DEATH PROBLEMS THAT HAVE NOT BEEN ADDRESSED BY CITY, STATE OR FEDERAL AGENCIES. THE WETLANDS HAVE RECEIVED MORE CONCERN. IN VIEW OF PANDEMIC EMERGENCY WE BELIEVE PROGRAM SHOULD BE HALTED UNTIL FURTHER STUDY OF THESE CONCERNS ARE ADDRESSED.

**Thank you for your input. You may provide your written comments in three ways:**

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

**NAME (please print)**

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one) Connelly + Patricia A. Warren.

**ADDRESS (please print)**

453 Bethlehem Rd. Statesville NC 28677

**COMMENTS** ① I liked the format of the meeting - very pleasant.

② Closing Bethlehem Rd. puts all residents at high risk

The traffic at Celeste Herkle School is always busy -

③ The traffic coming off I-77 to the Old Mtn Rd to F-40 West has tripled - especially with large trucks - Again adding more congestion at the only exit we will have -

Three school buses travel this Rd to accommodate the 3 local schools - increasing their risks for accidents.

④ Each time you expand the airport - more water covers our property! If an exit for the Airport is built to come out on the Old Mtn Rd - more water will back up ruining more land -

Please reconsider trapping us on Bethlehem Rd. No fire trucks, EMT. or distraught parents will have access to all of us who call Bethlehem Rd - home -

Thank you for reconsidering this action  
Pat Warren

**Thank you for your input. You may provide your written comments in three ways:**

1. Place your completed form in the Comment Box at tonight's meeting
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3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

**Comments will be accepted through June 30, 2020.**

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# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room  
June 18, 2020  
5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

David C. Bond & Anner M. Alexander.

ADDRESS (please print)

515 Old Airport Rd. Statesville N.C. 28677

COMMENTS

From 1 of 6 remaining residence still  
living at the dead end of Old Airport Rd.

Please Read the Attached Letter

We are willing and ready to Sale!

Thank you for your input. You may provide your written comments in three ways:

1. Place your completed form in the Comment Box at tonight's meeting
2. Mail to: Statesville Regional Airport, Attn: Mr. John Ferguson, 238 Airport Road, Statesville, NC 28677
3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

Comments will be accepted through June 30, 2020.

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To whom it may concern:

We are one of the last six families living across from the hangers near the end of Old Airport Road. While we understand the need for improvements at the airport to benefit the community as a whole, we do not believe that we few families should have to suffer in the name of progress. We have remained patient throughout months of airport construction and expansion hoping to get an offer from the airport to purchase our property. Three separate appraisals have been completed since 2014 with the last being completed on July 4, 2017. So far, no such offer has been made. Therefore, we would like to reiterate a few of our complaints. First, the airport traffic is increasing and the noise level along with it. Planes and helicopters are taking off early in the morning and late at night. The NASCAR teams flying into and out of the airport often arrive and leave in loud cars that speed into and out of the hanger area by way of the road in front of our house. This road is also the sole access for the traffic attending the annual balloon rally. During this time, it is nearly impossible for us to leave and return home without fighting traffic both ways. Also, school buses will not come all the way to our house due to the lack of a safe place to turn around. These issues have adversely affected our quality of life in our own home. Second, our property value has fallen due in part to the expansion of the airport and the increase in airport traffic. Along with the noise and traffic concerns mentioned above, there are other safety issues as well. The increased number of fuel tanks located near our property would be a concern for any potential buyers. We are simply requesting that the airport authority make us a fair and reasonable offer for our property in light of the negative impacts we have suffered due to airport expansion.

Sincerely,

David C. Bond

Anner M. Alexander

515 Old Airport Rd

Statesville N. C.

28677.

704-252-1457

# PUBLIC MEETING

## Statesville Regional Airport Runway 10-28 Safety Enhancements Program Supplemental Environmental Assessment

Statesville Regional Airport Conference Room

June 18, 2020

5:00 p.m. - 7:00 p.m.

NAME (please print)

Mr., Mrs., Ms., Mr. & Mrs. (Please choose one)

Mrs. Emily Sigmon

ADDRESS (please print)

458 Bethlehem Rd

COMMENTS

I'm sure the same concerns are being addressed and I'm sure the decisions have been made. I have the same concerns as the rest of the community that opposes; if the road washes out, added time for emergency vehicles, etc. The big thing I wanted to address is the unnecessary closure of the road even with the runway improvements, construction and obstruction removal. There is no need to close the road. You can still save money for certain airlines and on fuel. You can still move forward with plans and STILL keep the road opened. Keep everyone happy. Temporarily close once funding is available for tree removal if needed but do not permanently close road unnecessarily.

Thank you for your input. You may provide your written comments in three ways:

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3. Email comments to Mr. John Ferguson, Airport Manager, at: [jferguson@statesvillenc.net](mailto:jferguson@statesvillenc.net)

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