

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER GOVERNOR JAMES H. TROGDON, III
SECRETARY

December 10, 2019

US Army Corps of Engineers Washington Regulatory Field Office 2407 West 5th Street Washington, NC 27889

Attn: Mr. Tom Steffens

NCDOT Coordinator

Subject: Application for Permit Modification to the Section 404 Individual Permit and

Section 401 Water Quality Certification for construction of the N.C. 43 Connector. Construction of the extension of NC 43 from U.S. 17 Business (Dr. M. L. K. Jr. Boulevard) to U.S. 70. Craven County. TIP No. R-4463A. Debit

\$570 from WBS 35601.1.R2.

References: USACE 404 Individual Permit Action 2007-02231-125, Issued November 19,

2007.

USACE 404 Individual Permit Modification Action 2007-02231-125, Issued

March 6, 2008.

NCDWQ 401 Water Quality Certification No. 3673, Issued September 21, 2007. NCDWQ 401 Water Quality Certification Modification No. No. 3673, Issued

March 28, 2008.

NCDCM Consistency Concurrence CD07-100, Issued October 3, 2007.

SEPA EA Document, March 21, 2005. SEPA EA Document Update, May 27, 2014. SEPA FONSI Document, August 30, 2005.

NCDOT ROW Consultation Form, September 12, 2019.

Dear Sir:

The North Carolina Department of Transportation (NCDOT) is completing the extension of NC 43 from US 17 Business to US 70. The project is located west of New Bern in Craven County, is referred to as the NC 43 Connector and is approximately 2.3 miles in length. A Section 404 Permit (Action ID 2007-02231-125) was issued on November 19, 2007 and a Water Quality Certification and Riparian Buffer Authorization (WQC No. 3673) was issued on

September 21, 2007. A modification to the Section 404 Permit was issued on March 6, 2008 and a modification to the 401 Water Quality Certification was issued on March 28, 2008. The purpose of this letter is to request a modification to the Section 404 Individual Permit and Section 401 Water Quality Certification.

R-4463 was divided into two sections for permitting purposes (Sections A and B). R-4463B was completed in year 2009. This modification is for Section A (R-4463A) from US 17 Business to US 70.

R-4463A will be a four-lane divided roadway with four 12-foot travel lanes and 10-foot paved shoulders. The median width varies from 30 to 46 feet.

Environmental Documents and Merger Involvement

The US Department of Transportation, Federal Highway Administration (FHWA) and NCDOT submitted the Environmental Assessment (EA) on March 21, 2005 in compliance with the National Environmental Policy Act (NEPA) guidelines. The EA explains the purpose and need for the project, provides a description of the alternatives considered, and characterizes the social, economic, and environmental effects. The EA was approved and circulated to federal, state, and local agencies. A Finding of No Significant Impact (FONSI) was approved on August 30, 2005. The EA was updated on May 27, 2014. The Right of Way Consultation was signed on September 12, 2019. Copies of the project documents have been provided to regulatory review agencies involved in the approval process. Additional copies will be provided upon request.

This project was developed through the NEPA / 404 Merger process. All concurrence points have been reached for the B section of this project. Concurrence Point 4A was reached for the A section (as well as the B section) on October 13, 2005.

Changes since the 2007 Individual Permit

At the time of the original Individual Permit jurisdictional impacts for R-4463A were preliminary and based on functional design. At that time wetland impacts for R-4463A were estimated to be 2.06 acres. There were no estimated stream impacts for R-4463A based on the functional design. The estimated impacts to jurisdictional areas within Section A were the result of minimization and avoidance measures and represented the maximum possible impacts foreseen at that time.

The design for the A Section from US 17 Business to US 70 (length = 2.3 miles), R-4463A will be a four-lane, divided roadway with four 12-foot travel lanes and 10-foot paved shoulders. It will be median-divided with median widths varying from 30 to 46 feet. Turn lanes have been added throughout the length of the A Section. The current design impacts 106 linear feet of stream due to the addition of the turn lanes to accommodate future traffic along US 17 Business.

Project Commitments

The FONSI, dated August 2005, committed to wildlife crossings. Wildlife crossings for small animals were to be constructed south of US 70 along the NC 43 Connector. The wildlife crossing commitment was eliminated in the updated SEPA EA document dated May 2014, in which the USFWS and NCWRC agreed that wildlife crossings are no longer warranted for this project.

The FONSI, dated August 2005, committed to the minimization of noise impacts with noise walls proposed along the western boundary of the Trent Creek subdivision, just north of US 17. This commitment is subject to a detailed design noise study and additional public involvement efforts. Additional public involvement occurred on May 21, 2018. A Design Noise Report (DNR) is expected in early 2020. If a noise wall is considered reasonable and feasible, the construction will occur on the east side of Trent Creek Road and will not impact additional wetland or stream features.

The FONSI, dated August 2005, commits to purchasing Right of Way (ROW) on the southeastern quadrant of US 70 for a future ramp should it be warranted by future traffic volumes. This ROW has been purchased.

Impacts to Waters of the U.S.

Field verification from the United States Army Corp of Engineers (USACE) and the Division of Water Resources (DWR) has occurred at various times through the project's life. Wetlands and stream delineations/verifications occurred in 2004, 2007, 2014, and 2019. Wetland impacts will be mitigated at a 1:1 ratio. The unnamed tributary to Hayward Creek will be mitigated at a 2:1 ratio, warm water stream.

Tables 1, 2, and 3 summarize the impacts to jurisdictional water resources for the final design of R-4463A. Site numbers correspond with the permit (hydraulic) drawings included in this modification request. A brief description of each impact site will follow the tables.

Table 1. Impacted Jurisdictional Streams

Stream Name	Impacted Unnamed Tributaries (UT)	NCDWR Index Number	NCDWR Classification
UT to Haywood Creek	2	27-101-35	C; Sw, NSW

The original Individual Permit proposed permanent wetland impacts of 2.06 acres for R-4463A, and no proposed temporary wetland impacts. Proposed permanent wetland impacts have been reduced from 2.06 acres to 1.15 acres; a reduction of 0.91 acre. Temporary impacts have increased to 0.12 acre of fill in wetlands due to utility impacts (permanent utility easement) from the overhead powerline and buried gas line relocations west of Trent Creek Road.

Table 2. Wetland Impacts

Permit Drawing Site Number	Impact Type	Wetland Type	Temporary Impacts (ac.) *	Permanent Impacts (ac.) *
1	Fill	Non-Riparian	**0.05	0.05
1	Excavation	Non-Riparian		0.12
2	Fill	Non-Riparian		0.29
2	Excavation	Non-Riparian		0.19
3	Fill	Non-Riparian	**0.07	0.20
3	Excavation	Non-Riparian		0.08
4	Fill	Non-Riparian		0.02
4	Excavation	Non-Riparian		< 0.01
4	Hand Clearing	Non-Riparian		0.04
5	Fill	Non-Riparian		0.07

Table 2. Wetland Impacts (continued)

Permit Drawing Site Number	Impact Type	Wetland Type	Temporary Impacts (ac.) *	Permanent Impacts (ac.) *
5	Excavation	Non-Riparian		0.03
5	Mechanized Clearing	Non-Riparian		0.04
6	Excavation	Non-Riparian		0.03
6	Mechanized Clearing	Non-Riparian		0.03
	Total Temporary No	n-Riparian Impacts HUC 03020204:	0.12	
	Total Permanent No	n-Riparian Impacts HUC 03020204:		1.15

^{*}Rounded totals are sum of actual impacts

Roadway impacts for Site 1, Site 2, and Site 3 are for the relocation of the existing ditch needed for hydraulic conveyance. Excavation impacts were calculated 20 feet beyond the slope stake line to account for the lateral drawdown of the wetlands being impacted by the proposed design. Due to the excavation of a gas line relocation, Site 1 has 0.05 ac. of temporary utility impacts for fill and Site 3 has 0.07 ac. of temporary utility impacts due to fill. Roadway impacts for Site 4 are for the extension of a 5'x 4' RCBC. Site 5 roadway impacts are for fill, excavation, and mechanized clearing. Site 6 impacts are for the installation of two 9'x 6' RCBC.

There will be 197 linear feet of permanent stream impacts and 121 linear feet of temporary stream impacts associated with construction of the R-4463A project. Permanent impacts to wetlands total 1.15 acres (removed 0.04 ac for hand-clearing the PUE on Site 5) due to fill, excavation, and mechanized clearing on the R-4463A project.

Table 3. Surface Waters Impacts

Permit Drawing Site Number	Impact Type	Permanent Surface Water Impacts (Stream) (lf)	Temporary Surface Water Impacts (Stream) (If)	Stream Flow
4	5'x4' RCBC Extension	89	42	Perennial
5	Roadway	9	-	Intermittent
5	Bank Stabilization	33	40	Intermittent
6	2 @ 9'x6' RCBC Replacement	8	-	Intermittent
6	Bank Stabilization	58	39	Intermittent
	Total Impact:	197	121	
To	tal Bank Stabilization:	91		
Tota	l Requiring Mitigation HUC 03020204:	106		

There were no proposed surface water impacts in the original Individual Permit for R-4463A. The current design study area extends beyond the original study limits in the 2007 IP. In order to add turn lanes from US 17 Business to the NC 43 Connector, the current design along US 17 Business to the east required extending and replacing two culverts that were not in the original IP. Because of this, permanent surface water impacts have increased to 197 linear feet. Of the 197 linear feet

^{**} Utility impacts

of permanent surface water impacts, bank stabilization accounts for 91 linear feet. Temporary surface water impacts have increased to 121 linear feet necessary for construction access and dewatering for culvert construction and installation of bank stabilization.

Neuse River Riparian Buffer Impacts

The unnamed tributary to Hayward Creek at the double 9'x6' culvert replacement is protected by the Neuse River Riparian Buffer Rules. This stream feature is present on the latest printed Craven County Soil Survey Map.

There were no proposed buffer impacts for R-4463A in the original Individual Permit. For this modification, there are 5,045 sq. ft. of allowable buffer impacts for Zone 1 and 2,640 sq. ft. of allowable buffer impacts for Zone 2. There are no mitigable buffer impacts for R-4463A. No buffer mitigation is proposed for this project.

Avoidance and Minimization Efforts

This project was designed to avoid and minimize impacts to jurisdictional areas throughout the NEPA and design process. The 2007 IP covered 2.06 acres of wetland impacts for R-4463A. With the current design plans, permanent wetland impacts are reduced to 1.15 acres. Mitigation for the 2.06 acres was allocated by the NC Ecosystem Enhancement Program (NCEEP). The NCEEP program dissolved and was recreated as the Division of Mitigation Services (DMS). The stream impacts not covered in the 2007 IP will be mitigated through the DMS program. Also, drainage has been designed to discharge outside of the riparian buffers to avoid direct discharge into wetland and streams where practical.

The USACE requested that the proposed ditch on the west side of existing Trent Creek Road be moved in closer to the roadway to reduce wetland impacts at Sites 1, 2 and 3. In considering this shift, it was necessary to maintain positive drainage flow of the proposed ditch along Trent Creek Road. NCDOT has made efforts to grade the proposed ditch elevations to match the existing conditions but shifting the ditch eastward was problematic to drainage flow. This area has a history of flooding in large storm events. Therefore, it was important to maintain or improve the existing channel and culverts along Trent Creek Road.

The USACE requested that the proposed ditch slopes be steepened from 4:1 to 3:1 or 2:1. Per our consultation with geotechnical staff, no steeper than 3:1 slopes were recommended for ditches in this area. All ditch slopes have been steepened to 3:1 slopes.

The project began as a controlled access facility with 46 feet of median width. The access was changed to limited control, travel speeds were reduced, and the median width decreased to 30 feet. This reduction in median width reduced wetland impacts to Sites 1 and 3, and allowed the project to avoid impacts to the pond's dam and spillway.

To reduce additional PUEs needed for utility relocations, NCDOT made special exceptions to separate the controlled access fencing from the proposed ROW line to provide adequate space for utility relocations. This exception reduced the potential for residential relocations along Trent Creek Road and protected the pond, dam and spillway from utility impacts.

The 2005 Environmental Assessment and Finding of No Significant Impact Statement note that five residences and four businesses will be relocated. Our current design plans eliminated all

relocations. However, the completion of a Design Noise Report is pending and will likely result in residential relocations if a noise wall is deemed reasonable and feasible.

Method II clearing, rather than the standard Method III clearing, will be used to minimize impacts. Method II clearing stops at the construction limits and does not extend out 10 feet. Hand-clearing within the PUE at Site 4 (0.04 acre) will be used to minimize disturbance in the wetland for the overhead powerline. Hand-clearing was considered at other wetland locations; however, wetland impacts/disturbance is anticipated due to the work needed in that area.

Compensatory Mitigation

Mitigation for permanent wetland impacts of 1.15 ac., and 106 linear feet of permanent surface water impacts will be provided by the Division of Mitigation Services (DMS). Please note that 2.06 acres of permanent wetland mitigation was allocated in the 2007 IP. Please see attached Ecosystem Enhancement Program Mitigation Acceptance Letter.

Threatened and Endangered Species

As of April 25, 2018, the United States Fish and Wildlife Service (USFWS) lists nine federally protected species, under the Endangered Species Act (ESA) for Craven County (Table 2).

Scientific Name	Scientific Name Common Name		Habitat Present	Biological Conclusion
Alligator mississippiensis	American alligator	T (S/A)	No	NE
Chelonia mydas	Green sea turtle	T	No	NE
Dermochelys coriacea	Leatherback sea turtle	Е	No	NE
Myotis septentrionalis	Northern long-eared bat	T	Yes	MALAA
Picoides borealis	Red-cockaded woodpecker	Е	No	NE
Calidris canutus rufa	Red knot	T	No	NE
Trichechus manatus	West Indian manatee	Е	No	NE
Lysimachia asperulaefolia	Rough-leaved loosestrife	Е	No	NE
Aeschynomene virginica	Sensitive joint-vetch	T	No	NE

E - Endangered

NE - No Effect

MALAA - May Affect, Likely to Adversely Affect

Wildlife observations were made in conjunction with the investigation of biotic communities performed on March 20, 28-29, of 2018. In addition to the field surveys, the North Carolina Natural Heritage Program (NCNHP) database was reviewed on November 22, 2019 for recorded occurrences of protected species. No occurrences of federally protected species were recorded for the project study area.

T-Threatened

T (S/A) - threatened due to similarity of appearance

property with respect to inclusion on the National Register of Historic Places and the final determination of effects were made by the State Historic Preservation Office (SHPO).

There are no known structures of historical or architectural importance within the project corridor. As stated in the Environmental Assessment (EA), the project study area contains one property (Elijah Farrow Farm) that is eligible for the National Register of Historic Places; however, the property is outside the project corridor. The SHPO concluded that the NC 43 Connector would have No Effect on the Elijah Farrow Farm property. The SHPO concurrence forms are included in Appendix A of the FONSI.

Cultural resource re-evaluations were completed on May 2, 2018 and May 24, 2018. No further archaeology or historic architecture surveys are needed.

Regulatory Approvals

Section 404: We are hereby requesting the modifications described above for the United States Army Corp of Engineers Individual 404 Permit signed November 19, 2007 (SAW-2007-02231-125 modified March 6, 2008) for the above-described activities.

Section 401: We are hereby requesting a modification to the 401 Water Quality Certification from the North Carolina Division of Water Resources issued September 21, 2007 (revised March 28, 2008) (WQC003673). In compliance with Section 143-215.3D(e) of the NCAC, we will provide \$570.00 to act as payment for processing the Section 401 permit modification.

Neuse Riparian Buffer Authorization: We are hereby requesting a Neuse Riparian Buffer Authorization from the North Carolina Division of Water Resources.

A copy of this modification request and its distribution list will be posted on the NCDOT website at: https://xfer.services.ncdot.gov/pdea/PermApps/

Thank you for your assistance with this project. If you have any questions or need additional information, please contact Elizabeth Workman-Maurer at 919-854-6221 or lsworkman@ncdot.gov.

Sincerely.

Elizabeth Workman-Maurer

Eliche White h

NCDOT Division 2 Project Manager

cc:

NCDOT Permit Application Standard Distribution List.



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER GOVERNOR JAMES TROGDON, III
SECRETARY

December 10, 2019

N.C. Division of Coastal Management 400 Commerce Avenue Morehead City, NC 28557-3421

ATTN: Ms. Cathy Brittingham

Federal Consistency Coordinator for NCDOT Projects

Subject: Certification for DCM Consistency for the proposed extension of the N.C. 43

Connector from U.S. 17 Business (Dr. M.L.K. Jr. Boulevard) to U.S. 70. Craven County.

TIP No.

R-4463A. WBS 35601.1.R2.

Dear Ms. Brittingham:

The purpose of this letter and information package is to request concurrence from the Division of Coastal Management (DCM) for the North Carolina Department of Transportation's (NCDOT) consistency certification for the above-mentioned project. A Consistency Concurrence was issued for R-4463A on October 3, 2007 (please see attached).

NCDOT, in consultation with the Federal Highway Administration (FHWA), proposes to complete the extension of NC 43 from US 17 Business to US 70, located west of New Bern in Craven County. The project is referred to as the NC 43 Connector (Bosch Boulevard) and is approximately 2.3 miles in length. The NCDOT has submitted a request for modification to the U.S. Army Corps of Engineers (USACE) Section 404 Individual Permit as well as a N.C. Division of Water Resources (DWR) Individual 401 Water Quality Certification.

NCDOT has reviewed the State's coastal program under 15 CFR 930.58 and 15A NCAC 07M. Specifically, we have considered the shoreline erosion, mitigation and coastal water quality policies, the New Bern Land Use Plan, and the Craven County Land Use Plan. The NCDOT certifies that the proposed activity complies with the enforceable policies of North Carolina's approved management program and will be conducted in a manner consistent with such program.

If you have any questions or need additional information, please contact Elizabeth Workman-Maurer at (919) 854-6221 or lsworkman@ncdot.gov.

Sincerely,

Elizabeth Workman-Maurer

NCDOT Division 2 Project Manager

Coastal Zone Consistency Certification Supporting Information for the NCDOT's Request to Construct an Extension of NC 43 in Craven County (NC 43 Connector)

Project Description

The North Carolina Department of Transportation (NCDOT), Division of Highways, in consultation with the Federal Highway Administration (FHWA) proposes to complete the NC 43 Connector from US 17 Business to US 70, located west of New Bern in Craven County. The project study area is located south of NC 43/55, north of US 17, west of Glenburnie Road and east of the proposed US 17 Bypass. The project is referred to as the NC 43 Connector (Bosch Boulevard) and is approximately 2.3 miles in length.

History

The US Department of Transportation, Federal Highway Administration (FHWA) and NCDOT submitted an Environmental Assessment (EA) for R-4463 on March 21, 2005 in compliance with the NEPA guidelines. The EA explains the purpose and need for the project, provides a description of the alternatives considered, and characterizes the social, economic, and environmental effects. The EA was approved and circulated to federal, state, and local agencies. A Finding of No Significant Impact (FONSI) was approved on August 30, 2005. The EA was updated on May 27, 2014. The Right of Way Consultation was signed on September 12, 2019. Copies of the project documents have been provided to regulatory review agencies involved in the approval process. Additional copies will be provided upon request.

The project was divided into two sections (A and B). R-4463A is from US 17 Business to US 70. R-4463B is from US 70 to NC 43/NC 55. The R-4463B Section was a design build project awarded for construction on November 2, 2006 and opened to traffic in June 2009. The R-4463A project is scheduled to let in February 2020.

Alternatives and Merger Involvement

This project was developed through the NEPA / 404 Merger process. All concurrence points have been reached for the B section of this project. A Purpose and Need Statement documenting the need for the project and potential benefits was completed at Concurrence Point 1 by the Project Team on March 26, 2003.

A Preliminary Build Alternatives Analysis was completed by the Project Team on March 15, 2005 which evaluated six preliminary build alternatives. The Project Team reached agreement on the Least Environmentally Damaging Practicable Alternative (LEDPA) on July 13, 2005. The NEPA/404 Merger Team Meeting Agreement (Concurrence Point 3), which recommends the alternative selection, can be found in Appendix A of the August 30, 2005 FONSI. Concurrence Point 4A was reached for the A section (as well as the B section) on October 13, 2005.

Typical Section

From US 17 Business to US 70 (length = 2.3 miles), R-4463A would be a four-lane, divided roadway with four 12-foot travel lanes and 10-foot paved shoulders. It will be median-divided with median widths varying from 30 to 46 feet.

Proposed Impacts

Proposed impacts to jurisdictional areas of R-4463A include a total of 1.15 acres of permanent wetland impacts, and 0.12 acre of temporary wetland impacts. There will be 197 linear feet of permanent surface water impacts. Of the 197 linear feet of permanent surface water impacts bank stabilization accounts for 91 linear feet of impact. Temporary surface water impacts are 121 linear feet. Utility impacts account for 42 linear feet of temporary surface water impacts and the remaining 79 linear feet is for construction access and dewatering.

Mitigation

This project has been designed to avoid and minimize impacts to jurisdictional areas throughout the NEPA and design process. Construction in jurisdictional areas will be in strict compliance with all permits and Best Management Practices (BMPs) to minimize impacts. 3:1 slopes have been implemented in wetland and stream areas in order to minimize impacts. Also, drainage has been designed to discharge outside of the riparian buffers to avoid direct discharge into wetland and streams where practical.

The necessary compensatory mitigation to offset unavoidable impacts to waters that are jurisdictional under the federal Clean Water Act has been provided by the North Carolina Division of Mitigation Services (DMS). The NCDOT has avoided and minimized impacts to jurisdictional resources to the greatest extent possible as described above. The remaining, unavoidable impacts to 1.15 acres of jurisdictional wetlands, and 106 linear feet of jurisdictional streams will be offset by compensatory mitigation provided by the DMS. Please note that 2.06 acres of permanent wetland mitigation was allocated in the 2007 IP.

Threatened and Endangered Species

As of April 25, 2018, the United States Fish and Wildlife Service (USFWS) lists nine federally protected species, under the Endangered Species Act (ESA) for Craven County (Table 1).

Table 1. ESA federally protected species listed for Craven County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
Alligator mississippiensis	American alligator	T (S/A)	No	NE
Chelonia mydas	Green sea turtle	T	No	NE
Dermochelys coriacea	Leatherback sea turtle	Е	No	NE
Myotis septentrionalis	Northern long-eared bat	T	Yes	MALAA
Picoides borealis	Red-cockaded woodpecker	Е	No	NE
Calidris canutus rufa	Red knot	T	No	NE
Trichechus manatus	West Indian manatee	Е	No	NE
Lysimachia asperulaefolia	Rough-leaved loosestrife	E	No	NE
Aeschynomene virginica	Sensitive joint-vetch	T	No	NE

E - Endangered

T-Threatened

 $T\left(S/A\right)$ - threatened due to similarity of appearance

NE - No Effect

MALAA - May Affect, Likely to Adversely Affect

Wildlife observations were made in conjunction with the investigation of biotic communities performed on March 20, 28-29, of 2018. In addition to the field surveys, the NC Natural Heritage Program (NCNHP) database was reviewed on November 22, 2019 for recorded occurrences of protected species. No occurrences of federally protected species were recorded for the project study area.

Cultural Resources

There are no known structures of historical or architectural importance within the project corridor. Cultural resource re-evaluations were completed on May 2, 2018 and May 24, 2018. No further archaeology or historical architecture surveys are needed.

Other Permits

In addition to the DCM Consistency Determination, permits to be obtained for this project include: an Individual 404 permit modification and an Individual 401 Water Quality Certification modification. Also, a Division of Water Resources (DWR) Central Coastal Plain Capacity Use Area (CCPCUA) permit may be required for this project if dewatering of the borrow pits is necessary.

Division of Coastal Management (DCM) General Policy Guidelines for the Coastal Area

The general policy guidelines in 15A NCAC 07M have been reviewed for applicability to this project. Explicitly, the .0200 rules (shoreline erosion), .0300 rules (shorefront access), .0700 rules (mitigation), and the .0800 rules (water quality) were reviewed. This project will not affect shoreline erosion or shoreline access. However, this project will require compensatory mitigation and impact water quality. This project has been designed to avoid and minimize jurisdictional areas to the largest extent possible. Best Management Practices will be in place during construction; compensatory mitigation has been provided through DMS.

New Bern Land Use Plan

The 2000 Town of New Bern Coastal Area Management Act (CAMA) Land Use Plan was reviewed for policies and statements that would pertain to this project. The Town of New Bern is currently in the process of updating their land use plan.

According to the March 2011 Qualitative Indirect and Cumulative Impacts (ICI) Assessment, the project area falls within six land use distribution categories: residential (all types), office/institutional/light industrial, commercial/heavy industrial, paved road with right of way, urban green space/golf course, row crop, forest, wetlands, and water. Commercial land is predominant along major roadway corridors, particularly the area bound by US 70, US 17, and Glenburnie Road.

After reviewing the various policy statements, NCDOT concludes that this project is consistent with the Town of New Bern CAMA Land Use Plan.

Craven County Land Use Plan

The 2011 New Bern, River Bend, and Trent Woods Regional Land Use Plan was reviewed for policies and statements that would pertain to this project. The purpose of and need for this project,

as identified in the EA, is based on the economic development of Craven County and on projected traffic volumes.

Transportation opportunities to enhance economic growth are discussed on Page 81 of the 2011 New Bern, River Bend, and Trent Woods Regional Land Use Plan under Infrastructure Carrying Capacity. Policy statement number four on page 81 states "A system of local connector roads shall be identified and implemented to allow traffic movement through local connector roads and to minimize the burden on major highways, including US 17, US 70, and James City." A new connection between US 17, US 70, and NC 43 would help promote economic development in Craven County by providing a transportation infrastructure capable of accommodating future development that would result in job creation. The proposed connector would provide a more direct route for truck traffic to access US 70 from the north, which would reduce truck traffic on Glenburnie Road between NC 43/55 and US 70. This falls in line with the 2011 New Bern, River Bend, and Trent Woods Regional Land Use Plan.

After reviewing the various policy statements, NCDOT concludes that this project is consistent with the 2011 New Bern, River Bend, and Trent Woods Regional Land Use Plan.



RECEIVED

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DIVISION OF HIGHWAYS PDEA-OFFICE OF NATURAL ENVIRONMENT

Mr. Gregory J. Thorpe, Ph.D. **Environmental Management Director** Project Development and Environmental Analysis Branch North Carolina Department of Transportation 1548 Mail Service Center Raleigh, North Carolina 27699-1548

Dear Dr. Thorpe:

Subject:

EEP Mitigation Acceptance Letter:

R-4463, NC 43 Connector (Bosch Boulevard) from NC 55 to US 17 just west of New Bern, Craven County

The purpose of this letter is to notify you that the Ecosystem Enhancement Program (EEP) will provide the non-riparian mitigation for the subject project. Based on the information supplied by you on February 6, 2008, the impacts are located in CU 03020204 of the Neuse River Basin in the Southern Outer Coastal Plain (SOCP) Eco-Region, and are as follows:

Non-riparian Wetland Impacts:

4.55 acres

This mitigation acceptance letter replaces the mitigation acceptance letters dated January 31, 2006 and May 21, 2007. This project is included in the NCDOT's Design Build Program. EEP commits to implementing sufficient compensatory stream and riparian wetland mitigation to offset the impacts associated with this project by the end of the MOA Year in which this project is permitted, in accordance with Section X of the Amendment No. 2 to the Memorandum of Agreement between the North Carolina Department of Environment and Natural Resources, the North Carolina Department of Transportation, and the U. S. Army Corps of Engineers, fully executed on March 8, 2007. If the above referenced impact amounts are revised. then this mitigation acceptance letter will no longer be valid and a new mitigation acceptance letter will be required from EEP.

If you have any questions or need additional information, please contact Ms. Beth Harmon at 919-715-1929.

Sincerely,

ames B. Stemfill for William D. Gilmore, P.E.

EEP Director

cc: Mr. William Wescott, USACE-Washington

Mr. Brian Wrenn, Division of Water Quality, Wetlands/401 Unit

File: R-4463 Revised

Restoring... Enhancing... Protecting Our State

North Carolina Ecosystem Enhancement Program, 1652 Mail Service Center, Raleigh, NC 27699-1652 / 919-715-0476 / www.nceep.net

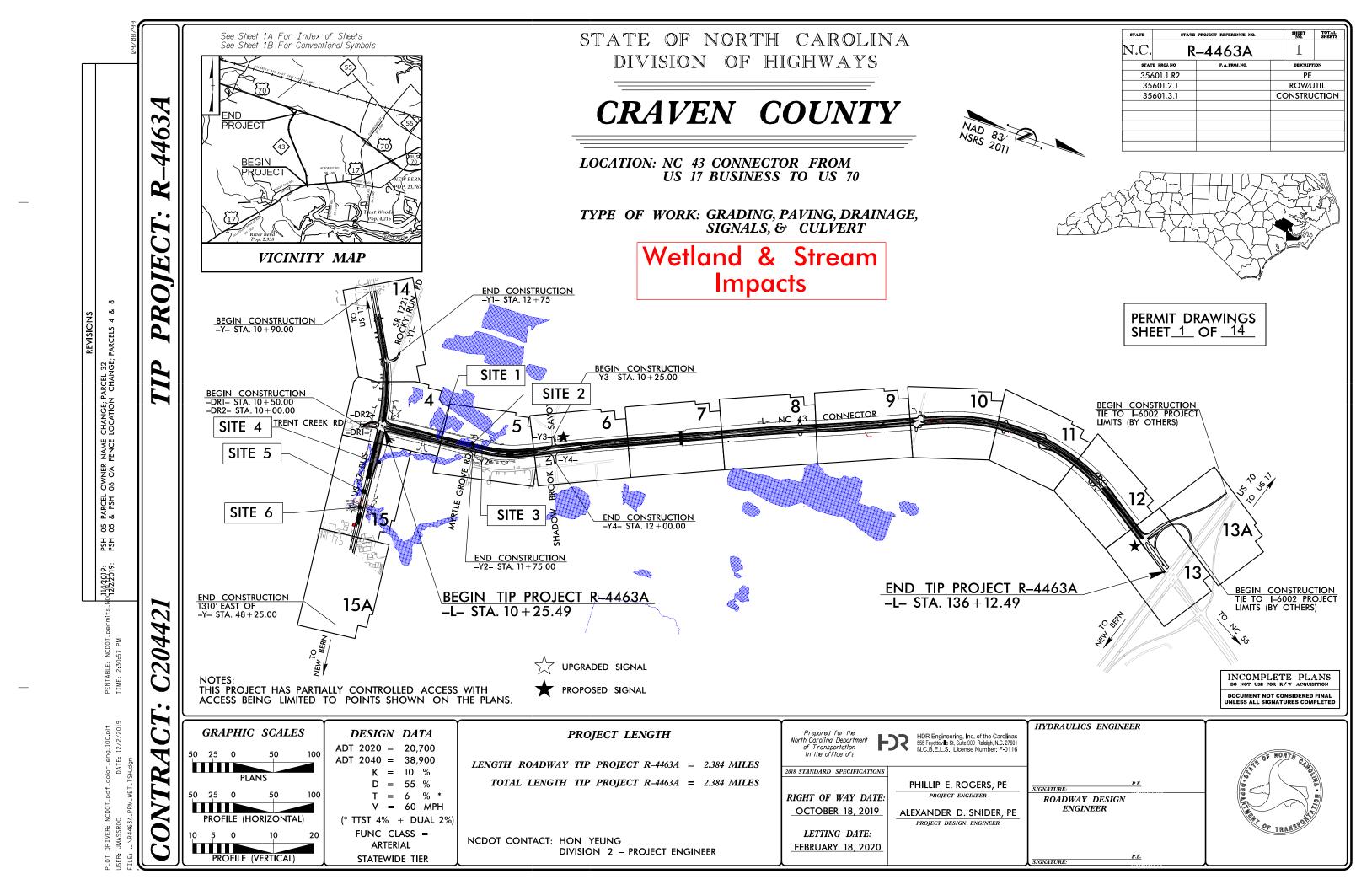


North Carolina Department of Transportation

Highway Stormwater Program STORMWATER MANAGEMENT PLAN



(Version 2.08; Released A	April 2018)				FOR NCDOT F	PROJECTS						
WBS Element:	35601.1.R2	TIP No.:	R-4463A		County(ies):	Craven				Page	1	of 1
				Ge	eneral Project I	Information						
WBS Element:		35601.1.R2		TIP Number:	R-4463A		Project	: Type:	New Location		Date:	12/2/2019
NCDOT Contact:		Paul Atkinson, PE				Contractor / Desig	ner:	Joshua Ma	ssrock, PE			
	Address:	1000 Birch Ridge	Drive				Address:	555 Fayette	eville Street, Suite	900		
		Raleigh, NC 27610)					Raleigh, NO				
		3 /						0 ,				
	Phone:	(919) 707-6707					Phone:	(919) 232-6	6631			
	Email:		gov					` '	srock@hdrinc.cor	n		
City/Town:				ern, NC		County(ies):	Crav					
River Basin(s):		Neus				CAMA County?	Ye					
Wetlands within Pro	iect Limits?	Yes							!			
					Project Desc	crintion						
Project Length (lin. r	niles or feet):	2.3 m	iles	Surrounding L		Single family reside	ntial / woods					
r roject Length (iii. i	illes of feetj.	2.5 111	iies	Proposed Project					Evictin	ng Site		
Project Built-Upon A	roa (ac)		34.0		ac.			7.2		ac.		
Typical Cross Section		4 Lane Divided Tv) 12 foot travel lane		ved shoulders.	2 Lane two w		ection: 28 foot roa			
.,,,		Variable median w		•				,,		,		
Annual Avg Daily Tra	affic (veh/hr/day):	Design/Future:	3	8,900	Year [.]	2040	Existing:		NA (New Locaior	n)	Year	-
General Project Narr	rative:					the extension of NC						
(Description of Minir		that flow toward U	T to Hayward Cı	eek via tributaries a	long the projec	t.			•		•	
Quality Impacts)												
						imize wetland and st						
						designed to discharge						
						' to 30' to reduce wet nin NCDOT right of w					from PUES I	nave been
		reduced tillough a	design exception	on allowing FULS to	be located with	III NCDOT TIGHT OF W	ay but outside	or trie coriti	olled access lelici	iig.		
					Waterbody Inf	ormation						
Surface Water Body	(1):		UT to Have	ward Creek		NCDWR Stream In	dex No.:			27-101-35		
			<u> </u>	Primary Classifica	ation:	Class (
NCDWR Surface Wa	ter Classification fo	r Water Body		Supplemental Cla		Swamp Wate		(NSW)			
Other Stream Classi	fication:			ouppicmental old	33iiication.	Owamp wate	13 (011)	· ·	11011)			
Impairments:												ā
Impairments: Aquatic T&E Species	.2		Comments:									
NRTR Stream ID:) i		Comments.					Buffer Bul	es in Effect:			Neuse
Project Includes Brid	dan Channina Mata	r Rody?	No	Deck Drains Disc	hargo Over Po	iffor?	N/A		es in Επесt: Pads Provided in	n Buffor?		N/A
•	<u> </u>	•	No N/A			mer ? the General Project l			escribe in the Ger		arrative: if n	
Deck Drains Dischar	ge Over water Bod le iustification in the			(ii yos, provide	, jasamoanon III	and Contorain rojecti	1441141146	(ii yes, u		al Project Nar		o, justiny in tile
(II YES, PIOVIC	ic justilication ill tile i	Ochelai Fioject Na	ııauv <i>⊏)</i>	1				1		,	,	



PROJECT REFERENCE NO. SHEET NO. HDR Engineering, Inc. of the Carolina 555 Fayetteville St, Suite 900 Raleigh, N.C. 2760 N.C.B.E.L.S. License Number: F-011 R-4463A RW SHEET NO STA. 24+50, SEE SHEET 14 HYDRAULICS ENGINEER ROADWAY DESIGN ENGINEER INCOMPLETE PLANS
DO NOT USE FOR YW ACQUISITION **DITCH BLOCK** NAD 83/NSRS 2011 DETAIL A N OP, IS, PS. M DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED (1) DETAIL H
SPECIAL CUT BASE DITCH
(Not to Scale) UPGRADED SIGNA AMERICAN MARINE OF NEW BERN LLC DB 2560 PG 526 PC-C PG 346 CONC ISLAND COVER SS' BST MONOLITHIC ISLAND RIP-RAP, CLASS I PAVEMENT REMOVAL **SECTION** PAVED SHOULDER ISMTL BUS EST. 25 TONS CLASS I RIP RAP EST. 2 TONS #57 STONE FROM STA. 10+90 TO STA. 16+53 -L- LT 321°41. -L- STA. 16 + 40 LT DETAIL J
SPECIAL CUT BASE DITCH
(Not to Scale) DETAIL K RIP RAP AT JURISDICTIONAL STREAM ISBK BUS **LEGEND** (2) PARADOCS PROPERTY.LLC DB 3375 PG 0308 Min. D = 6.0 Ft. DENOTES EXCAVATION IN WETLAND FROM STA. 16+53 TO STA. 30+00 -L- LT DENOTES TEMPORARY FILL IN WETLAND STA. 16 + 53 -L- RT ' BASE SPECIAL CUT DITCH SEE SHEET '2D-1' DETAIL 'E' F DENOTES FILL IN WETLAND 4 <u>-Y- CS Sta. 30+22.80</u> 3 WILLIAM F. WARD TRUST DB 3255 PG 384 SHEET BEGIN TIP PROJECT R-4463A SEE SHEET '2D-1 DETAIL 'A' -L=== 10+25.49 15+00 SEE -DR2- PT Sta. 12+06.85 -DR2- PRC Sta. 10+88.71 00 BEGIN CONSTRUCTION -DR2- PC Sta. IO+00.00 = -DRI- PC Sta. IO+50.00 SPECIAL CUT DITCH-SEE SHEET '2D-1' DETAIL 'C' 19 STA. -DRI- POT Sta. 10+00.00 N 5° 04′ 15.0" W N 5 04 15.0 W **MATCHLINE** N 5°01′41.0″W⊒ -DRI- PRC Sta. II+72.92\ RIP RAP AT
JURISDICTIONAL STRE
SEE SHEET '2D-1'
DETAIL 'K'
CLASS 'I' RIP RAP
EST. 60 TONS
80 SY GEOTEXTILE -DUE--DRI- PT Sta. 12+95.46 -Y- ST Sta. 32+22.80 3 WILLIAM F. WARD TRUST DB 3255 PG 384 (5) PERMIT DRAWINGS SHEET 2 OF 14 SEE SHEET 2B-3 FOR INTERSECTION DETAIL

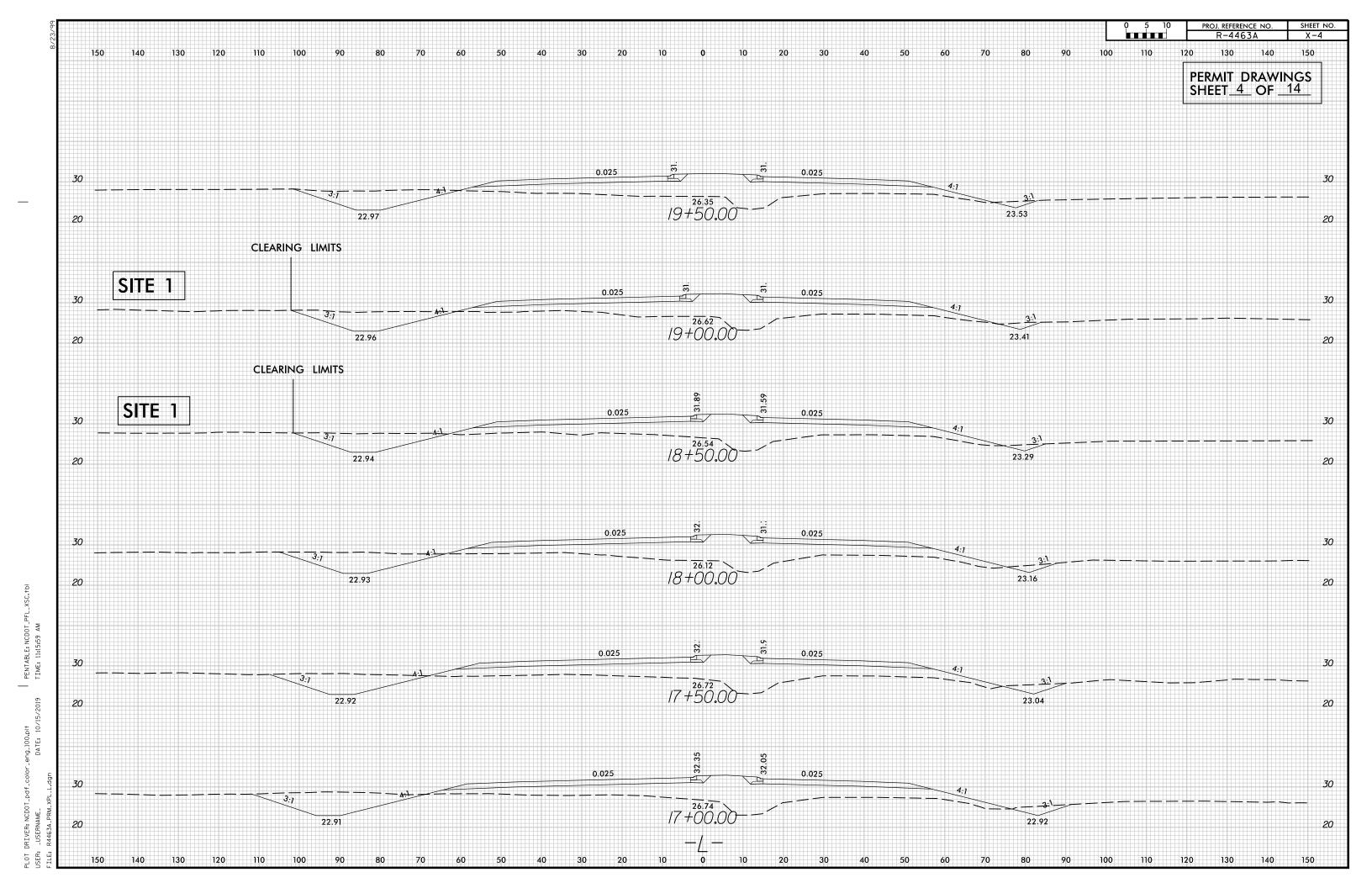
SEE SHEET 16 FOR -L- PROFILE

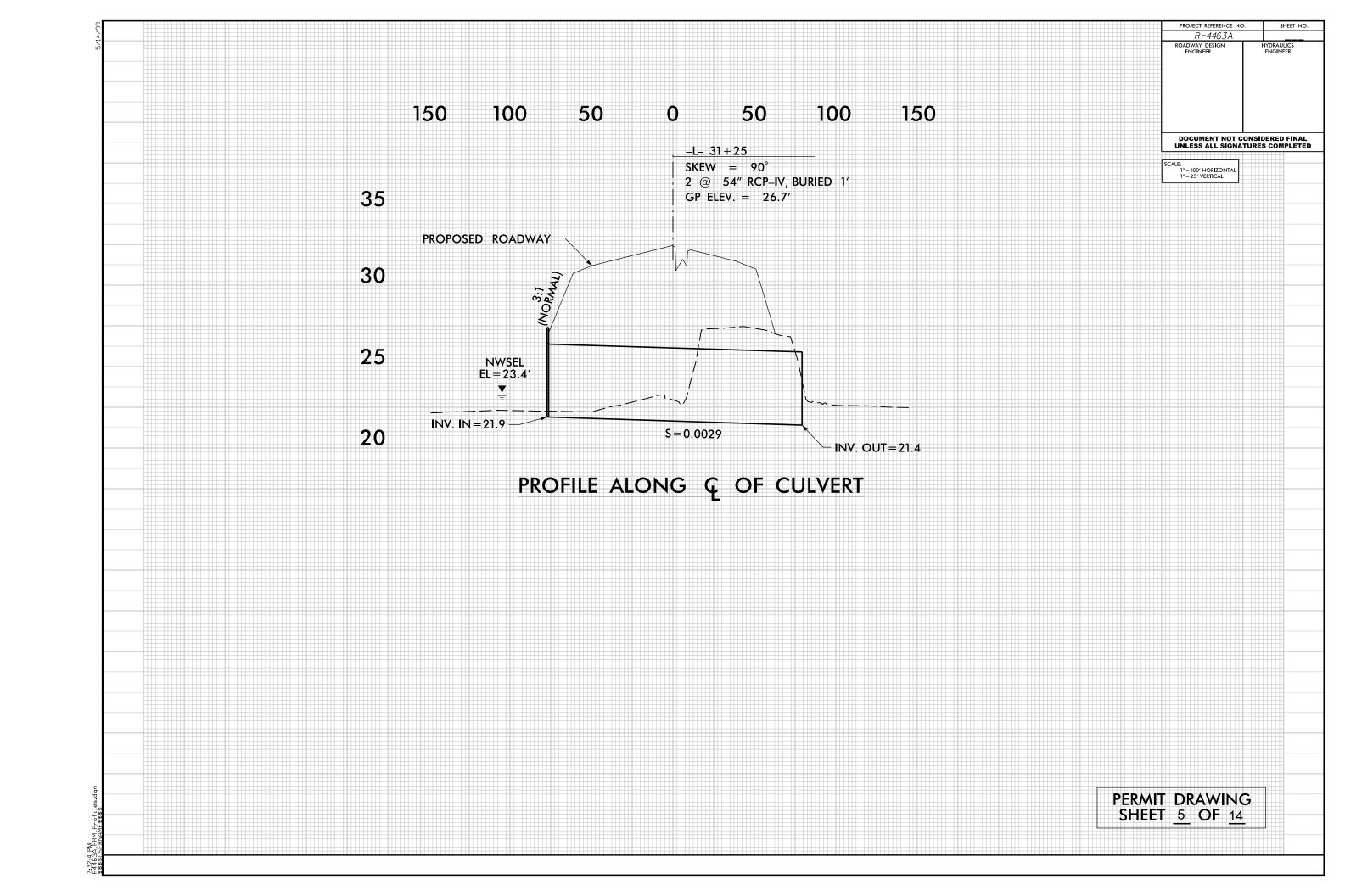
SEE SHEET 21 AND 22 FOR -Y- PROFILE

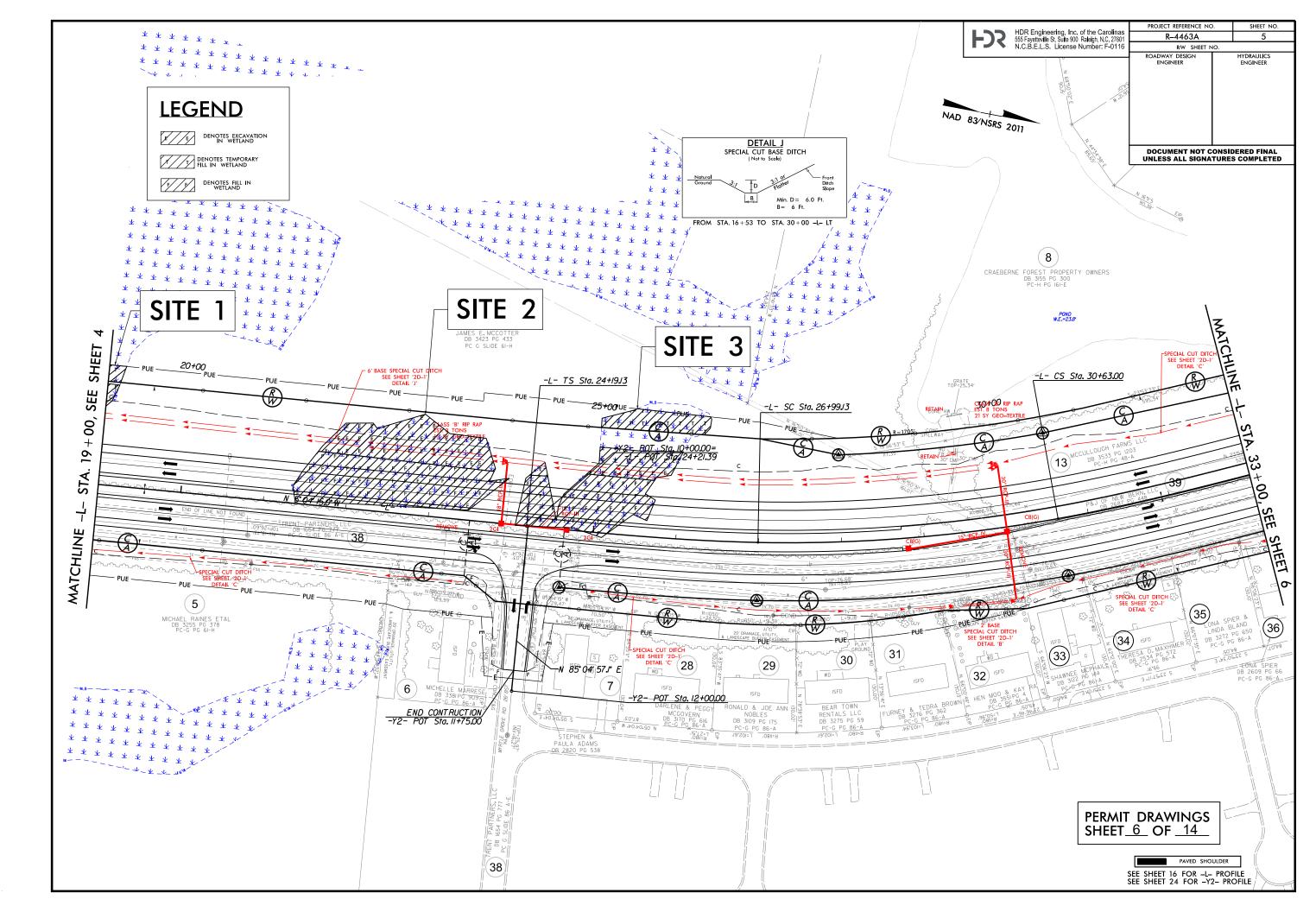
SEE SHEET 25 FOR -DR1- PROFILE

SEE SHEET 25 FOR -DR2- PROFILE MATCHLINE -Y- STA. 33 + 70, SEE SHEET 15

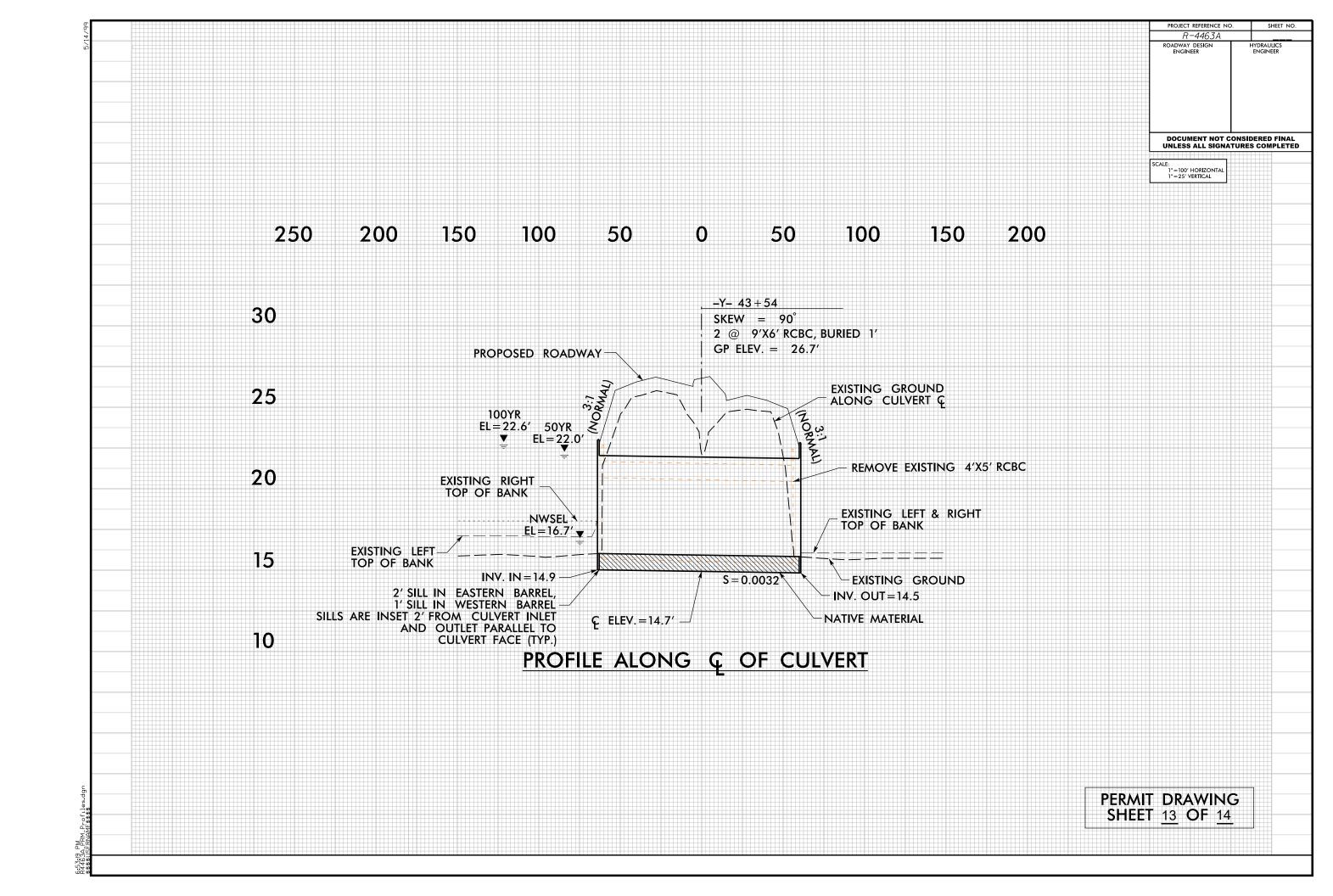
PROJECT REFERENCE NO. SHEET NO. HDR Engineering, Inc. of the Carolina 555 Fayetteville St, Suite 900 Raleigh, N.C. 2760 N.C.B.E.L.S. License Number: F-011 R-4463A RW SHEET NO STA. 24+50, SEE SHEET 14 HYDRAULICS ENGINEER ROADWAY DESIGN ENGINEER INCOMPLETE PLANS
DO NOT USE FOR YW ACQUISITION **DITCH BLOCK** NAD 83/NSRS 2011 DETAIL A 1 02 JS 25 M DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED (1) UPGRADED SIGNA AMERICAN MARINE OF NEW BERN LLC DB 2560 PG 526 PC-C PG 346 CONC ISLAND COVER MONOLITHIC ISLAND SS, BSL RIP-RAP, CLASS I PAVEMENT REMOVAL **SECTION** PAVED SHOULDER ISMTL BUS EST. 25 TONS CLASS I RIP RAP EST. 2 TONS #57 STONE FROM STA. 10+90 TO STA. 16+53 -L- LT 321°41. -L- STA. 16 + 40 LT DETAIL J
SPECIAL CUT BASE DITCH
(Not to Scale) DETAIL K RIP RAP AT JURISDICTIONAL STREAM ISBK BUS **LEGEND** (2) PARADOCS PROPERTY.LLC DB 3375 PG 0308 Min. D = 6.0 Ft. DENOTES EXCAVATION IN WETLAND FROM STA. 16+53 TO STA. 30+00 -L- LT DENOTES TEMPORARY FILL IN WETLAND STA. 16 + 53 -L- RT ' BASE SPECIAL CUT DITCH SEE SHEET '2D-1' DETAIL 'E' DENOTES FILL IN WETLAND 4 <u>-Y- CS Sta. 30+22.80</u> 3 WILLIAM F. WARD TRUST DB 3255 PG 384 SHEET BEGIN TIP PROJECT R-4463A -L-see 190720-Sta. 10+25.49 15+00 SEE -DR2- PT Sta. 12+06.85 -DR2- PRC Sta. 10+88.71 00 BEGIN CONSTRUCTION -DR2- PC Sta. IO+00.00 -DRI- PC Sta. IO+50.00 19 STA. -DRI- POT Sta. 10+00.00 N 5° 04' 15.0" W MATCHLINE N 5°01′41.0″W⊒ -DRI- PRC Sta. II+72.92 -Y- ST Sta./32+22.80 3 WILLIAM F. WARD TRUST DB 3255 PG 384 5 PERMIT DRAWINGS SHEET 3 OF 14 SEE SHEET 2B–3 FOR INTERSECTION DETAIL
SEE SHEET 16 FOR –L– PROFILE
SEE SHEETS 21 AND 22 FOR –Y– PROFILE
SEE SHEET 25 FOR –DR1– PROFILE
SEE SHEET 25 FOR –DR2– PROFILE MATCHLINE -Y- STA. 33 + 70, SEE SHEET 15







PROJECT REFERENCE NO.



				WETLA	ND AND S	SURACE WA	ATER IMP	ACTS SUN	MARY			
				WE	TLAND IMF	ACTS			SURFACE	WATER IM	PACTS	
Site No.	Station (From/To)	Structure Size / Type	Permanent Fill In Wetlands	Fill In Wetlands	in Wetlands	Mechanized Clearing in Wetlands	Hand Clearing in Wetlands	Permanent SW impacts	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	•	Natural Stream Design
1	18+06 to 19+10 -L- LT	Roadway	(ac) 0.05	(ac)	(ac) 0.12	(ac)	(ac)	(ac)	(ac)	(11)	(ft)	(ft)
'	10.00 10.10.45	Utility Impacts	0.00	0.05	0.12							
2	21+34 to 23+93 -L- LT	Roadway	0.29		0.19							
3	24+05 to 26+36 -L- LT	Roadway	0.20		0.08							
		Utility Impacts		0.07								
4	35+11 to 36+60 -Y- LT	5' x 4' RCBC Extension Utility Impacts	0.02		< 0.01		0.04	0.03	< 0.01	89	42	
•		Othinty impacts					0.04					
5	34+50 to 41+86 -Y- RT	Roadway Bank Stabilization	0.07		0.03	0.04		0.01	< 0.01	9 33	40	
6	42+94 to 43+75 -Y- LT	2 @ 9' x 6' RCBC Extension			0.03	0.03		< 0.01		8		
		Bank Stabilization						0.01	< 0.01	58	39	
TOTAL	.S*:		0.62	0.11	0.44	0.08	0.04	0.05	0.02	197	121	0

*Rounded totals are sum of actual impacts

NOTES:

- -Temp Fill in wetlands represents temp. excavation for installation of gas lines
- -Permit sites 1, 2 & 3 show excavating a new ditch to replace the existing ditch for hydraulic conveyance. Excavation impacts were calculated 20' beyond the slope stake line to account for the lateral drawdown of the wetlands being impacted by the proposed design.

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
12/06/2019
CRAVEN COUNTY
R-4463A
35601.1.1

Revised 2018 Feb SHEET 14 OF 14



See Sheet 1A For Index of Sheets

PROJEC

See Sheet 1B For Conventional Symbols

VICINITY MAP

TRENT CREEK RD

-DR2√

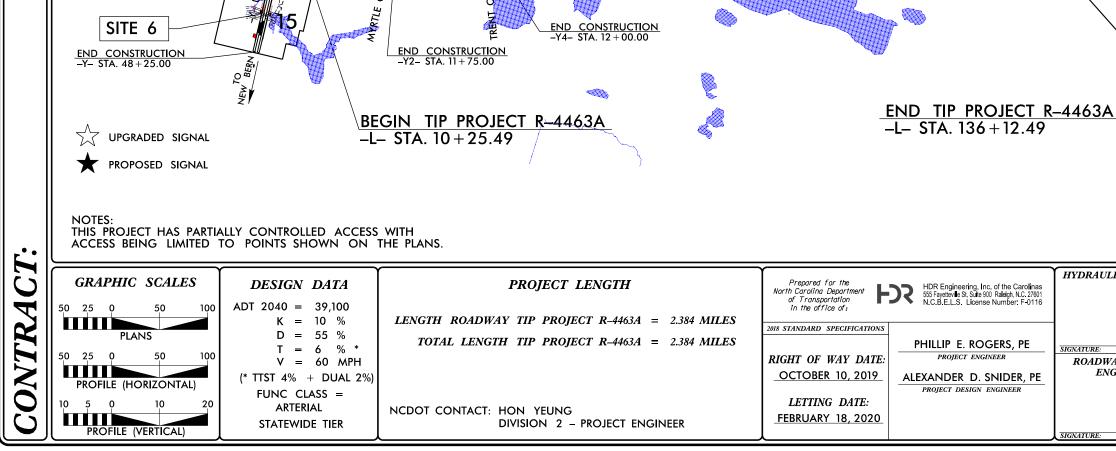
BEGIN CONSTRUCTION -Y- STA. 14 + 40.00

BEGIN CONSTRUCTION -DR1- STA. 10+50.00 -DR2- STA. 10+00.00

PLANS

%001





STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

CRAVEN COUNTY

LOCATION: NC 43 CONNECTOR FROM US 17 BUSINESS TO US 70

BEGIN CONSTRUCTION -Y3- STA. 10+25.00

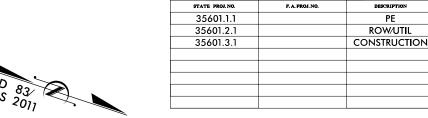
TYPE OF WORK: GRADING, PAVING, DRAINAGE, SIGNALS, & CULVERT

> Buffer **Impacts**

> > 91

CONNECTOR

10



STATE

N.C.



R-4463A

1

BUFFER DRAWINGS SHEET 1 OF 4

BEGIN CONSTRUCTION
TIE TO I-6002 PROJECT\
LIMITS (BY OTHERS) /13A³ **13** BEGIN CONSTRUCTION TIE TO I-6002 PROJECT LIMITS (BY OTHERS)

INCOMPLETE PLANS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

HYDRAULICS ENGINEER

ROADWAY DESIGN

ENGINEER

IGNATURE:

SIGNATURE:

PROJECT REFERENCE NO. SHEET NO. HDR Engineering, Inc. of the Carolina 555 Fayetteville St, Suite 900 Raleigh, N.C. 2760 N.C.B.E.L.S. License Number: F-011 R-4463A **LEGEND** R/W SHEET NO HYDRAULICS ENGINEER ROADWAY DESIGN ENGINEER INCOMPLETE PLANS
DO NOT USE FOR YW ACQUISITION ALLOWABLE IMPACTS ZONE 2 EXISTING TRANSPORTATION FACILITY DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED PERMIT DRAWINGS SHEET_2_ OF _4 (5) (5) SITE 6 (26) HOLMES WILSON, JR. END CONSTRUCTION
-Y- POT Sta. 48+25.00 SHEET 40+00 SEE 70, 33 N 84° 57′ 52.2° E STA. MATCHLINE CLASS 'B' RIP RAP -EST. 3 TONS 10 SY GEO-TEXTILE 27) SITE MONROE JOHNSON DB 1776 PG 964 (3 END GRADE
BEGIN RESURFACING
-Y- POT Sta. 46+40.00 DETAIL G SPECIAL CUT BASE DITCH DETAIL F DETAIL X
TOE PROTECTION
(Not to Scale) **DETAIL Z** SPECIAL CUT BASE DITCH CULVERT INLET AND OUTLET BANK STABILIZATION **DITCH BLOCK** PROPOSED DOUBLE RCBC 2@9'X6' Min. D = 3.0 Ft. B = 6 Ft. d= 2 Ft. b= 2 Ft. FROM STA. 31+75 TO STA. 36+00 -Y- RT FROM STA. 32+38 TO STA. 37+00 -Y- LT DETAIL H
SPECIAL CUT BASE DITCH
(Not to Scale) Type of Liner = Class 'B' Rip-Rap FROM STA. 40+60 -Y- TO STA. 41+90 -Y- RT **SECTION** EST. 20 TONS CLASS I RIP RAP EST. 2 TONS #57 STONE Type of Liner = Class B Rip-Rap PAVED SHOULDER FROM STA. 37+00 TO STA. 43+50 -Y- LT FROM STA, 36+00 TO STA, 36+41-Y- RT -Y- STA. 36+55 LT SEE SHEET 2B-1 FOR -DET_EB- & -DET_WB- PLAN SEE SHEETS 22 & 23 FOR -Y- PROFILE

			RIPARIAN	BUFFER	IMPACTS	SUMN	IARY						
		T				IMF	PACTS					BUF	FER
				TYPE		А	LLOWABL	.E	ı	MITIGABL	E		CEMENT
Site No.	Station (From/To)	Structure Size / Type	ROAD CROSSING	BRIDGE	PARALLEL IMPACT	ZONE 1 (ft ²)	ZONE 2 (ft ²)	TOTAL (ft²)	ZONE 1 (ft ²)	ZONE 2 (ft ²)	TOTAL (ft²)	ZONE 1 (ft ²)	ZONE 2 (ft ²)
6	43+49 -Y-	2 @ 9'x6' RCBC	X			5045	2640	7685					
TOTAL	O*-					5045	0040	7005					
TOTAL	<u>5":</u>					5045	2640	7685	0	0	0	0	0

NOTES:

NC DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS 10/15/2019 CRAVEN COUNTY R-4463A

35601.1.R2 3 OF SHEET

SITE NO. STATION (FROM/TO) / Type Size ZONE 1 (n²) (n²) (n²) (n²) (n²) (n²) (n²) (n²)		WEILANDS IN E	UFFER	IMPACT	'S SUMMARY
NO. STATION (FROM/TO) / Type (ft²) (ft²)					
6 43+49-Y- 2 @ 9'x6' RCBC 2108 391					
	43+49 -Y-	2 @ 9'x6' RCBC	2108	391	
					- -
					-
TOTAL: 2108 391			2108	391	
					CRAVEN COUNTY R-4463A 35601.1.1
TOTAL:		STATION (FROM/TO)	STATION (FROM/TO) / Type	STATION (FROM/TO) STRUCTURE Size ZONE 1 (ft²) 43+49 -Y- 2 @ 9'x6' RCBC 2108	STATION (FROM/TO) STATION (FROM/TO) 43+49 -Y- 2 @ 9'x6' RCBC 2108 391