

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
T.I.P. No. R-5516

I. GENERAL INFORMATION

- a. Consultation Phase: Construction
- b. Project Description: Proposed Improvements to US 70 and Slocum Road, City of Havelock, Craven County
- c. State Project: 45492.1.1
Federal Project: NHS-0070(154)
- d. Document Type: Categorical Exclusion December 2013

II. CONCLUSIONS

The above environmental document has been reevaluated as required by 23 CFR 771. It was determined that the current proposed action is essentially the same as the original proposed action. Proposed changes, if any, are noted below in Section III. It has been determined that anticipated social, economic, and environmental impacts were accurately described in the above referenced document(s) unless noted otherwise herein. Therefore, the original Administration Action remains valid.

III. CHANGES IN PROPOSED ACTION AND ENVIRONMENTAL CONSEQUENCES

Project Design

Right of Way and Access Control

No control of access was proposed along Slocum Road at the time of completion of the categorical exclusion. Current design plans show full control of access along Slocum Road at the proposed interchange and partial control of access for the remainder of Slocum Road within the project limits.

Proposed right of way 84 feet wide with easements outside the right of way was proposed along Pine Grove Road at the time of completion of the categorical exclusion. Current design plans show essentially the same footprint, but now 120 feet of right of way is proposed along Pine Grove Road with no easements outside the right of way.

Proposed right of way approximately 60 feet wide with easements outside the right of way was proposed along Marsha's Way Connector at the time of completion of the categorical exclusion. The project footprint is essentially the same, but current design plans now show 120 feet of right of way along the proposed connector and fewer easements outside the right of way.

Slightly wider right of way is proposed along the north side of the relocated portion of Sermons Boulevard at its tie-in with Pine Grove Road.

These changes in proposed right of way have not affected any additional homes or businesses.

Intersections/Interchanges

The design presented to the public at the June 25, 2013 citizens informational workshop showed pavement and a bridge wide enough to accommodate a two-lane flyover ramp from eastbound US 70 onto Slocum Road, but with the inside lane striped out. The ramp from westbound US 70 onto Slocum Road was shown as connecting with Slocum Road as a lane addition. Current design plans show both lanes for the flyover ramp open for traffic. The ramp from westbound US 70 is now shown as a merge onto Slocum Road.

The design presented at the June 2013 workshop showed a u-turn bulb within 100 feet west of the guard house at the Slocum Road Gate for Marine Corps Air Station Cherry Point. Current design plans show this u-turn bulb approximately 600 feet west of the guard house.

The design presented at the June 2013 workshop also showed dual left turn lanes from Pine Grove Road onto US 70. Current design plans show only one left turn lane at this intersection.

Hydraulic Structures

At the time of completion of the categorical exclusion, a single barrel 11-foot by 7-foot reinforced concrete box culvert was proposed for the Slocum Road crossing of an unnamed tributary to Sandy Run (Site 2) and a single barrel six-foot by six-foot reinforced concrete box culvert was proposed at the Marsha's Way connector crossing of Sandy Run (Site 3). Two 66-inch pipes are now proposed at Site 2 and a single barrel ten-foot by seven-foot reinforced concrete box culvert is now proposed at Site 3.

Bicycle and Pedestrian Facilities

The categorical exclusion stated NCDOT would enter into a municipal agreement with the City of Havelock to fund construction of five-foot sidewalks on the north side of the Marsha's Way Connector and no additional bicycle facilities were planned. Following completion of the categorical exclusion, the decision was made to construct a ten-foot asphalt multi-use path on the north side of the proposed Marsha's Way Connector to accommodate both pedestrians and bicycles. The City of Havelock will participate in the cost of the proposed multi-use path.

Federally-Protected Species

As of April 20, 2015, one species has been added to the list of federally-protected species for Craven County since completion of the categorical exclusion.

The red knot (*Calidris canutus rufa*) is listed as threatened. However, since there is no beach habitat or mudflats within the project area, the proposed project will result in No Effect to the red knot.

Although not listed for Craven County, the US Fish and Wildlife Service has developed a programmatic biological opinion in conjunction with the Federal Highway Administration, the US Army Corps of Engineers and NCDOT for the northern long-eared bat (*Myotis*

septentrionalis) in eastern North Carolina. The programmatic biological opinion covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for the NCDOT program is “May Affect, Likely to Adversely Affect”. The programmatic biological opinion provides incidental take coverage for northern long-eared bat and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Craven County.

Traffic Noise Analysis-Noise Barriers

A noise wall was recommended in the categorical exclusion, pending approval of property owners. The noise wall would have been along the west side of US 70 south of Hickman Hill Loop Road/Pine Grove Road. Following completion of the categorical exclusion, it was learned that two of the receptors which would have benefitted from the proposed wall were vacant and the property owner planned to demolish them. With the removal of two benefitted receptors, the wall was no longer reasonable and was eliminated from further consideration. No noise walls are now proposed for the project.

IV. LIST OF ENVIRONMENTAL COMMITMENTS

See attached list of Project Commitments.

V. COORDINATION

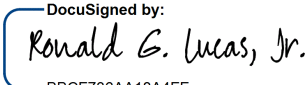
PDEA personnel have discussed current project proposals with others.

Design Engineer:	<u>Gary Lovering</u>	<u>1/24/17</u> Date
NES Environmental Specialist:	<u>Tyler Stanton</u>	<u>2/9/17</u> Date
FHWA Engineer:	<u>Ron Lucas</u>	<u>2/3/17</u> Date

VI. NCDOT CONCURRENCE

<p>DocuSigned by:  <small>08B0E38DDE8141B...</small></p> <hr/> <p>Project Engineer Project Development and Environmental Analysis Unit</p>	<p>2/28/2017 9:50 AM EST</p> <hr/> <p>Date</p>
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VII. FHWA CONCURRENCE

<p>DocuSigned by:  <small>BBCF738AA18A4FF...</small></p> <hr/> <p>FOR Federal Highway Administration Division Administrator</p>	<p>2/28/2017 10:31 AM EST</p> <hr/> <p>Date</p>
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PROJECT COMMITMENTS
Proposed Improvements to US 70 and Slocum Road
City of Havelock, Craven County
Federal Aid Project NHS-0070(154)
WBS 45492.1.1
STIP Project R-5516

Current status, changes, or additions to the project commitments as shown in the categorical exclusion are printed in *italics*.

Local Programs Management Unit

A municipal agreement will be executed by NCDOT and the City of Havelock to fund the construction of new sidewalks along the north side of Marsha's Way Connector. Based on NCDOT's Pedestrian Policy, the City of Havelock will fund 30% of the cost of these improvements.

The contract officer for Division 2 is in the process of working on the agreement.

Project Development & Environmental Analysis Unit - Human Environment Section

~~Pending approval of property owners, a noise wall has been recommended to mitigate noise impacts. The proposed wall is located to the east of the Hickman Hill neighborhood. A Design Noise Report will be prepared prior to construction of this project to verify the need for and refine the height and location of the noise wall, based on the NCDOT Traffic Noise Abatement Policy.~~

Following completion of the categorical exclusion, it was learned that two of the receptors which would have benefitted from the noise wall were vacant and the property owner planned to demolish them. With the removal of two benefitted receptors, the wall was no longer reasonable and was eliminated from further consideration. No noise walls are now proposed for the project.

Hydraulics Unit, Project Development & Environmental Analysis Unit - Natural Environment Section

The provisions of the Neuse River Buffer Rules apply to all jurisdictional streams in the study area and must be adhered to during the design and construction of this project. For the purposes of stream mitigation, all jurisdictional streams in the study area have been designated as warm water streams.

This will be coordinated during design and construction.

Division 2 Construction, Utilities Unit

There will be no impacts to USFS rare species since construction activities, including the placement of staging areas, in close proximity to the NFS lands west of existing US 70 near the intersection with Slocum Road have been avoided. Any encroachment by the project onto any National Forest Service (NFS) lands will require coordination with the USFS and possible further evaluation of USFS rare species for which habitat is present. Impacts to spring-flowering

goldenrod on NFS lands will require coordination with USFS; impacts to the species on private lands will not require coordination with USFS.

Any utility relocations that occur on USFS property must be processed as a separate permit action and coordinated with the USFS.

Current plans show no encroachment on US Forest Service property.