

North Carolina Department of Transportation

NEPA/SEPA Consultation Form

STIP Project No.	<u>U-5896</u>
WBS Element	<u>44674.1.2</u>
Federal Aid Project No.	<u>N/A</u>

A. Project Description, Location, and Purpose:

The proposed project involves the reconstruction of the U.S. 29 and SR 1009 (South Main Street) interchange in High Point, Guilford County. The primary purposes of the proposed project include 1) Improve mobility in the U.S. 29 and S.R. 1009 (South Main Street) interchange by limiting driveway access along and in proximity to the interchange; 2) Alleviate existing congestion at several of the existing unsignalized ramp terminals; and 3) Upgrade interchange design to meet current design standards.

B. Consultation Phase: (Check one)

- Right-of-Way
- Construction
- Other: Identify the trigger – (e.g., design change, change in impacts)

C. NEPA/SEPA Class of Action Initially Approved as: (Check one)

- FHWA Class II (CE) **2/6/2019**

Additional Notes: **Type III**

D. Changes in Proposed Action & Environmental Consequences:

Design Changes

No major design changes have occurred since the signing of the CE and no additional impacts to any resources have occurred.

Minor changes include the elimination of a retaining wall near the culvert in quadrant C and cut the project off before the culvert under South Main Street on the north end to eliminate FEMA issues.

In coordination with the City of High Point, NCDOT removed bike lane designs from South Main Street outside the limits of the ramps to reduce impacts to adjacent properties. At this time, there are no bike lanes on existing South Main Street and the City of High Point will need to pursue a future project to continue the bike lanes once the U-5896 project has been completed. Bike lanes are still included in this project's design for a portion of South Main Street (between the ramps and under the new bridges for U.S. 29) to facilitate a future bike lane corridor, per the High Point MPO Regional Bike Plan dated May 2019. These changes

were not presented to the public; however, NCDOT coordinated with the City of High Point and they concurred with the changes.

Route Designation Changes

Since the signing of the CE, the I-85 Business designation has been abandoned through this corridor and U.S. 70 has been rerouted to another location. The main line is now only U.S. 29.

Water Resources

The water classifications and resources within the project area have not changed since completion of the CE.

Protected Species

A review of IPAC on August 25, 2021, resulted in two federally protected species listed in the project footprint with Schweinitz's sunflower being added since the issuance of the CE. A survey for Schweinitz's sunflower was conducted on October 29, 2019 and found suitable habitat, but no specimens were observed. An updated survey for the Schweinitz's sunflower on October 10, 2021 found no specimens. There is no habitat for small whorled pogonia in the project footprint (see table below).

ESA Federally Protected Species in Guilford County			
Species	Federal Status	Habitat Present	Biological Conclusion
Small Whorled Pogonia	Threatened	No	No Effect
Roanoke Logperch	Endangered	No	Out of Range
Schweinitz's sunflower	Endangered	Yes	No Effect

Native American Indian Tribe Required to Contact

NCDOT's environmental planning activities for this project pre-dated NCDOT's most recent Tribal Coordination Protocols. As such, the Catawba Indian Nation was not notified prior to the issuance of the environmental document pursuant to today's protocol.

NCDOT notified and requested comments from the Catawba Indian Nation on September 23, 2021. The Catawba Indian Nation replied on November 2, 2021, indicating "the Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas."

E. Conclusion:

The above NEPA/SEPA documentation has been reevaluated (as required by either 23 CFR 771 or by NC General Statute Chapter 113A Article 1). It has been determined that the current proposed action is essentially the same as the original proposed action. Proposed changes, if any, are noted in Section D. 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.

F. Coordination

NCDOT personnel have discussed the current project parameters with qualified NCDOT representatives and FHWA (where applicable). The NCDOT Project Manager, Bryan C. Key, PE, hereby verifies the involvement of the following staff and the incorporation of their technical input:

Design Engineer:	Tim Jordan, PE Mott MacDonald	8/25/2021
Environmental Coord.:	Jeff Hemphill	8/25/2021
GeoEnvironmental:	Gordon Box, LG	11/18/21
Hydraulics:	Brian Radakovic, PE	11/18/21
Hydraulics:	Michelle Berry, PE	11/18/21
Community Studies:	Harrison Marshall	11/18/21
Division 7:	Patty Eason, PE	11/18/21
Division 7:	Brian Thomas, PE	11/18/21
FHWA:	Suzette Morales, PE	11/29/21

G. Consultation Approval for NCDOT Project U-5896

Prepared By:

Dec 3, 2021

Date

DocuSigned by:



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Bryan C. Key, PE, Senior Project Manager
NCDOT Project Management Unit

Reviewed By:

Dec 3, 2021

Date

DocuSigned by:



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John Jamison, PWS, Western Regional Lead
NCDOT Environmental Policy Unit

Approved

In adherence with 23 CFR 771 (NEPA) or NC General Statute Chapter 113A Article 1 (SEPA), NCDOT approves this Consultation.

OR

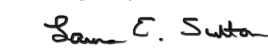
Certified

NCDOT staff certifies if FHWA signature was previously required or where changes have resulted in FHWA signature being required.

Dec 6, 2021

Date

DocuSigned by:



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Laura E. Sutton, PE, CPM, Project Management Team Lead
North Carolina Department of Transportation

FHWA Approved: FHWA signature required for Type I(B) CE, Type II(B) CE, Type III CE, FONSI or ROD.

Dec 6, 2021

Date

DocuSigned by:



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for John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

H. Project Commitments (as of 11/19/21)

**Guilford County
Proposed Reconstruction of the U.S. 29 and
S.R. 1009 (South Main Street) Interchange in High Point
WBS No. 44674.1.2
STIP No. U-5896**

All commitments developed during the project development and design phase have been incorporated into the current design. Current status, changes, or additions to the project commitments are listed below in *italics*.

Division 7 Construction, Resident Engineer's Office / Right-of-Way Unit / Project Management Unit - Local Coordination

NCDOT Division of Bicycle and Pedestrian Transportation and Work Zone Safety will be contacted prior to construction to evaluate the necessary level of pedestrian access accommodation during construction.

- *This commitment is still valid.*

High Point Transit System officials will be contacted prior to construction to evaluate the necessary level of bus rider access accommodation during construction.

- *This commitment is still valid.*

Guilford County Emergency Services and the City of High Point Fire Chief will be contacted prior to construction regarding potential construction-related delays so that the necessary temporary reassignments to primary response units can be made.

- *This commitment is still valid.*

NCDOT Community Studies will be contacted regarding a suitable level of coordination that should be undertaken as part of relocation assistance with the Southside Mission that serves the nearby homeless population.

- *Right of Way acquisition with the Southside Mission was completed without any issues. This commitment has been completed.*

Project Management Unit - Roadway Design / Hydraulics Unit

~~During final design, impacts to Richland Creek will be minimized. As indicated in the Preliminary Hydraulic Technical Report, the elevation of S.R. 1009 (South Main Street) cannot be raised above the existing elevation near the Richland Creek crossing at S.R. 1009 (South Main Street). This includes not just the centerline elevation, but the shoulder point, top of curb, or any proposed raised island elevations along S.R. 1009 (South Main Street) that must be at or below the maximum existing elevation along the roadway. South Main Street currently overtops during flood events and any roadway elevation increases will worsen the flooding issues upstream.~~

- *The project limits have been reduced to cut the project off before the culvert under SR 1009 (South Main Street) on the north end of the project to eliminate FEMA issues. This commitment is no longer valid.*

During final design, if the construction limits along U.S. 29-70/I-85 Business south of the interchange encroach upon Richland Creek, construction of a retaining wall along U.S. 29-70/I-85 Business in that area would be studied.

- *The maximum overtopping elevation along the Culvert under S.R. 1009 (South Main Street) has not been impacted by this project. This commitment has been completed.*

Hydraulic Unit - FEMA Coordination

The Hydraulics Unit will coordinate with the North Carolina Floodplain Mapping Program (FMP) to determine the status of the project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map revision (LOMR).

- *Coordination resulted in approval on June 26,2020 for the FEMA NFIP (National Flood Insurance Program) under NCDOT's MOA with the FMP.*

Hydraulics Unit / Division 7 Construction - FEMA - As-Built Construction Plans

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

- *This commitment is still valid.*

GeoEnvironmental Section - Impacts to Underground Storage Tanks (UST's)

If further design indicates potential impact to UST's, preliminary site assessments for soil and groundwater contamination will be performed prior to right of way purchase.

- *This commitment has been completed.*