

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project	R-2554D
WBS Element	34461.3.FS9
Federal-Aid Project	NHPP-000S(784)

A. Project Description:

R-2554D involves the installation of devices for Intelligent Transportation Systems (ITS) to support the traffic management system on the US 70 corridor. This new route will be constructed by TIP projects R-2554A, B & C. The ITS project, R-2554D, will follow the construction projects and install the ITS devices needed to provide freeway management coverage on US 70 and I-795.

The ITS devices to be installed by this project are nine closed circuit television cameras (CCTV) and five dynamic message signs (DMS). All ITS devices will be located within the existing right of way of US 70 and I-795.

The proposed ITS project will not alter the arrangement or the number of travel lanes on US 70 or I-795, so no additional right-of-way will be needed for the installation of the proposed ITS devices.

The proposed project is included in the current 2012-2020 State Transportation Improvement Plan (STIP). The project is funded in the draft 2016-2025 STIP for construction in Fiscal Year 2015. The construction cost included in the draft STIP for the project is \$1,125,000.

Proposed ITS Installations:

There will be nine CCTVs installed at the following strategic vantage points along the proposed US 70 Bypass or on I-795 (see Figure 1):

1. CCTV-1 – Proposed US 70 Bypass at existing US 70 west of Goldsboro
2. CCTV-2 – Proposed US 70 Bypass at NC 581
3. CCTV-3 – I-795 at proposed US 70 Bypass (Exit 22)
4. CCTV-4 – Proposed US 70 Bypass at US 117 (North Williams Street)
5. CCTV-5 – Proposed US 70 Bypass at SR 1556 (Wayne Memorial Drive)
6. CCTV-6 – Proposed US 70 Bypass at US 13 (Berkley Boulevard)
7. CCTV-7 – Proposed US 70 Bypass at SR 1714 (Parkstown Road) (*southwest side of Parkstown Road bridge over US 70 Bypass*)
8. CCTV-8 – Proposed US 70 Bypass at existing US 70 east of Goldsboro in Lenoir County
9. CCTV-9 – I-795 at SR 1002 (Pikeville-Princeton Road) (Exit 18)

There will be five DMSs installed along US 70 Business and US 70 Bypass:

1. DMS-1 – Existing US 70 Eastbound west of SR 1237 (Community Drive)

2. DMS-2 – Proposed US 70 Bypass Eastbound between NC 581 and SR 1326 (Claridge Nursery Road)
3. DMS-3 – Proposed US 70 Westbound east of NC 111
4. DMS-4 – Existing US 70 Westbound at NC 903 in Lenoir County
5. DMS-5 – I-795 Southbound north of SR 1002 (Pikeville-Princeton Road) (Exit 18)

Minimal trenching and/or guardrail will be required within the existing right-of-way at each proposed camera and DMS location to provide power and communications.

B. Purpose and Need:

The purpose of the proposed project is to provide the Division with added capability to manage traffic, incidents, detours and coastal area evacuations on the US 70 corridor.

C. Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
 - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - b. Widening roadway and shoulders without adding through lanes
 - c. Modernizing gore treatments
 - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
 - e. Adding shoulder drains
 - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - g. Providing driveway pipes
 - h. Performing minor bridge widening (less than one through lane)
 - i. Slide stabilization
 - j. Structural BMP's for water quality improvement
- ② Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
 - a. Installing ramp metering devices
 - b. Installing lights
 - c. Adding or upgrading guardrail
 - d. Installing safety barriers including Jersey type barriers and pier protection
 - e. Installing or replacing impact attenuators
 - f. Upgrading medians including adding or upgrading median barriers
 - g. Improving intersections including relocation and/or realignment
 - h. Making minor roadway realignment
 - i. Channelizing traffic

- j. Performing clear zone safety improvements including removing hazards and flattening slopes
 - k.** Implementing traffic aid systems, signals, and motorist aid
 - l. Installing bridge safety hardware including bridge rail retrofit
3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
 - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
 - b. Rehabilitating or replacing bridge decks
 - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
 - d. Replacing a bridge (structure and/or fill)
 4. Transportation corridor fringe parking facilities.
 5. Construction of new truck weigh stations or rest areas.
 6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
 7. Approvals for changes in access control.
 8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
 9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
 10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
 11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
 12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information

No special project commitments are proposed for this project. All standard procedures and measures will be implemented to avoid or minimize environmental impacts. All potential Best Management Practices will be followed throughout the life of the project.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions.

<u>ECOLOGICAL</u>	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	X
(2) Does the project involve any habitat where federally listed endangered or threatened species may occur?	<input type="checkbox"/>	X
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	X
(4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<u>NA</u>	
(5) Will the project require use of U. S. Forest Service lands?	<input type="checkbox"/>	X
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	X
(7) Does the project involve waters classified as Outstanding Water Resources (OWR) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	X
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	X
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	X
<u>PERMITS AND COORDINATION</u>	<u>YES</u>	<u>NO</u>
(10) If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)?	<input type="checkbox"/>	X
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	X
(12) Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	X

	<u>YES</u>	<u>NO</u>
(13) Will the project result in the modification of any existing regulatory floodway?	<input type="checkbox"/>	X

(14) Will the project require any stream relocations or channel changes?	<input type="checkbox"/>	X
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SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

<u>YES</u>	<u>NO</u>
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(15) Will the project induce substantial impacts to planned growth or land use for the area?	<input type="checkbox"/>	X
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(16) Will the project require the relocation of any family or business?	<input type="checkbox"/>	X
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(17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?	<input type="checkbox"/>	X
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(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<u>NA</u>	
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(19) Will the project involve any changes in access control?	<input type="checkbox"/>	<u>X</u>
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(20) Will the project substantially alter the usefulness and/or land use of adjacent property?	<input type="checkbox"/>	X
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(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	X
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(22) Is the project included in an approved thoroughfare plan and/ or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)?	X	<input type="checkbox"/>
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(23) Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	X
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(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	X	<input type="checkbox"/>
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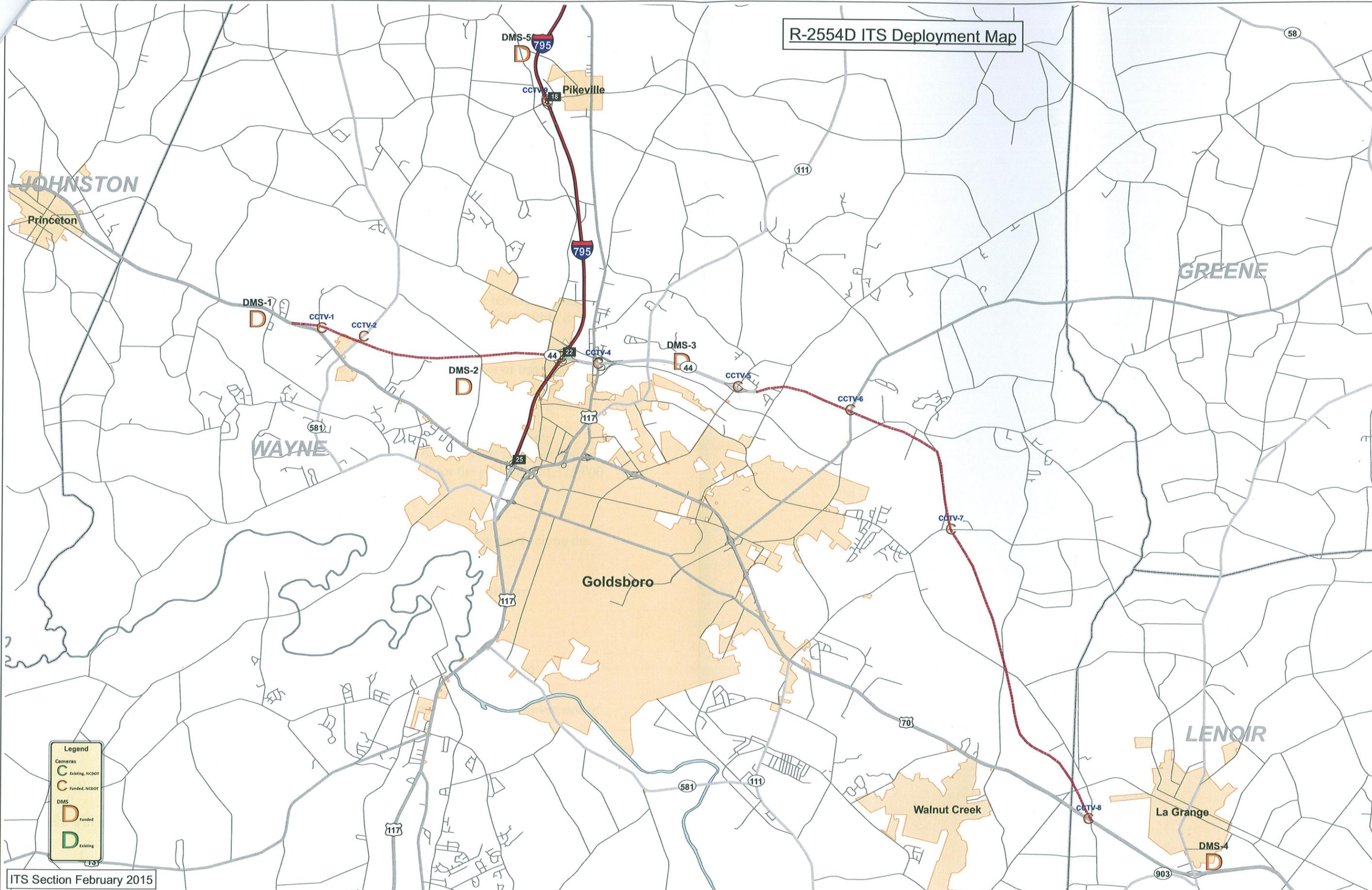
(25) If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility?	<u>NA</u>	
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- | | <u>YES</u> | <u>NO</u> |
|---|--------------------------|--------------------------|
| (26) Is there substantial controversy on social, economic or environmental grounds concerning the project? | <input type="checkbox"/> | X |
| (27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project? | X | <input type="checkbox"/> |
| (28) Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places? | <input type="checkbox"/> | X |
| (29) Will the project affect any archaeological remains which are important to history or pre-history? | <input type="checkbox"/> | X |
| (30) Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | X |
| (31) Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? | <input type="checkbox"/> | X |
| (32) Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers? | <input type="checkbox"/> | X |

F. Additional Documentation Required for Unfavorable Responses in Part E

None.

R-2554D ITS Deployment Map



Legend

Cameras

- C Existing, NCDOT
- C Funded, NCDOT

DMS

- D Funded
- D Existing