

MINIMUM CRITERIA DETERMINATION CHECKLIST

TIP Project No. U-5917
W.B.S. Project No. 44678.1.1

Project Location: SR 1704 (14th Street) in Pitt County.

Project Description: The North Carolina Department of Transportation proposes to widen SR 1704 (14th Street) from Red Banks Road to SR 1708 (Fire Tower Road) in Greenville, Pitt County (Figure 1). The project is approximately 1.1 miles in length. The project proposes to construct a median-divided roadway, maintaining the two exiting lanes of traffic and adding protected left turns lanes, 5-foot bike lanes and sidewalks along both sides of the road.

Purpose and Need: Based on NCDOT data from April 1, 2012 through March 31, 2017, crash rates on 14th Street for nonfatal injury crashes and wet weather crashes are higher than the statewide average for similar facilities. The major types of accidents on 14th Street are rear end and left turn/same runway crashes. These types of crashes typically are indicative of congested traffic. This project is designed to reduce these types of crashes.

The primary purpose of the proposed project is to enhance mobility in the project vicinity and improve traffic flow and safety along 14th Street. The proposed project will also accommodate future traffic growth that is expected to occur along the project corridor.

A secondary purpose of the project is to increase bicycle and pedestrian accommodations. The project will include sidewalks on both sides of the proposed facility, contingent on a cost share agreement with the City of Greenville. The design will also include 5-foot bike lanes on the outside of each lane to accommodate bicyclists. This improvement will connect to the existing bike lane and sidewalk on Red Banks Road and the proposed bike lane and sidewalks on Fire Tower Road.

Anticipated Permit or Consultation Requirements:

A Section 404 Nationwide Permit 14 for linear transportation projects will likely be required for impacts to Waters of the U.S. resulting from this project. The U.S. Army Corps of Engineers (USACE) holds the final discretion as to what permit will be required to authorize project construction. Anticipated impacts to streams will also require a Section 401 Water Quality General Certification and a Tar-Pamlico Buffer Authorization from the N.C. Division of Water Resources.

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program in Divisions 1-8 is "May Affect, Likely to Adversely Affect." The PBO will provide incidental take coverage for NLEB 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 Pitt County, where the project is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

Special Project Information:

Environmental Commitments: Project Commitments are located at the end of the checklist.

Estimated Costs: Based on the current 2018-2027 STIP and a NCDOT construction cost estimate from July 12, 2018, project costs are estimated below:

Prior Year:	\$ 575,000
Right of Way:	\$ 3,315,000
Utilities:	\$ 1,365,000
Construction:	\$ 6,235,000
Total Cost:	\$11,306,000

Estimated Traffic: Average Annual Daily Traffic (AADT) Based on the June 2017 Traffic Forecast (HNTB): BYNB-Base Year No-Build (2017); BYB-Base Year Build (2017), FYNB-Future Year No-Build (2040), FYB-Future Year Build 2040.

Roadway Segment	2017 BYNB AADT	2017 BYB AADT	2040 FYNB AADT	2040 FYB AADT
Red Banks Rd. – West of E. 14 th St.	9,000	9,200	9,400	8,400
E. 14 th St. – White Hollow Rd./ White Hollow Ct. to Red Banks Rd.	18,000	21,000	18,800	23,800
E. 14 th St. – Red Banks Rd. to Wellons Dr.	17,800	22,000	18,200	26,600
E. 14 th St – Wellons Dr. to York Rd / Paramore Dr.	17,400	21,600	17,800	26,200
E. 14 th St – York Rd. / Paramore Dr to Barnes St.	15,600	20,600	16,000	25,600
E. 14 th St – Barnes St. to Quail Ridge Rd.	15,400	20,400	15,800	25,400
E. 14 th St – Quail Ridge Rd. to Scott St.	14,800	19,800	15,200	24,600
E. 14 th St – Scott St. to Scarborough Rd./Church Driveway	14,800	19,800	15,200	24,600
E. 14 th St – Scarborough Rd./Church Driveway to Quail Ridge Rd./Church Driveway	14,600	19,600	15,000	24,400
E. 14 th St – Quail Ridge Rd./Church Driveway to Wellcome Dr.	14,600	19,400	15,400	24,400
E. 14 th St – Wellcome Dr. to Planters Walk	14,600	19,400	15,400	24,400
E. 14 th St – Planters Walk to Tuckahoe Dr.	14,400	19,200	15,200	24,200
E. 14 th St – Tuckahoe Dr. to Fire Tower Rd	14,400	19,200	15,200	24,200
Fire Tower Road – East of E. 14 th St.	20,300	21,400	32,200	31,800
Fire Tower Road – West of E. 14 th St.	27,300	28,200	40,000	46,000

Source: U-5917 Traffic Forecast, June 2017

Design Exceptions: There are no anticipated design exceptions for this project.

Crash Rates:

Crash Type	Total Crashes	Vehicle Exposure (MVMT)	Total Crash Rate	Statewide Crash Rate	Critical Crash Rate
Total	75	26.85	279.32	301.98	307.52
Fatal	0	26.85	0.00	1.07	1.42
Non-Fatal Injury	26	26.85	96.83	92.32	95.39
Night	19	26.85	70.76	72.46	75.18
Wet	18	26.85	67.04	56.28	58.68

Source: NCDOT crash data from April 1, 2012 through March 31, 2017

Crash rates along 14th Street in this area exceed the critical crash rate for non-fatal injury and wet weather crashes, as compared to similar facilities in North Carolina. This documents safety concerns for the current facility.

Pedestrian and Bicycle Accommodations: It is anticipated that the proposed design will include sidewalks and 5-foot bike lanes on both sides of 14th Street from Fire Tower Road to Red Banks Road. The sidewalks are contingent upon a cost share agreement NCDOT and the City of Greenville prior to construction.

Alternatives Considered: A four-lane, median-divided facility was considered for this project. Functional designs were prepared for three alternatives:

- Alternative 1: Symmetrical Widening
- Alternative 2: Variable Symmetrical Widening
- Alternative 3: Asymmetrical (Best Fit) Widening

The three alternatives were provided to area stakeholders for input during a public meeting held November 7, 2017. Area stakeholders voiced concerns over right of way and noise impacts associated with this proposed footprint. Based on stakeholder input, NCDOT agreed to develop a fourth alternative with a reduced typical section (compared to the proposed). Meeting summaries, comments received, and comment responses are included in the project file.

A second public meeting was held on April 3, 2018 to introduce new Alternative 4 to the public. Alternative 4 is a two-lane, median divided roadway with protected left turns and bike lanes. This alternative eliminated potential residential relocations, preserved the residential character of the area, reduced property impacts and reduced stakeholder concerns pertaining to the noise effects of a four-lane roadway. Area stakeholder's comments from this meeting focused primarily on U-turn and left turn concerns and the need for bicycle and pedestrian accommodations. Meeting summaries, comments received, and comment responses are included in the project file. Based on stakeholder and NCDOT input, Alternative 4 was selected as the preferred alternative. It is also supported by the City of Greenville.

Other Agency Comments: The Start of Study letter for the project was sent to federal, state, and local stakeholders as well as to internal NCDOT on April 7, 2017. Those external stakeholders receiving the letter are listed below. Those who provided comments on the project are designated with an asterisk.

- US Army Corps of Engineers*
- US Fish and Wildlife Service
- North Carolina Department of Coastal Management
- North Carolina Division of Wildlife Resources
- North Carolina Division of Parks and Recreation*
- North Carolina Division of Water Resources*
- Greenville Urban Area Metropolitan Planning Organization
- Pitt County Planning Director*
- Pitt County Schools
- City of Greenville Public Works
- City of Greenville Utility Coordinators
- City of Greenville (Mayor, City Council Members, and City Manager)*

Stream and Wetland Impacts: [Part C, Questions 13 and 15] Based on accepted preliminary (25 percent) design slope stake limits for the preferred alternative, buffered by 25 feet, the proposed project would impact 0.2 acre of wetlands, 300 feet of stream, and 0.5 acre of riparian buffer (Zones 1 and 2). Stream impacts are reported to the nearest 10 feet, wetland and buffer impacts to the nearest tenth of an acre. Impacts are associated with culvert extensions for streams SA and SC (Figure 2).

Stream	Impacts (SS + 25 feet)
SA – Meetinghouse Branch	180 feet
SC – Bells Branch	120 feet
Total	300 feet

Wetland	Impacts (SS + 25 feet)
WA – Riparian, Bottomland Hardwood Forest	0.1 acre
WC - Riparian, Bottomland Hardwood Forest	0.1 acre
Total	0.2 acre

Cultural Resources: [Part C, Question 17] NCDOT's Environmental Analysis Section conducted surveys of the project study area, which were concurred on by the North Carolina Department of Natural and Cultural Resources, NC State Historic Preservation Office (SHPO) on December 22, 2017. Two properties were found to be eligible for the National Register of Historic Places (NRHP): Red Banks Primitive Baptist Church (PT0049) and the L.S. Hardee House (PT 3322).

Through coordination with the US Army Corps of Engineers (USACE), the federal permitting agency responsible for Section 106 compliance, it was determined that the L.S. Hardee House is located outside of the federal permit action area; therefore, a Section 106 determination of effects is not required.

NCDOT met with the SHPO on May 29, 2018 to discuss potential effects to Red Banks Primitive Baptist Church. Based on that meeting, the project was determined to have No Adverse Effect on the resource.

PART A: MINIMUM CRITERIA

	YES	NO
1. Will the proposed project involve land disturbing activity of more than ten acres that will result in substantial, permanent changes in the natural cover or topography of those lands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed project require the expenditure of more than ten million dollars in public funds?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Is the proposed project listed as a type and class of activity which would qualify as a Non-Major Action under the Minimum Criteria rules?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If “yes”, under which category?

Category #26 (Implementation of any project which qualifies as a categorical exclusion under the National Environment Policy Act by one of the Agencies of the US Department of Transportation.)

If “yes” is selected for either Question 1 or 2 and “no” is selected for Question 3, then the project does not qualify as a Non-Major Action. A state environmental impact statement (SEIS) or state environmental assessment (SEA) will be required.

PART B: MINIMUM CRITERIA EXCEPTIONS

	YES	NO
4. Does the proposed activity have a significant adverse effect on wetlands; surface waters such as rivers, streams, and estuaries; parklands; prime or unique agricultural lands; or areas of recognized scenic, recreational, archaeological, or historical value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Will the proposed activity endanger the existence of a species on the Department of Interior’s threatened and endangered species list?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Would the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Would the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or groundwater impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Is the proposed activity expected to have a significant adverse effect on long-term recreational benefits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Is the proposed activity expected to have a significant adverse effect on shellfish, finfish, wildlife, or their natural habitats?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact to human health or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Is the proposed activity of such an unusual nature or does the proposed activity have such widespread implications, that an uncommon concern for its environmental effects has been expressed to the NCDOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Note: If any of Questions 4 through 11 in part B are answered “YES”, the proposed project does not qualify as a Non-Major Action. A SEIS or SEA will be required.

PART C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS

	YES	NO
<u>Ecological Impacts</u>		
12. Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Does the action require the placement of fill in waters of the United States?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. Does the project require the placement of a significant amount of fill in high quality or relatively rare wetland ecosystems, such as mountain bogs or pine savannahs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. Does the project require stream relocation or channel changes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the proposed action located in an Area of Environmental Concern, as defined in the Coastal Area Management Act?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Cultural Resources</u>		
17. Will the project have an “effect” on a property or site listed on the National Register of Historic Places?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. Will the proposed action require acquisition of additional right of way from publicly owned parkland or recreational areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Prepared By:

7/19/18
Date

Ken Gilland
Ken Gilland
Transportation Planning Manager
HNTB

Approved By:

7/26/18
Date

Rachelle L Beauregard
Rachelle Beauregard
Project Manager,
Division of Highways - Division 2
North Carolina Department of Transportation

7/26/18
Date

Jay Johnson
Jay Johnson
Division Environmental Program Supervisor
Division of Highways - Division 2
North Carolina Department of Transportation

PROJECT COMMITMENTS

Pitt County
Widen SR 1704 (14th Street) from Red Banks Road to SR 1708 (Fire Tower Road)
WBS 44679.1.1
S.T.I.P U-5917

Division 2, Project Development Unit Project Manager

Tar-Pamlico Buffer Rules

The Tar-Pamlico River Buffer Rules apply to this project.

Sidewalks

Construction of sidewalks along both sides of the entire length of project are pending a municipal agreement for cost sharing and maintenance between NCDOT and City of Greenville.

Division 2, Resident Engineer

Northern Long-Eared Bat

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program in Divisions 1-8 is “**May Affect, Likely to Adversely Affect.**” The PBO will provide incidental take coverage for NLEB 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 Pitt County, where the project is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

After project completion, the contract administrator for construction must submit the actual amount of tree clearing reported in tenths of acres.

This information should be submitted at:

<https://connect.ncdot.gov/site/construction/biosurveys/Lists/Northern%20Long%20Eared%20Bat/AllItems.aspx>.

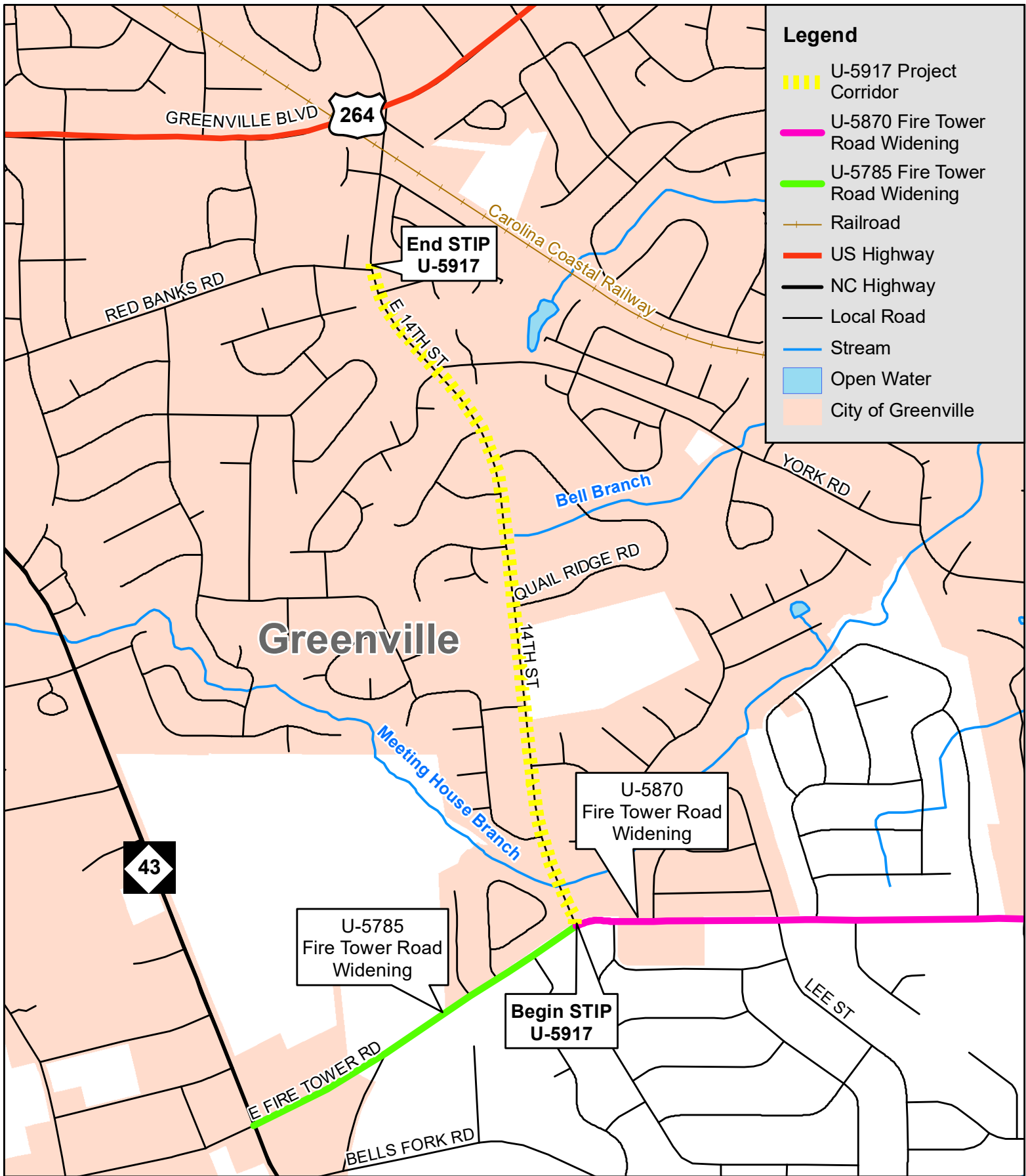
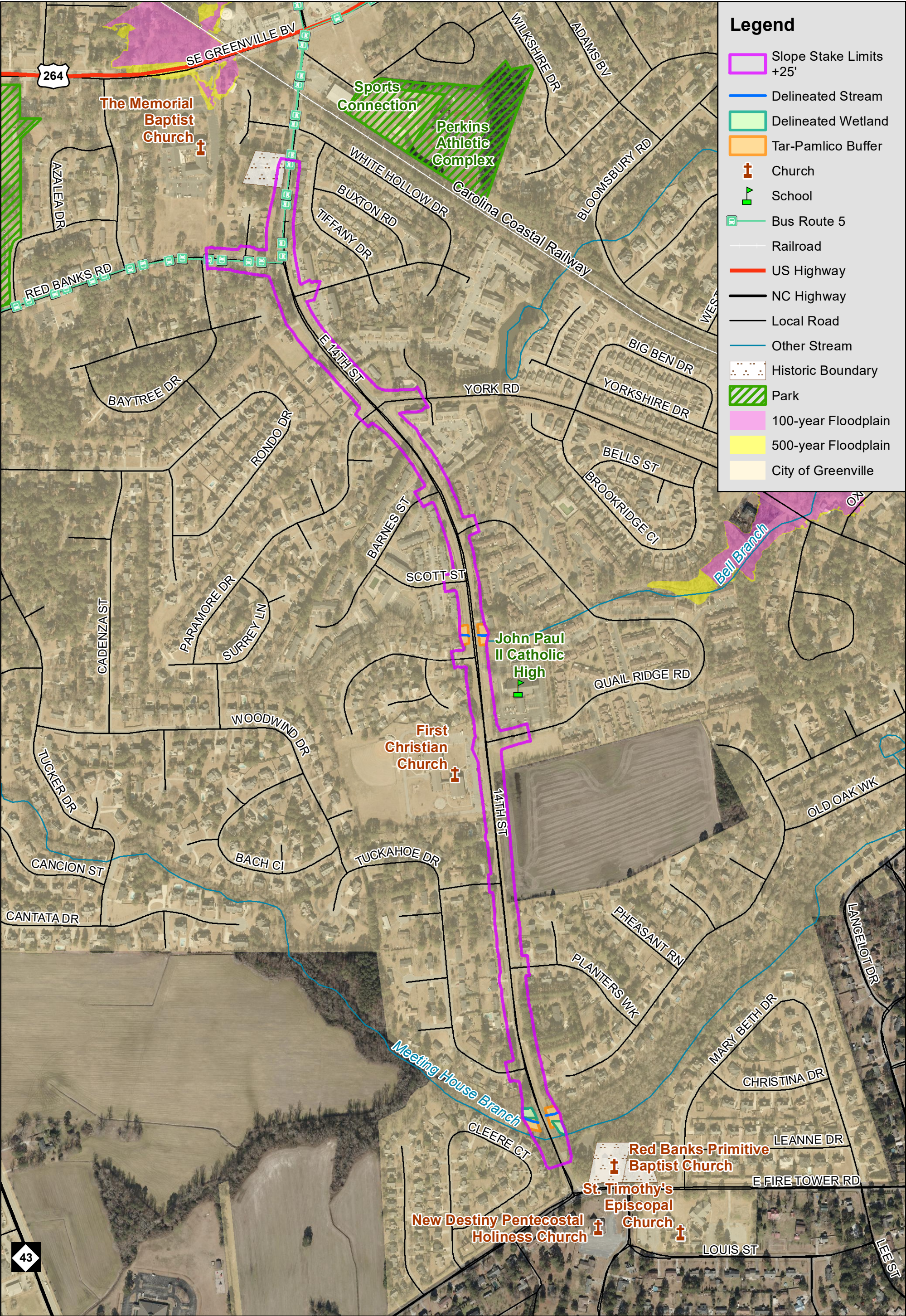


Figure 1
Project Vicinity

STIP Project No. U-5917
Greenville, Pitt County

Sources: NC OneMap, Pitt County GIS, HNTB North Carolina, P.C. 2018.



17-06-0019



HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	U-5917	County:	Pitt
WBS No.:	44679.1.1	Document Type:	MCC
Fed. Aid No:		Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
<u>Project Description:</u> Widen to multi-lane SR 1704 (Fourteenth St) from Red Banks Rd to SR 1708 (Firetower Rd)			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

On June 29, 2016 a review of NC HPOWEB GIS online map revealed that this project is within the vicinity of National Register listed Red Banks Primitive Baptist Church (PT0049). An effect meeting was scheduled to determine the project's impacts to the historic district.

ASSESSMENT OF EFFECTS

Property Name:	Red Banks Primitive Baptist Church	Status:	NR
Survey Site No.:	PT0049	PIN:	multiple
Effects <input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<u>Effects Determination</u> <div style="font-family: cursive; font-size: 1.2em; padding: 10px;"> No impacting the access, the historic character or any of the gravesites. </div>			
<u>List of Environmental Commitments:</u> <div style="height: 80px;"></div>			

☒ Map(s) ☐ Previous Survey Info. ☒ Photos ☐ Correspondence ☐ Design Plans

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

Rene Medhill-Ealey 5.29.18
State Historic Preservation Office Representative Date

Representative, Federal Agency	Date
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