

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
I.D. No. U-2525 B

I. GENERAL INFORMATION

- | | | |
|----|---------------------|--|
| a. | Consultation Phase: | Right of Way |
| b. | Project Description | Greensboro Eastern Loop from North of US 70
Relocation to US 29 North of Greensboro |
| c. | WBS Element Number | 34821.1.1 |
| d. | Document Type: | State Final Environmental Impact Statement, August 12, 1994
State Record of Decision, March 7, 1995 |

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

DESIGN CHANGES

The following minor design change was made since the completion of the U-2525 B March 2009 Right of Way Consultation:

The Directional (Freeway to Freeway) type of interchange at US 29 was redesigned to eliminate impacts to at least 17 homes in or near Quail Oaks subdivision located off of SR 2568 (Assembly Road) adjacent to the US 29 interchange. This revised interchange will displace one additional business, and generate additional impacts to 655 feet of streams and 0.82 acre of wetlands. Noise analyses which included Traffic Noise Modeling were performed, and the results showed that there are no anticipated noise impacts in accordance with NCDOT's Traffic Noise Abatement Policy; therefore, noise abatement is not required for the subdivision. In 2010, NCDOT will hold public hearings and file corridor protection maps for U-2525 B and C.

PROTECTED SPECIES

At the time the FEIS was published, the USFWS listed no federally threatened or endangered species in Guilford County. As of January 31, 2008, the U.S. Fish and Wildlife Service (USFWS) listed the small whorled pogonia (*Isotria medeoloides*) as the only federally protected species for Guilford County. Surveys for small whorled pogonia will be required for U-2525 B due to the presence of potential, but limited, habitat. These surveys will be conducted within two to three years of the project Let date.

IV. LIST OF ENVIRONMENTAL COMMITMENTS

See attached green sheets for Project Commitments.

V. COORDINATION

Current project proposals have been discussed with others as follows:

Roadway Design Unit: Danny Gardner, P.E. May 18, 2010
Date

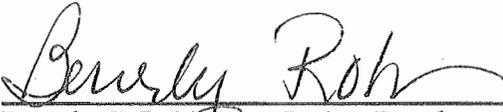
Permits Section: Greg Price May 18, 2010
Date

VI. NCDOT CONCURRENCE



Lisa M. Feller, P.E. - Project Development Engineer
Project Development and Environmental Analysis Branch

6/14/10
Date



Beverly G. Robinson - Project Development Group Supervisor
Project Development and Environmental Analysis Branch

6/14/10
Date

PROJECT COMMITMENTS

Greensboro Eastern Loop from North of US 70 Relocation
to US 29 North of Greensboro
Guilford County
WBS Element 34821.1.1
TIP Project U-2525 B

Current status, changes, or additions to the project commitments as shown in the environmental document for the project are printed in Bold Italics.

Project Development & Environmental Analysis Branch and Roadway Design Unit

Noise abatement measures will continue to be considered throughout the design phase of the project.

NOTE: Based on the noise wall survey results, the noise wall at the SR 2827 (Four Mile Loop Road) – Relocated US 70(Burlington Road) interchange will not be built. Also, based on the noise analyses performed for the SR 2568 (Assembly Road) area at the US 29 interchange, the results showed that there are no anticipated noise impacts in accordance with NCDOT's Traffic Noise Abatement Policy. Noise abatement is not required for Quail Oaks subdivision.

NOTE: The US 29 interchange redesign developed in 2009 to avoid numerous impacts to Quail Oaks Subdivision was reviewed, and noise abatement is not required for Quail Oaks subdivision.

Sidewalks will be incorporated into the project. Further coordination is needed with the City of Greensboro regarding the specific sidewalk locations. A municipal agreement will be executed for Greensboro's participation.

NOTE: According to NCDOT's Pedestrian Policy guidelines, any pedestrian facilities that the City of Greensboro wishes to incorporate into the project plans must be sent in writing to NCDOT by the Project Final Field Inspection (FFI) date.

Hydraulics Unit

The final designs will be coordinated with appropriate state and local officials and the Federal Emergency Management Agency (FEMA) to assure compliance with FEMA, state, and local floodway and floodplain regulations.

NOTE: Standard Commitment.

The design of any necessary drainage structures at greenways will be coordinated with the Guilford County Parks and Recreation Department.

NOTE: There are no greenways located within the U-2525 B project limits.

Bridges will be considered during the design phase at major waterway and floodplain crossings.

NOTE: Bridges span North Buffalo Creek, and the bridge at SR 2825 (Camp Burton Road) was lengthened to span an unnamed tributary of North Buffalo Creek and wetlands.

Location and Surveys Unit

Geodetic survey control monuments will be located during design, and the U.S. Coast and Geodetic Survey and North Carolina Geodetic Survey will be notified of their location.

NOTE: Standard Commitment.

Roadside Environmental Unit, Hydraulics Unit and Division 7

NCDOT's "Best Management Practices for Protection of Surface Waters" will be implemented, where applicable, including hazardous spill catch basins in water supply watershed critical areas where the roadway crosses a water supply.

NOTE: Standard Commitment.

Geotechnical Unit and Division 7

Any underground storage tanks discovered during construction will be reported to the North Carolina Division of Environmental Management.

NOTE: Standard Commitment.

Project Development and Environmental Analysis Branch

Mitigation for unavoidable wetland loss will be provided through implementation of a wetland mitigation plan developed during the permitting phase of the project.

NOTE: Standard Commitment.

Recommendations to restore stream segments to resemble the destroyed habitat will be considered where practicable. Banks and beds of relocated channels will be stabilized with vegetation or other protective devices as practicable, including consideration of using logs to line banks.

NOTE: NCDOT plans to use on-site stream mitigation, including relocation, restoration, and enhancement to offset unavoidable impacts to existing streams caused by the Greensboro Eastern Loop construction.

Surveys for small whorled pogonia will be required for U-2525 B due to the presence of potential, but limited, habitat. These surveys will be conducted within two to three years of the project Let date.

A combined Screening ICE and ICE Land Use Scenario Assessment will be completed prior to obtaining permits for the project.

NOTE: The ICE and ICE Land Use Scenario Assessment report was completed on October 30, 2009.

NCDOT will mitigate for all of the wetland and stream impacts contained within Quadrant D of the US 29 interchange including areas not directly impacted by construction.

U-2525 B and C will be permitted together using a phased permit. Preliminary plans for U-2525 C will need to be submitted when permit drawings for U-2525 B are submitted.

Project Development and Environmental Analysis Branch and Division 7

Historic Architecture Stipulations:

1. ***Recordation:***
Prior to the initiation of construction, NCDOT will record the existing condition of the Schoolfield-Hatcher Farm and its surroundings in accordance with the attached Historic Structures and Landscape Recordation Plan (Appendix A).
2. ***Landscape Plan:***
In consultation with SHPO and the property owner, NCDOT will develop a landscape plan for the Schoolfield-Hatcher property. Installation of plantings will be limited to the non-wooded areas of the parcel north and east of the roadway. As the installed plantings mature, they are intended to form a natural buffer between the roadway and the farm's primary structures. NCDOT will replace in kind any landscape elements which die within two years of installation.
3. ***Shifted Roadway Alignment:***
The original middle alternative alignment (ALT-1) will be shifted away from the farm's primary structures as described in the shifted alternative (ALT-2) (Appendix A).

NOTE: The alignment was shifted as described in the shifted alternative (ALT-2) to reduce impacts to the Schoolfield-Hatcher Farm.

4. ***Access:***
The new transportation facility with control-of-access fencing will divide the farm into two discontinuous parcels. Access to the first parcel, containing the house and primary farm structures, will be retained via the current driveway. NCDOT will provide a cul-de-sac to allow access to the second parcel.

NOTE: The driveway and cul-de-sac are included in the U-2525 B final design plans.

Archaeological Commitments:

1. *Archaeological Monitoring*
*The NCDOT will monitor initial ground-disturbing activities within the property limits of Sites 31GF452** (Schoolfield-Hatcher Farm, U-2525B) and 31GF466 (Site in SE Quadrant of the proposed SR 2352 (North Elm Street) interchange, U-2525 C) in accordance with the attached Archaeological Monitoring Plan (see Appendix B).*

2. *Archaeological Data Recovery*
Sites 31GF456 (Site near Summit Avenue, U-2525 C) and 31GF466 (Site in SE Quadrant of the proposed SR 2352 (North Elm Street) interchange, U-2525 C) are recommended as eligible for the National Register of Historic Places (NRHP). Both archaeological sites will be avoided by the Undertaking as currently designed; however, if design plans change prior to construction thereby causing an adverse impact to either of these sites, the NCDOT, in consultation with the SHPO and USACE will develop archaeological Data Recovery Plans (DRPs) in order to mitigate the adverse impact(s) to these sites. Given their proximity to the Undertaking, a visual barrier will be placed along the proposed ROW in order to avoid and prevent any disturbance(s) to these sites.

NOTE: Both sites are located within the U-2525 C project limits and will be reviewed during future consultations for U-2525 C.

3. *Cemetery Removal and Relocation*
*The May/Hudson Cemetery (Site 31GF445** in the NE quadrant of the proposed interchange at SR 2770 (Huffine Mill Road), U-2525 B) cannot be avoided and will be relocated in accordance with the provisions of NCGS Chapter 65.*

4. *Access-Denied Areas*
Of the five (5) areas not surveyed during the study due to denial of access, only the Louise Coble parcel (15.64 acres within the proposed SR 2770 (Huffine Mill Road) interchange, U-2525 B) is to be affected by the Undertaking and will require additional investigations once access has been granted or ROW has been acquired and prior to any construction activities.

Project Development and Environmental Analysis Branch, Roadside Environmental Unit and Division 7

NCDOT will adhere to Design Standards for Sensitive Watersheds in the areas of the 5 unnamed tributaries (UTs) of South Buffalo Creek that drain into a section of the creek designated as Section 303(d) waters due to turbidity.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

May 11, 2010

Memorandum To: Beverly Robinson, Project Development

From: Greg Price, Environmental Program Consultant 
Project Management Group

Subject: Survey for small-whorled pogonia for TIP U2525B, Guilford
County

The Natural Environment Unit (NEU) will perform surveys for small-whorled pogonia for U-2525B and other large-scale Guilford County projects within 2 to 3 years of LET, due to the very intensive fieldwork involved and the unlikelihood of finding this species in Guilford County. Gary Jordan of USFWS stated that once a survey for small-whorled pogonia is completed, it would be valid for 5 years for Guilford County. Due to these projects being continuously pushed back, NEU wants to limit the number of surveys to be performed. Once the 5 to 10 year LET schedule is available, hopefully a better prediction of the survey schedule will be achieved. If you have any questions, please contact me at 919-431-1587.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
NATURAL ENVIRONMENT UNIT
1598 MAIL SERVICE CENTER
RALEIGH NC, 27699-1598

TELEPHONE: 919-431-2000
FAX: 919-431-2001
WEBSITE: www.ncdot.org

LOCATION:
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS BRANCH -
ENVIRONMENTAL RESOURCE CENTER
4701-116 ATLANTIC AVENUE
RALEIGH NC, 27604