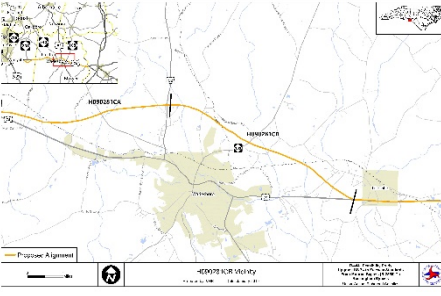


PROJECT SCOPING REPORT - SUMMARY

SPOT ID: H090281CB/R-5878	FACILITY: WADESBORO BYPASS - NEW ROUTE (US 74 BYPASS)	DIVISION: 10	FIRM: VHB
	EXISTING FACILITY CHARACTERISTICS:	PROPOSED FACILITY CHARACTERISTICS:	
	Existing No. of Lanes: Proposed New Location Existing Median: Proposed New Location Existing control of access: Proposed New Location <input type="checkbox"/> No Control <input type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input type="checkbox"/> Full Control ADT: 16,000-28,000 vpd (2017) Structures: Proposed New Location <input type="checkbox"/> Culvert(s) None <input type="checkbox"/> Bridge(s) None	Proposed No. of Lanes: 4 Addition of Median(s): Yes Proposed control of access: <input type="checkbox"/> No Control <input type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input checked="" type="checkbox"/> Full Control ADT: TBD; forecast not completed Structures: <input checked="" type="checkbox"/> Culvert(s) 910551, 910650 <input checked="" type="checkbox"/> Bridge(s) 910167, 910663, 910163, 910071	
PROJECT DESCRIPTION: <i>(Include project scope and location, including Municipality and County. Refer to the attached project location map and photos.)</i> <p>H090281CB/R-5878 is in Anson County, which is part of Division 10. The specific location of this project runs from east of US 52, starting at the end of H090281CA and continues southeast, parallel to existing US 74 and ties into existing US 74 before Camden Street in Lilesville, approximately 6 miles. This segment, the Wadesboro Bypass, will be constructed on new location as a 4-lane divided, full controlled facility. The purpose of this project is to provide mobility and regional connectivity in Anson County, while providing connectivity between Charlotte and Wilmington since US 74 is part of the Strategic Highway Corridor.</p> <p><i>Prelim Hydro/Structure Review:</i> Grindstone Brach – currently has culvert upstream under existing US 52 (triple 7x9 RCBC under existing 2-lane) Derita Creek – currently has culvert downstream under existing US 74 (double 9x9 RCBC under existing 5-lane)</p>			
PRELIMINARY PURPOSE AND NEED: <i>Is there preliminary information on the purpose and need for the project included in a CTP, LRTP, or other study? If yes, summarize.</i> The purpose of the proposed project is to provide a bypass to Wadesboro, which will improve the regional mobility and connectivity, while relieving congestion along the current US 74 corridor. The project is needed to relieve congestion on the existing US 74 facility.			
COST ESTIMATES:			
Right-of-Way	TBD		
Utilities	TBD		

Construction	TBD
<i>Total Estimate</i>	<i>TBD</i>

FINDINGS AND RECOMMENDATIONS:

Note recommended document type and summarize findings from Screening Checklist.

Project is expected to include federal funding (NHP, National Highway Performance Program); Federal EA and FONSI documents expected, in combination with R-5878B (single document).

The Wadesboro Bypass is recommended to be constructed as a freeway on new location. Projected growth and increase in traffic will result in a failing LOS for the current US 74 corridor if this freeway is not constructed. By constructing this new freeway, reserve capacity will increase on the current US 74 corridor, which would allow the current US 74 facility to maintain at least LOS D.

A Federal EA and FONSI document is recommended for this project on the basis of required ROW acquisition due to new location and jurisdictional features within the proposed project path.

ATTACHMENTS:

Project Scoping Report - Screening Checklist

Conceptual Design(s)

Cost Estimates (Construction and Right of Way)

(OTHERS AS NEEDED)

PROJECT SCOPING REPORT

SCREENING CHECKLIST

SPOT ID: H090281CB/R-5878	FACILITY: WADESBORO BYPASS - NEW ROUTE (US 74 BYPASS)	DIVISION: 10	FIRM: VHB
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INSTRUCTIONS: The following questions are based on the CE Checklists for TYPE I and II projects. Answer each question in the space provided based on available data. Include qualitative discussion as appropriate.

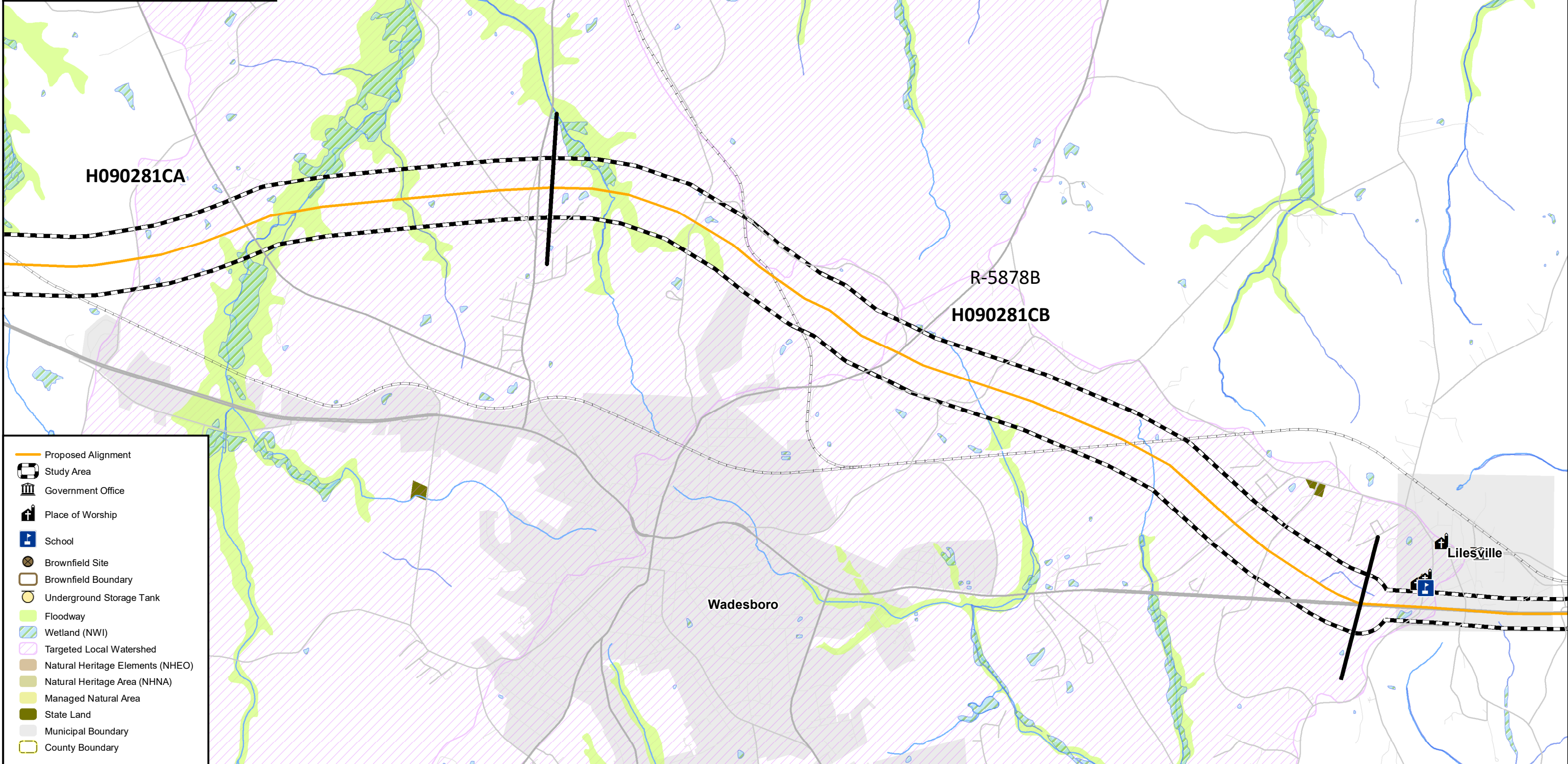
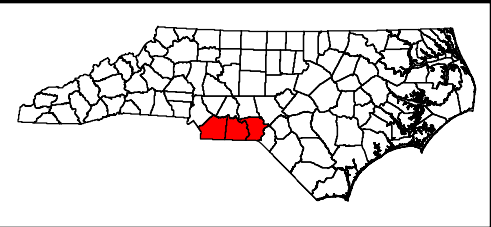
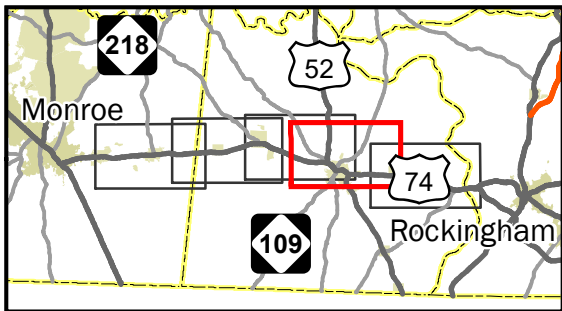
1	<p>Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?</p> <p><i>A Natural Resources Technical Report (NRTR) must be prepared during project development before this question can be fully answered. Review the current USFWS Endangered and Threatened Species and Species of Concern by County for North Carolina and note species or designated critical habitat listed in the county(s).</i></p> <p>TBD, AN NRTR WILL BE COMPLETED DURING THE PROJECT DEVELOPMENT PHASE.</p>
2	<p>Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?</p> <p><i>A NRTR must be prepared during project development before this question can be fully answered. Review the current USFWS Endangered and Threatened Species and Species of Concern by County for North Carolina and note if BGPA species are listed in the county(s).</i></p> <p>TBD - AN NRTR WILL BE COMPLETED DURING THE PROJECT DEVELOPMENT PHASE.</p>
3	<p>Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?</p> <p><i>Review the appropriate CTP for documentation of public involvement in the CTP development and any comments related to the project.</i></p> <p>NONE EXPECTED</p>
4	<p>Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?</p> <p><i>This question will require additional evaluation during project development. Using the NCDOT Demographic Tool, note the total population, as well as minority and low-income populations for the county and each Census Block Group in which the project is located. Also note any observations based on review of aerial photography.</i></p> <p>POSSIBLY – ONE BLOCK GROUP, WHICH IS BOTH LOW INCOME AND MINORITY, IS DIRECTLY AFFECTED BY THE PROJECT WITH THE PROPOSED ALIGNMENT PASSING THROUGH THE BOTTOM OF THE BLOCK GROUP. ONE OTHER BLOCK GROUP IS BOTH LOW INCOME AND MINORITY, WHILE TWO OTHERS ARE LOW INCOME ONLY, BOTH OF THESE BLOCK GROUPS ARE ADJACENT TO THE PROJECT AND SHOULD NOT BE DIRECTLY AFFECTED. FURTHER INVESTIGATION INTO DISPROPORTIONATELY HIGH AND ADVERSE IMPACTS SHOULD BE UNDERTAKEN DURING THE PROJECT DEVELOPMENT PHASE.</p>
5	<p>Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?</p> <p><i>Provide a count of potential residential and commercial displacements.</i></p> <p>RIGHT-OF-WAY ACQUISITION WILL BE REQUIRED FOR THIS PROJECT, MINIMIZATION EFFORTS SHOULD BE COMPLETED DURING THE PROJECT DEVELOPMENT PHASE. THE PROJECT WILL INVOLVE ROUGHLY 10 RESIDENTIAL DISPLACEMENTS AND 1 COMMERCIAL DISPLACEMENT. THERE WILL BE A LARGE AMOUNT OF FARMLAND/PROPERTY TAKEN AS WELL. FURTHER INVESTIGATION INTO AN EXACT NUMBER OF RESIDENTIAL/COMMERCIAL LAND WILL BE COMPLETED DURING THE PROJECT DEVELOPMENT PHASE.</p>
6	<p>Does the project require an Individual Section 4(f) approval?</p> <p><i>This question will require additional evaluation during project development. At this time, note the presence of properties that may be subject to Section 4(f), including historic resources, parks, and wildlife/waterfowl refuges. Note those within the proposed right of way, as well as within 1,000' of the project.</i></p>

	UNLIKELY
7	<p>Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?</p> <p><i>This question will require additional evaluation during project development. Review NC State Historic Preservation Office GIS data and note the presence of historic properties within the proposed right of way, as well as within 1,000' of the project. Note: this site does not include archaeological resources.</i></p> <p>NO</p>
8	<p>Does the project result in a finding of “may affect not likely to adversely affect” for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?</p> <p><i>A NRTR must be prepared during project development before this question can be fully answered. Refer to Question #1 above.</i></p> <p>TBD – BASED ON THE USFWS THREATENED AND ENDANGERED SPECIES (T/E) LIST, THERE ARE 3 ENDANGERED SPECIES WITHIN THE PROJECT STUDY AREA. 3 AT RISK SPECIES ARE ALSO LISTED FOR ANSON COUNTY. AN NRTR WILL BE COMPLETED DURING THE PROJECT DEVELOPMENT PHASE TO DETERMINE EFFECTS.</p>
9	<p>Is the project located in anadromous fish spawning waters?</p> <p><i>Review the anadromous fish spawning areas maps to determine if the project is within 1,000' of these areas.</i></p> <p>NO</p>
10	<p>Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?</p> <p><i>Determine the NCDEQ Surface Water Classification of any waters within 1,000' of the project, and note if any have a “WS” (Water Supply) classification or supplemental classification of ORW or HQW. Check the current 303(d) list for 303(d) listed waters within 1,000 feet of the project. Review the Division Resource Map to determine if the project is within a watershed subject to buffer rules.</i></p> <p>NO; TO BE CONFIRMED AS PART OF NRTR EFFORT.</p>
11	<p>Does the project impact waters of the United States in any of the designated mountain trout streams?</p> <p><i>Trout counties are identified on the PDEA Agency Merger Contact Map, and trout waters are identified by “Tr” classification in their NCDEQ Surface Water Classification (see Question #10 above). Determine if project is within 1000' of a trout stream.</i></p> <p>NO</p>
12	<p>Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?</p> <p><i>This question will require additional evaluation during project development. Using express conceptual design right of way limits and National Wetland Inventory (NWI) mapping, calculate potential impacts to waters of the U.S. Note impacts to wetlands to the nearest 0.1 acre and to streams to the nearest 10 feet.</i></p> <p>LIKELY - WETLAND DELINEATION AND JURSDICTIONAL FEATURES TO BE FURTHER EVALUATED DURING THE PROJECT DEVELOPMENT PHASE.</p>
13	<p>Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?</p> <p><i>Review the Division Resource Map to determine if the project is within 1,000' of a FERC licensed facility.</i></p> <p>NO</p>
14	<p>Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?</p> <p><i>This question will require additional evaluation during project development. Refer to Question #7 above.</i></p> <p>UNLIKELY – ADDITIONAL EVALUATION WILL BE COMPLETED DURING THE PROJECT DEVELOPMENT PHASE.</p>
15	<p>Does the project involve hazardous materials and/or landfills?</p> <p><i>Note any potential hazardous properties based on review of aerial photography or from NC OneMap data.</i></p> <p>NO</p>

16	<p>Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?</p> <p><i>Review NC Floodmaps data to determine whether the project may encroach on any base (100-year) floodplain and/or regulatory floodway.</i></p>
	<p>THIS PROJECT TAKES PLACE ON NEW LOCATION, WHICH WILL RUN THROUGH AN EXISTING FLOODWAY. ADVERSE EFFECT TBD.</p>
17	<p>Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?</p> <p><i>A NRTR must be prepared during project development before this question can be fully answered. Review the Division Resource Map to determine if the project is within a CAMA county.</i></p>
	<p>NO</p>
18	<p>Does the project require a U.S. Coast Guard (USCG) permit?</p> <p><i>Review NCDOT's USCG Stream Coordination Map to determine if the project impacts a navigable waterway that may require coordination and permitting with the USCG.</i></p>
	<p>NO</p>
19	<p>Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?</p> <p><i>Review the Division Resource Map to determine if the project is within 1,000' of a Wild and Scenic River.</i></p>
	<p>NO</p>
20	<p>Does the project involve Coastal Barrier Resources Act (CBRA) resources?</p> <p><i>Review the Division Resource Map to determine if the project is within a CBRA area.</i></p>
	<p>NO</p>
21	<p>Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?</p> <p><i>Review the Division Resource Map to determine if the project is within federal lands.</i></p>
	<p>NO</p>
22	<p>Does the project involve any changes in access control?</p> <p><i>Note if the project is proposing a change in control of access.</i></p>
	<p>YES - THE PROJECT WILL BE CONSTRUCTION ON NEW LOCATION AND WILL BE A 4-LANE, MEDIAN DIVIDED FACILITY WILL FULLY CONTROLLED ACCESS.</p>
23	<p>Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?</p> <p><i>This question will require additional evaluation during project development. At this time, note changes in traffic patterns and any reduction in access to community resources.</i></p>
	<p>POSSIBLY – ONE BLOCK GROUP, WHICH IS BOTH MINORITY AND LOW INCOME, IS DIRECTLY AFFECTED BY THE PROJECT. FURTHER INVESTIGATION ON COMMUNITY COHESIVENESS SHOULD BE COMPLETED DURING THE PROJECT DEVELOPMENT PHASE IN ORDER TO DETERMINE IF ANY DISPROPORTIONATELY ADVERSE IMPACTS WILL TAKE PLACE.</p>
24	<p>Will maintenance of traffic cause substantial disruption?</p> <p><i>Note if an offsite detour is recommended.</i></p>
	<p>NONE EXPECTED – PROJECT IS PROPOSED NEW LOCATION, DETOURS WOULD BE REQUIRED WHERE PROJECT TIES INTO EXISTING ROADWAY AND CORSES MAJOR SIDE STREETS.</p>
25	<p>Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?</p> <p><i>This question will be evaluated during project development.</i></p>
	<p>NO</p>

26	<p>Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?</p> <p><i>A list of resources using funds provide through Section 6(f) of the Land and Water Conservation Fund (LWCF) is available at http://waso-lwcf.ncrc.nps.gov/public/index.cfm. Review the Division Resource Map to determine if the project crosses a TVA area. If parcel data is available, use best available information to determine if any of these situations exist.</i></p> <p>NO</p>
27	<p>Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?</p> <p><i>This question will require additional evaluation during project development. Refer to Question #16 above, and if the project is within a flood zone, review property data for locally-owned property (county or municipality) within the flood zone and note. If parcel data is available, determine if any property in the flood zone is government owned.</i></p> <p>NO; THERE DOES NOT APPEAR TO BE ANY GOVERNMENT OWNED PREOPRTY IN THE FLOODWAY AREAS.</p>
28	<p>Does the project include a de minimis or programmatic Section 4(f)?</p> <p><i>This question will require additional evaluation during project development. Refer to Question #6 above.</i></p> <p>NO</p>
29	<p>Is the project considered a Type I under the NCDOT's Noise Policy?</p> <p><i>Review NCDOT's Traffic Noise Policy (pages 2-3) to determine the level of noise analysis that may be required. Provide responses for each funding scenario noting the level of environmental documentation.</i></p> <p>YES; TNR WOULD BE NEEDED FOR ENVIRONMENTAL REVIEW</p> <p><i>Is the project on an interstate or full control of access US route and does it involve adding additional through lanes? Will the project require a state EA or EIS?</i></p> <p>THE PROJECT IS A FREEWAY WITH FULL CONTROL OF ACCESS. PROJECT WILL BE CONSTRUCTED ON NEW LOCATION. A FEDERAL EA AND FONSI IS RECOMMENDED FOR THIS PROJECT.</p>
30	<p>Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?</p> <p><i>This question will be evaluated during project development.</i></p> <p>YES – PRIME FARMLAND IS LOCATED DIRECTLY WITHIN THE PATH OF THE PROPOSED NEW LOCATION PROJECT. FURTHER IMPACTS AND MINIMIZATION WILL BE EVALUATED DURING THE PROJECT DEVELOPMENT PHASE.</p>
31	<p>Are there other issues that may affect project decisions?</p> <p><i>Note any other issues that should be considered during project development.</i></p> <p>NO</p>

<p><i>INSTRUCTIONS: The following questions are based on the CE Checklist for TYPE III projects. Answer each question in the space provided based on available data. Include qualitative discussion as appropriate.</i></p>	
32	<p>Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?</p> <p><i>This question will be evaluated during project development.</i></p> <p>YES</p>
33	<p>Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?</p> <p><i>Note if existing or projected traffic volumes on the project are greater than 140,000 vpd.</i></p> <p>NO</p>



- Proposed Alignment
- Study Area
- Government Office
- Place of Worship
- School
- Brownfield Site
- Brownfield Boundary
- Underground Storage Tank
- Floodway
- Wetland (NWI)
- Targeted Local Watershed
- Natural Heritage Elements (NHEO)
- Natural Heritage Area (NHNA)
- Managed Natural Area
- State Land
- Municipal Boundary
- County Boundary



Environmental Screening

Prepared by: VHB Date: December 2018

R-4441 Feasibility Study
Upgrade US 74 to Freeway Standards
From Monroe Bypass (R-2559) To
Rockingham Bypass
 Union, Anson, Richmond Counties

