

APPROVED
By Management Review Board

Date 9-29-86

US 264, From SR 1129 to SR 1165, Hyde County
State Project 8.1080201
Federal-Aid Project FR-38-2(4)
R-979, Part I

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CATEGORICAL EXCLUSION

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

AND

N. C. DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

9/29/86
Date



C. D. Adkins
Manager of Planning and Research Branch, NCDOT

9/29/86
Date



Kenneth Bellamy
FOR Division Administrator, FHWA

US 264, From SR 1129 to SR 1165, Hyde County
State Project 8.1080201
Federal-Aid Project FR-38-2(4)
R-979, Part I

Description

This project consists of minor widening, two curve realignments, and resurfacing along a 4.6-mile section of US 264 from SR 1129 to SR 1165 (see Figure 1). This section of road forms Part I of a total three-part project extending between Swan Quarter and Engelhard. Part II has just been completed, and Part III is scheduled to be let to contract in December, 1987.

Existing Conditions

US 264 is a minor arterial in the statewide highway system. The subject portion of highway has a 20-foot pavement with generally 5-foot shoulders. Existing horizontal and vertical alignments are generally good. Except for a 25 MPH (24-degree) curve at SR 1304 and a 50 MPH (8-degree) curve west of SR 1165, the alignments allow a 55 MPH design speed which is acceptable for the function of US 264. Existing right of way width is 60 feet. No bridges are located within the limits of this project.

Current traffic volumes are 1300-1400 vehicles per day. Estimated traffic volumes for year 2005 are 2600-2800 vpd. Truck traffic comprises approximately 1 percent TTST and 4 percent dual tired trucks.

Adjacent land use is predominantly farmland with some woodland. Existing roadside development is primarily light density residential. Canals parallel both sides of US 264 at various locations. An area of note is the McGee property located at SR 1304 (see Figure 2). This site has been proposed for inclusion in the National Register of Historic Places.

A total of 18 accidents occurred along the studied section of road during a 6 1/2-year period of 1978 through 1984. The resulting accident rate was 1.65 accidents per million vehicle miles, which is less than the 1984 statewide average of 2.01 acc/mvm for two-lane US routes. Approximately one-third of the accidents were ran-off-road types and one-third involved rear end and left turn collisions. No unusual traffic accident pattern is noted. Speed limit along this facility is 55 MPH.

Proposed Improvements

The following improvements are proposed to enhance safety of the studied facility:

- (1) Widen and resurface the existing road to provide a 24-foot pavement with minimum 6-foot shoulders.
- (2) Realign curves at SR 1304 and a point just west of SR 1165.
- (3) Add a left turn lane at SR 1129.

- (4) Make other improvements such as removing hazardous obstructions, rebuilding shoulders, regrading ditches, and replacing deteriorating drainage pipes.

From SR 1129 to SR 1304, all widening should be done on the south side of the existing road to avoid encroachment on canals located close to the north side of the road. Beyond SR 1304, widening is proposed to be symmetrical. All widening can be accomplished within the existing right of way. The proposed 4-foot increase in pavement width is justified by the volume of traffic using US 264 and is in accord with design guidelines for 3R projects.

Realignment of substandard curves at SR 1304 and a point near SR 1165 is necessary to provide the desired 55 MPH design speed. Figure 2 shows the recommended 0.4-mile relocation along Alternate A at SR 1304. The existing portion of US 264 east of SR 1304 would be retained to maintain access to SR 1304, and the remaining portion to be relocated would be removed. Consideration was given to a shorter relocation but with a sharper curve along Alternate B. However, Alternate B would damage the McGee homesite extensively and would not satisfy historical concerns. Figure 3 shows a proposed 0.3-mile realignment of the curve near SR 1165. A minimum 60-foot right of way width is anticipated for both realignment sections to contain the new roadways and would not require displacement of any development.

The only location for provision of a left turn lane on US 264 is at SR 1129. The additional lane is desirable to accommodate significant left turns into the secondary road that provides the main access to Swan Quarter from the east.

The use of guardrail along the canals is considered to be an unjustified expense for protecting the canals which for the most part are beyond the clear roadway limit of 15 feet from the proposed edge of pavement established for this project. Additionally, canals are almost an integral part of the road system in this county, and they offer aesthetic views that would be negatively impacted if guardrail is used.

Total estimated cost of the Part I project is \$1,130,000, including \$1,100,000 for roadway construction, and \$30,000 for right of way and utility.

Environmental Evaluation

The nature and magnitude of the proposed project should not produce any significant adverse effect on the environment. The project involves minor widening with no additional right of way required for the most part. Realignment of two hazardous curves would require the taking of approximately 4 acres of rural land without displacement of any residence or business. The improvement would benefit the traveling public by providing a wider and safer facility.

The proposed project should have no significant effect on the natural environment. The improvements will be confined within the existing right of way for the most part, and the realignment of two short

sections of road will only affect cleared land. No habitat, threatened or endangered animal or plant species, or any wetlands will be involved with this project.

The project has been coordinated with the Soil Conservation Service as required by the Farmland Protection Act. Although the Soil Conservation Service has stated that some of the land taken is land covered by the Farmland Protection Policy Act, the SCS was unable to complete any part of Form AD 1006 and unable to complete the evaluation because the land evaluation process has not been completed in Hyde County. Inasmuch as the Soil Conservation Service cannot provide the completed evaluation within 45 days, in accordance with SCS Regulations (7 CRF 658.4(a)), the Farmland Protection Policy Act does not apply to this project.

The proposed relocations would take approximately 3.9 acres of what the SCS calls locally important farmland. The relocation at SR 1304 has a greater impact on farmland by separating the tract into two small triangular shaped fields around the McGee homesite (see Figure 2). To facilitate the movement of farm equipment between the two fields without cutting through a landscaped yard, the right of way for the new road should be no closer than 25-30 feet to the yard.

It is anticipated that some silt will find its way into drainage canals during construction. An erosion control schedule will be devised by the contractor before work is started. The schedule, which the contractor will be required to follow, will show the time relationship between phases of the work which must be coordinated to reduce erosion and shall describe construction practices and temporary control measures which will be used to minimize erosion. In conjunction with the erosion control schedule the contractor will be required to follow those provisions of the plans and specifications which pertain to erosion and siltation. These control measures are outlined in the Department of Transportation's FHPM 6-7-3-1. Temporary erosion control measures such as the use of berms, dikes, dams, silt basins, etc. will be used as needed. The contractor will also be required to comply with any local ordinances governing pollution control.

The proposed widening and curve realignment near SR 1165 will not affect any structures of historical or architectural significance. However, the proposed realignment at SR 1304 will traverse property that is being nominated for inclusion in the National Register of Historic Places. This property, owned by Mrs. McGee, contains a two-story home, an old vacant business, and extensive farmland. The proposed taking of this property has been coordinated with the State Historic Preservation Officer and the Advisory Council on Historic Preservation as required by Section 106 of the National Preservation Act. These agencies have concurred with the finding of no adverse effect on this property (see attached correspondence).

The use of historic property will also require approval under Section 4(f) of the Department of Transportation Act. Required 4(f) documents will be prepared at later dates.

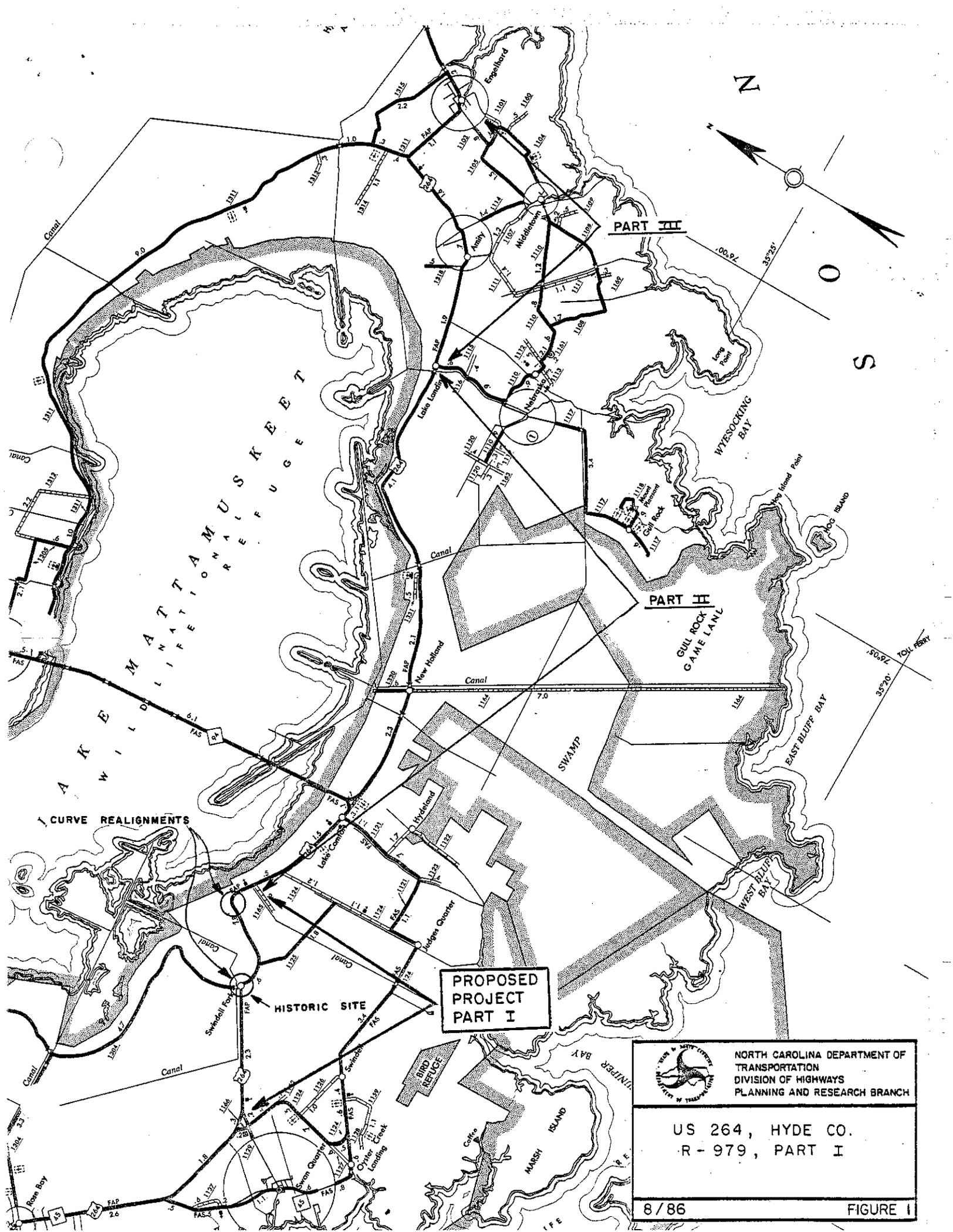
The State Historic Preservation Officer will be asked to review this project relative to possible archaeological impacts and indicate whether an archaeological survey will be required.

The project is located within the Northern Coastal Plain Region. The ambient air quality for Hyde County has been determined to be in compliance with the National Ambient Air Quality Standards. Since this project is located in an area where the State Implementation Plan (SIP) does not contain any transportation control measures, the conformity procedures of 23 CFR 770 do not apply to this project.

The project will not significantly increase traffic volumes. Therefore, its impact on noise levels and air quality will be insignificant. Noise levels could increase during construction but will be temporary. If vegetation is disposed of by burning, all burning shall be done in accordance with applicable local laws and regulations of the North Carolina State Implementation Plan for air quality in compliance with 15 NCAC 2D.0520. This evaluation completes the noise and air quality assessment requirements of FHPM 7-7-3 and no additional reports are required.

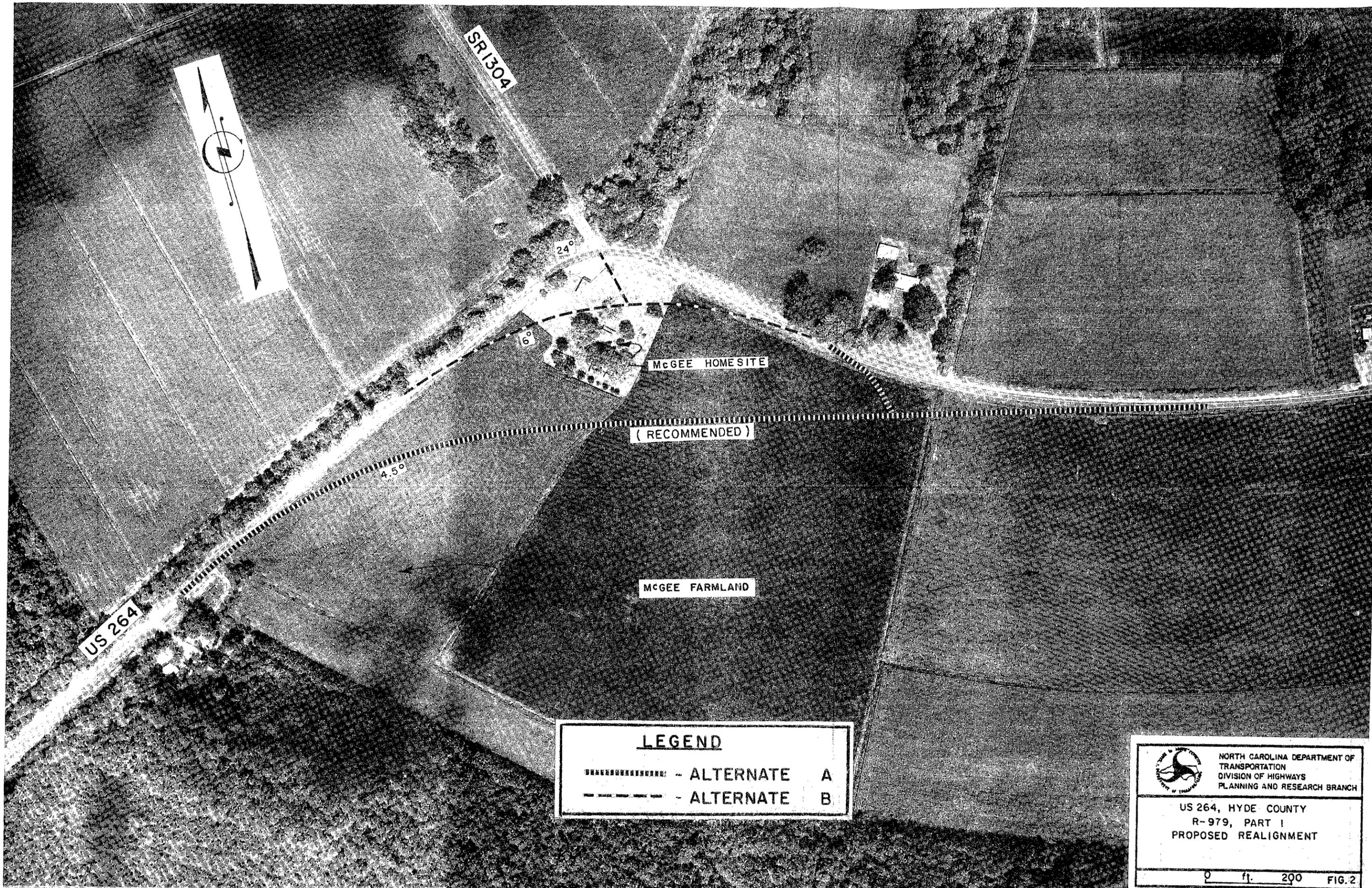
It is anticipated that no permits will be required for the proposed project construction.

RGD/pr



**PROPOSED
PROJECT
PART I**

	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANNING AND RESEARCH BRANCH
	US 264, HYDE CO. R-979, PART I
8/86	FIGURE I



LEGEND

----- - ALTERNATE A

..... - ALTERNATE B

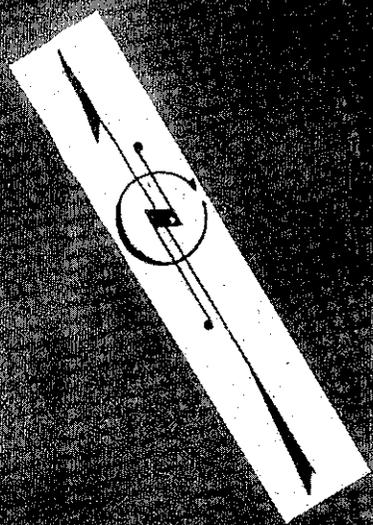
 NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND RESEARCH BRANCH

US 264, HYDE COUNTY
R-979, PART I
PROPOSED REALIGNMENT

0 ft. 200 FIG. 2

80

60



US 264



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND RESEARCH BRANCH

US 264, HYDE COUNTY
R-979, PART I
PROPOSED REALIGNMENT

0 ft. 200 FIG. 3



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION FOUR
Post Office Box 26808
Raleigh, North Carolina 27611

July 11, 1986

In Reply Refer

CONCUR

HA NC

Executive Director
Advisory Council
On Historic Preservation
1100 Pennsylvania Avenue, NW
Suite 809
Washington, DC 20004

JUL 28 1986

ADVISORY COUNCIL
ON HISTORIC PRESERVATION

BY

Dear Sir:

Subject: Section 106 Coordination - No Adverse Effect: US-264 in Hyde County,
SR-1129 to SR-1165 Federal-aid Project FR-38-2(4)

Environmental and planning studies are underway on a section of US-264 in Hyde County from SR-1129 to SR-1165. The proposed improvements consist of widening and resurfacing the existing road to provide a 24-foot pavement basically within existing right-of-way. There are two locations where horizontal curve realignments are proposed to provide a uniform 55 mph design speed.

In accordance with Title 36, part 900.4(a), survey has been conducted to identify or cause to be identified any National Register or eligible property that is located within the area of the undertaking's potential environmental impact that may be affected. In consultation with the State Historic Preservation Officer, it has been determined that the proposed realignment at SR-1304 will traverse property that is being nominated for the National Register of Historic Places. This property, owned by Mrs. McGee, contains a two-story home, and old vacant business, and extensive farmland. The recommended curve realignment will improve the 24 degree (25 mph) curve to a 55 mph design speed. (See attached map)

The estimated cost of the project is \$1,130,000. The Federal share is 75 percent; the State share is 25 percent.

It is our determination that, for recommended Alternative A, a no adverse effect finding is appropriate. The State Historic Preservation Officer has concurred with this finding, as documented in the attached letter dated June 23, 1986.

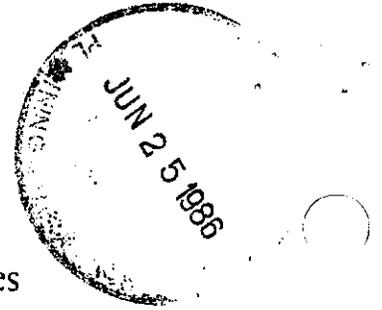
Your concurrence in this joint finding is requested.

Sincerely yours,

Ray C. Shelton

For Kenneth L. Bellamy
Division Administrator

Attachments



North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

June 23, 1986

Kenneth L. Bellamy
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
P. O. Box 26806
Raleigh, N.C. 27611

Re: Section 106 Consultation
State Project US 264, Swan Quarter, R-979,
F.A. FR-38-2(4), Hyde County, ER 86-8138

Dear Mr. Bellamy:

Thank you for your letter of May 28, 1986 concerning the above project.

This office concurs with your agency in its finding of no adverse effect for the above referenced project. We agree that there will be an effect upon the National Register property because Alternate A will cut through land which has always been associated with agricultural activities. However, given the design and location of the new road, we believe that the effect of the project on the property as a whole will not be adverse.

The Federal Highway Administration should request concurrence with this joint finding from the Advisory Council on Historic Preservation pursuant to Section 106 of the National Historic Preservation Act and the regulations of the Advisory Council at 36 CFR 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comments, please contact Ms. Renee Gledhill-Earley, Environmental Review Coordinator, at 919/733-4763.

Sincerely,


David Brook, Deputy State
Historic Preservation Officer

DB:slw

cc: C. D. Adkins