

NC 87 Elizabethtown Bypass  
Bladen County  
Federal Aid Project No. F-120-1(1)  
State Project No. 8.1420501  
TIP Project R-522

ADMINISTRATIVE ACTION

FINAL REEVALUATION OF  
FINDING OF NO SIGNIFICANT IMPACT

U. S. Department of Transportation  
Federal Highway Administration  
and  
N. C. Department of Transportation  
Division of Highways

Submitted Pursuant to 42 U.S.C. 4332(2)(C)

1-26-94 Lud V. Bryant  
Date for H. Franklin Vick, P.E., Manager  
Planning and Environmental Branch

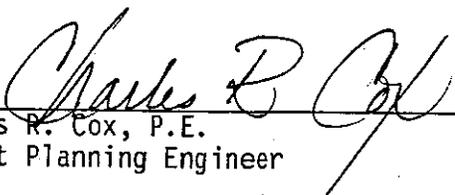
1/26/94 Noyce Shelton  
Date For Nicholas L. Graf, P.E.  
Division Administrator, FHWA

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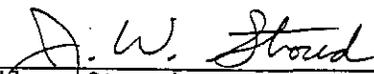
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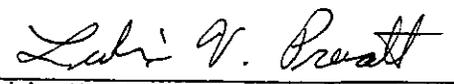
JANUARY, 1994

Documentation Prepared in Planning and Environmental Branch by:

  
1-25-94  
Charles R. Cox, P.E.  
Project Planning Engineer



  
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Project Planning Unit Head

  
1-26-94  
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Planning and Environmental Branch

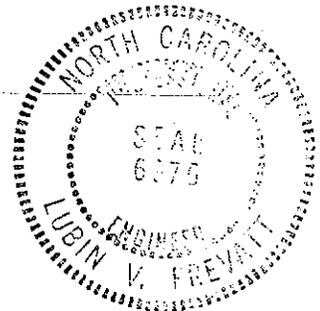


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### I. Type of Action

This is a Federal Highway Administration Action, Final Reevaluation of the Finding of No Significant Impact.

### II. Project Status

The North Carolina Department of Transportation proposes to construct the NC 87 bypass of Elizabethtown, a four-lane divided facility on new location south of Elizabethtown from SR 1336-SR 1155 to SR 1704.

The 1994-2000 NCDOT Transportation Improvement Program (T.I.P.) calls for a four-lane highway on new location. The required right of way for Alternative 7 has been purchased. Construction is scheduled for Fiscal Year 1994. The updated T.I.P. cost estimate is \$13,481,500, including \$2,481,500 for right of way and \$11,000,000 for construction. The actual estimated project cost is identical to the T.I.P. cost estimate.

NCDOT has applied for a Section 404 Individual Permit and a 401 Water Quality Certification for this project. The need for a reevaluation arose during the coordination of these permits.

### III. Environmental Commitments

The anticipated wetland losses as a result of the project will be minimized through the use of "Best Management Practices". In addition, NCDOT will continue to coordinate with the appropriate regulatory and review agencies to ensure that the final mitigation plans will be acceptable for permit application.

### IV. Comments on Draft Reevaluation

A Draft Reevaluation was approved in September, 1993 and circulated to the following federal, state, and local agencies:

- \*U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Environmental Protection Agency
- N.C. Wildlife Resources Commission
- \*N.C. Department of Environment, Health, and Natural Resources -  
Division of Environmental Management
- \*N.C. Department of Cultural Resources

C. N.C. Department of Cultural Resources

Comment: "We have reviewed the information provided to us concerning the boundaries for the National Register-eligible Porter-Allen House and Thomas McDowell House. We concur with the Federal Highway Administration's (FHWA) delineation of the boundaries for these two properties, except we believe the southern boundary for the Porter-Allen House and eastern boundary for the Thomas McDowell House should follow the nearest edge of roadway rather than the right of way line.

We have also reviewed the documentation provided to us to determine the project's effect upon historic properties. We concur the FHWA's determinations of effect upon National Register-eligible properties located within the area of potential effect (APE). We note that no National Register-listed properties are in the APE."

Response: In reference to the boundary delineation for the Porter-Allen House and Thomas McDowell House, it is the opinion of NCDOT and FHWA that the boundaries should be the existing right of way line and not the edge of pavement. Right of way is usually reserved for highway use. Additional coordination may be required to resolve this issue.

Anticipated effects upon the above three properties are listed on page A-4 of this report.

V. Conclusion

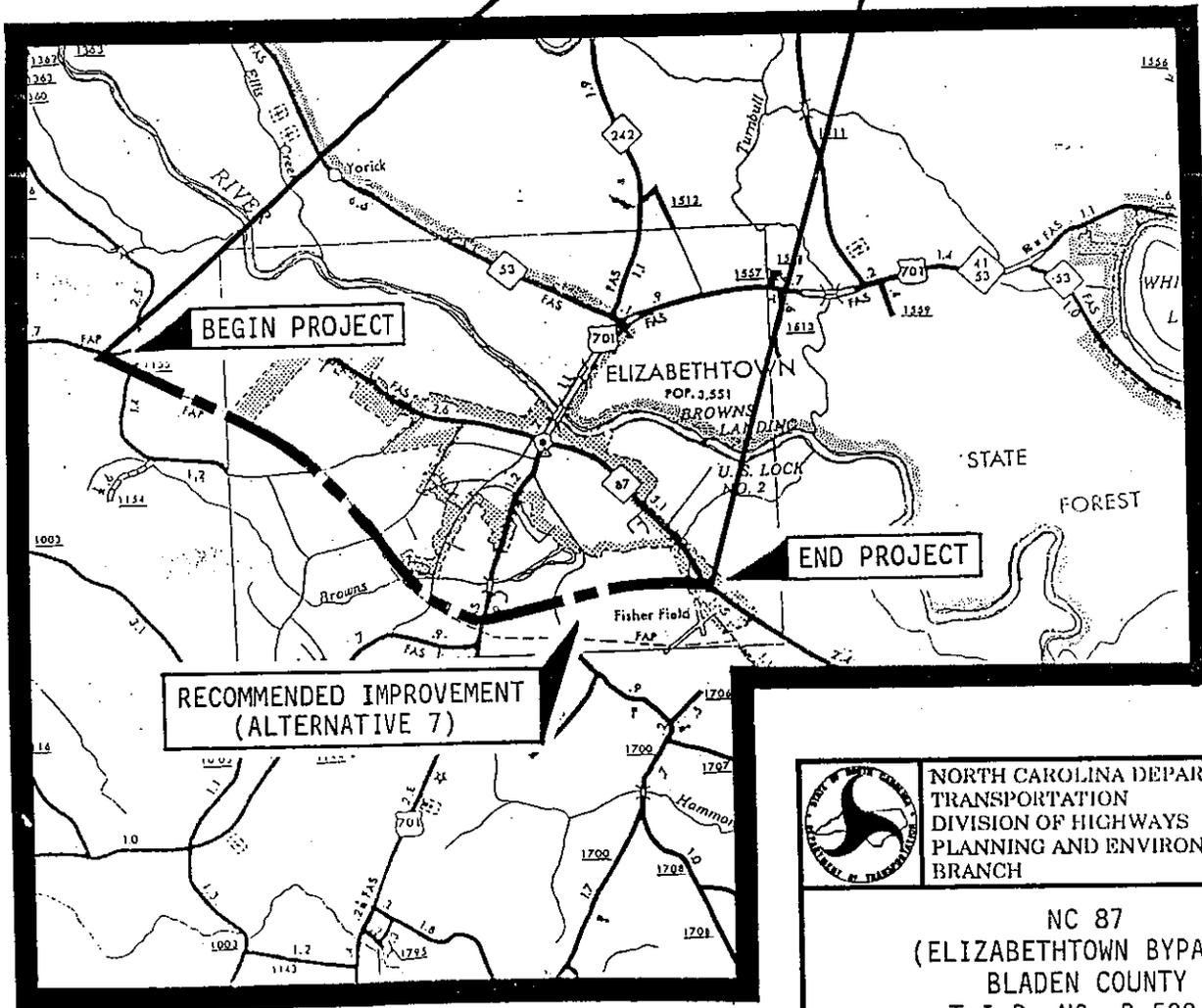
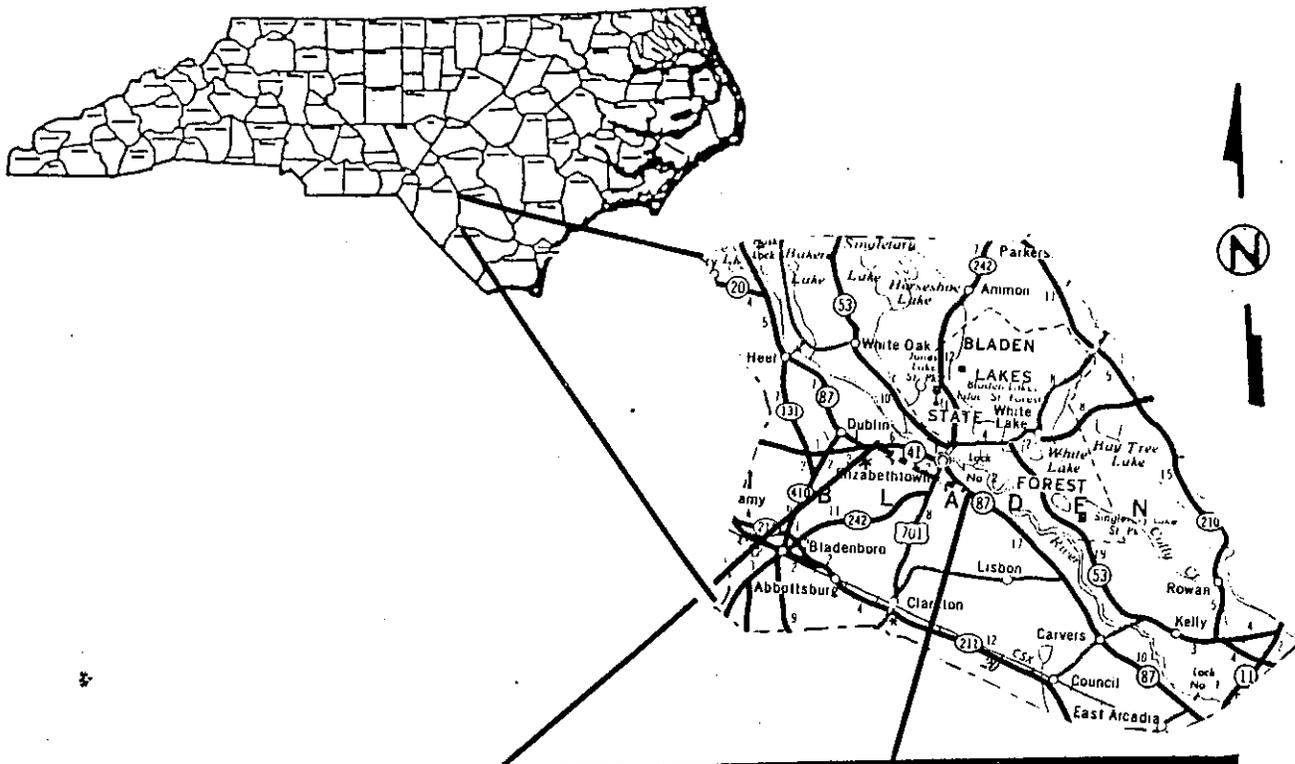
As discussed in the Draft Reevaluation, the proposed alignment for Alternative 7 is essentially the same as the original proposed action discussed in the FONSI.

Based upon review of the EA and FONSI, a field investigation of the recommended alignment, and a review of the comments from the environmental agencies, it is the conclusion of the NCDOT & FHWA that the original recommendation of Alternative 7 is still the preferred alternative, considering traffic service, environmental impacts, and costs. The Draft Reevaluation included a comparison of these factors for each alternative addressed in the FONSI.

It is, therefore, the conclusion that the approved FONSI for the subject project is still valid according to the criteria set forth in 23 CFR Part 771.129.

CRC/plr

NORTH CAROLINA



	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANNING AND ENVIRONMENTAL BRANCH
	NC 87 (ELIZABETHTOWN BYPASS) BLADEN COUNTY T.I.P. NO. R-522
FIG. R-1	

BEVA 4



DEPARTMENT OF THE ARMY  
WILMINGTON DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 1890  
WILMINGTON, NORTH CAROLINA 28402-1890



IN REPLY REFER TO

November 30, 1993

Regulatory Branch

ACTION ID. 1991203184

Mr. Frank Vick, Manager  
Planning and Environmental Branch  
State of North Carolina  
Department of Transportation  
Post Office Box 25201  
Raleigh, North Carolina 27611-5201

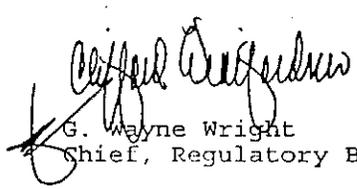
Dear Mr. Vick:

Reference your application for Department of the Army Section 404 permit authorization to place fill material into waters and wetlands of Browns Creek and associated drainages of the Cape Fear River to construct the NC Highway 87 Elizabethtown bypass in Bladen County, North Carolina (State Project No. 8.1420501, TIP No. R-0522 A&B).

We have reviewed the reevaluation of the FONSI for this project and conclude that the preferred Alternative 7 is not the least environmentally damaging, practicable alternative; however, based on economics, it is the most practicable alternative. Upon receipt of a conceptual or final mitigation plan, a conditional permit will be issued for this project.

If you have questions or comments, please call Mr. Scott McLendon at telephone (919) 251-4467.

Sincerely,

  
G. Wayne Wright  
Chief, Regulatory Branch

State of North Carolina  
Department of Environment,  
Health and Natural Resources  
Division of Environmental Management

James B. Hunt, Jr., Governor  
Jonathan B. Howes, Secretary  
A. Preston Howard, Jr., P.E., Director



October 4, 1993

MEMORANDUM

To: Charles Cox  
NC DOT

Through: John Dorney 

From: Eric Galamb 

Subject: Draft Reevaluation for NC 87 Elizabethtown Bypass  
Bladen County  
State Project DOT No. 8.1420501, TIP #R-522

The subject document has been reviewed by this office. The Division of Environmental Management has the following comments:

- 1) the EA and FONSI written for the subject project used a 46 foot median width. Only through the permitting process did DEM learn that the environmental impacts are based on a 60 foot median. DEM requests that DOT produce a table of wetland impacts to the various wetland vegetation types comparing the 46 and 60 foot median widths.
- 2) DOT and DEM should continue to develop an acceptable mitigation plan.

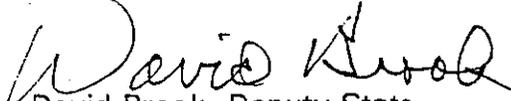
Questions regarding the 401 Certification should be directed to Eric Galamb in DEM's Water Quality Planning Branch.

nc87etow.com

Nicholas L. Grat  
September 27, 1993 Page 2

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

A handwritten signature in cursive script that reads "David Brook". The signature is written in black ink and is positioned above the typed name.

David Brook, Deputy State  
Historic Preservation Officer

DB:slw

cc:  L. J. Ward  
 B. Church

TABLE B-1

**WETLAND COMPARISON**  
**60-FOOT MEDIAN VERSES 46-FOOT MEDIAN**

<u>SITE</u>	<u>WETLAND TYPE</u>	<u>WETLAND IMPACT (Acres)</u> <u>60-FOOT MEDIAN</u> <u>(Proposed)</u>	<u>WETLAND IMPACT (Acres)</u> <u>46-FOOT MEDIAN</u>
<b><u>R-522A (From West Terminal to US 701)</u></b>			
1	Pocosin	1.780	1.667
2	Pocosin	8.000	7.325
3	Pocosin	4.500	4.130
4	Pocosin	1.800	1.639
5	Bottomland Hardwood	1.300	1.252
6	Bottomland Hardwood	0.830	0.791
7	Ravine (BH)	0.200	0.165
8	Bottomland Hardwood	3.200	3.007
9	Ravine (BH)	0.210	0.196
10	Bottomland Hardwood	0.180	0.170
11	Bottomland Hardwood	0.520	0.472
<b><u>R-522B (From US 701 to East Terminal)</u></b>			
1	Ravine (BH)	0.070	0.054
2	Bottomland Hardwood	0.480	0.441
3	Clearcut (BH)	0.790	0.751
4	Clearcut (BH)	0.230	0.224
5	Bottomland Hardwood	0.240	0.237
6	Bottomland Hardwood	1.100	1.071
7	Bottomland Hardwood	0.410	0.391
8	Bottomland Hardwood	0.030	0.022
9	Ravine (BH)	0.220	0.214
10	Bottomland Hardwood	0.190	0.185
11	Bottomland Hardwood	0.170	0.154
12	Bottomland Hardwood	0.760	0.686
13	Bottomland Hardwood	0.370	0.322
<b>SUBTOTAL BOTTOMLAND HARDWOODS:</b>		11.500 ac	10.805 ac
<b>SUBTOTAL POCOSINS:</b>		16.080 ac	14.761 ac
<b><u>TOTAL WETLAND IMPACTS:</u></b>		<b>27.580 ac</b>	<b>25.566 ac</b>
<b><u>DIFFERENCE IN IMPACTS - BOTTOMLAND HARDWOODS:</u></b>			<b>0.695 ac</b>
<b><u>POCOSINS:</u></b>			<b>1.319 ac</b>
<b><u>TOTAL DIFFERENCE:</u></b>			<b>2.014 ac</b>

Note: "(BH)" - Bottomland Hardwoods