

NCDOT MINIMUM CRITERIA DETERMINATION CHECKLIST

The following questions provide direction in determining when the Department is required to prepare [SEPA](#) environmental documents for state-funded construction and maintenance activities. Answer questions for Parts A through C by checking either “Yes” or “No”. Complete Part D of the checklist when NCDOT’s [Minimum Criteria Rule](#) categories #8, 12(i) or #15 are used.

TIP Project No.:R-5824

State Project No.:47096.1.1

Project Location:Moore County

Project Description: State Transportation Improvement Program (STIP) Project Number R-5824 will upgrade NC 690 (Lobelia Road) from east of the US 1 interchange in Vass to the Cumberland County line at Hector Creek. Planned improvements consist of widening the existing NC 690 (one lane in each direction) to 11-foot lanes with two-foot paved shoulders (four-foot total shoulder width), adding turn lanes at several locations (SR 2130, SR 2082, SR 2014, SR 2021, SR 2018, and SR 2204), realigning some side streets, upgrading vertical and horizontal alignments, and increasing cross-slopes to provide the proper design speed in several locations. Milled rumble strips are also planned within the two-foot paved shoulders. The project is being designed to follow the 3R Design Criteria. Right of way and construction are scheduled for Fiscal Year (FY) 2023 and 2025 respectively.

Anticipated Permit or Consultation Requirements: Section 401/404 Permit; RCW Consultation

Special Project Information: The basic purposes of resurfacing, restoration or rehabilitation (3R) projects are to preserve and extend the service life of existing highways and streets and to enhance safety. Because of limited resources, individual rehabilitation projects may have to be limited in scope in an effort to preserve the mobility function of the entire highway system. The scope of 3R projects varies from thin overlays and minor safety upgrading to more complete rehabilitation. 3R projects are those which address pavement needs and/or deficiencies and which substantially follow the existing horizontal and vertical alignment. They differ from reconstruction projects in that reconstruction projects substantially deviate from the existing horizontal and/or vertical alignment and/or add capacity. This project will include some Design Exceptions. See Part E for Environmental Commitments/Project Green Sheet

PART A: MINIMUM CRITERIA***Item 1 to be completed by the Project Manager.***

1. Is the proposed project listed as a type and class of activity allowed under the Minimum Criteria Rule in which environmental documentation is not required?

YES☒**NO**☐

If the answer to number 1 is “no”, then the project does not qualify as a minimum criteria project. A state Environmental Assessment is required.

If yes, under which category? **8**

If either category #8, #12(i) or #15 is used complete Part D of this checklist.

PART B: MINIMUM CRITERIA EXCEPTIONS***Items 2 – 4 to be completed by the Project Manager.***

2. Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality impacts?
3. Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact to human health or the environment?
4. 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 Department?

YES☐**NO**☒☐☒☐☒***Item 5-8 to be completed by Division Environmental Officer.***

5. 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?
6. Will the proposed activity endanger the existence of a species on the Department of Interior's threatened and endangered species list?
7. Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or ground water impacts?
8. Is the proposed activity expected to have a significant adverse effect on long-term recreational benefits or shellfish, finfish, wildlife, or their natural habitats?

☐☒☐☒☐☒☐☒

If any questions 2 through 8 are answered “yes”, the proposed project may not qualify as a Minimum Criteria project. A state Environmental Assessment (EA) may be required. For assistance, contact the Environmental Policy Unit at (919) 707-6253 or EPU@ncdot.gov.

PART C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS***Items 9- 12 to be completed by Division Environmental Officer.***

- | | YES | NO |
|--|-------------------------------------|-------------------------------------|
| 9. Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action? | ☒ | ☐ |
| 10. Does the action require the placement of temporary or permanent fill in waters of the United States? | ☒ | ☐ |
| 11. 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? | ☐ | ☒ |
| 12. Is the proposed action located in an Area of Environmental Concern, as defined in the coastal Area Management Act? | ☐ | ☒ |

Items 13 – 15 to be completed by the Project Manager.

- | | | |
|--|--------------------------|-------------------------------------|
| 13. Does the project require stream relocation or channel changes? | ☐ | ☒ |
|--|--------------------------|-------------------------------------|

Cultural Resources

- | | | |
|---|--------------------------|-------------------------------------|
| 14. Will the project have an “effect” on a property or site listed on the National Register of Historic Places? | ☐ | ☒ |
| 15. Will the proposed action require acquisition of additional right of way from publicly owned parkland or recreational areas? | ☐ | ☒ |

Questions in Part “C” are designed to assist the Project Manager and the Division Environmental Officer in determining whether a permit or consultation with a state or federal resource agency may be required. If any questions in Part “C” are answered “yes”, follow the appropriate permitting procedures prior to beginning project construction.

PART D:(To be completed when either category #8, 12(i) or #15 of the rules are used.)***Items 16- 22 to be completed by Division Environmental Officer.***

- | | |
|--|---|
| 16. Project length: | <u>11.6 mi</u> |
| 17. Right of Way width: | <u>60 ft</u> |
| 18. Project completion date: | <u>FY 2027</u> |
| 19. Total acres of newly disturbed ground surface: | <u>6.82 (existing ROW to SS)</u> |
| 20. Total acres of wetland impacts: | <u>4.34 (SS+25')</u> |
| 21. Total linear feet of stream impacts: | <u>715 (SS+25')</u> |
| 22. Project purpose: | <u>R-5824 is intended to improve safety and modernize the existing roadway by addressing shoulder widths and sub-standard vertical and horizontal curves.</u> |

Reviewed by:	DocuSigned by:  33D47B5FD78F4A8...	Date: <u>2/24/2022</u>
	Project Manager DocuSigned by:  1D6E074CECE6B44E...	Date: <u>2/24/2022</u>
	Division Environmental Officer	

Part E. PROJECT COMMITMENTS

Moore County

NC 690 (Lobelia Road) Improvements

From east of the US 1 Interchange in Vass to the Cumberland County Line

W.B.S. No. 47096.1.1

T.I.P. No. R-5824

NCDOT ECAP & Division 8:

Red Cockaded woodpecker

NCDOT will continue coordination with USFWS and Fort Bragg to update the RCW survey and anticipated impacts prior to construction as the current survey will expire on June 30, 2022.

Clean Water Act Permitting

Based on calculated impacts to jurisdictional features, it is expected that an Individual Permit (IP) from USACE will be required.

Division 8

Coordination with Fort Bragg

The Division has conducted ongoing coordination with Ft. Bragg during project development. Prior to any additional field work or construction, the project team should contact Ray Goff, Fort Bragg Traffic Engineer (edward.r.goff.ctr@mail.mil) to coordinate on-base activities.

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	R-5824
WBS Element	47096.1.1
Federal Project No.	n/a

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes intersection improvements to NC 690 (Lobelia Road) at State Route (SR) 2014 (McLaughlin Road/J. Burns Road), NC 690 at SR 2023 (Lakebay Road), and NC 690 at SR 2021 (Morrison Bridge Road) and rehabilitate roadway stormwater drainage systems. The proposed improvements are located in Moore County, southeast of Vass town limits (Figure 1).

The project is designated as R-5824 in the 2024-2033 North Carolina State Transportation Improvement Program (STIP). Right of way is scheduled for Fiscal Year (FY) 2025 with construction beginning in FY 2028.

NC 690 is a primary west-east route for Moore and Cumberland counties. It provides a connection between Vass, Spring Lake, and Fort Liberty, as well as US 1 and NC 24.

B. Description of Need and Purpose:

The purpose of this project is to improve safety at the intersections of NC 690 at SR 2014 (McLaughlin Road/J Burns Road), NC 690 at SR 2023 (Lakebay Road) and NC 690 at SR 2021 (Morrison Bridge Road) by upgrading the current roadway geometry and intersection configuration; and rehabilitate NC 690 to satisfy operational needs.

The project is needed to reduce the number of crashes. Between 2020 and 2023, 39 crashes occurred within the study area: 5 at NC 690 at SR 2014 (McLaughlin Road/ J. Burns Road), 16 at NC 3690 at SR 2021 (Morrison Bridge Road), 10 along NC 690 between McGill Road and Vicky Lane, and 8 from Wright Road to Buffalo Creek.

C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

D. Proposed Improvements:

*NOTE: The following Type I(C) Actions (NCDOT-FHWA 2019 CE Agreement, Appendix A) only require completion of Sections A through D to substantiate and document the CE classification: 1, 5, 8 (signs and pavement markings only), 11, 13, 14, 15, 16, 17, 19, and 20; or several other Type I Action subcategories identified in past NCDOT-FHWA CE Programmatic Agreements (see Appendix D). **Pre-approval as a CE does not exempt activities from compliance with other federal environmental laws.***

E. Special Project Information:

Design Standards

- Design Speed: 60 miles per hour (MPH)
- Posted Speed: 55 MPH
- Functional Classification: Major Collector

Project Schedule
Right of Way: November 2024
Construction: February 2028

Estimated Cost

The following estimated costs are based on 2024 prices (costs are subject to change).

Right of Way:	\$ 1,722,462
Utilities:	\$ 900,000
Construction:	\$12,000,000
Total	\$14,622,462

Maintenance of Traffic

The project would reconstruct the horizontal and vertical curves on NC 690 and implement intersection improvements that will require off-site detours.

To encourage through traffic to use an alternative route, US 1 to NC 24/24 will be designated as a detour, shown in Figure 2a. This detour is 24 miles long; the project route is 18 miles long. For local traffic, the first signed detour, 2.4 miles long, would facilitate horizontal and vertical alignment improvement, as well as drainage improvements near Little Creek. It would route traffic to McGill Road, then Cypress Church Road, and to McPherson Road, which would return traffic to NC 690.

The second signed detour, 15 miles long, would facilitate alignment and drainage improvement. It would route traffic to NC 24/87 via McPherson Road/Hillmon Grove Road/Cameron Hill Road. Detour routes are shown in Figure 2b-c.

Intersection improvements will require the closure of Lobelia Road, Morrison Bridge Road, and Lakebay Road. Lobelia Road and Morrison Bridge Road traffic will be detoured 2.5 miles onto NC 690 to McGill Road, shown in Figure 2c. The 17-mile detour for Lakebay Road would direct traffic to Aiken Road onto US 1, exit at NC 690, and return traffic to Morrison Bridge Road via McLaughlin Road to Murdock Road to Cypress Church Road to McGill Road, shown in Figure 2d.

Cultural Resources

Archaeology

NCDOT cultural resource staff reviewed the project under a programmatic agreement with the State Historic Preservation Office. An archaeological resource survey in January 2021 indicated no archaeological resources were within the Area of Potential Effects (APE). However, during the project progression, the study area was modified. In May 2024, NCDOT cultural resources staff determined that despite previous findings, additional archaeological survey (although limited) is recommended based on the presence of presumably undisturbed areas of favorable soil and topographic conditions in select locations within each of the APE areas.

Historic Architecture

NCDOT cultural resource staff identified three historic properties that required additional evaluation. A survey was conducted on May 8, 2020; the resources were determined not eligible for the National Register of Historic Places (NRHP) under any criteria in April 2021. A review of these findings by NCDOT cultural resource staff in April 2024 indicated no changes were needed to the April 2021 report.

Tribal Coordination

NCDOT sent a tribal coordination letter to Catawba Indian Nation in June 2023. The Catawba Indian Nation responded on July 18, 2023, indicating no immediate concern with R-5824. The Catawba requests notification if Native American artifacts and/or human remains are located during the archaeological survey or ground disturbing/construction activities.

Natural Resources

Jurisdictional Resources

Fieldwork was conducted on June 25-29, July 16-17, and July 24-27, 2018. Following a study area reduction due to a change in the project scope, a field review of the revised study area was conducted with USACE on May 1, 2024, and a revised PJD was submitted following the field review. Summarized in Table 1 are jurisdictional resources within the revised project study area and impact calculations based on the preliminary design. It is expected that impacts to jurisdictional resources will be permitted under the USACE Regional General Permit #50.

Table 1. Jurisdictional Resources

Resources	Resource Characteristics	
	Resource Area in Study Area	Type of Resource
Buffalo Creek	60 ft	Non-Wetland Perennial
Stream B	306 ft	Non-Wetland Perennial
Little Creek	148 ft	Non-Wetland Perennial
Total Stream	514 ft	
Pond C	0.05 ac	Non-Wetland Pond
Pond D	0.45 ac	Non-Wetland Pond
Total Pond	0.50 ac	

Table 1. Jurisdictional Resources, Continued

Resources	Resource Characteristics	
	Resource Area in Study Area	Type of Resource
WI	0.08 ac	Wetland
WJ	0.07 ac	Wetland
WK	0.67 ac	Wetland
WAA	0.57 ac	Wetland
WAB	0.32 ac	Wetland
WAC	0.07 ac	Wetland
WAD	0.04 ac	Wetland
WAE	0.08 ac	Wetland
WAF	0.42 ac	Wetland
WAJ	0.27 ac	Wetland
WAK	0.03 ac	Wetland
WAL	0.13 ac	Wetland
WAM	<0.01 ac	Wetland
WAN	0.13 ac	Wetland
Total Wetland	2.76 ac	

Protected Species

As of June 18, 2024, the United States Fish and Wildlife Service (USFWS) lists four (4) federally protected species under the Endangered Species Act (ESA) and one (1) proposed endangered species for Moore County, listed in Table 2.

Table 2. ESA Federally Protected Species within the Study Area

Scientific Name	Common Name	Federal Status ¹	Habitat Present	Biological Conclusion ²
<i>Notropis mekistochloas</i>	Cape Fear shiner	E	Yes	MA-NLAA
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	Yes	MA-NLAA
<i>Neonympha mitchelli francisci</i>	Saint Francis Satyr butterfly	E	No	No Effect
<i>Rhus michauxii</i>	Michaux's sumac	E	Yes	MA-NLAA
<i>Perimyotis subflavus</i>	Tricolored bat	PE	Yes	TBD
1. T – Threatened, E – Endangered, PE – Proposed Endangered 2. MA-NLAA – May Affect – Not Likely to Adversely Affect				

An aquatic habitat assessment and species survey were conducted on July 28, 2021. Based on the survey results, the biological conclusion of may affect, not likely to adversely affect the Cape Fear Shiner was recommended.

A survey for red-cockaded woodpecker (RCW) was conducted on September 7 and October 21, 2021. No nests were found within the study area or within a half-mile radius of suitable habitat. Based on survey results, the biological conclusion of may affect, not likely to adversely affect is recommended.

There is no suitable habitat for the Saint Francis Satyr within the study area, and a biological conclusion of no effect was recommended.

A survey for Michaux's sumac was conducted on August 4, September 3, and 7, 2021. No specimens were found. Based on survey results and the Natural Heritage Data Explorer report, dated June 18, 2024, the recommended biological conclusion is may affect, not likely to adversely affect.

Within the study area, there is suitable habitat for the tricolored bat. No surveys have been completed to date, but required surveys will be undertaken if the species is listed prior to construction.

The forested area in and surrounding the study area provides a suitable bald eagle foraging and nesting habitat. Lake Surf (drained at the time of the survey) is a potential bald eagle feeding source located within one (1) mile of the study area. A survey for bald eagle nests was conducted within 660 feet of the study area from September 3 through September 7, 2021. No bald eagle nests were observed.

Right of Way

The proposed project would acquire additional right of way or easement from parcels along the corridor.

GeoEnvironmental Sites of Concern

The GeoEnvironmental Section of the NCDOT Geotechnical Engineering Unit completed an update to the May 2019 Phase I Report on April 29, 2024. Two (2) sites of concern were identified within the proposed study area (Figure 3), both with low monetary and scheduling impacts.

Public Involvement

Public involvement will be conducted to inform the traveling public of the off-site detour prior to construction.

Traffic Safety

The traffic accident information for the years 2020 to 2023 within the project study area was accessed from the NCDOT Traffic Engineering Accident Analysis System (TEAAS). There were 42 accidents reported; the predominant crash type was roadway departure accidents resulting in a fixed object crash (15), and six (6) fatal crashes occurred. Travel lane widths, no shoulders, vertical or horizontal curves, and limited sight distances, combined with vehicles traveling at high speeds, not slowing down to negotiate these roadway factors, result in vehicles leaving the roadway and hitting fixed objects. The proposed project will reduce the potential for fixed object crashes by reconstructing the vertical geometry of the roadway to meet standards for the proposed 55 mile per hour (mph) design speed.

In addition, the traffic analysis indicated a relatively high number of crashes (16 accidents, 1 fatality) occurred at the NC 690 and SR 2021 (Morrison Bridge Road) intersection. The project would reconstruct the conventional minor stop-controlled intersection to a roundabout design to reduce the number of high injury conflict points.

IMD Review

NCDOT's Integrated Mobility Division (IMD) reviewed the proposed project and recommended paved shoulders and connections to the potential future Little Creek/Crane Creek greenway if possible. The preliminary design includes two-foot paved shoulders along the sections of NC 690 that do not have curb and gutter.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)			
Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31. <i>If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required.</i> <i>If any question 1-31 is checked “Yes” then additional information will be required for those questions in Section G.</i>			
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes”.)		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	☐	☒
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	☐	☒
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	☐	☒
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	☐	☒
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	☐	☒
6	Does the project require an Individual Section 4(f) approval?	☐	☒
7	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)?	☐	☒
If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	☒	☐
9	Is the project located in anadromous fish spawning waters?	☐	☒
10	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)?	☐	☒
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	☐	☒
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	☐	☒
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	☐	☒

Other Considerations for Type I and II Ground Disturbing Actions (continued)		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	☐	☒
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	☐	☒
16	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?	☐	☒
17	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)?	☐	☒
18	Does the project require a U.S. Coast Guard (USCG) permit?	☐	☒
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	☐	☒
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	☐	☒
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	☐	☒
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	☐	☒
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	☐	☒
24	Will maintenance of traffic cause substantial disruption?	☐	☒
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	☐	☒
26	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), Tribal Lands, 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?	☐	☒
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	☐	☒
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	☐	☒
29	Is the project considered a Type I under the NCDOT Noise Policy?	☐	☒
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	☐	☒
31	Are there other issues that arose during the project development process that affected the project decision?	☐	☒

G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

1. NCDOT, during the final design phase, will coordinate with USFWS to update the protected species surveys and anticipated impacts during Section 7 ESA Consultation to satisfy permitting requirements. The biological conclusion for one species, the tricolored bat, remains unresolved. The NCDOT-EAU Biological Survey Group will perform habitat assessment and/or surveys if this species is officially listed before construction.

H. Project Commitments (attach as Green Sheet to CE Form):

NCDOT PROJECT COMMITMENTS

STIP Project No. **R-5824**

NC 690 (Lobelia Road) Improvements at SR 2014 (McLaughlin Road/J. Burns Road), at SR 2023 (Lakebay Road)/SR 2021 (Morrison Bridge Road), at Little Creek, and SR 2204 (Riverbend Drive).

Moore County

Federal Aid Project No. n/a

WBS Element 47096.1.1

NCDOT Environmental Analysis Unit (EAU) – Archaeology Group

NCDOT will conduct an archaeological survey of the project and will coordinate the results with the NC State Historic Preservation Office and the NC Office of State Archaeology. Results of the survey will be provided to the Catawba Indian Nation if any eligible resources are identified.

NCDOT EAU – ECAP & Division 8:

Updated T&E species surveys were not completed after the initial fieldwork in 2021; However, NCDOT will coordinate with USFWS and Fort Liberty during the Final Design phase to update the protected species surveys and anticipated impacts during Section 7 ESA Consultation to satisfy permitting requirements.

NCDOT EAU – PICSviz Group & Division 8

Public engagement activities will be coordinated with NCDOT PICSviz prior to construction to inform potentially affected communities of off-site detours.

Geotechnical/Geoenvironmental Unit & Division 8:

Geoenvironmental Areas of Environmental Concern identified in this report should be reviewed by the GeoEnvironmental Section during the development of Right of Way plans to determine if Phase II Investigations or Right of Way Recommendations are necessary prior to any affected parcel acquisitions.

Division 8

Coordination with Fort Liberty

The Division has conducted ongoing coordination with Ft. Liberty during project development. Prior to any additional fieldwork or construction, the project team should contact Lawrence Pico, Acting Deputy Director Fort Liberty DPW (Lawrence.a.pico.civ@army.mil), to coordinate on-base activities.

Categorical Exclusion Approval:

STIP Project No.	R-5824
WBS Element	47096.1.1
Federal Project No.	n/a

Prepared By:

9/4/2024

Date

DocuSigned by:
Jessica Kim
5C8A605C8304492...
Jessica Kim, AICP, Project Development Planner
VHB

Prepared For:

North Carolina Department of Transportation, Division 8

Reviewed By:

9/5/2024

Date

DocuSigned by:
Art King
D6E074CECE6B44E...
Art King, PE Division Environmental Officer
North Carolina Department of Transportation, Division 8



Approved

- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.



Certified

- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

9/5/2024

Date

DocuSigned by:
Greg Davis
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Greg Davis, PE, Division Project Engineer
North Carolina Department of Transportation, Division 8

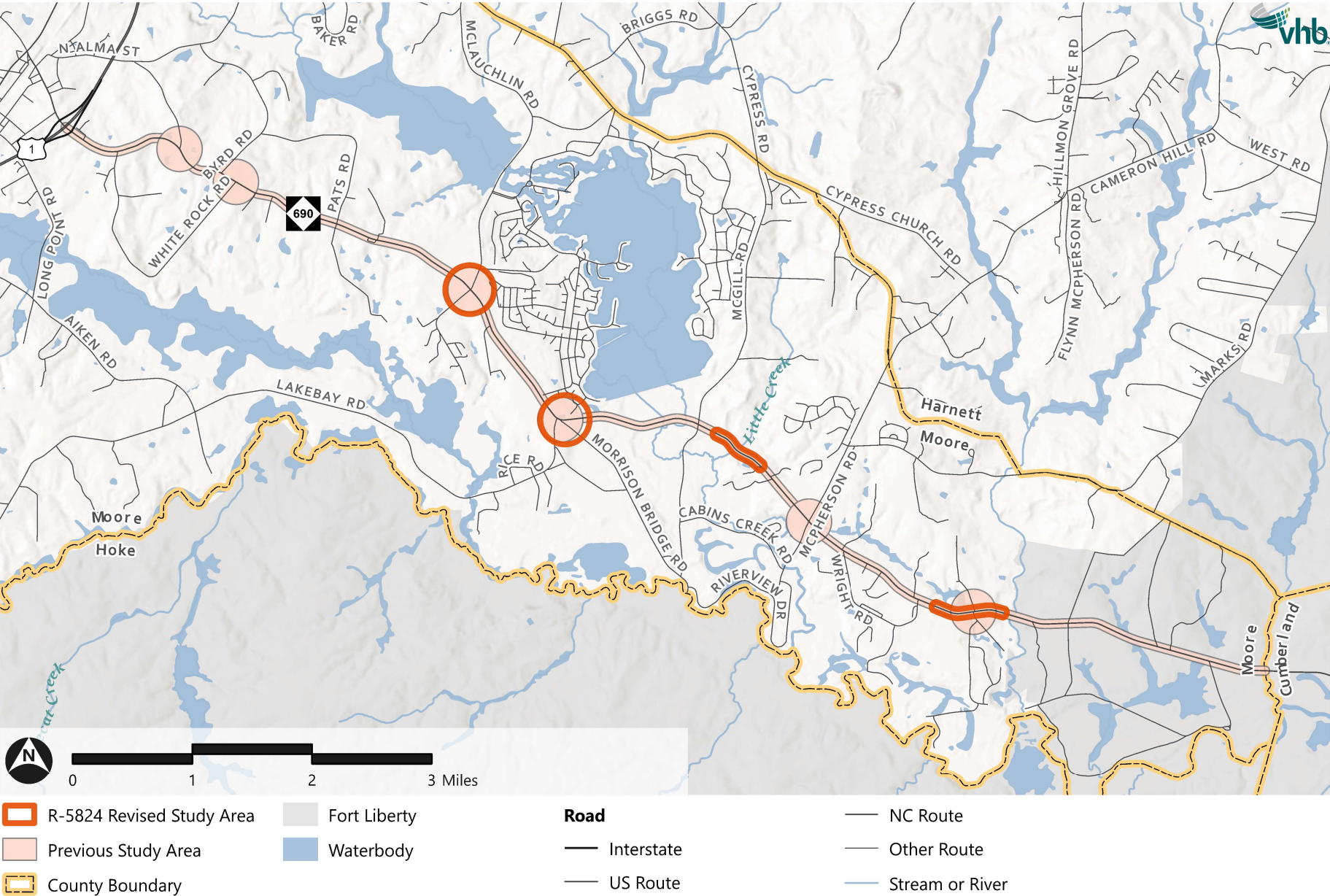
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

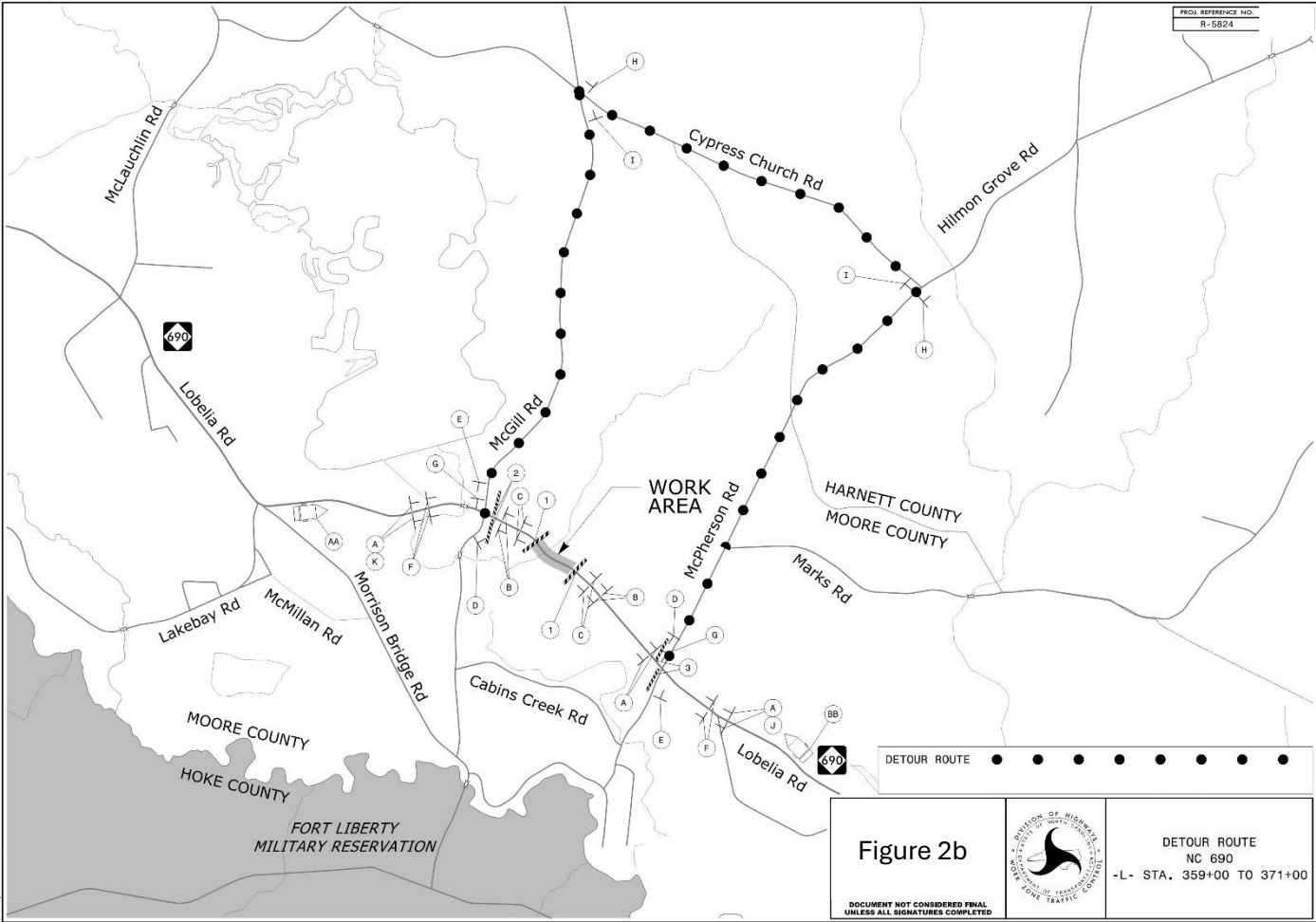
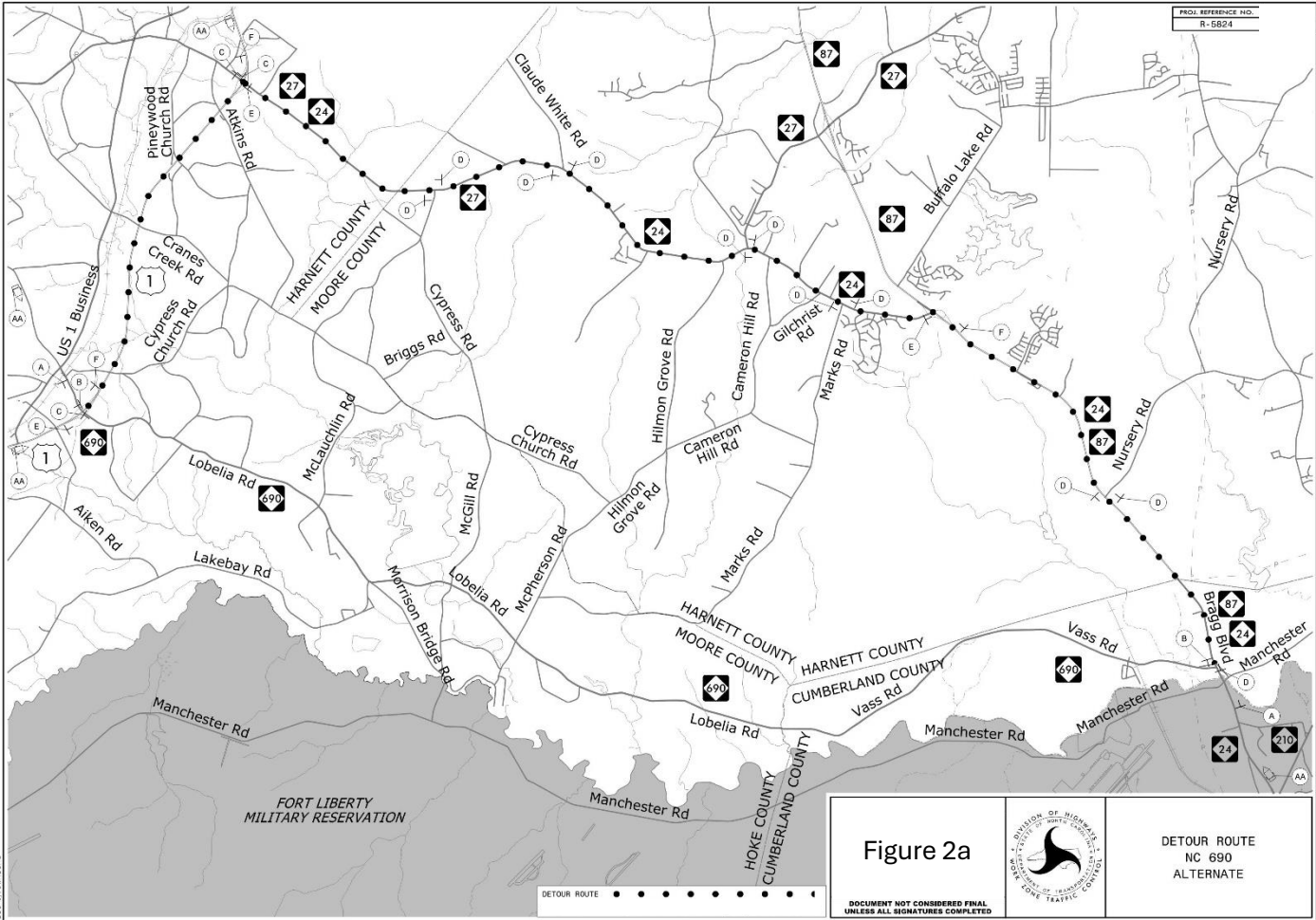
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Date for n/a
Yolonda K. Jordan, Division Administrator
Federal Highway Administration

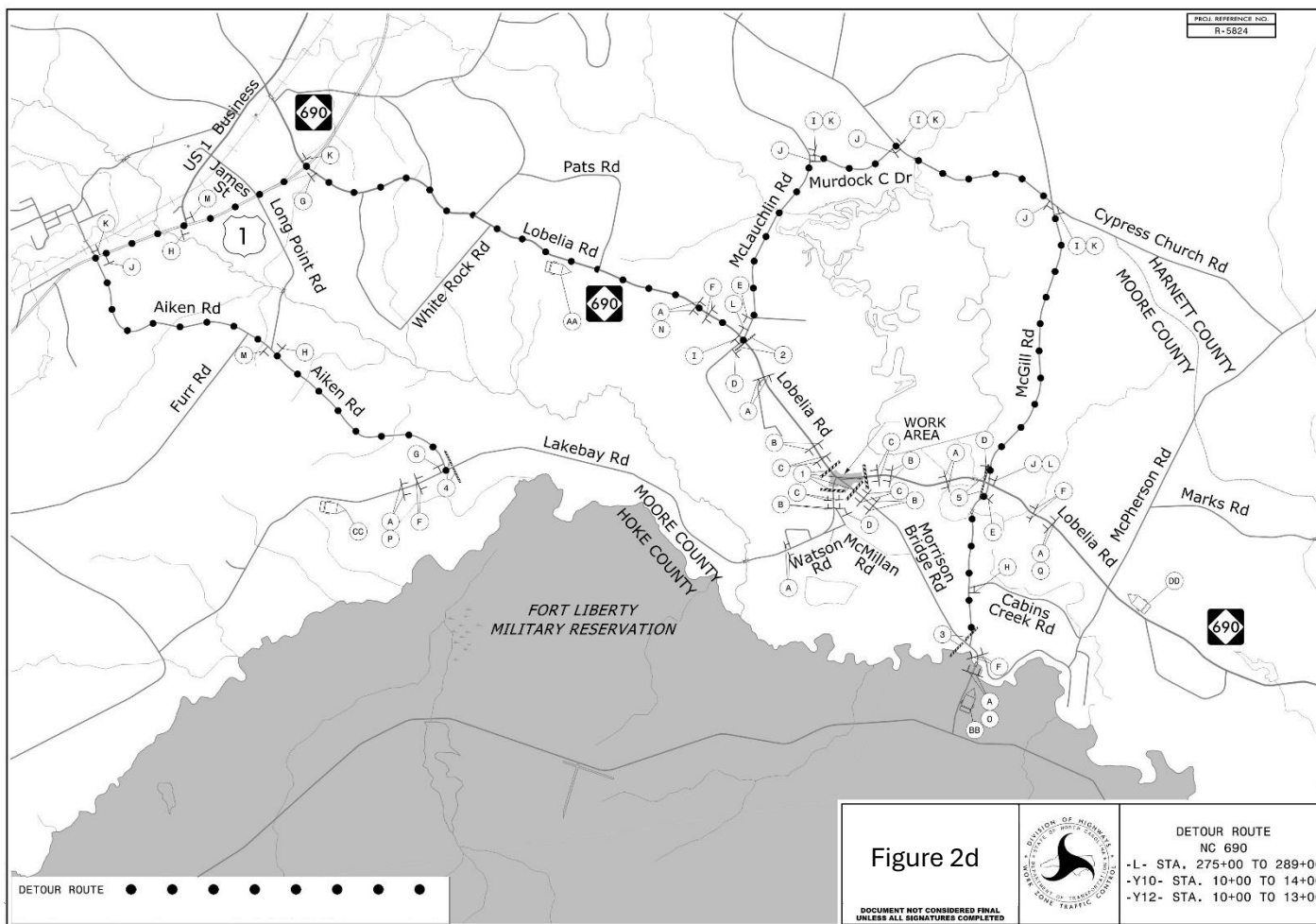
Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).

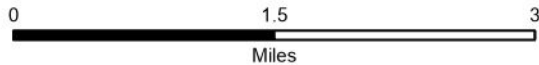
Figure 1: Vicinity Map

R-5824 NC 690 Improvements | Moore County, NC









Prepared by: VHB

Date: August 2024

NC 690 Intersection Improvements
US 1 to the Cumberland County Line
Moore County

North Carolina Department of Transportation

NEPA/SEPA Consultation Form

STIP Project No.	R-5824
WBS Element	47096.1.1
Federal Aid Project No.	N/A

A. Project Description, Location, and Purpose:

The North Carolina Department of Transportation (NCDOT) proposes intersection improvements to NC 690 (Lobelia Road) at SR 2014 (McLaughlin Road/J. Burns Road), NC 690 at SR 2023 (Lakebay Road), and NC 690 at SR 2021 (Morrison Bridge Road), and to rehabilitate roadway stormwater drainage systems. The proposed improvements are located in Moore County, southeast of Vass town limits (Figure 1).

The purpose of this project is to improve safety at the intersections of NC 690 at SR 2014 (McLaughlin Road/J Burns Road), NC 690 at SR 2023 (Lakebay Road) and NC 690 at SR 2021 (Morrison Bridge Road) by upgrading the current roadway geometry and intersection configuration; and rehabilitate NC 690 to satisfy operational needs. The project is needed to reduce the number of crashes. Between 2020 and 2023, 39 crashes occurred within the study area: 5 at NC 690 at SR 2014 (McLaughlin Road/J. Burns Road), 16 at NC 690 at SR 2021 (Morrison Bridge Road), 10 along NC 690 between McGrill Road and Vicky Lane, and 8 from Wright Road to Buffalo Creek.

B. Consultation Phase: (Check one)

- ☐ Right-of-Way
- ☐ Construction
- ☒ Other: Design revisions and utility relocation

C. NEPA/SEPA Class of Action Initially Approved as: (Check one)

- ☒ FHWA Class II (CE) Date(s)

Additional Notes: **Type I(A) Ground Disturbing Action**

Next Related Milestone & Date: **Utility Relocation By Others - July 2026**
Let - May 2028

D. Changes in Proposed Action & Environmental Consequences:

The intersection improvements at NC 690 and SR 2014 (McLaughlin Road/J. Burns Road) were revised from a minor stop-controlled intersection to a roundabout design. The revised design remains fully within the study area and requires only minor additional right-of-way in the form of partial acquisitions limited to the portions of frontage parcels directly adjacent to the roadway. No full parcel acquisitions are needed, and no structures or driveways will be displaced.

The CE (dated 9/5/24) incorrectly indicated that no Voluntary Agricultural District (VAD) was present in the study area; however, two (2) VADs are present.

The list of protected species has changed since the CE was completed in 2024. The US Fish and Wildlife Service Information for Planning and Consultation (IPaC) and the Natural Heritage databases were reviewed in April 2026. Below is an updated list of protected species in the study area, along with their current Federal status and biological conclusions. Specifically, the Cape Fear shiner has been removed from the USFWS species list for this study area.

Table 1. ESA Federally Listed Species

Scientific Name	Common Name	Federal Status ¹	Habitat Present	Biological Conclusion ²
<i>Dryobates borealis</i>	Red-cockaded woodpecker	T	Yes	MA-NLAA
<i>Neonympha mitchelli francisci</i>	Saint Francis Satyr butterfly	E	No	No Effect
<i>Rhus michauxii</i>	Michaux's sumac	E	Yes	MA-NLAA
<i>Perimyotis subflavus</i>	Tricolored bat	PE	Yes	MA-LAA
<i>Lysimachia asperulaefolia</i>	Rough-leaved loosestrife	E	Yes	No Effect
1. T – Threatened, E – Endangered, PE – Proposed Endangered				
2. MA-NLAA – May Affect, Not Likely to Adversely Affect, MA-LAA- May Affect, Likely to Adversely Affect				

E. Conclusion:

The above NEPA/SEPA documentation has been reevaluated (as required by either 23 CFR 771 or by NC General Statute Chapter 113A Article 1). It has been determined that the current proposed action is essentially the same as the original proposed action. Proposed changes to the previous design are noted in Section D. 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.

F. Coordination

Appropriate personnel have discussed the current project parameters with qualified agency representatives and NCDOT/FHWA (where applicable). The Project Manager, Greg Davis, PE, hereby verifies the involvement of the following staff and the incorporation of their technical input:

Design Engineer:	John Townsend	5/27/26
Environmental Specialist:	Heather Smith	5/27/26
FHWA (if applicable):		
Other:		

G. Consultation Approval for Project R-5824

Prepared By:

6/2/2026

Date

DocuSigned by:

Jessica Kim

5C8A605C8204402

Jessica Kim, AICP, Project Development Planner
VHB

Prepared For:

NCDOT, Division 8

Reviewed By:

6/2/2026

Date

DocuSigned by:

Rex Badgett

B3A8B8D1E4C2475

Rex Badgett, Division Environmental Officer
North Carolina Department of Transportation, Division 8



Approved

In adherence with 23 CFR 771 (NEPA) or NC General Statute Chapter 113A Article 1 (SEPA), NCDOT approves this Consultation.

or



Certified

NCDOT staff certifies below, if Action was processed using a Type III CE, FONSI, or ROD, or where substantial changes have resulted in FHWA signature being required.

6/2/2026

Date

Signed by:

Mark Johnston

BDC651A780A4490

Mark Johnston, Division Project Engineer
North Carolina Department of Transportation, Division 8

FHWA Approved: FHWA signature required for Actions processed using a Type III CE, FONSI, or ROD, or where substantial changes have occurred.

N/A

Date

for

Yolonda K. Jordan, Division Administrator
Federal Highway Administration

H. Project Commitments (as of May 26, 2026)

NCDOT PROJECT COMMITMENTS

STIP Project No. **R-5824**

NC 690 (Lobelia Road) Improvements at SR 2014 (McLaughlin Road/J. Burns Road), at SR 2023 (Lakebay Road)/SR 2021 (Morrison Bridge Road), at Little Creek, and SR 2204 (Riverbend Drive).

Moore County

Federal Aid Project No. N/A

WBS Element 47096.1.1

NCDOT Environmental Analysis Unit (EAU) – Archaeology Group

~~NCDOT will conduct an archaeological survey of the project and will coordinate the results with the NC State Historic Preservation Office and the NC Office of State Archaeology. Results of the survey will be provided to the Catawba Indian Nation if any eligible resources are identified.~~

Archaeological surveys were conducted and overseen by NCDOT Archaeology in December 2020 and October 2024. As a result of those surveys, only one (1) archaeological site (31MR451) was documented within the APE. Site 31MR451 was characterized as a low-density artifact scatter and recommended not eligible for the National Register of Historic Places (NRHP).

NCDOT EAU – ECAP & Division 8:

Updated T&E species surveys were not completed after the initial fieldwork in 2021; However, NCDOT will coordinate with USFWS and Fort Liberty during the Final Design phase to update the protected species surveys and anticipated impacts during Section 7 ESA Consultation to satisfy permitting requirements.

NCDOT EAU – PICSViz Group & Division 8

~~Public engagement activities will be coordinated with NCDOT PICSViz prior to construction to inform potentially affected communities of off-site detours.~~

Geotechnical/Geoenvironmental Unit & Division 8:

~~Geoenvironmental Areas of Environmental Concern identified in this report should be reviewed by the GeoEnvironmental Section during the development of Right of Way plans to determine if Phase II Investigations or Right of Way Recommendations are necessary prior to any affected parcel acquisitions.~~

Division 8

Coordination with Fort Liberty

The Division has conducted ongoing coordination with Ft. Liberty during project development. Prior to any additional fieldwork or construction, the project team should contact Lawrence Pico, Acting Deputy Director Fort Liberty DPW (Lawrence.a.pico.civ@army.mil), to coordinate on-base activities.