

PROJECT COMMITMENTS

SR 1002 (AVIATION PARKWAY), IMPROVE INTERCHANGE AND CONSTRUCT AUXILIARY LANE ALONG I-40 WESTBOUND FROM SR 1002 TO SR 3015 (AIRPORT BOULEVARD)

Wake County, North Carolina

WBS Element – 43608.1.1

Federal Aid Project No. – NHPP-040-7(154)284

TIP PROJECT NO. - I-5506

Current status, changes, or additions to the project commitments as shown in the environmental documents are printed in *italics*.

Project Development and Environmental Analysis:

Coordination will continue with the Town of Cary, ~~Wake County, GoTriangle, and the Raleigh-Durham Airport Authority~~ to determine location of sidewalks to be constructed in conjunction with the project.

The Town of Cary has confirmed the location of sidewalks to be constructed in conjunction with this project. This commitment has been completed.

Division 5, Roadside Environmental, Town of Cary and Town of Morrisville:

Coordination will be needed with the Towns of Cary and Morrisville to coordinate enhanced landscaping as part of the project for the loops and/or ramps of this project.

Division 5 and Wake County Parks and Recreation

Coordination between NCDOT and Wake County Parks and Recreation will be needed prior to any actions concerning the Lake Trail within existing NCDOT right of way.

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
I. D. No. I-5506

I. GENERAL INFORMATION

- a. Consultation Phase: Construction
- b. Project Description: SR 1002 (Aviation Parkway), improve interchange and construct auxiliary lane along I-40 westbound from SR 1002 to SR 3015 (Airport Boulevard)
- c. WBS Element Number: 43608.1.1
Federal Project: NHPP-040-7(154)284
- d. Document Type: CE 08/30/2016
Date
RW Consultation 02/23/2017
Date

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

1. Based on updated traffic information, an additional left turn lane has been added at the Gateway Centre Boulevard entrance across from the Lake Crabtree entrance and at National Guard Drive. The new left turn lane has extended the temporary construction easements outside the original study area at Gateway Centre by about 100 feet (see attached plan sheet 4). At National Guard Drive, the additional left turn lane has extended permanent easements by about 245 to 270 feet outside the original study area (see attached plan sheet 6).

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
I. D. No. I-5506

2. Surveys were conducted by NCDOT biologists that included these new study areas for Michaux's sumac and the red-cockaded (RCW) on May 15, 2017. No Michaux's sumac plants were located. RCW foraging habitat was found, however no nests were located during the survey. A review of the North Carolina Natural Heritage Program (NHP) records, updated April 2017, indicates no known Michaux's sumac or RCW occurrence within 1 mile of the study area (see attached email from Environmental Analysis Unit).
3. The new study areas were also reviewed by NCDOT Historic Architecture and Archeology (see attached reports). In addition, Historic Archeology reviewed an area south of the Gateway Business entrance across from the Lake Crabtree entrance that had been left out in their previous review (see southernmost area on Plan Sheet 4). No additional sites for these resources were located within any of these study areas.
4. No additional impacts to any resources have occurred due to the design changes mentioned above.

IV. LIST OF ENVIRONMENTAL COMMITMENTS

See attached.

V. COORDINATION

PDEA personnel have discussed current project proposals with others. Please note who was coordinated with and the date. This section is to be filled out by the project manager and does not require signatures.

Design Engineer: Kanchana Noland 9/13/2017
Date

FHWA Engineer: Eddie Dancausse 9/13/2017
Date

NEU-PM: Deanna Riffey 9/15/2017
(Construction Consultations only) Date

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
I. D. No. I-5506

VI. NCDOT CONCURRENCE

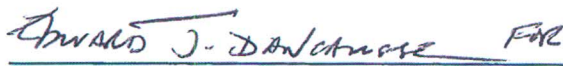

Project Planning Engineer

10/18/17
Date

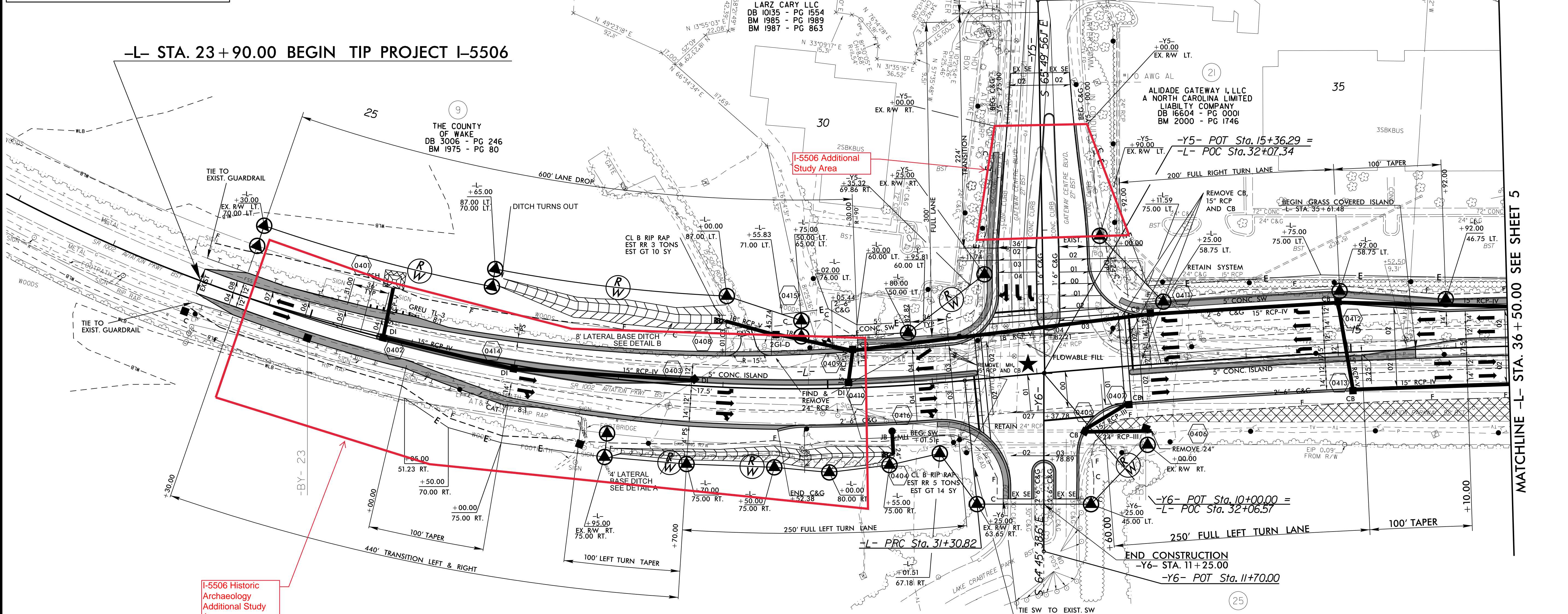
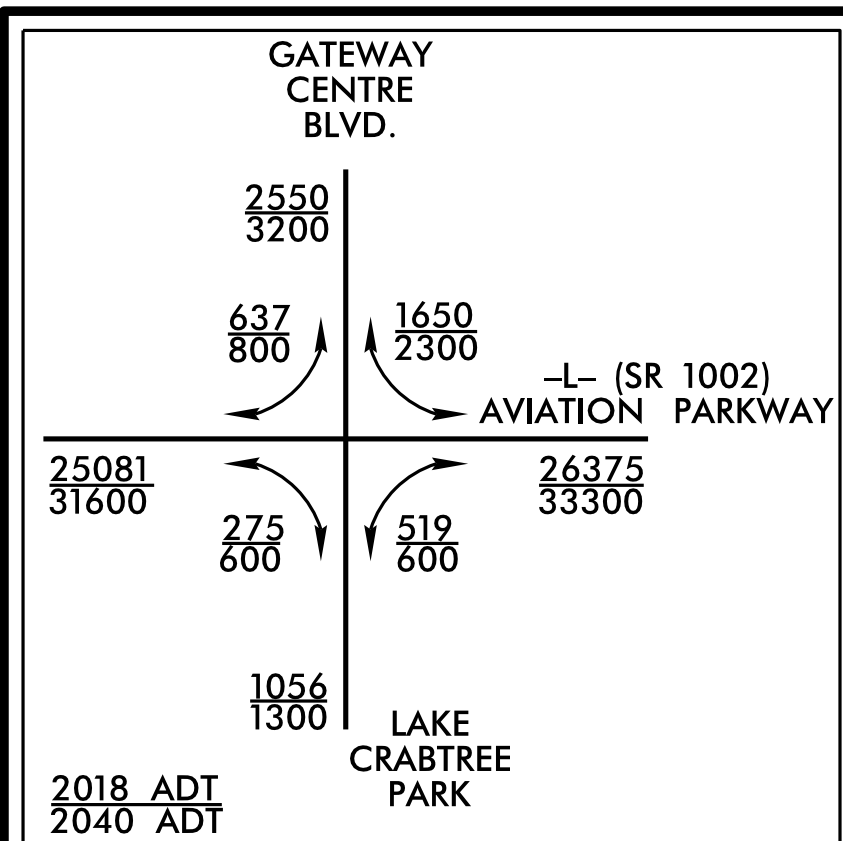

Manager, Project Development and Environmental
Analysis Branch

10/18/17
Date

VII. FHWA CONCURRENCE

 *EDWARD J. DONOHUE* *FAE*
Federal Highway Administration
Division Administrator

10/19/17
Date



| -Y1- (GATEWAY CENTER BLVD.) | -L- (AVIATION PARKWAY) | |
|------------------------------|-------------------------------|------------------------------|
| PI Sta 10+90.57 | PI Sta 26+25.20 | PI Sta 34+89.38 |
| $\Delta = 7' 43" 21.7" (LT)$ | $\Delta = 37' 07" 16.9" (LT)$ | $\Delta = 5' 39" 45.6" (RT)$ |
| $D = 4' 16" 12.0"$ | $D = 3' 32" 12.4"$ | $D = 0' 47" 25.0"$ |
| $L = 180.86'$ | $L = 1,049.58'$ | $L = 716.53'$ |
| $T = 90.57'$ | $T = 543.95'$ | $T = 358.56'$ |
| $R = 1,341.82'$ | $R = 1,620.00'$ | $R = 7,250.00'$ |
| $SE = EXIST. FT/FT$ | $SE = 0.04 FT/FT$ | $SE = NC$ |
| $DS = 40 MPH$ | $DS = 50 MPH$ | $DS = 50 MPH$ |

PAVEMENT REMOVAL
 REVISED SIGNAL
 SEE SHEET 2B-2 FOR -Y5- AND -Y6- INTERSECTION DETAILS
 SEE SHEET 11 FOR -L- PROFILE
 SEE SHEET 16 FOR -Y5- AND -Y6- PROFILES
 SEE SHEET 2D-1 FOR DITCH DETAILS

REVISIONS

MATCHLINE -L- STA. 36+50.00 SEE SHEET 5

8/17/99

I8-QCT-2017 13:36
 R:\Roadway\15506-Rdy-ph_04.dgn

8/17/99

| | |
|---|---|
| -L- (AVIATION PARKWAY) PI Sta 73+30.79 $\Delta = 80^\circ 24' 45.3" (LT)$ $D = 3' 34' 34.9"$ $L = 2,248.46'$ $T = 1,354.16'$ $R = 1,602.08'$ $SE = 0.04 FT/FT$ $DS = 50 MPH$ | -YI- (NATIONAL GUARD DR.) PI Sta 15+38.84 $\Delta = 23^\circ 14' 21.4" (LT)$ $D = 4' 38' 21.6"$ $L = 500.92'$ $T = 253.95'$ $R = 1,235.00'$ $SE = EXIST.$ |
|---|---|

ETHERILL ENGINEERING
 1223 Jones Franklin Road
 Raleigh, N.C. 27606
 License No. F-0377
 Bus: 919 851 8077
 Fax: 919 851 8107

TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
 CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

| | |
|--|-----------------------|
| PROJECT REFERENCE NO. I-5506 | SHEET NO. 6 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED | |

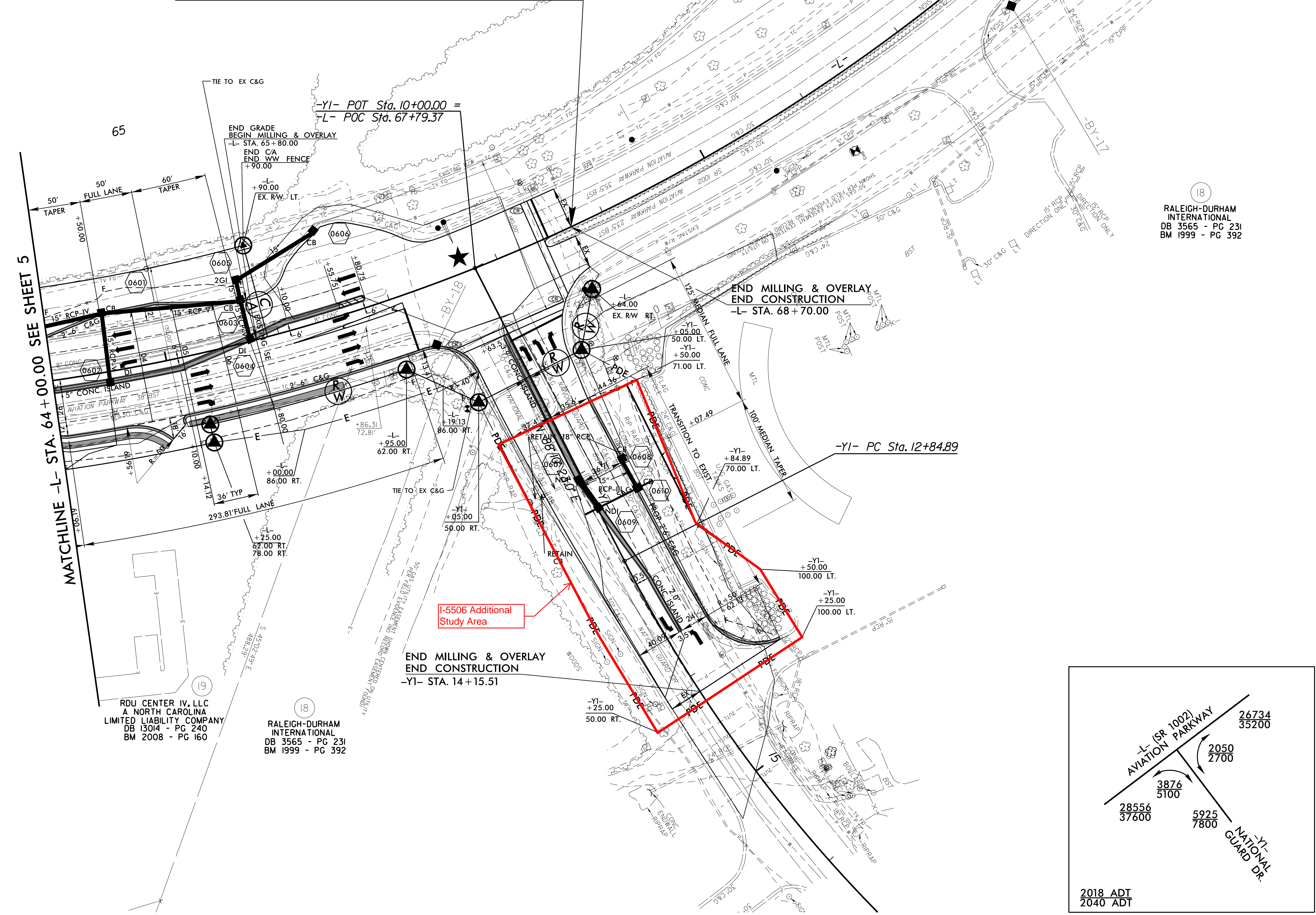
10
 RALEIGH-DURHAM
 AIRPORT AUTHORITY
 DB 3565 - PG 231
 BM 1999 - PG 392

10
 RALEIGH-DURHAM
 AIRPORT AUTHORITY
 DB 3565 - PG 231
 BM 1999 - PG 392

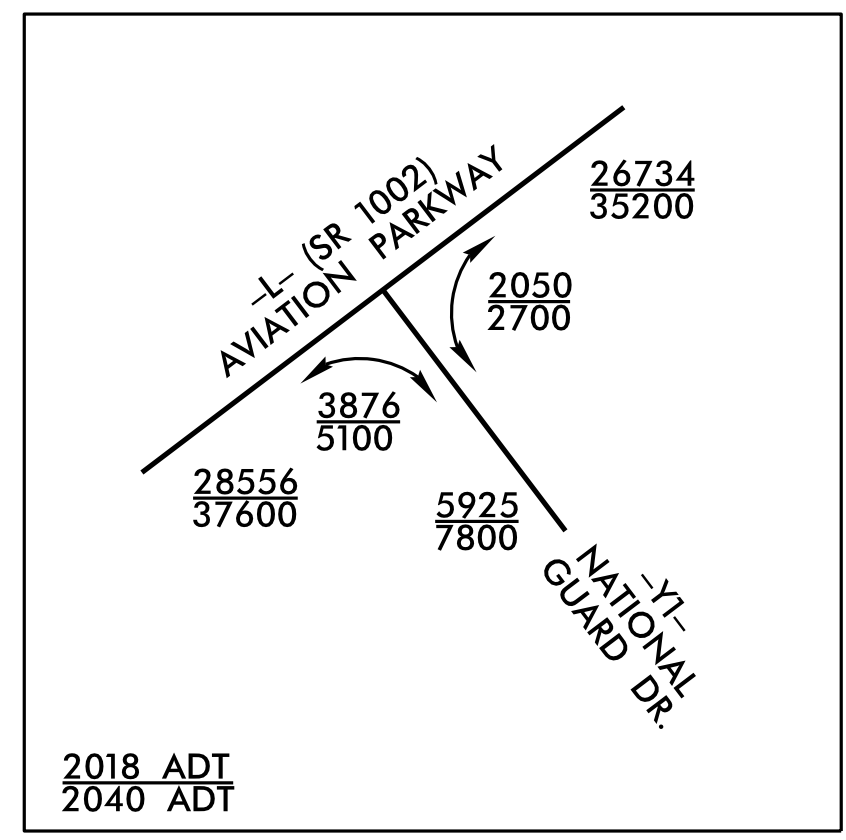
18
 RALEIGH-DURHAM
 INTERNATIONAL
 DB 3565 - PG 231
 BM 1999 - PG 392

-L- STA. 68+70.00 END TIP PROJECT I-5506

REVISIONS
 07/06/17 RIGHT OF WAY REVISION: ADDED PDE TO PARCEL 18, LT. & RT. -YI- (WEI/reo)



I-5506 Additional Study Area



IL-SEP-2017 12:07
 R:\Projects\I-5506\I-5506_Rdy_psh_06.dgn
 15506

19
 RDU CENTER IV, LLC
 A NORTH CAROLINA
 LIMITED LIABILITY COMPANY
 DB 1304 - PG 240
 BM 2008 - PG 160

18
 RALEIGH-DURHAM
 INTERNATIONAL
 DB 3565 - PG 231
 BM 1999 - PG 392

2018 ADT
 2040 ADT

★ REVISED SIGNAL
 SEE SHEET 12 FOR -L- PROFILE

Tarascio, Eugene

From: Riffey, Deanna
Sent: Thursday, September 14, 2017 2:59 PM
To: Tarascio, Eugene
Subject: RE: I-5506 Permit Surveys

No, NLEB was covered in the NRTR and the CE for this project.

Deanna Riffey
Environmental Program Consultant
Environmental Analysis Unit
North Carolina Department of Transportation

919 707 6151 office
driffey@ncdot.gov

Mail
1598 Mail Service Center Raleigh, NC 27699-1598

Physical Address
1020 Birch Ridge Drive Raleigh, NC 27610



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: Tarascio, Eugene
Sent: Thursday, September 14, 2017 2:46 PM
To: Riffey, Deanna
Subject: RE: I-5506 Permit Surveys

Deanna,

Just confirming, was NLEB added to species list for Wake county since CE (8/30/17) or RW Consultation (2/23/17)?
Thanks.

Gene

Eugene Tarascio
Central Project Delivery Team C (Divisions 7, 9 &10)
NCDOT Technical Services
North Carolina Department of Transportation

919 707 6046 office
gtarascio@ncdot.gov

1548 Mail Service Center

Raleigh, NC 27699-1548



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: Riffey, Deanna
Sent: Friday, August 25, 2017 1:50 PM
To: Tarascio, Eugene <gtarascio@ncdot.gov>
Subject: RE: I-5506 Permit Surveys

Gene,

Surveys were updated for Michaux's sumac and red-cocked woodpecker (RCW) on May 15, 2017 by NCDOT biologists. No Michaux's sumac plants were located. RCW foraging habitat was found, however no nests were located during survey. A review of the North Carolina Natural Heritage Program (NHP) records, updated April 2017, indicates no known Michaux's sumac or RCW occurrence within 1.0 mile of the study area.

The northern long-eared bat has been added to the species list for Wake County since the CE was completed. The US Fish and Wildlife Service developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect". The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where TIP I-5506 is located.

Deanna

Deanna Riffey
Environmental Program Consultant
Environmental Analysis Unit
North Carolina Department of Transportation

919 707 6151 office
driffey@ncdot.gov

Mail
1598 Mail Service Center Raleigh, NC 27699-1598

Physical Address
1020 Birch Ridge Drive Raleigh, NC 27610



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: Tarascio, Eugene
Sent: Friday, August 25, 2017 11:49 AM
To: Riffey, Deanna
Subject: I-5506 Permit Surveys

Deanna,

Could you please send the date of when the surveys were completed? Thanks.

Gene

Eugene Tarascio
Central Project Delivery Team C (Divisions 7, 9 &10)
NCDOT Technical Services
North Carolina Department of Transportation

919 707 6046 office
gtarascio@ncdot.gov

1548 Mail Service Center
Raleigh, NC 27699-1548



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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

13-11-0006
2nd resubmittal

HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

This form supersedes those dated December 13, 2013 and June 5, 2014

PROJECT INFORMATION

| | | | |
|--|--------------------------------------|------------------------|--------------------|
| Project No: | I-5506 | County: | Wake |
| WBS No.: | 43608.1.1 | Document Type: | |
| Fed. Aid No: | NHPP-040-7(154) | Funding: | State X Federal |
| Federal Permit(s): | <input type="checkbox"/> Yes X No | Permit Type(s): | |
| Project Description: Improvements to I-40 and SR 1002 (Aviation Parkway) interchange (no off-site detour planned). Newly expanded study area (original 2013 and first revision 2014). | | | |

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 13 December 2013, 5 June 2014, and 18 September 2017 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Wake County current GIS mapping, aerial photography, and tax information indicated a mostly undeveloped APE with some late-twentieth- and early-twentieth-century industrial and commercial resources (viewed 13 December 2013, 5 June 2014, and 18 September 2017). Built in 1969, Bridge No. 73, which carries SR 1002 (Aviation Parkway) over I-40, is neither included in the NCDOT Historic Bridge Survey, nor representative of any distinctive engineering or aesthetic type. Google Maps "Street View" confirmed the absence of critical historic architectural structures/landscapes in APE (viewed 13 December 2013, 5 June 2014, and 18 September 2017).

No architectural survey is required for the project as currently defined.

WHY THE AVAILABLE INFORMATION PROVIDES A RELIABLE BASIS FOR REASONABLY PREDICTING THAT THERE ARE NO UNIDENTIFIED SIGNIFICANT HISTORIC ARCHITECTURAL OR LANDSCAPE RESOURCES IN THE PROJECT AREA: APE now includes an additional, approximately 100 feet along Gateway Center Boulevard (southern arm) and 250 feet along National Guard Drive to encompass proposed construction activities (see attached). The county architectural surveys (1988-91 and 2005-6) and related publication recorded no properties in the APE (Kelly Lally, *The Historic Architecture of Wake County, North Carolina* (Raleigh: Wake County Government, 1994)). County GIS/tax materials and other visuals support the absence of significant architectural resources. No National Register-listed properties are located within the APE.

Should the design of the project change, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

X Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

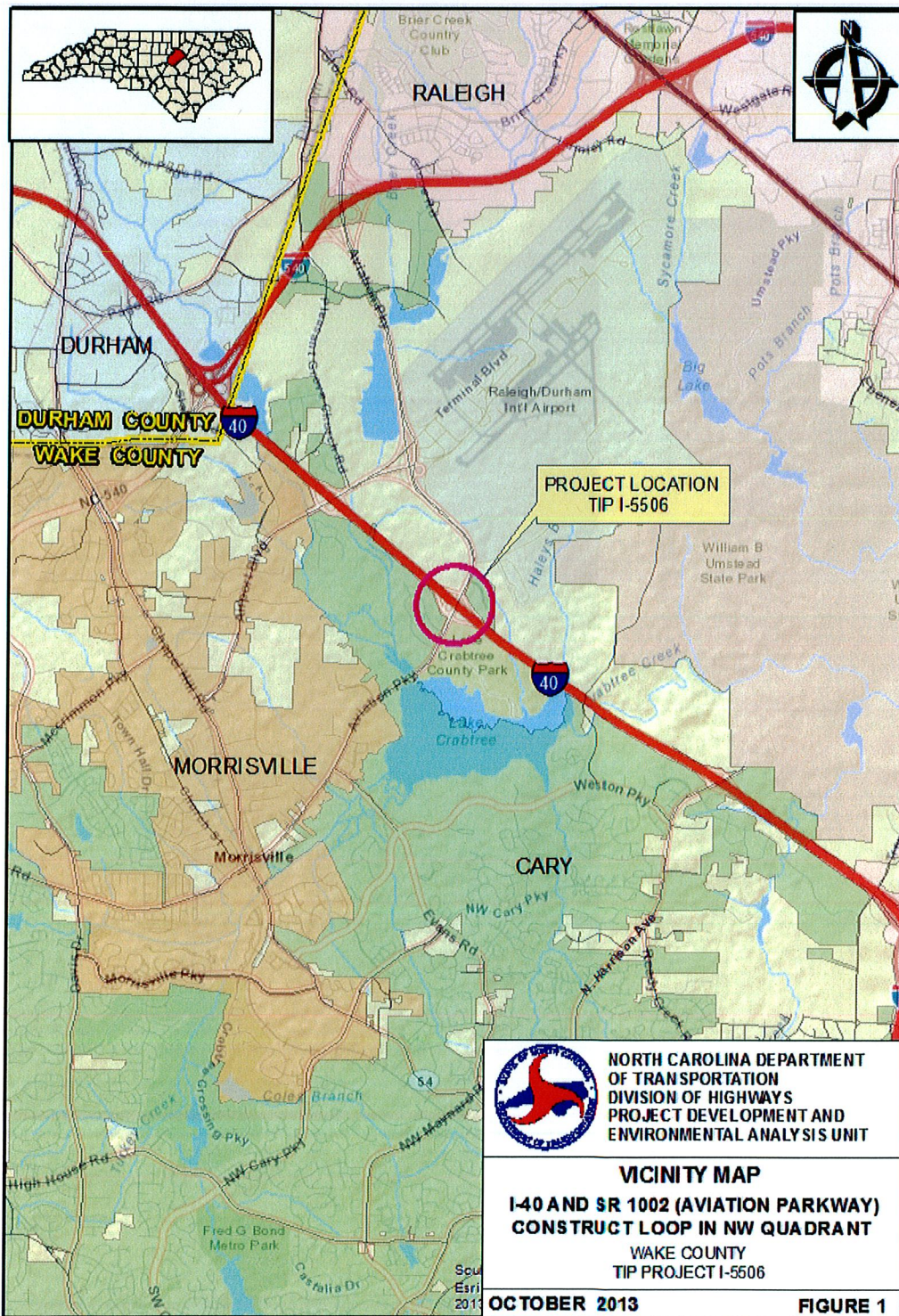
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Vanessa E. Patrick

18 September 2017

NCDOT Architectural Historian

Date



***SUBMIT (2) COPIES OF THIS FORM AND ATTACHMENTS TO
NCDOT HUMAN ENVIRONMENT UNIT***

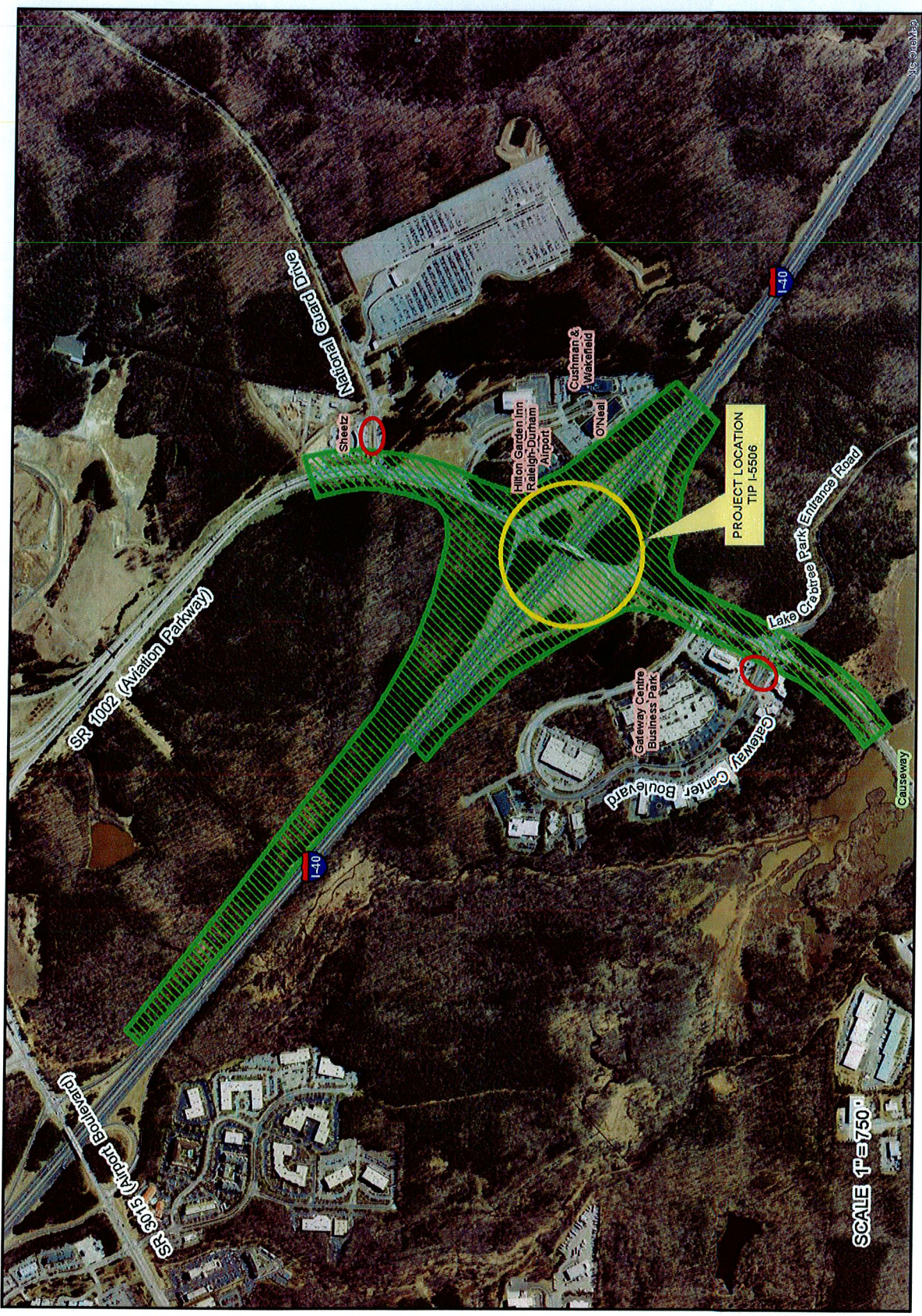


NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

STUDY AREA FOR I-5506
 I-40 AND SR 1002 (AVIATION PARKWAY)
 INTERCHANGE
 WAKE COUNTY
 TIP PROJECT I-5506

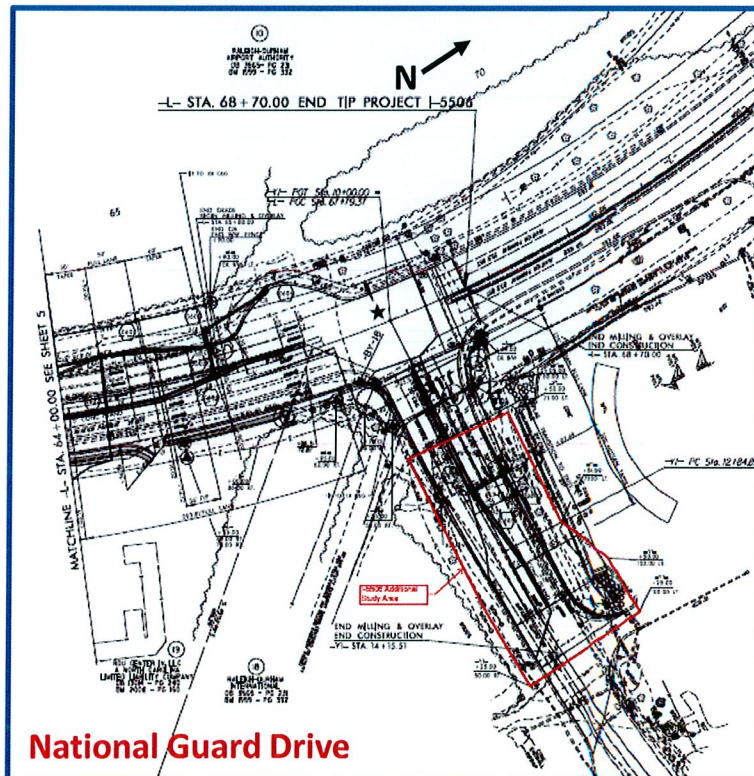
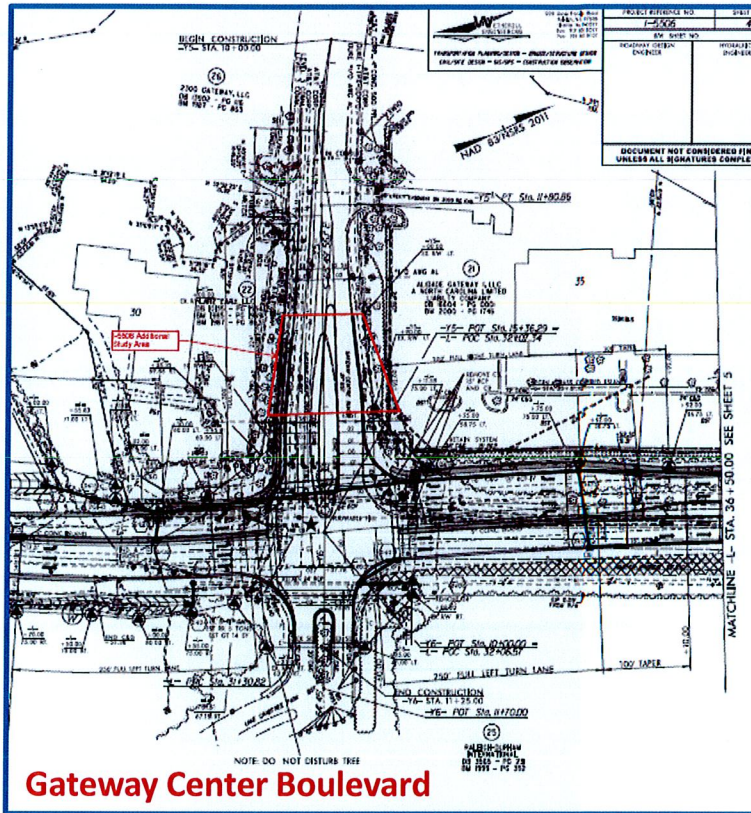


| | |
|----------|-----------|
| Country: | WAKE |
| Div.: | 5 |
| TIP#: | I-5506 |
| WBS: | 43608.1.1 |
| Date: | MAY 2014 |
| Figure | 1 |



I-5506, Wake County 2014 Study Area with 2017 Additions

See plan details (following page of this review form)



I-5506, Wake County 2017 Study Area Additions
 Details from current design plans.

Brief description of review activities, results of review, and conclusions:

As noted on the Survey Required Form (dated July 8, 2014 and previously December 11, 2013), a number of archaeological investigations have occurred in the vicinity of the current project study area, and a handful of archaeological sites have been recorded in the vicinity of the proposed interchange improvements, though outside of this project's APE. While construction of the existing highway certainly affected some of the context for bearing significant archaeological sites in certain locations, there exists a moderate potential for the presence significant sites especially in locations removed further from the developed sections of the APE. On September 25, 2014, an archaeological reconnaissance was conducted to determine the potential for archaeological resources in the proposed APE. Based on this reconnaissance, the examination of aerial photography, and previous archaeological investigations in the Briar Creek/Crabtree Creek drainage basin, it was decided that an intensive archaeological investigation of the project area would be required. Given the proximity of the current project to the proposed improvements at the intersection of I-40 and SR 3015, Airport Boulevard (TIP No. I-5700, which also required additional intensive archaeological investigation), it was decided to combine the two projects into a single archaeological study.

The combined archaeological investigations were conducted periodically from February through April 2015 by Legacy Research Associates. This form will outline the results of those investigations, with a heavy emphasis on the findings of the investigations within the I-5506 project area. The detailed results of the combined archaeological investigations are reported in a separate document to be filed with the North Carolina Office of State Archaeology. The official results of the investigations conducted within the I-5700 study area will be outlined in a separate No National Register of Historic Places Eligible or Listed Archaeological Sites Present or Affected form (PA No. 14-09-0003).

As noted above, and in the preliminary investigations of the project area, commercial development following the opening of I-40 in late 1971, as well as the highway construction itself, dominate much of the landscape evolution in the project area. Raleigh-Durham Airport, the largest development in the vicinity, grew out of a set of three military training airstrips built in the area during WWII. Prior to the coming of the airport and I-40, land-use was dominated by single-crop agriculture and widespread clearing of vegetation. As a result, soil deflation and erosion have been severe problems in this portion of the Piedmont. The implications for general site preservation in the area were not overly promising, but it was still hoped that an examination of the remaining cultural resources in the project area might garner a greater understanding of the evolution of the landscape over a long time scale, as well as a much more detailed criteria for assessing local archaeological resources.

In 1978, an archaeological survey conducted on behalf of the Raleigh-Durham Airport Authority (Hall and Littleton 1978) identified 33 archaeological sites, three of which are situated in the vicinity of the I-5506 project area (sites 31Wa125, 31Wa126, and 31Wa127) though outside of the APE. All three of these sites can be characterized as small prehistoric lithic scatters or artifact isolates. Site 31Wa125 yielded a possible Kirk cspp/k while 31Wa126 produced a biface fragment and only quartz debitage at 31Wa127. None of these sites was considered to be archaeologically significant.

Legacy Research Associates conducted intensive archaeological investigation in 130 acres of the combined 280 acres encompassed by the I-5506 and I-5700 project areas. These 130 acres of tested APE represent areas that were not initially excluded from the investigations due to severe disturbance from development. A total of 490 shovel test pits were excavated as part of the testing program using tests placed systematically on 20-meter intervals, judgmentally placed tests to investigate particular features or locations, and tests used to document suspected disturbances within the area subjected to testing. This combination of probabilistic and non-probabilistic testing identified 19 archaeological resources in the combined I-5506 and I-5700 project areas. Of these 19 archaeological resources, fifteen are located within the APE established for the I-5506 project (31Wa1933, 31Wa1934, 31Wa1935, 31Wa1936/1936**, 31Wa1937, 31Wa1938, 31Wa1939, 31Wa1943, 31Wa1945, 31Wa1946, 31Wa1947, 31Wa1948, 31Wa1949/1949**, 31Wa1950**, and 31Wa1951/1951**).

For the TIP # I-5506 portion of the investigations (Aviation Parkway), these sites consist of prehistoric and historic remains, and sometimes both at the same location. Generally, the prehistoric components were noted as “lithic scatters” for the site type based on the scarcity of artifacts and lack of diagnostic tools. At site 31Wa1938 the presence of an Early Archaic chipped stone projectile point/knife base and a Middle Archaic Morrow Mountain II chipped stone projectile point/knife, the scatter was attributed to include the Early and Middle Archaic period. The historic sites include 31Wa1936/1936**, 31Wa1949/1949**, 31Wa1950**, and 31Wa1951/1951**. While these were generally categorized as “domestic” site types from early to mid 20th century farmsteads, 31Wa1936/1936** yielded a single 18th to 19th century ceramic, pearlware, as a lone isolated find.

Overall, the study conducted by Legacy Research Associates revealed a number of considerations with regards to archaeological resources along the I-40 corridor in Wake County and adjacent areas. The dominant consideration, unsurprisingly, is the high level and pace of landscape alteration that has occurred in this portion of the North Carolina Piedmont. Between clearing and agricultural activities that have caused soil erosion/deflation in the region and the more direct impacts from transportation and commercial development in the modern era, depositional contexts are frequently compromised. Prehistoric sites identified in this area have been pretty consistently characterized as small lithic scatters composed of quartz and metavolcanic debitage associated with toolkit maintenance (rather than toolkit creation or raw material processing). Diagnostic tools that occasionally appear in the assemblages generally date to the mid- and late Holocene. Sites like these may not suffer context degradation from soil deflation as badly as other types of sites, but they also tend to be poor candidates for National Register inclusion. Prehistoric sites that might break out of this pattern could suggest a degree of significance on that fact alone. Historic resources identified in the area generally tend to be characterized as domestic or agricultural sites, which are largely consistent with the picture of historic occupation for the region. An assemblage and site that might be able to adequately convey its significance might provide further detail into these lifeways, but the history of landscape evolution surrounding the airport and I-40 suggests that such well-preserved contexts would be rare.

As noted above, 19 archaeological resources were identified through the combined investigations for I-5700 and I-5506. None of the archaeological resources was considered to be eligible for the National Register of Historic Places. No further archaeological investigations are recommended for the proposed conversion of the existing interchange at I-40 and SR 1002, Aviation Parkway, to a diverging diamond interchange. The area of potential effects studied during this archaeological investigation allows for several variations in final design. Should the project change further investigation may be necessary. The project as described should be considered to be compliant with Section 106 and NCGS121-12a.

References:

Hall, W.K. and T. R. Littleton

1978 *Cultural Resources Survey of the Raleigh-Durham Airport Area*. Prepared for Raleigh-Durham Airport Authority by Coastal One Resources Division, Ocean Data Systems, Inc., Wilmington, North Carolina.

Legacy Research Associates

2015 *Archaeological Survey and Evaluation for Two Intersection Improvements, I-40 at SR 1002 (Aviation Parkway) – TIP I-5506 (WBS No. 43608.1.1) P.A Tracking No. 13-11-0006, Federal Aid Number NHPP-040-7(152)284; I-40 at SR 3015 (Airport Boulevard) – TIP I-5700 (WBS No. 50118.1.FS1) P.A Tracking No. 14-09-0003, Federal Aid Number NHPP-040-1(259)286; Wake County, North Carolina*. MS. On file, North Carolina Department of Transportation, Archaeology Group, Raleigh.

13-11-0006

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Other:

Signed:

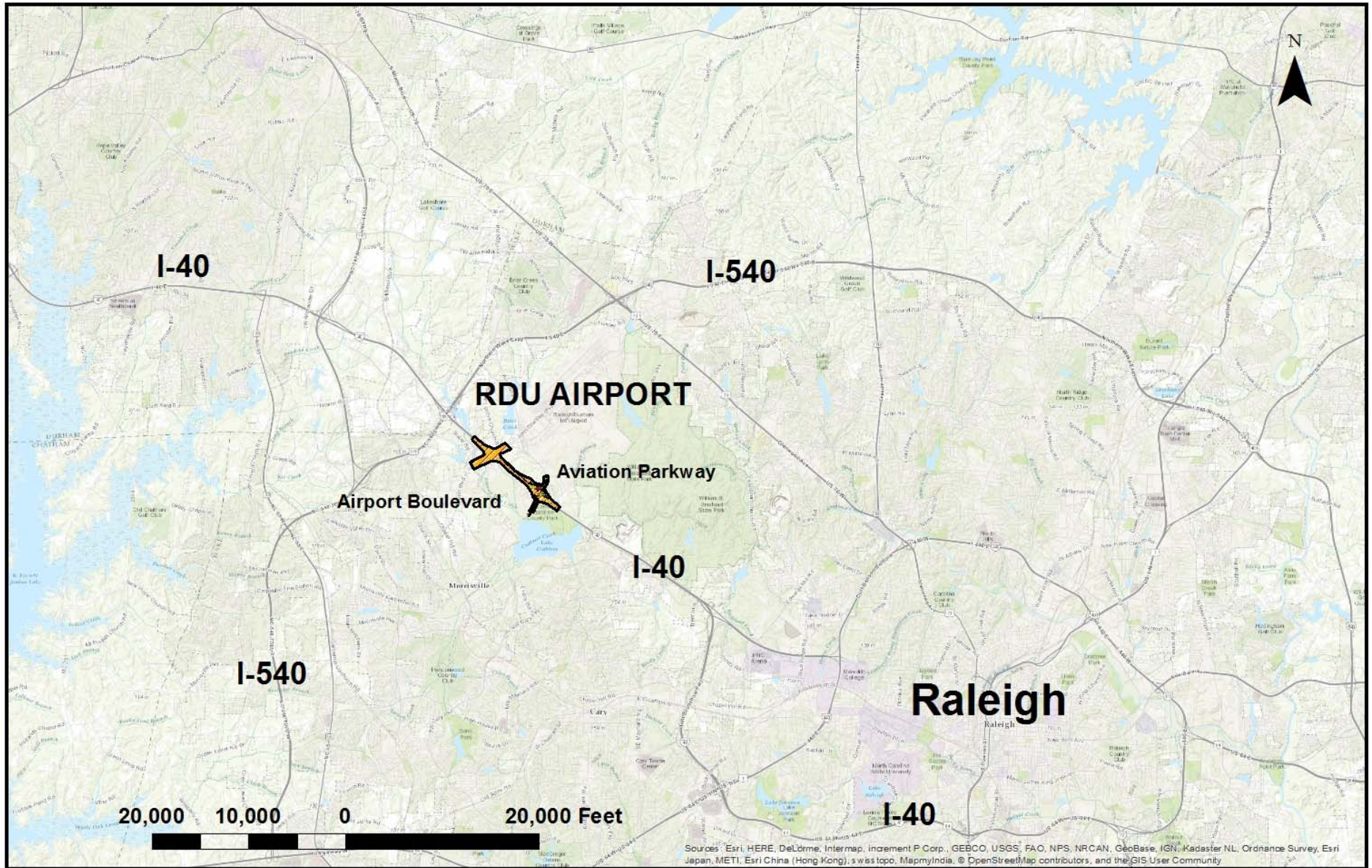


NCDOT ARCHAEOLOGIST

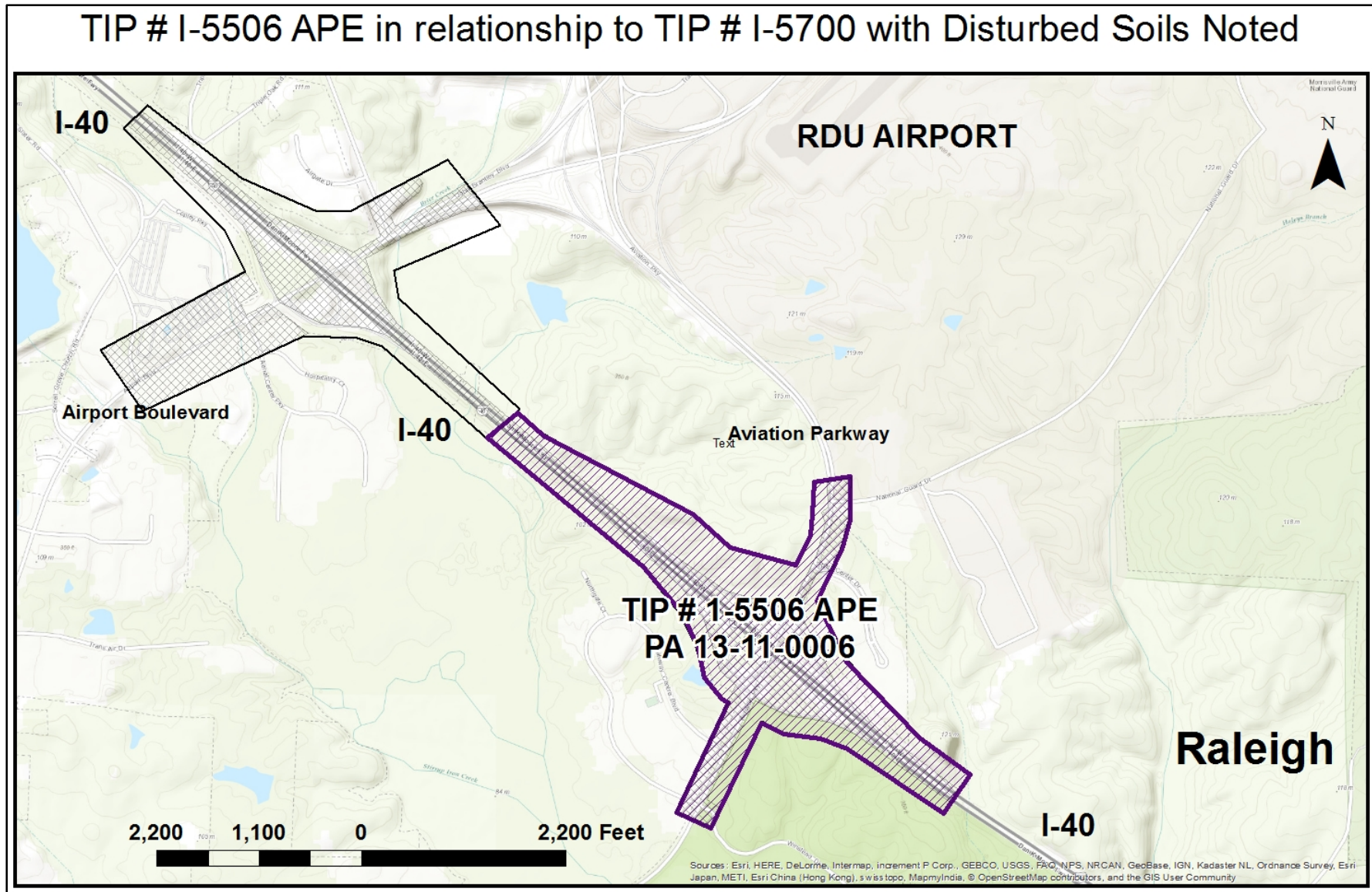
October 8, 2015

Date

TIP I-5506 and TIP I-5700 Combined Archaeological Area of Potential Effects

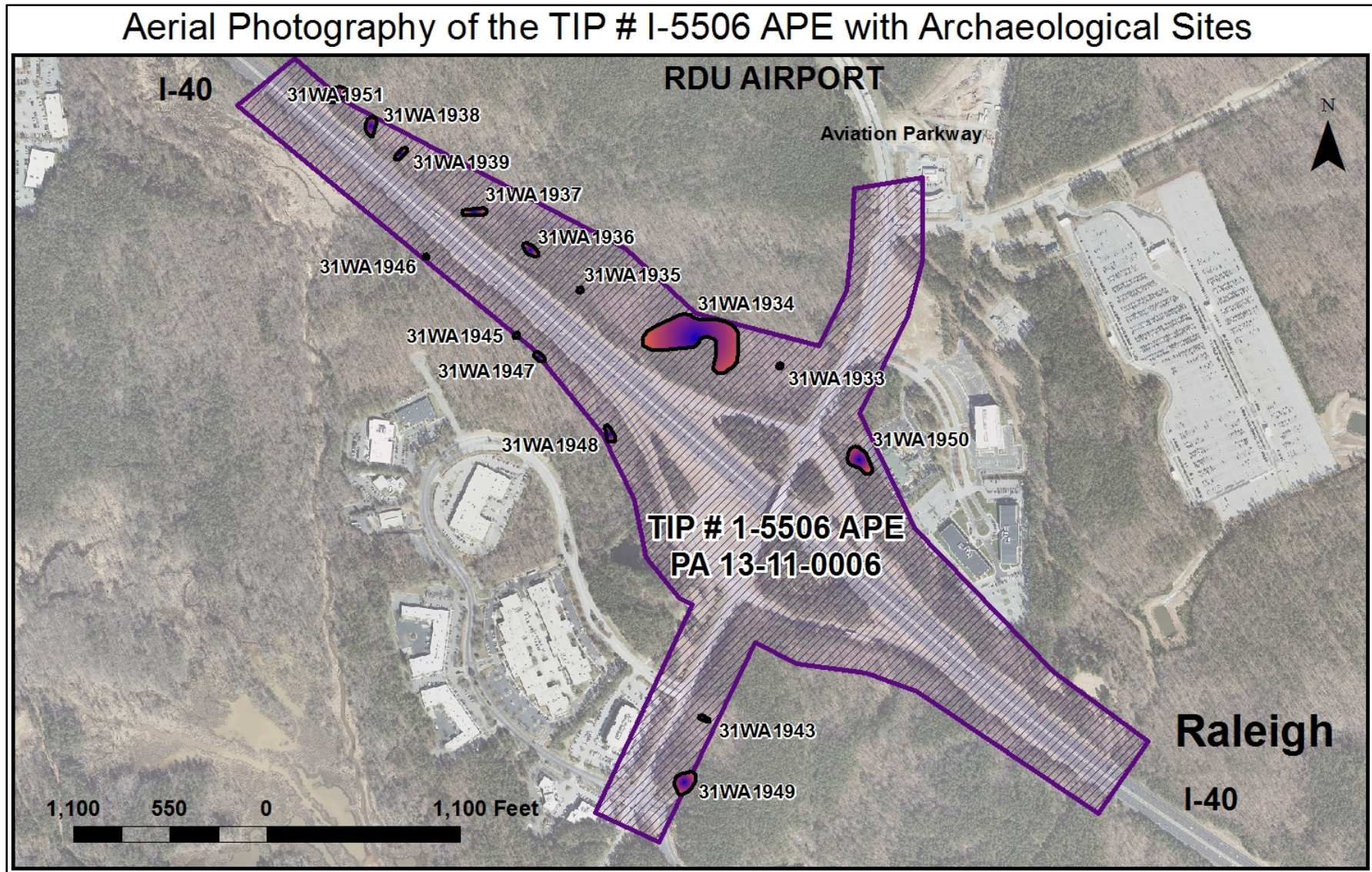


*"NO NATIONAL REGISTER ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES PRESENT OR AFFECTED
form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.*

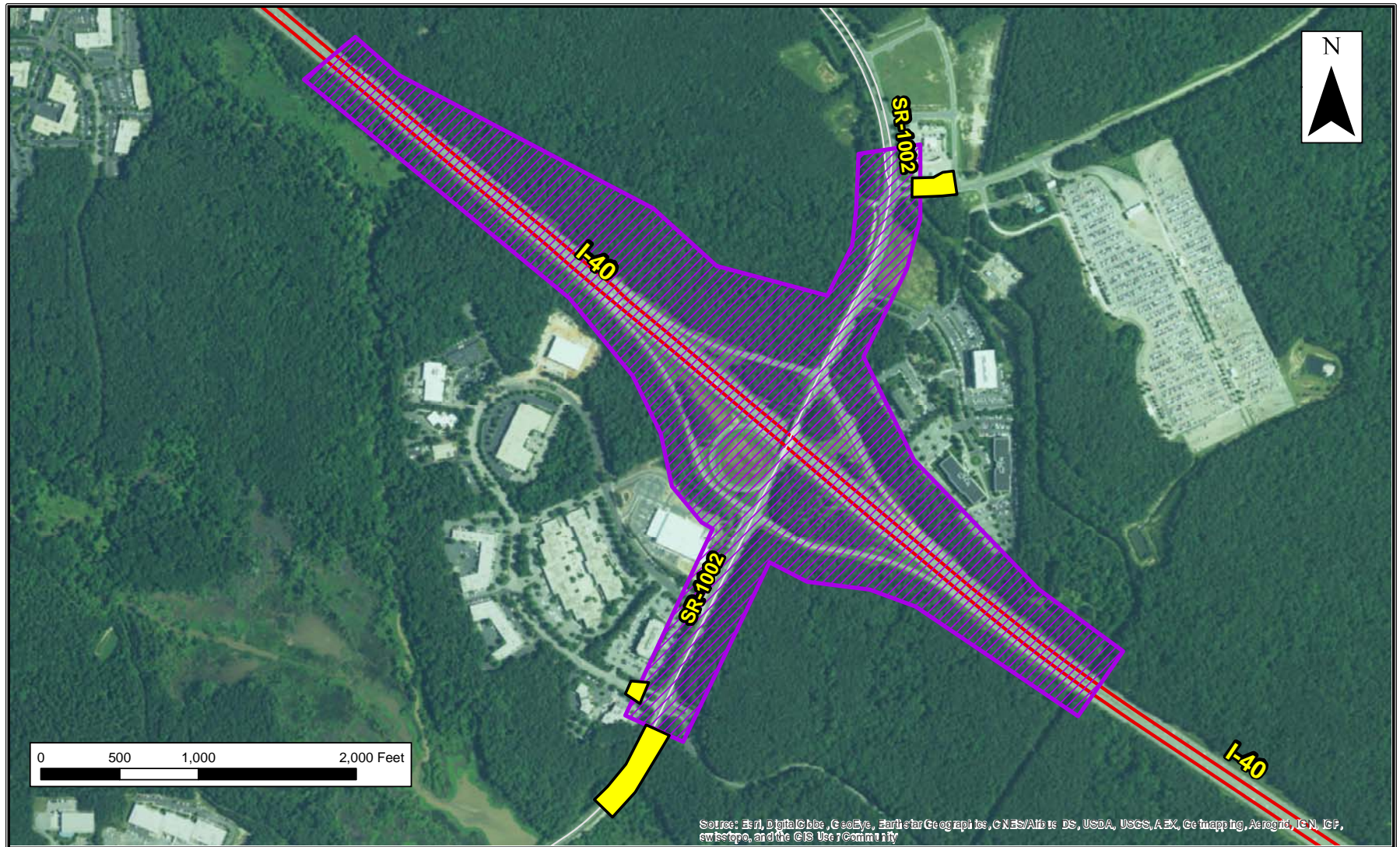


The above illustration shows both related interchange projects' APE with a bold outline for TIP # I-5506. Obviously disturbed areas are cross-hatched.

*"NO NATIONAL REGISTER ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES PRESENT OR AFFECTED
form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.*



Aerial photograph of the I-5506 APE illustrating the locations of the archaeological resources identified that are associated with the Aviation Parkway interchange, PA 13-11-0006.



Aerial photograph of the I-5506 project area showing the original surveyed area as a purple, hashed polygon. About half of the APE soil was considered modified by road construction and other urbanization. Three new additional locations required additional archaeological consideration in September 2017, and are illustrated here as bright yellow polygons with black borders. Note, these locations overlap existing transportation facilities and are generally considered to have a lowered probability to contain intact, significant archaeological remains.

*"NO NATIONAL REGISTER ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES PRESENT OR AFFECTED
form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.*