

NCDOT PROGRAMMATIC CATEGORICAL EXCLUSION (PCE)
ACTION CLASSIFICATION FORM

TIP Project No.	<u>C-5558</u>
WBS Element	<u>55063.1.F1</u>
Federal Project No.	<u>CMS-0710-(29)</u>

A. **Project Description: (Include project scope and location, including Municipality and County. Refer to the attached project location map and photos.)**

This project involves the rehabilitation and expansion of the existing City of High Point computerized traffic signal system. Work will primarily consist of communications system upgrade and expansion, field equipment upgrades, enhancement of the Traffic Operations Center (TOC), and the expansion of the video monitoring system.

As shown on the attached project location map, the project is located in the City of High Point in Guilford County, which a small portion extending into Randolph County.

B. **Purpose and Need:**

The purpose of the project is to modernize the existing traffic signal system in High Point and surrounding communities to improve traffic flow. Many components of the existing traffic signal system are outdated and in need of replacement.

C. **Proposed Improvements** – Select ALL Activities that apply to the Project, regardless of TYPE

Circle one or more of the following Type I activities:

1. Non-construction activities (program activities).
2. Approval of utility installations along or across a transportation facility.
3. Construction of bicycle and pedestrian lanes, paths, and facilities.
4. Activities included in the State’s “highway safety plan” under 23 USC 402 (programs administered by the Division of Motor Vehicles).
5. Transfer of Federal lands pursuant to 23 USC 317 when the subsequent action is not a FHWA action.
6. The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
7. Landscaping.
8. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices.

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9. Emergency repairs under 23 USC 125 (Governor Declared Emergency).
10. Acquisition of scenic easements.
11. Determination of payback under 23 CFR Part 480 for property previously acquired with federal-aid participation.
12. Improvements to existing rest areas and truck weigh stations.
13. Ridesharing activities.
14. Bus and Rail car rehabilitation.
15. Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
16. Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet changes in routine demand.
17. The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.
18. Track and rail bed maintenance and improvements when carried out within the existing right of way.
19. Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.
20. Promulgation of rules, regulations and directives.
21. Replacement of guardrail.

Circle one or more of the following Type II activities:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
 - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - b. Widening roadway and shoulders without adding through lanes
 - c. Modernizing gore treatments
 - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
 - e. Adding shoulder drains
 - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - g. Providing driveway pipes
 - h. Performing minor bridge widening (less than one through lane)
 - i. Slide Stabilization
 - j. Structural BMP's for water quality improvement

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2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
 - a. Installing ramp metering devices
 - b. Installing lights
 - c. Adding or upgrading guardrail
 - d. Installing safety barriers including Jersey type barriers and pier protection
 - e. Installing or replacing impact attenuators
 - f. Upgrading medians including adding or upgrading median barriers
 - g. Improving intersections including relocation and/or realignment
 - h. Making minor roadway realignment
 - i. Channelizing traffic
 - j. Performing clear zone safety improvements including removing hazards and flattening slopes
 - k.** Implementing traffic aid systems, signals, and motorist aid
 - i. Installing bridge safety hardware including bridge rail retrofit
3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
 - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
 - b. Rehabilitating or replacing bridge decks
 - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
 - d. Replacing a bridge (structure and/or fill)
4. Transportation corridor fringe parking facilities.
5. Construction of new truck weigh stations or rest areas.
6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.
8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such

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construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
 13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
 14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.
- D. Special Project Information: (Provide a description of investigations and findings concerning Threatened and Endangered Species, National Historic Preservation Act, Right of Way/Easements, Section 4(f) and Section 6(f) as described in the *Local Programs Management Handbook*. Also include Environmental Commitments and Permits Required)

A Natural Resources Technical Report (NRTR) and jurisdictional package were prepared for the project. The findings of the NRTR indicated No Effect on any protected species listed in the project area.

*Unabridged versions of the NRTR can be viewed at the
NCDOT - Project Development & Environmental Analysis
Unit, Century Center Building A, 1000 Birch Ridge
Drive, Raleigh N.C.*

NCDOT anticipates applying for a Nationwide 14 permit and Water Quality Certification. The USACE holds the final discretion as to what permit will be required to authorize project construction. If a Section 404 permit is required then a Section 401 Water Quality Certification (WQC) from the NCDWR will be needed.

A Community Impact Assessment was also prepared and concluded that the project will not result in any notable adverse community impacts. There will be no disproportionately high and adverse impacts to any Environmental Justice populations.

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E. Threshold Criteria

The following evaluation of threshold criteria must be completed. See *Local Programs Management Handbook* for more guidance on how to answer these questions.

<u>ECOLOGICAL</u>	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<u> X </u>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<u> X </u>	_____
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<u> X </u>
(4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<u> X </u>	<input type="checkbox"/>
(5) Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<u> X </u>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<u> X </u>
(7) Does the project involve waters classified as Outstanding Water Resources (OWR) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	<u> X </u>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<u> X </u>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<u> X </u>
 <u>PERMITS AND COORDINATION</u>	 <u>YES</u>	 <u>NO</u>
(10) If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)?	<input type="checkbox"/>	<u> X </u>
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<u> X </u>
(12) Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	<u> X </u>
(13) Will the project result in the modification of any existing regulatory floodway?	<input type="checkbox"/>	<u> X </u>

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(14) Will the project require any stream relocations or channel changes? X

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

YES NO

(15) Will the project induce substantial impacts to planned growth or land use for the area? X

(16) Will the project require the relocation of any family or business? X

(17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population? X

(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor? X

(19) Will the project involve any changes in access control? X

(20) Will the project substantially alter the usefulness and/or land use of adjacent property? X

(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness? X

(22) Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)? X

(23) Is the project anticipated to cause an increase in traffic volumes? X

(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours? X

(25) If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility? N/A

(26) Is there substantial controversy on social, economic, or environmental grounds concerning the project? X

(27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project? X

(28) Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places? X

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- | | | | |
|------|---|--------------------------|--------------|
| (29) | Will the project affect any archaeological remains which are important to history or pre-history? | <input type="checkbox"/> | <u> X </u> |
| (30) | Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | <u> X </u> |
| (31) | Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? | <input type="checkbox"/> | <u> X </u> |
| (32) | Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers? | <input type="checkbox"/> | <u> X </u> |

F. Additional Documentation Required for Unfavorable Responses in Part E
(Discussion regarding all unfavorable responses in Part E should be provided below. Additional supporting documentation may be attached, as necessary.)

2) Schweinitz's sunflower

Biological Conclusion: No Effect

Habitat for the Schweinitz's sunflower is present within the study area. Visual surveys were conducted on October 17, 2014 by Ben Cogdell and Rainor Gresham, walking overlapping transects within all potential suitable habitats confirm that the species is not present within the project study area. NCNHP records, updated January 2015, document no occurrence of Schweinitz's sunflower within 1.0 mile of the study area. Based on NCNHP records, field observations, and professional judgment, the project will not impact Schweinitz's sunflower.

Northern Long-eared Bat

The US Fish and Wildlife Service has 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) (*Myotis septentrionalis*) 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

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projects with a federal nexus in Divisions 1-8, which includes Guilford and Randolph counties, where TIP C-5558 is located.

9) An email was provided by the NCDOT GeoEnvironmental Section on March 9, 2015 indicating no additional comments or requirements regarding the hazardous materials information provided for the project. A copy of this email is provided as an attachment.

28) A Historic Architecture and Landscapes Effects meeting was held for the project on April 7, 2015. Findings of No Adverse Effect were issued for each of the National Register listed districts and sites intersected by the proposed project. The signed Effects Form is provided as an attachment.

29) A No Archaeology Survey Required Form was issued for the project on April 6, 2015 and is provided as an attachment.

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G. PCE Approval

TIP Project No. C-5558
WBS Element 55063.1.F1
Federal-Aid Project No. CMS-0710-(29)

Project Description: (Repeat all information from Page 1)

This project involves the rehabilitation and expansion of the existing City of High Point computerized traffic signal system. Work will primarily consist of communications system upgrade and expansion, field equipment upgrades, enhancement of the Traffic Operations Center (TOC), and the expansion of the video monitoring system.

Categorical Exclusion Action Classification: (Check one)

<input type="checkbox"/>	TYPE I (A)	NO BOXES Checked	} refer to Section E
<input type="checkbox"/>	TYPE I (B)	ANY BOX Checked	
<input type="checkbox"/>	TYPE II(A)	NO BOXES Checked	
<input checked="" type="checkbox"/>	TYPE II(B)	ANY BOX is Checked	

Prepared By:

05-12-15 Jenny Noonkester, AICP *Jenny Noonkester*
Date Name, Title

Atkins, 704-665-4443
Company/Agency, Telephone #

NOTE: Form needs to be completed by either a Professional Engineer (PE), Biologist, Planner, or AICP

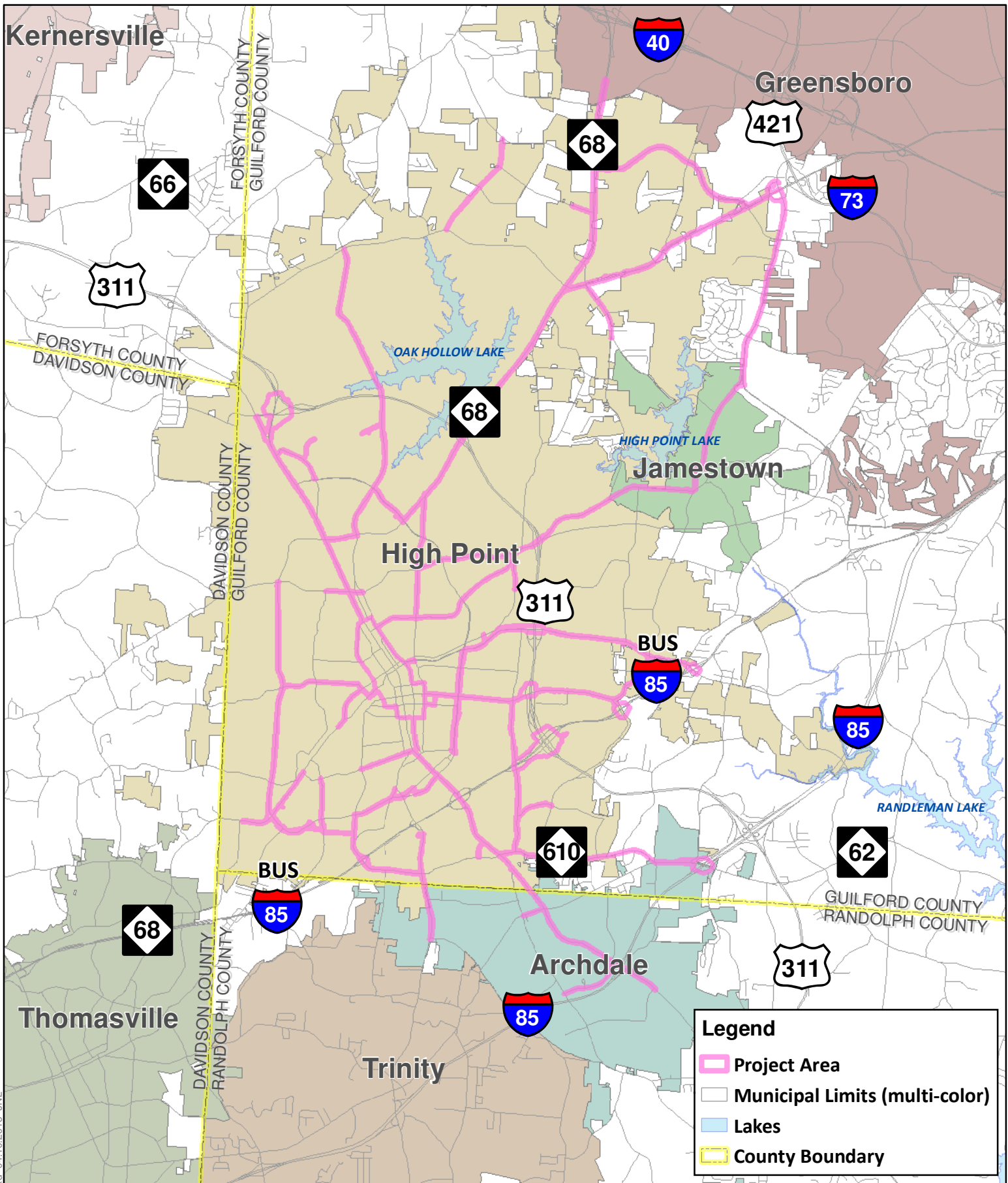
Reviewed:

27 May 2015 John M. Penney, PE *John M. Penney*
Date Project Dev. Unit Head / ~~Division Representative~~
NCDOT - PDEA ~~NCDOT Division~~

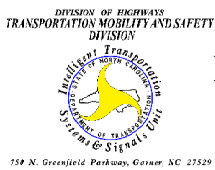
NOTE: NCDOT Review may occur at either PDEA or the Division Office. Mark through non-applicable position.

Approved: For Type I(B) or II(B) projects only:

5/29/15 *Felix Silva*
Date For
Division Administrator
Federal Highway Administration



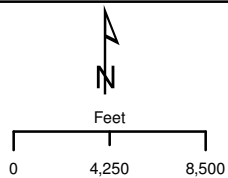
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High Point Signal System (C-5558)

Legend

- Project Area
- Municipal Limits (multi-color)
- Lakes
- County Boundary



Vicinity Map

Noonkester, Jennifer R

From: Fox, Terry W [twfox@ncdot.gov]
Sent: Monday, March 09, 2015 1:07 PM
To: Penney, John M
Cc: Noonkester, Jennifer R
Subject: C-5558 HazMat Sites

Michael-

I reviewed the Phase I Memo prepared by Atkins for the High Point Signal Project. The memo is comprehensive in defining the known and potential hazmat sites.

There are no comments or additional requirements from the GeoEnvironmental Section at this time.

Terry

Terry W. Fox, LG
GeoEnvironmental Project Manager
Geotechnical Engineering Unit
919-707-6870

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15-01-0011



HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS 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.

PROJECT INFORMATION

Project No:	C-5558	County:	Guilford
WBS No.:	55063.1.F1	Document Type:	PCE
Fed. Aid No:	CMS-0710 (29)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Permit Type(s):	

Project Description:

Rehabilitation and expansion of the existing City of High Point computerized traffic signal system. Work will primarily consist of a communication systems upgrade and expansion, field equipment upgrades, enhancements of the Traffic Operations Center (TOC) and expansion of the video monitoring system. Most of the existing signal controller cabinets will be replaced. Whenever possible this will be replace-in-place and in-kind.

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

On March 11, 2015 a search of NC HPOWEB GIS Service map reveals that the project intersect with a number of National Register listed districts and sites. On March 16, 2015 an NCDOT visited the project sites and photographed areas within the boundaries of known historic sites (NR, SL, and DE) where changes are proposed.

ASSESSMENT OF EFFECTS

Property Name:	Highland Cotton Mill Village Historic District	Status:	NR
Survey Site No.:	GF0636	PIN:	
Effects	<input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect		

Explanation of Effects Determination:

The only changes within the boundary of the district will be an upgraded signal box. Overhead cables will be replaced as well but there are existing overhead cables so there will be no visual change to the district. The project will remain within NCDOT right-of-way.

List of Environmental Commitments:

Property Name:	Southern Furniture Marker Center Façade	Status:	SL
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Survey Site No.:	GF2022	PIN:	
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Effects

No Effect

No Adverse Effect

Adverse Effect

Explanation of Effects Determination:

The only changes within the boundary of the district will be an upgraded signal box. There will be no visual change to the building since signal boxes already exist. The project will remain within NCDOT right-of-way.

List of Environmental Commitments:

Property Name:	Uptown Suburbs Historic District	Status:	NR
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Survey Site No.:	GF7103	PIN:	
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Effects

No Effect

No Adverse Effect

Adverse Effect

Explanation of Effects Determination:

Existing signal box within the district boundary will be replaced in kind. There will be no visual change to the district. One section of new underground cable will be installed but the area to be disturbed is in front of a contemporary car wash business. The project will remain within NCDOT right-of-way.

List of Environmental Commitments:

Property Name:	Johnson Street Historic District	Status:	NR, LD
Survey Site No.:	GF1419	PIN:	
Effects			
<input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<u>Explanation of Effects Determination:</u>			
The only changes within the boundary of the district will be an upgraded signal box. Overhead cables will be replaced as well but there are existing overhead cables so there will be no visual change to the district. One section of new underground cable will be installed but the area to be disturbed is in front of a contemporary car wash business. The project will remain within NCDOT right-of-way.			
<u>List of Environmental Commitments:</u>			

Property Name:	Jamestown Historic District	Status:	NR, LD
Survey Site No.:	GF1419	PIN:	
Effects			
<input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<u>Explanation of Effects Determination:</u>			
Upgraded signal boxes will be installed on Ragsdale Rd in the parking lot of the Quick Mart and on the Public Library parcel. Underground cable will be installed along W. Main St but not in the vicinity of any contributing resources. The project will remain within NCDOT right-of-way.			
<u>List of Environmental Commitments:</u>			

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

Historic Architecture and Landscapes EFFECTS ASSESSMENT form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.

Shelby Reap
NCDOT Architectural Historian

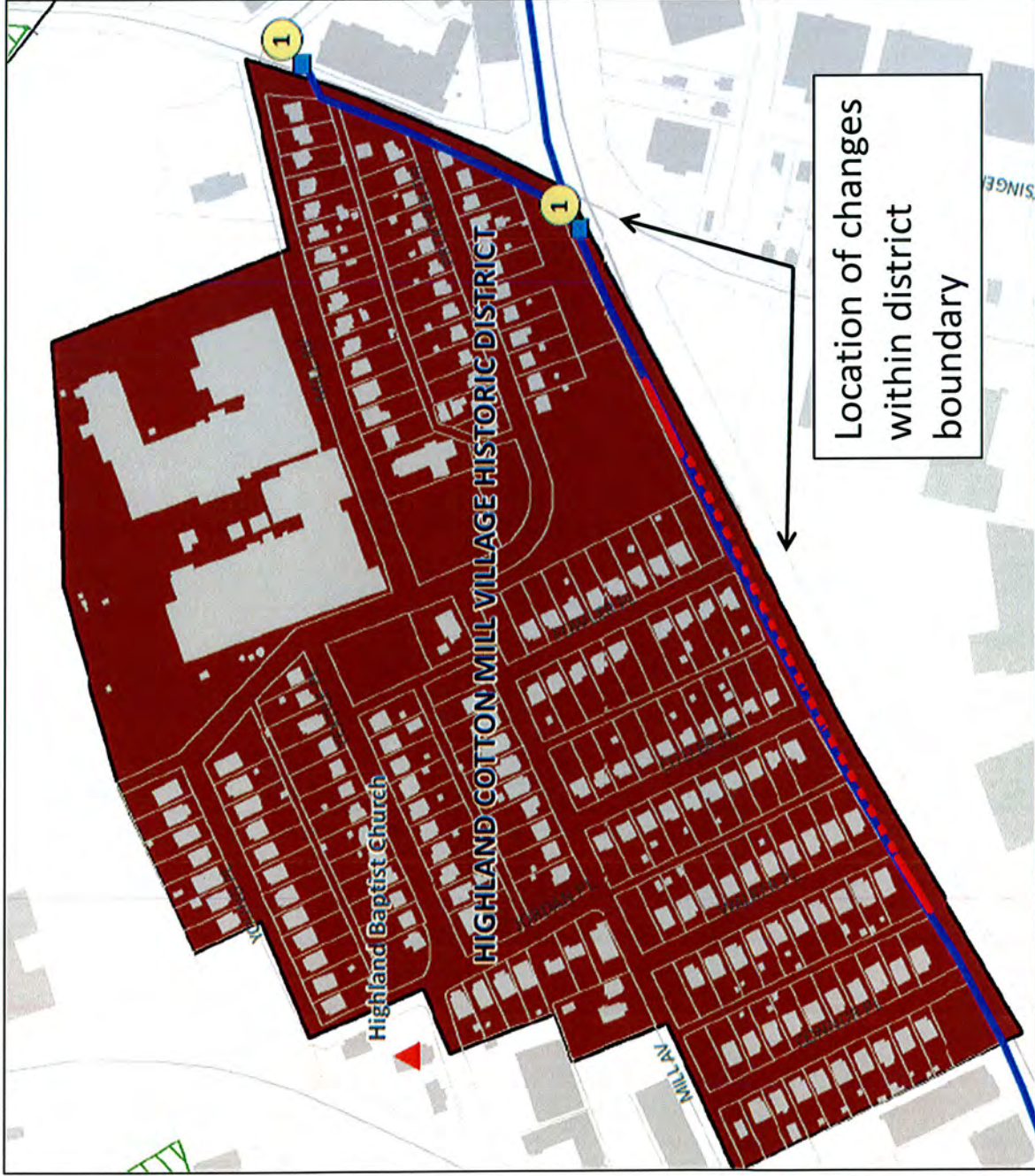
April 7, 2015
Date

Renee Medhill-Easley
State Historic Preservation Office Representative

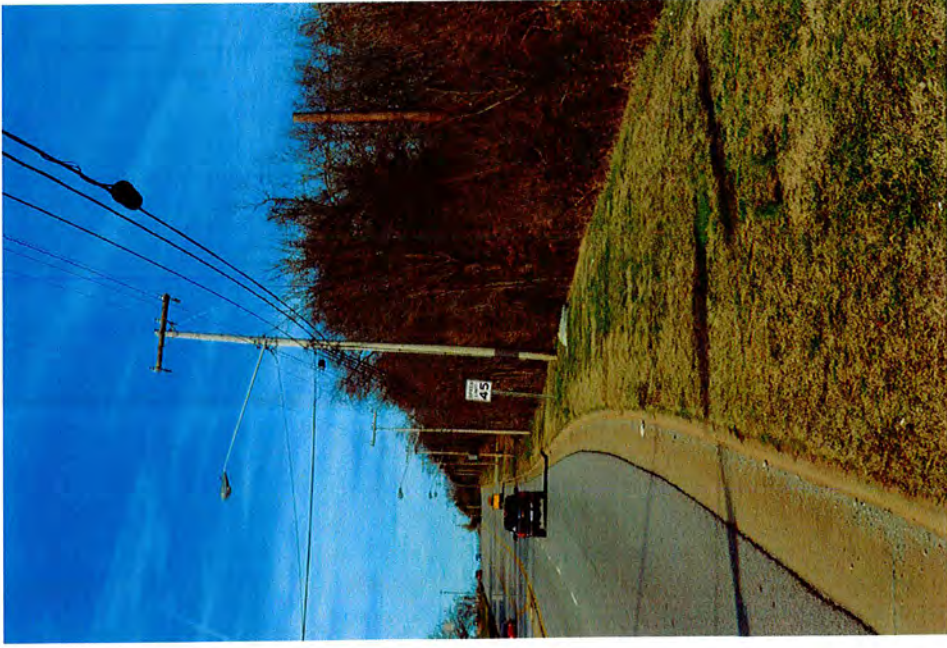
4-7-15
Date

John Burt
FHWA

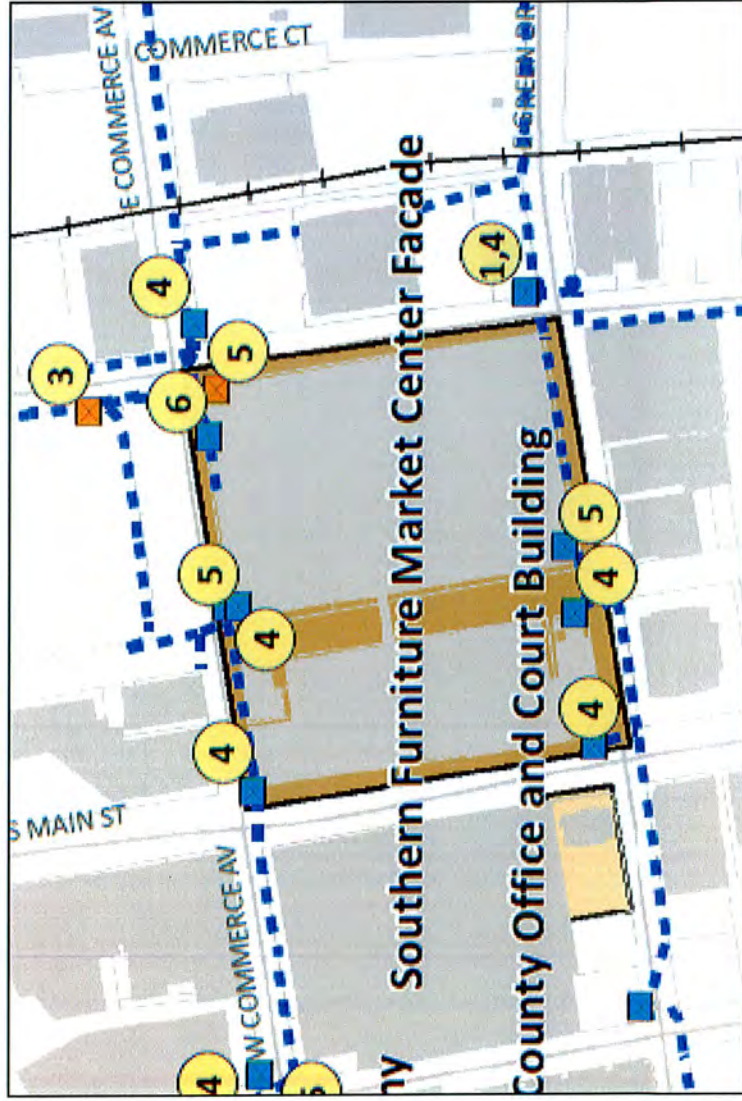
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Highland Cotton Mill Village Historic District (DE)



Elm St and West Market Center St (upgrade and expand base of signal box and upgrade overhead cables



Southern Furniture Market Center Façade (SL)
Locations of Upgraded Signal Cabinets



Green St. and Main St.
Locations of Upgraded Signal Cabinets



Main St. and Green St.
Locations of Upgraded Signal Cabinets



View of Southern Furniture Market Center Façade



View of Southern Furniture Market Center Façade



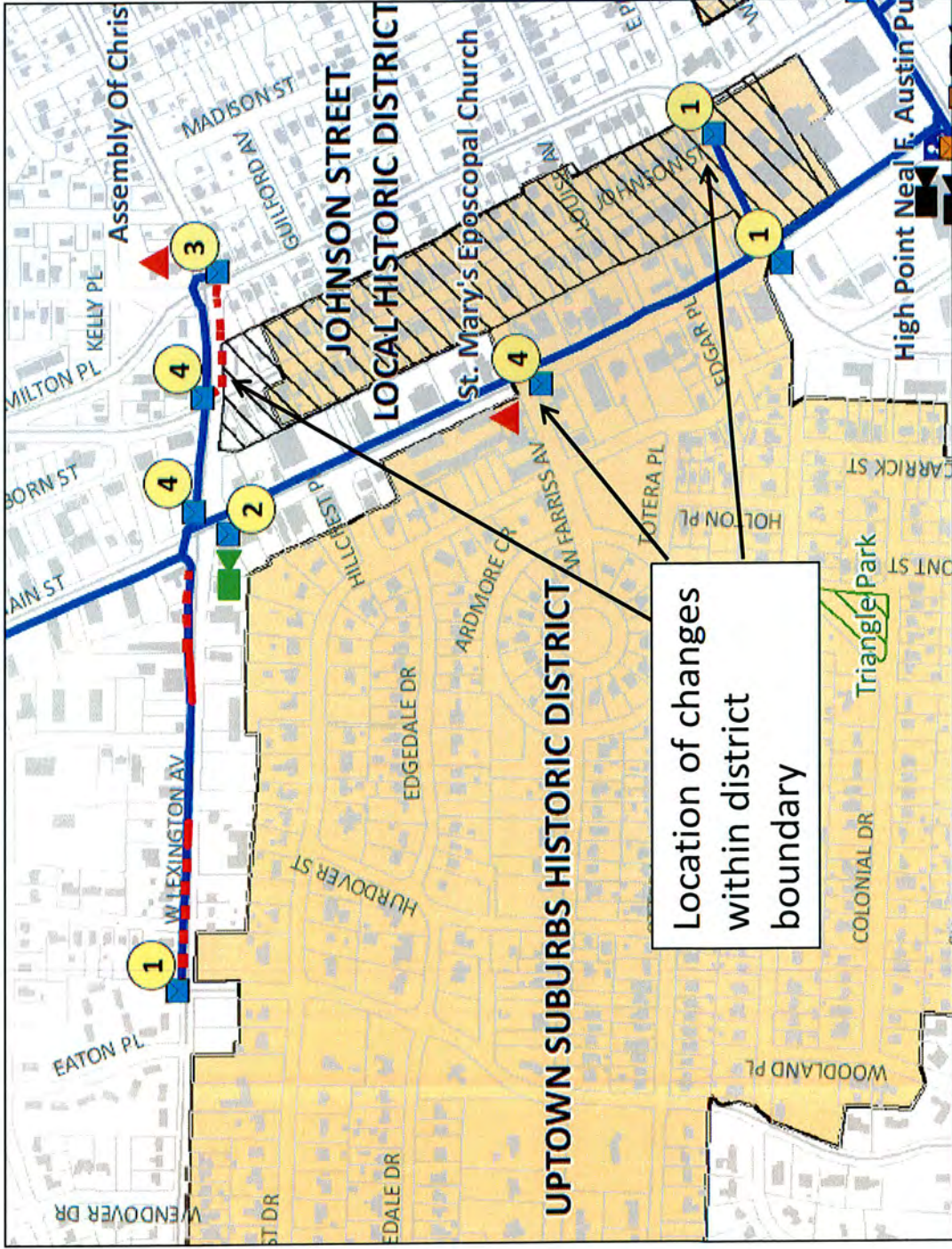
Northwest Corner of Main St and Commerce Ave.
Location of Upgraded Signal Box



S. Wrenn St and Commerce Ave.
Location of Upgraded Signal Box



S. Wrenn St Location of Upgraded Signal Boxes



Uptown Suburbs Historic District (NR) and Johnson Street Historic District (NR & LD)



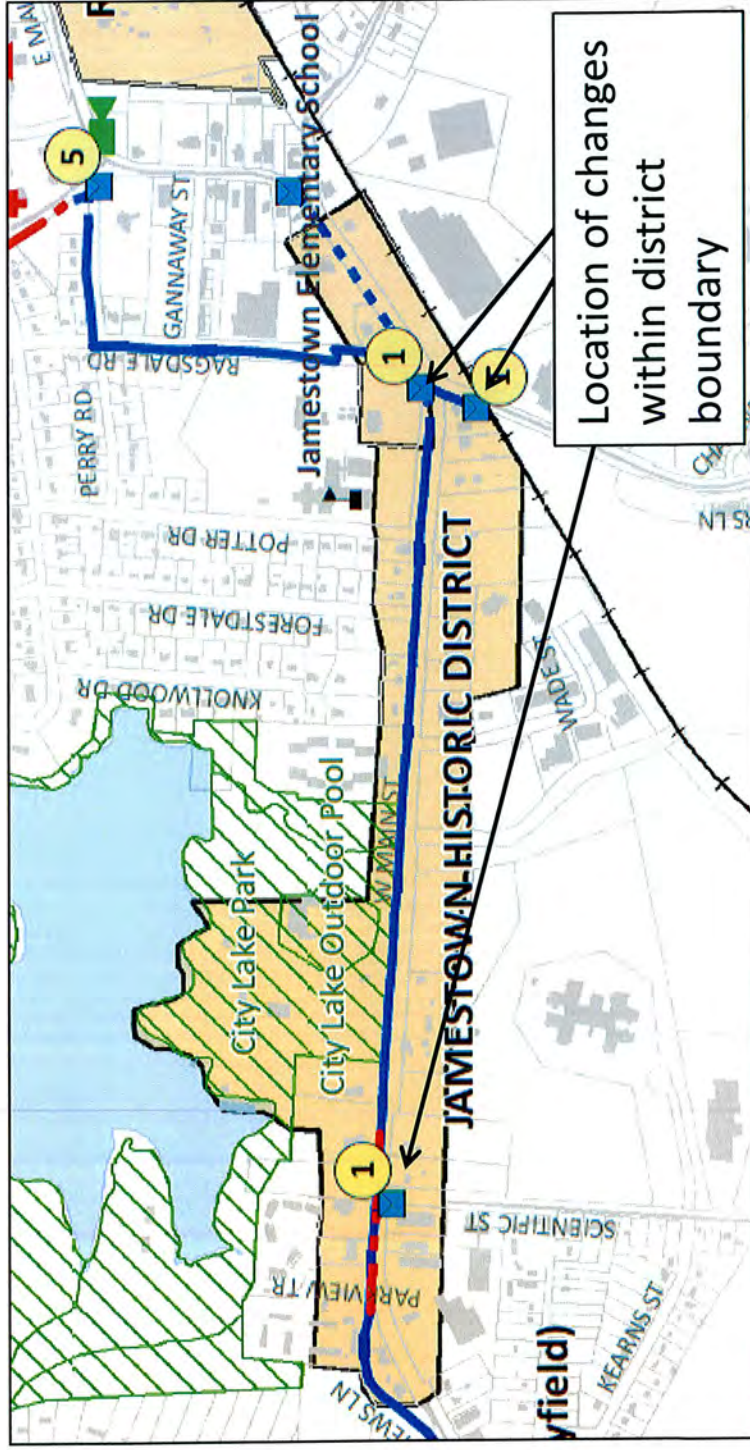
Upgraded Signal Box located Southeast Corner of Main St. and Farris Ave



Location for Upgraded Signal Box Southside E. Parkway Ave in the parking lot of the First Presbyterian Church



Location for Underground Cable along Lexington Ave
(northern boundary for Johnson Street Historic District)



Jamestown Historic District with Signal Box Locations



Upgraded Signal Box on Ragsdale Rd in the Quick Mart Parking Lot



Upgraded Signal Box Northeast Corner of Ragsdale Rd and W. Main St
On the Public Library Parcel



Location of Proposed Underground Cable along W. Main St. at Scientific St



Upgraded Signal Box Southwest Corner of W. Main St and Scientific St



NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

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



PROJECT INFORMATION

Project No: **C-5558** County: **Guilford & Randolph**
 WBS No: **55063.1.F1** Document: **PCE**
 F.A. No: **CMS-0710-(29)** Funding: State Federal

Federal Permit Required? Yes No Permit Type: **To Be Determined**

Project Description: Otherwise known as the High Point Signal System Project, the STIP# C-5558 project includes the rehabilitation and expansion of the existing City of High Point computerized traffic signal system. Work will primarily consist of communications system upgrades and expansion, field equipment upgrades, enhancement of the Traffic Operations Center (TOC), and the expansion of the video monitoring system. Most of the existing signal controller cabinets (i.e. equipment cabinets) will be replaced with new controller cabinets. Wherever possible, the current location and mounting method of the existing cabinet will be retained.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

A map review and site file search was conducted at the Office of State Archaeology (OSA) on Friday, March 20, 2015. Comprehensive archaeological surveys have been conducted in and around the City of High Point for various reasons, and the number of archaeological sites recorded within the city limits is low based on the presence of eroded soils, flooded soils, and the level of urbanization. Digital copies of HPO's maps (Guilford, High Point East, High Point West, and Kernersville Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Wednesday, April 1, 2015. There are known historic architectural resources/districts adjacent to the proposed cable conduit, directional drill, and signal cabinet locations; however, intact archaeological deposits associated with such resources/districts are not anticipated within the proposed project's footprint. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

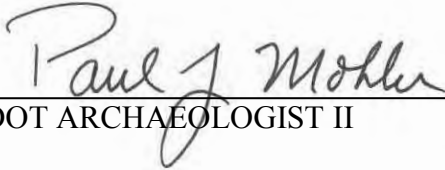
Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

Both Federal and State funds are to be used for the proposed project. In addition, Federal permits and temporary/permanent easements may be required. Despite the presence of numerous historic districts, some of which may contain intact archaeological materials like the Jamestown Historic District (GF0010 – 18th-19th century Quaker settlement) and the Model Farm (GF1550 – 19th century Quaker settlement), all proposed activities are to take place within the NCDOT's existing ROW or the City of High Point's existing ROW. The Area of Potential Effects (APE) for each system upgrade would be centered on the location of the proposed signal cabinet/foundation, proposed aerial runs, proposed underground conduit/

directional drilling, and proposed locations of mounted CCTV cameras. Areas of directional drilling and new utility poles are located in highly disturbed contexts along the edges of existing ROW. The APE for directional drilling could measure 30 inches deep by 4 to 16 inches wide depending on the number of conduits to be placed; however, directional drilling generally runs parallel to, or underneath, the existing roadbed, about 5-6 feet off the edge of pavement. All of these locations have been greatly disturbed by the processes of urbanization and residential development and would not warrant any archaeological investigations. The disturbed/modified nature of the APE (i.e. existing ROW and below streetgrade) would suggest that each individual cabinet/cable/CCTV location is unlikely to contain significant archaeological resources. Based on the information above, there should be no archaeological survey required for this project. If design plans change prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Photocopy of County Survey Notes Other:

FINDING BY NCDOT ARCHAEOLOGISTNO ARCHAEOLOGY SURVEY REQUIRED


NCDOT ARCHAEOLOGIST II

April 6, 2015

Date

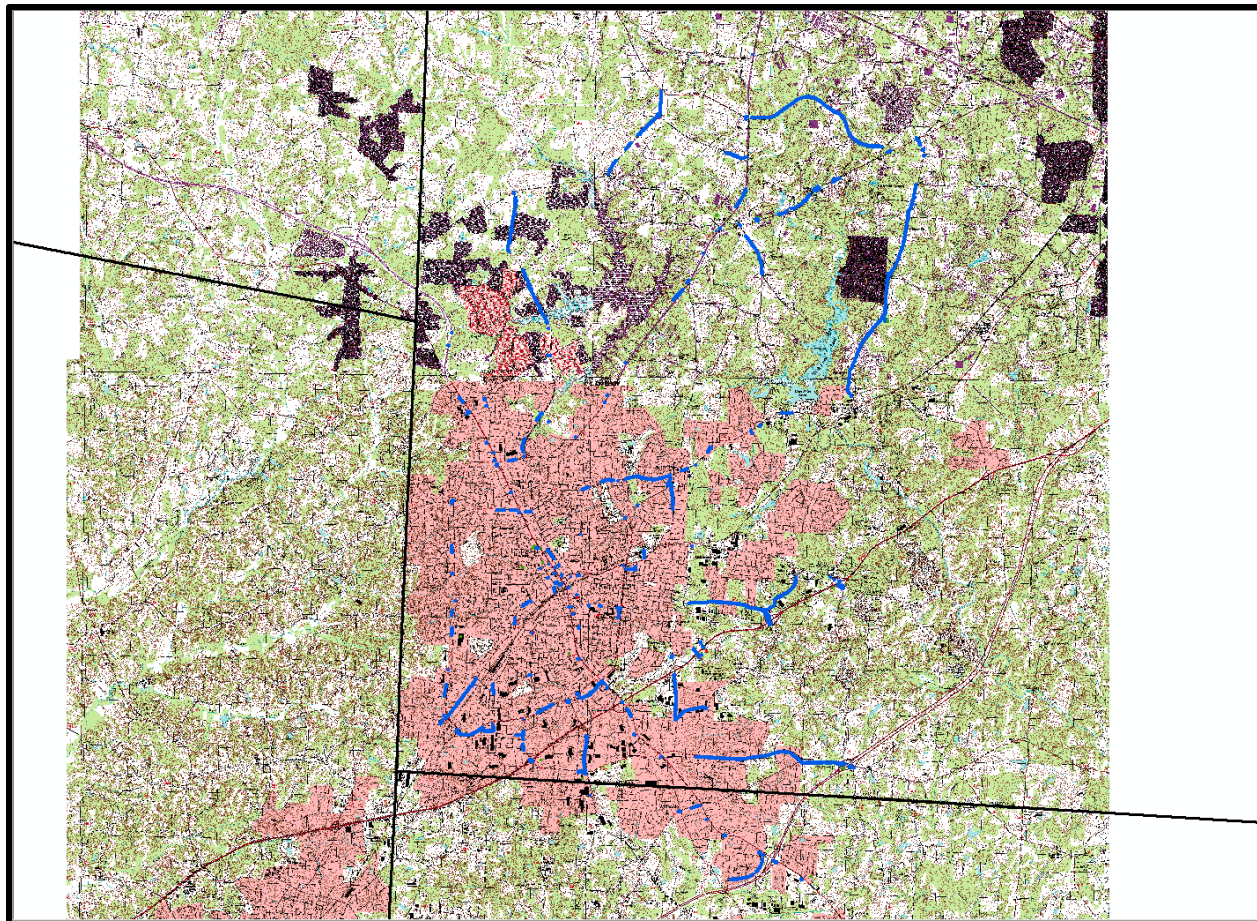


Figure 1: Kernersville, NC (USGS 1969 [PR87]), Guilford, NC (USGS 1951 [PR68]), High Point West, NC (USGS 1969), and High Point East, NC (USGS 1950 [PR82]).

