

Type III Categorical Exclusion Action Classification Form

STIP Project No.	<u>HL-0008D</u>
WBS Element	<u>49367.1.8</u>
Federal Project No.	<u>TBD</u>

A. Project Description:

The proposed project involves widening SR 1301 (Sunset Lake Road) from SR 1152 (Holly Springs Road) to SR 3973 (Lockley Road) in Holly Springs in Wake County. The proposed improvements will widen Sunset Lake Road from a two-lane facility to a four-lane divided facility within the project limits. In addition, a sidewalk and multiuse path are proposed along Sunset Lake Road, in compliance with the Town of Holly Springs Comprehensive Transportation Plan. The project location is shown on Figure 1. Proposed improvements are shown on Figure 2.

The project is included in the 2020-2029 North Carolina State Transportation Improvement Program (STIP). Right-of-way acquisition and construction are scheduled to begin in fiscal years 2024 and 2025, respectively.

This project is one of several in the STIP funded through the Bonus Allocation Program. Bonus Allocation (BA) is an additional Strategic Transportation Investments (STI) budget allocation to an MPO, RPO or local government. BA is based on the reduction in cost to NCDOT for a project funded under STI. This project is funded out of BA awarded to the Capital Area Metropolitan Planning Organization (CAMPO) from NC 540 toll bonds.

The total estimated cost for the project is \$5,530,000, including \$2,000,000 for right of way acquisition, \$2,880,000 for construction, and \$650,000 for utility relocation.

B. Description of Need and Purpose:

The purpose of the proposed project is to reduce congestion and delay on SR 1301 (Sunset Lake Road) between SR 1152 (Holly Springs Road) and SR 3973 (Lockley Road).

Sunset Lake Road is a highly traveled corridor with a 2019 ADT of 13,500 vehicles per day (vpd) with only one travel lane in each direction between SR 1152 (Holly Springs Road) and SR 3973 (Lockley Road). This daily volume is near the threshold of what a two-lane facility can accommodate with acceptable levels of service. By the design year, it is likely that volumes on Sunset Lake Road will exceed the capacity of a two-lane facility.

C. Categorical Exclusion Action Classification:

Type III

D. Proposed Improvements:

Highway widening projects that add an additional through lane.

E. Special Project Information:

Potential Project Effects

The proposed project will require the acquisition of additional right of way. One single-family home will be relocated due to the proposed improvements. Temporary construction easements and permanent drainage and utility easements will also be required. Figure 3 presents environmental features in the project area.

Complete Streets

Bicycle, pedestrian, and public transit accommodations were evaluated for the project. A ten-foot-wide multi-use path will be constructed on the west side and a five-foot sidewalk on the east side of Sunset Lake Road, from Holly Springs Road to Lockley Road. Step 2IM1 of the Integrated Project Delivery Process (IPD) has been completed and the NCDOT Integrated Mobility Division (IMD) agrees with adding the multi-use path and sidewalk on Sunset Lake Road. IMD recommends also adding signage to notify vehicular traffic that bicyclists and pedestrians are present in the area, pedestrian crosswalks should use high-visibility pavement markings, and to consider extending the nose of the concrete median at the intersection of Sunset Lake Road and Lockley Road so the crosswalk is behind the concrete nose.

Utilities

Utility relocation will be required for the project for water and power lines due to the construction of the additional travel lanes.

Public Involvement

A public input website was created to notify the public of the project and receive comments from residents and businesses in the study area. Postcards providing the website address were mailed to area property owners on December 9, 2022. Comments were accepted from the website starting December 9, 2022 until January 15, 2023. Three comments were received regarding the proposed project. In general, the comments mostly related to questions about the right-of-way process.

Community Impacts

One single-family home will be relocated due to the proposed improvements.

A Direct and Indirect Screening Tool (DIST) was completed by NCDOT in March 2023. According to the DIST, census data does not indicate a notable presence of populations meeting the criteria for Environmental Justice within the Demographic Study Area, no minority, low-income, or non-EJ Title VI communities were observed within the Direct Community Impact Area during a field visit.

As part of the proposed improvements, a median will be constructed on Sunset Lake Road from Holly Springs Road to Lockley Road. This median will have two direct impacts: impacting driveway access to properties along Sunset Lake Road and impacting local traffic patterns to access Eisenhower Drive.

Driveway access to properties along Sunset Lake Road between Lockley Road and Eisenhower Drive will be converted into right-in, right-out due to the grass median. Drivers will have to travel further to make a U-turn due to the addition of the grass median. Temporary access impacts during construction are anticipated. During final design, major changes to property access should be minimized to the greatest extent possible. Access to residential and commercial properties should be maintained during construction.

Access to Eisenhower Drive from westbound Sunset Lake Road will likely take longer due to the inclusion of a grass median between Lockley Road and Eisenhower Drive. It is recommended that impacts to emergency response services should be minimized during construction, and the NCDOT Project Manager should coordinate with the Holly Springs Fire Department, Wake County EMS, and

Wake County Schools prior to construction regarding the construction schedule and any traffic modifications that would result in notable delays or the rerouting of emergency vehicles and school buses.

Cultural Resources

NCDOT architectural historians reviewed State Historic Preservation Office data on October 6, 2021, and found no existing National Register of Historic Places-listed or eligible properties in the project's area of potential effects (APE). As explained in the October 7, 2021 "No Survey Required" form prepared by the NCDOT Historic Architecture Team, a visual survey was conducted of all buildings over 50 years old and none warranted further evaluation. The proposed project will not affect any historic properties.

NCDOT archaeologists conducted a map review and file search utilizing on-line resources provided to NCDOT by the Office of State Archaeology on November 1, 2021. As explained in the November 1, 2021 "No Archaeological Survey Required" form prepared by the NCDOT Archaeology Team, no National Register of Historic Places (NRHP) eligible archaeological sites nor any other archaeological resources are located within the APE.

Protected Species

As of April 25, 2023, the US Fish and Wildlife Service Information for Planning and Consultation (IPaC) website (ecos.fws.gov/ipac/) shows seven federally-protected species as potentially occurring in the project study area. These species are listed in the table below.

Federally-Protected Species Potentially Occurring in Project Study Area

Common Name	Scientific Name	Status	Potential Habitat?	Biological Conclusion
Tricolored bat	<i>Perimyotis subflavus</i>	Proposed Endangered	Unknown	Unresolved
Atlantic Pigtoe	<i>Fusconaia masoni</i>	Threatened	No	No Effect
Carolina Madtom	<i>Noturus furiosus</i>	Endangered	No	No Effect
Dwarf Wedgemussel	<i>Alasmidonta heterodon</i>	Endangered	No	No Effect
Michaux's Sumac	<i>Rhus michauxii</i>	Endangered	Yes	No Effect
Neuse River Waterdog	<i>Necturus lewisi</i>	Threatened	No	No Effect
Yellow Lance	<i>Elliptio lanceolata</i>	Threatened	No	No Effect
Northern long-eared bat	<i>Myotis septentrionalis</i>	Endangered	Not Applicable	May Affect, Likely to Adversely Affect

Note: As of April 25, 2023, the northern long-eared bat is not listed in IPac as potentially occurring in the project study area.

NCDOT biologists conducted a site review on April 19, 2023. Suitable habitat was not found for six of the seven protected species that could potentially occur within the study area.

Suitable habitat for one species, Michaux's sumac, is limited in the project study area. A survey for Michaux's sumac was conducted on April 19, 2023. No specimens were observed in the study area. It is anticipated the proposed project will have "No Effect" on Michaux's sumac.

The bald eagle is provided protection under the Bald and Golden Eagle Protection Act. No known Natural Heritage Program occurrences exist for this area. There are no large trees sufficient for eagle's nests, nor were any nests or birds observed during the site visit. Therefore, based on lack of habitat, it is expected the proposed project will have "No Effect" on bald eagle.

On September 14, 2022, the U.S. Fish and Wildlife Service announced a proposal to list the tricolored bat (*Perimyotis subflavus* - PESU) as endangered under the Endangered Species Act. Given the proposal to list PESU as Federally Endangered, NCDOT and its federal partners, FHWA and USACE are initiating a conference programmatic consultation to address impacts to this species. USFWS has not provided an official effective listing date, but it is anticipated to occur in the second half of 2023. Upon listing, USFWS is expected to provide habitat descriptions and an area of influence/distribution range for PESU. When this information is provided, it will help to inform NCDOT's determinations on habitat that could be impacted by NCDOT actions. If listed, NCDOT will resolve Section 7 prior to project construction as appropriate.

The USFWS has revised the previous 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 (December 15, 2022). The Revised PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known to occur in 27 counties but may potentially occur in three additional counties within Divisions 1-8 (note: Division 5 is not located within any of these 30 counties). NCDOT, FHWA, and USACE have agreed to two Conservation Measures which will avoid/minimize mortality of NLEBs. These Conservation Measures only apply to the 30 current known/potential counties shown on Figure 2 of the Revised PBO and do not include any parts of Division 5. NCDOT, FHWA, and USACE have agreed to three Monitoring and Reporting Requirements to monitor the impacts of incidental take. All projects in Division 5 where planning has commenced after May 5, 2023 must adhere only to Monitoring and Reporting Requirement 3. This requirement does not apply to this project since planning commenced before May 5, 2023.

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 ten years for all NCDOT projects with a federal nexus in Divisions 1-8. This level of incidental take is authorized from the effective date of a final listing determination through December 31, 2030.

Streams, Buffers, and Wetlands

NCDOT Biologists conducted a site review on April 19, 2023. This review is documented in the Updated Natural Resources and Protected Species Memo, completed in April 2023, which is a part of the project files. The project study area is located within the Neuse River Basin in Wake County, Neuse River Basin Buffer Rules apply. One intermittent, buffered stream is located within the southwestern portion of the project study area. This stream is located in an area where the only proposed improvements will be the placement of pipes. The proposed project will impact approximately 25 linear feet of the intermittent stream, based on the area 25 feet outside the proposed slop stakes.

The proposed project will affect 1,893 square feet of Zone 1 and 2,184 square feet of Zone 2 of the riparian buffer for the intermittent stream, based on the area 25 feet outside the proposed slope stakes.

The study area does not contain any streams that have been designated as an Outstanding Resource Water (ORW). There are no designated High-Quality Waters (HQW) or water supply watersheds (WS-I

or WS-II) within, or within one mile downstream of the study area. There are no streams listed on the 2022 Final 303(d) list of impaired waters.

No wetlands were identified within the project study area.

The project study area is not within a 100-year floodplain or floodway.

Permits Required

If the proposed improvements result in impacts to the stream or associated buffers, Section 404 and 401 permits and Neuse River Buffer Authorization may be required.

F. Project Impact Criteria Checklists:

F3. Type III Actions			
Proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C) answer questions below.			
<ul style="list-style-type: none"> <i>NCDOT will certify the Categorical Exclusion for FHWA approval.</i> <i>If any questions are marked "Yes" then additional information will be required for those questions in Section G.</i> 			
		Yes	No
1	Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Does the project impact anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project require work encroaching and adversely effecting 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Areas of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Type III Actions (continued)</u>		Yes	No
17	Does the project require a US Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve Coastal Barrier Resource Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project impact federal lands (e.g. US Forest Service (USFS), US Fish and Wildlife Service (USFWS), etc.) or Tribal (Trust) Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	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, 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
28	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project in an Air Quality non-attainment or maintenance area for a National Ambient Air Quality Standard (NAAQS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Response to Question 1:

The USFWS has revised the previous 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 (December 15, 2022). The Revised PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known to occur in 27 counties but may potentially occur in three additional counties within Divisions 1-8 (note: Division 5 is not located within any of these 30 counties). NCDOT, FHWA, and USACE have agreed to two Conservation Measures which will avoid/minimize mortality of NLEBs. These Conservation Measures only apply to the 30 current known/potential counties shown on Figure 2 of the Revised PBO and do not include any parts of Division 5. NCDOT, FHWA, and USACE have agreed to three Monitoring and Reporting Requirements to monitor the impacts of incidental take. All projects in Division 5 where

planning has commenced after May 5, 2023 must adhere only to Monitoring and Reporting Requirement 3. This requirement does not apply to this project since planning commenced prior to May 5, 2023.

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 ten years for all NCDOT projects with a federal nexus in Divisions 1-8. This level of incidental take is authorized from the effective date of a final listing determination through December 31, 2030.

Response to Question 9:

The intermittent stream located within the southwestern portion of the study area is subject to the Neuse riparian buffer rules. The proposed project will impact approximately 25 linear feet of the intermittent stream, based on the area 25 feet outside the proposed slope stakes. The proposed project will affect 1,893 square feet of Zone 1 and 2,184 square feet of Zone 2 of the riparian buffer for the intermittent stream, based on the area 25 feet outside the proposed slope stakes.

Response to Question 27:

This project is considered a "Type I" project because it proposes additional through lanes on Sunset Lake Road. The source for the following traffic noise information is *STIP Project HL-0008D Traffic Noise Report SR 1301 (Sunset Lake Road) From SR 3973 (Lockley Road) to North of SR 1152 (Holly Springs Road)*, Infrastructure Consulting Services, Inc. dba, Ramey Kemp Associates, March 2023.

Traffic Noise Impacts

The maximum number of receptors predicted to be impacted by future traffic noise due to the proposed project is shown in the table below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels as defined in the NCDOT Traffic Noise Policy.

Predicted Traffic Noise Impacts by Alternative

Traffic Noise Impacts				
Alternative	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Build	20	0	0	20

*Per TNM^{2.5} and in accordance with 23 CFR Part 772

Traffic Noise Abatement Measures

Measures for reducing or eliminating the traffic noise impacts, including noise barriers, were considered for all impacted receptors. Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise.

No control of access is proposed for this project, meaning that most noise-sensitive land uses will have direct access connections to the proposed project, and all proposed intersections are at grade. The traffic noise analysis for this project confirmed that the physical breaks in potential noise barriers that would occur due to the uncontrolled right of way access would prohibit any noise barrier from providing the minimum required traffic noise level reductions at predicted traffic noise impacts, as defined by the noise abatement measure feasibility criteria of the NCDOT Traffic Noise Policy. Therefore, noise abatement would not be feasible.

Based on this preliminary study, traffic noise abatement is not recommended and no noise abatement measures are proposed. This evaluation completes the highway traffic noise requirements of Title 23

CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project's design concept or scope.

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of this Categorical Exclusion. NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.

Response to Question 29:

The project is in Wake County, which is within the Raleigh-Durham-Chapel Hill nonattainment area for the prior 1997 ozone National Ambient Air Quality Standard (NAAQS) as defined by the EPA. This area was designated nonattainment for the 1997 8-hour ozone standard effective June 15, 2004. However, due to improved monitoring data, this area was redesignated maintenance on December 26, 2007. EPA approved a SIP revision for the removal of Federal low-reid vapor pressure requirement effective on February 3, 2014. The Raleigh-Durham-Chapel Hill area was attainment for the 2008 ozone NAAQS resulting in the 1997 ozone NAAQS being revoked on April 6, 2015. On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. Transportation conformity for plans and TIPs for the 1997 Ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). The Capital Area Metropolitan Planning Organization 2050 Metropolitan Transportation Plan (MTP) and the 2020-2029 Transportation Improvement Program (TIP) conform to the intent of the SIP. The USDOT made a conformity determination on the MTP and the TIP on March 21, 2022. The current conformity determination is consistent with the final conformity rule found in 40 CFR Parts 51 and 93. There are no significant changes in the project's design concept or scope, as used in the conformity analyses.

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

NCDOT PROJECT COMMITMENTS

STIP Project No. **HL-0008D**

Widen SR 1301 (Sunset Lake Road) from SR 1152 (Holly Springs Road)
to SR 3973 (Lockley Road) in Holly Springs

Wake County

Federal Aid Project No. TBD

WBS Element 49367.1.8

NCDOT Division Five/NCDOT Biological Surveys Group

Tricolored bat is proposed for listing as endangered. The biological conclusion is "Unresolved" at this time. If listed, NCDOT will resolve Section 7 prior to project construction as appropriate.

I. Categorical Exclusion Approval:

STIP Project No.	<u>HL-0008D</u>
WBS Element	<u>49367.1.8</u>
Federal Project No.	<u>TBD</u>

Prepared By:

5/18/2023	<small>DocuSigned by:</small> <i>Devyn B. Teates</i> <small>4E25E5AEDC96451</small>
<u>Date</u>	<u>Devyn Teates, PE</u> Ramey Kemp Associates

Prepared For: NCDOT Division Five

Reviewed By:

5/19/2023	<small>DocuSigned by:</small> <i>Zahid Baloch, P.E.</i> <small>5E9297E968C0A81</small>
<u>Date</u>	<u>Zahid Baloch, PE, Senior Project Manager</u> NCDOT Division Five

Approved

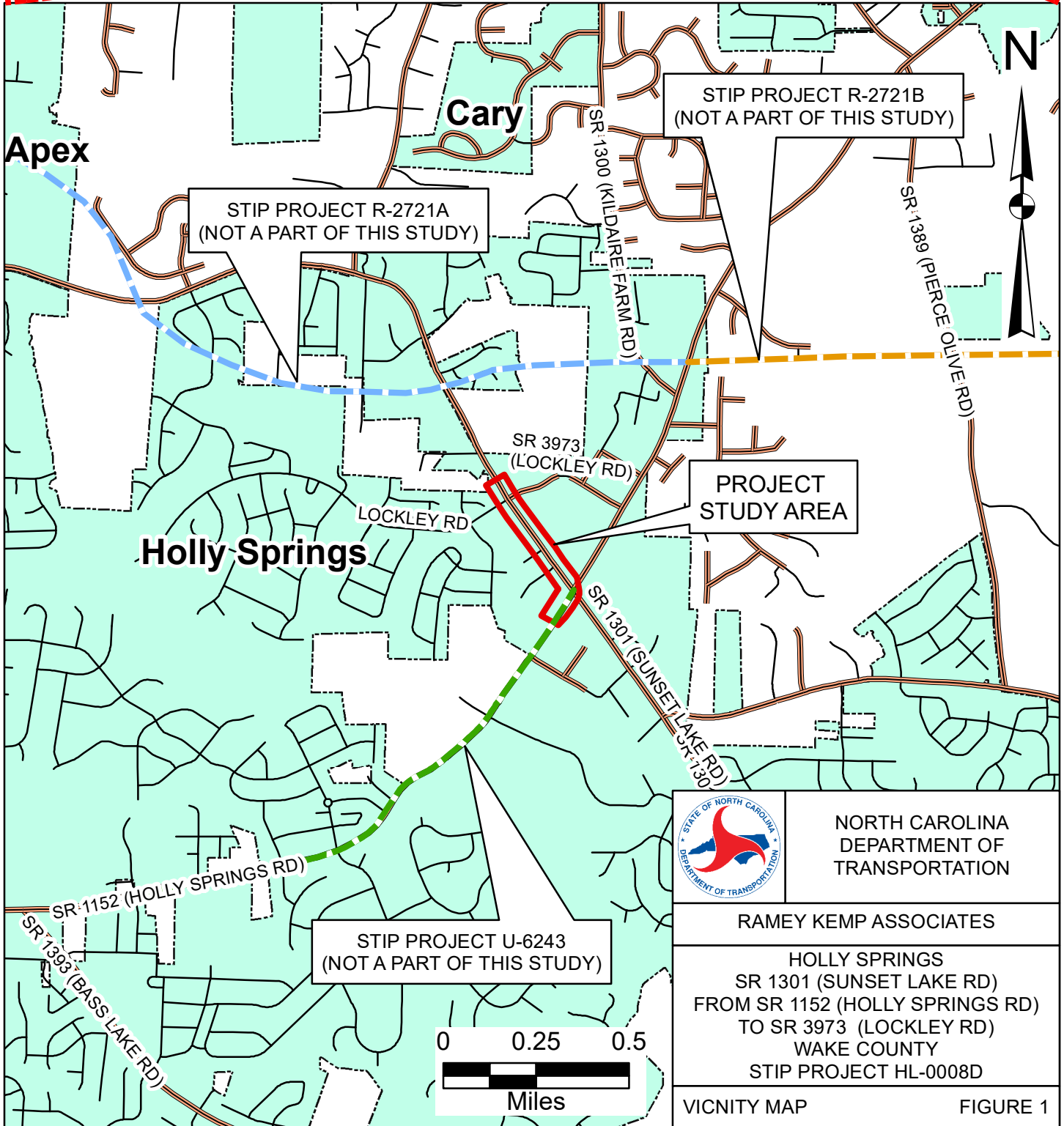
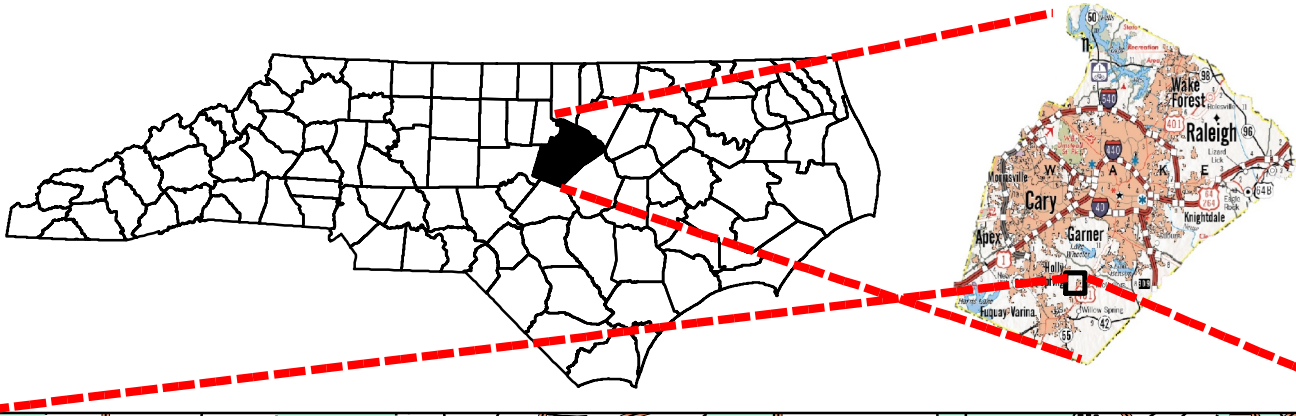
Certified • If classified as Type III Categorical Exclusion.

5/19/2023	<small>DocuSigned by:</small> <i>Beth Ann Quinn</i> <small>C482E36A2D0E449</small>
<u>Date</u>	<u>Beth Quinn, Ph.D., PE, Division Five Division Team Lead</u> For Brandon Jones, PE, Division Five Engineer North Carolina Department of Transportation

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

5/24/2023	<small>DocuSigned by:</small> <i>Joseph Seigle</i> <small>8AFDC65DA9E14C7</small>
<u>Date</u>	<u>for John F. Sullivan, III, PE, Division Administrator</u> 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).



NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION

RAMEY KEMP ASSOCIATES

HOLLY SPRINGS
SR 1301 (SUNSET LAKE RD)
FROM SR 1152 (HOLLY SPRINGS RD)
TO SR 3973 (LOCKLEY RD)
WAKE COUNTY
STIP PROJECT HL-0008D

VICINITY MAP

FIGURE 1

PROJECT REFERENCE NO. HL-0008D	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NOTES:

- ALL DRIVEWAYS ARE 12' MIN. UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS ARE TO EDGE OF TRAVEL UNLESS OTHERWISE SPECIFIED.
- MAINTAIN ACCESS TO ALL MAILBOXES WITHIN THE PROJECT LIMITS. CONTRACTOR TO RELOCATE AS NECESSARY.

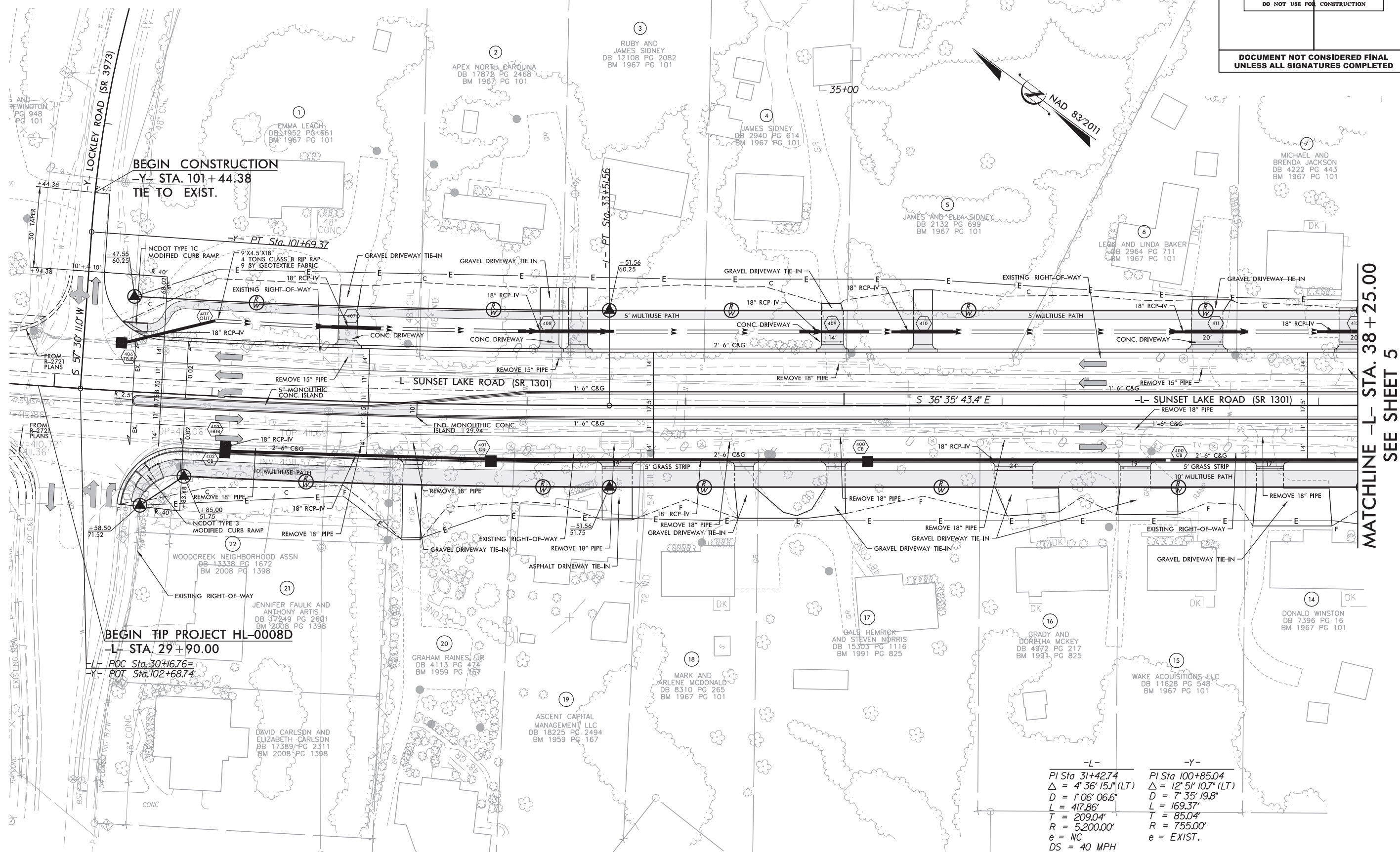


FIGURE 2 SHEET 1

FOR -L- & -Y- PROFILES, SEE SHEET NO. 6

REVISIONS

5/9/2023
User: ktorbes
Project: HL0008D_RdL_psh04.FBD.dgn

MATCHLINE -L- STA. 38 + 25.00
SEE SHEET 5

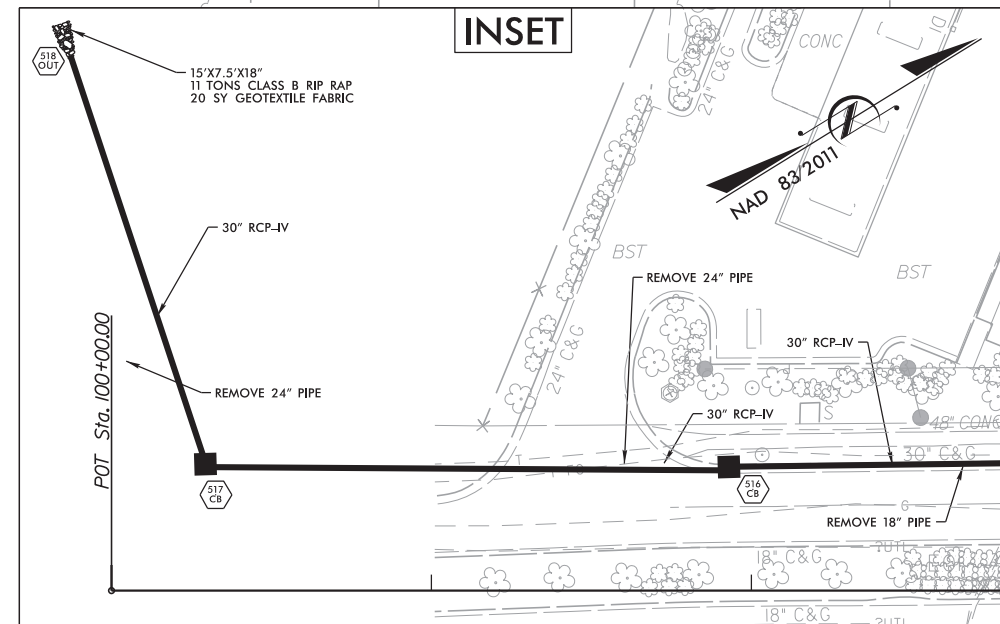
PROJECT REFERENCE NO. HL-0008D	SHEET NO. 5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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MATCHLINE -L- STA. 38 + 25.00
SEE SHEET 4

MATCHLINE -Y1- STA. 102 + 80.00
SEE INSET



MATCHLINE -Y1- STA. 102 + 80.00

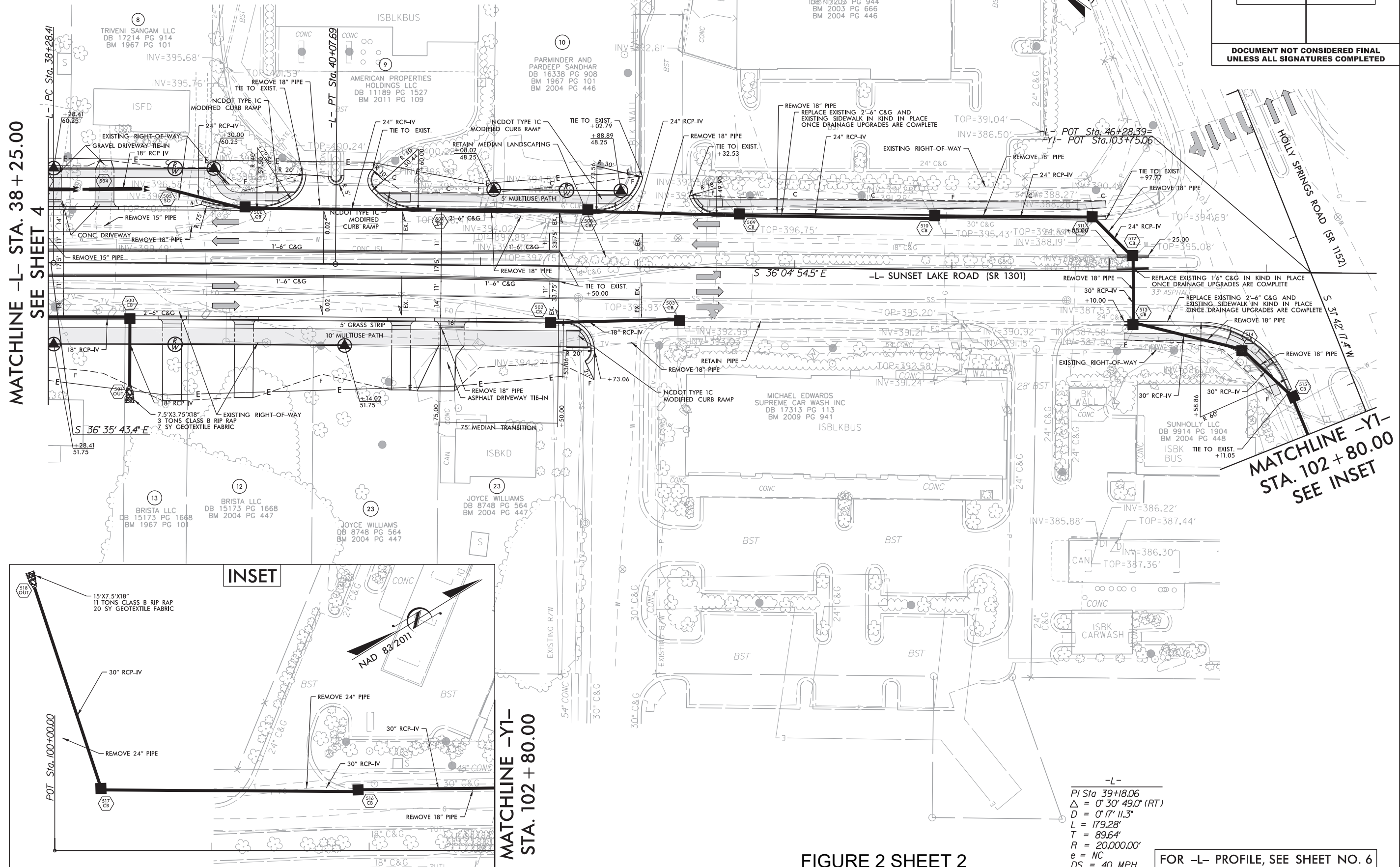
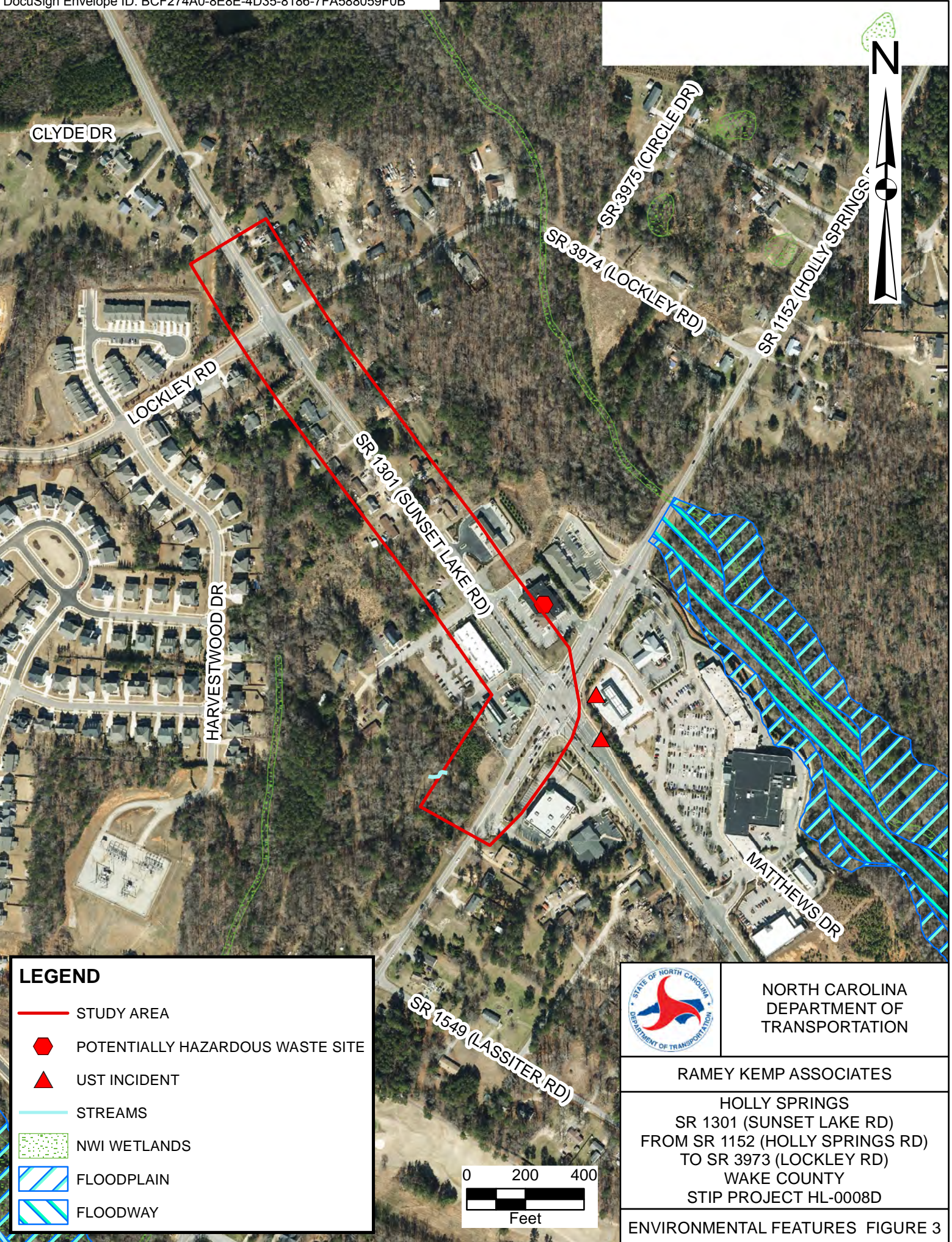









FIGURE 2 SHEET 2

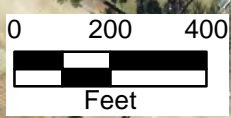
-L-
 PI Sta 39+18.06
 $\Delta = 0^\circ 30' 49.0''$ (RT)
 $D = 0' 17' 11.3''$
 $L = 179.28'$
 $T = 89.64'$
 $R = 20,000.00'$
 $e = NC$
 $DS = 40$ MPH

FOR -L- PROFILE, SEE SHEET NO. 6



LEGEND

-  STUDY AREA
-  POTENTIALLY HAZARDOUS WASTE SITE
-  UST INCIDENT
-  STREAMS
-  NWI WETLANDS
-  FLOODPLAIN
-  FLOODWAY



NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION

RAMEY KEMP ASSOCIATES

HOLLY SPRINGS
SR 1301 (SUNSET LAKE RD)
FROM SR 1152 (HOLLY SPRINGS RD)
TO SR 3973 (LOCKLEY RD)
WAKE COUNTY
STIP PROJECT HL-0008D

21-10-0004



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.

PROJECT INFORMATION

Project No:	HL-0008D	County:	Wake
WBS No.:	49367.3.8	Document Type:	FCE
Fed. Aid No:	Unknown	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):	n/a
<u>Project Description:</u> Intersection improvements at SR 1301 (Sunset Lake Rd) and SR 1152 (Holly Springs Rd) including widening SR 1301 (Sunset Lake Rd) to SR 3933 (Lockley Rd).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<u>Description of review activities, results, and conclusions:</u> Review of HPOGIS web service was undertaken on October 6, 2021. Based on this review, there are no existing NR, DE, LL, SL or SS properties in the project area. There are nine houses in the Area of Potential Effects (APE) which are greater than 50 years of age. These houses range in date from 1960 to 1968 and do not exhibit the level of architectural integrity or significance to warrant further investigation. No Survey required.
<u>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:</u> HPOGIS and Wake County Tax Data provide reliable information regarding structures in the APE. These combined utilities are considered valid for purposes of determining the likelihood of historic resources being present.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Shelby Reap

October 7, 2021

NCDOT Architectural Historian

Date



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 Team.



PROJECT INFORMATION

Project No: **HL-0008D** *County:* Wake
WBS No: 49367.1.8 *Document:* Federal CE
Federal Aid No: *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* N/A

Project Description: The project involves the widening of Sunset Lake Road between Holly Springs Road and SR 3933 (Lockley Road). The project also includes an intersection improvement at SR 1301 (Sunset Lake Road) at SR 1301 (Sunset Lake Road) and SR 1152 (Holly Springs Road) in Wake County, North Carolina. The archaeological APE corresponds with the overall project study area as depicted on the attached ARC-GIS shape file maps. It measures 0.30 mile in length and 100 feet in width.

SUMMARY OF CULTURAL RESOURCES REVIEW

Permitting and funding information was reviewed for determining the level of archaeological input required by state and federal laws. Based on the submitted "request for cultural resources review" form, the project is federally funded with no federal permit interaction. As such, Section 106 of the National Historic Preservation Act will apply and the Federal Highway Administration (FHWA) will serve as the lead federal agency. Next, construction design and other data was examined (when applicable) to define the character and extent of potential impacts to the ground surfaces embracing the project locale. The archaeological APE encompasses all areas of potential ground disturbing activity.

Once an APE was outlined, a map review and site file search was conducted utilizing on-line resources provided to the NCDOT by the Office of State Archaeology (OSA) on Monday, November 1, 2021. No NRHP eligible archaeological sites nor any other archaeological resources are located within the APE. A few archaeological sites are located nearby, documented during work for the I-540 project, and all are considered not eligible for the NRHP.

Examination of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the NCSHPO website is important in establishing the location of noteworthy historic occupations related to a perspective construction impact area. A cross-check of these mapped resources concluded that none of the above properties with potential contributing archaeological components are situated within the APE. In addition, historic maps of Wake County were appraised to identify former structure locations, land use patterns, cemeteries, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were inspected as well. In general, the cultural background review established that no previously recorded archaeological sites, cemeteries, or NRHP properties with potential archaeological components are

located within the APE. Based on cultural-historical factors, the APE is considered to have a low potential for the documentation of archaeological resources.

Further, topographic, geologic, flood boundary, and NRCS soil survey maps were referenced to evaluate pedological, geomorphological, hydrological, and other environmental determinants that may have resulted in past occupation at this location. Aerial and on-ground photographs (NCDOT Spatial Data Viewer) and the Google Street View map application (when amenable) were also examined/utilized for additional assessment of disturbances, both natural and human induced, which compromise the integrity of archaeological sites. Environmental/impact factors do not suggest a heightened potential for archaeological resource recovery.

(This project falls within a North Carolina County in which the following federally recognized tribes have expressed an interest: Catawba. We recommend that you ensure that this documentation is forwarded to these tribes using the process described in the current NCDOT Tribal Protocol and PA Procedures Manual.)

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

The entire APE is characterized as disturbed and impacted from residential and commercial land altering elements along with the existing roads right-of-way. There are no existing NRHP eligible archaeological sites within the projects APE, and it is unlikely to contain significant, intact, and preserved archaeological deposits. As currently proposed as a federally funded project, no further consultation is advocated. A finding of "no archaeological survey required" is considered appropriate.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST: NO ARCHAEOLOGY SURVEY REQUIRED

Scott Halvorsen

11/01/2021

NCDOT ARCHAEOLOGIST II

Date