

Type III Categorical Exclusion Action Classification Form

STIP Project No.	HL-0008I
WBS Element	49367.1.9
Federal Project No.	TBD

A. Project Description:

The N.C. Department of Transportation (NCDOT) proposes to widen Old Stage Road (SR 1006) from Rock Service Station Road (SR 2736) to Rolling Meadows Drive (SR 3884) in Wake County. See Figure 1 for the Vicinity Map.

The project is included in the 2024-2033 State Transportation Improvement Program (STIP) under the HL-0008 TIP, and HL-0008I was added to the 2020-2029 STIP under Item N of the Board of Transportation addendum in May 2023. The project is programmed in the 2020-2029 STIP with Block Grant Direct Allocation (BGDA) federal funds.

Old Stage Road is currently a two-lane, undivided, rural road that extends from US 401 on the south side of Raleigh to the Wake/Johnston County line. This corridor has a mixture of land uses, ranging from rural agricultural to small residential subdivisions, and is experiencing accelerated growth between the City of Raleigh and Town of Garner. Old Stage Road is a likely alternate route for either NC 50 or US 401 travelers. Old Stage Road is classified as a minor arterial from Rolling Meadow Drive to Banks Road, and as a major collector at the Rock Service Station Road intersection and southward. The posted speed limit throughout the project study area is 45 miles per hour (mph). See Figure 2 for the Project Study Area.

The existing two-lane roadway would be widened to four 12-foot lanes, two northbound and two southbound, with a 17.5-foot raised median and a 2-foot gutter with 6-inch curb. See Figure 3 for the proposed Typical Section and Figure 4 for the Environmental Features Map with the project study area. Improvements also include shifting the Old Stage Road at Rock Service Station Road intersection further south to realign the skew of the intersection to 90 degrees, reconfiguring the through movement to better serve north-south traffic, and converting this intersection to a signalized intersection. The intersection at Banks Road would be converted to a reduced conflict intersection (RCI), prohibiting left turns from Banks Road onto Old Stage Road. A northbound left turn lane onto Banks Road would be added to Old Stage Road as well. The project would require additional right of way, and temporary construction easements would be utilized as needed. Utility relocations and drainage easements are also anticipated which can result in additional permanent or temporary impacts. See Figure 5 for the Public Meeting Map.

B. Description of Need and Purpose:

The project's purpose is to reduce congestion and improve traffic flow on Old Stage Road. The Old Stage Road and Rock Service Station Road intersection is currently failing to move traffic through the area. Notable delays at this intersection (219 seconds) have vehicular queue lengths of 1,100 feet in the AM peak hours. The intersection is operating with significant delays and operational deficiencies which will worsen over time with the anticipated growth in this region of Wake County.

C. Categorical Exclusion (CE) Action Classification:

Type III

D. Proposed Improvements:

N/A for a Type III CE

E. Special Project Information:

Current Traffic:

Old Stage Road – 2022 Average Annual Daily Traffic (AADT) – 15,400 vehicles per day (vpd)

- Tractor Trailer Semi-truck (TTST) = 0%
- Dual Axle Truck (Dual) = 4%

Rock Service Station Road – 2022 AADT 8,700 vpd

- TTST = 1%
- Dual = 4%

Banks Road – 2022 AADT – 6,700 vpd

- TTST = 1%
- Dual = 4%

Design Standards:

Design Speed: 50 mph

Posted Speed: 45 mph

Functional Classification: Minor arterial

Project Schedule:

Right of way: October 9, 2023

Construction: March 2025

Estimated Costs:

Current cost estimates, based on the preliminary design NCDOT 2023 market prices, are as follows:

Right of Way: \$	2,412,000
Utilities: \$	404,000
Construction: \$	9,300,000
Total: \$	12,116,000

Tribal Coordination:

NCDOT sent a tribal coordination letter to the Catawba Indian Nation on January 21, 2022. The Catawba Indian Nation responded on February 25, 2022, noting no immediate concerns with the proposed project. However, the Catawba should be notified if Native American artifacts and/or human remains are located during the ground disturbance phase of this project.

Cultural Resources:

Historic Architecture

On December 19, 2022, the NCDOT Architectural Historian found that a survey is required for Historic Architecture and Landscapes. County GIS/tax materials and other visuals, like Google Maps “Streetview,” clearly illustrate the relative placement of the resources and the proposed work and indicate the need for field investigation and eligibility evaluation of the B. N. Ferrell House (WA1214) property. On May 8, 2023, the State Historic Preservation Office concurred with the eligibility recommendation that the Stephenson-Sauls House (WA8812), erroneously labeled as the B. N. Ferrell House, at #10133 Old Stage Road (PIN: 0698862235) is not eligible for listing in the National Register of Historic Places due to loss of historical integrity through alterations to its physical features and character. Therefore, a Historic Architecture and Landscapes No Historic Properties Present or Affected Form was completed for the project on May 9, 2023.

Archaeology

On February 23, 2022, the NCDOT Archaeologist concluded the archaeological survey and evaluation with a finding of “No National Register of Historic Places Eligible or Listed Archaeological Sites Present or Affected.”

Natural Resources:

Jurisdictional Resources

The project is located within the Neuse River Basin and is subject to the Neuse River Riparian Buffer Rules. Five ponds and two stream features are present in the project study area. The area flows into Panther Branch and Little Creek, which are class C; Nutrient Sensitive Waters (NSW) of the State. A site investigation was conducted on October 13, 2021 for the original study area and a Preliminary Jurisdictional Determination was provided on January 7, 2022. A site investigation for the expanded study area was conducted on October 11, 2022 with no additional resources identified.

All five ponds are subject to the buffer rules. Stream B is intermittent and connects Ponds D and E through a 24-inch pipe under Old Stage Road. Stream B is not subject to the buffer rules. Stream C is intermittent and jurisdictional on the west side of Old Stage Road and is ephemeral and non-jurisdictional on the east side of Old Stage Road. Stream C is identified on the Wake County Soil Survey map. On October 6, 2020, NC Division of Water Resources (DWR) determined that Stream C will not be subject to buffer protection. No wetland features were identified in the study area.

A stream, located at Rolling Meadow Drive on the north end of the project and not included as part of this delineation, is impacted by the R-2828 NC 540 project and is permitted under NC 540 associated impacts. If additional work is needed on the north end and this project results in impacts to the permitted stream, impacts will be accounted for in the HL-0008I project.

Table 1 shows all stream and pond impact calculations based on preliminary design and are subject to change during final design stages. A 25-foot buffer from the construction slope stakes around the jurisdictional resource is used. Actual impacts are anticipated to be less.

Table 1. Jurisdictional Impacts

Resource	Linear Feet	Acres	Buffer Zone 1 Acres	Buffer Zone 2 Acres	Total Buffer Impact Acres
Stream B	0 (piped)	-	-	-	-
Stream C	339	-	-	-	-
Pond A	-	-	-	-	-
Pond B	-	0.21	0.28	0.23	0.51
Pond C	-	-	0.04	0.11	0.15
Pond D	-	0.06	0.15	0.13	0.28
Pond E	-	0.03	0.11	0.12	0.23
TOTAL	339	0.30	-	-	1.17

Protected Species

The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) lists six species that are potentially affected by activities at the project study area (Table 2). Two bat species were included in the table for reporting purposes and are not listed in IPaC.

Table 2. ESA federally protected species listed¹ for Wake County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Myotis septentrionalis</i>	Northern long-eared bat ¹	E	N/A	MA-LAA ²
<i>Perimyotis subflavus</i>	Tricolored bat	E*	Yes	Unresolved ³
<i>Rhus michauxii</i>	Michaux's sumac	E	Yes	No Effect
<i>Necturus lewisi</i>	Neuse River waterdog	T	No	MA-NLAA ⁴
<i>Noturus furiosus</i>	Carolina madtom	E	No	MA-NLAA ⁴
<i>Fusconaia masoni</i>	Atlantic pigtoe	T	No	MA-NLAA
<i>Alasmidonta hererodon</i>	Dwarf wedgemussel	E	No	MA-NLAA
<i>Elliptio lanceolata</i>	Yellow lance	T	No	MA-NLAA

E – Endangered, T – Threatened, E* - Proposed to be listed as endangered, MA-LAA – May affect, likely to adversely affect, MA-NLAA – May affect but not likely to adversely affect.

1 IPaC checked on 7/13/2023. Northern long-eared bat is not listed in iPaC.

2 Note that the project will not require the project to adhere to M&R 3 since planning was initiated before May 5, 2023.

3 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 United States Army Corps of Engineers (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.

4 The project will adhere to all applicable Conservation Measures and Monitoring and Reporting Requirements – Monitoring and Reporting #2 and #3 as outlined in the aquatic mussel Programmatic Biological Opinion (PBO) and the Neuse River waterdog and Carolina madtom PBO.

Bald eagle

Bald eagles are protected under the Bald and Golden Eagle Protection Act. No known Natural Heritage Program (NHP) occurrences exist in the vicinity of the project study area. There are no large trees sufficient for an eagle's nest, nor were any nests or birds observed during the site visit. Therefore, based on lack of habitat, this project will not impact this species.

Northern long-eared Bat

The USFWS has revised the previous PBO in conjunction with the FHWA, the 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 3 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.

Bicycle and Pedestrian Accommodations

As part of Stage 11M1, the NCDOT Integrated Mobility Division (IMD) recommended a shared use facility as is mentioned in local and regional plans. In accordance with this recommendation, the project originally proposed to construct a 10-foot multi-use path on the eastern side of Old Stage Road, and a 5-foot sidewalk on the western side of Old Stage Road. However, coordination with Wake County to determine the cost-share and maintenance responsibilities for these facilities determined that County maintenance of the sidewalk and multi-use path are not available at this time.

Public Involvement

November 2022 Outreach

On November 1, 2022, there were 280 postcards mailed to property owners in the area surrounding the project. The postcard provided a general description of the project and included details for the public meeting held on November 17, 2022. The postcard also directed recipients to the project website for additional information and invited them to provide their input. Comments were also accepted via email, by phone, or by returning paper comment forms by mail.

The public meeting was held on November 17, 2022 at Holland's United Methodist Church at 9433 Ten-Ten Road in Raleigh from 5pm to 7pm. Approximately 70 people attended the public meeting to view the preliminary design maps, ask the project team questions, and provide feedback. Attendees were given handouts providing project information and maps, as well as a paper comment form. Comment forms were collected at the meeting and afterwards.

From November 1, 2022 to December 15, 2022, 35 people submitted comments or questions about the project either online, by email, comment form, or by telephone. Comments received included concerns regarding left turns from Banks Road onto Old Stage Road and the recommendation of a turn lane and/or stoplight. Other comments include the need for widening on Old Stage Road to US 401, and the lack of need for bicycle and pedestrian facilities in the project vicinity. As a result of public input and subsequent coordination with the project team, the Banks Road intersection will be converted to a reduced-conflict intersection (RCI) to improve safety and mobility through the area.

Four related individuals provided emails and comment forms regarding impacts to specific properties mainly at the intersection of Old Stage Road and Rock Service Station Road. Information was provided to some of the individuals via an in-person meeting or phone call with NCDOT Division 5 staff. Most of the concerns were related to the Old Stage Road and Banks Road intersection, the Voluntary Agricultural District (VAD), location of the U-turn bulb, and access to their property. NCDOT will continue coordination to reduce impacts to the VAD parcel, residential structure, and farming operations.

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">• NCDOT will certify the Categorical Exclusion for FHWA approval.• If any questions are marked "Yes" then additional information will be required for those questions in Section G.			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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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'):

Question 1 – Threatened and Endangered Species

For the NLEB, the project will not require adherence to Monitoring and Reporting Requirement 3 since planning was initiated before May 5, 2023.

Once information is provided from USFWS on the Tricolored bat, the information 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.

Using NCDOT's Programmatic Biological Opinions, a biological conclusion of May Affect- Not Likely to Adversely Affect is determined for the aquatic species: Neuse River waterdog, Carolina madtom, Yellow lance, Dwarf wedgemussel, and Atlantic pigtoe. The project will adhere to all applicable Conservation Measures and Monitoring and Reporting Requirements – Monitoring and Reporting #2 and #3 as outlined in the aquatic mussel Programmatic Biological Opinion (PBO) and the Neuse River waterdog and Carolina madtom PBO.

Question 5 – Relocations and Right of Way

Two residential properties will be relocated with the current preliminary design. See Appendix for the relocation report. These properties are located at 9901 Old Stage Road and 9801 Old Stage Road. Impacts are greater on the east side of Old Stage Road due to the widening and U-turn bulbs occurring mostly on the east side. For this reason, right of way impacts on the east side are greater. Impacts on the west side of Old Stage Road are mostly due to construction easements for driveway tie-ins and widening the turning radius at the Banks Road intersection and Rolling Meadow Road intersection. Right of way impacts also include berms on each side of Old Stage Road [previously used for the 5-foot sidewalk and 10-foot multi-use path (MUP), but no longer are included in the design]. Additional right of way is needed at the Rock Service Station Road intersection that is being realigned to the south. Right of way acquisition and relocations are not disproportionate in low-income and minority areas. Furthermore, no census tracts or block groups in the study area met the NCDOT thresholds for low-income or minority populations.

Question 9 – Buffer Rules

This project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0714. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in accordance with 15A NCAC .02B .0295. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the North Carolina Division of Mitigation Services, must be provided to the DWR prior to approval of the Water Quality Certification.

Riparian buffer impacts are shown in Table 1.

Question 14 – Geoenvironmental Sites of Concern

One site of concern (Community Mart – 10128 Old Stage Road) was identified within the project study area. Low monetary and scheduling impacts are anticipated. Sites of concern should be reviewed by the NCDOT GeoEnvironmental Section once the final right of way plans are complete to determine if Phase II investigations and right of way recommendations are necessary prior to right of way being acquired.

Question 25 – Voluntary Agricultural District

One 32-acre farm within the Direct Community Impact Area participates in the Wake County Voluntary Agricultural District program: Wake County VAD 0698868036 located at 10133 Old Stage Road. The VAD will be impacted by right-of-way acquisition and land within the VAD may be temporarily converted to non-agricultural use. A turn-around, bulb-out for southbound vehicles turning to go north would encroach on a portion of the VAD property. The proposed right of way and berm width result in impacts to the VAD property frontage as well (although the multi-use path has been removed from

the project, the project footprint has remained the same). Right of way frontage impacts on this property are anticipated. If right-of-way will need to be acquired from the VAD property through eminent domain, the Wake County VAD Ordinance requires that the Wake County Agricultural Advisory Board hold a public hearing on the proposed condemnation before condemnation may be initiated, or other specific provision of that county's enabling ordinance. Any VAD lands converted to non-agricultural use as part of a temporary construction easement must be returned to farmable condition by the project's completion.

Question 27 – Traffic Noise Study

No traffic noise abatement measures were assessed in this preliminary traffic noise analysis and therefore, all noise abatement measures are considered to be “unlikely” to be installed for the project. Unless modifications to the project preliminary design occur, including consideration of additional alternative alignments and/or changes to predicted Design Year 2045 traffic volumes, no traffic noise abatement measures are recommended for detailed analysis during final design, and no noise abatement measures are proposed for incorporation into the project. This analysis completes the traffic noise requirements of the Title 23 CFR Part 772 and NCDOT Traffic Noise Policy.

Question 28 – Prime and Important Farmland Soils

Prime and important farmland soils are located within the project study area. However, this area is in an urbanized boundary and not subject to the provisions of the Farmland Protection Policy Act.

Question 29 – Air Quality Maintenance

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 Environmental Protection Agency (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 (MPO) 2050 Metropolitan Transportation Plan (MTP) and the 2020-2029 STIP conform to the intent of the SIP. The USDOT made a conformity determination on the MTP on March 21, 2022 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 design concept or scope as used in the conformity analyses.

This TIP project is scheduled for adoption in August 2023 in the MPO's MTP Amendment as project A137b1, a four-lane facility extending from NC 540 to Rock Service Station Road. These improvements are included in R-2828 and are reflected in MTP project F6 in the current 2050 MTP. The project is included in the Triangle Regional Model (TRMG2) and the MPO's AQ process. The project is included in the 2020-2029 STIP as of June 2023.

PROJECT COMMITMENTS

Widen Old Stage Road (S.R. 1006) from Rock Service Station Road (S.R. 2736) to Rolling Meadows Drive (S.R. 3884)
T.I.P Number: HL-0008I
Wake County
Federal Aid Number: TBD
WBS: 49367.1.9

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

EAU – ECAP - Section 7 Endangered Species Act – Conservation Measures for Aquatic Species

All environmental commitments included in the aquatic mussel Programmatic Biological/Conference Opinion-Bridge and Culvert Replacements/ Repairs/Rehabilitations in Eastern North Carolina, NCDOT Divisions 1-8 (September 11, 2019) with addendum to Revised Programmatic Biological/Conference Opinion-Bridge and Culvert Replacements/Repairs/Rehabilitations in Eastern North Carolina, NCDOT Divisions 1-8 (June 1, 2021) and Programmatic Biological Opinion-Bridge and Culvert Replacements/ Repair/Rehabilitation Effects on Carolina madtom and Neuse River waterdog in NCDOT Divisions 2,4,5 and 7 (August 3, 2021), will be adhered to during final design and construction of the project. A complete list of environmental commitments associated with design and construction for this project will be attached to the full environmental permit package.

Right of Way - Voluntary Agricultural District (VAD) Property

Wake County VAD 06988868036, located at 10133 Old Stage Road, participates in the Wake County VAD program. Right of way frontage impacts on this property are anticipated. If right-of-way will need to be acquired from the VAD property through eminent domain, the Wake County VAD Ordinance requires that the Wake County Agricultural Advisory Board hold a public hearing on the proposed condemnation before condemnation may be initiated, or other specific provision of that county's enabling ordinance. Any VAD lands converted to non-agricultural use as part of a temporary construction easement must be returned to farmable condition by the project's completion. Continuous coordination with the VAD property owner is recommended.

COMMITMENTS FROM PERMITTING

No commitments developed during project permitting.

*******END OF PROJECT COMMITMENTS*******

Categorical Exclusion Approval:

STIP Project No. HL-00081
WBS Element 49367.1.9
Federal Project No. TBD

Prepared By:

07/31/2023

Date

DocuSigned by:
Elizabeth Workman
3C0F6086D2AF421...
Elizabeth Workman, Senior Transportation Planner
Three Oaks Engineering

Prepared For:

Zahid Baloch, PE, NCDOT Division 5

Reviewed By:

07/31/2023

Date

DocuSigned by:
Zahid Baloch
5F9207F950C0401...
Zahid Baloch, PE, NCDOT Division 5, Senior Project Engineer
North Carolina Department of Transportation

- Approved**
- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.
- Certified**
- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
 - If classified as Type III Categorical Exclusion.

07/31/2023

Date

DocuSigned by:
Beth L. Quinn
CA82F36A2D0E440...
Beth Quinn, PhD, PE, Division Team Lead
for Brandon Jones, PE, Division Engineer
North Carolina Department of Transportation

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



08/01/2023

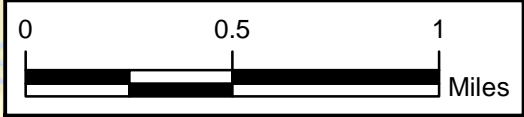
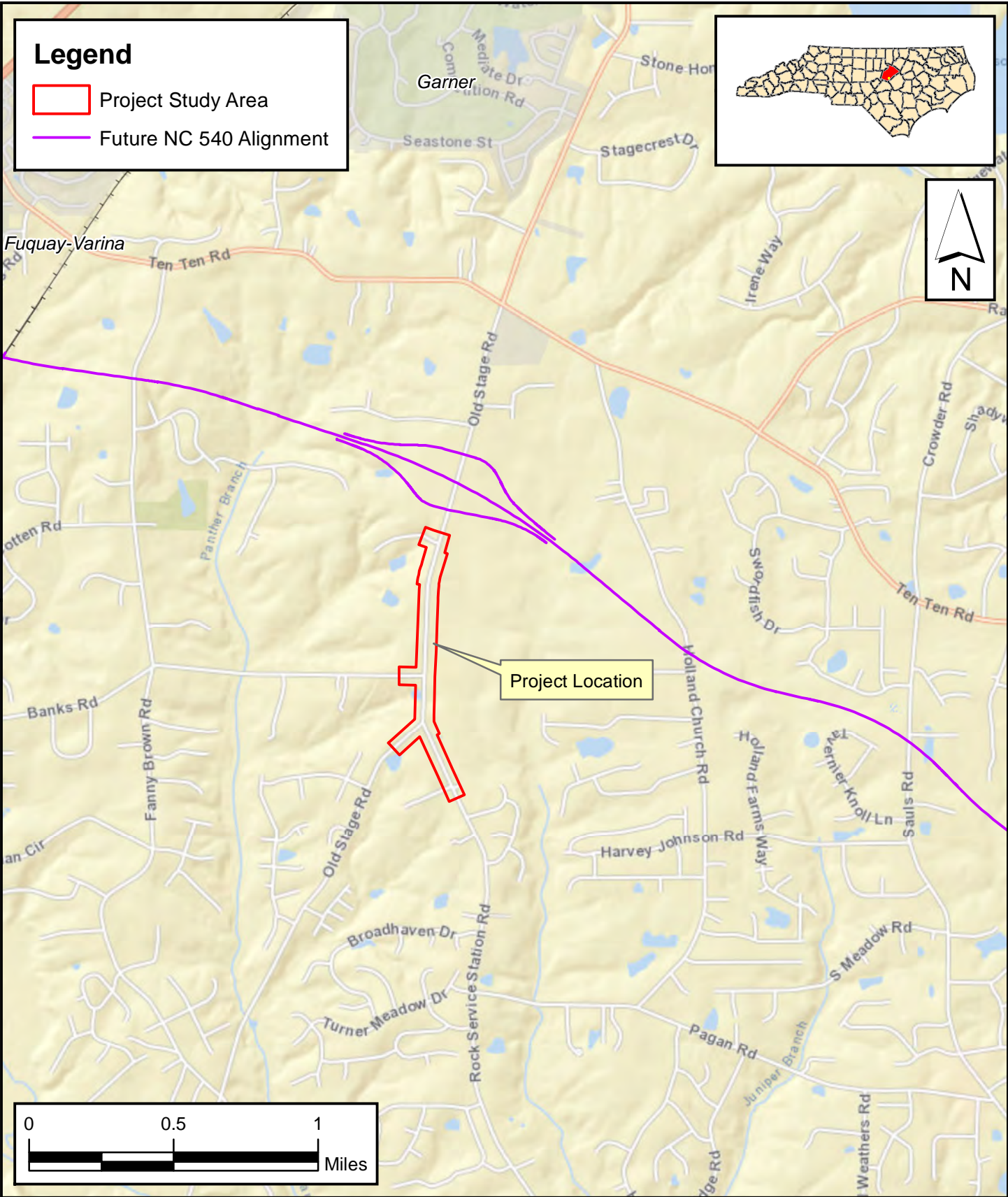
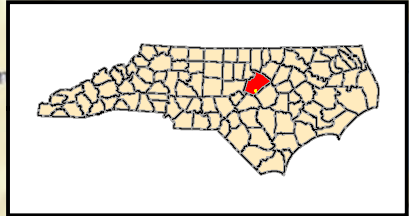
Date

DocuSigned by:
Joseph P. Meigle
6AEDC65DA9E14C7...
for Edward Parker, PE, Acting Division Administrator
Federal Highway Administration

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

Legend

-  Project Study Area
-  Future NC 540 Alignment



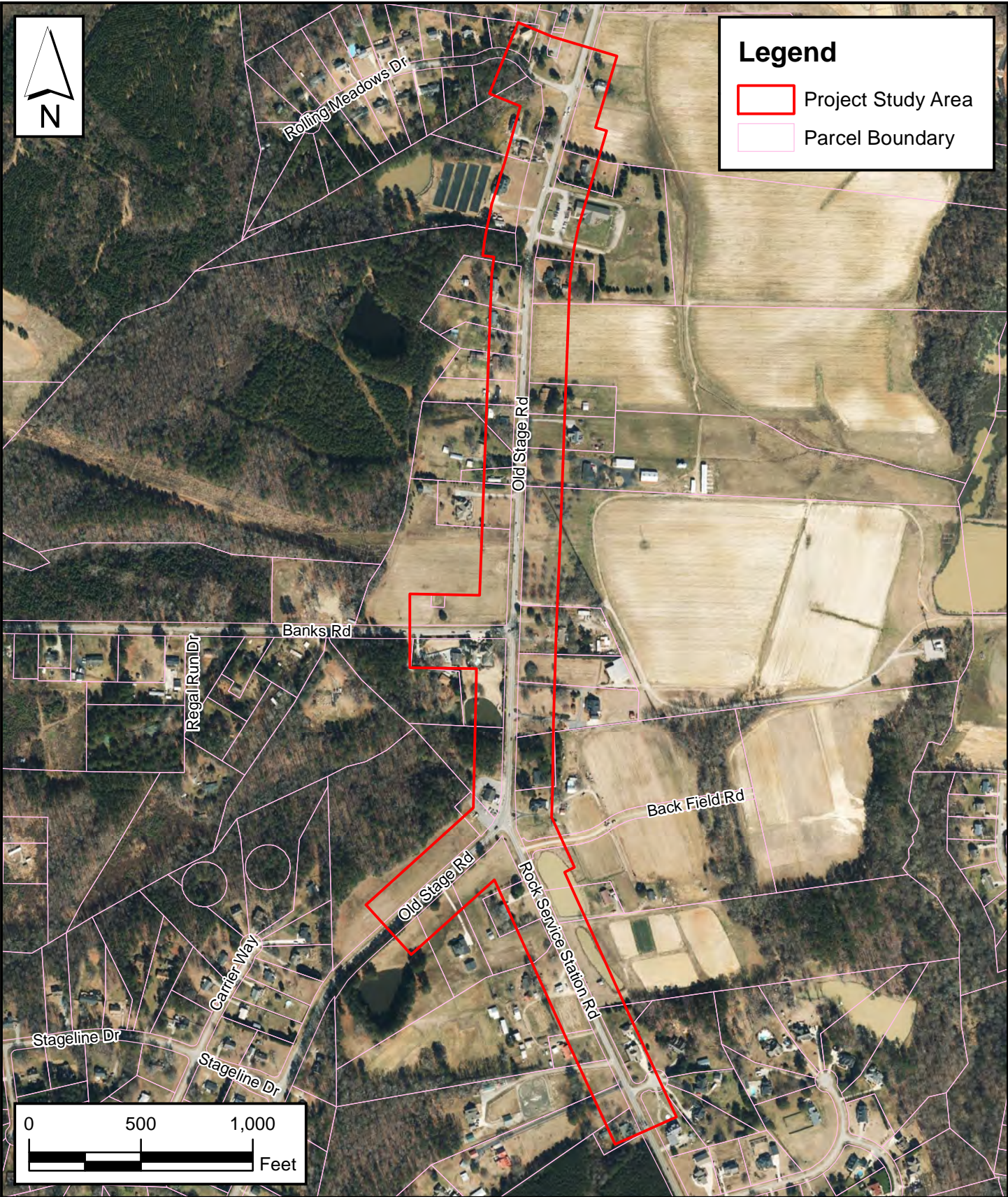
NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

VICINITY MAP WIDEN OLD STAGE RD (SR 1006) FROM ROCK SERVICE STATION RD (SR 2736) TO ROLLING MEADOWS DR

WAKE COUNTY
NORTH CAROLINA

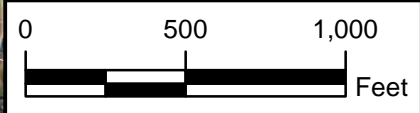
County:	WAKE	
Div:	5	STIP#HL-0008I
WBS:	49367.1.9	
Date:	MARCH 2023	

**Figure
1**



Legend

- Project Study Area
- Parcel Boundary



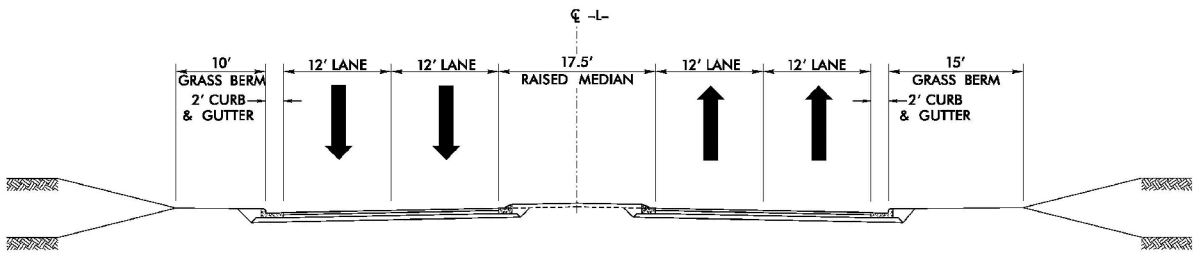
NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**STUDY AREA MAP
WIDEN OLD STAGE RD (SR 1006)
FROM ROCK SERVICE STATION RD (SR 2736)
TO ROLLING MEADOWS DR**

WAKE COUNTY
NORTH CAROLINA

County:	WAKE
Div:	5 STIP#HL-0008I
WBS:	49367.1.9
Date:	MARCH 2023

**Figure
2**



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**TYPICAL SECTION
WIDEN OLD STAGE RD (SR 1006)
FROM ROCK SERVICE STATION RD (SR 2736)
TO ROLLING MEADOWS DR**

WAKE COUNTY
NORTH CAROLINA

County:	WAKE
Div:	5 STIP#HL-0008I
WBS:	49367.1.9
Date:	JUNE 2023

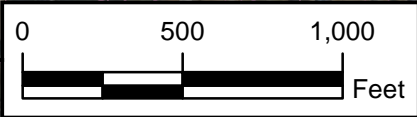
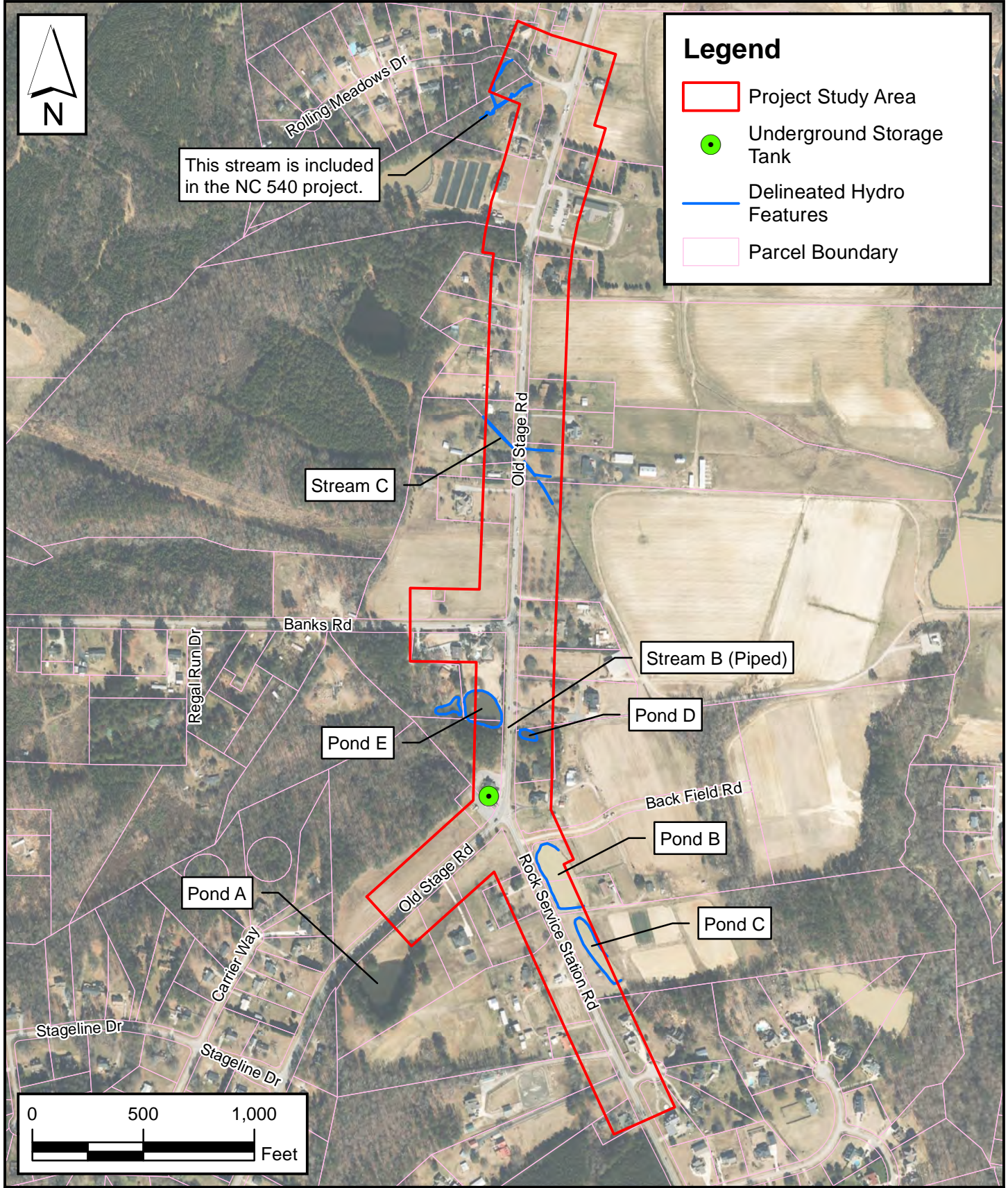
**Figure
3**



This stream is included in the NC 540 project.

Legend

- Project Study Area
- Underground Storage Tank
- Delineated Hydro Features
- Parcel Boundary



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**ENVIRONMENTAL FEATURES MAP
WIDEN OLD STAGE RD (SR 1006)
FROM ROCK SERVICE STATION RD (SR 2736)
TO ROLLING MEADOWS DR**

WAKE COUNTY
NORTH CAROLINA

County:	WAKE
Div:	5 STIP#HL-0008I
WBS:	49367.1.9
Date:	MARCH 2023

**Figure
4**

8/17/99

REVISIONS

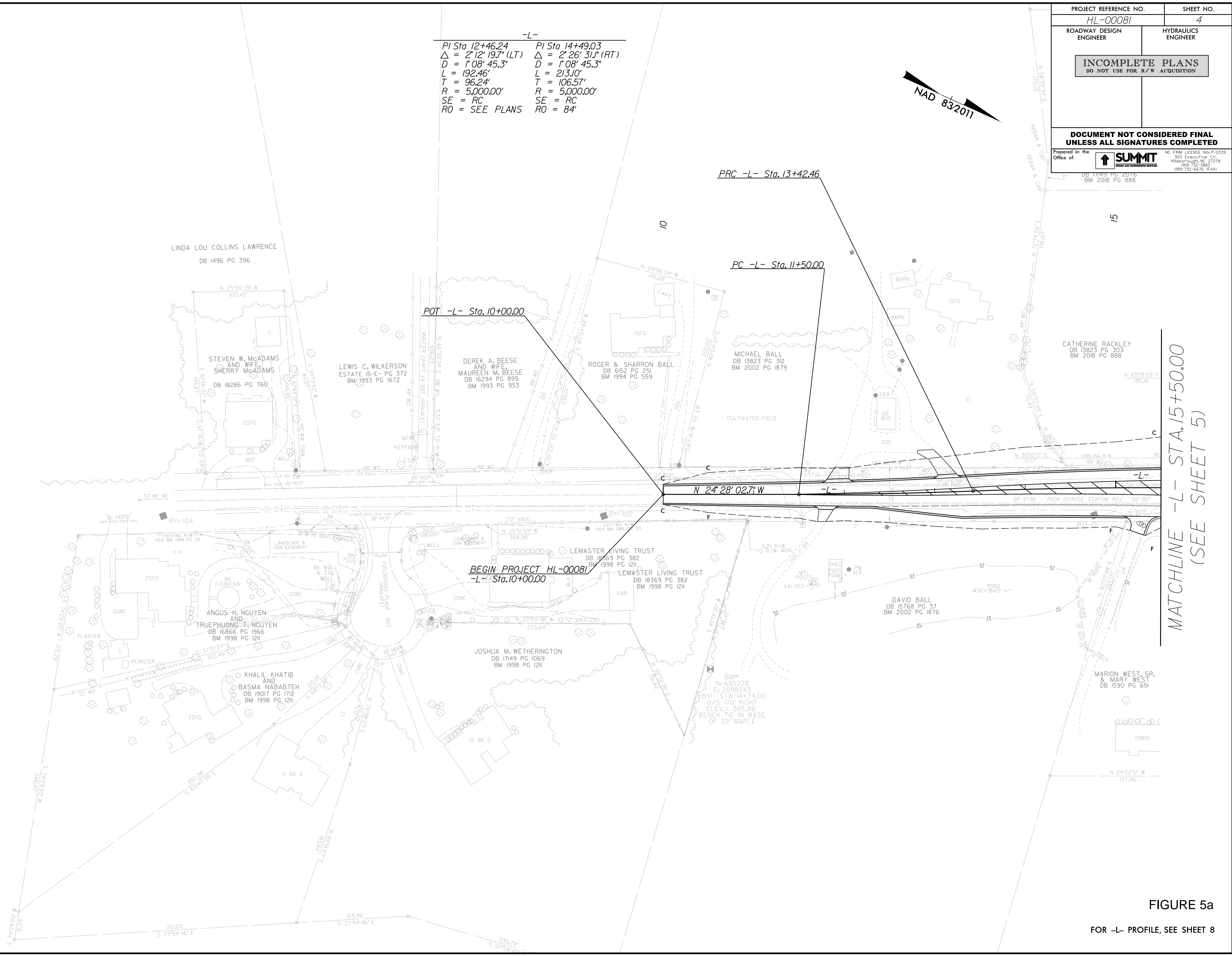
P2 - JUN 2003 12x16
HL-00081.dwg
F:\Lib\Utilities

-L-

PI Sta 12+46.24	PI Sta 14+49.03
$\Delta = 2^{\circ}12'19.7"$ (LT)	$\Delta = 2^{\circ}26'31.1"$ (RT)
D = 1'08'45.3"	D = 1'08'45.3"
L = 192.46'	L = 213.10'
T = 96.24'	T = 106.57'
R = 5,000.00'	R = 5,000.00'
SE = RC	SE = RC
RO = SEE PLANS	RO = 84'



PROJECT REFERENCE NO. <i>HL-00081</i>	SHEET NO. 4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
Prepared in the Office of: SUMMIT DESIGN AND ENGINEERING SERVICES	NC FIRM LICENSE No. P-0339 320 Executive Ct. Hillsborough, NC 27278 (919) 732-3883 (919) 732-4676 (FAX)



MATCHLINE -L- STA. 15+50.00
(SEE SHEET 5)

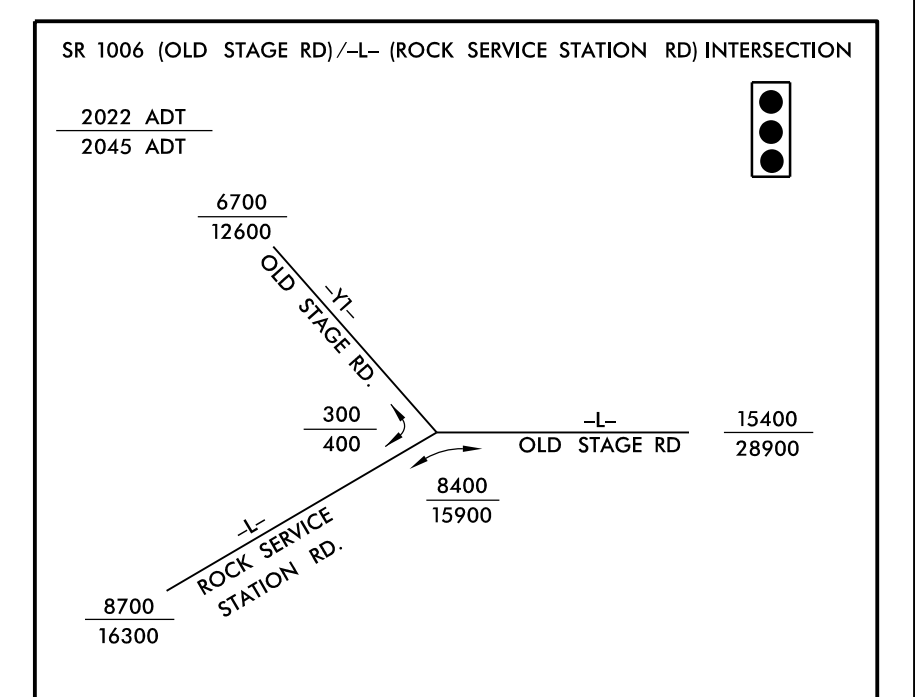
FIGURE 5a

FOR -L- PROFILE, SEE SHEET 8

PROJECT REFERENCE NO. HL-00081	SHEET NO. 5
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

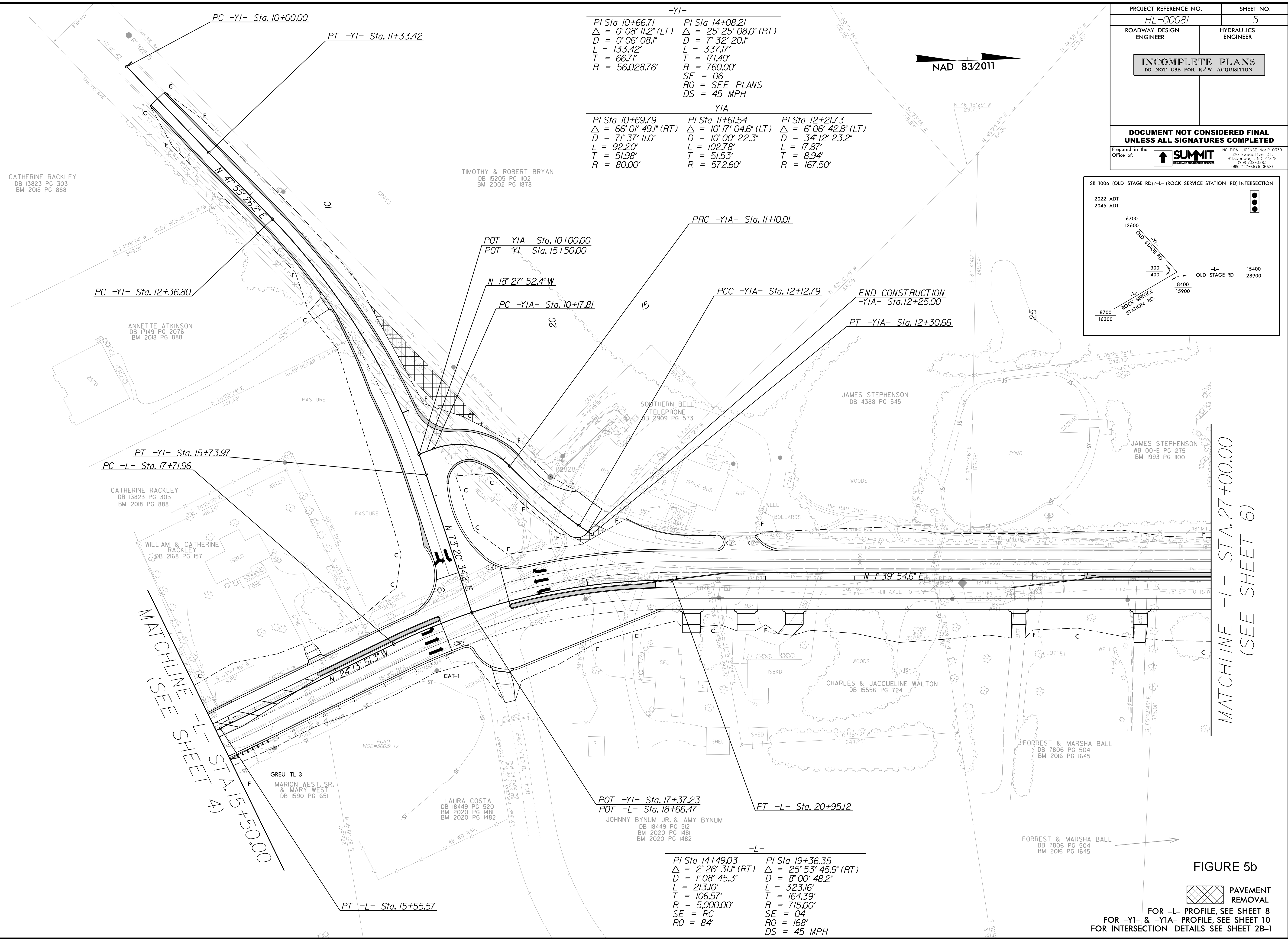
Prepared in the Office of: SUMMIT DESIGN AND ENGINEERING SERVICES
NC FIRM LICENSE Nos P-0339
220 Executive Ct.
Hillsborough, NC 27278
(919) 732-3883
(919) 732-4676 (FAX)



NAD 83/2011

-YI-

PI Sta 10+66.71 $\Delta = 0' 08' 11.2''$ (LT) D = 0' 06' 08.1" L = 133.42' T = 66.71' R = 56,028.76'	PI Sta 14+08.21 $\Delta = 25' 25' 08.0''$ (RT) D = 7' 32' 20.1" L = 337.17' T = 171.40' R = 760.00'
-YIA-	
PI Sta 10+69.79 $\Delta = 66' 01' 49.1''$ (RT) D = 71' 37' 11.0" L = 92.20' T = 51.98' R = 80.00'	PI Sta 11+61.54 $\Delta = 10' 17' 04.6''$ (LT) D = 10' 00' 22.3" L = 102.78' T = 51.53' R = 572.60'
PI Sta 12+21.73 $\Delta = 6' 06' 42.8''$ (LT) D = 34' 12' 23.2" L = 17.87' T = 8.94' R = 167.50'	



REVISIONS

MATCHLINE -L- STA. 15+50.00
(SEE SHEET 4)

MATCHLINE -L- STA. 27+00.00
(SEE SHEET 6)

P2 - JUN 20 2023 12:16
P1 - 20230616.dwg
P1 - 20230616.dwg


-L-

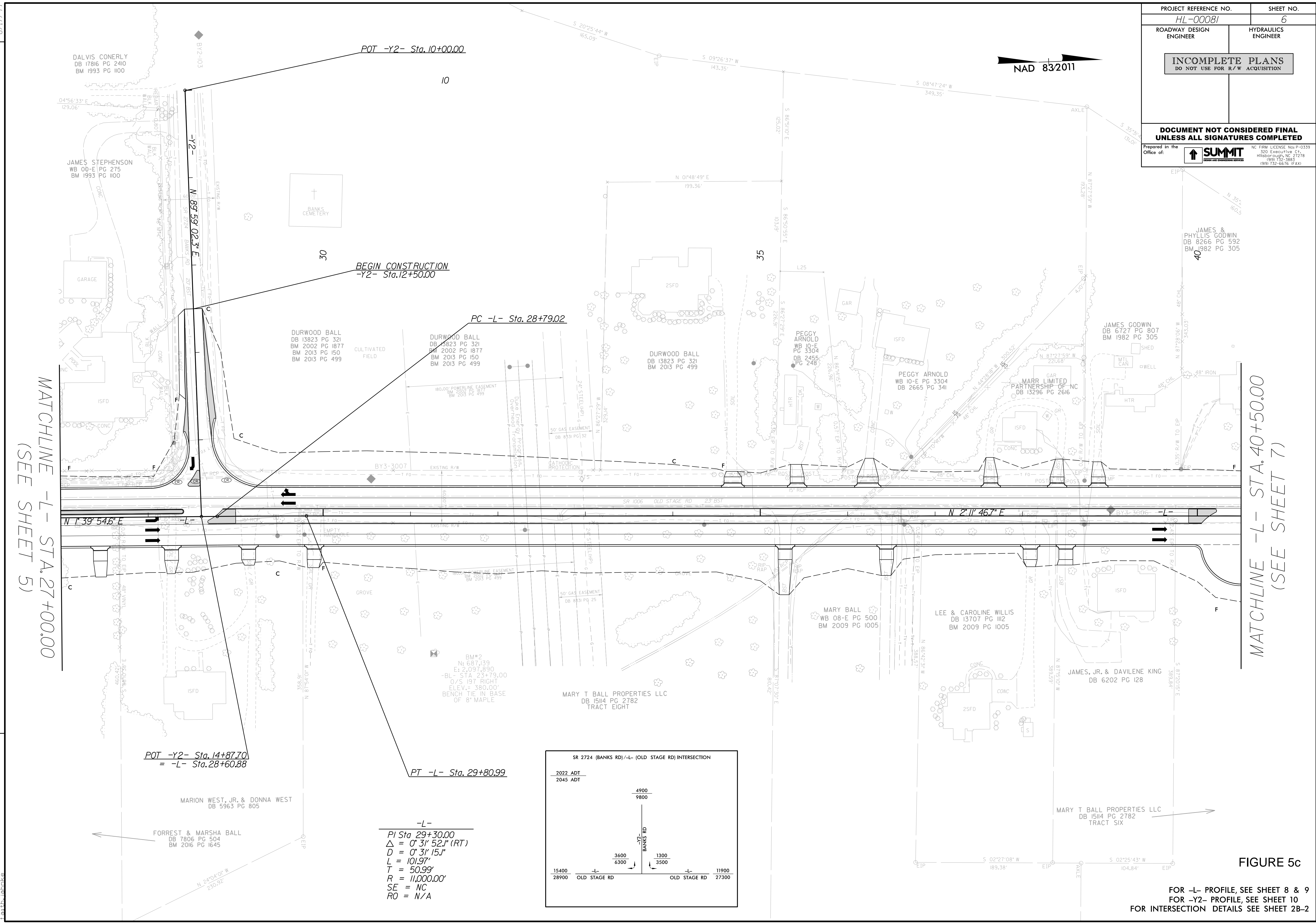
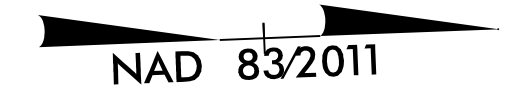
PI Sta 14+49.03 $\Delta = 2' 26' 31.1''$ (RT) D = 1' 08' 45.3" L = 213.10' T = 106.57' R = 5,000.00'	PI Sta 19+36.35 $\Delta = 25' 53' 45.9''$ (RT) D = 8' 00' 48.2" L = 323.16' T = 164.39' R = 715.00'
SE = RC RO = 84'	SE = 04 RO = 168' DS = 45 MPH

FIGURE 5b



FOR -L- PROFILE, SEE SHEET 8
FOR -YI- & -YIA- PROFILE, SEE SHEET 10
FOR INTERSECTION DETAILS SEE SHEET 2B-1

PROJECT REFERENCE NO. <i>HL-00081</i>	SHEET NO. 6
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
Prepared in the Office of:	 <small>NC FIRM LICENSE No. P-0339 220 Executive Ct. Hillsborough, NC 27278 (919) 732-3883 (919) 732-4676 (FAX)</small>



MATCHLINE -L- STA. 27+00.00
(SEE SHEET 5)

MATCHLINE -L- STA. 40+50.00
(SEE SHEET 7)

-L-
 PI Sta 29+30.00
 $\Delta = 0^\circ 31' 52.1'' (RT)$
 $D = 0^\circ 31' 15.1''$
 $L = 101.97'$
 $T = 50.99'$
 $R = 11,000.00'$
 $SE = NC$
 $RO = N/A$

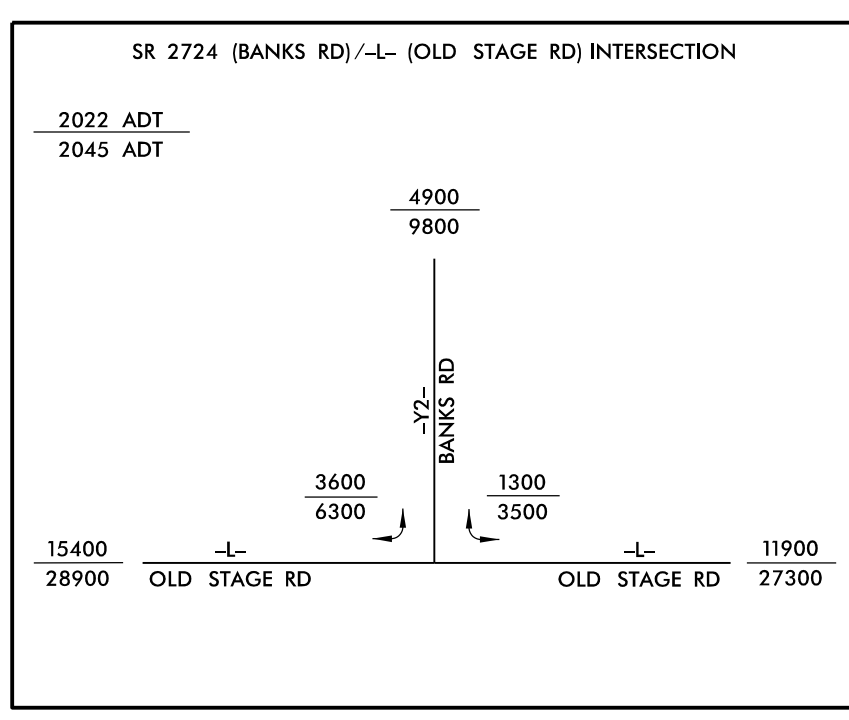



FIGURE 5c

FOR -L- PROFILE, SEE SHEET 8 & 9
 FOR -Y2- PROFILE, SEE SHEET 10
 FOR INTERSECTION DETAILS SEE SHEET 2B-2

REVISIONS

8/17/99

27 JUN 2007 12:16
 PLT-20070615.dwg ipsh...6.dgn
 T:\lib\shelton

PROJECT REFERENCE NO. <i>HL-00081</i>		SHEET NO. 7	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
Prepared in the Office of:		 <small>NC FIRM LICENSE No P-0339 320 Executive Ct. Hillsborough, NC 27278 (919) 732-3883 (919) 732-4676 (FAX)</small>	

-L-
 PI Sta 47+88.68
 $\Delta = 13^\circ 46' 40.1''$ (RT)
 $D = 2^\circ 29' 28.0''$
 $L = 553.08'$
 $T = 277.88'$
 $R = 2,300.00'$
 $SE = 03$
 $RO = 126'$

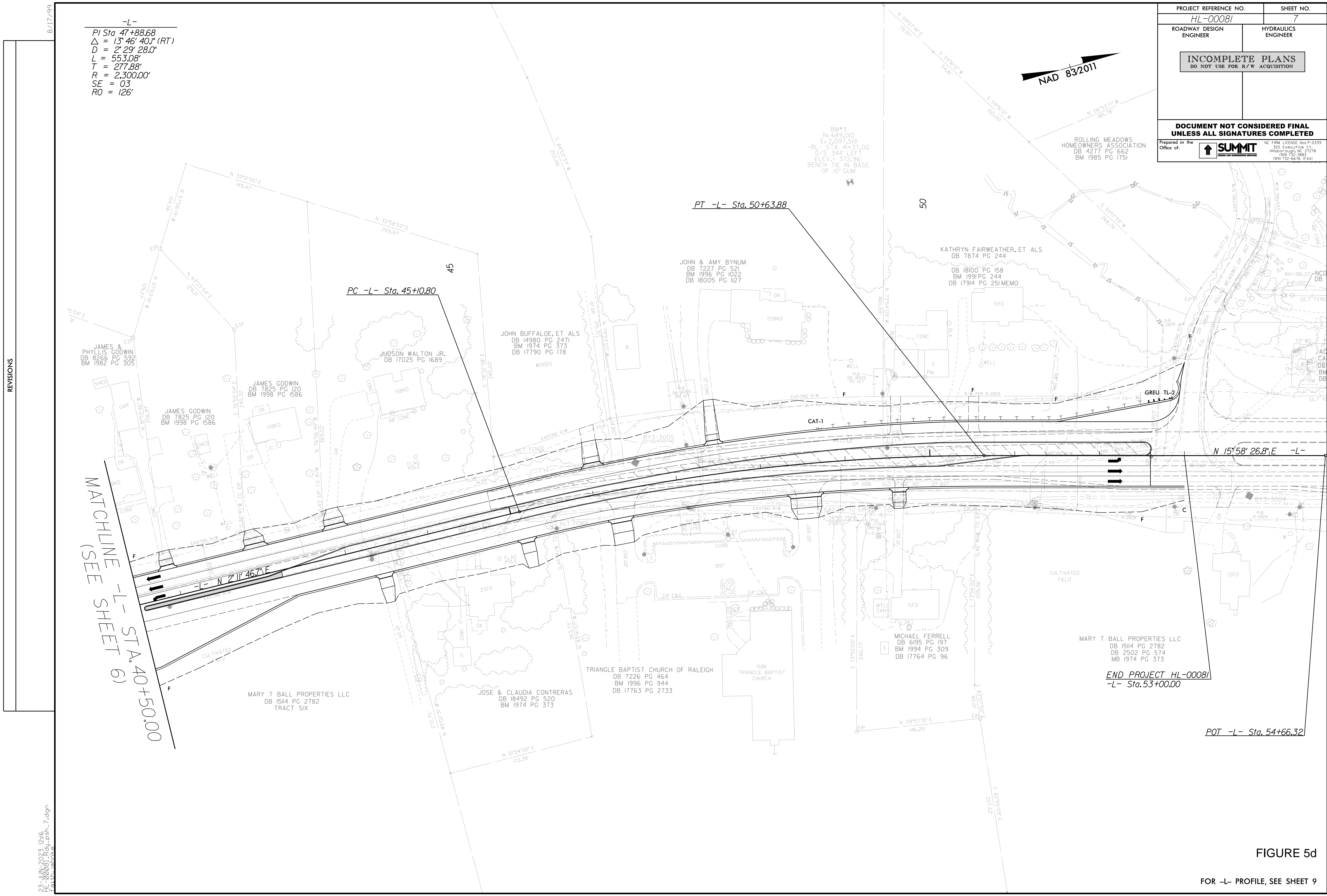
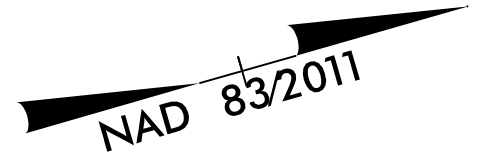


FIGURE 5d

FOR -L- PROFILE, SEE SHEET 9

23 JUN 2023 12:16
 PL-20081.dwg
 JTB:lpn...7.dgn

21-08-0005



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED 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-0008I	County:	Wake
WBS No.:	49367.1.9	Document Type:	Federal CE
Fed. Aid No.:		Funding:	State X Federal
Federal Permit(s):	Yes X No	Permit Type(s):	
Project Description: Widen SR 1006 (Old Stage Road) from SR 2736 (Rock Service Station Road) to SR 3884 (Rolling Meadows Drive) (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or **affected** by this project. (Attach any notes or documents as needed.)

Description of review activities, results, and conclusions: HPOWeb reviewed on 17 August 2021 and 17 November 2022 and yielded one SL, eight SS, and no NR, DE, or LD properties in the Area of Potential Effects (APE). The APE equates with the study area provided in the review request (see attached), Wake County current GIS mapping, aerial photography, and tax information indicated a partly developed APE of cultivated fields and mostly residential and several commercial and church resources dating between the 1890s to the 2020s (viewed 17 August 2021 and 17 November 2022). Eighteen pre-1970 resources (about one third of the total) are unexceptional (many are also altered) examples of their types. Included in the pre-1970 group are nine previously recorded resources determined not NR-eligible for the R-2721 project in 2012, and the findings for eight Houses (WA5719, WA5721 thru 5725, WA6372, and WA6374) remain valid. The Stephenson-Sauls House (WA8812) (previously and erroneously mapped as the B. N. Ferrell House (WA1214), now gone) had not received the full evaluation for National Register eligibility required for project compliance purposes. The Banks Cemetery, located on a small parcel in the NW quadrant of the Banks Road/Old Stage Road intersection (PIN: 0698773062), is not NR-eligible, but should be afforded the usual protections during construction.

The county architectural surveys (1988-91 and 2005-6) and related publication, as well as later

studies, recorded the properties in the APE noted above (Kelly Lally, *The Historic Architecture of Wake County, North Carolina* (Raleigh: Wake County Government, 1994)). County GIS/tax materials and other visuals, like Google Maps "Streetview," clearly illustrated the relative placement of the resources and the proposed work and indicated the need for field investigation and eligibility evaluation of the Stephenson-Sauls House property.

NCDOT contracted with MDM Historical Consultants to carry out the necessary NR eligibility evaluation. The resultant technical report (April 2023) concludes that the Stephenson-Sauls House (WA8812) is not eligible for listing in the National Register. HPO has reviewed the study and concurs with the finding (see attached correspondence).

As the evaluated property is found not NR-eligible and no additional resources of concern are located in the APE, a finding of "no historic properties present or affected" will satisfy both Section 106 and GS 121-12(a) compliance requirements.

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

Technical report and photographs on file at
NCDOT – Historic Architecture and NCHPO and also Connect NCDOT

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OR AFFECTED**



NCDOT Architectural Historian

9 May 2023

Date

HL-0008I, Wake County
WBS No. 49367.1.9
PA Tracking No. 21-08-0005
May 2023



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT 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-0008I** *County:* Wake
WBS No: 49367.1.5 *Document:* Federal CE
F.A. No: n/a *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* USACE

Project Description: The North Carolina Department of Transportation (NCDOT) Division 5 is proposing improvements to and widening of Old Stage Road (SR 1006) from Rock Service Station Road (SR 2736) to Rolling Meadows Drive. The NCDOT has established an archaeological Area of Potential Effects (APE) that measures approximately 0.75 mile in length and encompasses approximately 45 acres, inclusive of existing roadways and development.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

An archaeological survey and evaluation of the proposed improvements to Old Stage Road and Rock Service Station Road was conducted during December 2021 and January 2022 by Melissa McKay, Becky Sponseller, Kristin Doshier, and Connor Seaton of Terracon Consultants, Inc. (Terracon). During the course of the survey, two new archaeological sites, 31WA2455 and 31WA2456, were recorded and one previously recorded archaeological site, 31WA1995, was revisited within the APE.

In addition, a small cemetery (31WA2457) was recorded approximately 70 meters west of the APE, and will be avoided by the project as currently planned. Because this cemetery is located well outside of the direct APE, the site was not investigated or assessed for its NRHP eligibility, and a site description is not included in this report. The cemetery was assigned a site trinomial and a North Carolina Cemetery Form was completed, however.

None of the sites within the APE are recommended Eligible for the *National Register of Historic Places* (NRHP). It is recommended that the proposed project be allowed to proceed without concern for impacts to significant cultural resources.

The North Carolina Department of Transportation (NCDOT) Archaeology Team has reviewed the subject project and determined:

- There are no National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed.)
- No subsurface archaeological investigations were required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.

- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

SUPPORT DOCUMENTATION

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

Other:

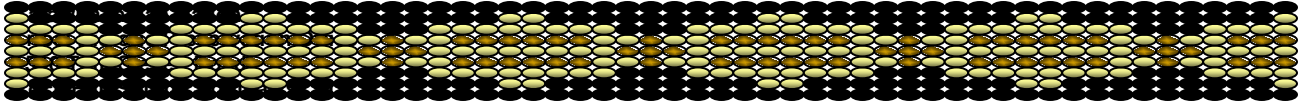
Signed:

Scott Halvorsen

2/23/2022

NCDOT ARCHAEOLOGIST

Date



Office 803-328-2427
Fax 803-328-5791

February 25, 2022

Attention: Zahid Baloch
NC Department of Transportation
2612 N. Duke Street
Durham, NC 27704

Re. THPO #	TCNS #	Project Description
2022-193-82		Widening of Old Stage Road from Rock Service Station Road to Rolling Meadows Drive in Wake Co., NC as project HL-00081

Dear Mr. Baloch,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer

EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	49367.1.9	COUNTY	Wake	Alternate	1	of	1	Alternate
T.I.P. No.:	HL-0008I							
DESCRIPTION OF PROJECT:	Intersection improvements on Old Stage Road (SR 1006) from Rock Service Station Road (SR 2736) to Rolling Meadows Drive							

ESTIMATED DISPLACEDS (% MINORITY = 50%)*					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15K	15-25K	25-35K	35-50K	50K UP			
Residential	2	0	2	1	0	0	0	0	2			
Businesses	0	0	0	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenant Rent		For Sale		For Rent	
Non-Profit	0	0	0	0	0-100K	0	\$ 0-250	0	0-100K	0	\$ 0-250	0
ANSWER ALL QUESTIONS					100-200K	0	250-500	0	100-200K	4	250-500	0
Yes	No	<i>Explain all "YES" answers.</i>			200-300K	0	500-1000	0	200-300K	15	500-1000	2
	X	1. Will special relocation services be necessary?			300-400K	2	1000-1500	0	300-400K	110	1000-1500	19
	X	2. Will schools or churches be affected by displacement?			400K UP	0	1500 UP	0	400K UP	456	1500 UP	608
X		3. Will business services still be available after project?			TOTAL	2		0		585		629
	X	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by Number)							
	X	5. Will relocation cause a housing shortage?			*% Minority is based on Census data - Please provide Census data for the area 3. Businesses will still be available. 6. MLS; CoStar; Real Estate websites 8. In accordance with the Uniform Relocation Act, to be considered as necessary and/or required by Law. 11. Wake County has public housing. 12. Based on review of the Triangle MLS, there is adequate housing available and that trend is expected to continue. 14. CoStar; MLS; Real Estate websites							
		6. Source for available housing (list).										
	X	7. Will additional housing programs be needed?										
X		8. Should Last Resort Housing be considered?										
	X	9. Are there large, disabled, elderly, etc. families?										
	X	10. Will public housing be needed for project?										
X		11. Is public housing available?										
X		12. Is it felt there will be adequate DSS housing available during relocation period?										
	X	13. Will there be a problem of housing within financial means?										
X		14. Are suitable business sites available (list source).										
		15. Number months estimated to complete RELOCATION?										
		8 Months										

	7/7/2023		07/12/2023
C. Richard Birkholz Estimator	Date	Relocation Coordinator	Date