

# Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	<b>HS-2008F</b>
WBS Element	49318.1.7
Federal Project No.	0005806

**A. Project Description:**

The North Carolina Department of Transportation (NCDOT) is proposing intersection improvements to the NC 5 (Beulah Hill Road)/SR 1205 (Morganton Road) intersection in the Village of Pinehurst (See Figure 1). The proposed project is located in Moore County (NCDOT Division 8). The project is included in NCDOT’s 2026-2035 State Transportation Improvement Program (STIP) (January 2026) as Project No. HS-2008F. The project is currently scheduled for right-of-way acquisition beginning in 2026 and construction beginning in 2028.

The project proposes to improve the NC 5/Morganton Road intersection, as well as access to the adjacent Pinehurst Resort Golf Course Maintenance Center (located in the southeast corner of the intersection) and employee parking lot (located in the northeast corner of the intersection) for pedestrians and golf carts/maintenance vehicles. The Preferred Alternative includes the following proposed improvements:

- Construction of a new 11-foot wide northbound right-turn lane on NC 5 with 300 feet of storage.
- Extension of the southbound 11-foot wide left-turn lane on NC 5 to provide approximately 200 feet of storage.
- Extension of the 11-foot wide westbound left-turn lane on Morganton Road to provide approximately 250 feet of storage.
- Installation of a new pedestrian/golf cart/maintenance vehicle crosswalk and stop bars on Morganton Road at the Pinehurst Resort Golf Course Maintenance Center eastern driveway.
- Removal of the existing crosswalk at the western driveway/employee parking lot.
- Installation of a Pedestrian Hybrid Beacon at the new crosswalk at the eastern driveway. The signal will include pedestrian push buttons, as well as actuation for golf carts/maintenance vehicles.
- Construction of a new 10-foot wide multiuse path along the north side of Morganton Road between the new crosswalk at the eastern driveway and the existing employee parking lot across from the western driveway.
- Both existing maintenance center driveways, as well as the employee parking lot driveway, will remain open for vehicular traffic on Morganton Road.

The 2025 Capacity Analysis Technical Memorandum for HS-2008F indicated that by the design year 2050, the signalized NC 5/Morganton Road intersection will experience poor level of service (LOS), however, the overall intersection and individual approach delays are significantly reduced with the construction of the Preferred Alternative in comparison to future No-Build conditions. The overall intersection delay in 2050 with the Preferred Alternative in place in comparison to No-Build conditions is reduced from 109.6 seconds to 46.5 seconds in the AM Peak, and from 150.1 seconds to 86.3 seconds in the PM Peak. In addition, the new signal (i.e., the Pedestrian Hybrid Beacon) is expected to operate at LOS A during the 2050 design year. The Technical Memorandum also indicated that the new signal location provides adequate queue distance from the existing railroad crossing and the NC 5 and Morganton Road signalized intersection. No sight distance issues are expected based on the new signal and crossing placement east of the gravel employee parking lot. In addition, consolidating the maintenance center driveways will reduce conflict movements and reduce delays/queuing for motorists entering/existing the employee parking lot.

With respect to addressing safety concerns at the maintenance center driveways, FHWA’s Pedestrian Hybrid Beacons website (<https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian->

[hybrid-beacons](#)) indicates that the typical safety benefits of beacon installation include: 55 percent reduction in pedestrian crashes; 29 percent reduction in total crashes; and 15 percent reduction in serious injury and fatal crashes.

B. Description of Need and Purpose:

The proposed project is included on NCDOT's current list of Active Highway Safety Improvement (HSIP) Projects and will be partially funded with Federal HSIP funds. It was initially selected for HSIP funding on July 20, 2022. A total of 39 crashes occurred in the immediate project study area between November 1, 2019 and October 31, 2024. Eighteen of those crashes (46 percent) occurred at the NC 5/Morganton Road intersection, with another ten crashes (26 percent) occurring at the existing unsignalized pedestrian/golf cart/maintenance vehicle crossing on Morganton Road located just east of the NC 5 intersection. This unsignalized crosswalk connects the Pinehurst Resort Golf Course Maintenance Center to the employee parking lot, and golf course maintenance workers cross Morganton Road in excess of 100 times per day at this location. A Pinehurst Resort maintenance worker on a maintenance vehicle was hit and killed by an automobile in May 2019 while attempting to cross Morganton Road at this unsignalized crosswalk. The *2025 Capacity Analysis Technical Memorandum* for HS-2008F indicated that traffic operations at the signalized NC 5/Morganton Road intersection are expected to deteriorate by the design year 2050 with delays more than double the current conditions.

The HS-2008F project limits and study area fall within the study area limits of STIP Project No. R-5892 (proposed improvements to NC 5 from the Trotter Drive/Blake Boulevard intersection to NC 211 in Pinehurst). R-5892 is included in the *Moore County Comprehensive Transportation Plan (CTP)* (June 2020). According to the *R-5892 Project Scoping Technical Report* (June 2023), the primary need for the proposed project is to provide improved traffic flow on NC 5 by reducing existing traffic backups due to lack of dedicated turn lanes at intersections and adjacent land uses. The primary purpose of the proposed R-5892 project is to improve regional transportation network efficiency on NC 5 by adding turn lanes, signal improvements, and other operational improvements throughout the corridor. R-5892 is proposed to include the addition of turn lanes, signal improvements, and other operational improvements along the NC 5 corridor, as appropriate, including at the NC 5/Morganton Road intersection.

The purposes of the proposed HS-2008F project are to improve projected congestion at the NC 5/Morganton Road intersection and to address safety concerns for pedestrian and maintenance vehicle crossings of Morganton Road at the Pinehurst Resort Golf Course Maintenance Center. These purposes are consistent with the purpose of the R-5892 project on NC 5.

C. Categorical Exclusion Action Classification:

**Type I(A) - Ground Disturbing Action**

D. Proposed Improvements:

- 3. Construction of bicycle and pedestrian lanes, paths, and facilities.
- 8. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and/or railroad warning devices where no substantial land acquisition or traffic disruption will occur.
- 26. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints listed in 23 CFR 771.117(e)(1-6).

## E. Special Project Information:

### Alternatives

#### No-Build Alternative

There would be no changes to the existing NC 5/Morganton Road intersection, or to the access at the adjacent maintenance center and employee parking lot. The No-Build Alternative would not address the purposes of the proposed project to improve projected congestion at the NC 5/Morganton Road intersection to address concerns for pedestrian and maintenance vehicle crossings of Morganton Road at the Pinehurst Resort Golf Course Maintenance Center.

#### Build Alternatives

Thirteen alternative concepts were developed to improve traffic operations and safety at the NC 5/Morganton Road intersection, as well as at the access to the adjacent Pinehurst Resort Golf Course Maintenance Center and employee parking lot, as follows (note that the alternatives grouped together in the list below had only minor design differences):

- Four of the alternatives would relocate Morganton Road to the south of the Maintenance Center.
- Two of the alternatives would provide a tunnel for the pedestrian/golf cart/maintenance vehicle crossing under a slightly realigned Morganton Road.
- Two of the alternatives would provide a median refuge for the pedestrian/golf cart/maintenance vehicle crosswalk on approximately the same Morganton Road alignment.
- Three alternatives would bridge Morganton Road over the pedestrian/golf cart/maintenance vehicle crossing.
- One alternative would realign Morganton Road to the north to provide greater sight distance at the existing pedestrian/golf cart/maintenance vehicle crosswalk.
- One alternative would provide a Pedestrian Hybrid Beacon traffic control device at the existing pedestrian/golf cart/maintenance vehicle crosswalk.

#### Preferred Alternative Selection

These 13 alternatives were considered by major area stakeholders including the Federal Highway Administration (FHWA), the National Park Service (NPS), the North Carolina State Historic Preservation Office (NC SHPO), the Village of Pinehurst, and the Pinehurst Resort. The stakeholders group agreed that three of the concepts seemed most viable for the area, and NCDOT directed further development of three alternatives: one that would relocate Morganton Road south of the current alignment, but reduce impacts to two of the buildings that contribute to the National Register of Historic Places (NRHP) standing of the Pinehurst Race Track (Alternative 1B); one that would relocate Morganton Road north of the current alignment and separate Morganton Road vehicles from pedestrians/golf carts/maintenance vehicles via a bridge crossing (Alternative 8A); and one that would provide a new Morganton Road pedestrian/golf cart/maintenance vehicle crosswalk with a Pedestrian Hybrid Beacon traffic control device to the east of the existing crosswalk to provide more vehicle storage space (Alternative 10A). After considering potential impacts to the Pinehurst Historic District and National Historic Landmark, golf course maintenance operations, and potential acceptability by the community, Alternative 10A was retained as the Preferred Alternative.

### Preferred Alternative Impact Analysis

#### Impacts to Cultural Resources

##### *Historic Resources*

The intersection is located within the Pinehurst Historic District (HD) which is listed on the National Register of Historic Places (“NRHP”; 1973) and is also designated as a National Historic Landmark (“NHL”; 1996) and a local historic district (2006). The intersection is directly adjacent to several contributing resources to the district, including the Pinehurst Race Track which is also individually listed on the NRHP.

Per Section 106 of the National Historic Preservation Act (NHPA), NCDOT performed a screening of R-5892’s study area for impacts to historic properties. NCDOT architectural historians determined that an assessment of effects to the HD and its contributing resources was required. The *Effects Required*

form (signed August 18, 2022) is located at <https://connect.ncdot.gov/site/Preconstruction/division/div08/50535/Human%20Environment/22-07-0010EffectsReq.pdf>. As the entirety of HS-2008F is situated within the R-5892 study area, it was determined that it would undergo assessment of effects for the same reasons.

Pursuant to Section 110(f) of the NHPA, the HD’s status as an NHL requires consultation with the National Park Service (NPS). NPS concurred that the Preferred Alternative has been designed to sufficiently minimize harm to the district.

An effects meeting was held on January 21, 2026, with FHWA, NCDOT, NPS, and the North Carolina State Historic Preservation Office (HPO) in attendance. With the understanding that the Preferred Alternative would require acquisition of 0.23 acres of easement but only within non-contributing resources, and that there would be no demolition of structures at the Race Track, it was determined that HS-2008F would have *No Adverse Effect* on the HD or Race Track. An *Assessment of Effects* form (signed January 27, 2026) was issued and can be found here: [https://connect.ncdot.gov/site/Preconstruction/division/div08/50535/Human%20Environment/22-07-0010Effects\\_signed.pdf](https://connect.ncdot.gov/site/Preconstruction/division/div08/50535/Human%20Environment/22-07-0010Effects_signed.pdf).

FHWA intends to use the HPO’s concurrence on the *No Adverse Effect* determination as a basis for a “*de minimis*” finding for impacts to the HD, pursuant to Section 4(f) of the US Department of Transportation Act of 1966.

The form also notes that NCDOT is required to submit a Certificate of Appropriateness (COA) to the Pinehurst Historic Preservation Commission (HPC). HPCs created pursuant to state law (NC Gen Stat § 160A-400) have the authority to designate local historic districts and landmarks while exercising design review and implementation of local preservation standards for those projects that impact locally-designated properties. The HPC will review the COA application containing the HS-2008F project details and will issue a formal decision. Submission of a COA has been included in this document as an Environmental Commitment.

*Archaeological Resources*

NCDOT also conducted a 2022 screening of R-5892 for impacts to archaeological resources. It was determined that additional survey was required and a form was issued on August 22, 2022. A follow-up, individual screening of HS-2008F resulted in a determination of *No Archaeological Survey Required* with the associated form being issued on January 14, 2026 and rescinding the earlier call for survey. The form notes that design changes may result in additional consultation and that unanticipated discovery procedures should be followed if archaeological materials are uncovered. The No Survey Required form is located here:

<https://connect.ncdot.gov/site/Preconstruction/division/div08/50535/Human%20Environment/HS-2008F%20Resubmittal%20Moore%20No%20Archaeological%20Survey%20Required%20Form.pdf>.

Impacts to Streams, Wetlands, and Ponds

As documented in the *Natural Resources Technical Report, Improvements to NC 5 (Beulah Hill Road), Moore County, North Carolina, STIP R-5892 (July 2025)*, water resources in the study area are part of the Lumber River Basin [U.S. Geological Survey (USGS) Hydrologic Unit 03040203]. One intermittent stream was identified in the study area for project HS-2008F and can be seen on Figure 2. This stream has been designated as a warm water stream for the purposes of stream mitigation.

**Table 1. Stream in HS-2008F Study Area**

Map ID	Classification	Best Usage Classification	Compensatory Mitigation Required	Length in Study Area (linear feet)	Potential Impacts (linear feet) <sup>1</sup>
SA	Intermittent	WS-II; HQW	Yes	60	60
<b>TOTAL IMPACTS</b>					<b>60</b>

<sup>1</sup> Potential impact based on slope stake limits plus 40-foot buffer.

The North Carolina 2022 Final 303(d) list of impaired waters identifies no streams present in, or located within 1.0 mile downstream, of the study area. This stream is not identified as trout, anadromous fish, or primary nursery waters.

No other surface waters or wetlands were identified in the HS-2008F study area.

Impacts to Endangered Species Act Protected Species

As documented in the *Natural Resources Technical Report, Improvements to NC 5 (Beulah Hill Road), Moore County, North Carolina, STIP R-5892* (July 2025), as of December 6, 2024, the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) service listed four federally-protected species under the Endangered Species Act (ESA) within the R-5892 project study area (see Table 2). An additional species was added based on March 31, 2026 IPaC information for the HS-2008F study area. For each species, a discussion of the presence or absence of habitat is included below, along with the Biological Conclusion rendered based on survey results in the R-5892 study area as well as supplemental results of updated IPaC information.

**Table 2. ESA Federally Protected Species within the R-5892 Study Area<sup>1</sup>**

Scientific Name	Common Name	Federal Status <sup>2</sup>	Habitat Present	Biological Conclusion
<i>Dryobates borealis</i>	Red-cockaded woodpecker	T	Yes	No Effect <sup>3</sup>
<i>Perimyotis subflavus</i>	Tricolored bat	PE	Yes	MA-LAA <sup>4</sup>
<i>Rhus michauxii</i>	Michaux’s sumac	E	Yes	No Effect
<i>Danaus plexippus</i>	Monarch butterfly	PT	Yes	Not Required
<i>Heterodon simus</i>	Southern hognose snake	PT	Yes	Not Required

<sup>1</sup>IPaC data checked on December 6, 2024 for R-5892 and updated March 31, 2026 for the specific HS-2008F project area.

<sup>2</sup>E – Endangered; PE – Proposed Endangered; PT – Proposed Threatened

<sup>3</sup>Biological Conclusion shown for red-cockaded woodpecker (RCW) is for HS-2008F study area only after additional coordination with USFWS in March 2025. Biological Conclusion in the R-5892 NRTR for RCW was Unresolved.

<sup>4</sup>MA-LAA - May Affect, Likely to Adversely Affect

**Red-cockaded woodpecker**

Biological Conclusion: No Effect

According to the R-5892 NRTR, suitable nesting and roosting habitat for the red-cockaded woodpecker (RCW) was identified as open, mature stands of southern pines, particularly longleaf pine (*Pinus palustris*), were located throughout the R-5892 study area inclusive of the HS -2008F study area. Additional coordination was undertaken with USFWS in March 2025 related to the potential impacts to the RCW as a result of HS-2008F within the HS-2008F study area only. As documented in the R-5892 survey report titled *Red-Cockaded Woodpecker Survey Report for the North Carolina Highway 5 Improvements from the Intersection of Trotter Drive/Blake Boulevard to the Intersection of NC Highway 211* (prepared by Dr. J.H. Carter III & Associates, Inc. for the NCDOT Environmental Analysis Unit, October 31, 2024), RCW cavity trees associated with 11 clusters (Southern Pines and Pinehurst [SOPI] 51/74, 52, 54, 55, 56, 65, 69/113, 70, 92, 105 and 114) are located within a 0.5 mile radius of the R-5892 project study corridor. However, according to USFWS, only SOPI 70 is located in the vicinity of the smaller HS-2008F study area. The survey report documents that RCW surveys were conducted in September and October 2024 within the larger R-5892 study area, plus a surrounding 0.5-mile radius, and that no new RCW cavity trees were found. The survey report also indicated that no active cavity trees were identified within SOPI 70. Based on the results of the survey report, the NCDOT Division 8 Environmental Supervisor conducted two site visits in late March 2025 to assess

the cavity trees in SOPI 70 for current RCW activity. No RCW activity was observed. Based on the results of these site visits, in an email dated March 27, 2025, USFWS concurred with a Biological Conclusion of No Effect for RCW for HS-2008F. A copy of the correspondence with the USFWS can be found at

[https://connect.ncdot.gov/site/Preconstruction/division/div08/50535/Natural%20Environment/USFWS%20Email%20Chain%20on%20RCW%20\(March%202025\).pdf](https://connect.ncdot.gov/site/Preconstruction/division/div08/50535/Natural%20Environment/USFWS%20Email%20Chain%20on%20RCW%20(March%202025).pdf).

### **Tricolored bat**

Biological Conclusion: May Affect, Likely to Adversely Affect (MA-LAA)

The US Fish and Wildlife Service has issued a programmatic conference opinion (PCO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the tricolored bat (TCB) (*Perimyotis subflavus*) in eastern North Carolina. The PCO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. NCDOT, FHWA, and USACE have agreed to conservation measures which will avoid/minimize take to TCBs. These conservation measures apply to all counties in Divisions 1-8. The programmatic determination for TCB for the NCDOT program is May Affect, Likely to Adversely Affect. Once the TCB is officially listed, the PCO will become the programmatic biological opinion (PBO) by formal request from FHWA and USACE. The PBO will ensure compliance with Section 7 of the Endangered Species Act for approximately five years (effective through December 31, 2028) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Moore County, where HS-2008F is located.

### **Michaux's sumac**

Biological Conclusion: No Effect

Michaux's sumac, endemic to the inner Coastal Plain and lower Piedmont, grows in sandy or rocky, open, upland woods on acidic or circumneutral, well-drained sands or sandy loam soils with low cation exchange capacities. The species is also found on sandy or submesic loamy swales and depressions in the fall line Sandhills region as well as in openings along the rim of Carolina bays; maintained railroad, roadside, power line, and utility rights-of way; areas where forest canopies have been opened up by blowdowns and/or storm damage; small wildlife food plots; abandoned building sites; under sparse to moderately dense pine or pine/hardwood canopies; and in and along edges of other artificially maintained clearings undergoing natural succession. In the central Piedmont, it occurs on clayey soils derived from mafic rocks. The plant is shade intolerant and, therefore, grows best where disturbance (e.g., mowing, clearing, grazing, periodic fire) maintains its open habitat. It was determined suitable habitat for Michaux's sumac is present in the R-5892 study area. A plant survey conducted on September 26, 2023, during the optimal survey window did not identify any presence of individuals within the R-5892 study area. A review of NC NHP records on or updated December 4, 2024 indicates one known occurrence within 1.0 mile of the R-5892 study area.

### **Monarch butterfly**

Biological Conclusion: Not Required

The U.S. Fish and Wildlife Service (USFWS) proposed to list the monarch butterfly as a threatened species under the Endangered Species Act (ESA) in December 2024. However, as of December 2025 the final decision has been delayed, and the status has been moved to "long-term action," meaning no final ruling is expected for at least another year. No regulatory protections will take effect until the listing is finalized. Until that time, proposed species do not receive formal ESA protections, though federal action agencies are still required to ensure that their actions do not jeopardize the continued existence of the species. Action agencies may initiate consultation with USFWS to obtain a conference opinion. If and when the listing is finalized, and at the agency's request, the Service may adopt the conference opinion as a biological opinion—provided no relevant new information has emerged and no substantial changes to the proposed action have occurred. A review of NC NHP records on or updated December 4, 2024 indicates no known occurrences within 1.0 mile of the R-5892 study area.

### **Southern hognose snake**

Biological Conclusion: Not Required

On August 29, 2025, the USFWS announced a proposal to list the Southern hognose snake (*Heterodon simus*) as Threatened under the ESA. Upon listing, USFWS is expected to provide habitat description, area of influence/distribution range, and limits of Critical Habitat for the Southern hognose snake. When this information is provided, it will help to inform NCDOT’s determinations on habitat that could be impacted by NCDOT actions.

**Northern long-eared bat**

Biological Conclusion: May Affect, Likely to Adversely Affect (MA-LAA)

The U. S. Fish and Wildlife Service has issued a programmatic biological opinion (PBO) in conjunction with the FHWA, 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. Although this programmatic covers Divisions 1-8, The USFWS only considers NLEBs to be known or potentially found in 30 counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to conservation measures which will avoid/minimize mortality of NLEBs. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Moore County, where HS-2008F is located.

**Bald and Golden Eagle Protection Act**

The Bald and Golden Eagle Protection Act is enforced by USFWS. Golden eagles do not nest in North Carolina. Habitat for the bald eagle primarily consists of mature forests in proximity to large bodies of open water for foraging. Large dominant trees are utilized for nesting sites, typically within 1.0 mile of open water.

A desktop-GIS assessment of the R-5892 study area, as well as the area within a 1.13-mile radius of the project limits, was performed on September 21, 2023 using 2021 color aerials. No water bodies large enough or sufficiently open to be considered potential feeding sources were identified. Since foraging habitat was not found within the review area, a survey of the R-5892 study area and the area within 660 feet of the project limits was not conducted. Additionally, a review of the NC NHP database on December 4, 2024 revealed no known occurrences of this species within 1.13 miles of the R-5892 study area.

Cost Estimates

The current cost estimates for the Preferred Alternative are shown below in Table 3. The right-of-way and utility relocations cost estimates are from NCDOT’s 2026-2035 STIP (January 2026); however, an updated construction cost estimate based on the current design of the Preferred Alternative was prepared in December 2025.

**Table 3. Cost Estimates for Preferred Alternative**

	Cost Estimates*			
	Right-of-Way <sup>1</sup>	Utility Relocations <sup>1</sup>	Construction <sup>2</sup>	Total
<b>Preferred Alternative</b>	\$500,000	\$250,000	\$3,000,000	\$3,750,000

\*Cost estimates are subject to change.

<sup>1</sup>Cost estimates are from the 2026-2035 STIP (January 2026).

<sup>2</sup>Updated construction cost estimate was prepared in December 2025 based on the current design of the Preferred Alternative.

Public and Stakeholder Involvement

*Stakeholder Coordination Meeting – July 14, 2023*

A stakeholder coordination meeting was held between representatives of NCDOT, FHWA, NC SHPO, the Village of Pinehurst, and Pinehurst Resort on July 14, 2023. The purpose of the meeting was to review the project history and purpose, introduce preliminary design concepts, discuss regulatory constraints, and identify next steps for project development.

Based on the discussions at the meeting, it was determined that NCDOT would develop several additional alternative alignments, including:

- A new alternative that follows a similar alignment to Alternatives 1, 1A, and 1A Revised, but minimizes impacts to structures within the Pinehurst Historic District NHL. This alternative would likely impact the southernmost portion of the maintenance facility and may require shifting Barn #1 to the south. Meeting attendees agreed this could serve as an acceptable alternative to meet the project purpose and need while demonstrating avoidance and minimization efforts within the NHL.
- A variation of Alternative 8 that includes a grade separation over the maintenance crossing.

It was also determined that NCDOT would conduct additional traffic analysis to evaluate whether a Pedestrian Hybrid Beacon signal located farther east along Morganton Road may function better than one at the existing crossing location. In addition, NCDOT and FHWA will coordinate to begin outreach to NPS representatives to introduce them to the project. Any future external coordination meetings will need to include NPS representation.

#### *Stakeholder Coordination Meeting – February 27, 2024*

A second stakeholder coordination meeting was held between representatives of NCDOT, FHWA, NPS, NC SHPO, the Village of Pinehurst, and Pinehurst Resort on February 27, 2024. The purpose of the meeting was to review preliminary design concepts, discuss regulatory constraints, and identify next steps for project development. In addition, NCDOT introduced three new alternatives that had been developed since the prior stakeholder meeting based on stakeholder feedback at that meeting: Alternatives 1B, 8A, and 10A (which was subsequently identified as the Preferred Alternative).

NC SHPO commented Alternative 10A could likely move forward with no adverse effect on either the Harness Track or the Pinehurst Historic District as an interim option and could potentially be implemented within the budget for HS-2008F. If further operational improvements proved to be necessary in the future, those could potentially be part of R-5892. Representatives from NPS indicated their order of preference for the alternatives presented from most desirable to least would be Alternative 10A, then Alternative 1B, followed by Alternative 8A.

#### *Start of Study Notification – February 13, 2025*

Start of Study Notifications were distributed via email and US Mail to provide local stakeholders with general project information and mapping. Recipients were asked to provide comments on the proposed project. Recipients included local and elected officials with the Village of Pinehurst, Moore County, the Sandhills Metropolitan Planning Organization (SMPO), and Catawba Indian Nation.

In addition, Start of Study notifications were provided to federal and state regulatory and resource agencies, including NPS, FHWA, USACE, USFWS, US Environmental Protection Agency, and the North Carolina State Clearinghouse, as well as the Pinehurst Resort.

#### *Open House Public Meeting – November 13, 2025*

NCDOT conducted an Open House Public Meeting on November 13, 2025, at the Pinehurst Elementary School from 5:00 to 7:00 PM. The public meeting was advertised via local newspapers, as well as NCDOT's project webpage and the HS-2008F public involvement website (<https://publicinput.com/nc5-morgantonrd-pinehurst>). In addition, 343 postcards were mailed to citizens and businesses in the project area. The purpose of the meeting was to provide information and gather public comments on HS-2008F. The public had the opportunity to review project maps and displays, ask questions, provide comments, and discuss the project informally with project representatives.

A total of 20 citizens registered their attendance at the public meeting. Participants included residents, property owners, local government employees and officials, and local newspaper representatives. A total of five comments were received as of December 8, 2025. One commenter expressed support for the project, while the remaining commenters expressed neither support nor opposition to the project. The commenters that neither supported nor opposed the project either requested more information, or

offered specific comments related to either the proposed Pedestrian Hybrid Beacon or existing conditions related to the proximity of Morganton Road to the Pinehurst Number 1 golf course.

F. Project Impact Criteria Checklists:

<b>F2. Ground Disturbing Actions – Type I (Appendix A) &amp; Type II (Appendix B)</b>			
<p>For proposed improvement(s) that fit Type I Actions (<a href="#">NCDOT-FHWA CE Programmatic Agreement, Appendix A</a>) including 2, 3, 6, 7, 9, 12, 18, 21, 22, 23, 24, 25, 26, 27, 28, &amp;/or 30; &amp;/or Type II Actions (<a href="#">NCDOT-FHWA CE Programmatic Agreement, Appendix B</a>), answer the project impact threshold questions (below) and questions 8–31.</p> <ul style="list-style-type: none"> <li>• If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required.</li> <li>• If any question 1-30 is checked “Yes” then additional information will be required for those questions in Section G.</li> </ul> <p><i>Source documents should be cited for each question as appropriate. If no source is needed or available, denote as “n/a”. Please note that some “no” answers should have a corresponding email/memo/report cited for that NCDOT discipline. Project reports or memos/emails should be linked to their location on the project’s <a href="#">Precon</a> site; other publications (e.g. the STIP) can be linked directly. Example: (Source: NCDOT HE-0001 NRTR [<a href="#">HE-0001_NRTR.pdf</a>, 2022])</i></p>			
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes.”)		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS) in which a “likely to adversely affect determination” has been made? (Source: NCDOT R-5892 NRTR [ <a href="#">R-5892 NRTR 071125</a> , 2025])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in effects subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)? (Source: NCDOT R-5892 NRTR [ <a href="#">R-5892 NRTR 071125</a> , 2025])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, regarding human and/or natural environment concerns, following appropriate public involvement? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	[REDACTED]		
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project result in adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or result in an adverse effect on a National Historic Landmark (NHL)? (Source: HS 2008-F Historic Architecture and Landscapes Assessment of Effects Form [ <a href="#">22-07-0010Effects_signed</a> , 2026])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations</u>		Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or resolved utilizing a Section 7 programmatic agreement? Include in Section G any utilization of a Section 7 Programmatic Agreement. (Source: NCDOT R-5892 NRTR [ <a href="#">R-5892 NRTR 071125</a> , 2025])	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Is the project located in anadromous fish spawning waters? (Source: NCDOT R-5892 NRTR [ <a href="#">R-5892 NRTR 071125</a> , 2025])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)? (Source: NCDOT R-5892 NRTR [ <a href="#">R-5892 NRTR 071125</a> , 2025])	<input checked="" type="checkbox"/>	<input type="checkbox"/>

11	Does the project impact waters of the United States in any of the designated mountain trout streams? (Source: NCDOT R-5892 NRTR <a href="#">[R-5892 NRTR 071125, 2025]</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects findings other than a No Effect, including archaeological remains? No matter the effect finding, list any commitments (conditions) in Section I made in association with the effect finding detailed in Section G. (Source: HS 2008-F Historic Architecture and Landscapes Assessment of Effects Form <a href="#">[22-07-0010Effects signed, 2026]</a> )	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.? (Source: NCDOT HS-2008F GeoEnvironmental Phase I Report <a href="#">[HS-2008F_GE_PHASE_I_20250219, 2025]</a> )	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)? (Source: NCDOT R-5892 NRTR <a href="#">[R-5892 NRTR 071125, 2025]</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit? (Source: NCDOT R-5892 NRTR <a href="#">[R-5892 NRTR 071125, 2025]</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve Coastal Barrier Resources Act (CBRA) resources? (Source: NCDOT R-5892 NRTR <a href="#">[R-5892 NRTR 071125, 2025]</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River? (Source: NCDOT R-5892 NRTR <a href="#">[R-5892 NRTR 071125, 2025]</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g., U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control to the interstate (modification or construction of an interchange)? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic or detours cause substantial disruption? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the NCDOT's federally approved 4-year STIP or NCDOT's BMIP, and where applicable, the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP)? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of the Land and Water Conservation Fund, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, Dedicated Nature Preserves, 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? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	(Source: N/A)		
28	Does the project “use” Section 4(f) property, and/or result in a <i>de minimis</i> determination? (Source: HS 2008-F Historic Architecture and Landscapes Assessment of Effects Form [22-07-0010Effects_signed, 2026])	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Does the project impact VAD-enrolled property, or prime or important farmland soil, as defined by the Farmland Protection Policy Act (FPPA)? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**G. Additional documentation as required from Section F; documentation should address the context and intensity (or severity) of the impact. (Required for all questions marked 'Yes.')**

*Question #8 – Is an Endangered Species Act (ESA) determination unresolved or resolved utilizing a Section 7 programmatic agreement? Include in Section G any utilization of a Section 7 Programmatic Agreement.*

The NRTR for project R-5892, supplemented by IPaC information obtained on March 31, 2026 for the HS-2008F project study area, identifies two (2) species for which biological conclusions were resolved using a programmatic agreement between FHWA, USFWS, and NCDOT.

Two bats, the Tri-colored bat (TCB) (*Perimyotis subflavus*) and Northern long-eared bat (NLEB) (*Myotis septentrionalis*) have biological conclusions of May Affect – Likely to Adversely Affect (MA-LAA) that have been resolved using programmatic agreements. Descriptions of the programmatic agreements for the TCB and NLEB can be found in Section E of this document and stipulations to monitor the incidental takes of both species are included in the Special Project Commitments.

*Question #10 - Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?*

The NRTR for project R-5892 identified one intermittent stream designated as a High Quality Water (HQW) within the study area for project HS-2008F. It is identified as Stream SA on Figure 2. It drains to Pinehurst Lake (WS-II;HQW) approximately 1.0 mile downstream of the study area. Because stream SA carries the same designation as Pinehurst Lake (WS-II;HQW), NCDOT will implement Design Standards in Sensitive Watersheds for the project.

*Question #14 – Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects findings other than a No Effect, including archaeological remains? No matter the effect finding, list any commitments (conditions) in Section I made in association with the effect finding detailed in Section G.*

A Section 106 Effects meeting was held for HS-2008F on January 21, 2026 and it was determined that the Preferred Alternative would have *No Adverse Effect* on the NRHP-listed Pinehurst Historic District (NHL/LHD) and Pinehurst Race Track. An *Assessment of Effects* form (signed January 27, 2026) was issued and can be found here:

[https://connect.ncdot.gov/site/Preconstruction/division/div08/50535/Human%20Environment/22-07-0010Effects\\_signed.pdf](https://connect.ncdot.gov/site/Preconstruction/division/div08/50535/Human%20Environment/22-07-0010Effects_signed.pdf). FHWA intends to use the HPO's concurrence as a basis for a Section 4(f) "de minimis" finding.

Due to the district's status as a locally-designated district, NDOT is required to complete a Certificate of Appropriateness (COA) application and submit it to the Pinehurst HPC. This action is listed in the Environmental Commitments section of this document.

*Question #15 – Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?*

A *GeoEnvironmental Phase I Report* was prepared for the subject project in February 2025.

One geoenvironmental site of concern was identified within the HS-2008F project study area. This site is the golf course maintenance facility for the Pinehurst Resort and is shown on Figure 2 in Appendix B. It has three registered USTs in use. A release was discovered during tank closure activities of four USTs in May 2000. A Notice of No Further Action was issued for the associated incident in August 2020. No monitoring wells were observed by NCDOT personnel while on site. The existing tanks, along with all equipment, are located behind the main building and are not expected to be impacted during project construction. The geoenvironmental report notes that low

monetary and scheduling impacts are anticipated as a result of this site. The identified site of concern should be reviewed by the 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 #28 – Does the project “use” Section 4(f) property, and/or result in a de minimis determination?*

See response to Question #14 above.



# PROJECT COMMITMENTS

NC 5 at SR 1205 (Morganton Rd)

TIP Number: HS-2008F

County: Moore

Federal Aid Number: 0005806

WBS: 50535

## COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

### Division Office, Roadside Environmental Unit - Design Standards in Sensitive Watersheds

Intermittent stream SA which drains into Pinehurst Lake is designated as a High Quality Water with a supplemental designation of WS-II. NCDOT will implement Design Standards in Sensitive Watersheds.

### EAU - Cultural Resources, Division Office - Pinehurst Historic District Coordination

The Pinehurst Historic District was designated as a local historic district in 2006 by the Pinehurst Historic Preservation Commission (HPC). Pursuant to North Carolina General Statute 160A-400, NCDOT is required to complete a Certificate of Appropriateness (COA) for construction of the proposed project within the Pinehurst Historic District and submit it to the HPC for their review and decision. NCDOT will contact the HPC staff liason for any questions regarding the development and submission of the COA.

### EAU - BioSurveys, Division Office - Programmatic Agreement - Tri-colored Bat

1) If dead bats suspected of being Tri-colored Bat (TCB) are observed during clearing, demolition, or construction activities of the Action, such bats should be collected and preserved for identification. Gary Jordan of the US Fish and Wildlife Service's Raleigh Field Office should be contacted by email to arrange a transfer of the bats. Dead bats should be placed in a freezer until they can be transferred. 2) Structure bat surveys will be performed during the Natural Resources Technical Report phase of the projects that are to replace a bridge or culvert greater than 5 feet in diameter. This information will be recorded in NCDOT's database on bridges and culverts. NCDOT staff and/or consultants must follow the NCDOT Bat Habitat Assessment SOP by filling out Bat Habitat Assessment Forms for projects that affect bridges and culverts. These forms will be submitted to the NCDOT Biological Surveys Group and entered into its database even if no bat presence is detected. If TCBs are detected at a bridge or culvert, the Service will be notified via email.

### Division Office, EAU - BioSurveys - Programmatic Agreement Commitments - Northern Long-eared Bat

1) If dead bats suspected of being Northern Long-eared Bat (NLEB) are observed during clearing, demolition, or construction activities of the Action, such bats should be collected and preserved for identification. Gary Jordan of the US Fish and Wildlife Service's Raleigh Field Office should be contacted to arrange transfer of bats. Dead bats should be placed in a freezer until they can be transferred. 2) NCDOT staff and/or consultants must follow the NCDOT Bat Habitat Assessment SOP by filling out Bat Habitat Assessment Forms for projects that affect bridges and culverts. These forms will be submitted to the NCDOT Biological Surveys Group and entered into its database even if no bat presence is detected. If NLEBs are detected at a bridge or culvert, the Service will be notified via email.

## COMMITMENTS FROM PERMITTING

No permitting commitments developed to date.

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

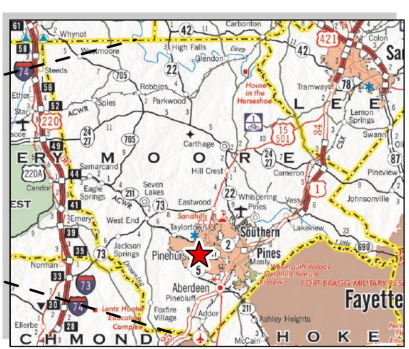
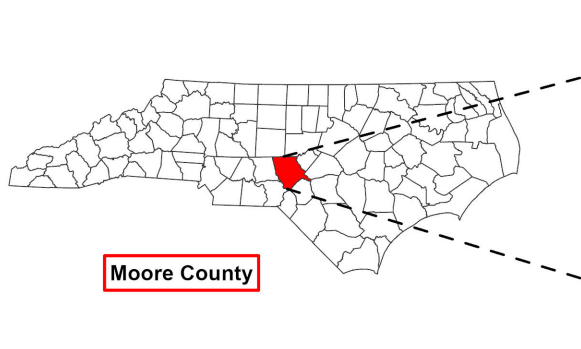
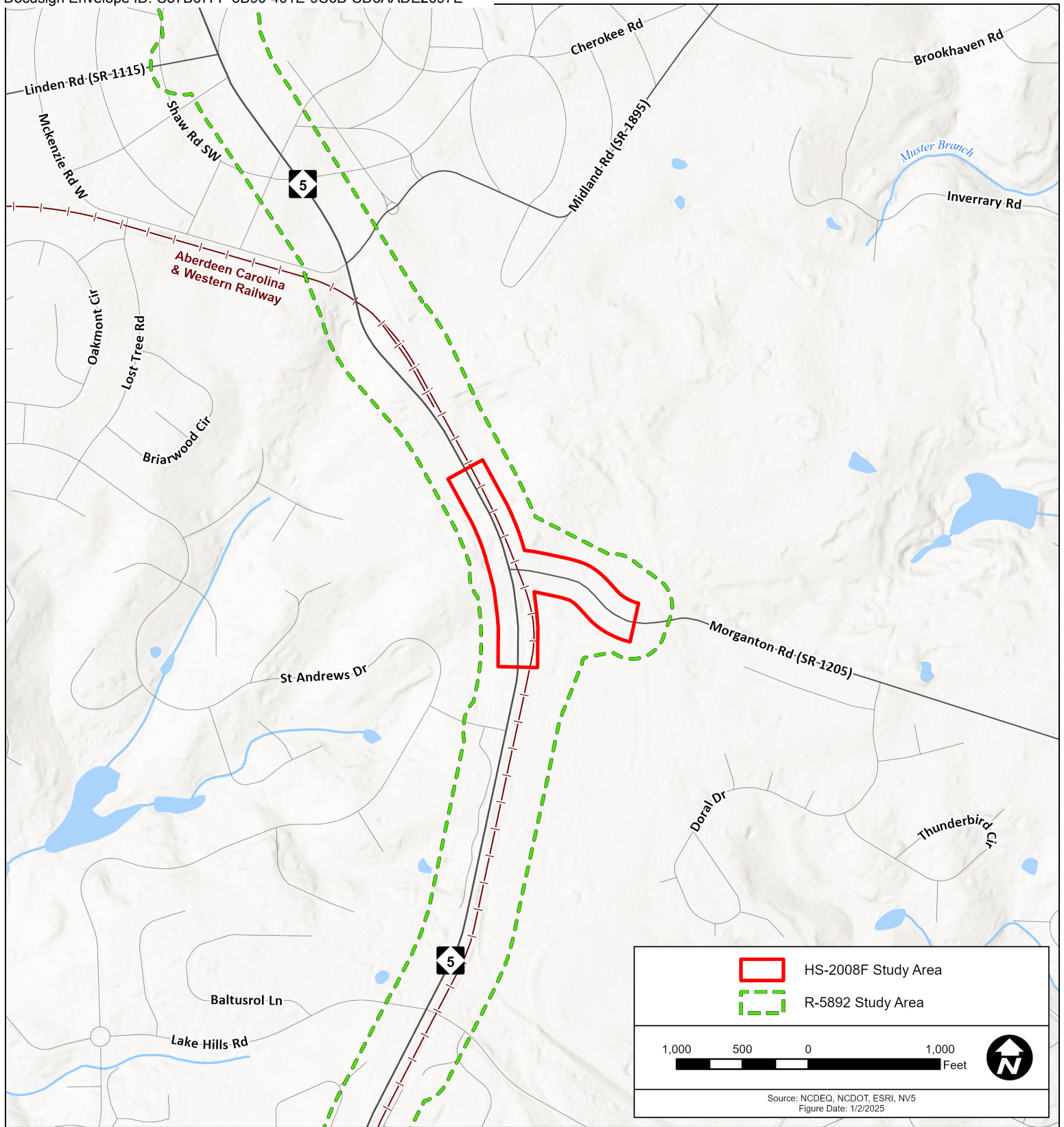
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50535

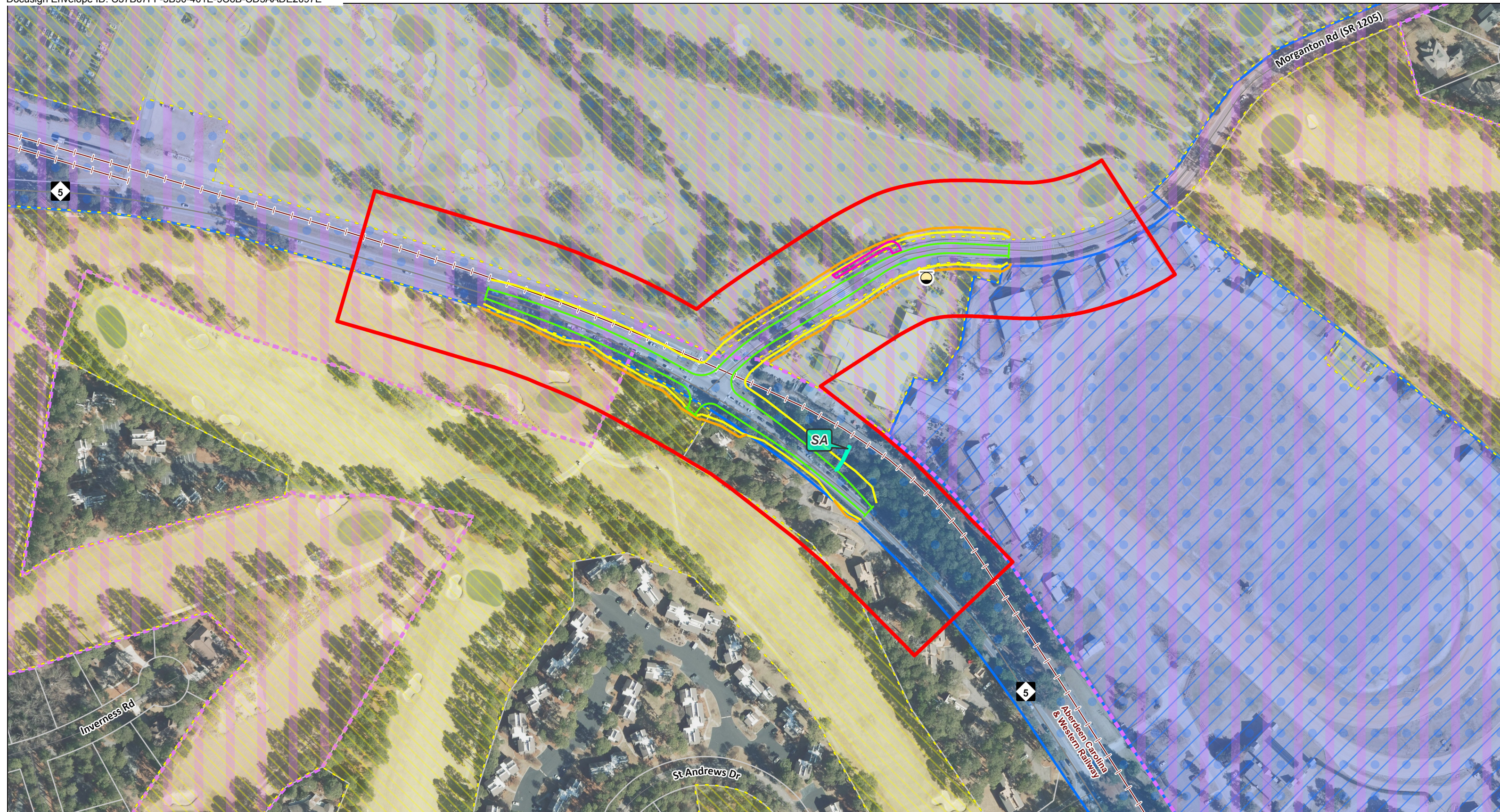
NC 5 at SR 1205 (Morganton Rd)

Last Modified Date: 04/13/2026


# Figures



	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 8
NC 5 at SR 1205 (Morganton Rd) Intersection Improvements in Pinehurst.	
HS-2008F	
Moore County	
<b>Figure 1 - Project Vicinity</b>	



**Proposed Design**

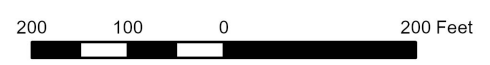
- Edge of Travel
- Sidewalk
- Slope Stakes
- Construction Easement
-  Underground Storage Tank
-  Railroad
- Delineated Intermittent Stream
-  NCNHP Safe Harbor

-  Pinehurst Local Historic District
-  Pinehurst Historic District (NR)
-  Pinehurst Race Track (NR)

-  Parcel
-  Study Area



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION 8



Source: NCDOT, NCHPO, NCNHP, NC OneMap, Google, NV5  
Figure Date: 4/8/2026

NC 5 at SR 1205 (Morganton Rd)  
Intersection Improvements in Pinehurst.

**HS-2008F**

Moore County

**Figure 2 - Environmental Features**