

## Type III Categorical Exclusion Action Classification Form

STIP Project No.	I-5712
WBS Element	50126.1.FS1
Federal Project No.	NHPP-040-3 (136) 208

### A. Project Description

Improve the I-40 and S.R. 1850 (Sandy Ridge Road) interchange in Colfax, near Greensboro, in Guilford County, North Carolina. Improve S.R. 1850 from 400' south of the existing eastbound ramp, to 650' north of Cider Road, including turn lane improvements. S.R. 1850 will be widened within the project limits to a 4-lane divided cross section, with turn lanes, bike lanes and sidewalks. Triad Drive will be relocated on new alignment east of S.R. 1850 and Farrington Road and Casambia Lane will be upgraded. Modifications to points of access onto S.R. 1850, as well as signal additions and revisions, are planned. Right-of-way acquisition is currently scheduled for March 2020 and Let is scheduled for January 2022. See below the vicinity mapping and environmental features mapping.

### B. Description of Need and Purpose

#### **Project Purpose**

The primary purpose of STIP Project I-5712 is to improve traffic operation at the I-40 / S.R. 1850 (Sandy Ridge Road) interchange. Based on future traffic projections, traffic in this corridor is expected to continue to grow. Benefits include improving interchange efficiency, as well as improving facilities and safety for pedestrians and bicycles. Another safety benefit of the project is reduction of conflict points at driveways and intersections, thereby improving safety.

#### **Need for Proposed Project**

The primary need of STIP Project I-5712 is to reduce current and projected traffic congestion at the I-40 / S.R. 1850 (Sandy Ridge Road) interchange.

#### **Description of Existing Facilities**

#### **Functional Classification:**

Roadway functional classifications for the primary routes are listed below:

- Interstate 40 as Interstate
- S.R. 1850 (Sandy Ridge Road) as minor arterial

#### **Roadway:**

Interstate 40 (I-40) connects communities across North Carolina including Wilmington, Raleigh, Greensboro, Winston-Salem, Asheville, and points west along

a general east-west routing. The freeway carries commuter, business and tourist traffic year-round and doubles as an important truck route from the Port of Wilmington to markets west. In Greensboro, the I-40 / S.R. 1850 (Sandy Ridge Road) interchange is about two miles west of the Piedmont International Triad Airport (PTI) and serves the rapidly growing industrial areas on the west side of the airport.

North Carolina Secondary Road S.R. 1850 is a secondary road in Guilford County that connects the Colfax / PTI area with points south in the northern High Point and Hutchens Lake areas. It is approximately four miles in length. S.R. 1850 is predominantly a two-lane facility with added turn lanes in selected areas. S.R. 1850 (Sandy Ridge Road) generally runs north-south.

### **Structures:**

Guilford County NCDOT Division 7 Bridge Number 400076 carries S.R. 1850 (Sandy Ridge Road) over I-40. The structure was built in 1996. A bridge inspection report indicated a sufficiency rating of 94.9 out of a possible 100, therefore, the current rating indicates a good condition. The bridge length is 218 feet and consists of two spans. The vertical clearance under the bridge varies from 17.6 feet to 17.8 feet above the I-40 pavement. The horizontal clearance under the bridge varies from 13.7 feet to 23.5 feet on the right side and 7.1 feet to 7.3 feet on the left.

### **Right-of-Way and Access Control:**

NCDOT has full control of access along I-40 with an existing right-of-way width of 275 feet. The existing right-of-way is 150 feet wide on S.R. 1850 (Sandy Ridge Road) with partial access control. Additional right-of-way will be required to accommodate the proposed interchange improvements. Additional right-of-way will also be required to accommodate the improvements along Casambia Lane and Farrington Drive.

### **Interchanges:**

This project will improve traffic flow at the I-40 / S.R. 1850 (Sandy Ridge Road) interchange. There is a need to accommodate rapidly increasing development (and therefore traffic) growth that is occurring in the vicinity of the interchange, and the PTI development area in general.

### **Railroad Crossings:**

There is a railroad crossing of the Norfolk Southern Railroad (NS) tracks to the north of the project limits, just south of West Market Street.

### **Greenway, Pedestrian, and Bicycle Consideration:**

Greenway, Pedestrian, and Bicycle Considerations include five-foot wide sidewalks and four-foot wide bicycle lanes on both sides of S.R. 1850 (Sandy Ridge Road). These accommodations are requested in the January 2011 Feasibility Study prepared for Greensboro DOT. The Greensboro MPO adopted the "2040 Metropolitan Transportation Plan" in September 2015, which includes sidewalks and bicycle lanes on both sides of S.R. 1850 (Sandy Ridge Road) from I-40 to Market Street and a proposed greenway along the East Fork of the Deep River, terminating

at a pond along the northeastern edge of the I-5712 study area. In a Merger Meeting document for NCDOT TIP Project U-4758 on S.R. 1850 (Sandy Ridge Road) south of I-40, dated November 13, 2014, it was noted that S.R. 1850 is designated as a Bicycle Route 7 by the High Point MPO. The document includes a purpose and need statement that identifies the addition of facilities for walking and bicycling as part of the project justification.

**Speed Limits:**

The posted speed limit on I-40 is 65 miles per hour (mph) and 35 mph on S.R. 1850.

**Intersections and Type of Control:**

All intersections in the project limits on S.R. 1850 are at-grade, except the I-40 interchange. Intersections are stop sign controlled or signalized. Signalized intersections include the I-40 ramp terminals and Triad Drive.

**Utilities:**

There are numerous utilities within the project corridor including: water underground, telephone underground cable, telephone overhead, TV underground cable, sanitary sewer, power underground, power overhead, and gas underground.

**School Buses:**

Thirteen school buses travel this section of road and make a total of 14 trips per day.

**Traffic Volumes:**

- 2016 Traffic Volumes = 18,200 to 20,200 ADT south of the interchange and 14,300 to 21,400 ADT north of the interchange. 124,500 ADT on I-40.
- 2040 Projected Traffic Volumes = 24,800 to 27,700 ADT south of the interchange and 23,700 to 31,700 ADT north of the interchange. 155,600 ADT on I-40.

**Adjacent Projects:**

- I-5981: I-40 Improvements from the I-40/I-40 Business/US 421 interchange to I-74 / US 311 in Winston-Salem. Widening from four to six lanes. Right-of-way acquisition will begin in FY 2024 and Let is schedule for FY 2026 as reported in the 2018-2027 STIP.
- I-5762: I-40 between the Forsyth-Guilford County line to 1.3 miles east of S.R. 1850 (Sandy Ridge Road) will rehabilitate roadway pavement. This project is currently under construction as reported in the 2018-2027 STIP.
- U-4758: S.R. 1850 (Sandy Ridge Road) / S.R. 1818 (Johnson Street) between S.R. 1820 (Skeet Club Road) and I-40 will widen to four lanes. Right-of-way acquisition will begin in FY 2020 and Let is schedule for FY 2021 as reported in the 2018-2027 STIP.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements:

- Widening of S.R. 1850 (Sandy Ridge Road) and the interchange bridge from 400 feet south of the existing south ramp of the I-40 interchange to 650 feet north of Cider Road. Widening to four, twelve-foot lanes with four-foot bike lanes on each side, curb and gutter with raised 23-foot median and five foot sidewalks on each side.
- Improvements to turn lanes, interchange ramps, signal upgrades, and storage lanes
- Improvements to Farrington Road, Casambia Lane and Triad Drive to ensure access

E. Special Project Information:

**Project Cost:**

Construction Cost	Right-of-Way Cost	Utility Cost	Total
\$ 14,500,000	\$ 7,700,000*	\$ 200,000*	\$ 22,400,000

\*The initial costs reported here are from the 2018-2027 STIP.

**Current Project Schedule:**

Environmental Document (CE Checklist)	June 2019
Right-of-Way Acquisition	March 2020
Construction	January 2022

\*Dates are subject to change.

**Public Involvement:**

A Local Officials' Meeting Letter was sent via e-mail to invite representatives to the meeting. A public notice was sent at the beginning of May to announce the Public Meeting. Post cards were also mailed to residents along the project corridor to notify them personally of the Public Meeting.

A Local Officials' Meeting was held on May 14, 2019 and twelve officials attended. The Public Meeting was held on May 21, 2019, and 98 citizens attended. Both meetings were held at the Shady Grove Wesleyan Church in Colfax, NC, northwest of the project.

At the meetings, handouts were passed to attendees consisting of important project information. Maps were also displayed with design engineers and DOT staff present to answer any questions and hear concerns. The majority of the individuals who attended the public meeting voiced a favorable opinion of the preferred alternative, although a few individuals expressed concerns for right-of-way acquisition of land and the designed cul-de-sac closure of two roads. Currently, ten comments have been received from the Public Meeting. These ten comments expressed similar concerns that were mentioned at the Public Meeting, primarily concerned about right-of-way impacts and the cul-de-sac closure of two roads.

**Anticipated Permit or Consultation Requirements:**

No permits will be needed because there are no anticipated impacts to jurisdictional streams or wetlands.



F. Project Impact Criteria Checklists:

<u>Type III Actions</u>		Yes	No
If the proposed improvement is identified as a Type III Class of Action answer all questions. <ul style="list-style-type: none"> <li>• The Categorical Exclusion will require FHWA approval.</li> <li>• If any questions are marked “yes” then additional information will be required for those question in Section G.</li> </ul>			
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<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	Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	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"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Type III Actions (continued)</u>		Yes	No
19	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"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. USFS, USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	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, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
28	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Are there other issues that arose during the project development process that effected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**G. Additional Documentation as Required from Section F**

**#5:** There is potential for right-of-way impacts on the project. These impacts are predominantly along S.R. 1850 to accommodate the roadway widening. The relocation of Triad Drive to the east will require new location right-of-way. There will also be right-of-way impacts along Farrington Road and Casambia Lane to the west of Sandy Ridge Road. Properties along the entire corridor would be impacted by right-of-way acquisition to some extent. Based on preliminary design and proximity of structures to the existing roadway, up to 15 residential relocations may be necessary. Right-of-way acquisition would also impact parking areas for several commercial properties along the corridor and may require relocation of the Circle K Gas Station south of the interchange. All right-of-way impacts will be mitigated by NCDOT's right-of-way process.

**#15:** Thirteen hazardous materials sites are in the vicinity of the project. See Figure 4, "Hazardous Materials Features Identified" for the location of the potential hazardous materials sites within the project study area. Of these thirteen, eight (Sites #3, #4, #6, #7, #8, #9, #11 and #13) will be impacted by proposed right of

way or construction easements and have the potential concern for Underground Storage Tanks (USTs) and/or petroleum contamination. All eight sites are anticipated to present low geoenvironmental impacts to the project.

**#22:** There will be changes to the control of access along Sandy Ridge Road in the immediate area of the interchange. There is existing control of access in these areas, but the project will extend it. On the south side of I-40, this control of access will extend from the ramp termini to just south of Norcross Road. On the north side of I-40, the control of access will extend from the ramp termini to existing Triad Drive.

**#28: Highway Traffic Noise**

In accordance with Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR 772) and the North Carolina Department of Transportation Traffic Noise Policy, each Type I highway project must be analyzed for predicted traffic noise impacts. In general, Type I projects are proposed State or Federal highway projects that construct a highway on new location, add new through lanes to an existing highway, substantially change the horizontal or vertical alignment of an existing highway, add or relocate interchange ramps or loops to complete an existing partial interchange, or involve new construction or substantial alteration of transportation facilities such as weigh stations, rest stops, ride-share lots or toll plazas.

Traffic noise impacts are determined through implementing the current Traffic Noise Model (TNM®) approved by the Federal Highway Administration (FHWA) and following procedures detailed in Title 23 CFR 772, the NCDOT Traffic Noise Policy and the NCDOT Traffic Noise Manual. When traffic noise impacts are predicted, examination and evaluation of alternative noise abatement measures must be considered for reducing or eliminating these impacts. Construction noise impacts may occur if noise-sensitive receptors are in proximity to project construction activities. All reasonable efforts should be made to minimize exposure of noise sensitive areas to construction noise impacts.

The source for this traffic noise information can be found in the STIP Project I-5712 Traffic Noise Report, I-40 / US 421 Interchange with SR 1850 (Sandy Ridge Road), Guilford County (Ramey Kemp & Associates, May 2019).

*Traffic Noise Impacts and Noise Contours*

The traffic noise analysis predicted there will be 17 impacted noise receptors within the study area for this proposed project.

*Traffic Noise Abatement Measures*

Measures for reducing or eliminating the traffic noise impacts were considered for all impacted receptors in each alternative. The primary noise abatement measures evaluated for highway projects include highway alignment changes, traffic system management measures, establishment of

buffer zones, noise barriers and noise insulation (NAC D only). For each of these measures, benefits versus allowable abatement quantity (reasonableness), engineering feasibility, effectiveness, and other factors were included in the noise abatement considerations.

Substantially changing the highway alignment to minimize noise impacts is not considered to be a viable option for this project due to engineering and / or environmental factors. Traffic system management measures are not considered viable for noise abatement due to the negative impact they would have on the capacity and level of service of the proposed roadway. Costs to acquire buffer zones for impacted receptors will exceed the NCDOT base dollar value of \$22,500 plus an incremental increase, as defined in the NCDOT Traffic Noise Manual, causing this abatement measure to be unreasonable.

### *Noise Barriers*

Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise.

This project will have no control of access along Sandy Ridge Road, meaning that most noise sensitive land uses will have direct access connections to the proposed project, and most crossing roadways will intersect the project at-grade. The traffic noise analysis for this project confirmed that the physical breaks in potential noise barriers that would occur for property access would prohibit any noise barrier from providing the minimum required traffic noise level reductions for predicted traffic noise impacts, as defined by the noise abatement measure feasibility criteria of the NCDOT Traffic Noise Policy. Therefore, noise abatement would not be feasible.

### *Summary*

Based on this preliminary study, traffic noise abatement is not recommended, and no noise abatement measures are proposed. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project's design concept or scope.

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

## H. Project Commitments

### **Guilford County**

#### **Improvements to the I-40/Sandy Ridge Road Interchange**

**Federal Project No. NHPP-040-3 (136) 208**

**WBS No. 50126.1FS1**

**TIP No. I-5712**

#### **Transportation Program Management Unit**

NCDOT will coordinate with the City of Greensboro concerning cost-share and maintenance agreement for sidewalk construction.

#### **NCDOT GeoEnvironmental Section**


Thirteen sites of concern were identified as documented in the May 24, 2016 I-5712 GeoEnvironmental Impact Phase I Report Revised. Sites of concern that will be impacted by the project will have a Phase II GeoEnvironmental Investigation performed on them and Right of Way Acquisition Recommendations will be provided prior to the right of way being acquired. Contaminated soil, underground fuel storage tanks, and ground water monitoring wells in conflict with the project will be removed prior to let or addressed in a Project Special Provision.

I. Categorical Exclusion Approval


STIP Project No.	<u>I-5712</u>
WBS Element	<u>50126.1.FS1</u>
Federal Project No.	<u>NHPP-040-3 (136) 208</u>

**Prepared By:**

6/27/2019  
Date

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Rebeckah Hollowell, Document Preparer  
Moffatt & Nichol

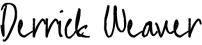
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Marc Hamel, Senior Environmental and Rail Planner  
Moffatt & Nichol

**Prepared For:** North Carolina Department of Transportation


**Reviewed By:**

6/27/2019  
Date

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Derrick Weaver, P.E., Environmental Policy Unit  
North Carolina Department of Transportation

NCDOT certifies that the proposed action qualifies as a Type III Categorical Exclusion.

6/27/2019  
Date

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Laura E. Sutton, P.E., Project Management Unit  
North Carolina Department of Transportation

**FHWA Approval:**

6/27/2019  
Date

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For: John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration

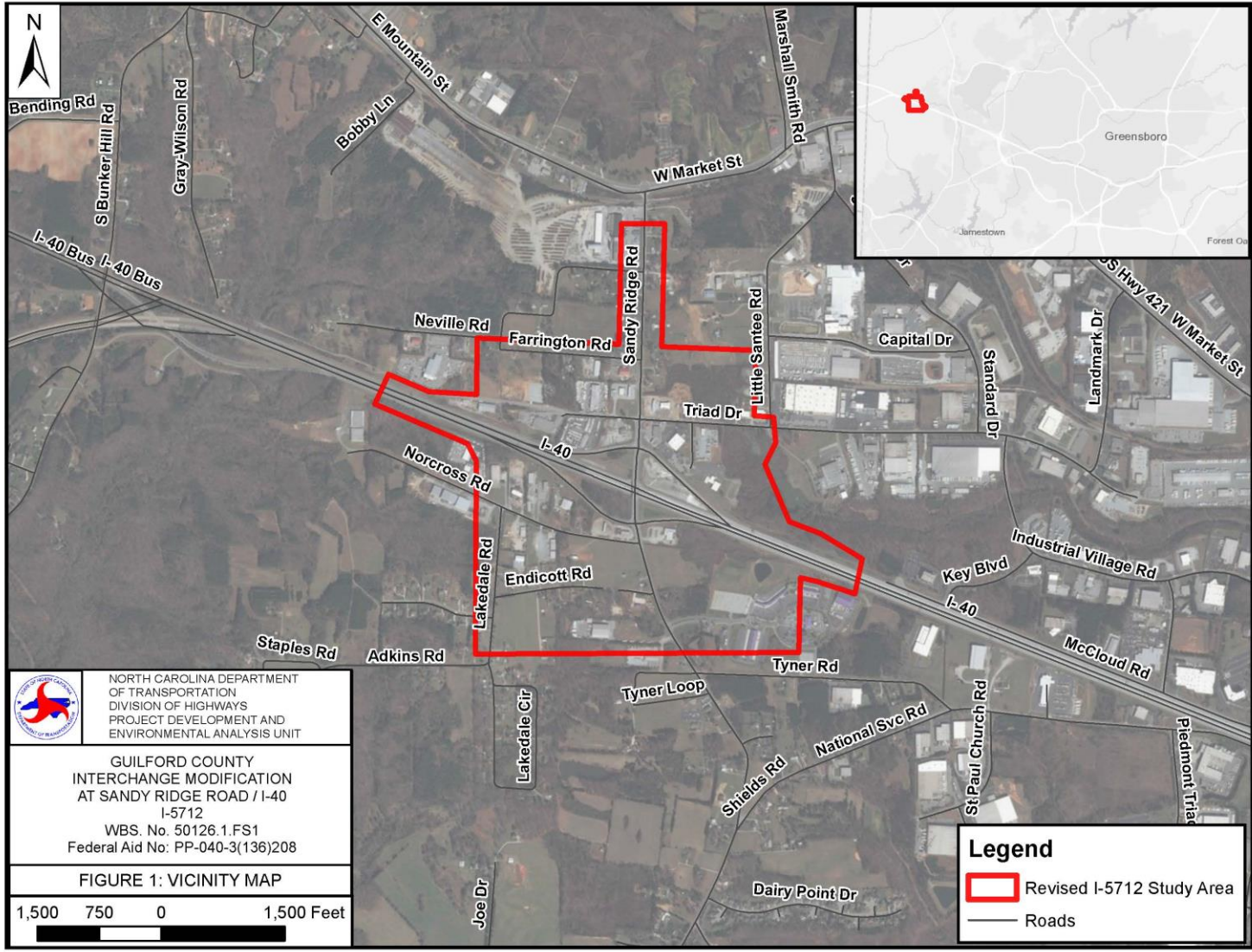


Figure 1: Vicinity Map





HL, NHEO and Natural Areas, NC Water Supply Watersheds, SSURGO Soils, NLCD, USGS 24k Topo.

**Figure 2: Environmental Features Map**







Figure 3: Jurisdictional Features – No Impact

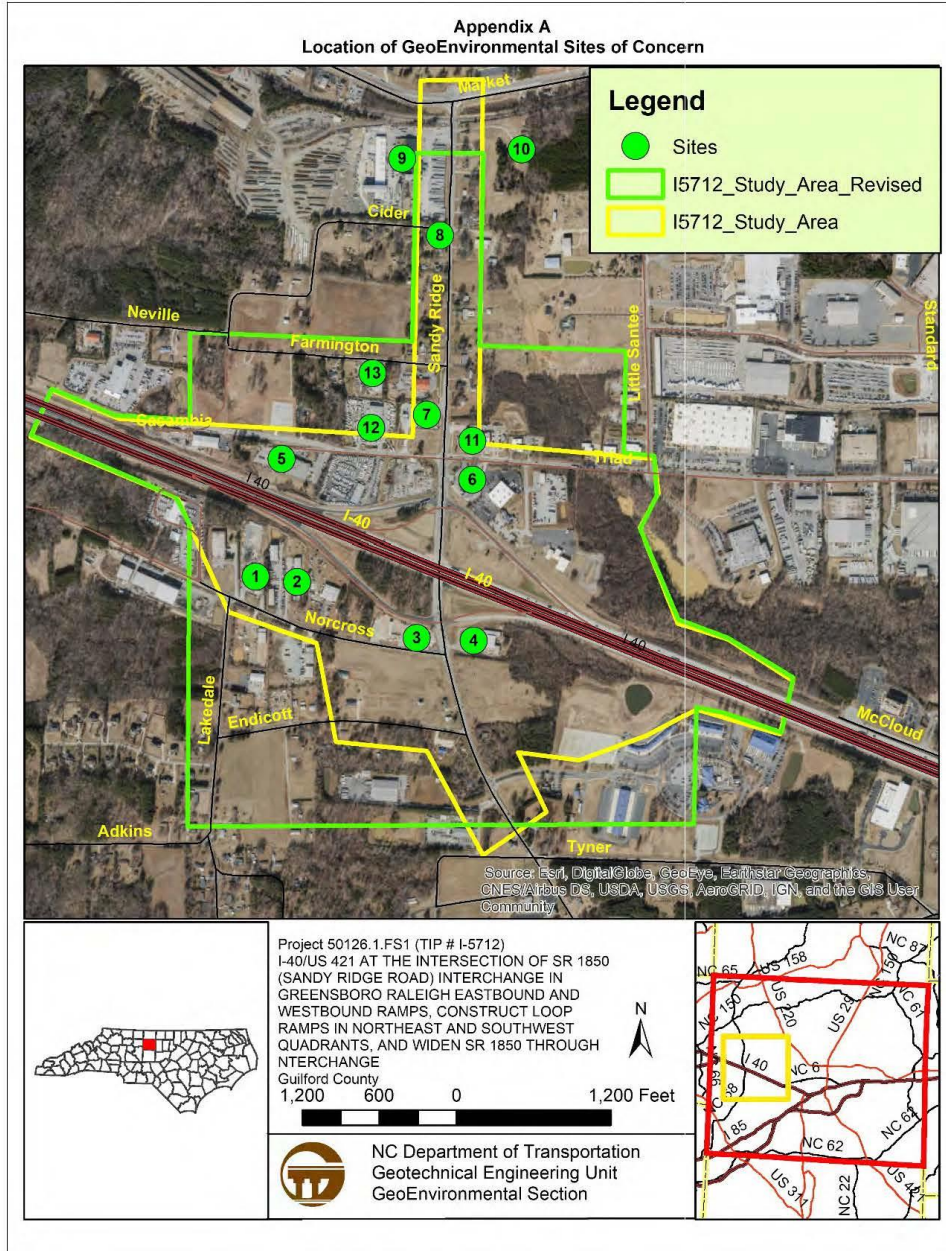


Figure 4: Hazardous Material Features Identified

## Historic Architecture and Archaeology Supporting Documentation



**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**

<b>Project No:</b>	I-5712	<b>County:</b>	Guilford
<b>WBS No.:</b>	50126.1.FS1	<b>Document Type:</b>	
<b>Fed. Aid No:</b>	NHPP-004-3(136)208	<b>Funding:</b>	State X Federal
<b>Federal Permit(s):</b>	X Yes No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Interchange improvements to I-40/US421 at SR 1850 (Sandy Ridge Road) (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.
- X There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

**REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS:** HPOWeb reviewed on 2 November 2016, 25 April 2017, and 8 January 2018 (changes in study area) and yielded nine SS and no NR, SL, DE, or LD properties in the Area of Potential Effects (APE). The APE for historic architectural resources equates with the study area established for the project and revised in November 2017 (both maps attached). Guilford County current GIS mapping, aerial photography, and tax information indicated a mostly developed APE with residential, church, and commercial resources dating from the 1910s to the 2010s (viewed 2 November 2016, 25 April 2017, and 8 January 2018). None of the nine, previously recorded resources (GF8724-8731 and GF 8734) are exceptional examples of their types. Eight are houses dating from the 1920s-1960s, and the ninth is the circa-1950/70 Zion Hill Methodist Church (GF8730); *the latter's associated cemetery, while not National Register-eligible, should be afforded the usual protections during construction (PIN: 7805611884)*. Of the several other pre-1970 resources in the APE, only the circa-1962 Chauffeurs and Teamsters Union Local 391 building (#3910 Teamsters Place, PIN: 7805636949) warranted additional investigation. Bridge No. 76, constructed in 1996, is not eligible for the National Register as it is neither aesthetically nor technologically significant. The comprehensive county architectural survey (1995-1996) and later studies recorded no properties in the APE, besides the nine noted above. Google Maps "Street View" and other visuals confirmed the presence and proximity of the pre-1970s resources to the proposed construction and the need for a field investigation and evaluation of the Teamsters' property (viewed 2 November 2016, 25 April 2017, and 8 January 2018). The project is reviewed for compliance with both GS 121-12(a) and Section 106.



Louis Berger USA, Inc. carried out the investigation and evaluation of the Chauffeurs and Teamsters Union Local 391 Building (GF8970) under the supervision of NCDOT-Historic Architecture and presented findings in a December 2017 technical report. The building has lost historical integrity through alteration and addition, and its setting has also been compromised by later development. The property does not meet any criteria for inclusion in the National Register of Historic Places. The North Carolina Historic Preservation Office (HPO) has reviewed the report and agreed that the Teamsters' property is not eligible for the National Register. There are no National Register-listed or -eligible resources in the APE. Thus, a finding of "no historic properties affected" will satisfy both GS 121-12(a) and Section 106 compliance requirements.

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

#### SUPPORT DOCUMENTATION

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

Technical report, photographs, GIS data  
on file at NCDOT Historic Architecture and HPO.

#### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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

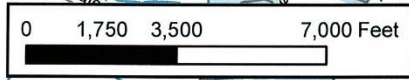
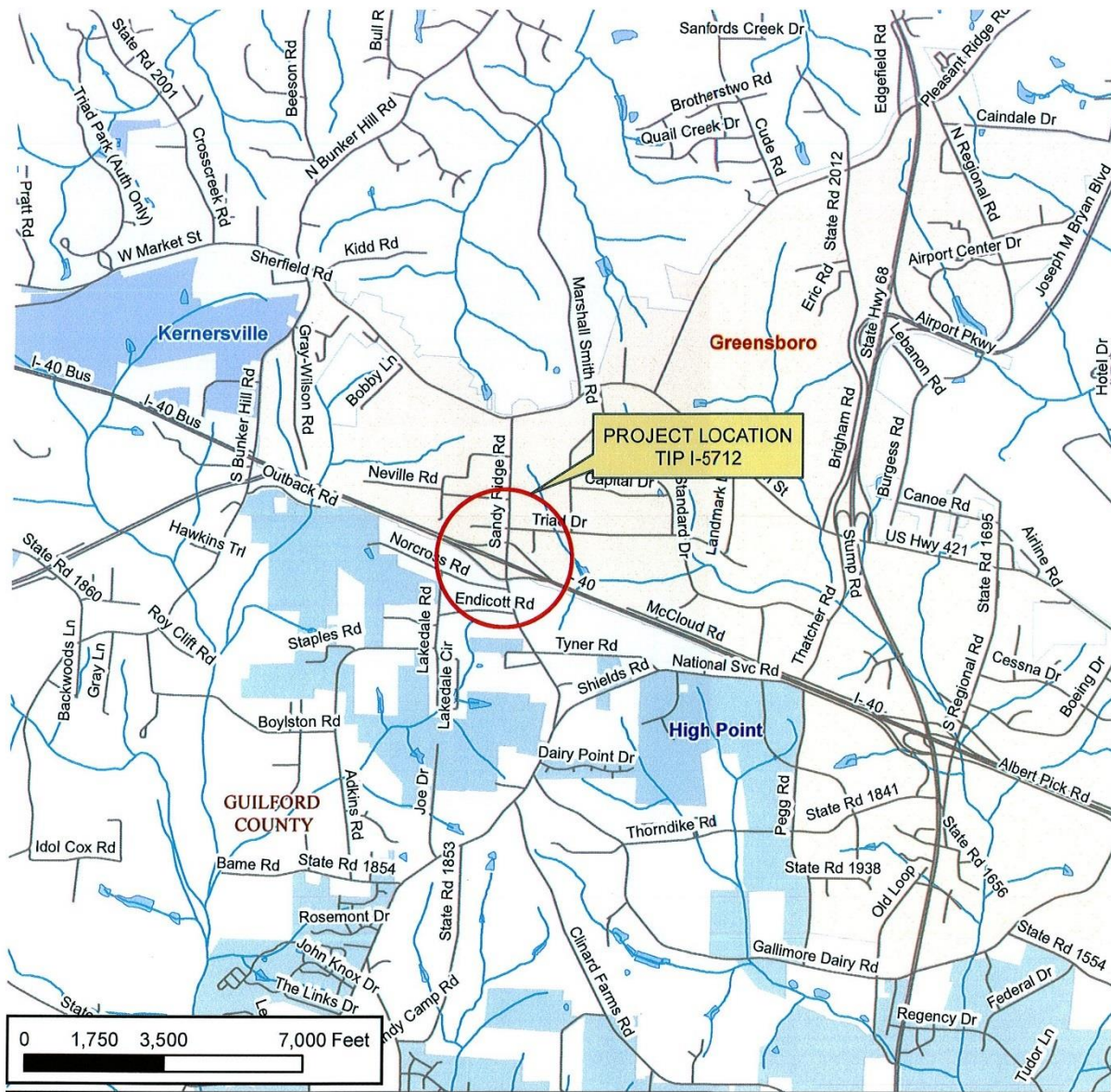


NCDOT Architectural Historian

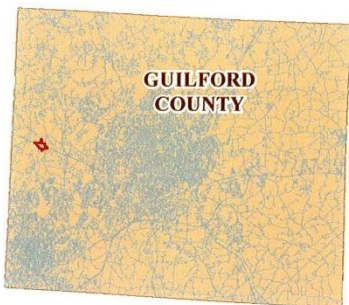


Date

I-5712, Guilford County  
WBS No. 50126.1.FS1  
Tracking No. 16-10-0037



- Roads
- NHD Surface Waters
- County Boundary



Tracking No. 16-10-0037

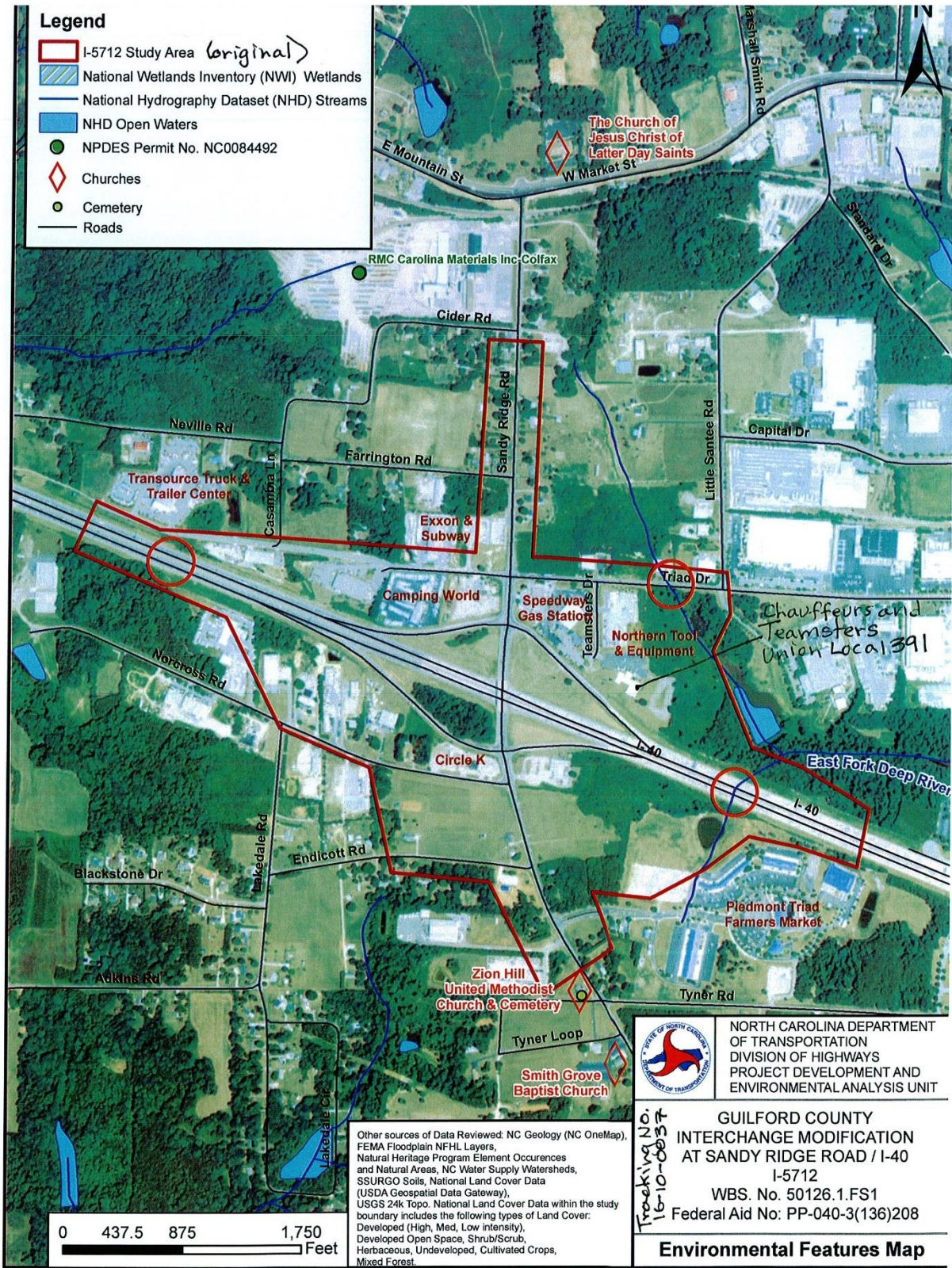
	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT
	<b>GUILFORD COUNTY</b> <b>INTERCHANGE MODIFICATION</b> <b>AT SANDY RIDGE ROAD / I-40</b> <b>I-5712</b> WBS. No. 50126.1.FS1 Federal Aid No: PP-040-3(136)208
<b>VICINITY MAP</b>	

Resource: NCDOT GIS, NCDENR DWQ, USGS




**Legend**

- I-5712 Study Area (original)
- National Wetlands Inventory (NWI) Wetlands
- National Hydrography Dataset (NHD) Streams
- NHD Open Waters
- NPDES Permit No. NC0084492
- Churches
- Cemetery
- Roads



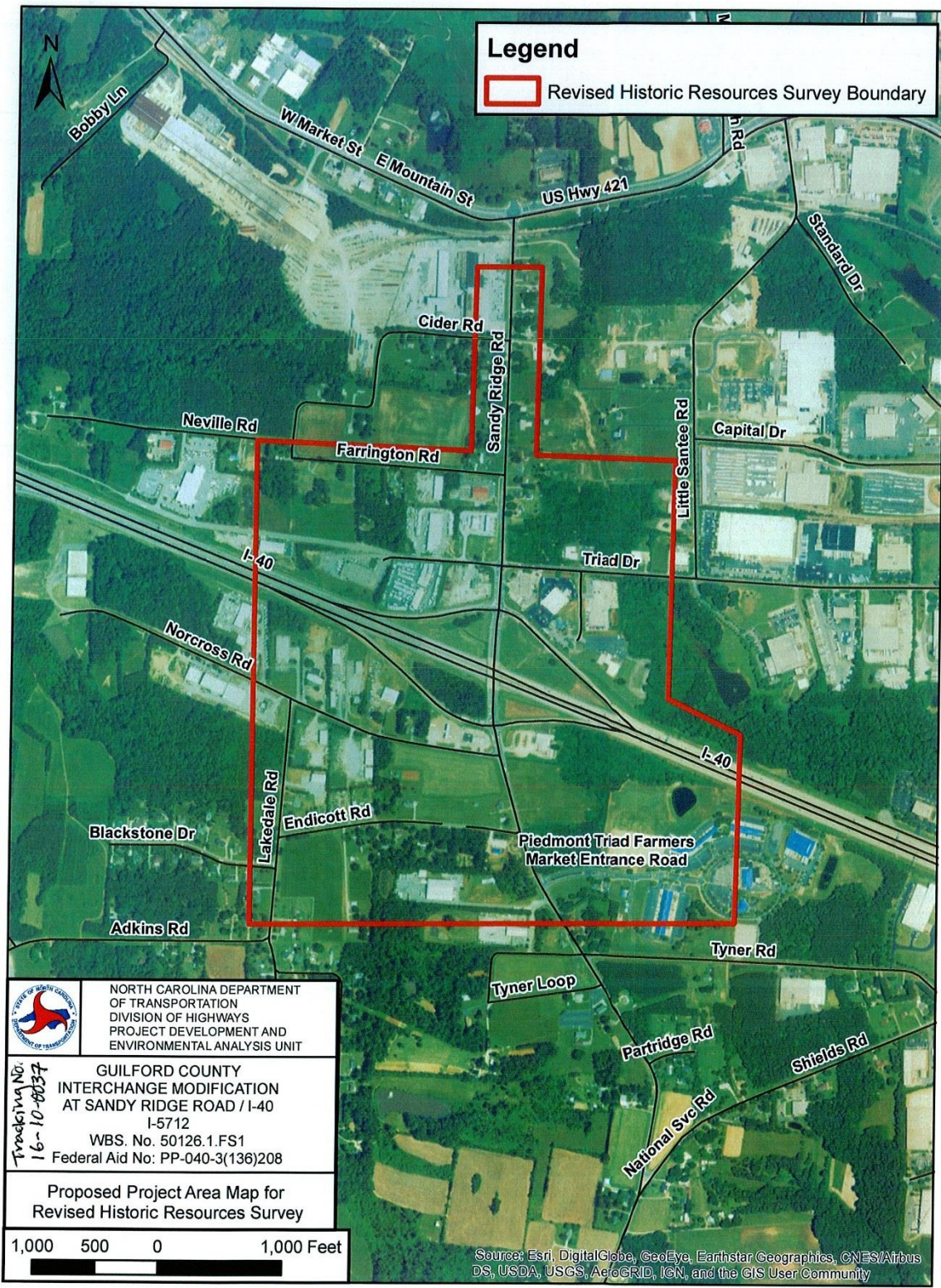
Other sources of Data Reviewed: NC Geology (NC OneMap), FEMA Floodplain NFHL Layers, Natural Heritage Program Element Occurrences and Natural Areas, NC Water Supply Watersheds, SSURGO Soils, National Land Cover Data (USDA Geospatial Data Gateway), USGS 24k Topo. National Land Cover Data within the study boundary includes the following types of Land Cover: Developed (High, Med, Low intensity), Developed Open Space, Shrub/Scrub, Herbaceous, Undeveloped, Cultivated Crops, Mixed Forest.

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


Tracking No. 16-10-0937  
GUILFORD COUNTY  
INTERCHANGE MODIFICATION  
AT SANDY RIDGE ROAD / I-40  
I-5712  
WBS. No. 50126.1.FS1  
Federal Aid No: PP-040-3(136)208

**Environmental Features Map**





**Legend**  
 [Red Outline] Revised Historic Resources Survey Boundary

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

Tracking No. 16-10-0037  
 GUILFORD COUNTY  
 INTERCHANGE MODIFICATION AT SANDY RIDGE ROAD / I-40  
 I-5712  
 WBS. No. 50126.1.FS1  
 Federal Aid No: PP-040-3(136)208

Proposed Project Area Map for Revised Historic Resources Survey

1,000 500 0 1,000 Feet

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community





North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

February 5, 2018

MEMORANDUM

TO: Vanessa Patrick  
Human Environment Unit  
NC Department of Transportation

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*  
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report: Interchange Improvements I-40/ US Route 421  
At SR 1850 (Sandy Ridge Rd.), I-5712, Colfax, PA 16-10-0037, Guilford County,  
ER 18-0084

Thank you for our January 9, 2018, memorandum, transmitting the above-referenced report. We have reviewed the report and concur that the **Chauffeurs and Teamsters Union Local 391 Building** (GF8970) is **not eligible** for listing in the National Register of Historic Places under any criterion.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

**Memorandum**

To: Renee Gledhill-Earley  
Environmental Review Coordinator  
North Carolina State Historic Preservation Office

From: Vanessa E. Patrick  
Architectural Historian  
NCDOT - Historic Architecture

Date: February 13, 2018

Subject: *Historic Structures Survey Report, T.I.P. No. I-5712. Interchange Improvements I-40/US 421 at SR 1850 (Sandy Ridge Road), Guilford County. PA No. 16-10-0037. ER 18-0084.*

---

Thank you for your recent comments on the above report. We are pleased that you concur with our recommendation that the Chauffeurs and Teamsters Union Local 391 Building (GF8970) is not eligible for listing in the National Register of Historic Places.

As always, your help is greatly appreciated. Should questions arise, please contact me at [vepatrick@ncdot.gov](mailto:vepatrick@ncdot.gov) or 919-707-6082.

V.E.P.

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
HUMAN ENVIRONMENT SECTION  
MSC 1598  
RALEIGH, NC 27699-1598

*Telephone:* (919)-707-6000  
*Fax:* (919)-212-5785  
*Customer Service:* 1-877-368-4968

*Website:* [www.ncdot.gov](http://www.ncdot.gov)

*Location:*  
1020 BIRCH RIDGE DRIVE  
RALEIGH, NC 27610

16-10-0037



## NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

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



### PROJECT INFORMATION

Project No: **I-5712** County: **Guilford**  
 WBS No: **50126.1.FS1** Document: **Federal CE**  
 F.A. No: **NHPP-040-3(136)208** Funding:  State  Federal

Federal Permit Required?  Yes  No Permit Type: **Not Specified**

**Project Description:** The NCDOT proposes to realign eastbound and westbound I-40/US 421 ramps at the Sandy Ridge Road (SR 1850) interchange, construct loop ramps in the northeast and southwest quadrants, and widen Sandy Ridge Road (SR 1850) through the interchange in Greensboro, Guilford County. This project is approximately 4,700 feet long along Sandy Ridge Road (SR 1850) between Cider Road (SR 1847) to the north and Tyner Road (SR 1845) to the south. Overall, the Study Area encompasses about 223.4 acres, inclusive of all existing roadways and any development.

### SUMMARY OF CULTURAL RESOURCES REVIEW

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

This project was accepted on Wednesday, November 9, 2016. A map review and site file search was conducted at the Office of State Archaeology (OSA) on Tuesday, November 8, 2016. No archaeological surveys have been conducted specifically along this stretch of Sandy Ridge Road (SR 1850); however, a survey was conducted for the improvements along I-40 through the Study Area (see TIP# I-2201 [Glover 1993]). No archaeological sites have been recorded within one-half (1/2) mile of the proposed project. Digital copies of HPO's maps (Kernersville and Guilford Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were last reviewed on Wednesday, November 16, 2016. There are no known historic architectural resources located within or adjacent to the Study Area for which intact archaeological deposits would be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

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

This is a federally funded project that will also require a Federal permit. Temporary and/or permanent easements will not be necessary, however, additional ROW may be needed. The size and orientation of the Study Area have been drawn to incorporate any potential impacts beyond the NCDOT's existing ROW along the SR 1850 corridor. At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Study Area that would require our attention. From an environmental perspective, the Study Area falls within a commercial and residential setting along the interstate corridor, consists of the undulating terrain typical of North Carolina's Piedmont Plateau, and is composed of numerous soil types, most of which are

16-10-0037

moderately to severely eroded or have been impacted by development. Although very small pockets of well-drained soils and gently sloping topography are present, the overall preservation of intact archaeological resources is not anticipated within the Study Area. The Office of State Archaeology (OSA) has reviewed various projects within the vicinity of the proposed interchange improvements for environmental compliance, including a borrow pit/waste area (ER 06-0421), cell towers (CT 01-0152, CT 06-1878), public works/utility improvements (CH 03-0176, ER 08-2902, ER 09-0483), and transportation-related improvements (CH 91-0217, ER 95-0298, ER 99-9072, ER 03-2908, ER 04-3272). Stating that the presence of significant archaeological resources would be unlikely based on the disturbed contexts in the area as well as heavily eroded soils, OSA did not require an archaeological survey for any of these projects although one was conducted for the TIP# I-2201 corridor, focusing solely on reestablishing the location of one previously recorded archaeological site. As part of that assessment, particular attention was paid to the results of the archaeological survey for the proposed Greensboro Western Urban Loop (Lautzenheiser 1990) since three alternatives crossed I-40. At none of the proposed interchanges were any historic or prehistoric sites recorded. In addition, transportation-related improvements within the vicinity of the SR 1850 interchange improvements with I-40/US 421 have been reviewed by the NCDOT's Archaeology Group as part of the group's Programmatic Agreement (PA) with the State Historic Preservation Office (SHPO). Some of these PA-level projects include a bridge replacement over the West Fork of the Deep River (PA 13-03-0057), fiber optic infrastructure along Bryan Boulevard (PA 13-09-0057) and throughout High Point (PA 15-03-0015), and a proposed interchange at I-73/I-840 and SR 2085 (PA 13-03-0054). Similar to OSA's recommendations, NCDOT's Archaeology Group did not require an archaeological survey for any of these nearby transportation projects, again based on the disturbed nature of the project areas and presence of highly eroded soils. Extensive development in the project area has reduced the likelihood of finding any significant archaeological sites. Based on the nature of the proposed project, current soil conditions, and previous review and survey results, there is a low probability for prehistoric and/or historic archaeological material to be present within the Study Area. Therefore, it is believed that the current Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group. Please note that a portion of the Zion Hill Methodist Church Cemetery falls within the Study Area along Sandy Ridge Road (SR 1850). If any interments are to be impacted, then their removal and relocation will follow appropriate State statutes (i.e. NC GS 65or NC GS 70, Article 3).

## SUPPORT DOCUMENTATION

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

## FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED

  
 \_\_\_\_\_  
 NCDOT ARCHAEOLOGIST

November 17, 2016

Date



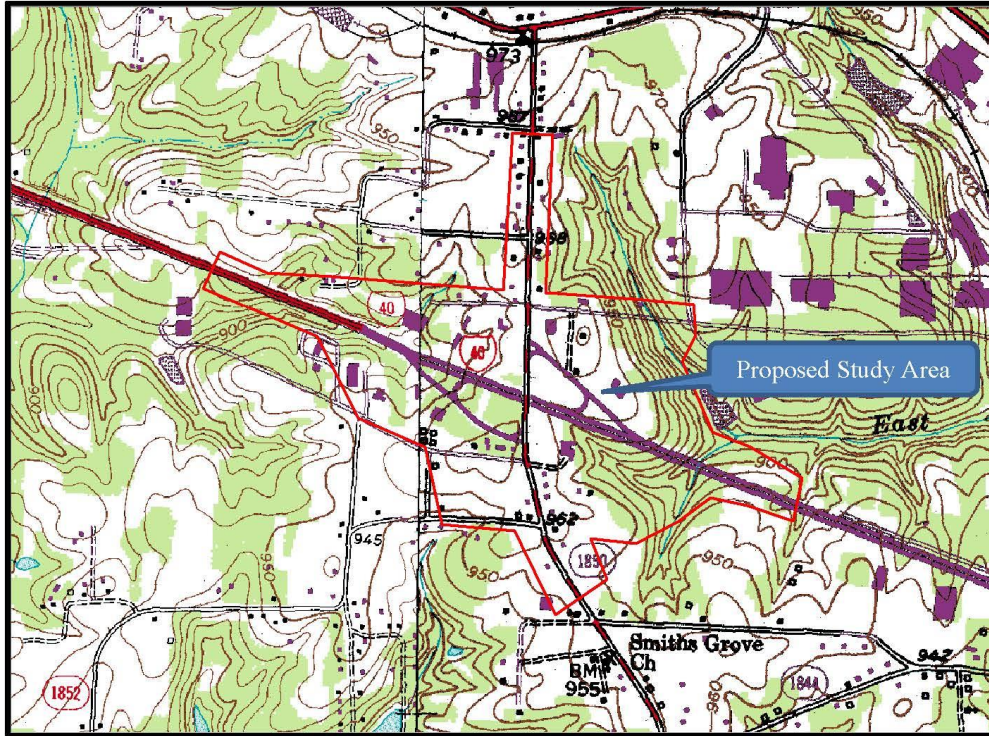


Figure 1: West – Kemersville, NC (USGS 1969 [PR1987]) and East – Guilford, NC (USGS 1951 [PR1968]).



16-10-0037



## ARCHAEOLOGICAL SURVEY REQUIRED FORM

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



### PROJECT INFORMATION

Project No: **I-5712 (RESUBMIT)** County: **Guilford**  
 WBS No: **501261.FS1** Document: **Federal CE**  
 F.A. No: **NHPP-040-3(136)208** Funding:  State  Federal

Federal Permit Required?  Yes  No Permit Type: **Not Specified**

**Project Description:** The NCDOT proposes modifications to the interchange at I-40 and Sandy Ridge Road (SR 1850) in Guilford County. Modifications include ramp reconfigurations, additional lanes on Sandy Ridge Road, a raised median, bicycle lanes, and sidewalks. This project measures about 1.05 miles (5,578 feet) along Sandy Ridge Road (SR 1850), from about 325 feet north of Cider Road (SR 1847) to just south of Tyler Road (SR 1845). Overall, the Study Area encompasses about 223.4 acres, inclusive of all existing roadways and any development. However, this project was initially reviewed and cleared in November 2016 and, since then, the Study Area has been expanded to include an additional 133.9 acres, inclusive of any roadways and modern development. Fortunately, Preliminary Design Plans have been generated so an Area of Potential Effects (APE) can be developed, focusing on all areas of ground-disturbing activities. The APE is now centered along the Sandy Ridge Road corridor with new location segments for Triad Drive, Norcross Road, and Casambia Lane as well as improvements along Farrington Road. **This PA Form will serve as an addendum to the original form completed in November 2016.**

### SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: *SURVEY REQUIRED*

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

This project was initially reviewed and cleared in November 2016. Please know that this project was not resubmitted for the Archaeology Team to review once the original Study Area had been revised. Changes in the Study Area were noted in the Draft CE, prompting the need for additional review. Since the project area was previously reviewed though, a map review and site file search at the Office of State Archaeology (OSA) was not necessary. No archaeological surveys have been conducted along this specific stretch of Sandy Ridge Road (SR 1850); however, the southern terminus of this project ties into TIP# U-4758, for which an archaeological survey was conducted, along with a survey for improvements along I-40 through the Study Area (see TIP# I-2201 [Glover 1993]). One (1) archaeological site and two (2) cemeteries have been recorded within one mile of the proposed project. Digital copies of HPO's maps (Kernersville and Guilford Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were last reviewed on Monday, June 3, 2019. There are no known historic architectural resources located within or adjacent to the APE for which intact archaeological deposits would be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.



This is still a federally funded project that will require a Federal permit. Permanent/temporary easements will not be necessary; however, additional ROW will be needed. The size and shape of the APE have been drawn in a way to capture any possible ground-disturbing activities associated with this project beyond NCDOT's existing ROW along all associated roadways. At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's APE that would require our attention. From an environmental perspective, the APE contains a mixture of undeveloped forested land and developed parcels (commercial/retail, industrial, churches, offices, and single-family residential) in the Piedmont physiographic region of North Carolina and consists of various soil types, some of which have not been disturbed by modern development (e.g. Appling sandy loam, 2-6% slopes [ApB], Cecil sandy loam, 2-6% slopes [CeB], and Madison sandy loam, 10-15% slopes [MaD]). These pockets of relatively level terrain with well-drained soil conditions warrant some form of archaeological investigation. Therefore, small portions of the APE have a moderate probability for archaeological deposits to be found. As before, the Office of State Archaeology (OSA) has reviewed various projects within the vicinity of the proposed interchange improvements for environmental compliance, including a borrow pit/waste area (ER 06-0421), cell towers (CT 01-0152, CT 06-1878), public works/utility improvements (CH 03-0176, ER 08-2902, ER 09-0483), and transportation-related improvements (CH 91-0217, ER 95-0298, ER 99-9072, ER 03-2908, ER 04-3272). Stating that the presence of significant archaeological resources would be unlikely based on the disturbed contexts in the area as well as heavily eroded soils, OSA did not require an archaeological survey for any of these projects although one was conducted for the TIP# I-2201 corridor, focusing solely on reestablishing the location of one previously recorded archaeological site. As part of that assessment, particular attention was paid to the results of the archaeological survey for the proposed Greensboro Western Urban Loop (Lautzenheiser 1990) since three alternatives crossed I-40. At none of the proposed interchanges were any historic or prehistoric sites recorded. Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed at least twenty (20) transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO), including this very project two years ago. An archaeological survey was recommended and conducted for four (4) of these projects, which consisted of new location corridors and/or known historic resources. As a result of those surveys, six (6) resources were documented, three (3) of which were historic cemeteries with the remaining three (3) being prehistoric and historic isolates. Because of the expansion of the Study Area and based on the preliminary design plans, an archaeological survey is now recommended. Therefore, a visual inspection of the Revised Study Area should be conducted, followed then by systematic archaeological excavations within areas of moderate to high archaeological probability. All cemeteries (if any) should also be properly recorded and delineated if any occur within or adjacent to the APE. None of the property within the APE that requires further investigation is owned by the State of North Carolina so a State Archaeological Resources Protection Act (ARPA) permit should not be necessary. Should the description of this project change or design plans be made available prior to construction, additional consultation regarding archaeology will be required.

\*We can complete these investigations by using one of the Archaeology Team's on-call firms or if Division/Central would like to manage and complete the survey, they can use an NCDOT prequalified archaeologist under contract with one of their on-call firms. We can provide a scope of work to use, but we do need to know **within seven days** which path is to be followed. All products produced by the consultant will need to be submitted to the Archaeology Team for review, acceptance, and submittal to the Office of State Archaeology as per the Programmatic Agreement. We would be happy to discuss this approach with you.

\*\*This project falls within a North Carolina County in which the following federally recognized Tribe(s) has expressed an interest: Catawba Indian Nation. It is recommended that you contact each federal agency involved with your project to determine their Section 106 Tribal consultation requirements. Please know that the Occaneechi Band of the Saponi Nation, a State-recognized tribe, has also expressed interest in activities within this county.



**16-10-0037**

**SUPPORT DOCUMENTATION**

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

**FINDING BY NCDOT ARCHAEOLOGIST – SURVEY REQUIRED**

*Paul J Mohler*

June 4, 2019

**NCDOT ARCHAEOLOGIST**

**Date**

**PROPOSED FIELDWORK COMPLETION DATE**

December 4, 2019

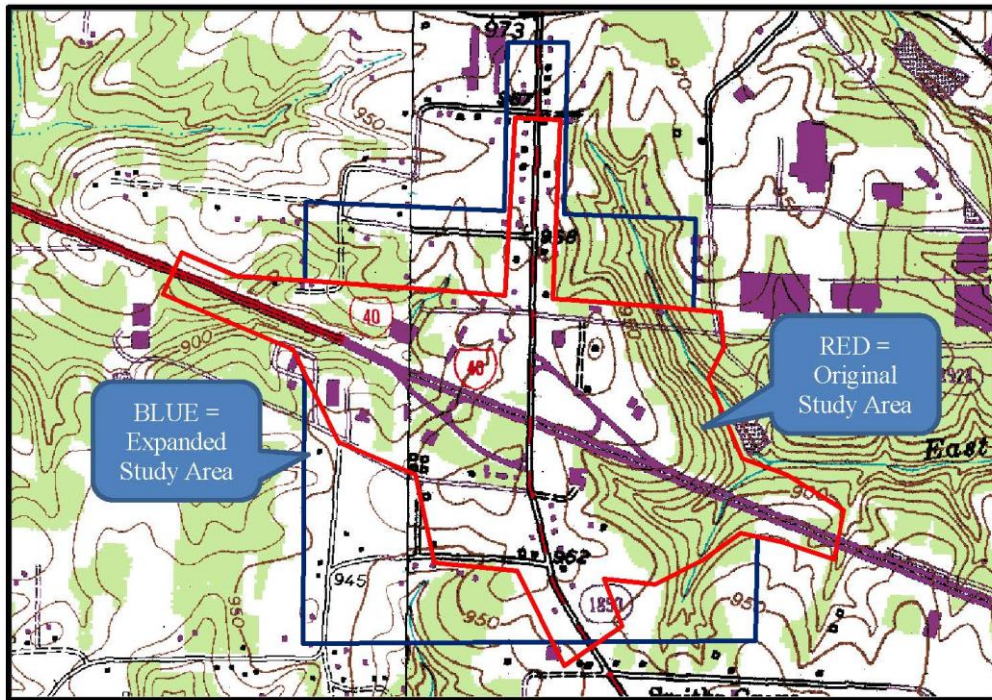


Figure 1: WEST – Kernersville, NC (USGS 1994); EAST – Guilford, NC (USGS 1951 [PR68]).









**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 Group.



**PROJECT INFORMATION**

Project No: **I-5712 (RESUBMIT)** County: **Guilford**  
 WBS No: **501261.FS1** Document: **Federal CE**  
 F.A. No: **NHPP-040-3(136)208** Funding:  State  Federal  
 Federal Permit Required?  Yes  No Permit Type: **Not Specified**

**Project Description:** The NCDOT proposes modifications to the interchange at I-40 and Sandy Ridge Road (SR 1850) in Guilford County. Modifications include ramp reconfigurations, additional lanes on Sandy Ridge Road, a raised median, bicycle lanes, and sidewalks. This project measures about 1.05 miles (5,578 feet) along Sandy Ridge Road (SR 1850), from about 325 feet north of Cider Road (SR 1847) to just south of Tyler Road (SR 1845). Overall, the Study Area encompasses about 223.4 acres, inclusive of all existing roadways and any development. However, this project was initially reviewed and cleared in November 2016 and, since then, the Study Area has been expanded to include an additional 133.9 acres, inclusive of any roadways and modern development. Fortunately, Preliminary Design Plans have been generated so an Area of Potential Effects (APE) can be developed, focusing on all areas of ground-disturbing activities. The APE is now centered along the Sandy Ridge Road corridor with new location segments for Triad Drive, Norcross Road, and Casambia Lane as well as improvements along Farrington Road. **This PA Form will serve as an addendum to the original form completed in November 2016.**

**SUMMARY OF ARCHAEOLOGICAL FINDINGS**

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

- There are no National Register listed or eligible ARCHAEOLOGICAL SITES present 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.

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

This project was initially reviewed and cleared in November 2016. Please know that this project was not resubmitted for the Archaeology Team to review once the original Study Area had been revised. Changes in the Study Area were noted in the Draft CE, prompting the need for additional review. Since the project area was previously reviewed though, a map review and site file search at the Office of State Archaeology (OSA) was not necessary. No archaeological surveys have been conducted along this specific stretch of

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



Sandy Ridge Road (SR 1850); however, the southern terminus of this project ties into TIP# U-4758, for which an archaeological survey was conducted, along with a survey for improvements along I-40 through the Study Area (see TIP# I-2201 [Glover 1993]). One (1) archaeological site and two (2) cemeteries have been recorded within one mile of the proposed project. Digital copies of HPO's maps (Kernersville and Guilford Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Monday, June 3, 2019. There are no known historic architectural resources located within or adjacent to the APE for which intact archaeological deposits would be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

As stated in the Survey Required Form, "This is still a federally funded project that will require a Federal permit. Permanent/temporary easements will not be necessary; however, additional ROW will be needed. The size and shape of the APE have been drawn in a way to capture any possible ground-disturbing activities associated with this project beyond NCDOT's existing ROW along all associated roadways. At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's APE that would require our attention. From an environmental perspective, the APE contains a mixture of undeveloped forested land and developed parcels (commercial/retail, industrial, churches, offices, and single-family residential) in the Piedmont physiographic region of North Carolina and consists of various soil types, some of which have not been disturbed by modern development (e.g. Appling sandy loam, 2-6% slopes [ApB], Cecil sandy loam, 2-6% slopes [CcB], and Madison sandy loam, 10-15% slopes [MaD]). These pockets of relatively level terrain with well-drained soil conditions warrant some form of archaeological investigation. Therefore, small portions of the APE have a moderate probability for archaeological deposits to be found. As before, the Office of State Archaeology (OSA) has reviewed various projects within the vicinity of the proposed interchange improvements for environmental compliance, including a borrow pit/waste area (ER 06-0421), cell towers (CT 01-0152, CT 06-1878), public works/utility improvements (CH 03-0176, ER 08-2902, ER 09-0483), and transportation-related improvements (CH 91-0217, ER 95-0298, ER 99-9072, ER 03-2908, ER 04-3272). Stating that the presence of significant archaeological resources would be unlikely based on the disturbed contexts in the area as well as heavily eroded soils, OSA did not require an archaeological survey for any of these projects although one was conducted for the TIP# I-2201 corridor, focusing solely on reestablishing the location of one previously recorded archaeological site. As part of that assessment, particular attention was paid to the results of the archaeological survey for the proposed Greensboro Western Urban Loop (Lautzenheiser 1990) since three alternatives crossed I-40. At none of the proposed interchanges were any historic or prehistoric sites recorded. Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed at least twenty (20) transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO), including this very project two years ago. An archaeological survey was recommended and conducted for four (4) of these projects, which consisted of new location corridors and/or known historic resources. As a result of those surveys, six (6) resources were documented, three (3) of which were historic cemeteries with the remaining three (3) being prehistoric and historic isolates. Because of the expansion of the Study Area and based on the preliminary design plans, an archaeological survey is now recommended. Therefore, a visual inspection of the Revised Study Area should be conducted, followed then by systematic archaeological excavations within areas of moderate to high archaeological probability. All cemeteries (if any) should also be properly recorded and delineated if any occur within or adjacent to the APE. None of the property within the APE that requires further investigation is owned by the State of North Carolina so a State Archaeological Resources Protection Act (ARPA) permit should not be necessary. Should the description of this project change or design plans be made available prior to construction, additional consultation regarding archaeology will be required."

Field investigations occurred on Tuesday, June 10, 2019, and were comprised of an intensive pedestrian survey to locate and assess potentially significant archaeological resources that could be damaged or destroyed by the proposed project as described above. Based on topography, soil conditions, and development, pockets of well-drained soils are present along Casambia Lane and the East Fork Deep River. The entire extent of the Revised Study Area was visually inspected in order to determine the need for excavations. Potential shovel test locations were pre-plotted in ArcMap in order to investigate areas of interest. Three of the eight pre-plotted shovel test locations were excavated as well as a fourth judgmental test pit. All three were located along Casambia Lane; none of the pre-plotted locations behind the Sheetz retaining pond were excavated. The centerline for the proposed alignment of Casambia Lane was investigated, starting at Triad Drive and heading north to about 230 feet south Farrington Road. Soil conditions were not as anticipated. The southern half of this area has been covered with at least a foot of fill material, presumably from the 2005(?) excavation of the retaining pond located immediately to the west. Closer to the treeline, a recently developed and rocky A horizon is present overlying clay subsoil. Within the wooded area to the north, the centerline crosses over an exposed and broken drainpipe (see photos). The 24" ceramic pipe is buried in a trench, lined with machine-made bricks, and probably represents a culvert underneath an old driveway as seen in a Feb 2002 aerial. Bedrock was noted in the base of the final shovel test along the centerline, prompting the need for a judgmental shovel test to ascertain the stratigraphy in this area. STP 5 revealed a thick root mat overlying clay subsoil, suggesting that the erosion noted to the north has expanded to the south. Around 2005, construction on the TranSource Truck and Trailer Center began, creating an extension and shift in the alignment to Triad Drive. The property acquired by the Bland Corporation in 2000 was once the Farrington Property, roughly 20 acres of farmland and woods, with ancillary buildings strewn about. An additional buried 9" pipe was located just north of STP 5. This pipe was interpreted as a shut-off valve pipe for a well of some kind, although no well was observed. No artifacts were recovered from the area paralleling Casambia Lane and the two buried pipes noted in the field should not be construed as historic features. They most likely represent mid-to-late 20<sup>th</sup> century remnants of a farm complex.

The second location of pre-plotted shovel tests was situated within the woods just behind the Sheetz retaining pond. After walking to each individual shovel test spot, it was determined that this area was, in fact, too sloped to be indicative of prehistoric and/or historic occupation. In addition, this area appears extremely gullied by erosion and greatly disturbed by tree removal and potential tornado damage (information shared by project engineer). None of the pre-plotted shovel tests in this location was excavated.

#### Shovel Tests:

STP 1: 0-30cmbs, mottled FILL; no cultural material

STP 2: 0-10cmbs, 10YR 3/3, rocky loam; below 10cmbs, 5YR 4/3, clay; no cultural material

STP 3: NO DIG (10' south of buried drainpipe)

STP 4: 0-16cmbs, mottled FILL; bedrock was encountered; no cultural material

JTP 1: 0-16cmbs, thick root mat, below 16cmbs, 5YR 4/3, clay; no cultural material

#### SUMMARY

As a result of these investigations, no newly identified archaeological sites were documented within the APE. It is recommended that the proposed project be allowed to proceed without concern for impacts to significant archaeological resources.

Additional fieldwork within the APE is unlikely to provide any significant or substantial amounts of archaeological data. Therefore, it is recommended that additional archaeological work should not be required. Based on the recommendations put forth (see above), a finding of "No NRHP-Eligible or -Listed Archaeological Sites Present" within the APE is considered appropriate for the proposed project.

However, should the description of this project or design plans change prior to construction, then additional consultation regarding archaeology may be required. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

\*\*This project falls within a North Carolina County in which the following federally recognized Tribe(s) has expressed an interest: Catawba Indian Nation. It is recommended that you contact each federal agency, if involved with your project, to determine their Section 106 Tribal consultation requirements. Please know that the Occaneechi Band of the Saponi Nation, a State-recognized tribe, has expressed interest in activities within this county.

SUPPORT DOCUMENTATION

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

*Paul J. Mohler*

June 12, 2019

NCDOT ARCHAEOLOGIST

Date

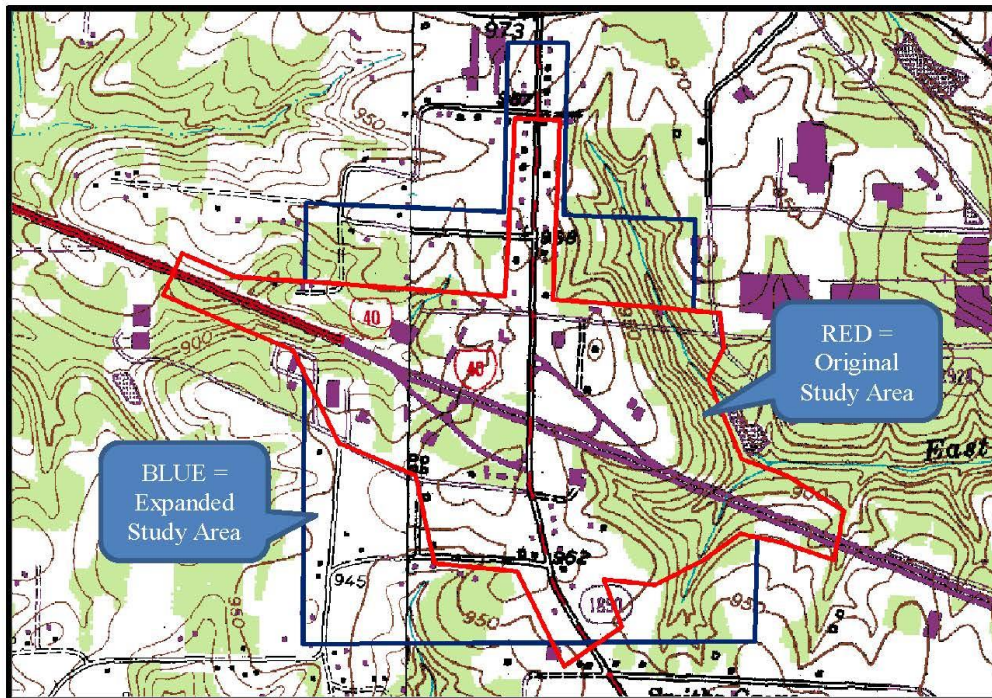


Figure 1: WEST - Kernersville, NC (USGS 1994); EAST - Guilford, NC (USGS 1951 [PR68]).



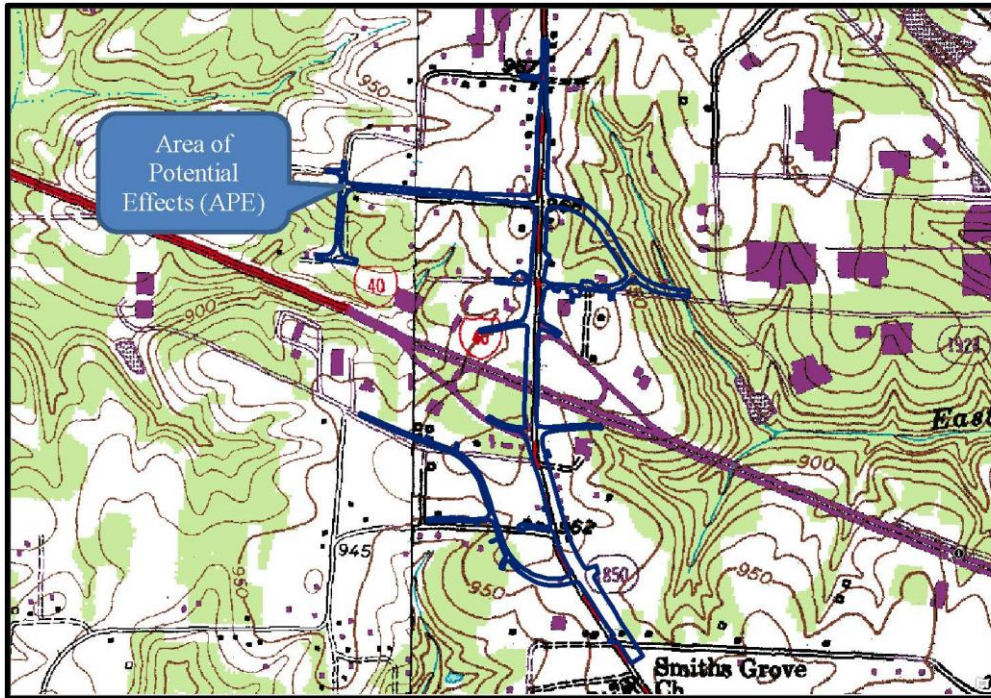


Figure 2: WEST – Kernersville, NC (USGS 1994); EAST – Guilford, NC (USGS 1951 [PR68]).



Figure 3: Feb 2002 Aerial of Casambia Lane (NB: the half-moon driveway or access road).

*"NO NATIONAL REGISTER ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES PRESENT"  
form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.  
5 of 8*





Photo 1: Location of Buried Drainpipe in Machine-Made Brick-Lined Trench, looking North from STP 3.



Photo 2: Closer View of Buried Drainpipe in Machine-Made Brick-Lined Trench.



Photo 3: Close-Up View of Second Buried Pipe (Shut-Off Valve Pipe?).



Photo 4: View, looking north, from one of the Proposed STP Locations behind the Sheetz Retaining Pond.





Photo 5: View, looking north, from one of the Proposed STP Locations behind the Sheetz Retaining Pond.



Photo 6: Overall Image of the Treeline behind the Sheetz Retaining Pond, where STPs 5-8 were to be located, looking north.



