

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<u>I-5873</u>
WBS Element	<u>53074.1.1</u>
Federal Project No.	<u>TBD</u>

A. Project Description:

The North Carolina Department of Transportation proposes to improve the I-40 and NC 54 interchange by adding additional lanes to the Eastbound and Westbound off-ramps. The project is in west Raleigh at the NC 54 (Chapel Hill Road) exit on I-40 (see Figure 1). The existing eastbound and westbound off ramps are each two lanes with a right turn only lane and a combination through and left turn lane. The eastbound ramp would be widened to three lanes, including an additional right turn lane. The westbound ramp will be widened to four lanes, including an additional left turn only lane and an additional right turn lane (see Figure 2). In addition to ramp improvements bridge preservation and repair to the bridge deck for Bridge No.348 will be included with this project. Bridge No. 348 was built in 1981, although the bridge is in good condition, minor repairs to the bridge deck are needed to preserve the bridge.

Each lane will be 12-feet wide with a 300-foot taper and a minimum 600-foot storage length on the eastbound off-ramp and a 610-foot storage length on the westbound off-ramp. The intersection turning radii will be improved to accommodate trucks and other large vehicles using this route. Traffic will be maintained onsite during construction.

The proposed project is included in the 2018-2027 State Transportation Improvement Program (STIP) as TIP Project I-5873. Right of Way acquisition and construction are scheduled for fiscal years 2018 and 2019, respectively.

B. Description of Need and Purpose:

The existing interchange at I-40 and NC 54 (Chapel Hill Road) has been identified as needing improvements to accommodate current and future traffic demands. Eastbound ramps are currently operating at Level of Service B (LOS) and westbound ramp is operating at Level of Service C (LOS). Traffic cues on the eastbound and westbound off ramps are more than 1,000 feet and extend onto I-40, which adversely affects traffic operations on the interstate. The (2015) volume is 715 vehicles per day (vpd) for eastbound traffic and 1,148 vpd for westbound traffic. Future traffic for the year (2040) is 1,122 vpd eastbound and 1,740 vpd. Widening the ramps will shorten cues and improve traffic operations for the I-40 and NC 54 (Chapel Hill Road) interchange.

C. Categorical Exclusion Action Classification:

TYPE I A

D. Proposed Improvements –

- 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).

- 27. Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in 23 CFR 771.117(e) (1-6).

E. Special Project Information (Alternative Discussion):

Preferred Alternative:

Eastbound and Westbound Ramp Improvements-The existing eastbound and westbound off ramps are each two lanes with a right turn only lane and a combination through and left turn lane. The eastbound ramp would be widened to three lanes, including an additional right turn lane. The westbound ramp will be widened to four lanes, including an additional left turn only lane and an additional right turn lane.

Alternatives Eliminated from Detailed Evaluation:

Diverging Diamond Interchange- During early project development, a Diverging Diamond Interchange (DDI) was considered at the project location. A traffic analysis report dated February 15, 2017, indicated that ramp widening would have similar operations improvement at a lower cost. Thus, the DDI was eliminated from further consideration and Division 5 recommended ramp improvements instead.

No Build- The No Build alternative would not include any improvements to the interchange. Traffic would continue to queue onto I-40. This alternative would not address the project's purpose and need and was therefore eliminated from further consideration.

2017 Cost Estimates

Construction:	\$807,500
<u>Right of Way:</u>	<u>\$ 42,500</u>
Total Cost:	\$850,000

Cultural Resources:

No archeological surveys are required (see review form dated July 25, 2017). An architectural survey is required (see review form dated August 3, 2017). Survey and National Register evaluations were conducted in October 2017. In the Historic Structures Survey dated November 8, 2017, the Aeroglide Corporation Building, located south of the I-40 eastbound ramp, was recommended as eligible for the National Register of Historic Places under Criterion C (engineering and architecture). An effects consultation was held on February 6, 2018 and it was determined that the proposed improvements project is in compliance with GS121-12 (a) and Section 106 on the Aeroglide Corporation Building (see assessment of effects form).

Public Involvement: A press release will be published prior to construction.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (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 a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input checked="" type="checkbox"/>	<input 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 a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" 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?	<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"/>
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. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" 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), 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	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	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"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F:

Response to Question 3: Since this proposed improvement consists of adding lanes with widening which are considered minor improvements no public meeting was required. A press release notifying the public about the project will be published prior to construction.

Response to Question 8: Northern long-eared bat

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration, the US Army Corps of Engineers and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is “**May Affect, Likely to Adversely Affect**”. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County.

Response to Question 14: An architectural survey is required (see review form dated August 3, 2017). Survey and National Register evaluations were conducted in October 2017. In the Historic Structures Survey Report dated November 8, 2017, the Aeroglide Corporation Building, located south of the I-40 eastbound ramp, was recommended as eligible for the National Register of Historic Places under Criterion C (engineering and architecture). An effects consultation was held on February 6, 2018 and it was determined that the proposed improvements project is in compliance with GS121-12(a) and Section 106 on the Aeroglide Corporation Building (see assessment of effects form).

H. Project Commitments

**Wake County
I-40/NC 54 Ramp Improvements.
WBS No. 53074.1.1
TIP No. I-5873**

Division 5 NCDOT- Public Involvement

A press release will be published prior to construction.

Division 5 NCDOT- Historical Resources

An architectural survey is required (see review form dated August 3, 2017). Survey and National Register evaluations were conducted in October 2017. In the Historic Structures Survey Report dated November 8, 2017, the Aeroglide Corporation Building, located south of the I-40 eastbound ramp, was recommended as eligible for the National Register of Historic Places under Criterion C (engineering and architecture). An effects consultation was held on February 6, 2018 and it was determined that the proposed improvements project is in compliance with GS121-12(a) and Section 106 on the Aeroglide Corporation Building (see assessment of effects form).

I. Categorical Exclusion Approval

STIP Project No. I-5873
WBS Element 53074.1.1
Federal Project No. TBD

Prepared By:

2/19/2018

Date

DocuSigned by:

Natalie Lockhart

4B2B6E09039242D

Natalie Lockhart, ENV SP, Supervising Planner
WSP USA

Prepared For:

North Carolina Department of Transportation

Reviewed By:

2/16/2018

Date

DocuSigned by:

Zahid Baloch

5E9297F058C0481

Zahid Baloch, PE, Division 5 Project Planning Engineer
North Carolina Department of Transportation



Approved

If all the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.



Certified

If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

2/19/2018

Date

DocuSigned by:

Mike Kneis

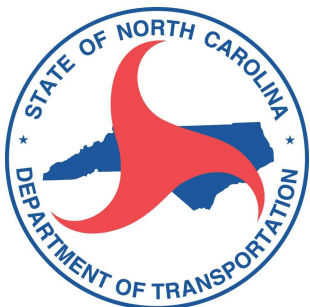
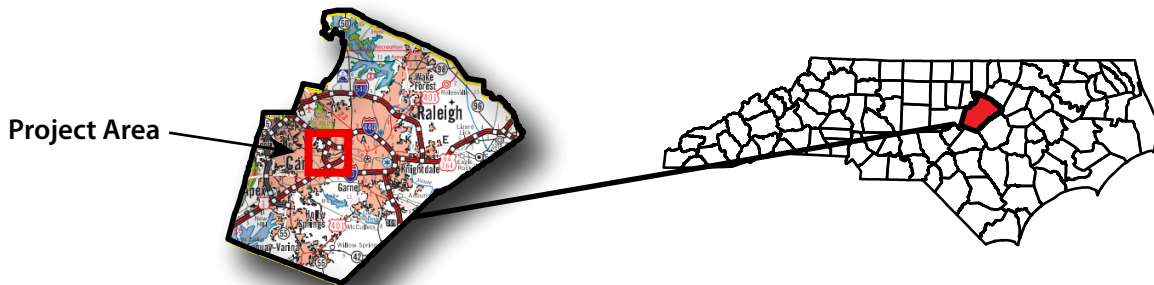
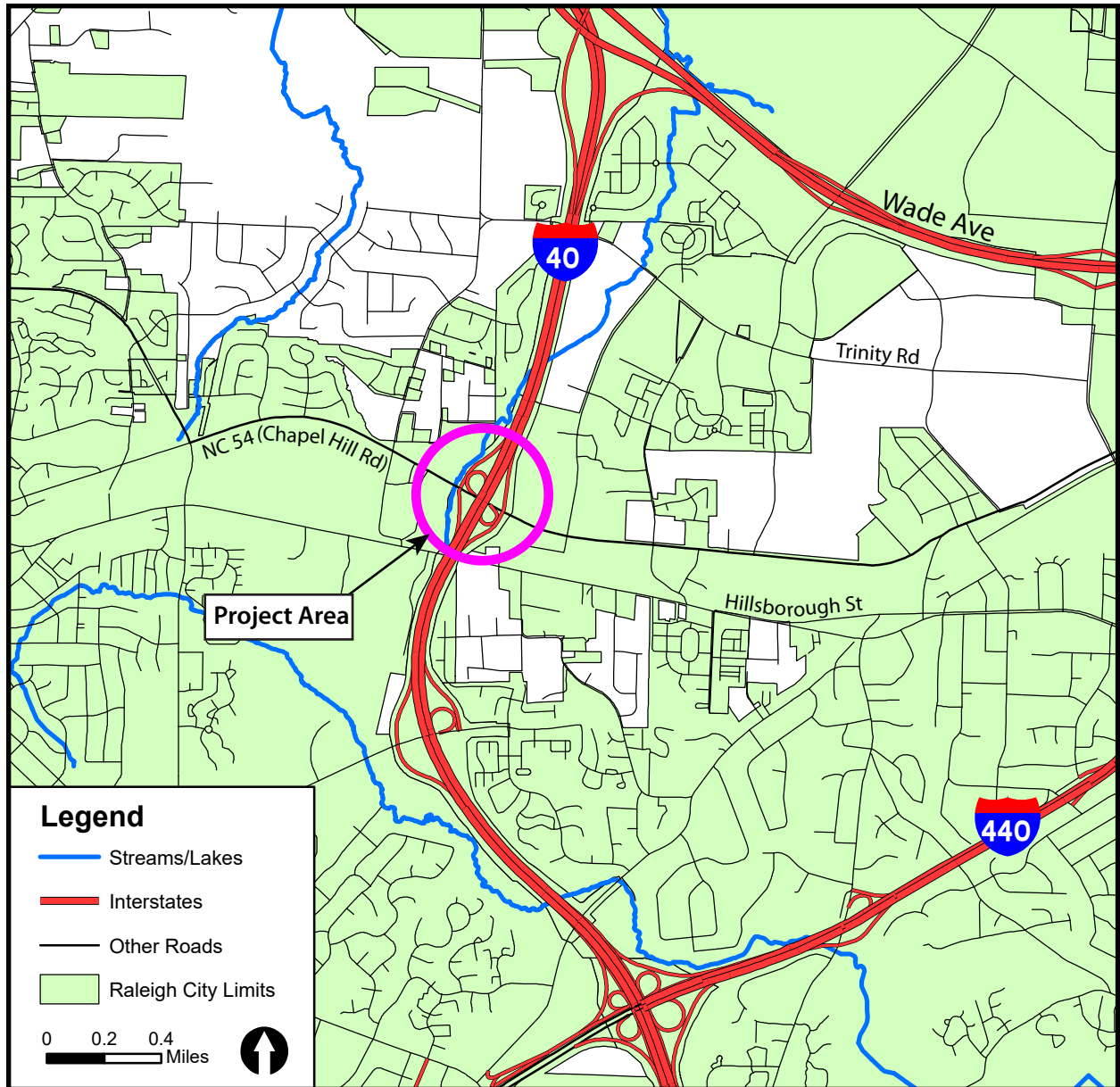
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Mike Kneis, PE, Division 5, Division Project Delivery Engineer
North Carolina Department of Transportation

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

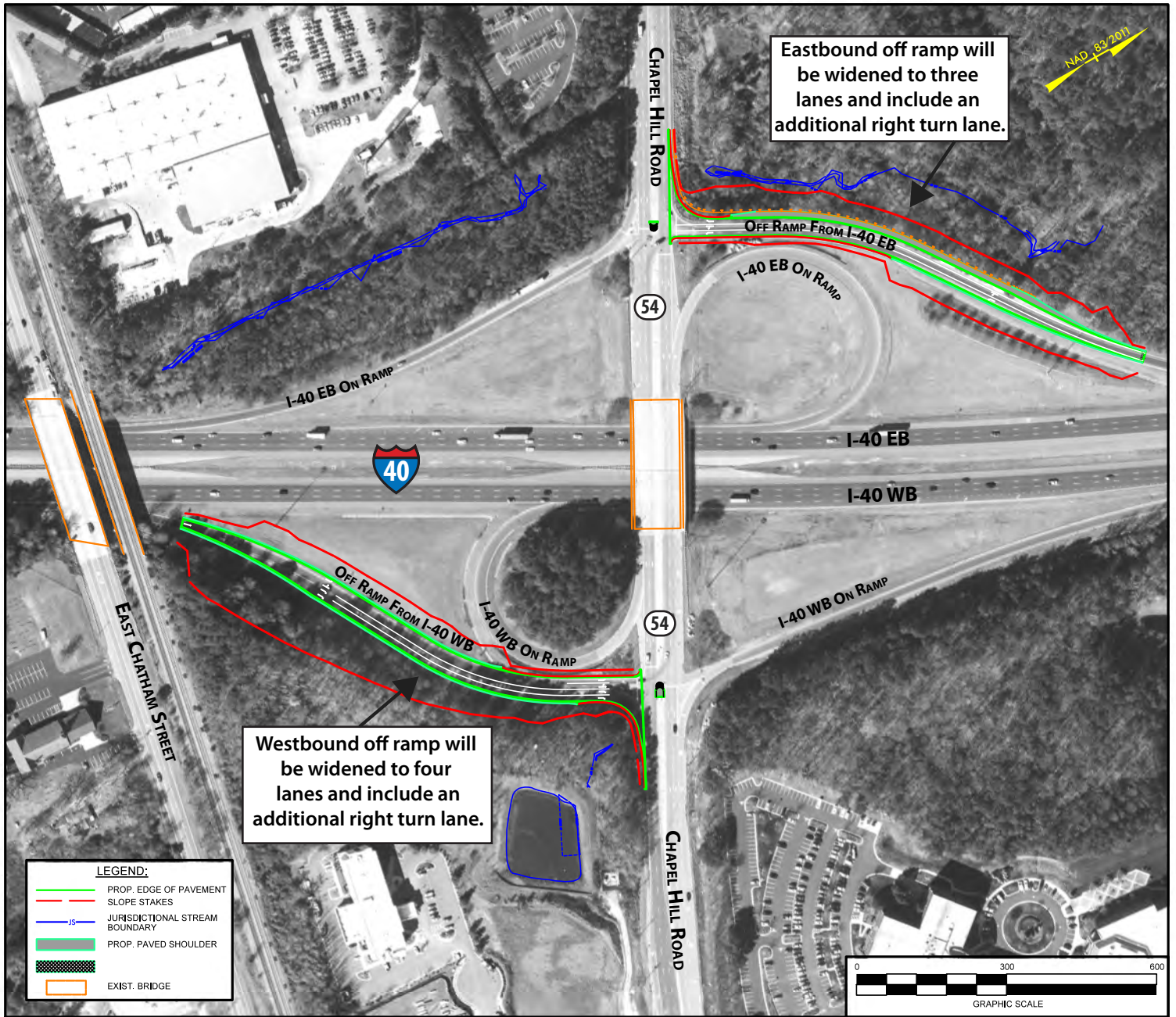
Date

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



Project Vicinity Map
 Operational Improvements at
 NC 54 (Chapel Hill Road) and Interstate 40
Wake County
 I-5873

Figure 1



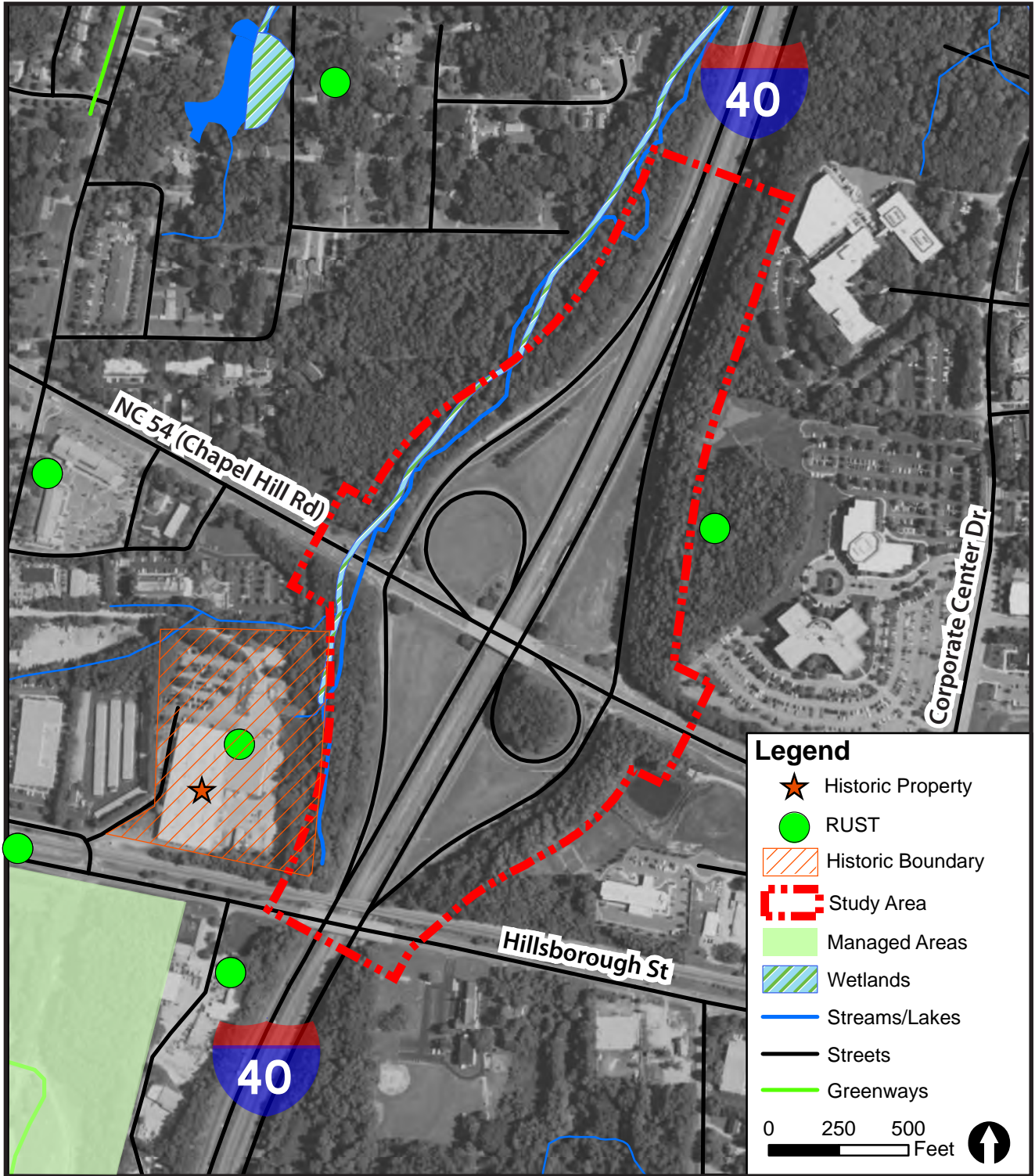
Proposed Improvements

Operational Improvements at
NC 54 (Chapel Hill Road) and Interstate 40

Wake County

I-5873

Figure 2



Environmental Constraints Map
 Operational Improvements at
 NC 54 (Chapel Hill Road) and Interstate 40
Wake County
 I-5873

Figure 3



Off ramps from westbound I-40



Off ramp from eastbound I-40



Photographs

Operational Improvements at
NC 54 (Chapel Hill Road) and Interstate 40

Wake County
I-5873

Figure 4



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-5873** County: **Wake**
 WBS No: **53074.1.1** Document: **Federal PCE**
 F.A. No: **Not Offered** Funding: State Federal

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

Project Description: NCDOT's Central Project Development Group proposes operational improvements to the interchange (Exit 290) at I-40 with NC 54 (Chapel Hill Road) in Wake County. The existing cross-sections of the ramps consist of two (2) lanes, measuring 12 feet wide each. The proposed improvements for one ramp will be the addition of a right and left turn lane whereas the other ramp will receive only a right turn lane. Neither existing ROW nor a proposed ROW has been offered as part of this submittal. Proposed length of the project is roughly 0.50 mile (2,640 feet). To facilitate planning purposes, a Study Area around the interchange location and along NC 54 (Chapel Hill Road) has been generated. The Study Area for this project encompasses about 96.9 acres, inclusive of the existing roadways and any development.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

Review for the proposed project was accepted on Tuesday, July 11, 2017. A map review and site file search at the Office of State Archaeology (OSA) was conducted on Thursday, July 13, 2017. A reconnaissance of the location was also conducted on Wednesday, July 19, 2017, in order to investigate the purported location of a small family cemetery off of Trinity Road. A comprehensive archaeological survey has been conducted within the vicinity of the current interchange for the Triangle Transit Authority Regional Rail Project (see Millis and Webb 1999 [OSA Biblio #4425]); however, only one (1) archaeological site has been recorded within the immediate vicinity of the interchange. Digital copies of HPO's maps (Cary and Raleigh West Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were reviewed on Monday, July 24, 2017. 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 may not require a Federal permit. Temporary and/or permanent easements will not be necessary, although the need for additional ROW has not been determined. 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. Based on the size and orientation of the Study Area, activities may take place beyond the NCDOT's existing ROW along I-40 and NC 54 (Chapel Hill Road). From an environmental perspective, the Study Area consists of a heavily developed interchange location along the I-40 corridor west of Raleigh, consists of moderately sloping topography, and is composed of numerous soil types, most of which are severely eroded and/or have been impacted by modern development (e.g., Cecil gravelly sandy loam, 6-10% slopes, eroded [CgC2], Appling gravelly sandy loam, 2-6% slopes, eroded [AgB2], Appling gravelly sandy loam, 6-10% slopes, eroded [AgC2], and Made land [Ma]). Preservation of archaeological materials within these soil types is likely to be poor. Various projects in the immediate vicinity of the interchange improvements have been reviewed by the Office of State Archaeology (OSA) for environmental compliance, including residential development (ER 09-2839 and ER 84-7958), transportation improvements (ER 07-0896 [TIP# I-4744]), and educational/institutional development (CH 02-0302, ER 89-0142, ER 94-0671). Stating that there was a low probability for intact archaeological resources to be impacted and that the areas in question were previously disturbed, OSA did not require an archaeological survey for any of these projects. In fact, the proposed widening of I-40 from Harrison Avenue to US 1/64 and I-440 (i.e. TIP# I-4744) covers a large portion of the Study Area for the interchange improvements. Other transportation-related improvements within the vicinity of the interchange improvements have been reviewed by the NCDOT's Archaeology Group as part of the group's Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). These PA-level projects include improvements along Centennial Parkway (SR 4746) (PA 15-10-0042), the replacement of Bridge No. 533 on Pullen Road (TIP# B-5675 [PA 16-01-0028]), the replacement of Bridge No. 494 on Blue Ridge Road (TIP# B-5676 [PA 16-02-0029]), and interchange improvements at I-40 and Aviation Parkway and Airport Boulevard (TIP# I-5506/I-5700 [PAs 13-11-0006 and 14-09-0003]). Similar to OSA's recommendations, NCDOT's Archaeology Group did not require an archaeological survey for most of these transportation projects based on what was being proposed. However, archaeological surveys were conducted for both of the interchange improvement projects based on the amount of undisturbed property potentially being impacted by those proposed projects (i.e. located within the Study Area). Nevertheless, based on the nature of the TIP# I-5873 project and current soil conditions and land use within this particular Study Area, there is a low probability for prehistoric and/or historic archaeological materials to be present within the designed 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.

As noted above, a small abandoned family cemetery was located behind the Personal Security Storage facility at 1101 Trinity Road. The parcel on which the cemetery is located is entirely separate from the much larger PSNC property, of which the cemetery was a part of prior to PSNC purchasing the land in 1974. Wake County does not list an owner for the property; however, the cemetery is believed to have been a part of the Mrs. Nora Jones (nee Morris) lands, which were divided amongst her heirs in 1915. She had inherited all the land north of the railroad tracks from her mother (Martha Jane Morris), who was bequeathed the property when Henry G. Morris (aka Gustin, her husband and Nora's father) passed away in 1892. No records of interment for either Martha Jane Morris or Henry Morris have been located. In addition, no records of interment have been found for their daughter Nora (aka Lenora) or her husband Thomas E. Jones, who passed away in 1899. The cemetery is surrounded by a low wrought iron fence and consists of at least 6 burials, as noted by the number of fieldstones and depressions observed in the field. Unfortunately, none of the burials is marked with any identifying information. The cemetery has been recorded as Site 31WA2107** with the Office of State Archaeology (OSA). No additional investigations should be warranted since the cemetery location will not be impacted by the proposed project.

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

Paul J Mohler

July 25, 2017

NCDOT ARCHAEOLOGIST

Date

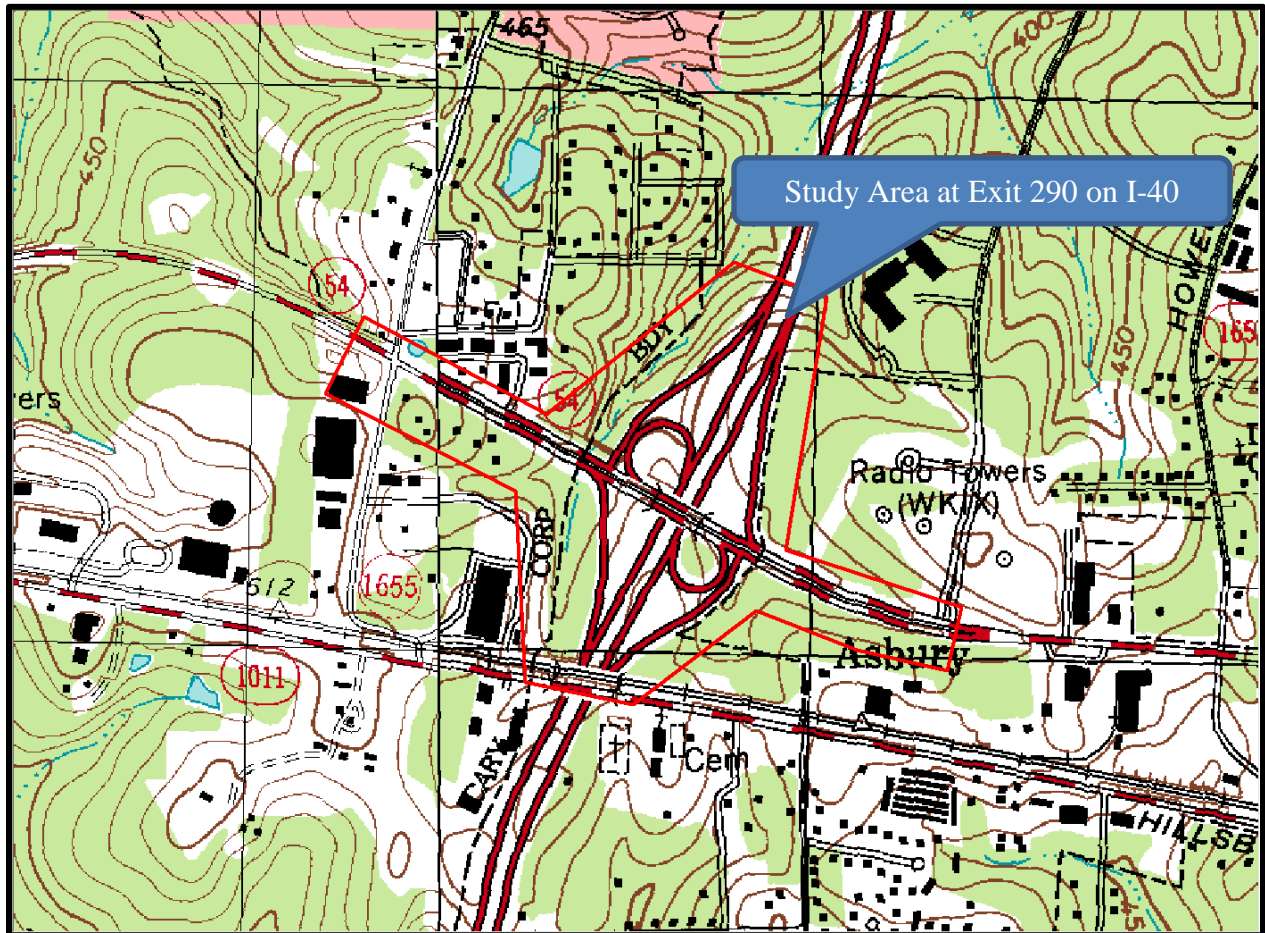
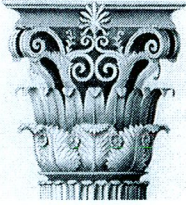


Figure 1: West – Cary, NC (USGS 1973 [PR87]); East – Raleigh West, NC (USGS 2002).

17-07-0003



HISTORIC ARCHITECTURE AND LANDSCAPES

****SURVEY REQUIRED FORM****

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

PROJECT INFORMATION

Project No:	I-5873	County:	Wake
WBS No.:	53074.1.1	Document Type:	
Fed. Aid No:		Funding:	State X Federal
Federal Permit(s):	Yes No	Permit Type(s):	Not specified in review request
Project Description: Ramp improvements at I-40 and NC 54 interchange in Raleigh (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions: HPOWeb reviewed on 3 August 2017 and yielded two SS and no NR, DE, LD, or SL properties in the Area of Potential Effects (APE). The APE for historic architectural resources equates with the study area provided (see attached map). Wake County current GIS mapping, aerial photography, and tax information reveal a developed APE containing mostly commercial resources dating from the 1970s to the 2010s (viewed 3 August 2017). Bridge Numbers 348 and 557, both constructed in 1981, are not eligible for the National Register as they are not representative of any distinctive engineering or aesthetic type. The APE intersects three properties containing pre-1970 resources, which require additional investigation and evaluation: the 1927 Ephesus Baptist Church and cemetery (WA 0954 and WA0956) (PIN 0774512986), the 1964 Aeroglide Corporation Building (PIN 0774435032), and the CSX/Norfolk Southern rail line established as a significant transportation corridor in the nineteenth century (see attached aerial). The county architectural surveys (1988-91 and 2005-6) and related publication, as well as later studies, recorded no properties in the APE (Kelly Lally, *The Historic Architecture of Wake County, North Carolina* (Raleigh: Wake County Government, 1994)) besides the Ephesus Baptist Church and Cemetery. County GIS/tax materials and other visuals illustrate the location and placement of the pre-1970s resources in relation to the proposed construction (viewed 3 August 2017). The project will be reviewed for compliance with both GS 121-12(a) and Section 106.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- ****SURVEY REQUIRED****

Vanessa C. Patrick

NCDOT Architectural Historian

3 August 2017

Date



Resources to be Evaluated

I-5873, Wake County

Base map: Current Wake County GIS, nts

1. Aeroglide Corporation Building. #100 Aeroglide Drive. PIN: 0774435032
2. Ephesus Baptist Church and Cemetery (WA0954 and WA0956)
#6767 Hillsborough Street. PIN: 0774512986
3. CSX/Norfolk Southern Rail Line



HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS FORM

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

PROJECT INFORMATION

Project No:	I-5873	County:	Wake
WBS No.:	53074.1.1	Document Type:	
Fed. Aid No:		Funding:	State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	Yes <input type="checkbox"/> No	Permit Type(s):	Not specified in review request
Project Description: Ramp improvements at I-40 and NC 54 interchange in Raleigh (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWEB REVIEWED ON 3 AUGUST 2017 AND YIELDED TWO SS AND NO NR, DE, LD, OR SL PROPERTIES IN THE AREA OF POTENTIAL EFFECTS (APE). THE APE FOR HISTORIC ARCHITECTURAL RESOURCES EQUATES WITH THE STUDY AREA PROVIDED (SEE ATTACHED MAP). WAKE COUNTY CURRENT GIS MAPPING, AERIAL PHOTOGRAPHY, AND TAX INFORMATION REVEALED A DEVELOPED APE CONTAINING MOSTLY COMMERCIAL RESOURCES DATING FROM THE 1970S TO THE 2010S (VIEWED 3 AUGUST 2017). BRIDGE NUMBERS 348 AND 557, BOTH CONSTRUCTED IN 1981, ARE NOT ELIGIBLE FOR THE NATIONAL REGISTER AS THEY ARE NOT REPRESENTATIVE OF ANY DISTINCTIVE ENGINEERING OR AESTHETIC TYPE. THE COUNTY ARCHITECTURAL SURVEYS (1988-91 AND 2005-6) AND RELATED PUBLICATION, AS WELL AS LATER STUDIES, RECORDED NO PROPERTIES IN THE APE (KELLY LALLY, *THE HISTORIC ARCHITECTURE OF WAKE COUNTY, NORTH CAROLINA* (RALEIGH: WAKE COUNTY GOVERNMENT, 1994)) BESIDES THE EPHEBUS BAPTIST CHURCH AND CEMETERY (WA 0954 AND WA0956, PIN: 774512986). COUNTY GIS/TAX MATERIALS AND OTHER VISUALS ILLUSTRATE THE LOCATION AND PLACEMENT OF THE PRE-1970S RESOURCES IN RELATION TO THE PROPOSED CONSTRUCTION (VIEWED 3 AUGUST 2017). TWO PROPERTIES INTERSECTED BY THE APE CONTAINING PRE-1970 RESOURCES RECEIVED ADDITIONAL INVESTIGATION AND EVALUATION: THE 1927 CHURCH AND ITS CEMETERY NOTED ABOVE AND THE 1964 AEROGLIDE CORPORATION BUILDING (WA6512, PIN: 774435032) (NOVEMBER 2017 TECHNICAL REPORT ON FILE AT NCDOT HISTORIC ARCHITECTURE). IN DECEMBER 2017 HPO AGREED THAT THE AEROGLIDE BUILDING IS ELIGIBLE FOR LISTING ON THE NR AND THE CHURCH PROPERTY IS NOT. THE PROJECT IS REVIEWED FOR COMPLIANCE WITH BOTH GS 121-12(A) AND SECTION 106.

ASSESSMENT OF EFFECTS

Property Name:	Aeroglide Corporation Building	Status:	DE
Survey Site No.:	WA6512	PIN:	774435032
Effects			
<input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			

Explanation of Effects Determination: Current design calls for no construction activities in quadrant of interchange occupied by Aeroglide building. Project imposes no changes to component resources or setting of property.

List of Environmental Commitments: —

FHWA Intends to use the State Historic Preservation Office's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f): —

SUPPORT DOCUMENTATION

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

Technical report, photographs, correspondence on file at NCDOT Historic Architecture

FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

Vanessa E. Patrick

6 February 2018

NCDOT Architectural Historian

Date

Renee Hedrick-Easley

2.6.18

State Historic Preservation Office Representative

Date

Michael G. Dawson

2/6/18

Federal Agency Representative

Date