

Type III Categorical Exclusion Action Classification Form

STIP Project No.	I-5986
WBS Element	47532.1.1
Federal Project No.	NHP-0095(057)

A. Project Description:

North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) project I-5986 proposes to widen I-95 from four lanes to eight lanes from I-95 Business/US 301 (Exit 56) in Cumberland County to I-40 (Exit 81) in Johnston County (Figure 1). The proposed project is approximately 25 miles long and passes through the city/town limits or municipal influence areas/extraterritorial jurisdictions of Eastover, Wade, Godwin, and Falcon in Cumberland County; Dunn in Harnett County; and Benson in Johnston County.

The proposed project includes four interchange improvements and eight overpass bridge replacements in Cumberland and Johnston counties, as well as service road realignments along the entire corridor, as necessary, to allow for the widening. The project also proposes the creation of a new overpass south of Benson in Johnston County. I-95 interchange improvements in Harnett County are proposed as NCDOT STIP projects I-5877, I-5878, and I-5883. The impacts of the Harnett County interchange improvement projects were described in separate Categorical Exclusion (CE) documents available online at <https://xfer.services.ncdot.gov/pdea/EnvironmentalDocs/Documents/>.

B. Description of Need and Purpose:

Need:

The portion of I-95 included in the I-5986 project is an important part of the local, regional, state, and national transportation system.

- At a local level, I-95 functions as a major arterial that provides access to work, schools, parks and other recreational facilities, shopping venues, medical facilities, and other destinations.
- Regionally, I-95 serves as an important route for commuters by connecting highways that carry traffic into the Raleigh-Durham and Fayetteville metropolitan areas.
- I-95 serves as a transportation facility with statewide significance and has been designated as a Strategic Highway Corridor (SHC) by NCDOT. Additionally, it is a vital hurricane evacuation route and intersects with two other hurricane evacuation routes (US 421, I-40) within the I-5986 study area.
- Nationally, the I-95 corridor is designated as part of the National Highway Systems (NHS) Strategic Highway Network (STRAHNET). STRAHNET sets to establish a system of public highways providing access, continuity, and emergency transportation of personnel and equipment in times of peace and war. The I-95 corridor links Fort Bragg, located just off the corridor in the Fayetteville area, and the many other military facilities located along the nation's east coast.

The portion of I-95 between Exits 58 and 81 has the highest average annual daily traffic (AADT) along I-95 in North Carolina with 2016 volumes reaching almost 60,000

vehicles a day in southern Johnston County. The *I-95 Planning and Finance Study Environmental Assessment* (2012) forecast the 2040 (Design Year) Level of Service (LOS) along the I-5986 portion at I-95 at LOS F without widening to eight lanes.

Since construction of I-95 began in the 1950s, American Association of State Highway and Transportation Officials (AASHTO) interstate roadway design standards have changed. The *I-95 Planning and Finance Study - Study Area Needs Assessment* (2010) reviewed the I-95 corridor in the I-5986 study area and identified places where decision sight distances, ramp designs, vertical bridge clearances, and overall bridge conditions do not meet current standards.

Purpose:

The I-5986 project ensures that I-95 would remain a vital part of the transportation system. The proposed project will widen I-95 from four to eight lanes, increasing capacity and achieving a LOS D or better along the corridor. The project will also improve interchanges to meet current AASHTO standards.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements:

NCDOT STIP project I-5986 proposes to widen I-95 to eight lanes from I-95 Business/US 301 (Exit 56) in Cumberland County to I-40 (Exit 81) in Johnston County (Figure 2). On northbound I-95, the two new lanes are added from the I-95 on-ramp at Exit 56 and are subtracted from I-95 onto the off-ramp at Exit 81. On southbound I-95, the two new lanes are added from the I-95 on-ramp at Exit 81. At the southern project limit one lane is subtracted at Exit 56 onto the exit ramp, and the second lane tapers off south of Exit 55 (SR 1832 [Murphy Road]).

The project proposes interchange improvements at Exits 58 (NC 295/US 13 [Goldsboro Road]), 61 (SR 1815 [Wade-Stedman Road]), 65 (NC 82 [Godwin-Falcon Road]), and 79 (NC 50 [E. Main Street]):

- At Exit 58, the proposed project includes ramp realignments and the addition of an elevated U-turn to create a free-flowing movement from I-95 northbound to NC 295 westbound.
- At Exit 61, the proposed project realigns ramps, changes the interchange configuration to a partial cloverleaf, and adds medians.
- At Exit 65, the proposed project realigns ramps and adds medians.
- At Exit 79, the proposed project realigns ramps, adds medians, and installs roundabouts.
- At Exit 81, the proposed project realigns ramps.

The proposed project includes the replacement of the following bridges:

- #250152 – SR 1828 (Baywood Road) over I-95 in Cumberland County
- #250153 – SR 1005 (Smithfield Road) over I-95 in Cumberland County
- #250154 – Wade-Stedman Road over I-95 in Cumberland County
- #250155 – SR 1813 (Percy Strickland Road) over I-95 in Cumberland County
- #250019 – NC 82 over I-95 in Cumberland County
- #250156 – SR 1806 (Sherrill Baggett Road) over I-95 in Cumberland County
- #250157 – I-95 northbound over Black River in Cumberland County
- #250158 – I-95 southbound over Black River in Cumberland County
- #250159 – SR 1804 (Rhodes Pond Road) over I-95 in Cumberland County
- #500051 – NC 50 (E. Main Street) over I-95 in Johnston County

The project proposes new overpass bridges at Exit 58 for the elevated U-turn in Cumberland County and at SR 1101 (Cub Road) and SR 1204 (S. Market Street) in Johnston County. A new bridge on I-95 is proposed at Mingo Swamp on the border of Harnett and Johnston counties to replace the existing culvert (Johnston County C-1).

The proposed project also includes the realignment of the following service roads to allow for I-95 widening and interchange improvements:

- SR 1814 (JT Matthews Road) in Cumberland County
- SR 1856 (Elva Wallace Road) in Cumberland County
- Gordon Williams Road (private) in Cumberland County
- SR 1860 (Gordon Williams Road) in Cumberland County
- SR 1859 (Leitha Lane) in Cumberland County
- SR 1839 (Glen Eagle Road) in Harnett County
- SR 1811 (Bud Hawkins Road) in Harnett County
- SR 1785 (Elm Street Ext) in Harnett County
- SR 1837 (Interstate Drive) in Harnett County
- SR 1884 (Stoney Run Drive) in Harnett County
- SR 1836 (Jerry Carr Road) in Harnett County
- SR 1841 (George Perry Lee Road) in Harnett County
- SR 1835 (Sadler Road) in Harnett County
- SR 1834 (Foundations Road) in Harnett County
- SR 1840 (Robin Hood Road) in Harnett County
- Cub Road in Johnston County
- Chicopee Road (city-owned) in Johnston County
- NC 242 (S. Walton Avenue) in Johnston County
- SR 1219 (M. Walton Avenue) in Johnston County

E. Special Project Information:

Relationship to Adjacent STIP Projects

STIP project I-5986 overlaps with three Harnett County I-95 interchange improvement projects in the STIP (see Figure 2).

STIP #	Project	Anticipated Funding	Schedule
I-5877	Improve I-95 interchanges at Bud Hawkins Road (Exit 70) and SR 1002 (Long Branch Road) (Exit 71)	\$22,834,000	ROW: In progress Let: 2019
I-5878	Improve I-95 interchanges at SR 1793 (Spring Branch Road/Pope Road) (Exit 72) and US 421 (E. Cumberland Street) (Exit 73)	\$37,750,000	ROW: In progress Let: 2020
I-5883	Improve I-95 interchanges at SR 1808 (Jonesboro Road) (Exit 75) and SR 1709 (Hodges Chapel Road) (Exit 77)	\$34,326,000	ROW: In Progress Let: 2020

To minimize project impacts, Division 6 plans to Let the four projects in two batches. NCDOT will coordinate right-of-way, utilities, hydraulics, traffic control, permitting, and construction of I-5986 with NCDOT STIP projects I-5883, I-5877, and I-5878.

For Letting and construction, STIP project I-5986 has been broken into two sections.

- Section A extends roughly from Exit 56 to Exit 71 and will be Let through the design-build process. STIP Project I-5877 will be Let as a bid-build project nestled in the I-5986A design-build contract. Construction on the I-5986A/I-5877 contract in the vicinity of I-5877 is expected to start in the summer of 2019. The estimated total project cost for I-5986A is \$398,000,000.

- Section B extends roughly from Exit 71 to Exit 81 and will be Let through the bid-build process in conjunction with STIP projects I-5878 and I-5883 in the summer of 2020. The estimated total project cost for I-5986B is \$216,800,000.

Jurisdictional Features

NCDOT has coordinated with the U.S. Army Corps of Engineers (USACE) and NC Department of Environmental Quality (NCDEQ) Division of Water Resources (DWR) throughout the planning phase of this project. Based on these discussions, it is anticipated that NCDOT will apply for a phased, USACE Individual Section 404 Permit and a DWR Section 401 Water Quality Certification in conjunction with STIP projects I-5883, I-5877, and I-5878. The estimated stream and wetland impacts are 1,811 linear feet and 10.85 acres from the I-5986 project, based on construction limits with a 25-foot buffer.

Throughout the design process, the USACE and DWR were directly engaged while providing a Preliminary Jurisdictional Determination and formal review of the Hydraulic Permit Drawings for I-5986. During those reviews, all means of avoidance and minimization were pursued.

In order to accommodate tapering the southbound lanes from four to two, the original study area for the I-5986 project was extended southward to a point south of Exit 55 in November 2018. The proposed project's impacts to streams and wetlands in this "Extension Area" (see Figure 2) have not been included in this estimate. NCDOT will complete the delineation of this area in the Spring of 2019 and update the permit and certification applications accordingly.

Bicycle and Pedestrian Facilities

Local planners have noted bicycle and pedestrian activity and a need for more pedestrian and bicycle facilities in some areas. NCDOT Division of Bicycle and Pedestrian Transportation has made recommendations for NCDOT STIP project I-5986. The Division recommended:

- Five-foot paved shoulders on Cumberland County bridge #250154 (Wade-Stedman Road over I-95) to accommodate NC State Bike Route 5
- Replacement of existing sidewalks on new overpass bridges
- A minimum of four-foot paved shoulders on all new overpass bridges

Detours During Construction

The proposed project involves the replacement of bridges over I-95, and temporary construction closures are likely. Concurrent closures of adjacent overpass bridges will be avoided to allow for offsite traffic detours. Local Emergency Medical Services (EMS), other local first responders, public school buses, and transit services regularly use I-95 and its interchanges and overpasses. These entities have expressed some concern about construction closures and detour routes. To address these concerns, NCDOT will notify the following of closures and detour routes in their respective jurisdictions:

- Cumberland County Emergency Services
- Cumberland County Sheriff's Office
- Cumberland County EMS
- Cumberland County Schools Transportation Department
- Cumberland County Community Transportation Program
- Harnett County Emergency Services
- Harnett County EMS
- Harnett County Sheriff's Office
- Harnett County School Transportation

- Harnett Area Rural Transit System (HARTS)
- Dunn Emergency Services
- Dunn Police Department
- Johnston County Emergency Services
- Johnston County Sheriff's Office
- Johnston County Area Transit System (JCATS)
- Benson Police Department
- Benson Fire Department
- NC State Highway Patrol (Troops B and C).

Land uses surrounding the interchanges are commercial, industrial, agricultural, and residential. NCDOT will make all reasonable efforts to maintain access to these properties during construction. In addition, many of the businesses in the vicinity of the interchanges rely on customers who reach these establishments from I-95. Therefore, it is important that all detour routes and closures be adequately signed and advertised.

Public Involvement

Design Public Meetings were held at the Falcon's Children's Home in Falcon on October 18, 2018 and at the Hampton Inn in Benson on November 8, 2018 for STIP project I-5986. Local Officials' Meetings were held in Falcon and Benson concurrently with the Design Public Meeting. An additional Local Officials' Meeting was held at the Dunn Community Center in Dunn on October 17, 2018. The most recent designs for I-5877, I-5878, and I-5883 were also on display. More than 160 and 210 people attended the meetings in Falcon and Benson, respectively. Public comments received were related to:

- Right-of-way, access, drainage, and noise/light impacts to individual parcels and businesses
- Addition of interchange at the new Cub Road/S. Market Street overpass
- Reopening of a connection between Church Street and the I-95 southbound off-ramp at Exit 79
- Extension of service roads over Mingo Swamp to connect the new Cub Road/S. Market Street overpass to Hodges Chapel Road
- Roundabouts – both in favor of and against
- Congestion in Benson
- Aesthetics and lighting in Benson
- Inclusion of pedestrian and bicycle accommodations
- Safety and congestion concerns about the road configurations and turning movements in the vicinity of Exit 58
- Requests for roundabouts at Exit 72
- Suggestions on the alignment of ramps and service roads

In response to these comments, NCDOT has agreed to add access points, evaluate alternative alignments for several service roads, and perform additional congestion management studies at intersections impacted by new traffic patterns. It is anticipated that any resulting alignment changes would occur after approval of the environmental document. Some impacts may need to be updated after the plans are altered. These impacts are noted in the Project Commitments.

Temporary Occupancy of Highway Right of Way

NCDOT permitted an authorized temporary use of right-of-way (ROW) for the Benson Dog Park (Figure 2) and included clauses in an encroachment agreement that clearly state that the dog park is temporary. The approval for a temporary, gated encroachment in the existing control of access at the I-95/NC 50 interchange area for a proposed dog park was subject to detailed requirements outlined initially in a memo to

the Chief Engineer (April 6, 2016) and again in a ROW encroachment agreement (August 11, 2017) between NCDOT and the Town of Benson. There was no expectation of long-term right or public expectation to occupy the transportation ROW by the Town of Benson. Documentation made it clear that any non-transportation activity on the reserved ROW will cease once the land is required for completion of the transportation project. The agreement states that NCDOT may terminate the agreement at any time if any future improvements to NC 242 and/or I-95 deems necessary. A copy of the memo and encroachment agreement may be referenced in the project file.

The proposed I-95 northbound off-ramp at Exit 79 in Benson is expected to impact a portion of the Benson Dog Park. NCDOT presented these impacts at the public meetings in Benson and Falcon. In addition, NCDOT has directly communicated with Town of Benson staff members about the impacts to the dog park in small group meetings and at the local officials' meeting in Benson.

Impacts to Voluntary Agricultural Districts

Harnett County has a Voluntary Agricultural District (VAD) program. It is anticipated that two farms that participate in the Harnett County VAD program will be impacted by the I-5986 project.

Weeks Farms, Inc., owns a small (<1 acre) parcel located on Glen Eagle Road near the large farm pond. This parcel will be impacted by right-of-way acquisition, and land within this VAD will be temporarily converted to non-agricultural use as part of a temporary construction easement to allow for the realignment of Glen Eagle Road.

The other farm property is owned by Lewis Farm and is located southeast of the Exit 70 interchange. This parcel is bordered by I-95 to the west, SR 1786 (Gainey Road) to the east, and the county line to the south. Construction easements will likely be required from the Lewis Farm property.

If right-of-way is to be acquired from the Weeks Farms, Inc., VAD parcel on Glen Eagle Road through eminent domain, the Harnett County VAD Ordinance and North Carolina General Assembly §106-740 states that no state or local public agency or governmental unit may formally initiate any action to condemn any interest in qualifying farmland within a VAD until such agency or unit has requested the Advisory Board hold a public hearing on the proposed condemnation. Also, any VAD lands converted to non-agricultural use as part of a temporary construction easement must be returned to farmable condition by the project's completion.

F. Project Impact Criteria Checklists:

<u>Type III Actions</u>		Yes	No
<p>If the proposed improvement is identified as a Type III Class of Action answer all questions.</p> <ul style="list-style-type: none"> • The Categorical Exclusion will require FHWA approval. • If any questions are marked "yes" then additional information will be required for those question in Section G. 			
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (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 type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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"/>
<u>Type III Actions (continued)</u>		Yes	No
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 checked="" type="checkbox"/>	<input 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

1. 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 (*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 the northern long-eared bat for the NCDOT program is "May Affect Likely to Adversely Affect." The PBO provides incidental take coverage for northern long-eared bats 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 Cumberland, Harnett, and Johnston counties.

Extension Area

The study area for the I-5986 project was extended southward to a point south of Exit 55 in November 2018, after the closure of survey windows for threatened and endangered species (see table). Therefore, surveys in this "Extension Area" (see Figure 2) have not been conducted prior to the completion of this CE.

Federally Protected Plant and Animal Species – Cumberland County, NC

Common Name	Scientific Name	Federal Status ¹	Survey Window
Vertebrates			
American alligator	<i>Alligator mississippiensis</i>	T (S/A)	Year round (only warm days in winter)
Cape Fear shiner	<i>Notropis mekistocholas</i>	E	April – June (tributaries); year round (large rivers)
Red-cockaded woodpecker	<i>Picoides borealis</i>	E	Year round; November – early March (optimal)
Invertebrates			
Saint Francis' satyr butterfly	<i>Neonympha mitchellii francisci</i>	E	May 5 – June 6 and July 26 – August 21
Vascular Plants			
American chaffseed	<i>Schwalbea americana</i>	E	May - August (1-2 months after a fire)
Michaux's sumac	<i>Rhus michauxii</i>	E	May - October
Pondberry	<i>Lindera melissifolia</i>	E	February - October
Rough-leaved loosestrife	<i>Lysimachia asperulaefolia</i>	E	Mid May - June

¹T (S/A) = Threatened by similarity of appearance; E = Endangered

A review of the North Carolina Natural Heritage Database on January 18, 2019 indicates no know populations of any Federally threatened or endangered species within 3 miles of the Extension Area. The habitat in the Extension Area includes tributaries to the Cape Fear River and disturbed highway right of way. Duck Swamp, a pocosin, is located southeast of the Extension Area. Based on these habitats, Cape Fear shiner, Saint Francis' satyr butterfly, American chaffseed, Michaux's sumac, pondberry, and rough-leaved loosestrife may be present in the Extension Area. The absence of large stands of longleaf pine makes populations of red-cockaded woodpecker unlikely in the Extension Area.

NCDOT will complete threatened and endangered species surveys in the Extension Area during appropriate survey windows and coordinate with the US Fish and Wildlife Service (USFWS) and North Carolina Wildlife Resources Commission (NC WRC), as appropriate.

Cape Fear Shiner

After the aquatic species surveys for Cape Fear shiner in Cumberland County, the project study area was expanded around Exits 58, 61, and 65 to accommodate possible alternatives developed by the Design-Build teams. NCDOT will complete Cape Fear shiner species surveys in this expanded area during appropriate survey windows and coordinate with the US Fish and Wildlife Service (USFWS) and North Carolina Wildlife Resources Commission (NC WRC), as appropriate.

Atlantic Pigtoe

On October 10, 2018, the USFWS proposed threatened status for the Atlantic pigtoe (*Fusconaia masoni*), a freshwater mussel found in the Neuse River Basin and Cape Fear River Basin. As part of this project, NCDOT surveyed suitable habitat for Atlantic pigtoe in the Neuse River Basin in Johnston County. No individuals were found in the project study area. It is possible for the Atlantic pigtoe to occur in some of the streams located in the study area in the Cape Fear River Basin in Cumberland, Harnett, and Johnston counties; however, no streams within the Cape Fear River Basin were assessed during the survey window. NCDOT will complete threatened and endangered species surveys for the Atlantic pigtoe in the Cape Fear River Basin during appropriate survey windows and coordinate with the

US Fish and Wildlife Service (USFWS) and North Carolina Wildlife Resources Commission (NC WRC), as appropriate.

10. Streams north of the proposed S. Market Street/Cub Road overpass drain to the Neuse River and are covered by the Neuse Basin Buffer Rule (15A NCAC 02B.0233). The rule requires 50-foot riparian buffers along all surface waters in the Neuse River Basin and prohibits development within the buffers. The rule was updated by Session Law 2011-394 Section 17, which allowed limited residential development within the outer 20 feet of the riparian buffer. The estimated buffer impacts are 89,233 square feet from the I-5986 project, based on construction limits with a 25-foot buffer. These estimated impacts include 42,912 square feet in Buffer Zone 1 and 46,321 square feet in Buffer Zone 2. NCDOT will arrange for mitigation of any nonallowable impacts to Neuse River buffers.

Hannah Creek, located at I-95 north of proposed S. Market Street/Cub Road overpass is on the North Carolina 2016 Final 303(d) list of impaired waters due to low dissolved oxygen. The listing also covers the unnamed tributary to Hannah Creek at I-95 on the northside of the Exit 79 interchange. The estimated impacts to these impaired waters are 430 linear feet from the I-5986 project, based on construction limits with a 25-foot buffer. NCDOT will minimize the risk of nutrient runoff to these streams using the most protective sediment and erosion-control best management practices (BMPs) described in the recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox*.

12. Due to their spatial and schedule proximity, STIP project I-5986 will be permitted with I-5883, I-5877, and I-5878. NCDOT has coordinated with USACE throughout the planning and design processes and pursued all means of avoidance and minimization. USACE has determined that the four projects are expected to receive a single, phased, 404 Individual Permit. In general, the USACE Wilmington District issues an IP for projects that result in 0.5 acre or more of fill to Waters of the US or 300 linear feet or more of stream impacts or if the project is considered by the agency to be a major action. This permit requires a full public interest review, including public notices and coordination with involved agencies, interested parties, and the general public.
16. Cumberland, Harnett, and Johnston counties are participants in the Federal Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). Portions of this project (near Reese Creek, unnamed tributary [UT] to Cape Fear River north of Smithfield Road, Black River, Stony Run, UT to Mingo Swamp north of Exit 77, and Mingo Swamp) occur within a Flood Hazard Zone, designated as Zone AE, for which the 100-year base flood elevations and corresponding regulatory floodway have been established. The NCDOT Hydraulic Unit will coordinate with FEMA to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for this project. If required, the Division will submit sealed as-built construction plans to the Hydraulic Unit upon project completion certifying the project was built as shown on the construction plans.
22. Access along I-95, I-40, and I-95 Business will remain fully controlled. The proposed project will add a free-flowing ramp with full access control to carry northbound I-95 traffic onto NC 295 westbound. Project I-5986 will also realign service roads that are directly connected to the I-95 ramps and change access control on these ramps to full control of access. In general, access will also be partially controlled along cross streets in the vicinity of the interchanges to restrict left turns and limit driveways to one per parcel.

28. A traffic noise evaluation was performed that identified seven noise barriers that preliminarily meet feasibility and reasonableness criteria found in the NCDOT Traffic Noise Policy (2016). A more detailed analysis will be completed during project final design. Noise barriers preliminarily found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors. Conversely, noise barriers that preliminarily were not considered feasible and reasonable may meet the established criteria and be recommended for construction. Per the noise policy, balloting may also affect noise wall locations. This evaluation was conducted in accordance with the highway traffic noise requirements of Title 23 Code of Federal Regulations Part 772.

The source of this traffic noise information presented here is the *STIP I-5986 Traffic Noise Report, I-95, From I-95 Business/US 301 (Exit 56) to I-40 (Exit 81), Cumberland, Harnett, and Johnston Counties* (Ramey Kemp & Associates, December 2018). The study area for the I-5986 project was extended southward to a point south of Exit 55 in November 2018. Field measurements and noise analyses in this “Extension Area” (see Figure 2) were not included in the above referenced traffic noise report. NCDOT will update the traffic noise report to include the Extension Area.

In accordance with NCDOT Traffic Noise Policy, federal/state governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of this CE.

Noise Impacts

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

Predicted Traffic Noise Impacts by Alternative¹

Alternative	Traffic Noise Impacts			
	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Design Year 2040 Build Conditions	162	6	2	170

¹Per TNM 2.5 and in accordance with 23 CFR Part 772

Construction noise impacts may occur if noise-sensitive receptors are in close proximity to project construction activities. All reasonable efforts should be made to minimize exposure of noise sensitive areas to construction noise impacts.

Noise Barriers

Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise. For this project, earthen berms are not found to be a viable abatement measure because the additional right-of-way, materials, and construction costs are estimated to exceed the NCDOT maximum allowable base quantity of 4,200 cubic yards per benefited receptor plus an incremental increase as defined in the NCDOT Traffic Noise Policy.

A noise-barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. The following table summarizes the results of the evaluation.

Preliminary Noise Barrier Evaluation Results

NSA	Noise Barrier Location	Length/ Height ¹ (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor/ Allowable Square Feet per Benefited Receptor	Preliminarily Feasible and Reasonable ("Likely") for Construction ²
1	NW1-1: West of I-95, north of the I-95 Business/US 301 exit ramp	1,200/ 17	20,700	15	1,380/1,500	Yes
2	NW2-1: East of I-95, north of the entrance ramp from I-95 Business/US 301	1,150/ 12	13,400	9	1,488/1,500	Yes
3	NW3-1: West of I-95, north of the I-95 overpass for Baywood Road	1,050/ 13	13,900	3	4,633/1,500	No ³
13	NW13-1: West of I-95, north of Percy Strickland Road	800/ 16	12,800	2	6,401/1,500	No ³
15	NW15-1: West of I-95, north of the NC 82 exit ramp	1,550/ 18	27,750	3	9,250/1,500	No ³
19	NW19-1: West of I-95, south of Bud Hawkins Road	700/ 11	7,900	4	1,975/2,000	Yes
20/ 22	NW20-1: East of I-95, north of Bud Hawkins Road	750/ 14	10,800	3	3,600/1,500	No ⁴
21	NW21-1: West of I-95, north of Bud Hawkins Road	750/ 19	13,950	2	6,975/2,000	No ⁴
	NW21-2: West of I-95, north of Bud Hawkins Road	1,600/ 10	16,000	5	3,200/2,000	No ³
23	NW23-1: West of I-95, north of Long Branch Road	550/ 12	6,850	3	2,283/1,500	No ³
	NW23-2: West of I-95, south of the Spring Branch Road/Pope Road entrance ramp	1,650/ 15	24,300	10	2,430/1,500	No ³
24	NW24-1: East of I-95, north of Long Branch Road	600/ 16	9,850	2	4,925/2,000	No ³
28	NW28-1: East of I-95, north of US 421	800/ 19	15,250	3	5,083/1,500	No ³
29	NW29-1: West of I-95, north of Jonesboro Road	450/ 11	5,150	2	2,575/2,000	No ³
	NW29-2: West of I-95, north of Jonesboro Road	350/ 13	4,550	2	2,275/2,000	No ³
30	NW30-1: East of I-95, north of Jonesboro Road	550/ 13	7,150	4	1,788/2,000	Yes

NSA	Noise Barrier Location	Length/ Height ¹ (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor/ Allowable Square Feet per Benefited Receptor	Preliminarily Feasible and Reasonable ("Likely") for Construction ²
	NW30-2: East of I-95 north of Jonesboro Road	650/11	7,200	2	3,600/2,000	No
31	NW31-1: West of I-95, north of Hodges Chapel Road exit ramp	1,250/ 13	15,950	15	1,063/2,000	Yes
32	NW32-1: East of I-95, north of Hodges Chapel Road	500/ 11	5,600	3	1,867/2,500	Yes
33	NW33-1: West of I-95, south of NC 50	950/ 14	13,050	7	1,864/1,500	No ³
35	NW35-1: West of I-95, south of I-40	1,300/ 19	24,700	6	4,117/1,500	No ⁴
	NW35-2: West of I-95, south of I-40	600/ 17	10,000	2	5,000/1,500	No ³
	NW35-3: South of I-40, east of the US 301 overpass	650/ 12	7,600	3	2,533/1,500	No ³
	NW35-4: West of I-95, south of I-40	800/12	9,400	8	1,175/1,500	Yes
36	NW36-1: East of I-95, adjacent to the I-40 exit ramp	800/ 11	8,900	3	2,967/2,000	No ³

¹Average wall height. Actual wall height at any given location may be higher or lower.

²The likelihood for barrier construction is preliminary and subject to change, pending completion of final design and the public involvement process.

³Barrier is not reasonable due to the quantity per benefited receptor exceeding the allowable quantity per benefited receptor

⁴Barrier is not reasonable due to an inability to achieve at least 7-dBA noise reduction for at least one benefited receptor.

29. Farmland soils eligible for protection under the Farmland Protection Policy Act (FPPA) are present within the project footprint. Approximately 63.7 acres of Prime Farmland and Farmland of Statewide Importance are expected to be converted to permanent transportation uses with the construction of I-5986. This includes 41.7 acres in Cumberland County, 15.4 in Harnett County, and 6.6 in Johnston County based on the anticipated additional right of way required. These totals do not include impacts from the elevated U-turn at Exit 58 or from the Extension Area in Cumberland County. U.S. Department of Agriculture form NRCS-CPA-106 (attached for each county) rates the farmland impacts of corridor projects. Total scores of 113 in Cumberland County, 129 in Harnett County, and 112 in Johnston County out of 260 points were calculated for the I-5986 project. Based on these scores, mitigation for farmland impacts is not anticipated. Impacts to farmlands within Cumberland County will need to be reassessed as part of the design-build process. If final designs change the project footprint in Harnett and Johnston counties, then NCDOT must reassess the impacts to farmlands.

H. Project Commitments

**Cumberland, Harnett, and Johnston Counties
I-95 Widening
Federal Project No. NHP-0095(057)
WBS No. 47532.1.1
TIP No. I-5986**

In addition to the standard Section 404 Individual Permit Conditions, any Section 404 Special Conditions, Regional Conditions, State Consistency Conditions, use of the most protective sediment and erosion-control best management practices in NCDOT's *Guidelines for Best Management Practices for Protection of Surface Waters*, General Certifications, and Section 401 Conditions of Certification the following special commitments have been agreed to by NCDOT:

Division 6 Construction, Resident Engineer's Office – Offsite Detours and Lane Closures

In order to have time to adequately reroute school buses, NCDOT will contact Cumberland County Transportation Department at (910) 678-2581, Harnett County Schools Transportation at (910) 893-3270, and Johnston County Public Schools Transportation Services at (910) 934-6031 at least one month prior to road closures in their respective jurisdictions.

NCDOT will contact Cumberland County Emergency Services at (910) 321-6736, Cumberland County Sheriff's Office at (910) 323-1500, Cumberland County EMS at (910) 615-5600, Harnett County Emergency Services at (910) 893-7580, Harnett County EMS at (910) 893-7563, Harnett County Sheriff's Office at (910) 893-9111, Dunn Emergency Services at (910) 892-1211, Dunn Police Department at (910) 892-2399, Johnston County Emergency Services at (919) 989-5050, Johnston County Sheriff at (919) 989-5010, Benson Police Department at (919) 894-2091, Benson Fire Department at (919) 894-8990, NC State Highway Patrol Troop B at (910) 486-1058, and NC State Highway Patrol Troop C at (919) 733-3911 at least one month prior to road and lane closures in their respective jurisdictions to make the necessary temporary reassignments to primary response routes.

NCDOT will contact the Cumberland County Community Transportation Program at (910) 678-7600, HARTS at (910) 814-4019, and JCATS at (919) 202-5030 at least one month prior to road closures to make the necessary temporary reassignments to transit routes.

Division 6 Construction, Resident Engineer's Office – Business and Agricultural Access

To the extent feasibly possible, NCDOT will maintain access to business and agricultural parcels during construction and communicate with property owners about changes in, or limitations to, property access.

Division 6 Construction, Resident Engineer's Office – Construction Noise

NCDOT will make all reasonable efforts to minimize construction noise exposure to sensitive receptors.

Division 6 Construction, Resident Engineer's Office – Construction Plans

This project involves construction activities in, or adjacent to, FEMA-regulated stream(s). Therefore, NCDOT Division 6 staff shall submit sealed, as-built construction plans to the NCDOT Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built, as shown, in the construction plans, both horizontally and vertically.

Division 6 Construction, Resident Engineer's Office – Northern Long-eared Bat Compliance

After project completion, the contract administrator for construction must submit the actual amount of tree clearing reported in tenths of acres. This information should be submitted at: <https://connect.ncdot.gov/site/construction/biosurveys/Lists/Northern%20Long%20Eared%20Bat/AllItems.aspx>

Division 4 District Engineer and Project Development Engineer – Temporary Occupancy of Highway Right of Way

The Division 4 District Engineer and Project Development Engineer will collaborate with the Town of Benson to update the Right-of-Way Encroachment Agreement for the Benson Dog Park.

Design-Build Team, Work Zone Traffic Control, and Division 6 Construction, Resident Engineer's Office – Traffic Management Plan

The Transportation Management Plan will include staggered closing of interchanges, advertisements of any closures and detour routes, and detour signage to mitigate construction related travel time and congestion impacts on emergency services.

Roadway Design, Structure Design, Division 6 Project Manager, and Design-Build Team – Bicycle and Pedestrian Accommodations

A minimum of five-foot, paved shoulders will be provided on Cumberland County bridge #250154 (Wade-Stedman Road over I-95) to accommodate NC State Bike Route 5. Existing sidewalks will be replaced if disturbed. A minimum of four-foot, paved shoulders will be provided on all new overpass bridges.

Hydraulic Unit - Conditional and Final Letters of Map Revision

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of the project, with regard to applicability of the NCDOT Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

Division 6 Division Planning Engineer – Bicycle/Pedestrian Access During Construction

The Project Planning Engineer will coordinate with NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the necessary level of bicycle/pedestrian accommodation during construction.

Design-Build Team – Farmland Impacts

The Design-Build Team will reassess farmland impacts in Cumberland County based on their design.

Division 6 Division Planning Engineer, Project Manager, and Design-Build Team – Farmland Impacts

If a new alignment outside of the project footprint in Harnett and Johnston counties is considered and selected, NCDOT will reassess farmland impacts.

Division 6 Project Manager Engineer, Right-of-Way Agent, and Resident Engineer's Office - Coordination with Other Projects

NCDOT will coordinate right-of-way, utilities, hydraulics, traffic control, permitting, and construction of I-5986 with NCDOT STIP projects I-5883, I-5877, and I-5878.

NCDOT Noise and Air – Extension Area

NCDOT will perform noise measurements and analyses in the Extension Area between Exit 56 and a point 2,500 feet south of the Exit 55 bridge. NCDOT will update the traffic noise report with the findings.

Division 6 Division Environmental Officer and NCDOT Biological Surveys Group – Extension Area

NCDOT will perform wetland delineations and surveys for threatened and endangered species in the Extension Area between Exit 56 and a point located 2,500 feet south of the Exit 55 bridge. If resources are located, NCDOT will update permits and coordinate with state and federal agencies as appropriate.

NCDOT Biological Surveys Group and Division 6 Division Environmental Officer – Cape Fear Shiner

NCDOT will perform surveys for the Cape Fear shiner (*Notropis mekistocholas*) in the expanded study area near Exits 58, 61, and 65 during the appropriate survey window. If resources are located, NCDOT will coordinate with state and federal agencies as appropriate.

NCDOT Biological Surveys Group and Division 6 Division Environmental Officer – Atlantic Pigtoe

NCDOT will perform surveys for the Atlantic pigtoe (*Fusconaia masoni*) in the portion of the study area in Cape Fear River Basin. If resources are located, NCDOT will coordinate with state and federal agencies as appropriate.

Division 6 Division Environmental Officer – Stream and Wetland Mitigation

The Division Environmental Officer will coordinate with Beth Harmon, NC Department of Environmental Quality Division of Mitigation Services (DMS), at (919) 707-8420 to arrange for stream and wetland mitigation of project impacts.

Division 6 Division Environmental Officer – Buffer Mitigation

The Division Environmental Officer will coordinate with Beth Harmon, NC Department of Environmental Quality Division of Mitigation Services (DMS), at (919) 707-8420 to arrange for buffer mitigation of project impacts in Johnston County. NCDOT, in coordination with DMS, will prepare and submit a buffer mitigation plan to the Division of Water Resources prior to the approval of the water quality certification.

Division 6 Project Manager and Right-of-Way Agent – Right-of-way Acquisition in Voluntary Agricultural Districts (VADs)

Prior to right-of-way acquisition, the NCDOT Project Manager will request that the Advisory Board hold a public hearing on the proposed condemnation of land within the Weeks Farms, Inc., VAD on Glen Eagle Road. The Project Manager will send the request to Lynn Lambert, 126 Alexander Drive, Suite 200, Lillington, NC 27546.

Division 6 Division Construction Engineer – Temporary Construction Easements in Voluntary Agricultural Districts (VADs)

The NCDOT Division Construction Engineer will ensure that any VAD lands converted to non-agricultural use as part of a temporary construction easement be returned to farmable condition by the project's completion.

Division 6 Division Construction Engineer, Right-of-Way Agent, NCDOT TPMU, FHWA, consultant – INFRA Grant quarterly reporting requirements

Infrastructure for Rebuilding America (INFRA) is a competitive grant program that is part of the Fixing America's Surface Transportation (FAST) Act. I-5986 is included in the program of projects for which NCDOT was awarded an INFRA Grant (I-95/US 70 (Future I-42) Innovative Technology and Rural Mobility Corridor Improvements). Quarterly reporting is required for all INFRA project components, regardless of funding type. Division 6 projects that are included in the INFRA program of projects include I-5986 A&B, I-5877, I-5878, I-5883, and I-5986C (ITS). At the time of the signing of this CE document, the term sheet and the INFRA reporting process are in development, guidance is forthcoming from FHWA. Division 6 should request a copy of the final term sheet from Jimmy Travis. Term sheet Item 12, Page 4 describes 'Quarterly Project Progress Reports'.

INFRA Contacts:

NCDOT Transportation Program Management Unit (TPMU), Jimmy Travis, PE – INFRA term sheet contact for NCDOT jtravis@ncdot.gov, 919-707-6602

FHWA Operations Engineer, Brad Hibbs, PE – INFRA reporting after NEPA is complete. bradley.hibbs@dot.gov, 919-747-7006

FHWA Planning & Environment Engineer, Kristina Solberg, PE – FHWA term sheet and INFRA reporting during NEPA phase, kristina.solberg@dot.gov, 919-747-7351

RS&H Transportation Engineer, Meredith Van Duyn, PE – consultant tasked by NCDOT management with gathering information from NCDOT Divisions 2 and 6 for the quarterly INFRA reporting. meredith.vanduynd@rsandh.com, 919-926-4102

I. Categorical Exclusion Approval

STIP Project No.	<u>I-5986</u>
WBS Element	<u>47532.1.1</u>
Federal Project No.	<u>NHP-0095(057)</u>

Prepared By:

1-30-19
Date

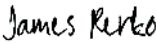


 Emaly N. Simone, Environmental Planner
 Michael Baker Engineering, Inc.

Prepared For: NCDOT Division 6

Reviewed By:

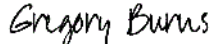
1/31/2019
Date

DocuSigned by:


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 James J. Rerko, Project Development and Environmental Analysis
 Engineer
 NCDOT Division 6

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

1/31/2019
Date

DocuSigned by:


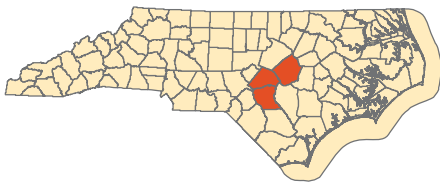
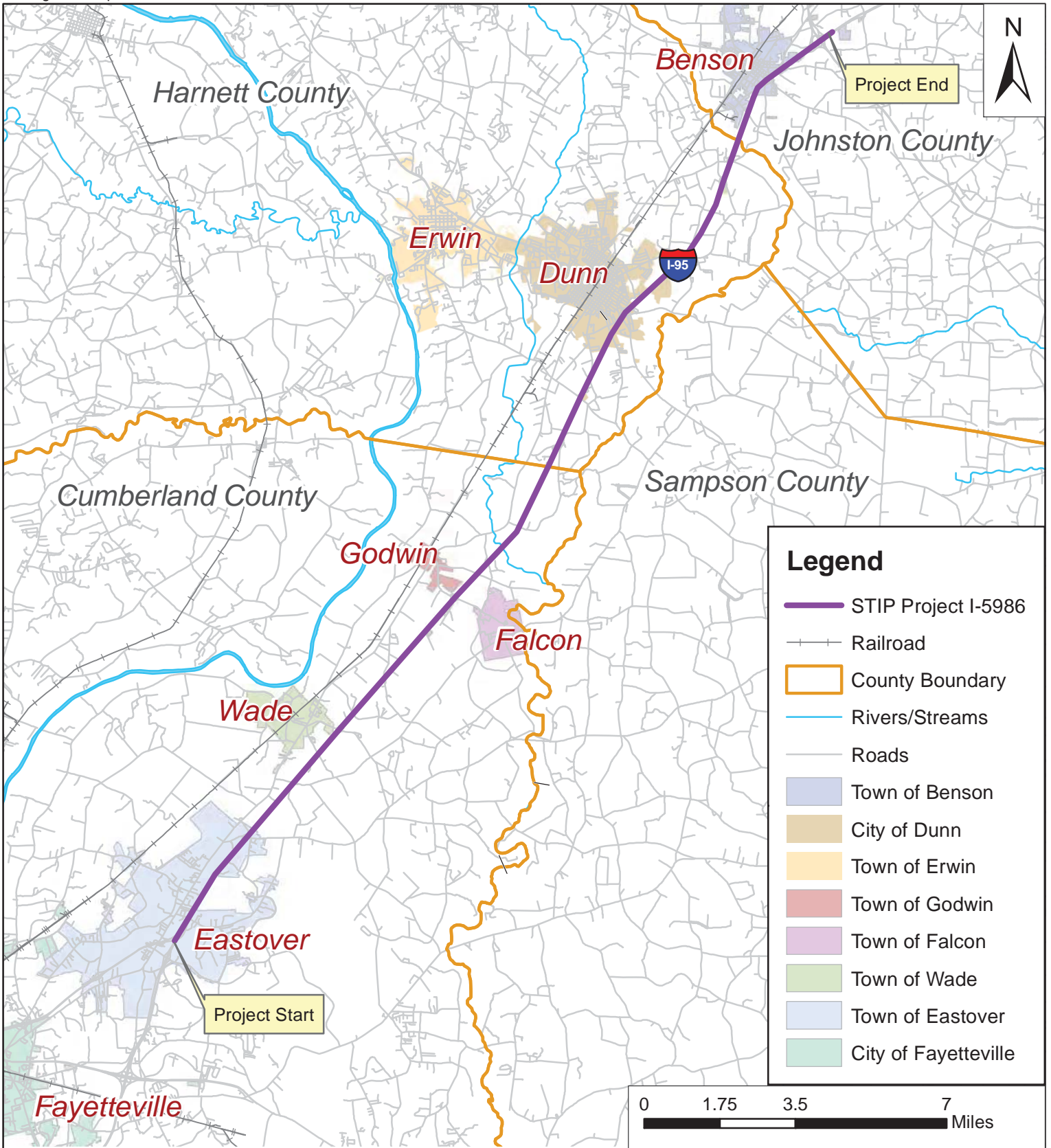
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 Greg Burns, PE, Division Engineer
 North Carolina Department of Transportation Division 6

FHWA Approval:

1/31/2019
Date

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



CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES

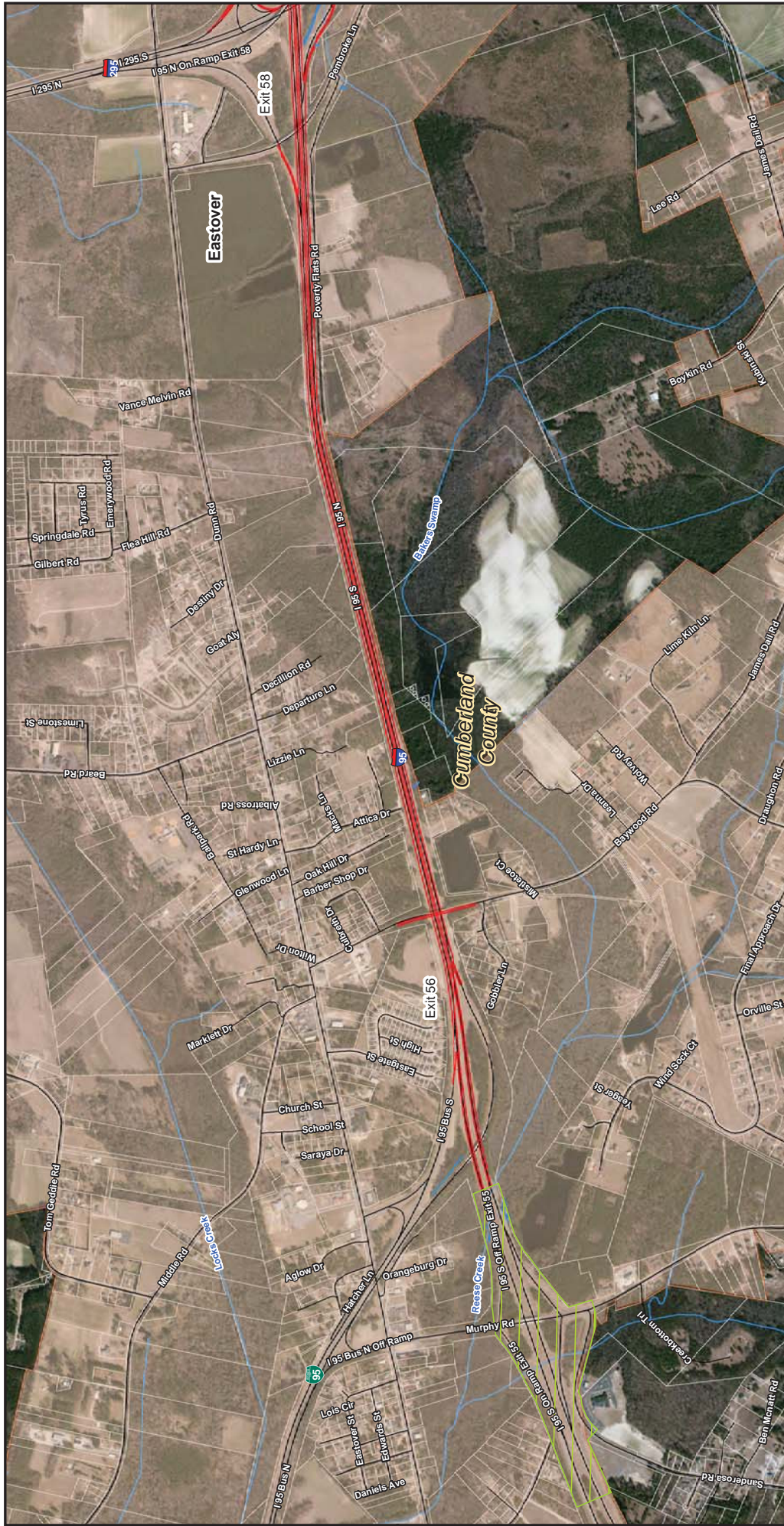


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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

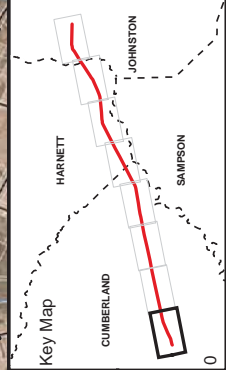
I-95 WIDENING FROM EXIT 56 (I-95 BUSINESS/US 301) TO EXIT 81 (I-40) CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES STIP PROJECT I-5986



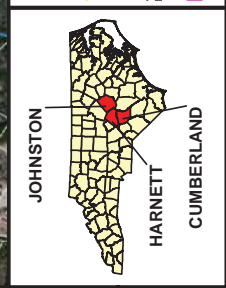
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

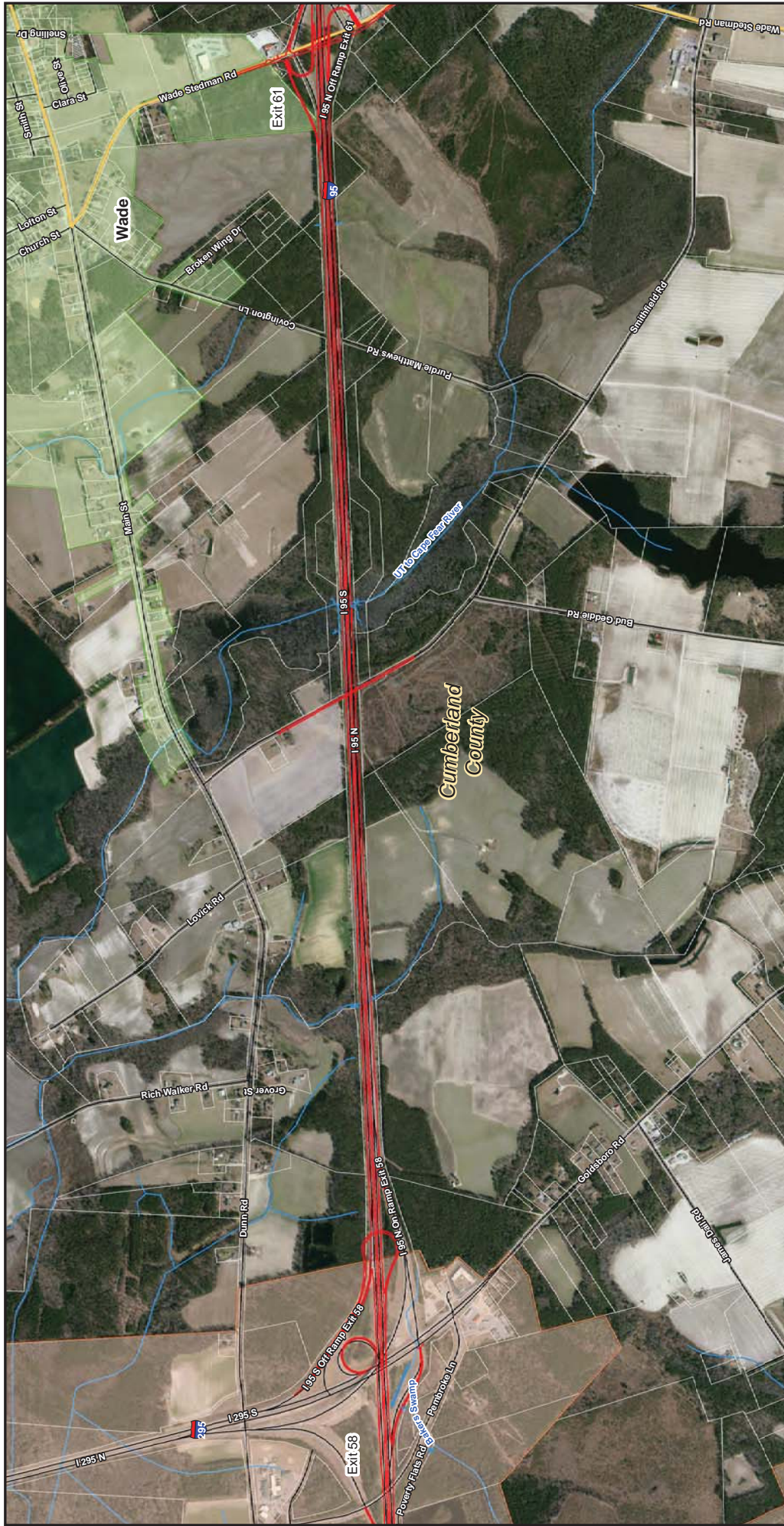
I-95 WIDENING FROM EXIT 56 (I-95 BUSINESS/US 301) TO EXIT 81 (I-40), CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES STIP PROJECT NO. I-5986

FIGURE 2-1 : Proposed Designs Map



- Legend**
- Current Designs
 - Extension Area
 - NC Bike Route 5
 - Benson Dog Park
 - NHD Streams
 - Parcels
 - County Boundaries
 - Rail Tracks
 - Weeks Farms, Inc and Lewis Farm
 - Voluntary Agricultural Districts
 - I-5877
 - I-5878
 - I-5883
- Municipalities**
- Benson
 - Dunn
 - Eastover
 - Falcon
 - Godwin
 - Wade





Legend

- Current Designs
- Extension Area
- NC Bike Route 5
- Benson Dog Park
- NHD Streams
- Parcels
- County Boundaries
- Rail Tracks
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- I-5877
- I-5878
- I-5883

Municipalities

- Benson
- Dunn
- Eastover
- Falcon
- Godwin
- Wade

Key Map

Scale

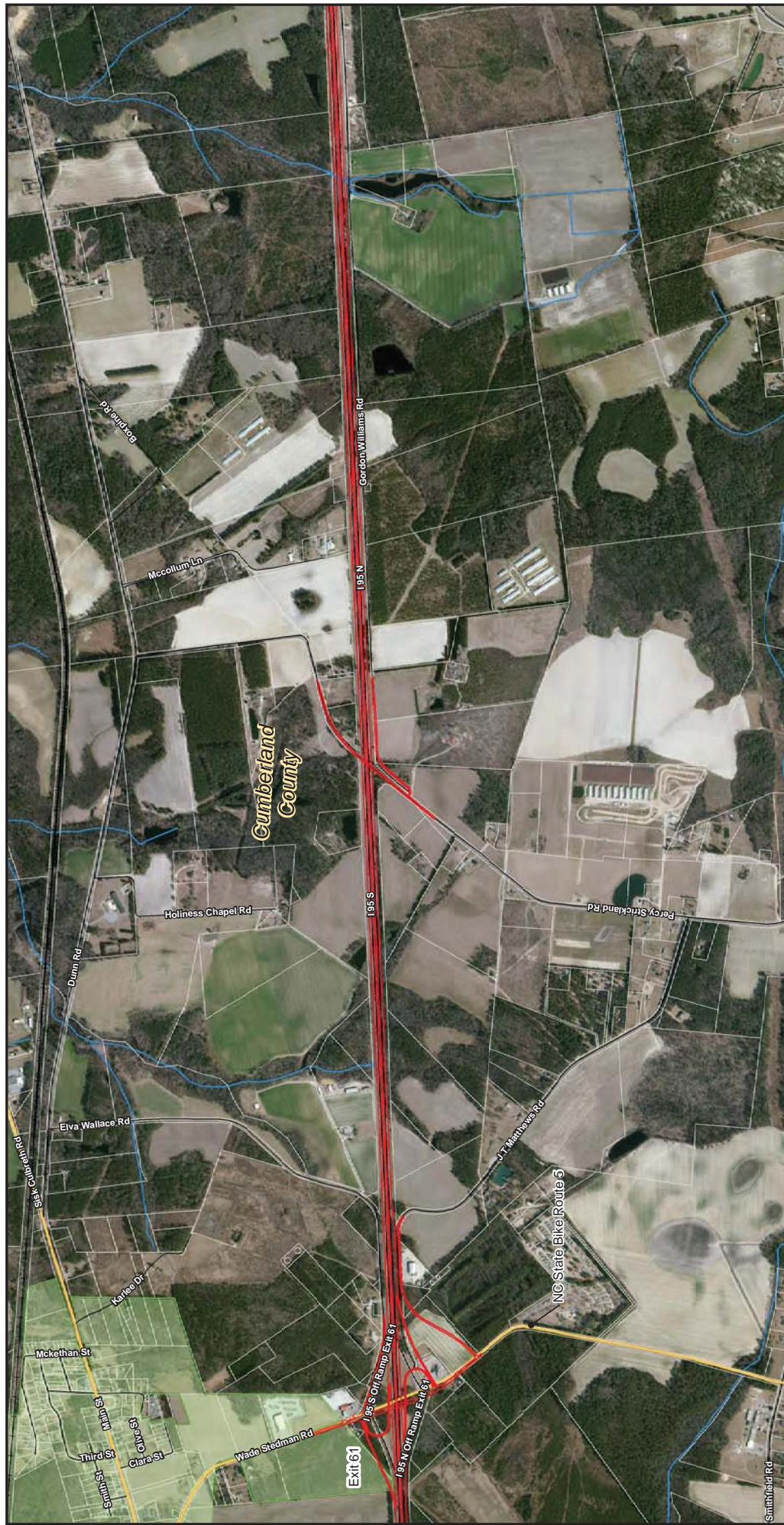
0 450 900 1,800 Feet

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

I-95 WIDENING FROM EXIT 56 (I-95 BUSINESS/US 301) TO EXIT 81 (I-40), CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES

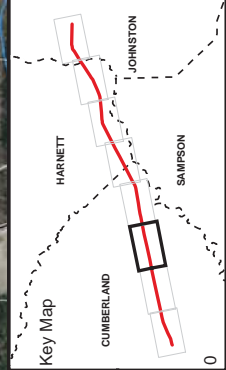
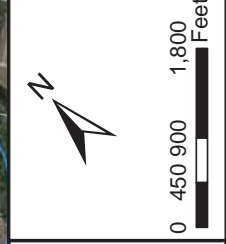
STIP PROJECT NO. I-5986

FIGURE 2- 2 : Proposed Designs Map



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

I-95 WIDENING FROM EXIT 56 (I-95 BUSINESS/US 301) TO EXIT 81 (I-40), CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES STIP PROJECT NO. I-5986



- Legend**
- Current Designs
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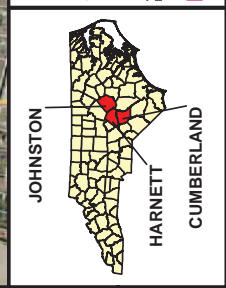
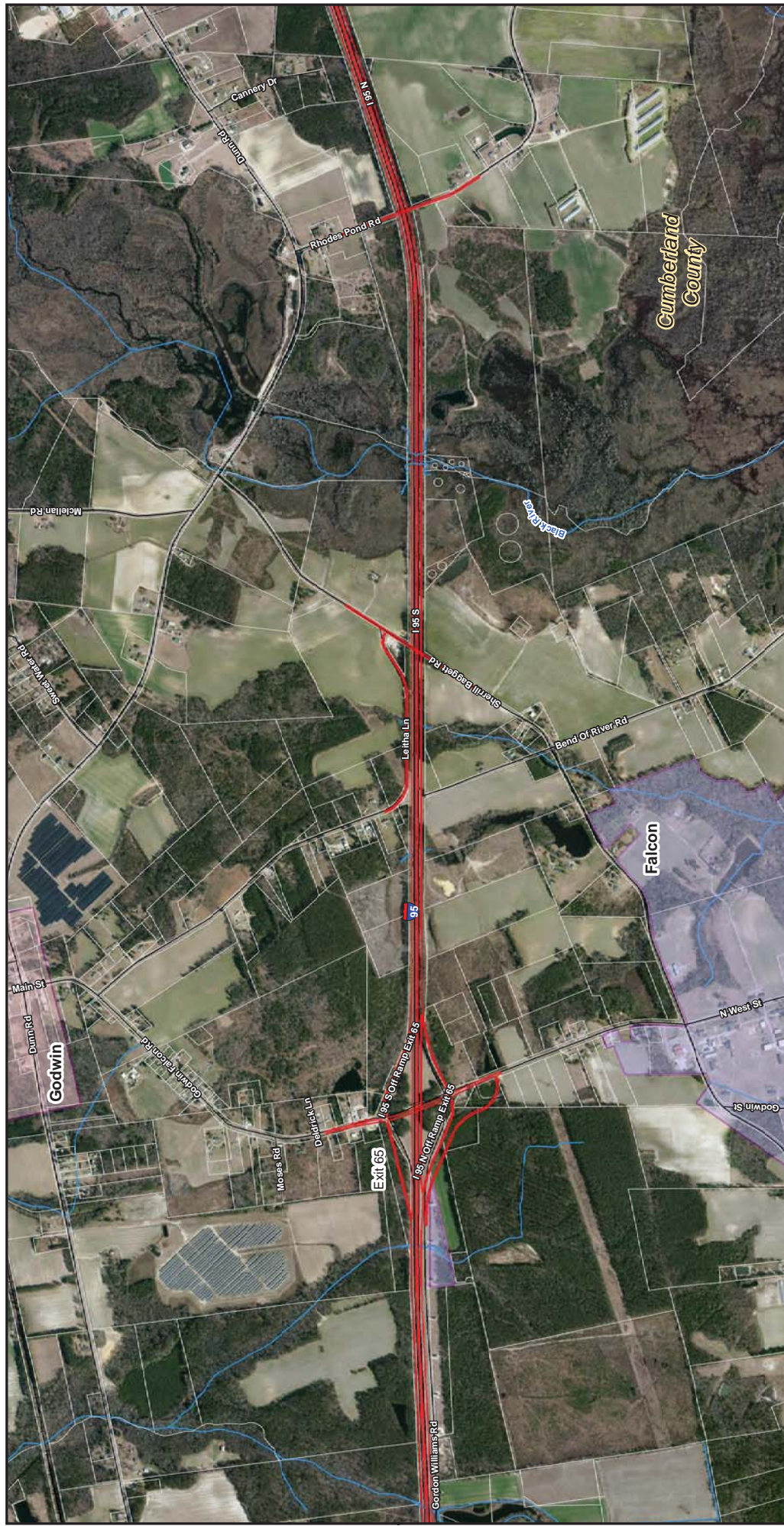


FIGURE 2-3 : Proposed Designs Map



JOHNSTON

HARNETT

CUMBERLAND

Legend

- Current Designs
- Extension Area
- NC Bike Route 5
- Benson Dog Park
- NHD Streams
- Parcels
- County Boundaries
- Rail Tracks
- Weeks Farms, Inc and Lewis Farm
- ★ Voluntary Agricultural Districts
- ★ I-5877
- ★ I-5883

Municipalities

- Benson
- Dunn
- Eastover
- Falcon
- Godwin
- Wade

Key Map

Scale

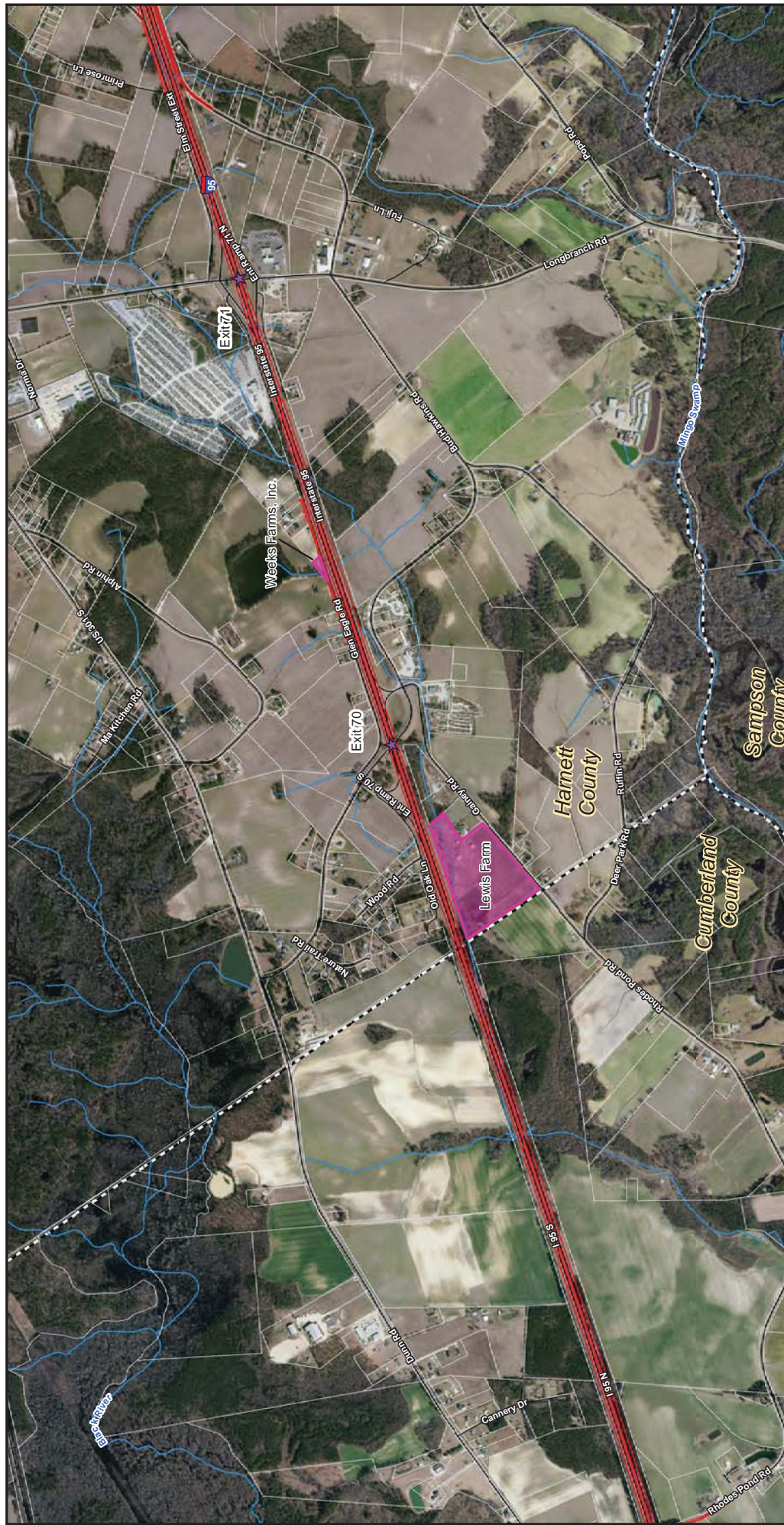
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North Carolina Department of Transportation

I-95 WIDENING FROM EXIT 56 (I-95 BUSINESS/US 301) TO EXIT 81 (I-40), CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES

STIP PROJECT NO. I-5986

FIGURE 2-4 : Proposed Designs Map



Legend

- Current Designs
- Extension Area
- NC Bike Route 5
- Benson Dog Park
- NHD Streams
- Parcels
- County Boundaries
- Rail Tracks
- Weeks Farms, Inc and Lewis Farm
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- I-5877 I-5878 I-5883

Municipalities

- Benson
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Key Map

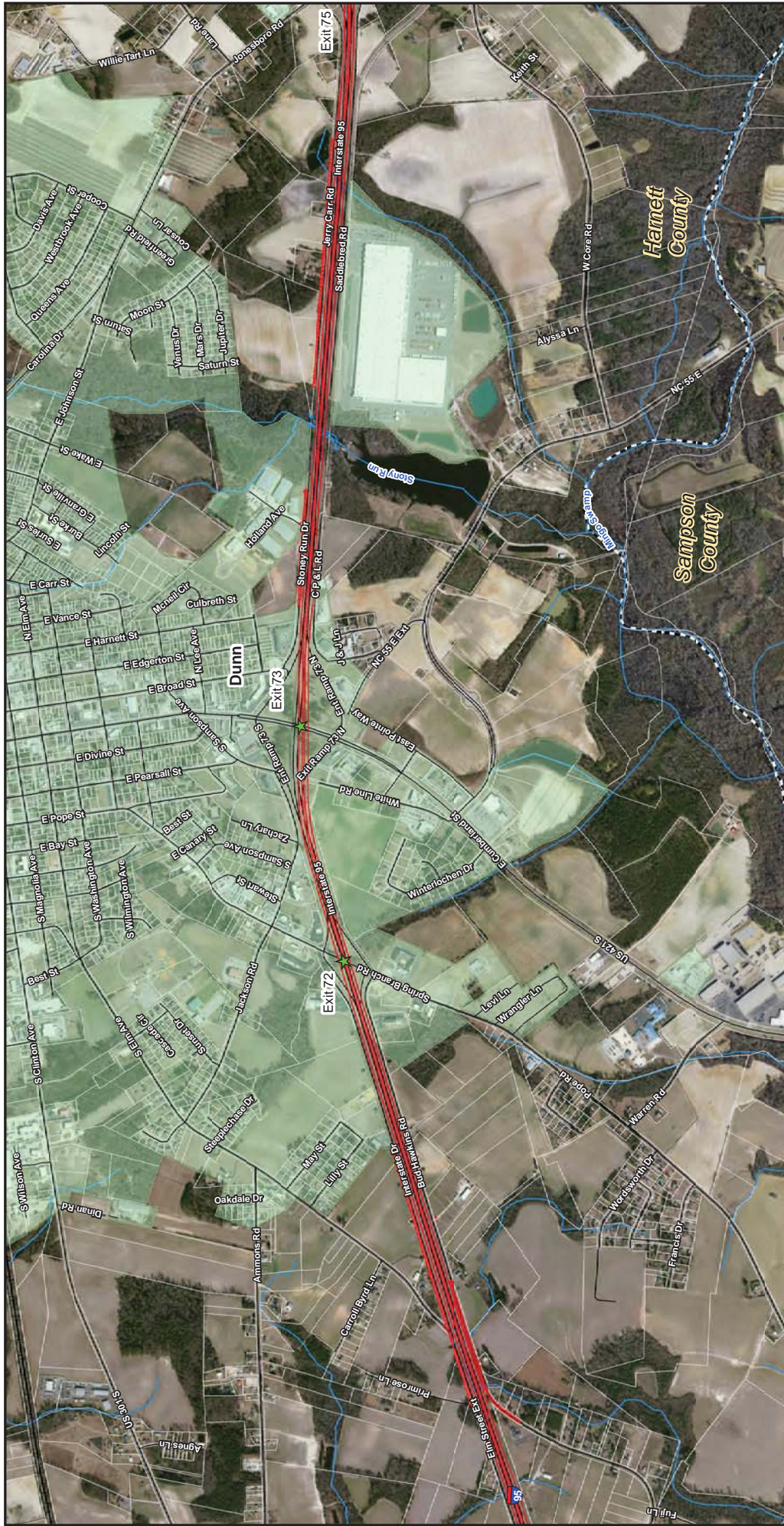
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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

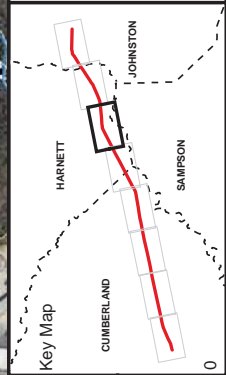
I-95 WIDENING FROM EXIT 56 (I-95 BUSINESS/US 301) TO EXIT 81 (I-40). CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES STIP PROJECT NO. I-5986

FIGURE 2-5 : Proposed Designs Map



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

I-95 WIDENING FROM EXIT 56 (I-95 BUSINESS/US 301) TO EXIT 81 (I-40), CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES STIP PROJECT NO. I-5986



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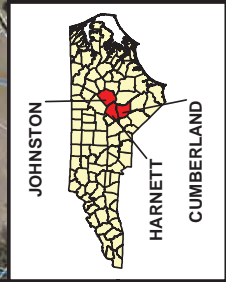
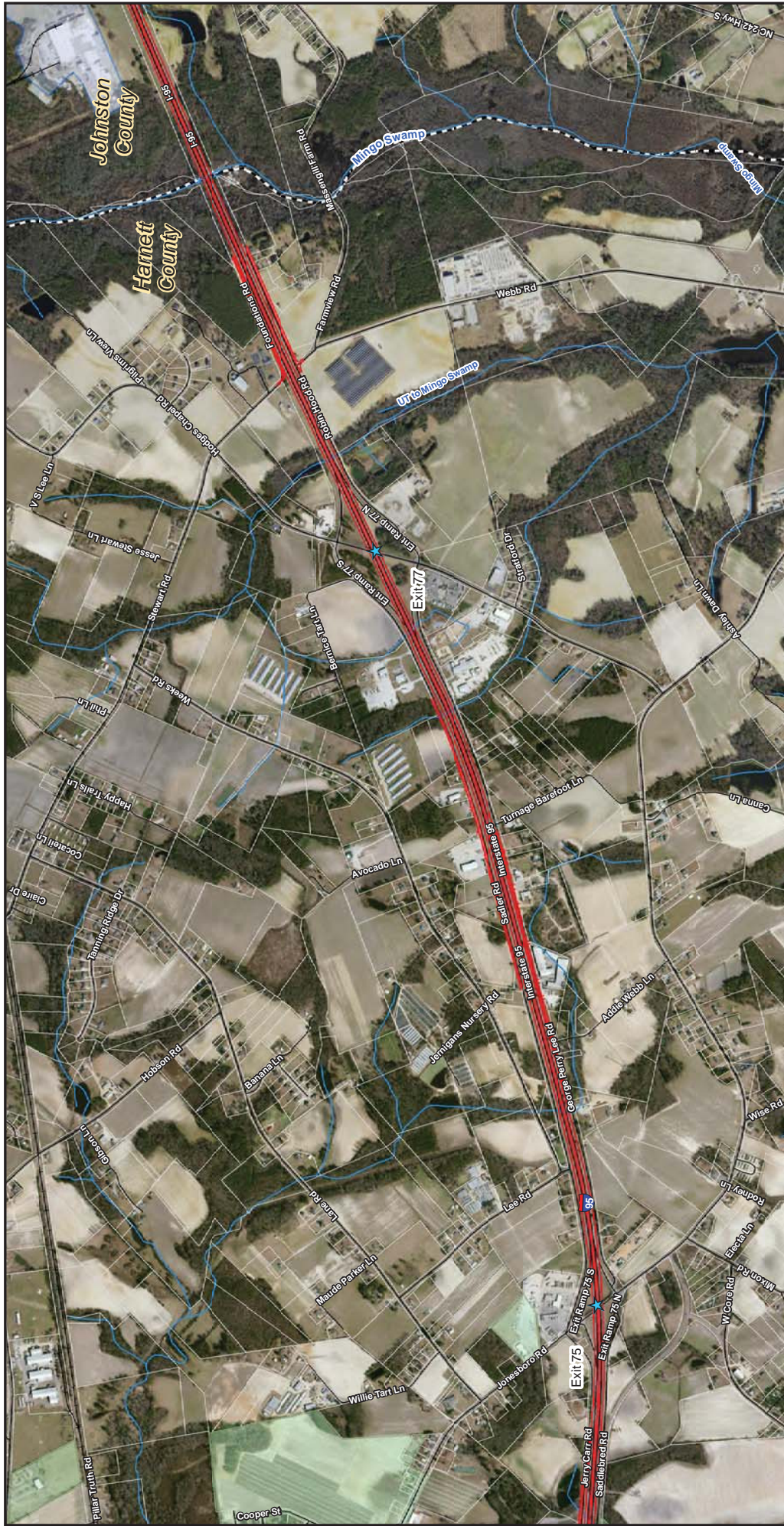
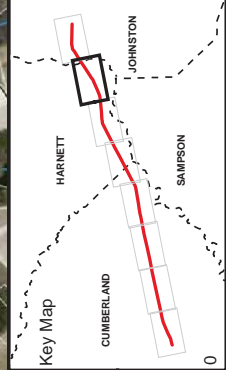
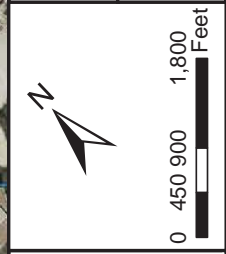


FIGURE 2-6 : Proposed Designs Map



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

I-95 WIDENING FROM EXIT 56 (I-95 BUSINESS/US 301) TO EXIT 81 (I-40), CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES
STIP PROJECT NO. I-5986



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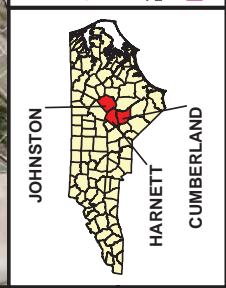
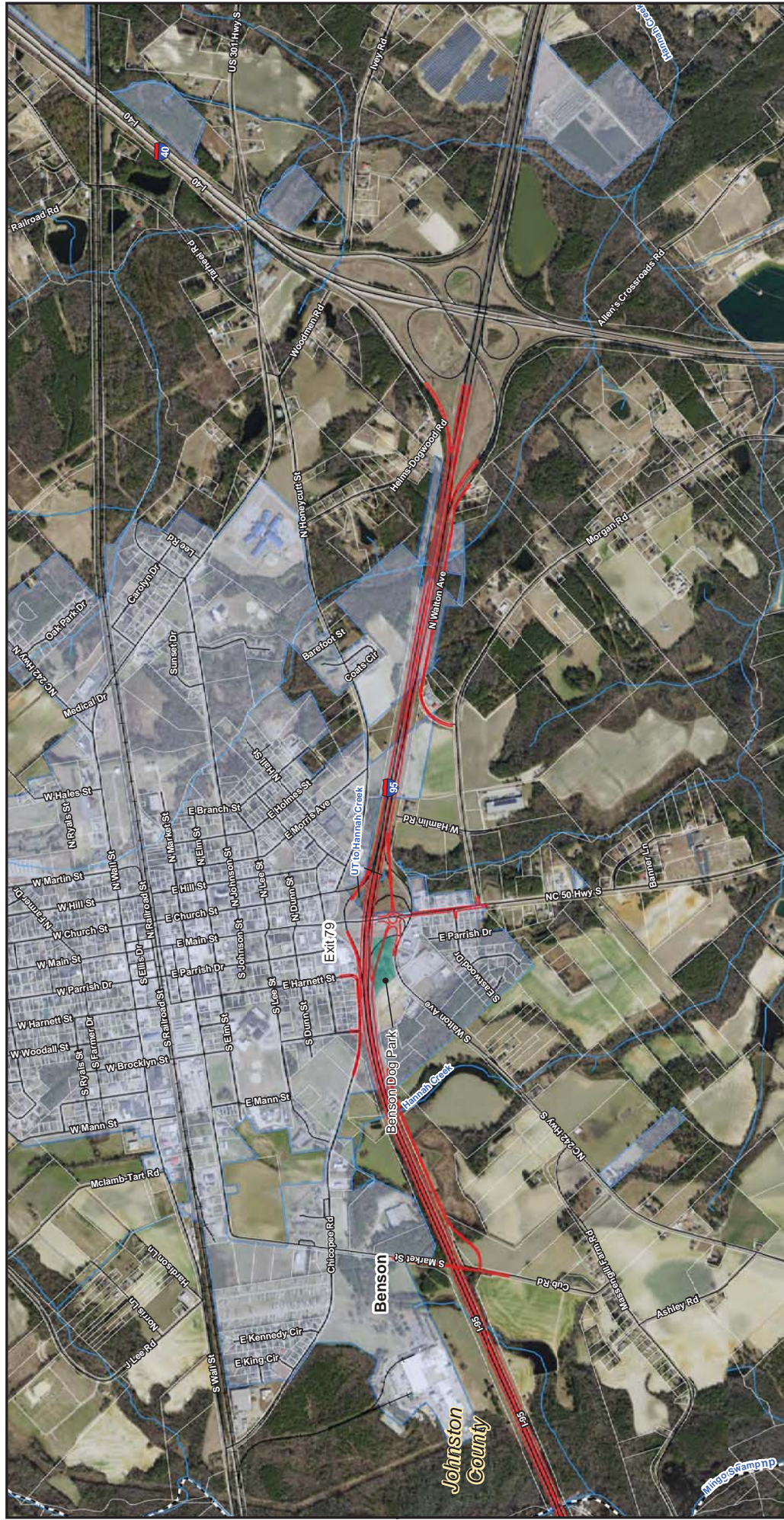
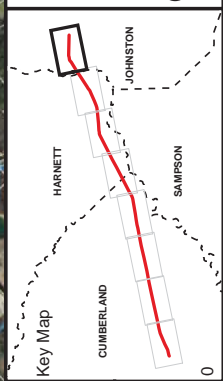


FIGURE 2- 7 : Proposed Designs Map



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

I-95 WIDENING FROM EXIT 56 (I-95 BUSINESS/US 301) TO EXIT 81 (I-40), CUMBERLAND, HARNETT, AND JOHNSTON COUNTIES STIP PROJECT NO. I-5986



- Legend**
- Current Designs
 - Extension Area
 - NC Bike Route 5
 - Benson Dog Park
 - NHD Streams
 - Parcels
 - County Boundaries
 - Rail Tracks
 - Weeks Farms, Inc and Lewis Farm
 - Voluntary Agricultural Districts
 - I-5877
 - I-5878
 - I-5883
- Municipalities**
- Benson
 - Dunn
 - Eastover
 - Falcon
 - Godwin
 - Wade



FIGURE 2- 8 : Proposed Designs Map

17-11-0017



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

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

PROJECT INFORMATION

Project No:	I-5986	County:	Cumberland, Harnett, and Johnston
WBS No.:	47532.1.1	Document Type:	
Fed. Aid No:		Funding:	State X Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE
Project Description: Widen I-95 to eight lanes from I-95 Business/US 301 (Exit 56) to I-40 (Exit 81) (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

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

Review activities, results, and conclusions: HPOWeb reviewed on 11 December 2017 and 4 April 2018 and yielded three SL, five SS, and no NR, DE, or LD properties in the Area of Potential Effects (APE). The APE for historic architectural resources equates with the study area provided in the review request (see attached). Cumberland, Harnett, and Johnston Counties current GIS mapping, aerial photography, and tax information indicated a partly developed APE with about 390 above-ground resources dating from the 1890s to the 2010s, woodland, and cultivated fields (viewed 11 December 2017 and 4 April 2018). Approximately 87% of the resources are residential in design and use.

About half of the resources pre-date 1970, and the majority are unexceptional (many are also altered) examples of their types. Of the eight previously recorded resources, three have experienced changes which have compromised their historical integrity (House (CD1418), Houses (HT0136), and the Hobson House (HT0350)). An additional two have been determined not eligible for the National Register (NR) by the architectural study for the I-5877 project in 2017 (Godwin-Jackson House (HT0006) and House (HT1237)). The remaining three resources, as well as three newly identified properties, appeared to be of possible significance and required full evaluation for National Register eligibility to satisfy compliance under Section 106.

The resources evaluated are: in Cumberland County - Central High School (CD1484), the Blue-Collier House (CD1482), and the Honeycutt House and Rhodes Pond Store (CD1483) and in Johnston County - the Uriah James Tart House (JT0609) (#502 E. Main Street, Benson, PID: 1553915-62-0989), the W. P. Lee House (JT0608) (#500 E. Main Street, Benson, PID: 153915-52-8968), and the Benson Singing Grove (JT1312) at #400 E. Main Street (PID: 153915-53-6038). Commonwealth Heritage Group, Inc. completed eligibility evaluations for NCDOT in August 2018 (technical report on file at NCDOT—Historic Architecture and <https://connect.ncdot.gov>). In October 2018 the North Carolina State Historic Preservation Office (HPO) concurred that the three Cumberland County properties are not eligible and the three Johnston County properties are eligible for listing in the National Register (see attached correspondence and proposed NR boundary maps).

Constructed in 1957 and 1958 respectively, Harnett County Bridge Nos. 37 and 81 have been determined eligible for the National Register according to the NCDOT Historic Bridge Inventory for their engineering significance. Memoranda of Agreement are underway for both bridges, corresponding to the I-5877 and I-5883 projects. Twenty-four additional bridges in the study area are not NR-eligible as they are neither aesthetically nor technologically significant (Cumberland County Bridge Nos. 13, 19, 142, 152, 153, 154, 155, 156, 157, 158, 159, 303, 342, and 344; Harnett County Bridge Nos. 57, 66, 73, 77, and 80; and Johnston County Bridge Nos. 51, 486, 487, 488, and 489).

While not individually NR-eligible, four cemeteries, all located in Harnett County, are within or adjacent to the study area and should be noted on the project plans and afforded the usual protections during construction: the Tew Family Cemetery (#45 Jerry Carr Road, Dunn, PIN: 1527-60-6620), the Young S. Jackson Gravesite (#1103 W. Core Road, Dunn, PIN: 1526-79-5573), the Long Branch Cemetery (#918 Longbranch Road, Dunn, PIN: 1515-43-5001), and an unnamed cemetery (#692 Jackson Road, Dunn, PIN: 1516-82-4461). The Tew Family cemetery and the unnamed cemetery on Jackson Road will be relocated for the I-5883 and I-5878 projects. The Young S. Jackson Gravesite is also addressed in the historic architectural review for the R-5526 project (PA Tracking No. 13-03-0028), dated 30 May 2013.

Comprehensive historic architectural surveys of Cumberland (1970s), Harnett (1997, 2002-3) and Johnston (1980, 2003-4) Counties, as well as later studies, record no additional resources besides the surveyed properties mentioned above. County GIS/tax materials and other visuals, like Google Maps "Streetview," clearly illustrated the relative placement of the resources and the proposed work as originally defined.

Review of the current project design in October 2018 revealed that all widening and related activities will occur on the north side of E. Main Street in Benson, away from the three NR-eligible properties (see attached plan detail). Therefore, a finding of "no historic properties present or affected" will satisfy both GS 121-12(a) and Section 106 compliance requirements for the I-5986 project.

**Should any aspect of the design change, please contact
NCDOT—Historic Architecture as additional review might be required.**

I-5986, Cumberland, Harnett, and Johnston Counties



*Historic Architecture and Landscapes NO HISTORIC PROPERTIES PRESENT OR AFFECTED
form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.*

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – NO HISTORIC PROPERTIES PRESENT OR AFFECTED

NCDOT Architectural Historian

Date

I-5986, Cumberland, Harnett, and Johnston Counties
WBS No. 47532.1.1
Tracking No. 17-11-0017



**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-5986 *County:* Cumberland, Harnett, Johnston
WBS No: 47532 *Document:* Federal Categorical Exclusion (CE)
F.A. No: *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* USACE

Project Description:

Widen Interstate 95 (I-95) from I-95 Business/US 301 in Cumberland County (Exit 56) to Interstate 40 (I-40) in Johnston County (Exit 81). The project will widen I-95 from 4- to 8-lanes by adding one lane towards the median and one on the outside in each direction. The Area of Potential Effects (A.P.E.) is approximately 43 kilometers (26 miles) long and has a variable width. The A.P.E. generally extends 60 meters (200 ft.) from the I-95 centerline on each side. The width of the survey area varies at interchanges and overpasses to include realignment of service roads and ramps and replacement of bridges. The project is State-funded (although it may use Federal funds), will require Federal permits, and will not require easements.

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 ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed.)
- No subsurface archaeological investigations were required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

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

In November 2017, the Archaeology Team of the Environmental Analysis Unit of the N.C. Department of Transportation was assigned the Cultural Resources Review of the widening of Interstate 95 (I-95) from I-95 Business/US 301 in Cumberland County to Interstate 40 (I-40) in

Johnston County. The Archaeology Team reviewed the project in late 2017, and submitted an Archaeological Survey Required form on 12/29/2017 (with revised forms submitted on 1/5/2018 and 6/11/2018). The Archaeological Survey Required forms (Smith 2018a) identified 18 areas within the I-95 A.P.E. that had potential for prehistoric archaeological sites. The forms recommended an archaeological survey of the 18 potential areas, as well as any areas with the potential for historic structural remains and/or cemeteries.

An archaeological survey conducted in July and August 2018 identified 26 archaeological sites (McKay and Russ 2018). All 26 sites were recommended ineligible for the National Register of Historic Places (NRHP), and no further work was recommended for the project.

In October 2018, the project area was slightly expanded at three interchanges near the south end of I-95 in Cumberland County. The project area was expanded slightly at the NC 82 and SR 1815 interchanges, along with a larger expansion at the I-295/US 13 interchange. The Archaeology Team examined the expanded interchange locations and recommended no further work in those areas on 10/18/2018 (Smith 2018b).

In December 2018, the project area was slightly expanded to include improvements to the existing interchange at SR 1832 (Murphy Rd.). This interchange is located along the south end of the original I-95 improvement project. The Archaeology Team examined the expanded interchange location and recommended no further work on 1/2/2019 (Smith 2019).

Please see attached Archaeological Survey Management Summary by McKay and Russ (2018), as well as cultural resources reviews of additional interchanges by Smith (2018b; 2019).

The full text of the Archaeological Survey Report by McKay and Russ (2018), as well as the Archaeological Site Forms, are on file at the N.C. Department of Transportation, Environmental Analysis Unit, and at the N.C. Office of State Archaeology.

References Cited

McKay, Melissa and Terri Russ

2018 Intensive Archaeological Survey and Evaluation: I-95 Widening from I-40 to I-95 Business/US 301 in Cumberland, Harnett and Johnston Counties, North Carolina (TIP I-5986). Submitted to the N.C. Department of Transportation, Raleigh, North Carolina. Environmental Services, Inc., Raleigh, North Carolina.

Smith, Caleb

2018a Archaeological Survey Required form for Proposed Widening of Interstate 95 from Interstate 95 Business/ US 301 in Cumberland County to Interstate 40 in Johnston County (NCDOT TIP I-5986; PA 17-11-0017). Submitted (3rd revision) on 6/11/2018. N.C. Department of Transportation, Environmental Analysis Unit, Archaeology Team, Raleigh, N.C.

2018b Cultural Resources Review for Interchanges at NC 82, SR 1815 (Wade-Stedman Rd.), and I-295/NC 13, Interstate 95 Widening from Interstate 40 to I-95 Business/US 301 in Johnston, Harnett, and Cumberland Counties (NCDOT TIP I-5986; PA 17-11-0017). Submitted on 10/18/2018. N.C. Department of Transportation, Environmental Analysis Unit, Archaeology

Team, Raleigh, N.C.

2019 Cultural Resources Review for Added Interchange at SR 1832 (Murphy Rd.), Interstate 95 Widening from Interstate 40 to I-95 Business/US 301 in Johnston, Harnett, and Cumberland Counties (NCDOT I-5986; PA 17-11-0017). Submitted on 1/2/2019. N.C. Department of Transportation, Environmental Analysis Unit, Archaeology Team, Raleigh, N.C.

SUPPORT DOCUMENTATION

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

Other:

Signed:

CALEB SMITH

1/17/2019

NCDOT ARCHAEOLOGIST

Date

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 12/17/2018	4. Sheet 1 of 1
1. Name of Project I-5986 - Widen I-95 to eight lanes	5. Federal Agency Involved FHWA		
2. Type of Project Transportation	6. County and State Cumberland County, NC		
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 12/17/2018	2. Person Completing Form Milton Cortes NRCS NC
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size none 212 acres	
5. Major Crop(s) CORN	6. Farmable Land in Government Jurisdiction Acres: 252,166 acres % 59.8		7. Amount of Farmland As Defined in FPPA Acres: 219,166 acres % 52.1
8. Name Of Land Evaluation System Used Cumberland Co. NC LESA	9. Name of Local Site Assessment System N/A		10. Date Land Evaluation Returned by NRCS December 19, 2018 by eMail

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	49.09			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	49.09			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	31.59			
B. Total Acres Statewide And Local Important Farmland	10.14			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0190			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	35.8			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	59			
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	14			
2. Perimeter in Nonurban Use	10	9			
3. Percent Of Corridor Being Farmed	20	3			
4. Protection Provided By State And Local Government	20	20			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	3			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	54	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	59	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	54	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	113	0	0	0

1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 41.73	3. Date Of Selection: 1/14/19	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:
A represents the Build Alternative, which was the only alternative to meet the project purpose and need.

Signature of Person Completing this Part: Kristina R. Solberg DATE 1/18/2019

NOTE: Complete a form for each segment with more than one Alternate Corridor

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 12/17/2018	4. Sheet 1 of <u>1</u>
1. Name of Project I-5986 - Widen I-95 to eight lanes		5. Federal Agency Involved FHWA	
2. Type of Project Transportation		6. County and State Harnett County, NC	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 12/17/18	2. Person Completing Form Milton Cortes NRCS NC
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size none 150 acres	
5. Major Crop(s) CORN	6. Farmable Land in Government Jurisdiction Acres: 327,789 acres % 85.1		7. Amount of Farmland As Defined in FPPA Acres: 239,304 acres % 75.5
8. Name Of Land Evaluation System Used Harnett Co., NC LESA	9. Name of Local Site Assessment System N/A		10. Date Land Evaluation Returned by NRCS December 19, 2018 by eMail

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	16.13			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	16.13			

PART IV (To be completed by NRCS) Land Evaluation Information	
A. Total Acres Prime And Unique Farmland	14.51
B. Total Acres Statewide And Local Important Farmland	0.86
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0064
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	44.8

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	
	83

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	10			
2. Perimeter in Nonurban Use	10	3			
3. Percent Of Corridor Being Farmed	20	6			
4. Protection Provided By State And Local Government	20	20			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	2			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	46	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	83	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	46	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	129	0	0	0

1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 15.37	3. Date Of Selection: 1/14/19	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:
A represents the Build Alternative, which was the only alternative to meet the project purpose and need.

Signature of Person Completing this Part: Kristina R. Selberg DATE 1/18/2019

NOTE: Complete a form for each segment with more than one Alternate Corridor

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 12/17/2018	4. Sheet 1 of 1
1. Name of Project I-5986 - Widen I-95 to eight lanes	5. Federal Agency Involved FHWA		
2. Type of Project Transportation	6. County and State Johnston County, NC		
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 12/17/2018	2. Person Completing Form Milton Cortes NRCS NC
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size none 166 acres	
5. Major Crop(s) CORN	6. Farmable Land in Government Jurisdiction Acres: 390,735 acres % 76		7. Amount of Farmland As Defined in FPPA Acres: 379,107 acres % 74
8. Name Of Land Evaluation System Used Johnston Co., NC LESA	9. Name of Local Site Assessment System N/A	10. Date Land Evaluation Returned by NRCS December 19, 2018 by eMail	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	7.26			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	7.26			
PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	5.76			
B. Total Acres Statewide And Local Important Farmland	0.84			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0017			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	38.8			
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	67			
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))				
	Maximum Points			
1. Area in Nonurban Use	15	9		
2. Perimeter in Nonurban Use	10	5		
3. Percent Of Corridor Being Farmed	20	3		
4. Protection Provided By State And Local Government	20	20		
5. Size of Present Farm Unit Compared To Average	10	0		
6. Creation Of Nonfarmable Farmland	25	0		
7. Availability Of Farm Support Services	5	5		
8. On-Farm Investments	20	3		
9. Effects Of Conversion On Farm Support Services	25	0		
10. Compatibility With Existing Agricultural Use	10	0		
TOTAL CORRIDOR ASSESSMENT POINTS	160	45	0	0
PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	67	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	45	0	0
TOTAL POINTS (Total of above 2 lines)	260	112	0	0

1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 6.6	3. Date Of Selection: 1/14/19	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:
A represents the Build Alternative, which was the only alternative to meet the project purpose and need.

Signature of Person Completing this Part: Kristina L Solberg DATE 1/18/2019

NOTE: Complete a form for each segment with more than one Alternate Corridor