

## **PROJECT COMMITMENTS**

**Replacement and Installation of devices for Intelligent Transportation System(ITS) on I-85 From Exit 49 (Burton Smith Blvd.) up to Exit 55 (NC 73-Davidson Hwy.), Cabarrus County**

WBS Element: 34187.1.1  
Federal Project Number: NHPP-85-2-(81)58

### **TIP PROJECT I-3803BA**

#### **Division 10**

There are streams located near the proposed (approximate) location of CCTV-3, CCTV-5, CCTV-6 and CCTV-8. Any trenching impacts to jurisdictional streams will warrant notification to the agencies and may require a permit.

NCDOT PROGRAMMATIC CATEGORICAL EXCLUSION (PCE)  
ACTION CLASSIFICATION FORM

*For use by a Local Government Agency*

TIP Project No.	<u>I-3803BA</u>
WBS Element	<u>34187.1.1</u>
Federal Project No.	<u>NHPP-85-2(81)58</u>

A. **Project Description: (Include project scope and location, including Municipality and County. Refer to the attached project location map and photos.)**

I-3803BA involves the replacement and installation of devices for Intelligent Transportation Systems (ITS) to support the Metrolina Regional Transportation Managements Center’s (MRTMC) traffic management system on I-85. The I-85 construction project, I-3803B, will displace existing ITS devices on I-85 within the limits of the project. The ITS project, I-3803BA, will reinstall most of those devices and extend the MRTMC’s ITS coverage from Exit 49 (Bruton Smith Blvd.) up to Exit 55 (NC 73 – Davidson Hwy).

The ITS installed in this project will be comprised of two (2) Dynamic Message Signs (DMS), eight (8) Closed Circuit Television Cameras (CCTV), and fiber optic cable. All ITS devices (DMSs & CCTVs) will be located within the existing right-of-way of I-85 at locations starting from the north of Bruton Smith Blvd. (Exit 49) to the NC 73 Interchange (Exit 55).

The proposed ITS project will not alter the arrangement or the number of travel lanes on I-85. No additional R/W will be needed for installation of the proposed ITS devices.

The current State Transportation Improvement Program shows that the proposed ITS project is funded for construction in FY 2015 in the amount of \$1,800,000.

**Proposed I.T.S. Installations:**

There will be 8 CCTVs installed along I-85 at Exit 52 (Poplar Tent Rd), Exit 54 (Kannapolis Pkwy), Exit 55 (NC 73) and other strategic vantage points along the route. Exact camera locations cannot be determined without on-site observations. There will be minimal trenching required within the existing right-of-way at each proposed camera location.

There will be 2 DMSs installed along I-85 at or near southbound mile marker 54.5, and at or near northbound mile marker 53. One will be reinstalled on a metal pole at or near its current location. There will be minimal trenching required within the existing right-of-way at each proposed DMS location.

There will be 7 miles of fiber optic cable installed in existing underground conduit along I-85 from north of Exit 49 (Bruton Smith Blvd.) to Exit 55 (NC 73 – Davidson Hwy).

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B. Purpose and Need:

The purpose of the proposed project is to extend the MRTMC's freeway surveillance system and traveler information coverage an additional 7 miles from its current terminus at Bruton Smith Blvd. up to the NC 73 Interchange. This installation is needed to provide the MRTMC the capability to manage traffic, incidents, and detour routing on I-85 in Cabarrus County.

C. Proposed Improvements – Select ALL Activities that apply to the Project, regardless of TYPE

**Circle one or more of the following Type I activities:**

1. Non-construction activities (program activities).
2. Approval of utility installations along or across a transportation facility.
3. Construction of bicycle and pedestrian lanes, paths, and facilities.
4. Activities included in the State's "highway safety plan" under 23 USC 402 (programs administered by the Division of Motor Vehicles).
5. Transfer of Federal lands pursuant to 23 USC 317 when the subsequent action is not a FHWA action.
6. The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
7. Landscaping.
8. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices.
9. Emergency repairs under 23 USC 125 (Governor Declared Emergency).
10. Acquisition of scenic easements.
11. Determination of payback under 23 CFR Part 480 for property previously acquired with federal-aid participation.
12. Improvements to existing rest areas and truck weigh stations.
13. Ridesharing activities.
14. Bus and Rail car rehabilitation.

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15. Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
16. Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet changes in routine demand.
17. The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.
18. Track and rail bed maintenance and improvements when carried out within the existing right of way.
19. Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.
20. Promulgation of rules, regulations and directives.
21. Replacement of guardrail.

**Circle one or more of the following Type II activities:**

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
  - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
  - b. Widening roadway and shoulders without adding through lanes
  - c. Modernizing gore treatments
  - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
  - e. Adding shoulder drains
  - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
  - g. Providing driveway pipes
  - h. Performing minor bridge widening (less than one through lane)
  - i. Slide Stabilization
  - j. Structural BMP's for water quality improvement
2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
  - a. Installing ramp metering devices
  - b. Installing lights
  - c. Adding or upgrading guardrail
  - d. Installing safety barriers including Jersey type barriers and pier protection
  - e. Installing or replacing impact attenuators
  - f. Upgrading medians including adding or upgrading median barriers
  - g. Improving intersections including relocation and/or realignment

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- h. Making minor roadway realignment
  - i. Channelizing traffic
  - j. Performing clear zone safety improvements including removing hazards and flattening slopes
  - Ⓚ. Implementing traffic aid systems, signals, and motorist aid
  - l. Installing bridge safety hardware including bridge rail retrofit
3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
    - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
    - b. Rehabilitating or replacing bridge decks
    - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
    - d. Replacing a bridge (structure and/or fill)
  4. Transportation corridor fringe parking facilities.
  5. Construction of new truck weigh stations or rest areas.
  6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
  7. Approvals for changes in access control.
  8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
  9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
  10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
  11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
  12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may

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be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information: (Provide a description of investigations and findings concerning Threatened and Endangered Species, National Historic Preservation Act, Right of Way/Easements, Section 4(f) and Section 6(f) as described in the *Local Programs Management Handbook*. Also include Environmental Commitments and Permits Required)

Jeffrey Himphill from Natural Environment Unit stated *"It is hard to have an opinion about impacts since the camera and board locations are unknown at this point. There are streams near the proposed (approximate) locations of CCTV-3, CCTV-5, CCTV-6 and CCTV-8 and any trenching that impacts JS streams may warrant notification to the agencies or even a permit modification – so hopefully they can avoid the streams altogether"*.

Scott Halvorsen from Human Environment Unit (Archaeology) stated *"No additional archaeological input will be necessary for the project. A finding of "no archaeological survey required" is appropriate"*.

Kate Husband from Architectural Historian stated *"No historic architecture survey is required and historic architecture review is complete. If design plans change, additional review will be required, and the form is attached for your records"*.

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E. Threshold Criteria

The following evaluation of threshold criteria must be completed. See *Local Programs Management Handbook* for more guidance on how to answer these questions.

<u>ECOLOGICAL</u>	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<u>N/A</u>	<input type="checkbox"/>
(5) Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(7) Does the project involve waters classified as Outstanding Water Resources (OWR) and/or High Quality Waters (HW)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 <u>PERMITS AND COORDINATION</u>	 <u>YES</u>	 <u>NO</u>
(10) If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(12) Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(13) Will the project result in the modification of any existing	<input type="checkbox"/>	<input type="checkbox"/>

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	regulatory floodway?	<input type="checkbox"/>	<u>  X  </u>
(14)	Will the project require any stream relocations or channel changes?	<input type="checkbox"/>	<u>  X  </u>
<u>SOCIAL, ECONOMIC, AND CULTURAL RESOURCES</u>		<u>  YES  </u>	<u>  NO  </u>
(15)	Will the project induce substantial impacts to planned growth or land use for the area?	<input type="checkbox"/>	<u>  X  </u>
(16)	Will the project require the relocation of any family or business?	<input type="checkbox"/>	<u>  X  </u>
(17)	Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?	<input type="checkbox"/>	<u>  X  </u>
(18)	If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<u>  N/A  </u>	<input type="checkbox"/>
(19)	Will the project involve any changes in access control?	<input type="checkbox"/>	<u>  X  </u>
(20)	Will the project substantially alter the usefulness and/or land use of adjacent property?	<input type="checkbox"/>	<u>  X  </u>
(21)	Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<u>  X  </u>
(22)	Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)?	<u>  X  </u>	<input type="checkbox"/>
(23)	Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	<u>  X  </u>
(24)	Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	<u>  X  </u>	<input type="checkbox"/>
(25)	If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility?	<input type="checkbox"/>	<input type="checkbox"/>
(26)	Is there substantial controversy on social, economic, or environmental grounds concerning the project?	<input type="checkbox"/>	<u>  X  </u>
(27)	Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	<u>  X  </u>	<input type="checkbox"/>



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- |      |   |                          |                     |
|------|---|--------------------------|---------------------|
| (28) | Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places?  | <input type="checkbox"/> | <u>  <b>X</b>  </u> |
| (29) | Will the project affect any archaeological remains which are important to history or pre-history?   | <input type="checkbox"/> | <u>  <b>X</b>  </u> |
| (30) | Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | <u>  <b>X</b>  </u> |
| (31) | Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended?  | <input type="checkbox"/> | <u>  <b>X</b>  </u> |
| (32) | Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers?   | <input type="checkbox"/> | <u>  <b>X</b>  </u> |

F. Additional Documentation Required for Unfavorable Responses in Part E  
(Discussion regarding all unfavorable responses in Part E should be provided below. Additional supporting documentation may be attached, as necessary.)

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G. PCE Approval

TIP Project No. I-3803BA  
WBS Element 34187.1.1  
Federal-Aid Project No. NHPP-85-2(81)58

Project Description:

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Categorical Exclusion Action Classification: (Check one)

<input type="checkbox"/>	TYPE I (A)	NO BOXES Checked	} refer to Section E
<input type="checkbox"/>	TYPE I (B)	ANY BOX Checked	
<input checked="" type="checkbox"/>	TYPE II(A)	NO BOXES Checked	
<input type="checkbox"/>	TYPE II(B)	ANY BOX is Checked	

**Prepare For**      ITS and Signal Unit, NCDOT Mobility and Safety Division.

**Reviewed:**

04-29-2014      Zahid M. Baloch  
Date                      Zahid M. Baloch, Project Planning Engineer, Western Region  
Project Development & Environmental Analysis Branch  
North Carolina Department of Transportation

4-30-2014      John G. Conforti  
Date                      John G. Conforti, Group Leader, Western Region  
Project Development & Environmental Analysis Branch  
North Carolina Department of Transportation

**Approved:**

4.30.2014      Jennifer Harris  
Date                      Jennifer Harris, Unit Head, Western Region  
Project Development & Environmental Analysis Branch/  
Turnpike Authority, NC Department of Transportation

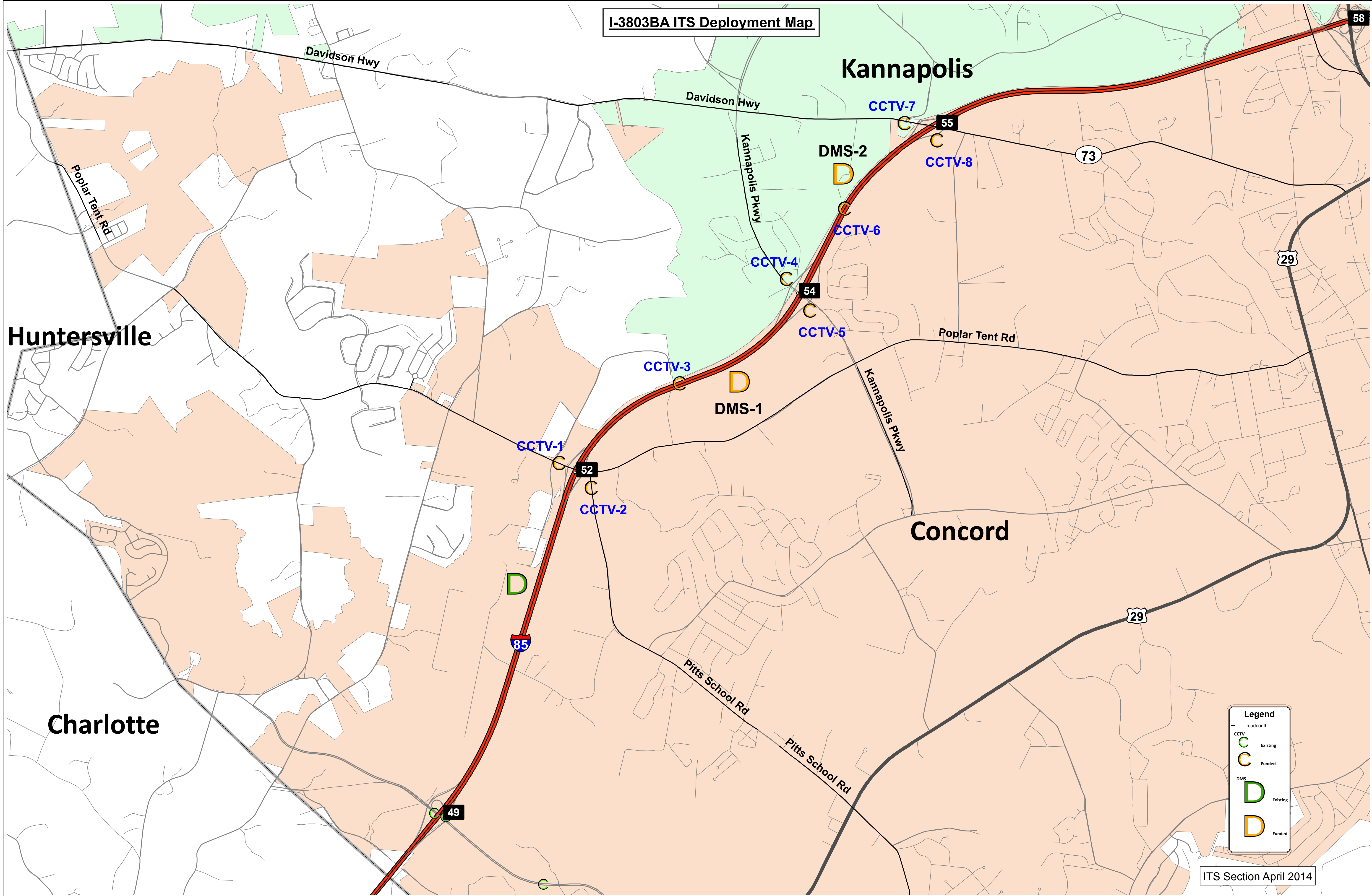
NOTE: NCDOT Review may occur at either PDEA or the Division Office.  
Mark through non-applicable position.

# Appendix A

## Figures



I-3803BA ITS Deployment Map



**Legend**

- roadconit
- CCTV
  - Existing
  - Funded
- DMS
  - Existing
  - Funded

# Appendix B

## Correspondence



## 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-3803BA** County: **Cabarrus**  
 WBS No: **34187.1.1** Document: **MCS**  
 F.A. No: **NHPP-85-2(81)58** Funding:  State  Federal

Federal Permit Required?  Yes  No Permit Type:

*Project Description: I-3803BA involves the replacement and installation of devices for Intelligent Transportation Systems (ITS) to support the Metrolina Regional Transportation Managements Center's (MRTMC) traffic management system on I-85. The ITS will be comprised of two Dynamic Message Signs (DMS), eight Closed Circuit Television Cameras (CCTV), and fiber optic cable. All ITS devices will be located and installed within the existing right-of-way at locations starting from the north of Bruton Smith Blvd (Exit 49) to the NC73 Interchange (Exit 55). The archaeological Area of Potential Effects subsumes the existing right-of-way for the 7 mile long project length.*

### SUMMARY OF CULTURAL RESOURCES REVIEW

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

The project area is located in the west-central portion of Cabarrus. It begins near the Mecklenburg County line and extends to the northeast across the Rocky River and Coddle Creek before terminating near North Concord. This section of the county is distinguished by a typical rolling and hilly Piedmont terrain. The APE consists entirely of disturbed and impacted ground surfaces within an interstate highway right-of-way.

First, permitting and funding information was reviewed for determining the level of archaeological input required by state and federal laws. Next, construction design and other data was examined (when applicable) to define the character and extent of potential impacts to the ground surfaces embracing the project locale. Once an APE was outlined, a map review and site file search was conducted at the Office of State Archaeology (OSA). No previously documented archaeological sites are located within or directly adjacent to the project corridor.

Historic structure locations often harbor archaeological deposits and features related to the occupation of a property. An inspection of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the NCSHPO website evidenced an absence of these historic resources within the project area. Historic maps of Cabarrus County were also appraised for former/past structure locations, land use patterns, or other confirmation of historic occupation in the project vicinity and archaeological/historical reference materials were inspected as well. In general, the cultural portion of the review confirmed that no existing NRHP listed properties or pre-existing, unassessed archaeological sites will be impacted by the proposed installation of ITS devices; little potential exists for the recovery of meaningful, undisturbed prehistoric or historic deposits in the existing right-of-way/APE.

Further, topographic, geologic, and NRCS soil survey maps were referenced to evaluate pedological, geomorphological, hydrological, and other environmental determinants that may have resulted in past occupation at this location. Aerial and on-ground photographs (NCDOT Spatial Data Viewer) and the Google Street View map application (when amenable) were also examined/utilized for additional assessment of disturbances, both natural and human induced, which compromise the integrity of archaeological sites.



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

The project APE contains no NRHP listed historic properties, previously documented archaeological sites, or cemeteries. Because the project will not impact any undisturbed areas, significant cultural resources are unlikely to be affected. No further archaeological input or work will be necessary for the I-3803BA ITS installation project.

**SUPPORT DOCUMENTATION**

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

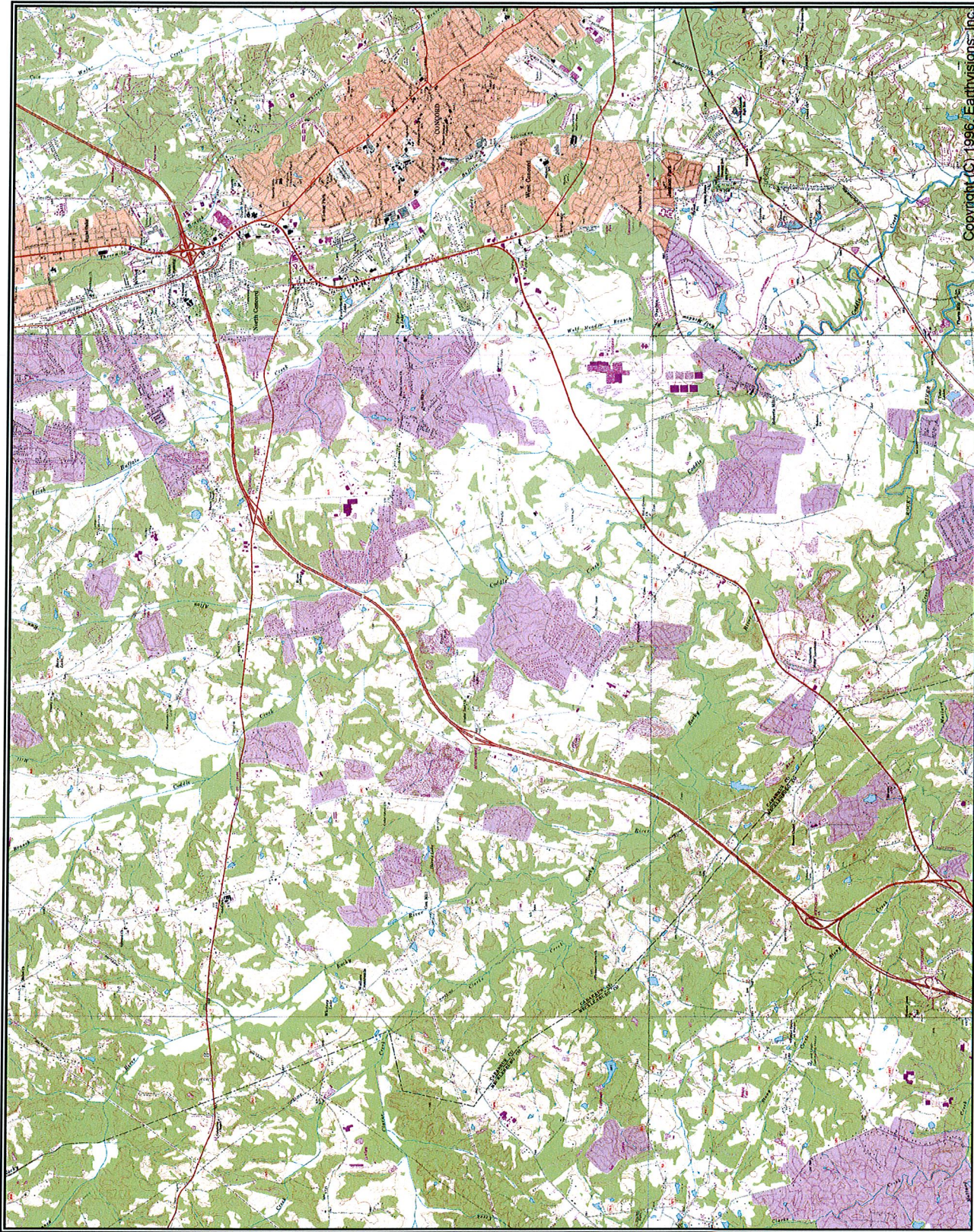
**FINDING BY NCDOT ARCHAEOLOGIST**

NO ARCHAEOLOGY SURVEY REQUIRED

*Groff Eric Halverson*

*4/25/2014*

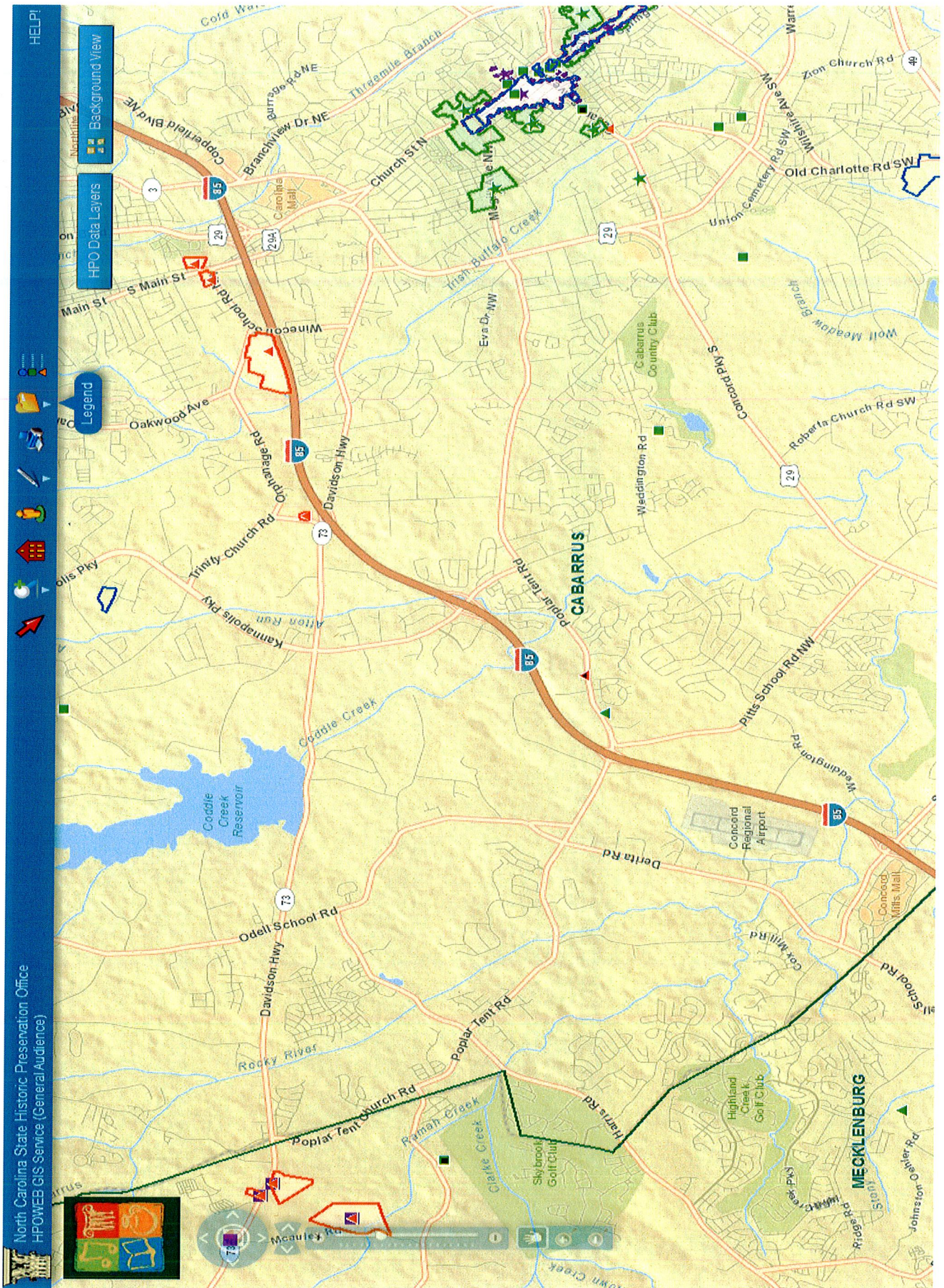




SCALE 1:96000









14-04-0008



## HISTORIC ARCHITECTURE AND LANDSCAPES NO 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

<b>Project No:</b>	I-3803A	<b>County:</b>	Cabarrus
<b>WBS No.:</b>	34187.1.1	<b>Document Type:</b>	PCE
<b>Fed. Aid No:</b>	NHPP-85-2(81)58	<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Permit Type(s):</b>	
<b>Project Description:</b> Replace and Install Intelligent Transportation System Devices from Exit 49 (Bruton Smith Blvd.) to Exit 55 (NC 73/Davidson Hwy).			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**Description of review activities, results, and conclusions:**

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on April 25, 2014. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined as the existing ROW of I-85. There are no National Register listed or eligible properties affected as there are no structures within the APE. If design plans change, additional review will be required.

**Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:**

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Cabarrus County survey and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

### SUPPORT DOCUMENTATION

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

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

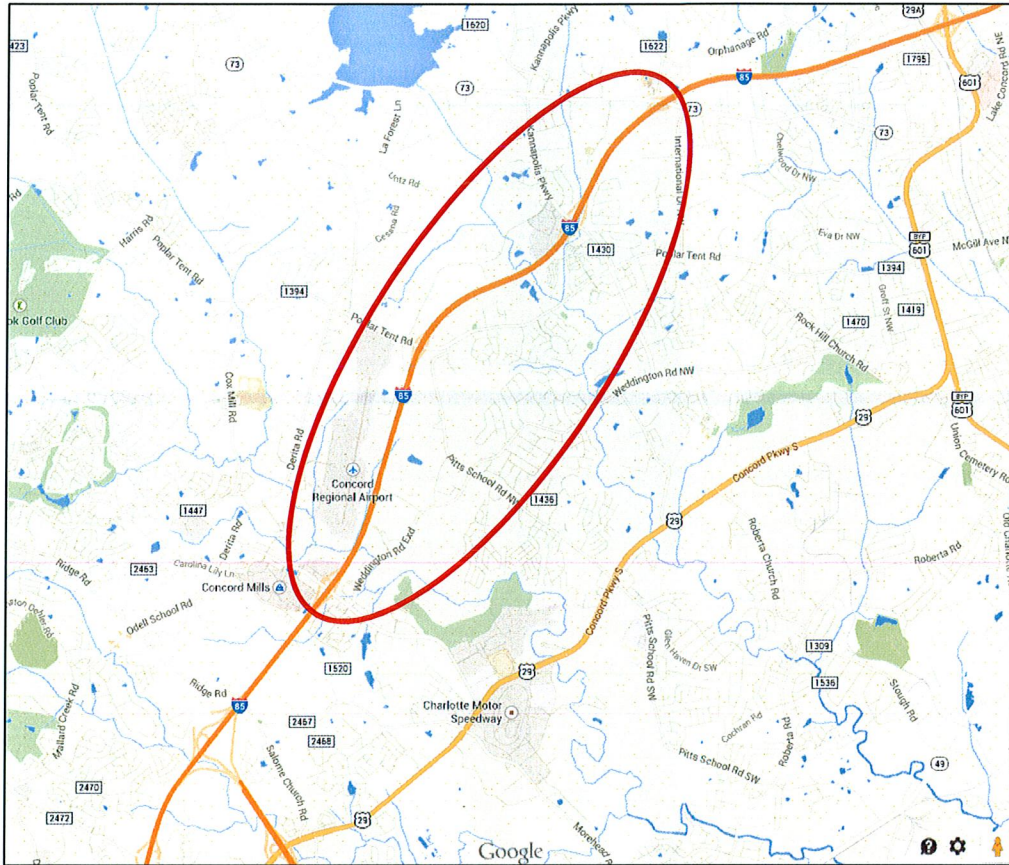


NCDOT Architectural Historian

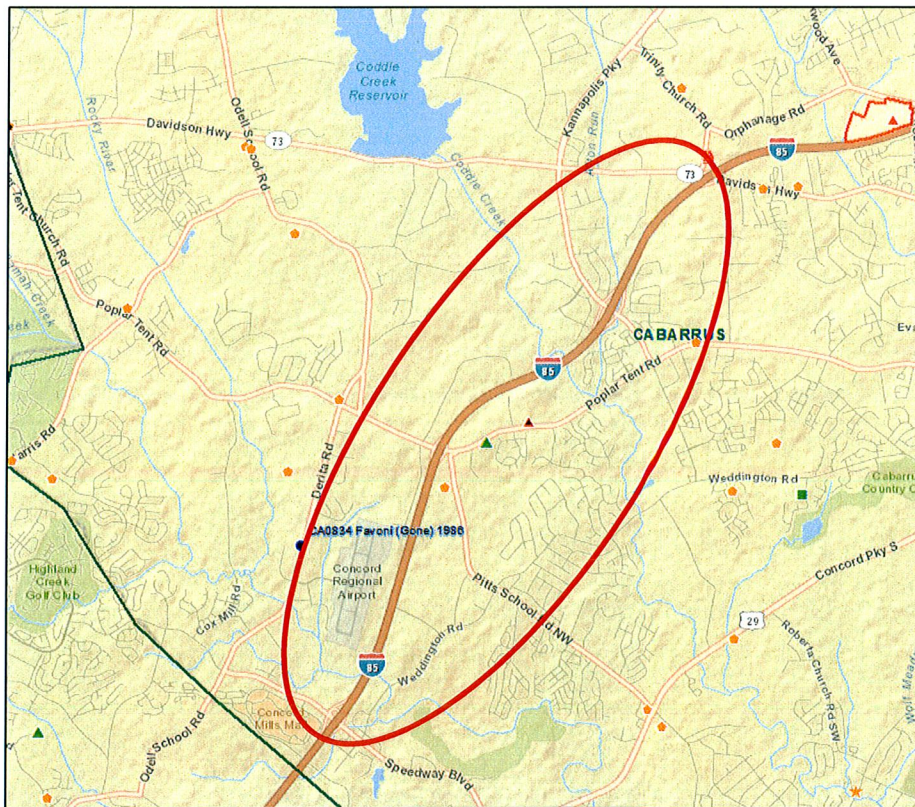
4/25/2014

Date





**Project Location.**



**HPO GIS.**

*Historic Architecture and Landscapes NO SURVEY REQUIRED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.*