

## Type III Categorical Exclusion Action Classification Form

|                     |                 |
|---------------------|-----------------|
| STIP Project No.    | I-5878          |
| WBS Element         | 53078.1.1       |
| Federal Project No. | NHP-0095(007)73 |

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to improve I-95 interchanges at US 421 (Exit 73) and SR 1793 (Pope Rd.) (Exit 72).

B. Description of Need and Purpose:

Project Need:

At Exit 72, the existing bridge (#420066) on Pope Rd./Spring Branch Rd. was constructed in 1954. The bridge is structurally deficient due to poor deck condition and is considered functionally obsolete due to substandard deck geometry and vertical clearance. The posted vertical clearance under the bridge is 14'2", and the bridge shows evidence of impact damage. The ramps meet neither current AASHTO standards for the length of acceleration and deceleration lanes nor safety standards for control of access at interchanges.

At Exit 73, the existing bridges (#420073 and #420077) on I-95 at US 421 were constructed in 1955. Both bridges are functionally obsolete due to deck geometry. The bridges are under height with a signed clearance of 14'1". The ramps meet neither current AASHTO standards for the length of acceleration and deceleration lanes nor safety standards for control of access at interchanges.

Project Purpose:

Improve interchanges and associated bridges at I-95 and SR 1793 (Pope Rd./Spring Branch Rd.) and at I-95 and US 421 (Cumberland St.) to meet current AASHTO and NCDOT standards and allow for future I-95 widening projects.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements:

NCDOT STIP project I-5878 will improve I-95 interchanges with Pope Rd./Spring Branch Rd. at Exit 72 and with US 421 (Cumberland St.) at Exit 73. Both interchanges are located in Harnett County inside the city limits of Dunn, NC (Figure 1).

Exits 72 and 73 will be reconfigured into a split diamond interchange with a collector/distributor system to manage traffic between the interchanges (Figure 2). Northbound traffic destined for Spring Branch Rd./Pope Rd. and US 421 will exit I-95 at Exit 72. Southbound traffic will exit at Exit 73 to reach US 421 and Spring Branch Rd./Pope Rd. At each interchange, the bridges (#420066, #420073, and #420077) will be replaced, ramps will be realigned to meet current AASHTO standards, and access roads will be realigned to sever direct connections to the ramps and make room for ramp realignments. Access road realignments will impact SR 1837 (Interstate Dr.), SR 1811 (Bud Hawkins Rd.), Jackson Rd., Sampson Ave., E. Broad St., SR 1832 (CP&L Ln.), and SR 1884 (Stoney Run Dr.). Sidewalks and 4-foot paved shoulders will be added to Spring Branch Rd. and US 421 east of I-95 to accommodate bicycles and

pedestrians. Four-foot paved shoulders will be added to Pope Rd. and US 421 west of I-95.

E. Special Project Information:

Relationship to Adjacent STIP Projects

STIP project I-5878 is located in eastern Harnett County in proximity to three other STIP projects with similar LET schedules.

| STIP # | Project  | Anticipated Funding | Schedule                     |
|--------|--|---------------------|------------------------------|
| I-5883 | Improve I-95 interchanges at Exits 75 and 77 (< 1 mi. northeast)   | \$15,080,000        | ROW: 2018<br>Let: 2019       |
| I-5877 | Improve I-95 interchanges at SR 1811 (Bud Hawkins Rd.) (Exit 70) and SR 1001 (Long Branch Rd.) (Exit 71) (< 1 mi. southwest) | \$15,834,000        | ROW: 2018<br>Let: 2019       |
| I-5986 | Widen I-95 to 8 lanes from Exit 56 to Exit 81 (in project area)  | \$555,700,000       | ROW: FY 2024<br>Let: FY 2026 |

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

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 401 Certification in conjunction with STIP projects I-5883, I-5877, and I-5986. The estimated stream and wetland impacts are 581.6 linear feet and 0.765 acres from the I-5878 project, based on construction limits with a 25-foot buffer.

Bicycle and Pedestrian Facilities

Local planners have noted bicycle and pedestrian activity in the area and a need for more pedestrian and bicycle facilities. NCDOT Division of Bicycle and Pedestrian Transportation has recommended sidewalks and 4-foot paved shoulders on Spring Branch Rd. and US 421 west of I-95 and 4-foot paved shoulders on Pope Rd. and US 421 east of I-95.

Detours During Construction

The proposed interchanges involve the replacement of bridges over I-95. At Exit 73, temporary construction closures may be necessary. At Exit 72, the bridge over the interchanges will be closed during construction. These closures will not occur at the same time. Local traffic will follow offsite detours as necessary. Local Emergency Medical Services (EMS) and Harnett County Schools regularly use these interchanges and have expressed some concern about construction closures. To address these concerns, NCDOT will notify Harnett County Emergency Services, Dunn Emergency Services, and Harnett County School Transportation of closures and detour routes.

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

A Joint Design Public Meeting was held at the Dunn Community Center on October 24, 2017 for STIP projects I-5877, I-5878, and I-5883. More than 175 people attended. Public comments about STIP project I-5878 were related to:

- Right-of-way, access, drainage, and noise/light impacts to individual parcels and businesses
- Cumulative impacts on economic resources in Dunn
- Disruption of connectivity within Dunn
- Impacts of new traffic patterns on existing roads and intersections
- Suggestions on the alignments of ramps and service roads
- Appropriate signage for the collector/distributor system to minimize confusion and direct business patrons
- Requests for a new road connecting Rooms to Go with roads to the south
- Impacts to school transportation
- Expenditures of public money for improvements

In response to these comments, NCDOT conducted a series of small group meetings with the City of Dunn, Dunn Chamber of Commerce, and individual property owners to discuss options for reducing project impacts. During these meetings NCDOT 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.

In addition, NCDOT will notify Harnett County Schools Transportation department of closures and detours and make all reasonable efforts to maintain access to parcels during construction.

F. Project Impact Criteria Checklists:

| <u>Type III Actions</u>  |  | Yes                                 | No                                  |
|--|--|-------------------------------------|-------------------------------------|
| If the proposed improvement is identified as a Type III Class of Action answer all questions. <ul style="list-style-type: none"> <li>• The Categorical Exclusion will require FHWA approval.</li> <li>• If any questions are marked “yes” then additional information will be required for those question in Section G.</li> </ul> |  |                                     |                                     |
| 1  | Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?  | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 9  | Is the project located in anadromous fish spawning waters?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 10   | Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?        | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 11   | Does the project impact waters of the United States in any of the designated mountain trout streams?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 12   | Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?   | <input 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 17   | Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 18   | Does the project require a U.S. Coast Guard (USCG) permit?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 19   | Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|                                     |  |                                     |                                     |
|-------------------------------------|--|-------------------------------------|-------------------------------------|
| 20                                  | Does the project involve Coastal Barrier Resources Act (CBRA) resources?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <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. 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 Harnett County.

8. The purpose of this project is to improve the I-95 interchanges at Exit 72 (Spring Branch Rd./Pope Rd.) and Exit 73 (US 421) in Harnett County by replacing the overpass bridges and realigning the ramps and service roads to meet current design standards. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

12. Due to their spatial and schedule proximity, STIP project I-5878 will be permitted with I-5883, I-5877, and I-5986. The four projects are expected to receive a single, phased, 404 Individual Permit.

22. Access along I-95 will remain fully controlled. Project I-5878 will realign service roads that are directly connected to the I-95 ramps and change access control on these ramps to full control of access. Access will also be partially controlled along Spring Branch Rd./Pope Rd. and US 421 in the vicinity of the interchanges. On Spring Branch Rd./Pope Rd., 280 feet of median will restrict left turns on both sides of the interchange. Access will be partially controlled for approximately 1,000 feet along Spring Branch Rd./Pope Rd., and the businesses in this area will be limited to a single driveway. On US 421 west of the interchange, access will be partially controlled for almost 1,000 ft. with limited driveways and 390-ft median. East of the interchange, partial control of access will extend to NC 55 and the median will be extended past S. Lehmon Avenue for 460 feet.

28. A Traffic Noise Report (TNR) report was prepared for I-5878 in accordance with NCDOT's *Traffic Noise Manual* (October 2016, rev. January 2017). The TNR assesses traffic noise impacts and potential abatements for the project area per 23 CFR 772, NCDOT *Traffic Noise Policy* (October 2016), and *Traffic Noise Manual*. The purpose of NCDOT's noise policy is to describe the NCDOT process for determining traffic noise impacts and abatement measures and the equitable and cost-effective expenditure of public funds for noise abatement. In accordance with NCDOT Traffic Noise Policy, zero (0) noise barriers of the two (2) noise barriers evaluated in the TNR met NCDOT feasibility and reasonableness criteria. Therefore, noise barriers are not recommended. Additional noise analyses will not be necessary unless modifications or additions to proposed alternatives occur or changes to traffic volumes are predicted.

The principal construction activities associated with this project are expected to be earth removal, hauling, grading, pile driving, and paving. General construction noise impacts, such as temporary speech interference for passers-by and those individuals living or working near the project, can be expected from these principal construction activities. Furthermore, construction noise impacts may occur due to the close proximity of noise-sensitive receptors to project construction activities. All reasonable efforts should be made to minimize exposure of noise-sensitive areas to construction noise impacts. Such efforts may include, but are not limited to, appropriate scheduling of construction activities, noise attenuating measures on construction equipment, and a consistent and open public involvement program.

29. Farmland soils eligible for protection under the Farmland Protection Policy Act (FPPA) are present within the project footprint. Approximately 35 acres of Prime Farmland and Farmland of Statewide Importance are expected to be converted to permanent transportation uses with the construction of I-5878. U.S. Department of Agriculture form NRCS-CPA-106 (attached) rates the farmland impacts of corridor projects. A total score of 105 out of 260 points was calculated for the I-5878 project. Based on this score, mitigation for farmland impacts is not anticipated. If a new location that is outside of the project footprint is considered, then NCDOT must reassess the impacts to farmlands.

## H. Project Commitments

**Harnett County**  
**I-95 Interchange Improvements at Exits 72 and 73**  
**Federal Project No. NHP-0095(007)73**  
**WBS No. 53078.1.1**  
**TIP No. I-5878**

In addition to the standard Section 404 Individual Permit Conditions, any Section 404 Special Conditions, Regional Conditions, State Consistency Conditions, 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 Detour**

In order to have time to adequately reroute school buses, Harnett County Schools Transportation will be contacted at (910) 893-3270 at least one month prior to road closure.

Harnett County Emergency Services will be contacted at (910) 893-7580 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

Dunn Emergency Services will be contacted at (910) 892-1211 at least one month prior to road closure to make the necessary temporary reassignments to primary response 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.

**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 – 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>

**Traffic Control – 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 – Bike Accommodations**

Four-foot, paved shoulders and sidewalks will be provided along Spring Branch Rd. and US 421 west of I-95 to accommodate pedestrian and bicycle traffic. Four-foot offsets and bicycle-safe railings will be provided on bridges #420066 to accommodate bicycle traffic. Four-foot paved shoulders will be provided on Pope Rd. and US 421 east of I-95.

**Division 6, Project 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.

**Division 6, Project Planning Engineer – Farmland Impacts**

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

**Division 6, Project Planning Engineer and Resident Engineer's Office - Coordination with Other Projects**

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

**Division 6, Division Environmental Officer – Mitigation**

The Division Environmental Officer will coordinate with the NC Department of Environmental Quality Division of Mitigation Services to arrange for stream and wetland mitigation of project impacts.



I. Categorical Exclusion Approval

|                     |                        |
|---------------------|------------------------|
| STIP Project No.    | <u>I-5878</u>          |
| WBS Element         | <u>53078.1.1</u>       |
| Federal Project No. | <u>NHP-0095(007)73</u> |

**Prepared By:**

2-7-18  
Date

  
Emily Simone, Environmental Planner  
Michael Baker Engineering, Inc.

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

**Reviewed By:**

2-7-18  
Date

  
James J. Rerko, Division Environmental Officer  
North Carolina Department of Transportation


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

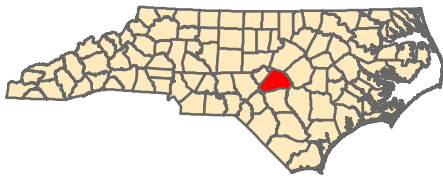
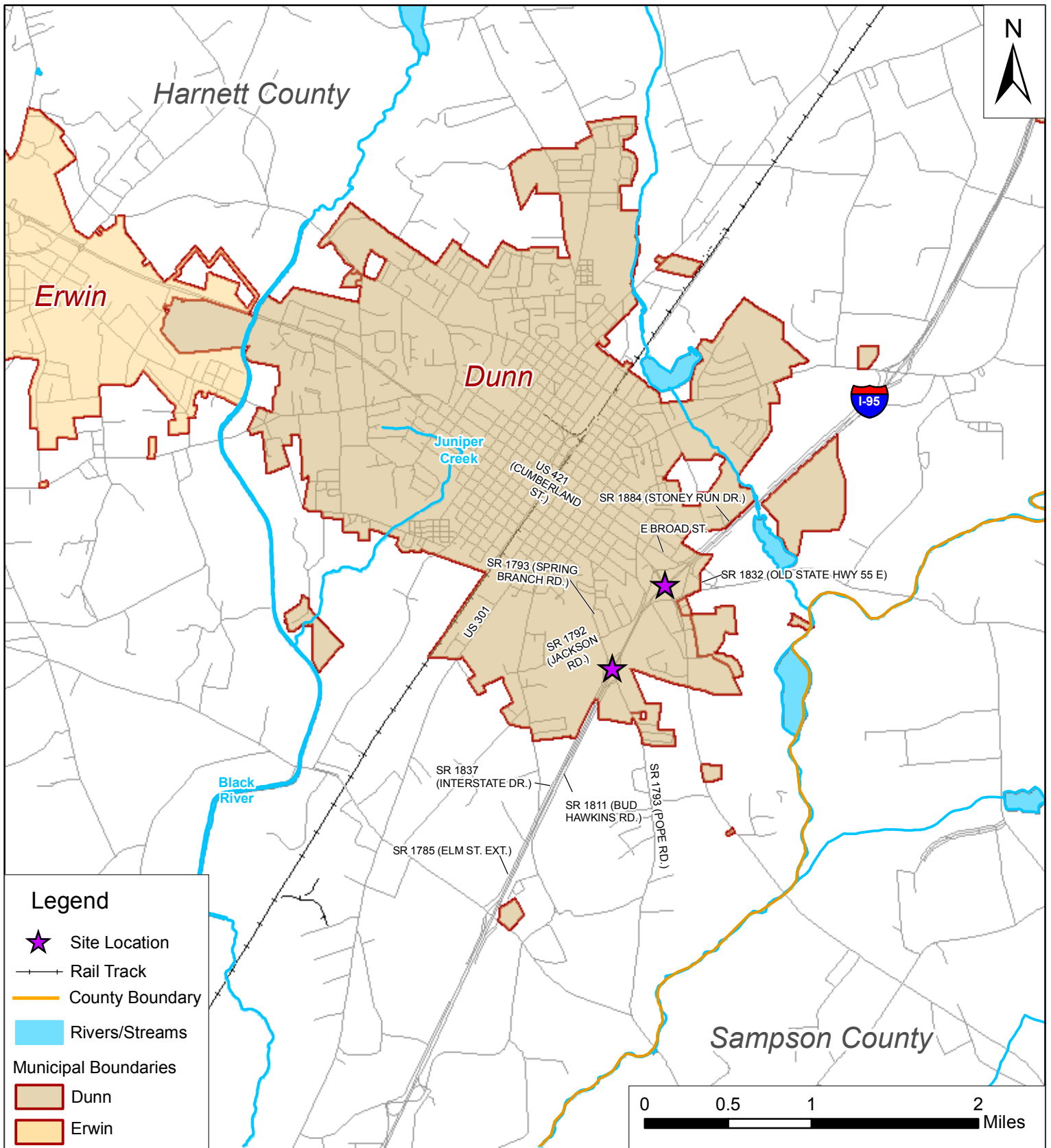
2-7-18  
Date

  
Greg Burns, PE  
North Carolina Department of Transportation

**FHWA Approval:**

2/8/18  
Date

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



HARNETT COUNTY

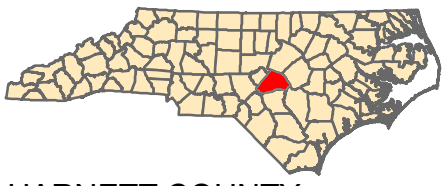


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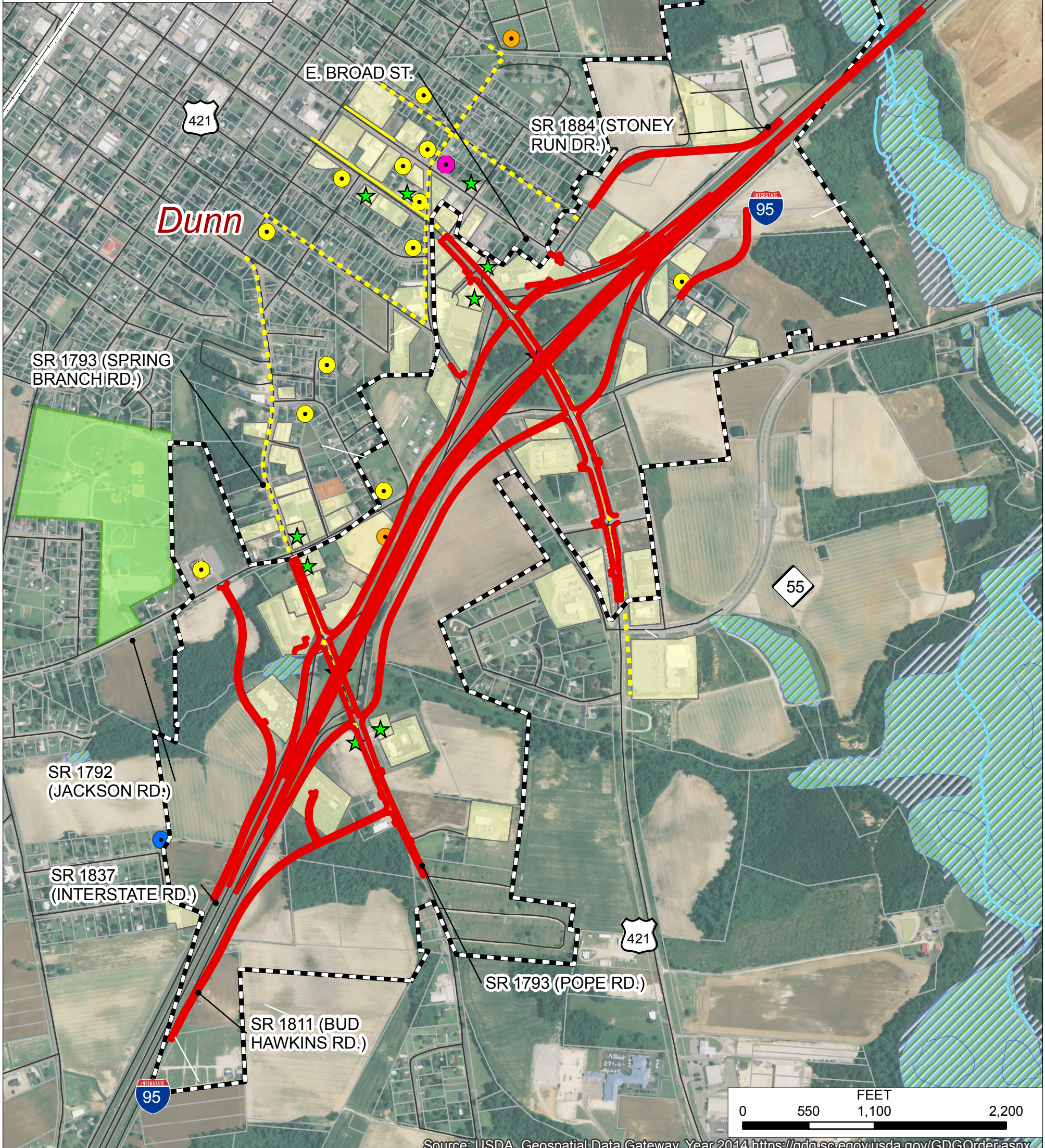
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

IMPROVEMENTS AT I-95 INTERCHANGES WITH SR 1793 (POPE RD./SPRING BRANCH RD.) (EXIT 72) AND US 421 (CUMBERLAND ST.) (EXIT 73)  
HARNETT COUNTY  
STIP PROJECT I-5878



HARNETT COUNTY

# Harnett County



Source: USDA. Geospatial Data Gateway, Year 2014 <https://gdg.sc.egov.usda.gov/GDGOOrder.aspx>

## Legend

- I-5878 Design
- Existing Sidewalks
- - - Proposed Sidewalks
- Cemetery
- Church
- Day Care
- ★ Potential Hazardous Material Site
- Utilities
- Railroad
- Surface Waters
- City Park
- Commercial Property
- Municipal Facilities
- Parcels
- NWI Wetlands
- 100-Yr Flood Plain



NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT  
AND ENVIRONMENTAL  
ANALYSIS UNIT

IMPROVEMENTS AT I-95/  
SR-1793 (POPE RD./  
SPRING BRANCH RD.)  
INTERCHANGE (EXIT 72) AND I-95/  
US 421 (CUMBERLAND ST.)  
INTERCHANGE (EXIT 73)  
HARNETT COUNTY  
STIP PROJECT I-5878

PROPOSED DESIGNS  
FIGURE 2

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

|   |  |                        |
|---|--|------------------------|
| <b>PART I (To be completed by Federal Agency)</b> | 3. Date of Land Evaluation Request<br><b>November 16, 2017</b> | 4. Sheet 1 of <u>1</u> |
|---|--|------------------------|

|   |   |
|---|---|
| 1. Name of Project<br><b>I-5878 - I-95 Interchange Project - Exit 72 &amp; 73</b> | 5. Federal Agency Involved<br><b>FHWA</b> |
|---|---|

|   |  |
|---|--|
| 2. Type of Project<br><b>Transportation</b> | 6. County and State<br><b>Harnett Co, NC</b> |
|---|--|

|  |  |   |
|--|--|---|
| <b>PART II (To be completed by NRCS)</b> | 1. Date Request Received by NRCS<br><b>November 16, 2017</b> | 2. Person Completing Form<br><b>Milton Cortes NRCS NC</b> |
|--|--|---|

|   |  |
|---|--|
| 3. Does the corridor contain prime, unique statewide or local important farmland?<br>(If no, the FPPA does not apply - Do not complete additional parts of this form).<br>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | 4. Acres Irrigated   Average Farm Size<br><b>none</b>   <b>150 acres</b> |
|---|--|

|                                 |  |  |
|---------------------------------|--|--|
| 5. Major Crop(s)<br><b>CORN</b> | 6. Farmable Land in Government Jurisdiction<br>Acres: <b>327,789 acres</b> % <b>85 %</b> | 7. Amount of Farmland As Defined in FPPA<br>Acres: <b>239,3045 acres</b> % <b>75 %</b> |
|---------------------------------|--|--|

|  |   |   |
|--|---|---|
| 8. Name Of Land Evaluation System Used<br><b>Co. NC LESA</b> | 9. Name of Local Site Assessment System<br><b>N/A</b> | 10. Date Land Evaluation Returned by NRCS<br><b>November 20, 2017; by eMail</b> |
|--|---|---|

| <b>PART III (To be completed by Federal Agency)</b>               | <b>Alternative Corridor For Segment</b> |            |            |            |
|---|---|------------|------------|------------|
|   | Corridor A                              | Corridor B | Corridor C | Corridor D |
| A. Total Acres To Be Converted Directly                           | <b>43.2</b>                             |            |            |            |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services |   |            |            |            |
| C. Total Acres In Corridor  | <b>43.2</b>                             |            |            |            |

| <b>PART IV (To be completed by NRCS) Land Evaluation Information</b>               |               |  |  |  |
|--|---------------|--|--|--|
| A. Total Acres Prime And Unique Farmland   | <b>35</b>     |  |  |  |
| B. Total Acres Statewide And Local Important Farmland                              | <b>0.10</b>   |  |  |  |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted            | <b>0.0147</b> |  |  |  |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | <b>54.9%</b>  |  |  |  |

| <b>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)</b> | <b>73</b> |  |  |  |
|--|-----------|--|--|--|
|--|-----------|--|--|--|

| <b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b> | Maximum Points |           |          |          |          |
|--|----------------|-----------|----------|----------|----------|
| 1. Area in Nonurban Use  | 15             | 8         |          |          |          |
| 2. Perimeter in Nonurban Use   | 10             | 4         |          |          |          |
| 3. Percent Of Corridor Being Farmed  | 20             | 10        |          |          |          |
| 4. Protection Provided By State And Local Government   | 20             | 0         |          |          |          |
| 5. Size of Present Farm Unit Compared To Average   | 10             | 0         |          |          |          |
| 6. Creation Of Nonfarmable Farmland  | 25             | 3         |          |          |          |
| 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             | 2         |          |          |          |
| <b>TOTAL CORRIDOR ASSESSMENT POINTS</b>  | <b>160</b>     | <b>34</b> | <b>0</b> | <b>0</b> | <b>0</b> |

| <b>PART VII (To be completed by Federal Agency)</b>                       |            |            |          |          |          |
|---|------------|------------|----------|----------|----------|
| Relative Value Of Farmland (From Part V)                                  | 100        | 73         | 0        | 0        | 0        |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160        | 34         | 0        | 0        | 0        |
| <b>TOTAL POINTS (Total of above 2 lines)</b>                              | <b>260</b> | <b>105</b> | <b>0</b> | <b>0</b> | <b>0</b> |

|                       |   |                       |  |
|-----------------------|---|-----------------------|--|
| 1. Corridor Selected: | 2. Total Acres of Farmlands to be Converted by Project: | 3. Date Of Selection: | 4. Was A Local Site Assessment Used?<br><br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
|-----------------------|---|-----------------------|--|

5. Reason For Selection:

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

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

## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)  
As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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