

MINIMUM CRITERIA DETERMINATION CHECKLIST

TIP Project No.: R-5709

State Project No.: 50205.1.1

Project Location: NC 211 from US 15-501 in Aberdeen to SR 1244 (West Palmer Street) / SR 1311 (Mockingbird Hill Road) in Raeford. See attached vicinity map (Figure 1).

Project Description

STIP Project No. R-5709 proposes to widen approximately 15.4 miles of NC 211 in Moore and Hoke Counties. The existing two-lane roadway is proposed to be widened to a four-lane divided roadway with a grass median and reduced conflict intersections. A 30-foot-wide raised median is proposed in Moore County (50 mph design speed) and a 46-foot-wide depressed median is proposed in Hoke County (60 mph design speed). There will be curb and gutter with 5-foot sidewalks on both sides of NC 211 in Aberdeen and on the south side of NC 211 from Gable Drive to the project terminus in Raeford.

Widening is proposed primarily along the existing alignment. Hills/crests and valleys/sags will be flattened to correct problems with the existing alignment such as sight distance.

Dual bridges with 5.5-foot sidewalks will carry NC 211 over the Aberdeen & Rockfish Railroad just east of Central Drive in Aberdeen (Moore County), eliminating the at-grade railroad crossing. NC 211 will be realigned to eliminate the existing at-grade railroad crossing at Reservation Road (Hoke County). This new section of roadway will also include dual bridges over the railroad.

In Raeford, a section of Turnpike Road (north of NC 211) near Mockingbird Hill Road will be redesigned to tie to a proposed roundabout at the intersection with NC 211 and the section of Turnpike Road between NC 211 and Mockingbird Hill Road will be closed, eliminating the existing at-grade railroad crossing. The existing 55 mph speed limit will be reduced to 45 mph at the proposed curb and gutter section just west of the roundabout. (See Project Commitments.)

The improved roadway will have Reduced Conflict Intersections. Traffic from most side streets and driveways will be directed to turn right (no left turns). A motorist desiring to cross NC 211 or go in the opposite direction will make a U-turn at designated areas. (U-turn bulbs are designed to accommodate up to 68-foot tractor-trailers.) At the NC 211 intersections with E. Indiana Avenue and Carolina Road, right and left-turns will be permitted onto NC 211 but motorists along NC 211 will only be permitted to turn right onto those side streets. Instead of making a left turn onto those side streets, motorists traveling along NC 211 would utilize a U-turn bulb followed by a right turn.

The project is included in the 2020-2029 State Transportation Improvement Program (STIP) and is state funded. Right of way acquisition and construction are scheduled for April 2021 and March 2024, respectively.

Purpose and Need

Project Purpose: The purpose of the proposed project is to reduce traffic congestion and travel delays, and correct roadway deficiencies along NC 211 within the project limits.

Performance measures were developed to evaluate alternatives that meet the Project Purpose. Specifically, the alternative selected for the project achieved the following along NC 211 within the project limits:

- provided additional traffic capacity in order to achieve a level of service “C” or better for the NC 211 roadway (mainline) segments during the peak hours in 2040;
- improved traffic operations by reducing travel delays and queue lengths and achieving an overall level of service “D” or better at signalized intersections during the peak hours in 2040;
- improved NC 211’s horizontal and vertical alignment, clear zones and sight distance to reduce, mitigate or eliminate existing design deficiencies; and
- provided at least minimum acceptable standards for lane and shoulder widths based on the current NCDOT Roadway Design Manual.

Project Need: By meeting or exceeding the performance measures, the proposed project addresses the following needs:

- Traffic congestion along the existing facility is expected to worsen in the future. Traffic volumes are projected to increase up to 66 percent. By 2040, almost all segments of NC 211 within the project limits will exceed the roadway’s capacity in at least one peak hour.
- Travel delays occur along the existing facility. Traffic volumes and sight distance limitations due to the horizontal and vertical alignment of the roadway limit passing opportunities.
- Roadway deficiencies include narrow travel lanes and shoulders with inadequate clear zones. In addition, there are sight distance limitations due to the horizontal and vertical alignment in some sections of the roadway, as well as problems with the alignment of intersecting roadways.
- The non-fatal injury crash rate along NC 211 within the project limits exceeds the critical crash rate. The total and fatal crash rates along NC 211 are higher than the statewide crash rate for similar facilities, although they are lower than the critical crash rate.
- Two at-grade railroad crossings expose vehicles to potential conflicts with trains. One of these railroad crossings is in the middle of an intersection (Reservation Road).

Additional Project Benefits: In addition to reducing traffic congestion and travel delays, and correcting roadway deficiencies, other benefits of the proposed project include:

- potential traffic safety improvements by reducing the number and type of conflict points as compared to the existing conditions and
- operational improvements by providing the opportunity for motorists to safely pass slower-moving or stopped vehicles.

Anticipated Permit or Consultation Requirements

Permits: A Section 404 Permit will be required due to anticipated impacts to wetlands within the proposed right-of-way. The project is anticipated to be authorized under Regional General Permit 31 and corresponding Section 401 Water Quality Certification will be required to authorize construction of this project. The US Army Corps of Engineers (USACE) holds the final discretion as to what permit will be required to authorize project construction.

Protected Species: The proposed project would not affect federally listed endangered or threatened species or their formally designated critical habitat for all species listed by the US Fish and Wildlife Service (USFWS) for Hoke and Moore Counties with the exception of the red-cockaded woodpecker and northern long eared bat. In correspondence signed February 18, 2020, the USFWS concurred that the proposed project may affect but is not likely to adversely affect the red-cockaded woodpecker. The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the USACE, and NCDOT for the northern long-eared bat in Divisions 1 - 8. Section 7 consultation is complete and the requirements of Section 7(a)(2) of the Endangered Species Act have been satisfied.

Historic Architecture: In correspondence signed February 12, 2018, NCDOT-Historic Architecture found “there are no historic properties present or affected by this project.” In response to the expansion of the study area, supplements to the “No Historic Properties Present or Affected Form” were signed on September 9, 2019 and April 15, 2020.

Archaeology: In correspondence signed May 31, 2018, NCDOT-Archaeology found “there are no National Register listed or eligible archaeological sites present within the project’s area of potential effects” and “no subsurface archaeological investigations were required for this project.” In response to the expansion of the study area, a “No Archaeological Survey Required Form” was signed on April 9, 2020.

The project as currently defined is compliant with Section 106 and no further archaeological investigations are required. The project is also currently compliant with NCGS 121-12(a).

Three cemeteries and one site containing a cemetery may be affected by the project. If any of the cemeteries cannot be avoided, additional consultation between NCDOT’s Right of Way (ROW) and Environmental Analysis Units (EAU) and the Office of State Archaeology (OSA) will be required to identify graves. The cemeteries or gravesites will be relocated in accordance with applicable state statutes. (See Project Commitments.)

Geoenvironmental: Twenty-four (24) sites of concern were identified in the project study area as documented in the R-5709 GeoEnvironmental Phase I Report (October 25, 2019). Of these, six properties were identified as part of two USEPA Superfund sites (Superfund site Id-NCD981927502 and Superfund site Id-NCD00407447).

Impacts to 17 potentially contaminated sites with low concern are anticipated, including one of the properties associated with Superfund site Id-NCD981927502. Soils contaminated with pesticides on this Superfund site were documented to be cleaned up to the satisfaction of USEPA. Impacts to other properties associated with known Superfund sites will be avoided. The identified sites of concern will be reviewed by the NCDOT GeoEnvironmental Section once the final right of way plans are complete to determine the right of way recommendations for right of way acquisition of sites. A GeoEnvironmental Phase II Investigation (February 17, 2020) was completed for the potentially impacted property associated with Superfund site Id-NCD981927502 (Bethesda Cemetery Association). No special handling of soils on this site are recommended; however, if groundwater is encountered during construction activities on this site, special provisions will be applicable. Although no special handling of soils on this site is recommended, all soil excavated must be kept onsite. (See Project Commitments.)

Agency Coordination: The project is following the NEPA/ 404 merger process to reach concurrence on key project milestones. The interagency merger process team includes representatives of the USACE, USFWS, NC Division of Water Resources (NCDWR), NC Wildlife Resources Commission (NCWRC), NC Historic Preservation Office (HPO), Lumber River Rural Planning Organization (LRRPO), Triangle Area Rural Planning Organization (TARPO), Fayetteville Area Metropolitan Planning Organization (FAMPO), and NCDOT. To date, the merger process team concurred on the project’s purpose and need, alternatives to be studied in detail, that there are no locations where wetlands and streams require bridges, Least Environmentally Damaging Practicable Alternative, and avoidance and minimization.

Special Project Information

Environmental Commitments: See green sheet commitments (Project Commitments).

Estimated Costs: Preliminary cost estimates for the project are presented in the table below. Costs are subject to change during the design process.

Cost Estimate

Total	Right-of-Way	Utilities	Construction
\$172,400,428	\$51,823,970	\$4,976,458	\$115,600,000

Estimated Traffic: The base year (2015) traffic volumes for NC 211 within the study area ranged from 4,200 vehicles per day (vpd) to 13,600 vpd. In 2040, traffic volumes are projected to increase approximately 62 to 66 percent, ranging from 6,900 vpd to 22,300 vpd.

Crashes: The NCDOT Traffic Safety Unit provided crash data for a five-year period (May 2011 to April 2016) for NC 211 within the project limits. During the analysis period, 451 crashes were reported along this approximately 15-mile section of NC 211. While the total crash rate is lower than the critical crash rate, the non-fatal injury crash rate is slightly higher than the critical crash rate for similar facilities. Approximately 36 percent of the crashes along this section of NC 211 were injury crashes, including five crashes with eight fatalities. Rear end, slow or stop crashes were the most common crash type, accounting for 30 percent of total crashes. Rear end crashes are typically associated with congested conditions. Run off road and fixed object crashes, which can also be associated with congested conditions, account for more than 15 percent of total crashes. Vertical curve deficiencies result in poor sight distance, which may also contribute to the higher crash rates.

Design Exceptions: There are no anticipated design exceptions.

Pedestrian and Bicycle Accommodations: Sidewalks along NC 211 are limited to two disconnected segments in the Town of Aberdeen. There are designated bicycle routes along sections of NC 211, but no separate/marked bicycle facilities along NC 211. NCDOT coordinated with local officials regarding incorporation of bicycle facilities and the need and maintenance of sidewalks.

The project includes sidewalks on both sides of NC 211 from US 15-501 to the eastern end of the dual bridges over the Aberdeen & Rockfish railroad. The construction of sidewalks in Aberdeen where pedestrian activity is greatest will result in enhanced safety. The maintenance of the sidewalks will be included in a municipal agreement with the Town of Aberdeen. Based on local plans, which recommend sidewalks along NC 211 to Pee Dee Road, the Town of Aberdeen will be responsible for a portion of the cost to construct sidewalks east of Pee Dee Road and a municipal agreement will be executed. (See Project Commitments.) Based on coordination with representatives of the Town of Aberdeen and Moore County in addition to minimizing impacts, bicycle facilities are not included in the project.

The City of Raeford expressed interest in sidewalks near the eastern terminus of the project. Based on local plans and needs expressed by Raeford, sidewalks are proposed on the south side of NC 211 from Gable Drive to the project terminus and along the west side of Palmer Street to the West Hoke Middle School driveway. Bicycle facilities in Raeford are not recommended in local plans and are not included in the project.

Alternatives Evaluation

No-Build Alternative: The No-Build Alternative would not provide any substantial improvements to NC 211 within the study area; only typical maintenance activities would occur. The No-Build Alternative would not meet the purpose and need of the project; however, the No-Build Alternative is considered as part of the SEPA process.

Mass Transit Alternative: The Mass Transit Alternative considered forms of transportation other than the single-occupancy passenger vehicle. Mass transit is not available along NC 211 in Moore and Hoke Counties because of lack of demand, low

population density, diffused employment centers, and diversity of trip origins and destinations. For these reasons, mass transit will not capture the requisite number of person trips to make this alternative a reasonable and feasible alternative.

Transportation Systems Management Alternative: Transportation System Management Alternative improvements typically involve low-cost, minor transportation improvements to increase the capacity of an existing facility, and do not include reconstructing or adding additional through lanes to the existing highway. Transportation System Management improvements on NC 211 in the study area, such as the addition of turn lanes, signalization, and minor realignments, would not noticeably reduce congestion and travel delays. Furthermore, this alternative would not fully correct roadway deficiencies.

Widening Build Alternatives: Widening NC 211 would reduce traffic congestion and travel delays, and correct roadway deficiencies. In order to analyze potential impacts and select a best-fit alternative, the project was divided into 15 sections. The options were analyzed and refined to widen on each side of the existing roadway (north or south) within each of the 15 sections, as well as options for grade-separated railroad crossings and/or the realignment of intersecting roadways. These preliminary widening scenarios were reviewed and discussed at the NEPA/ 404 Merger Team meetings. At meetings held June 15, 2017 and February 20, 2019, the Merger Team concurred on the widening options comprising one best-fit alternative to be studied in detail. Widening options were refined to avoid and minimize impacts to the human and natural environment.

Detailed Study Alternative: Following identification of a widening option in each section, transitions between north and south widening were developed and Reduced Conflict Intersection (RCI) design elements (e.g., U-turn bulbs, control of access, left-overs) were incorporated. Best-fit alignment design refinements also included shifting U-turn bulbs, utilizing expressway gutter, and revising intersection design to accommodate access, minimize impacts, and/or avoid relocations. The detailed study alternative (best-fit alternative) is shown on Figures 2-1 through 2-20.

Community Impacts

The project is anticipated to displace an estimated 80 residences and 20 businesses, including several vacant structures. The project is also anticipated to displace an estimated five churches, as well as accessory buildings for an additional church. In addition, the project is anticipated to result in the relocation of two community facilities: Aberdeen Transfer Station No 4 and Canyon Hills Treatment Facility. These impacts are based on preliminary design slope stakes with a 25-foot buffer and are subject to change as the design process progresses.

Parks, Game Lands and Conservation Areas

There are various parcels held in conservation status owned by The Nature Conservancy (TNC) in the project area. Input from TNC indicates that the parcels held in conservation status and identified NC Natural Heritage Program (NCNHP) Natural Areas provide

important wildlife habitat and corridors for the movement of species throughout the Sandhills region, namely between the Fort Bragg area and the Camp Mackall/Sandhills Game Lands.

- The 2,689-acre Rockfish Creek Game Land is located within Hoke County, south of the Fort Bragg boundary on the northeast side of NC 211. Part of the Calloway Forest Preserve, the property was originally purchased by NCDOT as mitigation for effects on red-cockaded woodpecker habitat, before ownership was transferred to TNC. A portion of the Rockfish Creek Game Land adjacent to NC 211 is signed as the Calloway Community Nature Park, a defined 'safety zone' where the discharge of firearms is prohibited. In developing the best-fit alternative, a widening option was refined to avoid impacts to the Calloway Community Nature Park.
- There are three additional properties owned by TNC and one property with a conservation easement held by TNC along NC 211. The proposed project area is estimated to acquire right of way totaling approximately 12.6 acres out of 516.4 acres of these properties, which equates to just over 2 percent.
- The approximately 2,000-acre McCain tract, owned by the North Carolina Department of Agriculture, is on both sides of NC 211 in Hoke County. This parcel contains the former McCain Hospital, former Sandhills Youth Center (partially operating as NC Department of Corrections administrative offices) and Hoke Correctional Institution. A portion of the property is identified as NCNHP Natural Area. The proposed project area is estimated to acquire approximately 13 acres of right of way from the McCain property along NC 211.

No parks or recreational areas are expected to be permanently impacted. The All-American Trail, a 20.5-mile unpaved trail along a portion of the Fort Bragg boundary, crosses Plank Road in proximity to the intersection with NC 211. Pedestrian access to the All-American Trail at Plank Road will be maintained during construction while the trail is open (February through late September). (See Project Commitments.)

Farmland

Approximately 95 acres of prime agricultural and forest land are expected to be converted into non-farmland, including some agricultural and logging operations.

Environmental Justice

Census data indicates a notable presence of minority and low-income populations meeting the criteria for Environmental Justice within the project Demographic Study Area (DSA), and minority and low-income communities, as well as a disabled resident, were observed within the Direct Community Impact Area (DCIA) during field visits and were noted by local planners. These populations are concentrated near the project termini within or near to the municipalities. The Hoke County planner noted that rural Hoke County, in general, has a low-income population.

Notably adverse community impacts are anticipated with this project but appear to affect all populations equivalently; thus, impacts to minority and low-income

populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.

Census data does not indicate Limited English Proficiency (LEP) populations meeting the US Department of Justice LEP Safe Harbor threshold or a notable presence within the Demographic Study Area.

Public Involvement

Open-house public meetings, local officials' meetings, and small group meetings were held throughout the project planning process. In addition, the project team addressed telephone calls and emails to answer questions and collect feedback from the public. Public meetings were held to gather input at key points in the decision-making process. Given the large study area size and project length, two meetings were held in both Aberdeen and Raeford at each milestone.

Public Meeting 1: Project Study Area and Existing Conditions Data

NCDOT held two informal public meetings for the project on July 26, 2016 and July 28, 2016. The purpose of the meetings was to introduce the project and the project team, discuss the need for the project and present the draft study area, as well as answer questions and receive comments from the public. A total of 150 individuals signed in at the meetings. A local officials' meeting was held prior to the public meetings on April 11, 2016.

Both local officials and the public commented on and discussed such issues as the right-of-way required for the project, the potential relocation of homes and businesses, potential impacts, existing safety concerns, existing/projected traffic volumes and existing/future land use. Most meeting attendees felt that NC 211 is in need of improvement and that a widened, median-divided facility would benefit the community by addressing congestion. However, some members of the public were concerned about direct impacts to their property.

Public Meeting 2: Preliminary Design and Draft Impact Summary

NCDOT held two informal public meetings for the project on July 23, 2019 and July 25, 2019. The purpose of the meetings was to provide the public with information on the project, review the preliminary design, and gather comments on the project. A total of 253 individuals signed in at the meetings. Comments collected during the comment period are summarized below:

- Concern about specific impacts to properties such as loss of structures, parking, driveways, and land
- Questions regarding right of way acquisition
- Design requests or questions including U-turn bulb placement, turn lanes, signals, roadway design
- Questions about drainage improvements
- Barrier and landscaping requests

- Utility questions and placement

Prior to each informal public meeting, a Local Officials Informational Meeting was held for public officials to review the public meeting handout and map. Officials were able to ask questions and provide feedback about the project.

Overall, the project is not controversial, as most concerns expressed to the project team, including those voiced at public meetings, primarily related to individual property impacts. Many recognize the project's benefits and expressed support for the project at the public meetings.

Small Group Meetings

Additional meetings were held with individual property owners, businesses, local officials and other groups as requested. An open house small group meeting, scheduled for March 17, 2020, was canceled in response to the coronavirus threat (COVID-19 pandemic). NCDOT provided updated project information in a newsletter and the project team addressed telephone calls and emails instead of holding an in-person meeting.

PART A: MINIMUM CRITERIA

Item 1 to be completed by the Engineer.

YES

NO

1. Is the proposed project listed as a type and class of activity allowed under the Minimum Criteria Rule in which environmental documentation is not required?

If the answer to number 1 is “no”, then the project does not qualify as a minimum criteria project. A state environmental assessment is required.

If yes, under which category?

26 – Implementation of any project which qualifies as a "categorical exclusion" under the National Environmental Policy Act by one of the Agencies of the U.S. Department of Transportation

If either category #8, #12(i) or #15 is used, complete Part D of this checklist.

PART B: MINIMUM CRITERIA EXCEPTIONS

Items 2 – 4 to be completed by the Engineer.

YES

NO

2. Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality impacts?
3. Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact to human health or the environment?
4. Is the proposed activity of such an unusual nature or does the proposed activity have such widespread implications, that an uncommon concern for its environmental effects has been expressed to the Department?

Item 5-8 to be completed by Division Environmental Officer.

5. Does the proposed activity have a significant adverse effect on wetlands; surface waters such as rivers, streams, and estuaries; parklands; prime or unique agricultural lands; or areas of recognized scenic, recreational, archaeological, or historical value?
6. Will the proposed activity endanger the existence of a species on the Department of Interior's threatened and endangered species list?
7. Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or ground water impacts?

- | | | |
|---|--------------------------|-------------------------------------|
| | YES | NO |
| 8. Is the proposed activity expected to have a significant adverse effect on long-term recreational benefits or shellfish, finfish, wildlife, or their natural habitats | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

PART C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS

Items 9- 12 to be completed by Division Environmental Officer.

- | | | |
|--|-------------------------------------|-------------------------------------|
| | YES | NO |
| 9. Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 10. Does the action require the placement of temporary or permanent fill in waters of the United States? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 11. Does the project require the placement of a significant amount of fill in high quality or relatively rare wetland ecosystems, such as mountain bogs or pine savannahs? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. Is the proposed action located in an Area of Environmental Concern, as defined in the Coastal Area Management Act? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Items 13 – 15 to be completed by the Engineer.

- | | | |
|--|-------------------------------------|--------------------------|
| 13. Does the project require stream relocation or channel changes? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|

Cultural Resources

- | | | |
|---|--------------------------|-------------------------------------|
| 14. Will the project have an “effect” on a property or site listed on the National Register of Historic Places? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 15. Will the proposed action require acquisition of additional right of way from publicly owned parkland or recreational areas? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response to Question #9:

The United States Fish and Wildlife (USFWS) lists seven (7) federally protected species for Hoke County (October 4, 2018) and four (4) federally protected species for Moore County (April 2, 2020).

Federally protected species listed for Hoke and Moore Counties.

Scientific Name	Common Name	County Listed	Federal Status ¹	Habitat Present	Biological Conclusion
<i>Alligator mississippiensis</i>	American alligator	Hoke	T (S/A)	Yes	Not Required
<i>Picoides borealis</i>	Red-cockaded woodpecker	Hoke, Moore	E	Yes	May Affect, Not Likely To Adversely Affect
<i>Neonympha mitchellii francisci</i>	Saint Francis' satyr butterfly	Hoke	E	Yes	No Effect

Scientific Name	Common Name	County Listed	Federal Status ¹	Habitat Present	Biological Conclusion
<i>Notropis mekistocholas</i>	Cape Fear shiner	Hoke, Moore	E	No	No Effect
<i>Schwalbea americana</i>	American chaffseed	Hoke, Moore	E	Yes	No Effect
<i>Rhus michauxii</i>	Michaux's sumac	Hoke, Moore	E	Yes	No Effect
<i>Lysimachia asperulaefolia</i>	Rough-leaved loosestrife	Hoke	E	Yes	No Effect

1 – E - Endangered; T – Threatened; T (S/A) - threatened due to similarity of appearance

No habitat exists in the project area for the Cape Fear shiner. Suitable habitat for American alligator, Red-cockaded woodpecker (RCW), Saint Francis' satyr butterfly, American chaffseed, Michaux's sumac, and Rough-leaved loosestrife does exist in the project area. The American alligator is listed as threatened due to similarity of appearance; therefore, Section 7 consultation with the USFWS is not required. The NCDOT Biological Surveys Group (BSG) or RK&K (consultant) biologists conducted surveys for Saint Francis' satyr, American chaffseed, Michaux's sumac, and Rough-leaved loosestrife and no specimens were observed. A review of NCNHP records, updated January 2020, indicates two known occurrences of Michaux's sumac and American chaffseed within 1.0 mile of the study area. Due to these occurrences and the amount of time between the original surveys and project letting, additional surveys will be required during the appropriate survey windows closer to the let date. At that time, further coordination with the USFWS will occur if needed to resolve Section 7. (See Project Commitments.)

Suitable habitat for RCW in the form of open, mature stands of southern pines, particularly longleaf pine and loblolly pine is present in the project study area. The NCDOT-BSG coordinated surveys for RCW cavity trees within portions of the study area, focusing on potentially suitable habitat (March 2017). No RCW cavity trees will be taken, and the project does not come within 200 feet of any known RCW cavity trees. The project will remove approximately 17.92 acres of RCW foraging habitat and result in 18.90 acres of noncontiguous habitat collectively from within three affected RCW partitions. Each partition will still meet the Standard for Managed Stability guidelines post-project when both suitable and potentially suitable habitat are considered. Therefore, the USFWS concurred that the proposed project May Affect, but is Not Likely to Adversely Affect the RCW.

Northern Long-eared bat

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the FHWA, the USACE, and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Hoke and Moore Counties, where R-5709

is located. This level of incidental take is authorized from the effective date of a final listing determination through December 31, 2020 (the USFWS, FHWA, USACE, and NCDOT are coordinating to reinstate Section 7 to extend the PBO beyond this date).

Response to Question #10:

The proposed right-of-way plans are currently in development; therefore, stream and wetland impacts were calculated within the proposed slope stakes plus 25 feet. The total calculated wetland acreage within this area is 3.27 acres, and the total calculated stream length within this area is 1,460 linear feet.

Anticipated Impacts to Water Resources in the Study Area

Stream Name	Map ID	Length of Impact (lf)	Classification	Compensatory Mitigation Required	River Basin Buffer
UT to Devil Gut Branch	SA	139	C	Yes	Not Subject
UT to Devil Gut Branch	SB	0	C	Yes	Not Subject
Devil Gut Branch	SC	169	C	Yes	Not Subject
UT to Devil Gut Branch	SD	34	C	Yes	Not Subject
Quewhiffle Creek	SE	56	C	Yes	Not Subject
UT Quewhiffle Creek, (including pond)	SF	189	C	Yes	Not Subject
UT to Mountain Creek	SG	144	C	Yes	Not Subject
UT to Buffalo Creek	SH	298	C	Yes	Not Subject
UT to Toneys Creek	SI	0	C; Sw	Yes	Not Subject
UT Quewhiffle Creek	SJ	128	C	Yes	Not Subject
UT to Rockfish Creek	SK	0	B	Yes	Not Subject
UT to Rockfish Creek	SL	0	B	Yes	Not Subject
UT to Toneys Creek	SM	303	C; Sw	Yes	Not Subject
	Total	1,460			

Note: Anticipated impacts to jurisdictional areas are all areas which fall within 25 feet of the proposed slope-stake limits. Impacts are subject to change as the planning and design process progresses.

Anticipated Impacts to Wetlands in the Study Area

Map ID	NCWAM Classification	Hydrologic Classification	NCDWR Rating	Area in Study Area (acres)	Anticipated Impact (acres)
WA	Bottomland Hardwood Forest	Riparian	65	0.77	0.11
WB	Bottomland Hardwood Forest	Riparian	52	0.07	0.01
WC	Bottomland Hardwood Forest	Riparian	65	0.07	0
WD	Bottomland Hardwood Forest	Riparian	59	0.06	0
WE	Seep	Non-Riparian	25	0.13	0
WF	Bottomland Hardwood Forest	Riparian	73	0.75	0.11
WG	Bottomland Hardwood Forest	Riparian	71	4.46	0.26
WH	Seep	Non-Riparian	45	0.33	0.13
WI	Bottomland Hardwood Forest	Riparian	64	0.96	0.24
WJ	Basin Wetland	Non-Riparian	62	0.34	0.06
WL	Bottomland Hardwood Forest	Riparian	69	0.46	0.34

Map ID	NCWAM Classification	Hydrologic Classification	NCDWR Rating	Area in Study Area (acres)	Anticipated Impact (acres)
WM	Basin wetland	Non-Riparian	47	0.33	0.16
WN	Seep	Non-Riparian	61	0.05	0
WO	Seep	Non-Riparian	28	0.03	0
WP	Seep	Non-Riparian	54	1.88	1.07
WQ	Bottomland Hardwood Forest/Seep	Riparian	66	1.33	0.70
WR	Basin Wetland -Isolated	Non-Riparian	29	0.03	0.03
WS	Bottomland Hardwood Forest	Riparian	60	0.11	0
WT	Basin Wetland	Non-Riparian	20	2.09	0.05
WU	Basin Wetland	Non-Riparian	45	0.63	0
WV	Non-Tidal Freshwater Marsh	Riparian	28	0.1	0
WW	Non-Tidal Freshwater Marsh	Riparian	15	0.21	0
WY	Bottomland Hardwood Forest	Riparian	47	0.5	0
			Total	15.48	3.27

Note: Anticipated impacts to jurisdictional areas are all areas which fall within 25 feet of the proposed slope-stake limits. Impacts are subject to change as the planning and design process progresses.

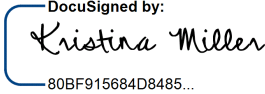
Response to Question #13:


A section of stream SM, Figure 2-20, is parallel to NC 211. The project will result in the relocation of approximately 303 feet of the stream. Additional stream relocations may be needed and will be identified in the next phase of design.

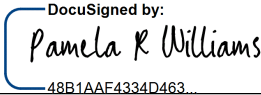
PART D: (To be completed when either category #8, 12(i) or #15 of the rules are used.) Not Applicable.

Items 16- 22 to be completed by Division Environmental Officer.

- 16. Project length: _____
- 17. Right of Way width: _____
- 18. Project completion date: _____
- 19. Total acres of newly disturbed ground surface: _____
- 20. Total acres of wetland impacts: _____
- 21. Total linear feet of stream impacts: _____
- 22. Project purpose: _____

Prepared by:  Date: 7/29/2020
Kristina Miller, PE
Project Manager
Rummel Klepper & Kahl (RK&K)

Reviewed by:  Date: 7/29/2020
Elmo Vance
Project Manager
NCDOT Project Management Unit

Approved by:  Date: 7/29/2020
Pamela Williams
Team Lead
NCDOT Project Management Unit

Project Commitments

Moore and Hoke Counties

NC 211

From US 15-501 in Aberdeen to

SR 1244 (West Palmer Street) / SR 1311 (Mockingbird Hill Road) in Raeford

Widen to Multilanes

WBS No. 50205.1.1

STIP Project No. R-5709

Division 8 Construction - Resident Engineer

Pedestrian access to the All-American Trail at Plank Road will be maintained during construction while the trail is open (February through late September).

The NCDOT Resident Engineer will continue coordination with local EMS/fire officials through project construction to minimize potential impacts to response time and access during peak times and special events.

The NCDOT Resident Engineer will coordinate with school transportation officials at least one month prior to and throughout construction.

The Town of Aberdeen expressed interest in special landscaping and requested to participate in review of the landscaping plan during the construction phase. The maintenance of any proposed landscape will be included in a municipal agreement with the Town of Aberdeen.

Division 8 – Traffic Engineer

The NCDOT Division Traffic Engineer will request a revision of the ordinance to reduce the NC 211 posted speed from 55 mph to 45 mph prior to Gable Drive in Raeford.

Project Management Unit/Geotechnical Unit

Twenty-four (24) sites of concern were identified within the study area. NCDOT GeoEnvironmental Section will re-evaluate potential hazardous waste sites once the Final Right of Way plans are complete to determine whether soil and groundwater assessments are necessary prior to right of way acquisition.

A GeoEnvironmental Phase II Investigation (February 17, 2020) was completed for the potentially impacted Superfund site (Bethesda Cemetery Association). No special handling of soils on this site are recommended; however, if groundwater is encountered during construction activities on this site, refer to special provisions for handling potentially impacted saturated soil. All excavated soil will remain onsite.

Project Management Unit

Sidewalks are included on both sides of NC 211 from US 15-501 to the eastern end of the dual bridges over the Aberdeen & Rockfish Railroad. The maintenance of the sidewalks and cost share (Pee Dee Road to eastern end of dual bridges) will be included in the municipal agreement(s) with the Town of Aberdeen.

Sidewalks will be included on the south side of NC 211 from Gable Drive to the eastern project terminus and on the west side of Palmer Street from NC 211 to the first entrance at West Hoke Middle School. The maintenance of the sidewalks will be included in a municipal agreement with the City of Raeford.

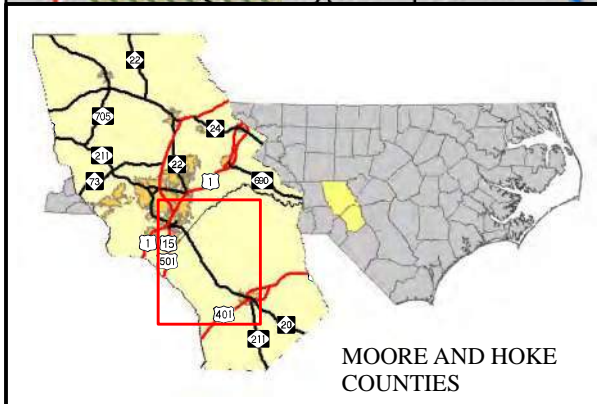
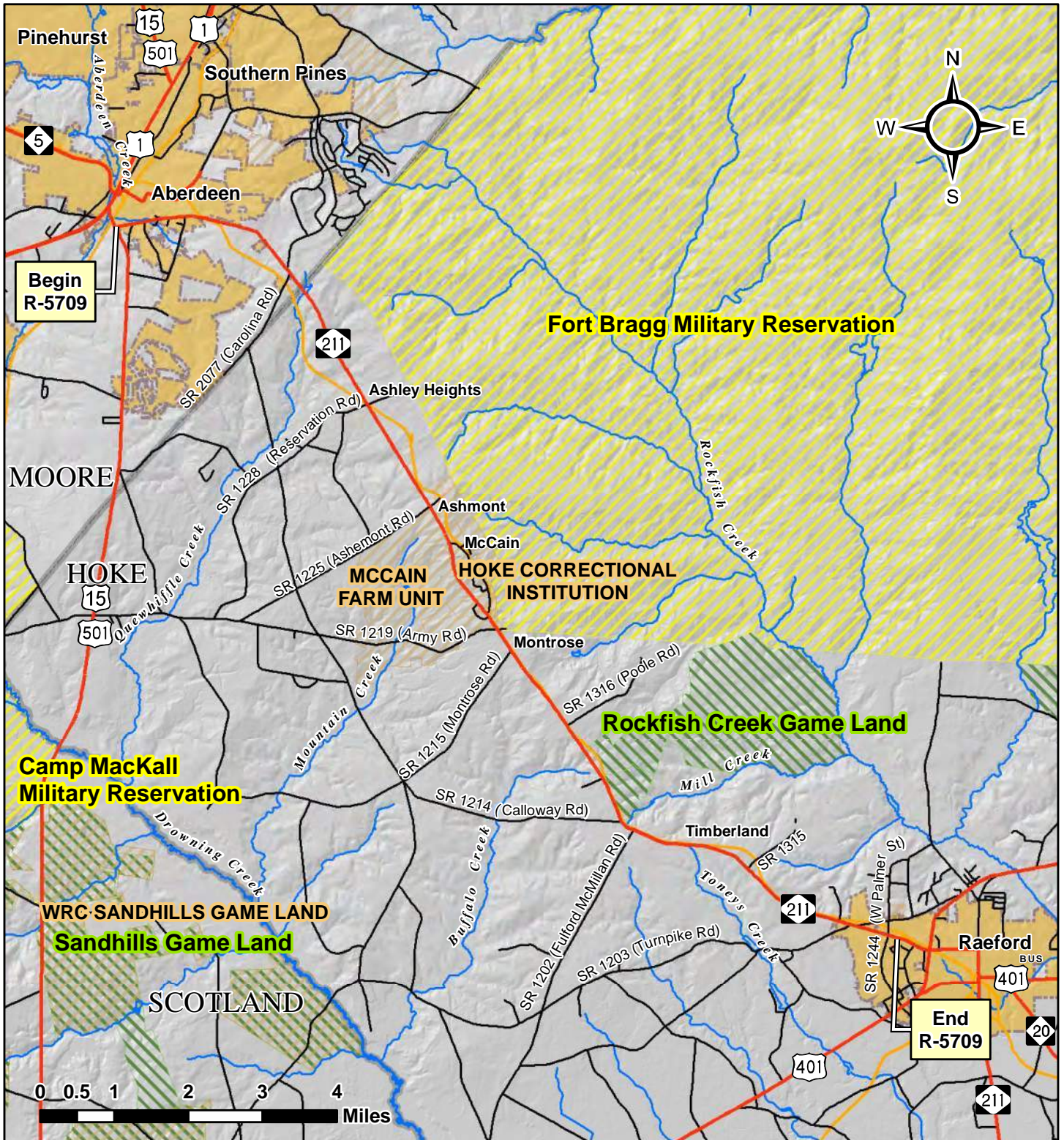
NCDOT Division 8 - Right of Way and NCDOT Environmental Analysis Unit (EAU) - Archaeology

Where final project design includes intrusion into cemetery boundaries, additional consultation between NCDOT's Right of Way (ROW) and Environmental Analysis Units (EAU) and the Office of State Archaeology (OSA) will be required to identify graves, both marked and unmarked, in the impact area and arrange for their relocation per North Carolina General Statutes 14-148, 65 and 70. The ROW agent will notify archaeologist Shane Petersen of the EAU

(scpetersen@ncdot.gov, 919.707.6083) at least two months in advance of the ROW acquisition of any cemetery parcels in order to determine if the OSA will require archaeological investigations to identify and remove unmarked burials. Should OSA require investigations in relation to the likelihood of unmarked burials being impacted within the cemetery, three months will be required to complete the investigations after ROW has acquired all necessary cemetery parcels. The final disposition of any interments recovered during the archaeological investigations will be determined by NCDOT's ROW Unit and the EAU in consultation with OSA.

NCDOT Environmental Analysis Unit (EAU) – Environmental Coordination & Permitting

Due to two known occurrences of federally protected species (American chaffseed, Michaux's sumac) within 1.0 mile of the study area, additional plant surveys will be required during the appropriate survey windows within two years of the let date. At that time, further coordination with the USFWS will occur if needed to resolve Section 7.

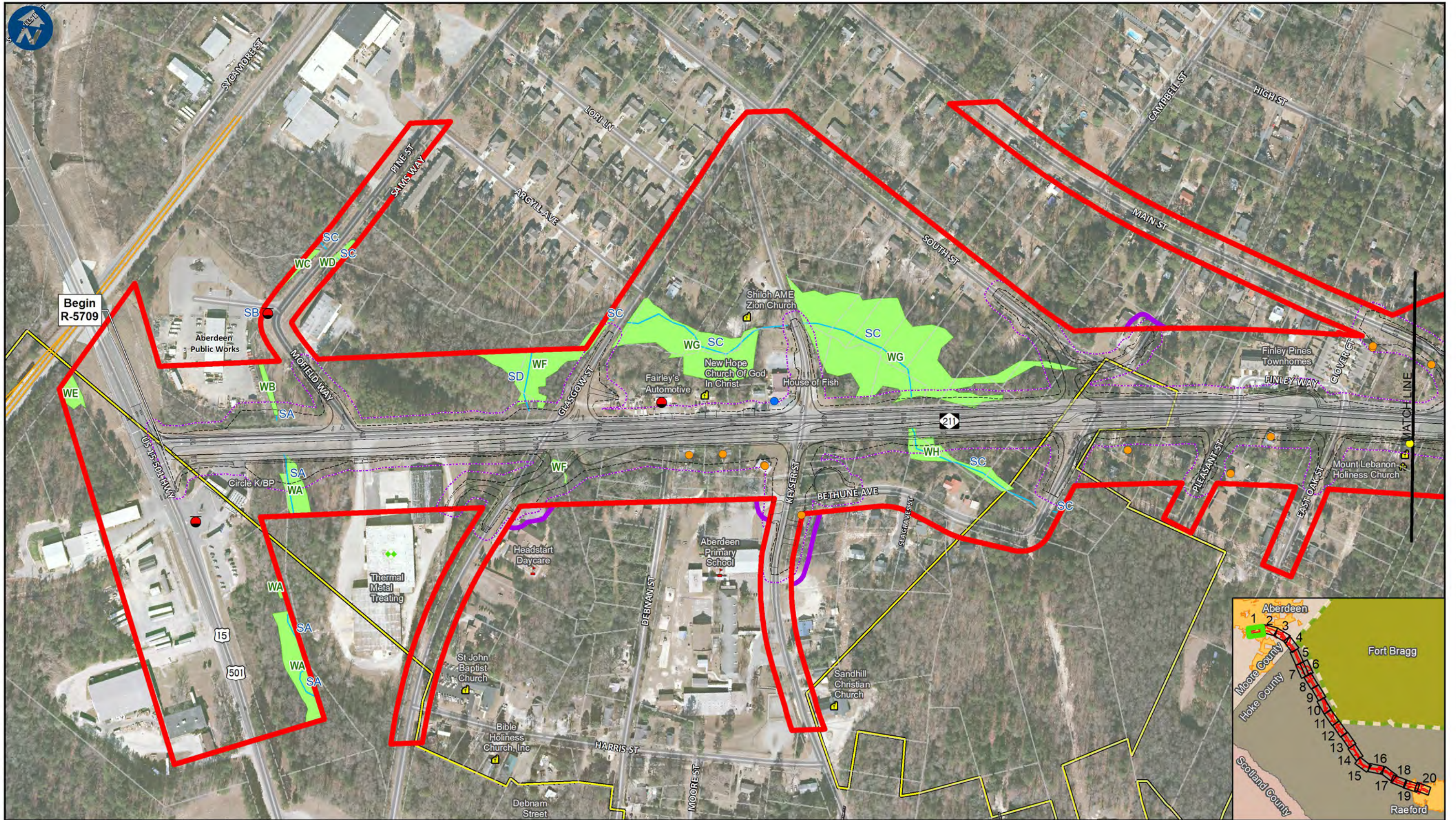


North Carolina Department of Transportation

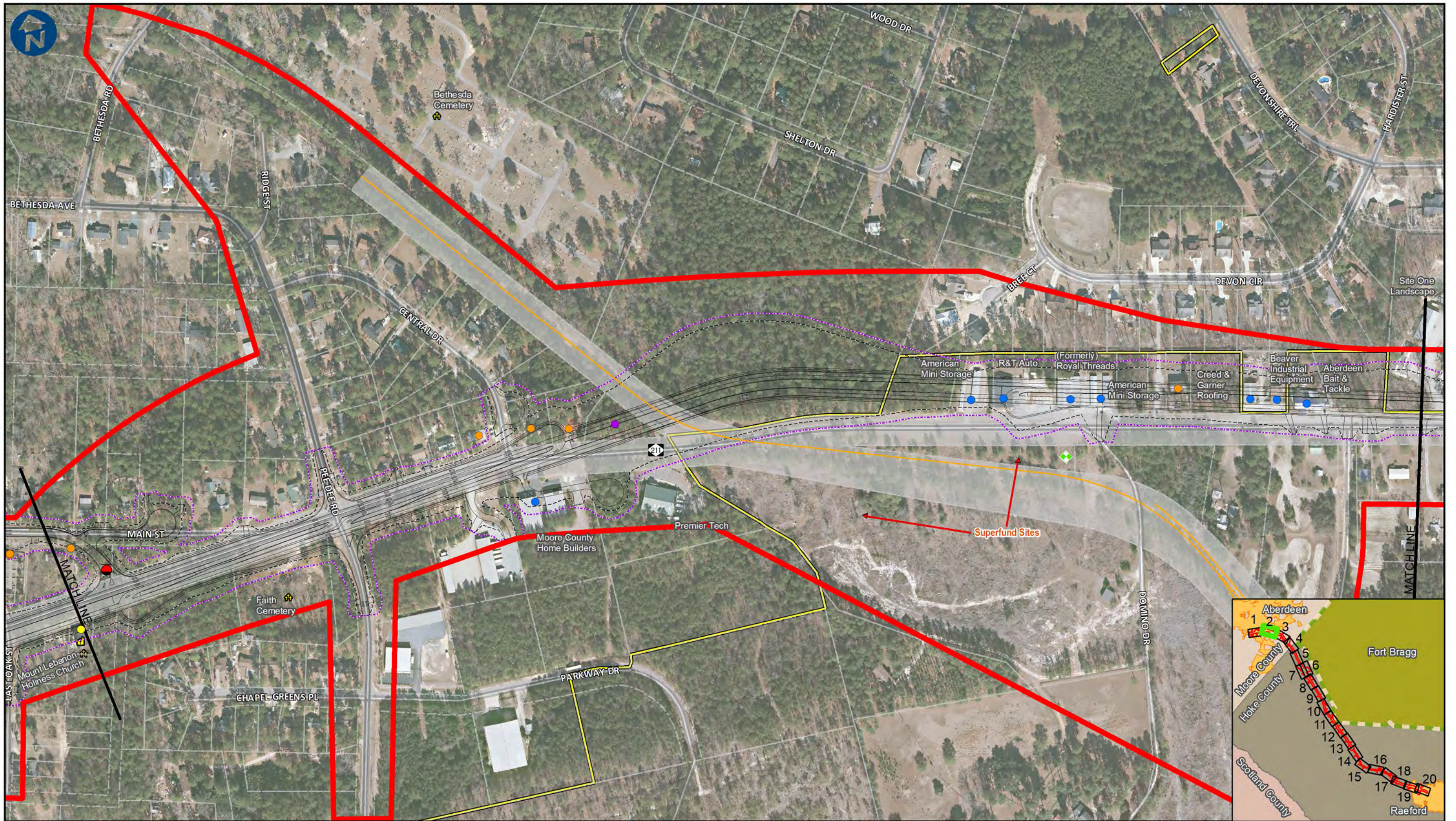


VICINITY
NC 211
 FROM US 15 - 501 IN ABERDEEN
 TO SR 1244 - SR 1311 IN RAEFORD,
 MOORE, AND HOKE COUNTIES
 STIP PROJECT R-5709

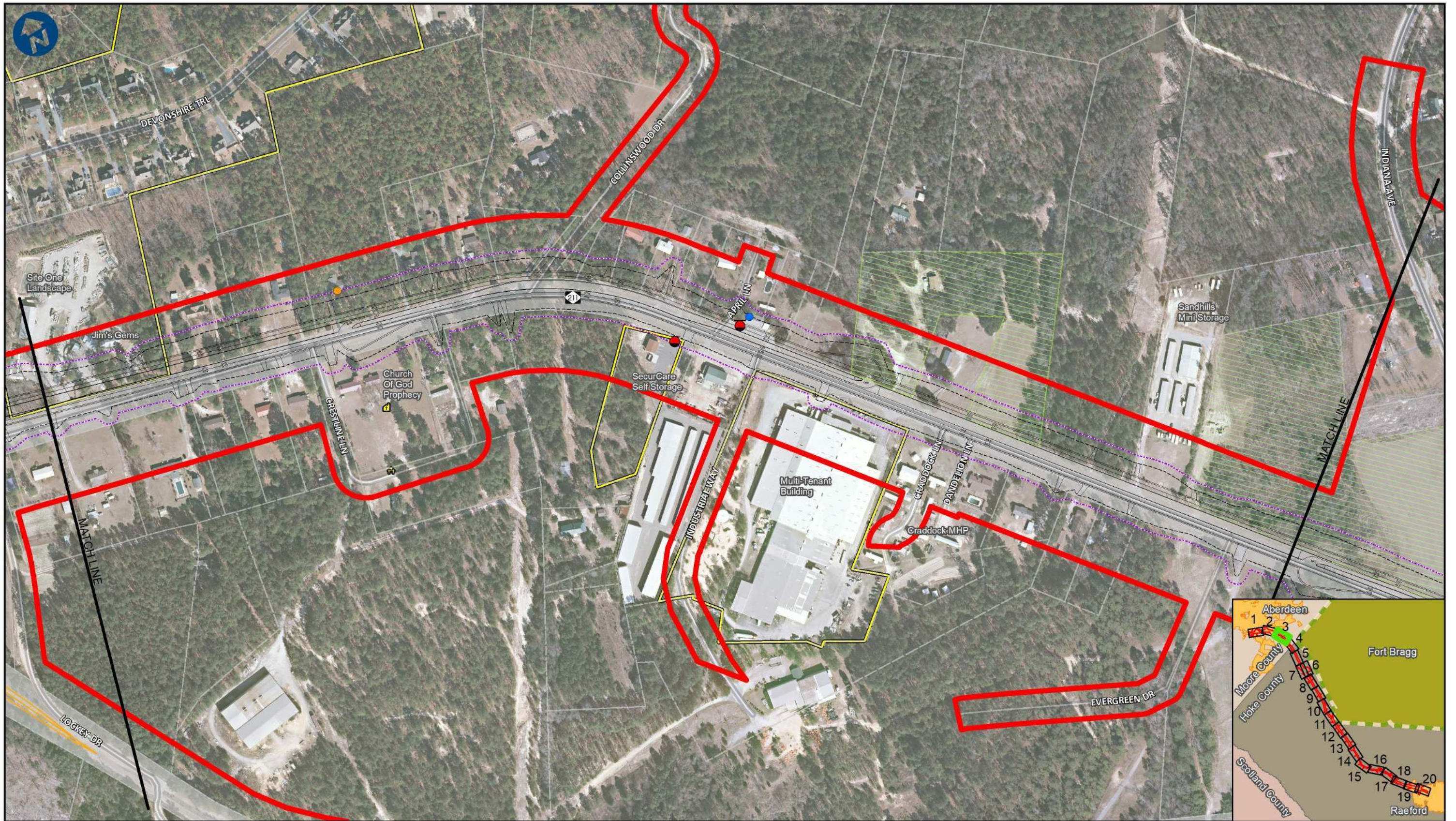
FIGURE
1



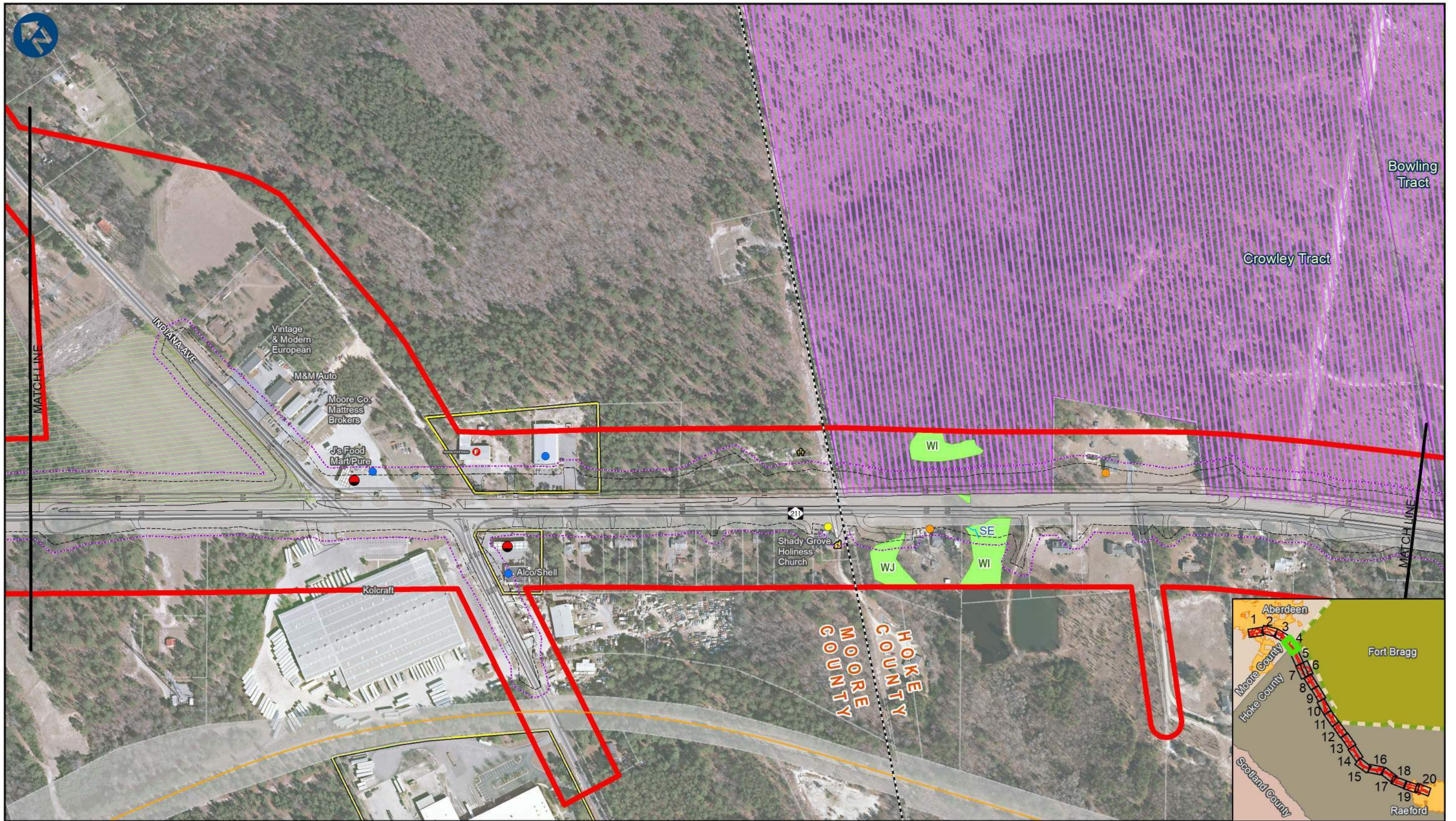
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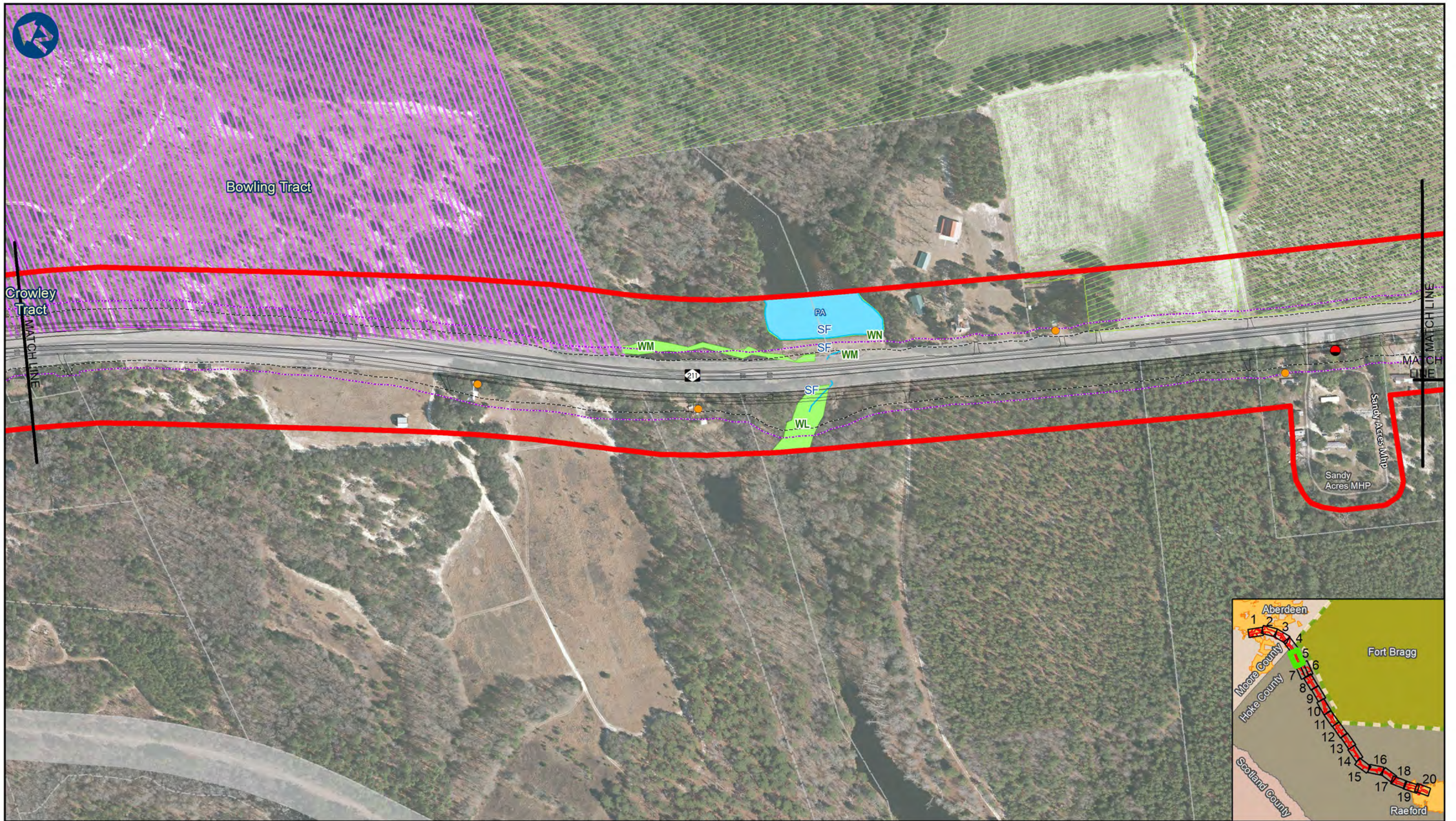
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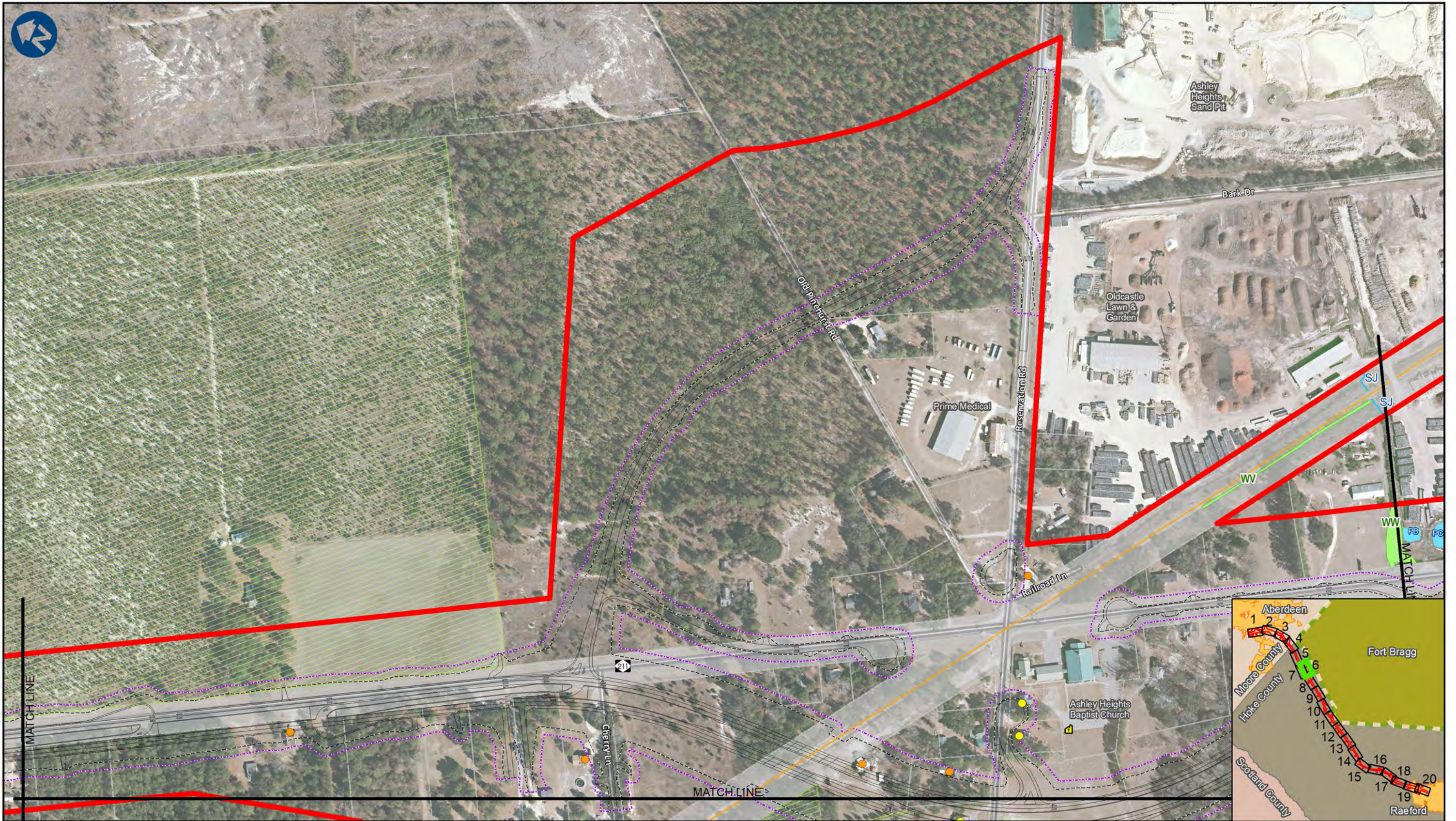
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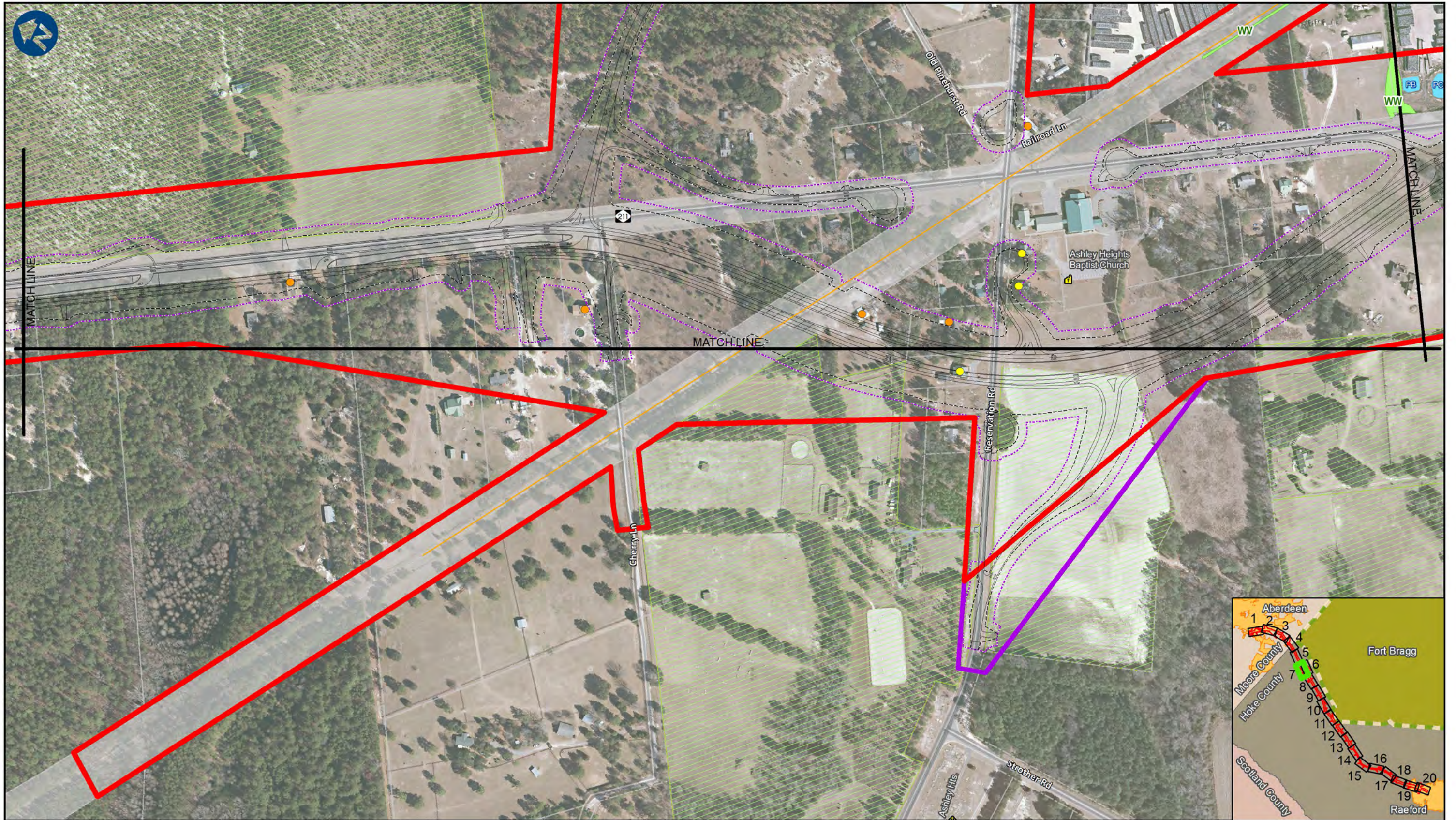
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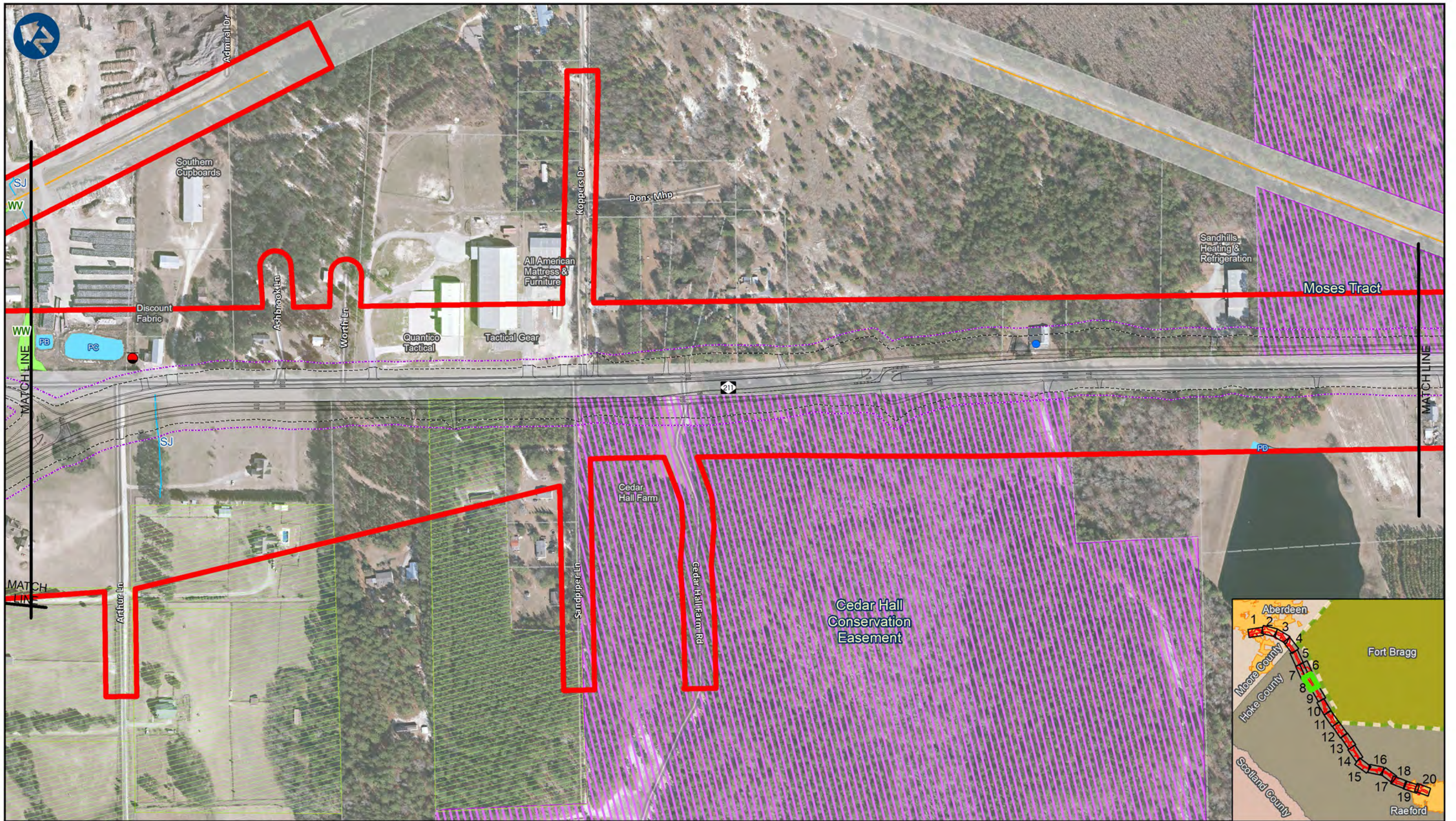
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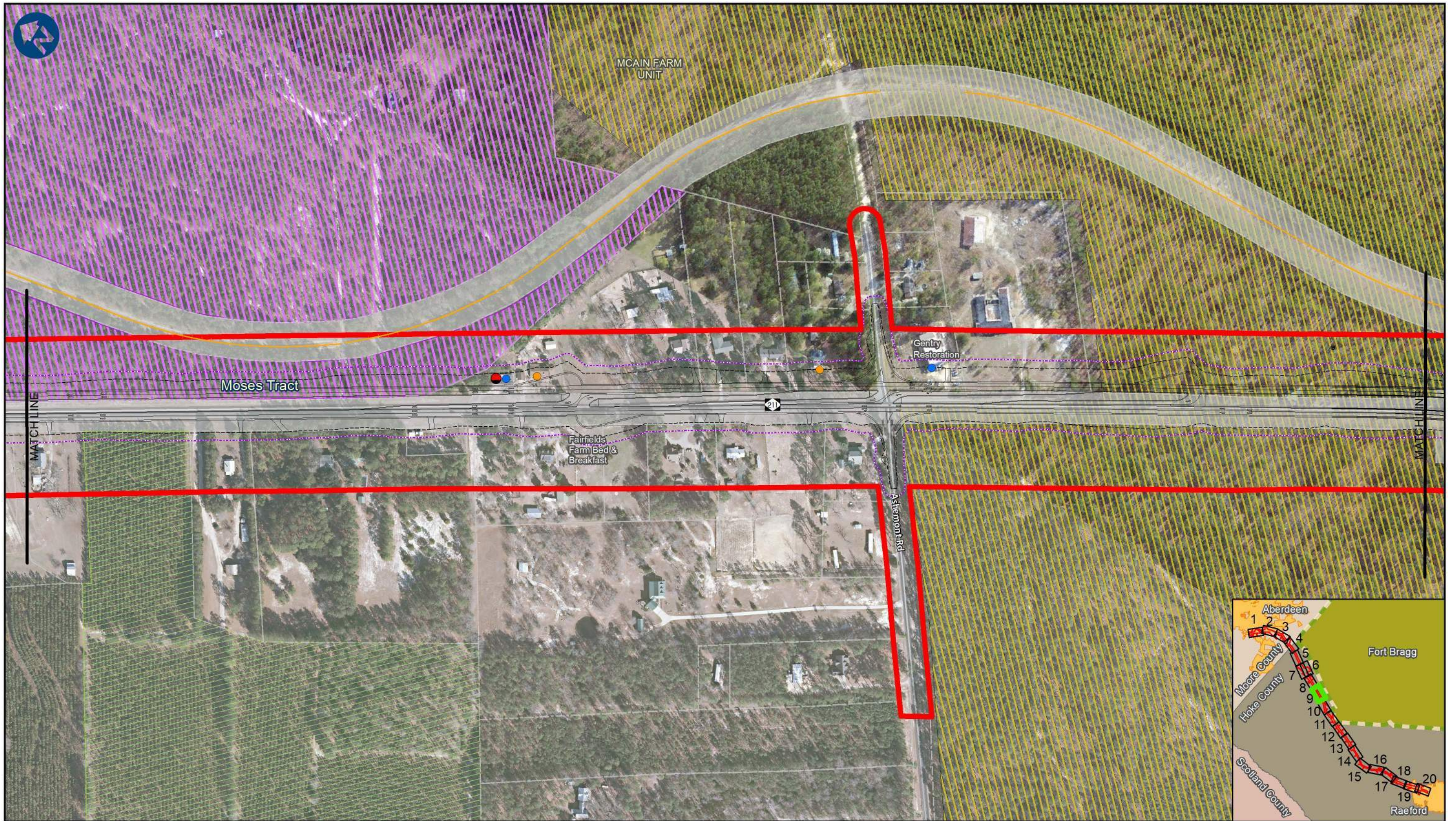
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<p>FIGURE 2-6</p>							



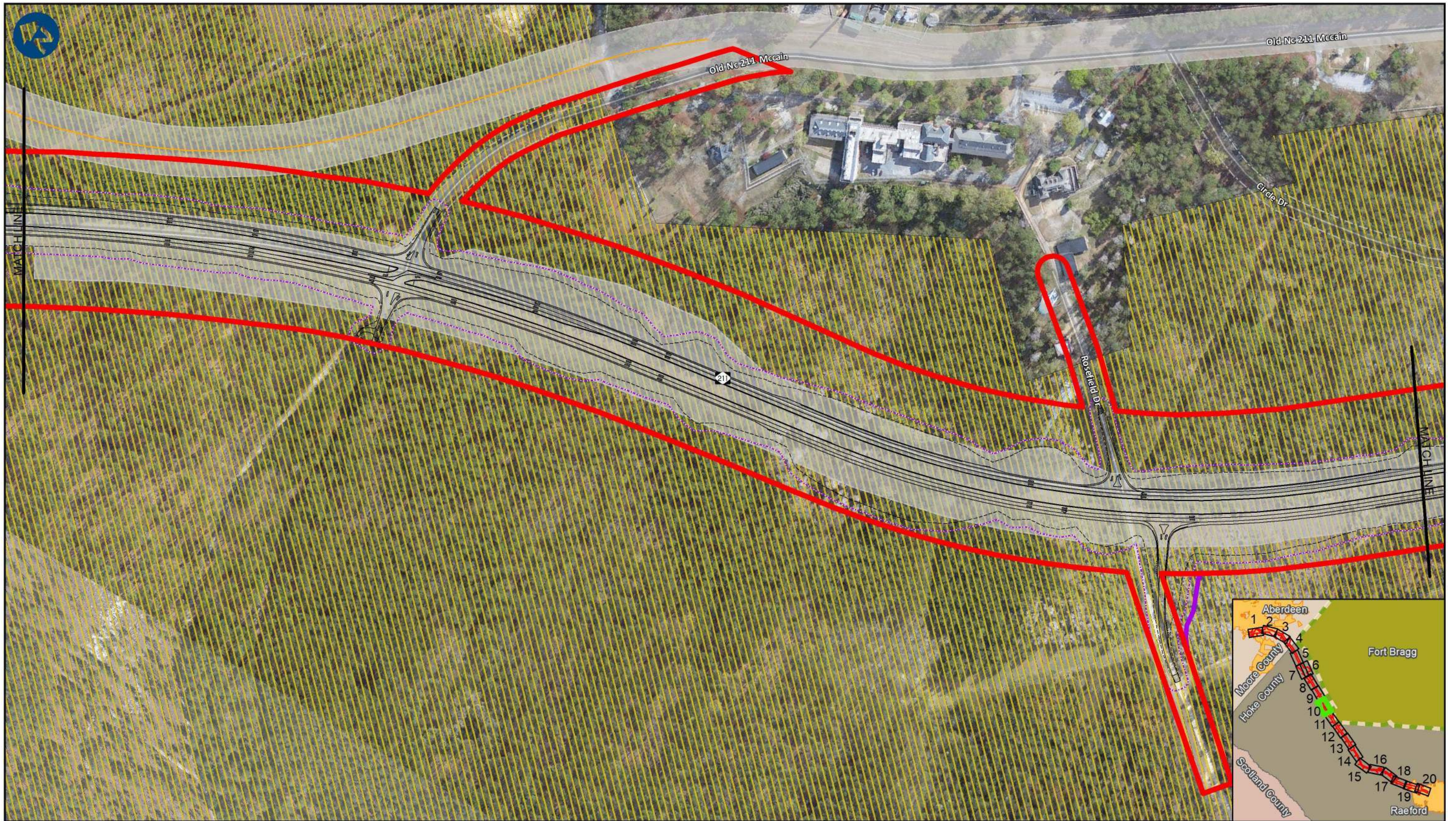
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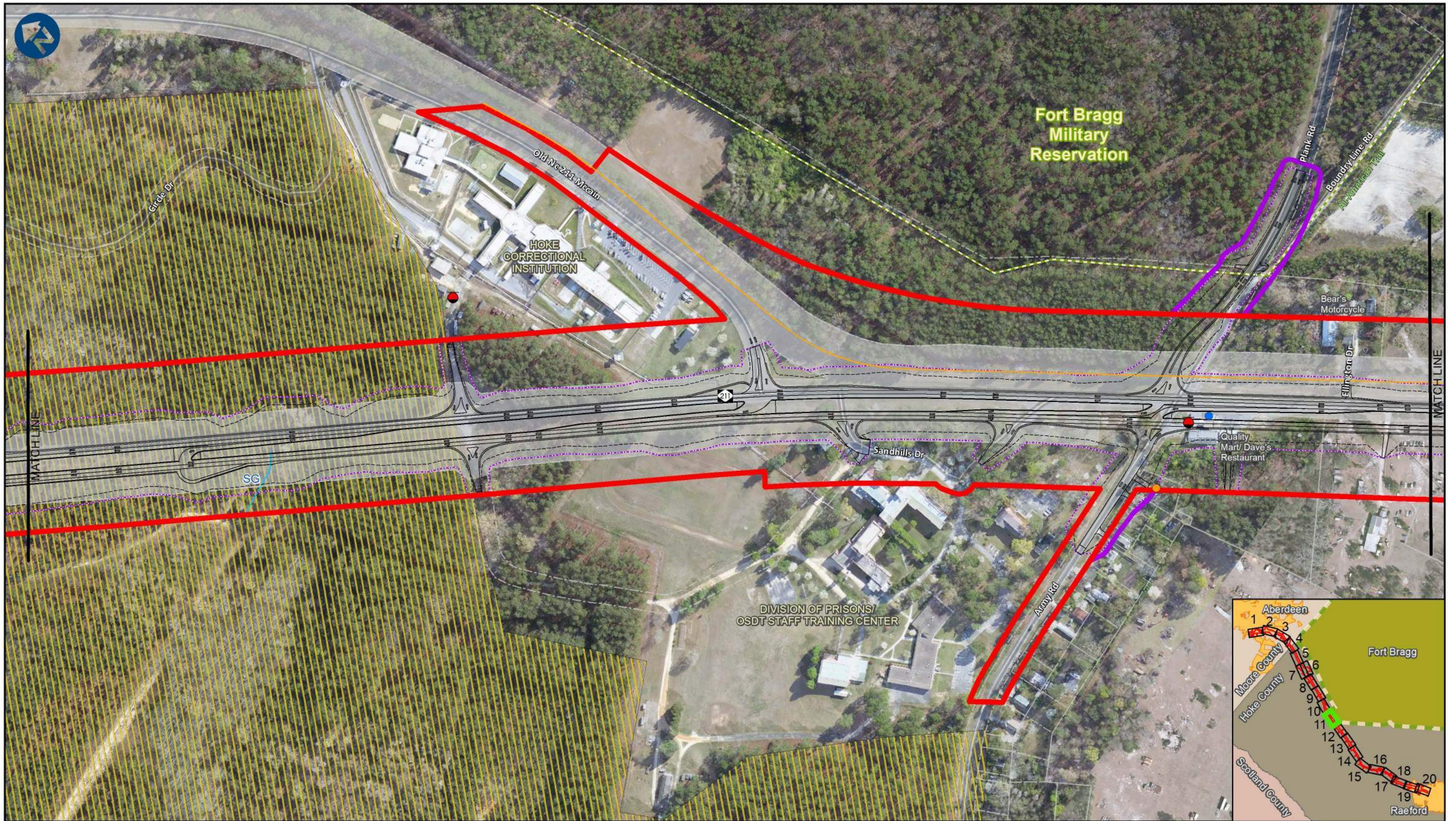
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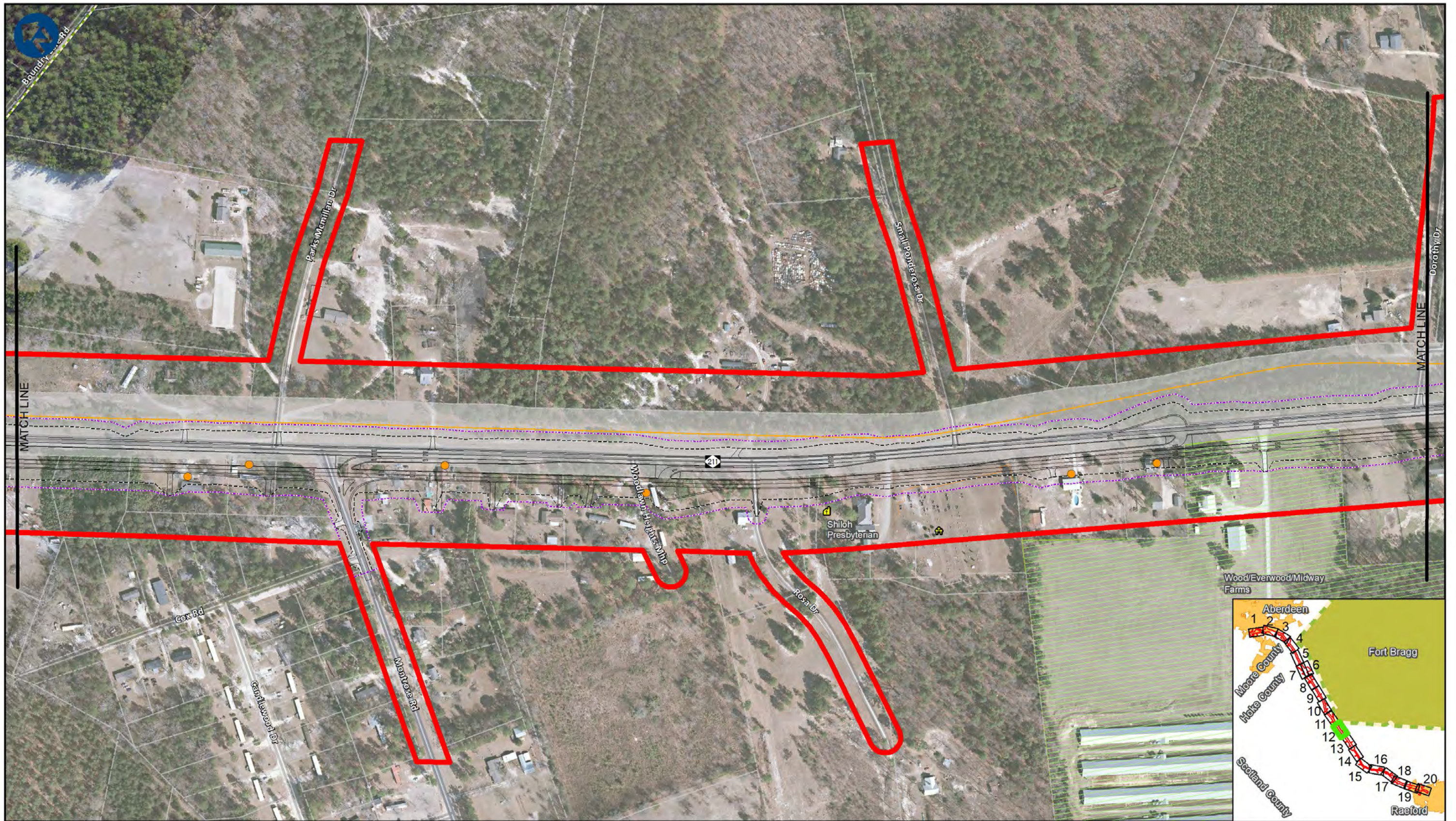
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<p>FIGURE 2-9</p>						



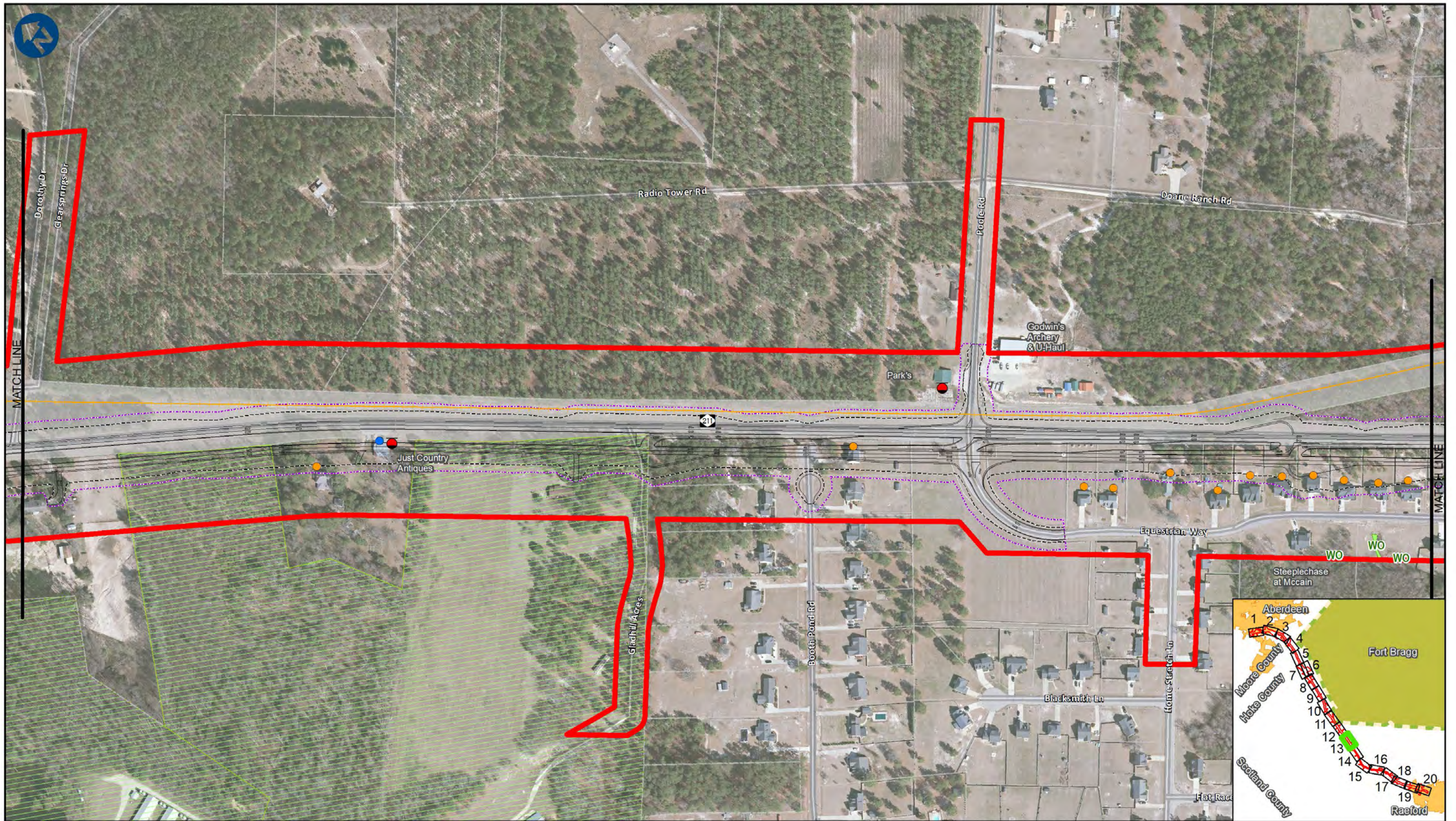
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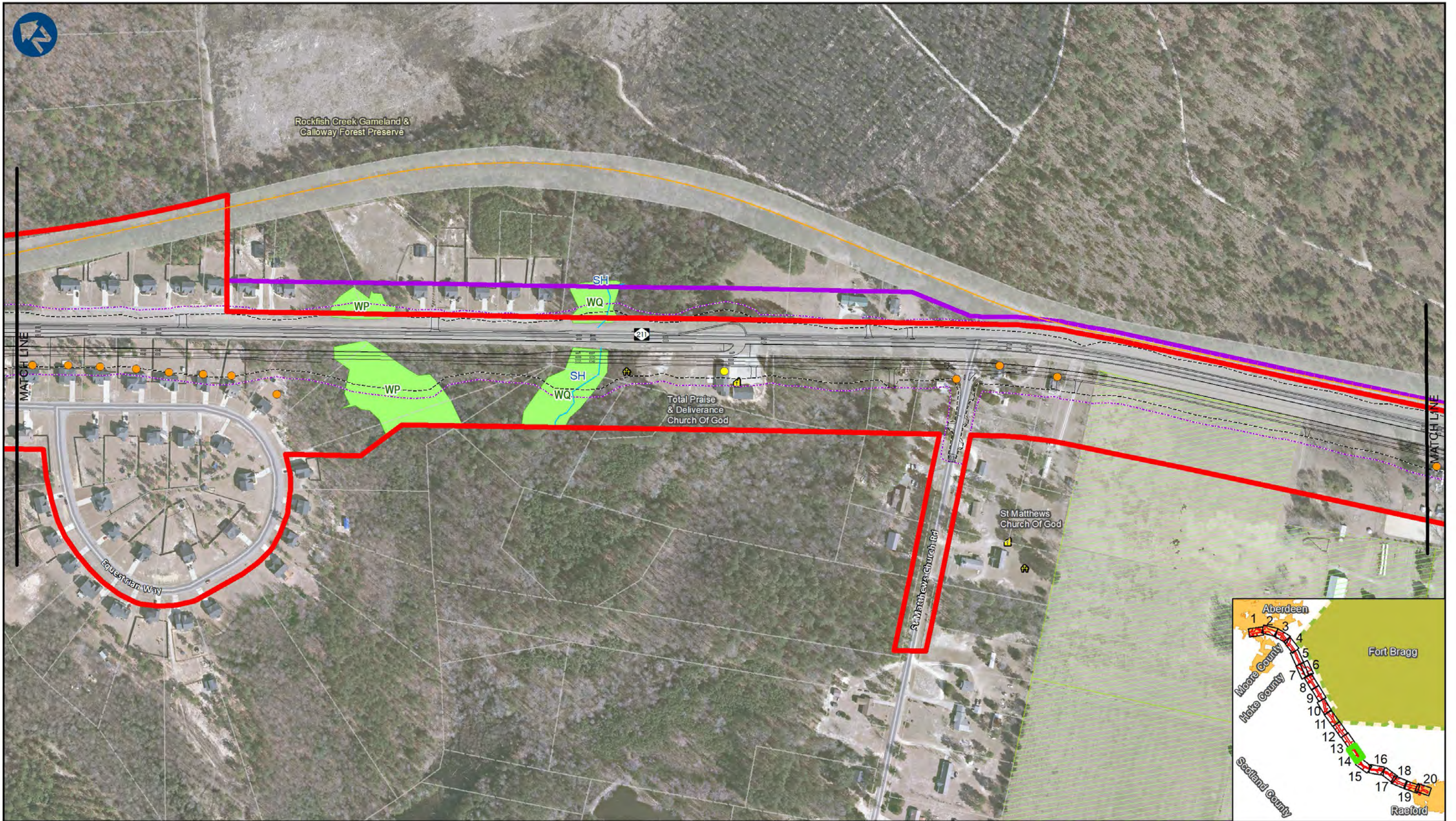
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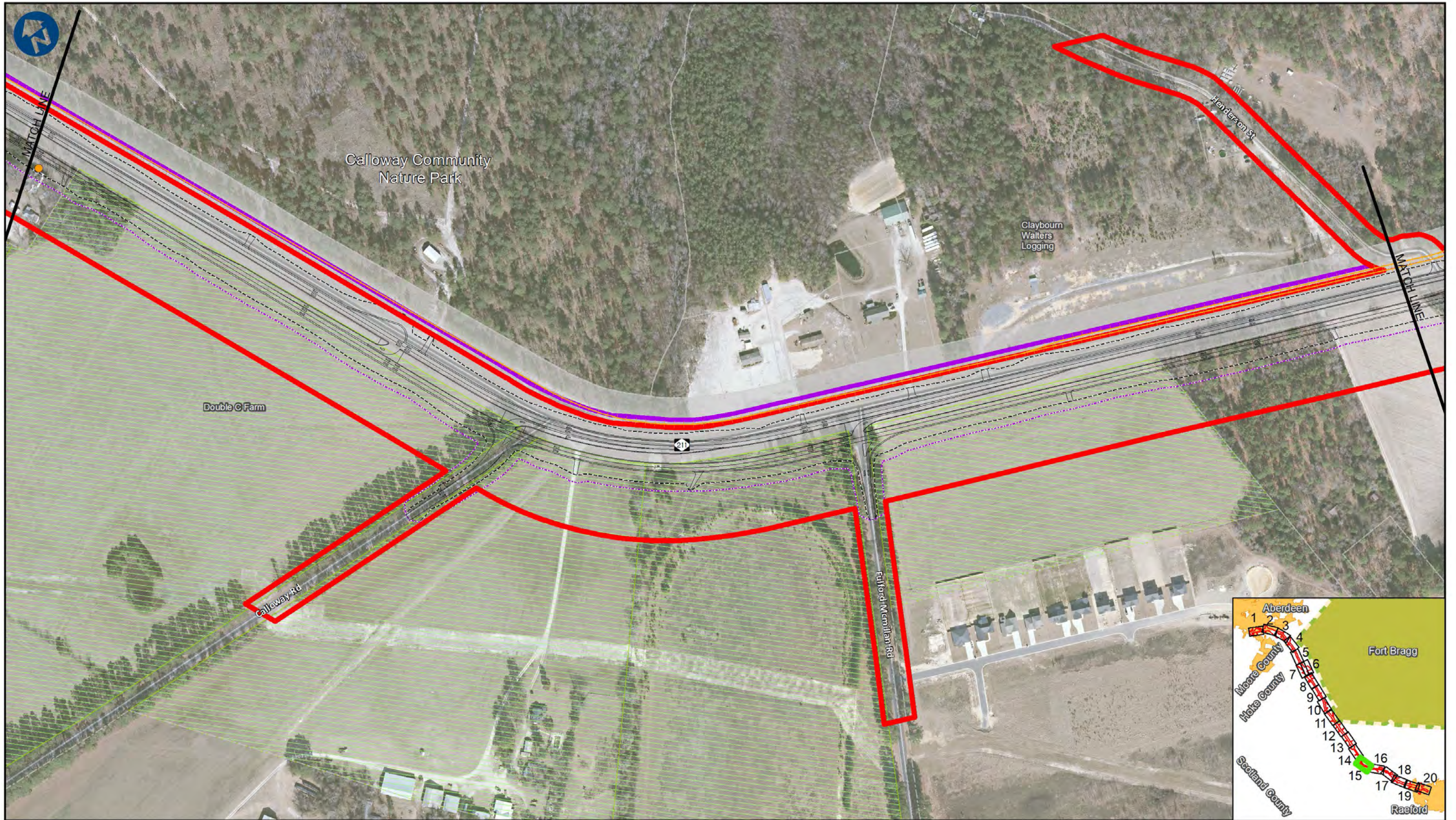
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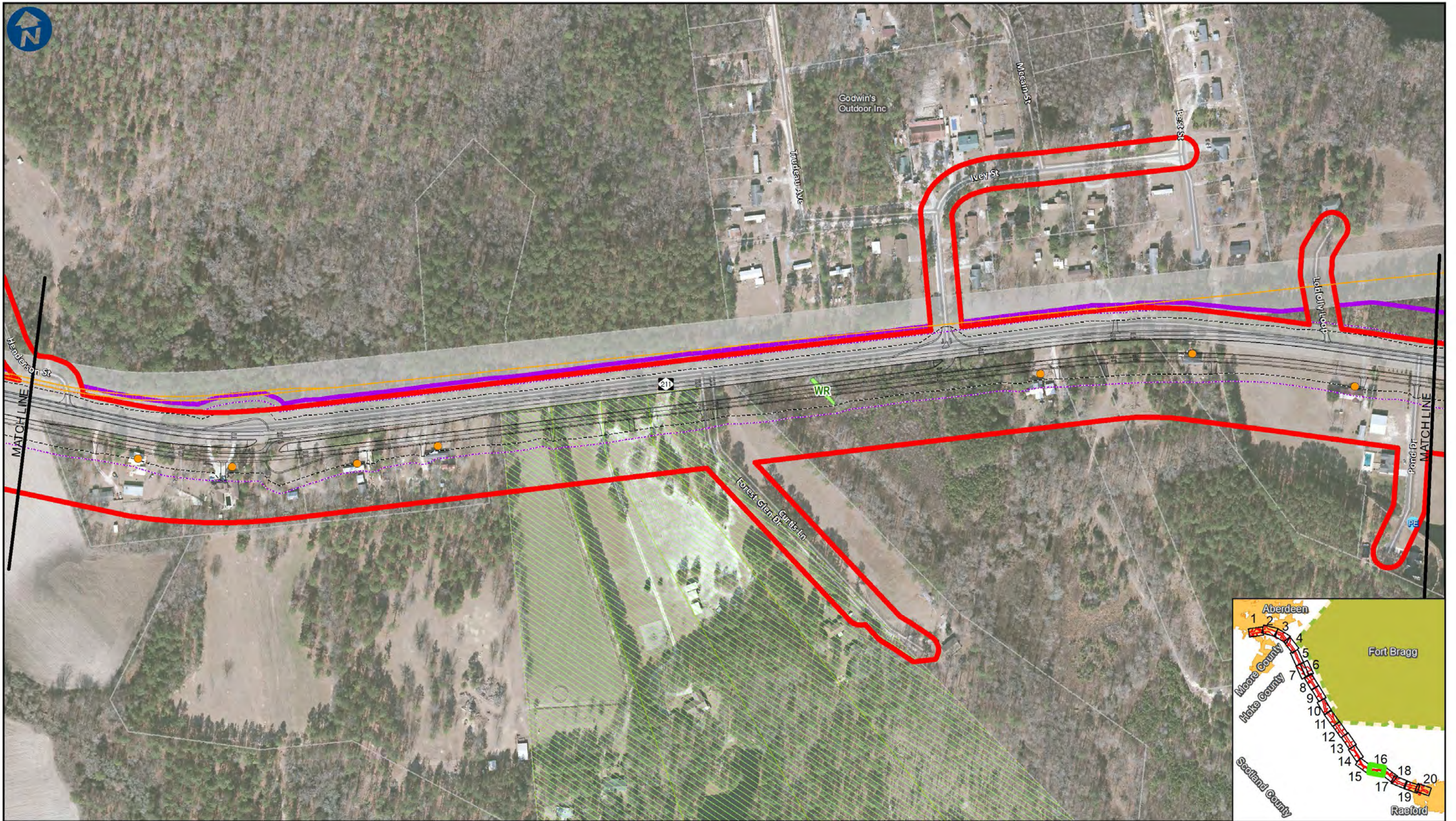
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<p>FIGURE 2-13</p>							



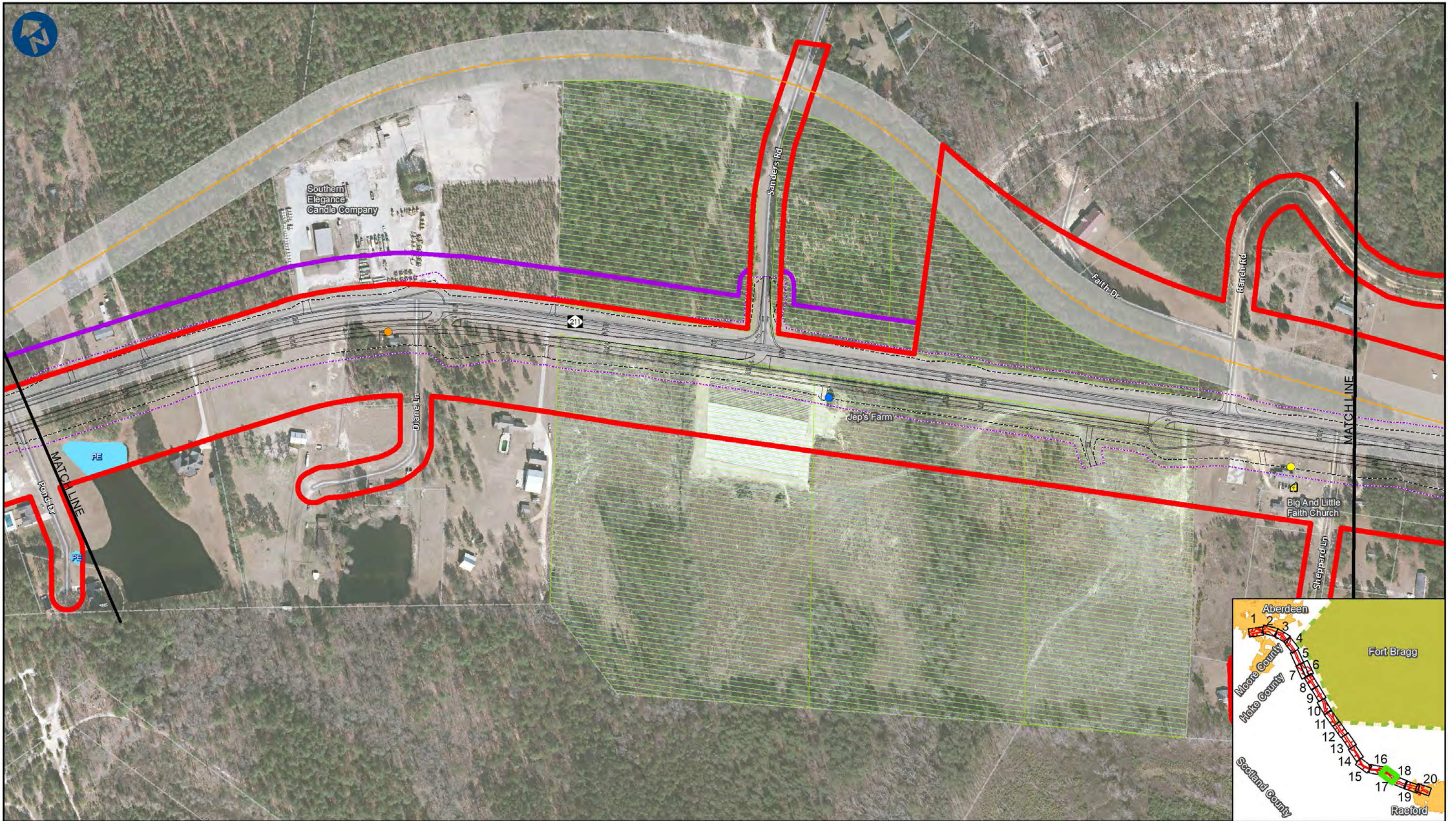
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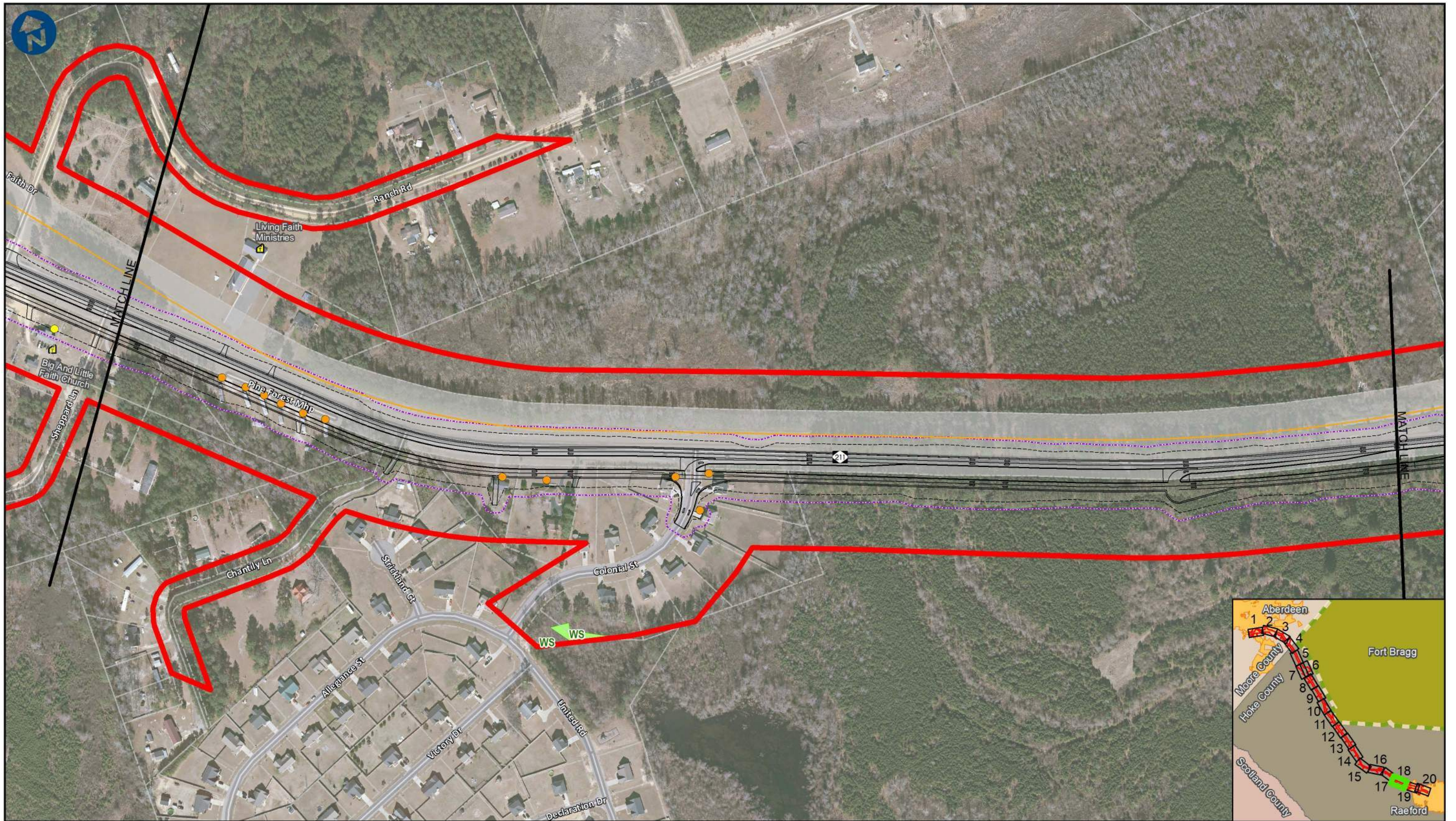
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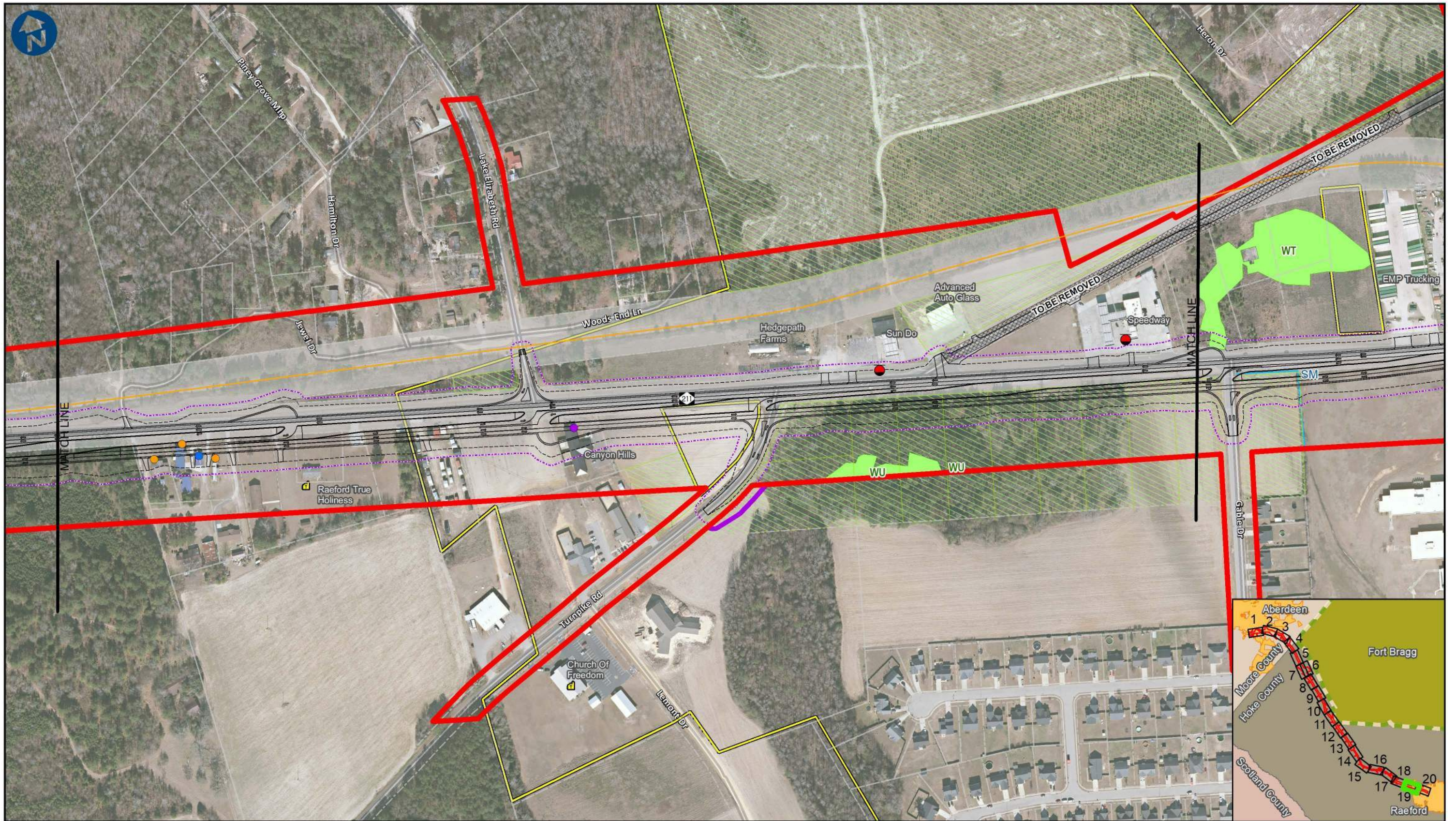
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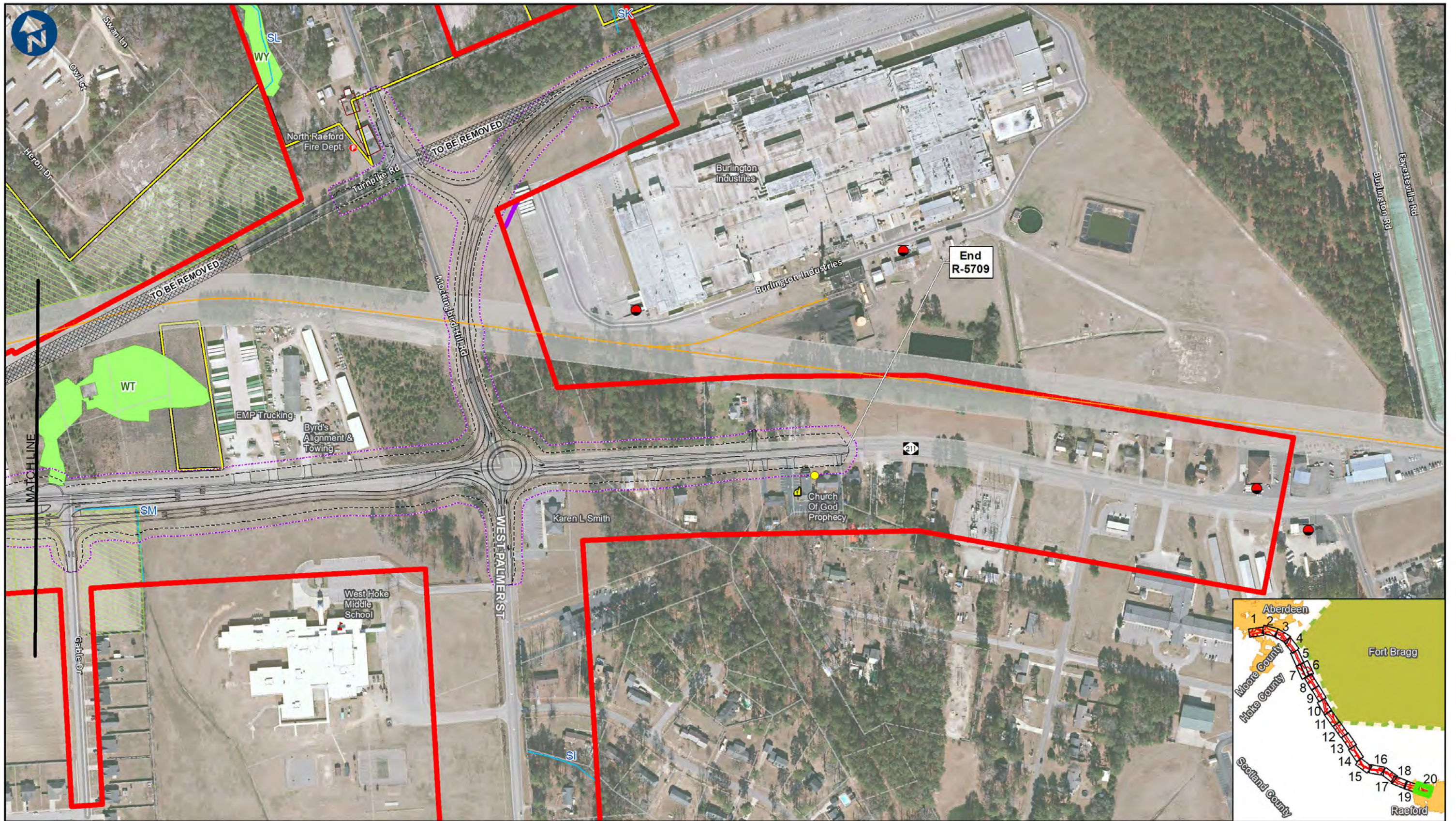
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<p>FIGURE 2-17</p>							



<ul style="list-style-type: none"> Study Area Expanded Study Area Existing Right-Of-Way Municipal Boundary Parcel Boundary 	<ul style="list-style-type: none"> Agriculture Parcel Fort Bragg Boundary Conservation Properties Proposed Slope stakes Existing Railroad Alignment 	<ul style="list-style-type: none"> Delineated Streams Delineated Wetlands Delineated Ponds Potential Impact Area: Slope stakes + 25' buffer 	<ul style="list-style-type: none"> Fire Station School Cemetery Church 	<ul style="list-style-type: none"> Hazardous Waste Site UST 	<p>Potential Relocations</p> <ul style="list-style-type: none"> ● Business ● Church ● Community Facility ● Home 	<p align="center">NC 211 FROM US 15 - 501 TO W. PALMER ST/ MOCKINGBIRD HILL RD MOORE AND HOKE COUNTIES STIP PROJECT R-5709</p>	<p>0 150 300 Feet</p>	<p align="center">FIGURE 2-18</p>
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<ul style="list-style-type: none"> Study Area Expanded Study Area Existing Right-Of-Way Municipal Boundary Parcel Boundary 	<ul style="list-style-type: none"> Agriculture Parcel Fort Bragg Boundary Conservation Properties Proposed Slope stakes Existing Railroad Alignment 	<ul style="list-style-type: none"> Delineated Streams Delineated Wetlands Delineated Ponds Potential Impact Area: Slope stakes + 25' buffer 	<ul style="list-style-type: none"> Fire Station School Cemetery Church 	<ul style="list-style-type: none"> Hazardous Waste Site UST 	<p>Potential Relocations</p> <ul style="list-style-type: none"> ● Business ● Church ● Community Facility ● Home 	<p align="center">NC 211 FROM US 15 - 501 TO W. PALMER ST/ MOCKINGBIRD HILL RD MOORE AND HOKE COUNTIES STIP PROJECT R-5709</p>	<p>0 150 300 Feet</p>
<p>FIGURE 2-19</p>							



<ul style="list-style-type: none"> Study Area Expanded Study Area Existing Right-Of-Way Municipal Boundary Parcel Boundary 	<ul style="list-style-type: none"> Agriculture Parcel Fort Bragg Boundary Conservation Properties Proposed Slope stakes Existing Railroad Alignment 	<ul style="list-style-type: none"> Delineated Streams Delineated Wetlands Delineated Ponds Potential Impact Area: Slope stakes + 25' buffer 	<ul style="list-style-type: none"> Fire Station School Cemetery Church 	<ul style="list-style-type: none"> Hazardous Waste Site UST 	<p>Potential Relocations</p> <ul style="list-style-type: none"> ● Business ● Church ● Community Facility ● Home 	<p align="center">NC 211 FROM US 15 - 501 TO W. PALMER ST/ MOCKINGBIRD HILL RD MOORE AND HOKE COUNTIES STIP PROJECT R-5709</p>	<p>0 150 300 Feet</p> <p align="center">FIGURE 2-20</p>
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16-06-0024



HISTORIC ARCHITECTURE AND LANDSCAPES

****SURVEY REQUIRED FORM****

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

PROJECT INFORMATION

Project No:	R-5709	County:	Hoke and Moore
WBS No.:	50205.1.1	Document Type:	
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE (unspecified in request)
Project Description: NC 211 improvements from US 15-501 in Aberdeen to SR 1244 (West Palmer Street)-SR 1311 (Mockingbird Hill Road) in Raeford.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions: HPOWeb reviewed on 11 July 2016 and yielded two NR, five SS, one LD, and no DE or SL properties in the Area of Potential Effects (APE). The APE for historic architectural resources extends approximately 250 feet beyond the study area boundary established for the R-5709 project ("R-5709 – NRTR Study Area," June 15, 2016), including Y-lines, to encompass all anticipated construction activities and possible impacts. Hoke and Moore County current GIS mapping, aerial photography, and tax information reveal a partly developed APE containing a number of resources of varied use dating predominantly, but not exclusively from the first three quarters of the twentieth century (viewed 11 July 2016). Specifically, there are several resources of concern, including the National Register-listed Aberdeen Historic District (MR0141 – also locally designated) and the Bethesda Presbyterian Church (MR0002), seven cemeteries, five properties represented in the state architectural survey, as well as multiple unrecorded properties predating 1970. Comprehensive architectural surveys exist for Moore County (1997) and Aberdeen (1988-1989), but are dated; there is no comprehensive survey of Hoke County. Google Maps "Street View" and other visuals confirm the proximity of pre-1970s resources to the proposed construction and the need for an intensive field investigation and evaluation. The project will be reviewed for compliance with both GS 121-12(a) and Section 106.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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

Vanessa C. Patrick

NCDOT Architectural Historian

14 July 2016
Date



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:	R-5709	County:	Hoke and Moore
WBS No.:	50205.1.1	Document Type:	
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	X Yes <input type="checkbox"/> No	Permit Type(s):	USACE
Project Description: Improvements to NC 211 (Aberdeen/Raeford Road) from US 15-501 in Aberdeen to SR 1244 (West Palmer Street)/SR 1311 (Mockingbird Hill Road) in Raeford (no off-site detour specified).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

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

REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 11 July 2016 and yielded two NR, five SS, one LD, and no DE or SL properties in the Area of Potential Effects (APE). The APE extends approximately 250 beyond the study area boundary originally established for the R-5709 project (June 2016), including Y-lines, to encompass all anticipated construction activities and possible impacts. Hoke and Moore Counties current GIS mapping, aerial photography, and tax information revealed a partly developed APE containing a number of resources of varied use dating predominantly from the first three quarters of the twentieth century (viewed 11 July 2016). Comprehensive county architectural surveys exist for Moore County (1997) and Aberdeen (1988-1989), but are dated; there is no comprehensive survey of Hoke County. Google Maps "Street View" and related visuals confirmed the presence and relative placement of architectural and landscape resources in the APE (viewed 11 July 2016).

Following completion of the "survey required" form calling for the National Register eligibility evaluation of several resources of concern (14 July 2016), NCDOT-Historic Architecture was instructed to delay proceeding with the work until federal permit information became available. In May of 2017 USACE confirmed that only the federal permit areas are subject to Section 106. Recent availability of jurisdictional determination mapping has allowed work on the review to resume and the findings noted below to be established. HPOWeb, Hoke and Moore County data, and other sources consulted for the earlier review were revisited and yielded no new information (5 February 2018).

No resources of concern are present in or adjacent to the federal permit areas, specifically subject to Section 106 review: most date from the 1970s-2010s, and the few pre-1970 resources are unexceptional, often altered, examples of their types. None of the previously recorded resources, including the National Register-listed Aberdeen Historic District (MR0141, also locally designated) and Bethesda Presbyterian Church (MR0002), are located in or adjacent to any permit areas, or indeed, within the current study area. Consequently, a finding of "no historic properties affected" will satisfy both GS 121-12(a) and Section 106 compliance requirements.

Should the funding, permitting, limits, or design of the project change, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – NO HISTORIC PROPERTIES PRESENT OR AFFECTED



NCDOT Architectural Historian



Date

NC 211 (Aberdeen/Raeford Road) Improvements
Hoke and Moore Counties
WBS No. 50205.1.1
Tracking No. 16-06-0024
Page 2 of 2

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

SUPPORT DOCUMENTATION

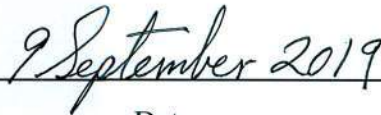
X Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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



NCDOT Architectural Historian



Date

NC 211 (Aberdeen/Raeford Road) Improvements
Hoke and Moore Counties
WBS No. 50205.1.1
Tracking No. 16-06-0024
Supplement
Page 2 of 2

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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



NCDOT Architectural Historian

15 April 2020

Date

NC 211 (Aberdeen/Raeford Road) Improvements
Hoke and Moore Counties
WBS No. 50205.1.1
Tracking No. 16-06-0024
Supplement 2
Page 2 of 2



**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: **R-5709** County: **Hoke and Moore**
 WBS No: **50205.1.1** Document: **State EA & FONSI**
 F.A. No: **na** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **NWP 14 & RJP 31**

Project Description:

The North Carolina Department of Transportation (NCDOT) intends to widen NC 211 to a median-divided four-lane facility from US 15/501 in Aberdeen to a point past SR 1244/SR 1311, West Palmer Street/Mockingbird Hill Road, in Raeford (roughly 15.4 miles). Improvements to multiple intersections and adjoining roadways are anticipated, although no preliminary designs were available at the time of the initial archaeological review. The United State Army Corps of Engineers (USACE) determined that Section 106 review would only apply to permit areas (Archaeology notified via email on June 22, 2017). On September 28, 2017, mapping delineating the jurisdictional features was made available to assist in the determination of portions of the project footprint subject to review. A 100-foot (30.48-meter) buffer was established surrounding each of the features provided to the Archaeology Group. For the purposes of the current review, the area of potential effects (APE) is defined as the jurisdictional areas and a 100-foot buffer, within the limits of the project depicted in preliminary mapping. Together, these jurisdictional areas and their associated buffers encompass approximately 78.6 acres (nearly 31.81 hectares).

SUMMARY OF ARCHAEOLOGICAL FINDINGS

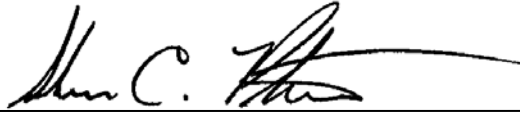
The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

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

16-06-0024

SUPPORT DOCUMENTATION

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



May 31, 2018

NCDOT ARCHAEOLOGIST

Date

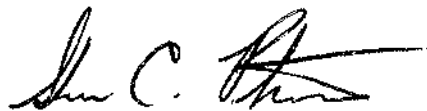
16-06-0024

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



April 9, 2020

NCDOT ARCHAEOLOGIST

Petersen, S. C.

2016 PA 16-06-0024, TIP R-5709. In *Programmatic Agreement for Minor Transportation Projects Annual Report for Review Year 2016-2017, Multi-Counties, North Carolina*. North Carolina Department of Transportation, Raleigh. Submitted to North Carolina Department of Natural and Cultural Resources, State Historic Preservation Office, Raleigh.

2017 PA 16-06-0024, TIP R-5709. In *Programmatic Agreement for Minor Transportation Projects Annual Report for Review Year 2016-2017, Multi-Counties, North Carolina*. North Carolina Department of Transportation, Raleigh. Submitted to North Carolina Department of Natural and Cultural Resources, State Historic Preservation Office, Raleigh.

2018 PA 16-06-0024, TIP R-5709. In *Programmatic Agreement for Minor Transportation Projects Annual Report for Review Year 2016-2017, Multi-Counties, North Carolina*. North Carolina Department of Transportation, Raleigh. Submitted to North Carolina Department of Natural and Cultural Resources, State Historic Preservation Office, Raleigh.

Ruggiero, D. A.

2003 *Phase I Archaeological Reconnaissance of 4,109 Acres (1,659 Hectares) at Fort Bragg and Camp MacKall, Cumberland, Hoke, and Richmond Counties, North Carolina*. Ms. on file, Office of State Archaeology, North Carolina Department of Natural and Cultural Resources, Raleigh.

Webb, P. A., D. Ruggiero, and J. Gray

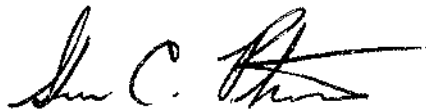
2006 *Large-Scale Phase I Cultural Resources Survey of 2,345 acres (949 Hectares) at Fort Bragg and Camp MacKall, Cumberland, Hoke, Scotland, and Richmond Counties, North Carolina and Phase II Testing of Sites 31CD1828 and 31CD1834, Fort Bragg, Cumberland County, North Carolina*. Ms. on file, Office of State Archaeology, North Carolina Department of Natural and Cultural Resources, Raleigh.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



April 30, 2020

NCDOT ARCHAEOLOGIST

EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT: 50205.1.1 **COUNTY:** Moore & Hoke **Alternate 1 of 1 Alternate**

T.I.P. No.: R-5709

DESCRIPTION OF PROJECT: NC 211 Improvements from US 15-501 in Aberdeen to east of SR 1244 (West Palmer St) / SR 1311 (Mockingbird Hill Rd) in Raeford

ESTIMATED DISPLACEDS					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	62	19	81	18	5	16	21	19	20			
Businesses	5	10	15	6	VALUE OF DWELLING			DSS DWELLING AVAILABLE				
Farms	0	0	0	0	Owners	Tenants	For Sale		For Rent			
Non-Profit	7	0	7	5	0-20M	5	\$ 0-150	0	0-20M	1	\$ 0-150	0

ANSWER ALL QUESTIONS										
Yes	No	Explain all "YES" answers.								
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?								
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Will schools or churches be affected by displacement?								
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?								
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.								
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?								
x		6. Source for available housing (list).								
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?								
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?								
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?								
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?								
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?								
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?								
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?								
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).								
		15. Number months estimated to complete RELOCATION? 24								

REMARKS (Respond by number)

2. Five Churches, North Raeford Fire Department and Gym will be displaced.
 3. Businesses will still be available.
 4. Business Relocates are described on the attached worksheet.
 6. MLS, Newspaper, Realtor, Real Estate Publications, Internet
 8. As required by Law & in accordance with Uniform Relocation Act..
 11. Moore and Hoke Counties have public housing.
 12. Based on current market, housing should be available.
 14. MLS, Newspaper, Realtor, Real Estate Publications, Internet

Note: All DSS Dwelling availability was obtained from Realtor.com within 20 miles of Aberdeen in Moore/Hoke County.

Phil Ward

3/2/20

Phil Ward Date

Right of Way Agent

Chris Coughlin

03/03/2020

Chris Coughlin Date

Relocation Coordinator

TIP No.: R-5709

3/2/2020

County: Moore / Hoke

Description: NC 211 from US 15-501 in Aberdeen to SR 1244-SR 1311 in Raeford

EIS Parcel Worksheet

NO.	T	O	NAME	EMPLOYEES F	P	TYPE	M	PARCEL
1		x	Moore County Home Builders	4	2	Service		86
2		x	Town of Aberdeen Utility Building	2	1	Service	1	89
3		x	Aaron's Cheap Storage LLC	1	1	Service		93
4	x		American Mini-Storage	1	1	Service		94
5	x		NC Landscape Supply	2	1	Service		153/154
6	x		Storage Building	1	2	Service		251
7		x	Aaron's Cheap Storage LLC	1	1	Service		254
8	x		Roofing Company	3	3	Service	1	259
9	x		Beaver Equipment	2	2	Service		259
10	x		Aberdeen Bait and Tackle	2	2	Retail	1	260
11		x	Howell' Masonry	3	2	Service		262
12	x		Quality Convenience Store	2	2	Retail		274
13	x		Dave's Restaurant & Grill	3	3	Restaurant	1	274
14	x		Just County	1	2	Retail		295
15	x		Canyon Hills Treatment Facility	6	3	Service	2	404
	10	5					6	

T=Tenant
 O=Owner
 F=Full time
 P=Part time
 M=Minority

**Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 1 (Revised January 26, 2018)
Project Purpose and Need and Study Area Defined**

STIP Project: R-5709

Project Name/Description: NC 211, from US 15-501 in Aberdeen to SR 1244 (West Palmer Street) / SR 1311 (Mockingbird Hill Road) in Raeford, Moore and Hoke Counties. Widen to multilanes.

Project Purpose: The purpose of the proposed project is to reduce traffic congestion and travel delays, and correct roadway deficiencies along NC 211 within the project limits.

Screening Criteria: The following performance measures explain how alternatives that meet the Purpose stated above will be evaluated. Specifically, alternatives considered for the project must achieve the following along NC 211 within the project limits:

- provide additional traffic capacity in order to achieve a level of service "C" or better for the NC 211 roadway (mainline) segments during the peak hours in 2040;
- improve traffic operations by reducing travel delays and queue lengths and achieving an overall level of service "D" or better at signalized intersections during the peak hours in 2040;
- improve NC 211's horizontal and vertical alignment, clear zones and sight distance to reduce, mitigate or eliminate existing design deficiencies; and
- provide at least minimum acceptable standards for lane and shoulder widths based on the current NCDOT Roadway Design Manual.

Secondary Benefits: Additional benefits of the proposed project include:

- potential traffic safety improvements by reducing the number and type of conflict points as compared to the existing conditions and
- operational improvements by providing the opportunity for motorists to pass slower-moving or stopped vehicles.

Study Area: The study area generally includes a 500-foot wide corridor along NC 211 from US 15-501 to just east of West Palmer Street/Mockingbird Hill Road. In order to explore intersection improvements and realignments (y-lines), as well as railroad grade separations, the study area expands beyond a 500-foot corridor in several locations, as shown on the attached map.

The Project Team originally met on June 15, 2017 and collaborated afterwards via e-mail to concur on the above-mentioned project purpose and need, screening criteria and the study area for STIP Project R-5709.

USACE DocuSigned by:
Andrew Williams 2/5/2018
203004DE61CF4F0...

HPO DocuSigned by:
Renee Bledhill-Eggsby 1/30/2018
C26A1556A275464

USEPA *Not Applicable* 2/5/2018

NCDOT DocuSigned by:
Gregory M. Blackney 2/9/2018
0A7CB75F10174B5...

USFWS DocuSigned by:
Gary Jordan 1/30/2018
501BAD677C42452...

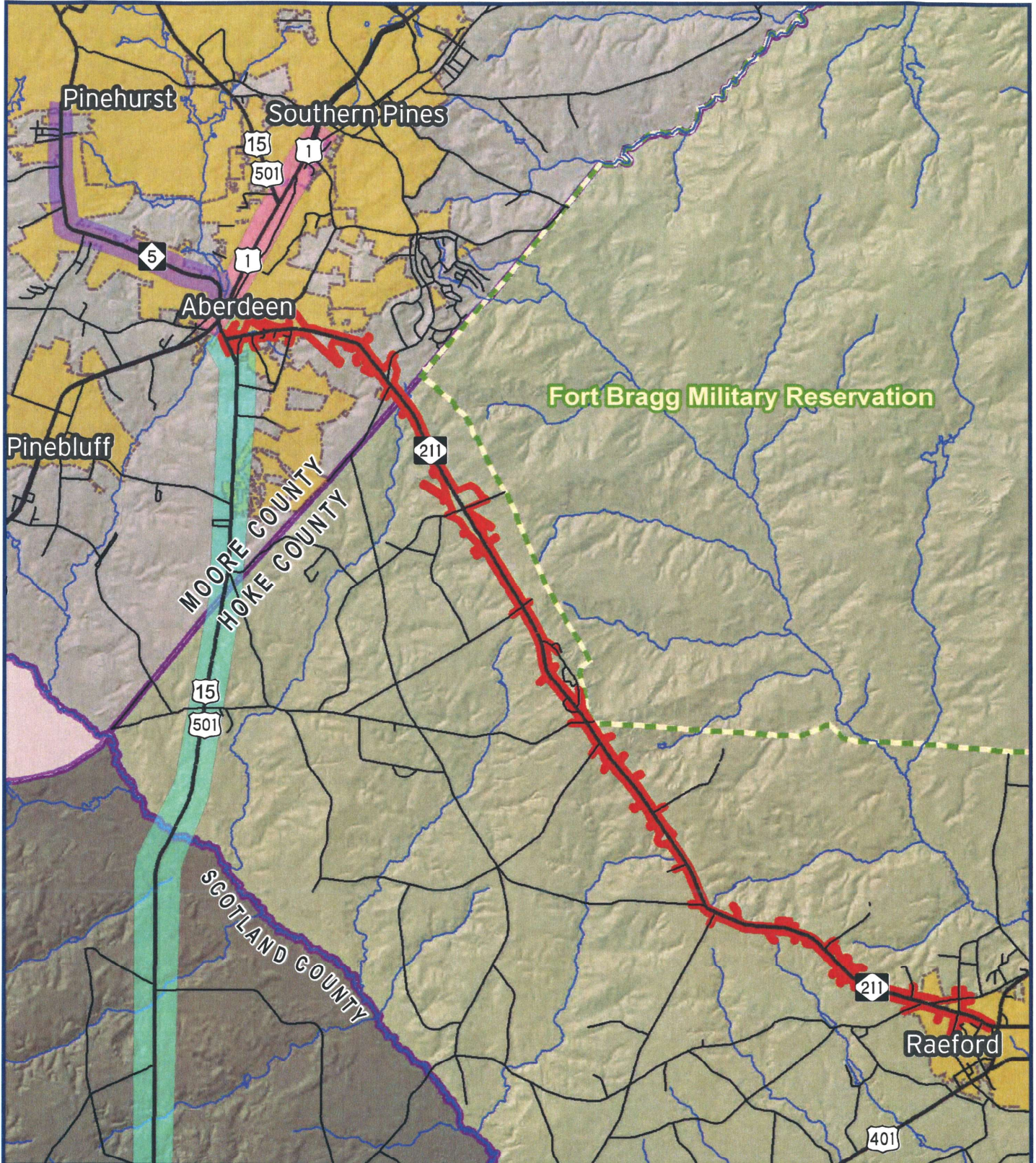
LRRPO DocuSigned by:
Janet Robertson 1/30/2018
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NCWRC DocuSigned by:
Travis Wilson 1/30/2018
31585D0B682E436...

TARPO DocuSigned by:
Matthew M. Day 1/29/2018
8C64DF267D19417...

NCDWR DocuSigned by:
April Noton 1/30/2018
03BAC6376A6340D...

FAMPO DocuSigned by:
April Noton 1/30/2018
3845B729097A412...



-  R-5709 Study Area
-  Fort Bragg Boundary
- Adjacent Projects:**
-  R-5827
-  U-5756
-  U-5815

STUDY AREA BOUNDARY NC 211

FROM US 15 - 501 IN ABERDEEN
TO SR 1244 - SR 1311 IN RAEFORD,
MOORE, AND HOKE COUNTIES
STIP PROJECT R-5709

**FIGURE
1**

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 2 Revisited - Detailed Study Alternatives Carried Forward
and
Concurrence Point No. 2A - Bridging Decisions and Alignment Review

STIP Project: R-5709

Project Name/Description: NC 211, from US 15-501 in Aberdeen to SR 1244 (West Palmer Street) / SR 1311 (Mockingbird Hill Road) in Raeford, Moore and Hoke Counties. Widen to multi-lanes.

Alternatives: The alternatives to be studied in detail include the options circled below. Selected alternatives are circled, alternatives to be dropped from consideration are crossed out, and options selected at the June 2017 CP 2 Meeting are shaded.

Section No.	Widening Side	Description/Comments
1:	N	<u>S</u>
2A:	N	S
2B:	N	<u>S</u>
3A:	<u>N</u>	S
3B:	N	S
4:	<u>N</u>	S
5:	N	<u>S</u>
6A:	N	S
6B:	N	S
6C:	N	<u>S</u>
6D:	N	S
7:	<u>N</u>	S
8:	N	<u>S</u>
9:	N	<u>S</u>
10-11:	N	<u>S</u>
12:	N	<u>S</u>
13:	N	<u>S</u>
14:	N	<u>S</u>
15:	N	<u>S</u>


Bridging Decisions and Alignment Review: The project includes no bridges over jurisdictional features; however, new bridges are proposed in Sections 2 and 6 over the railroad. The alignment is illustrated in Figures 1-19 (Appendix B) of the Merger Meeting Handout.

The Project Team has concurred on this date of February 20, 2019, on the above-mentioned preliminary alternatives to be studied in detail for STIP Project R-5709.

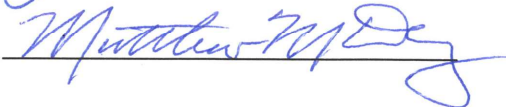
USACE DocuSigned by:
Andrew Williams
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NCDOT 


USFWS DocuSigned by:
Gary Jordan
501BAD677C42452...

LRRPO 

NCWRC DocuSigned by:
Travis Wilson
31585D0B682E436...

TARPO 

NCDWR 

FAMPO DocuSigned by:

3845B729697A412...

HPO DocuSigned by:
Renee Gledhill-Earley
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Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point 3: LEDPA/Preferred Alternative Selection

Concurrence Point 4A: Avoidance and Minimization

STIP Project: R-5709

Project Name/Description: NC 211, from US 15-501 in Aberdeen to SR 1244 (West Palmer Street) / SR 1311 (Mockingbird Hill Road) in Raeford, Moore and Hoke Counties. Widen to multi-lanes.

LEDPA/Preferred Alternative: Based on CP 2 and CP 2-Revisited decisions in the table below, and with March 2020 revisions to shift NC 211 at the railroad crossing in Aberdeen and maintain E. Indiana Avenue on existing alignment, one best-fit alternative was determined and selected to be the LEDPA/Preferred Alternative.

Section/Option	Widening Side Selected	Reason For Selection
1	South	Fewer total relocations; Avoids church relocation (New Hope Church of God in Christ); Minimized stream/wetland impacts
2B ¹	North	Avoids Superfund site; Grade-separates railroad crossing <i>There are no jurisdictional streams or wetlands in this section.</i>
3A ²	North	Fewer relocations; Better traffic operations <i>There are no jurisdictional streams or wetlands in this section.</i>
4	North	Fewer residential relocations; Minimized wetland impacts
5	South	Avoids a dam; Minimized stream/wetland impacts
6C ³	South	Avoids business relocations; Minimizes impacts to Ashley Heights Baptist Church buildings (avoids relocation of sanctuary) and Church supports this option; Grade-separates railroad crossing
7	North	Fewer relocations; Minimized impact to RCW foraging partitions (minus non-RCW habitat) and creates fewer acres of noncontiguous habitat <i>There are no jurisdictional streams or wetlands in this section.</i>
8	South	Minimized impact to the Hoke Correctional Institution Property; Minimized RCW foraging habitat impacted
9	South	Minimized impact to RCW foraging partitions (minus non-RCW habitat); Avoids railroad realignment <i>There are no jurisdictional streams or wetlands in this section.</i>
10-11	South	Fewer residential relocations; Minimized stream impacts; Avoids railroad realignment <i>There are no jurisdictional streams or wetlands in section 10.</i>
12	South	Avoids impacts to Calloway Nature Park <i>There are no jurisdictional streams or wetlands in this section.</i>
13	South	Avoids impacts to Calloway Nature Park
14	South	Reduce impacts to the railroad; Better tie-in with Section 13 <i>There are no jurisdictional streams or wetlands in this section.</i>
15	South	Minimized wetland impact; Avoids railroad realignment

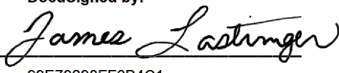
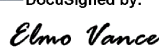
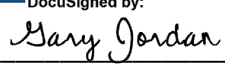

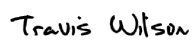
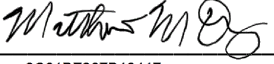
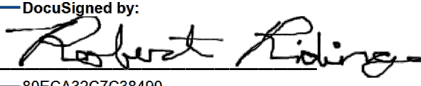


1 – Option 2A included an at-grade railroad crossing; Option 2B (selected) included NC 211 bridges over the railroad. Option 2B was revised based on the March 23, 2020 Merger Process Update Memo. The Merger Team agreed to shifting a portion of the alignment to the north to avoid impacts to a Superfund site with comparable relocations.

2 – Option 3A (selected) realigned Indiana Avenue to intersect NC 211 at the existing Carolina Road intersection; Option 3B realigned Indiana Avenue to increase the distance from the existing Carolina Road intersection. Option 3A was revised based on the March 23, 2020 Merger Process Update Memo. The Merger Team agreed to maintain Indiana Avenue on existing alignment with reverse reduced-conflict intersection design at the NC 211 intersections with Indiana Avenue and Carolina Road.

3 – Option 6A included a railroad bridge over the existing NC 211 intersection with Reservation Road; Option 6B realigned Reservation Road to provide two, three-legged intersections away from the railroad intersection (no grade separation); Option 6C (selected) proposed NC 211 bridges over the railroad with NC 211 and Reservation Road on new alignment (removing the at-grade railroad crossing); and Option 6D proposed NC 211 bridges over the railroad with NC 211 on new alignment (maintaining the Reservation Road at-grade railroad crossing).

Avoidance and Minimization: As detailed in the Merger Handout dated June 3, 2020, avoidance and minimization of impacts were incorporated throughout the project development process. After the widening side was selected (CP 2 and CP 2-Revisited), additional avoidance and minimization measures were incorporated through design refinements, such as shifting U-turn bulbs, minor adjustments to the alignment, revising intersection design, and steepening slopes.

The Project Team has concurred on this date of July 15, 2020, on the above-mentioned **LEDPA/Preferred Alternative and Avoidance and Minimization** for STIP Project R-5709.

USACE	 DocuSigned by: 99E79298FF6B4C1...	NCDOT	 DocuSigned by: 64D0D89D692A44C...
USFWS	 DocuSigned by: 501BAD677C42452...	LRRPO	 DocuSigned by: 562EF06E694D415...
NCWRC	 DocuSigned by: 31585D0B682E436...	TARPO	 DocuSigned by: 8C61BF267B19417...
NCDWR	 DocuSigned by: 80ECA32C7C38490...	FAMPO	 DocuSigned by: 3845B729697A412...
HPO	 DocuSigned by: C26A1556A275464...		

ADDENDUM
Concurrence Point 3: LEDPA/Preferred Alternative Selection

NC 211

from US 15-501 in Aberdeen to
east of SR 1244 (West Palmer Street) / SR 1311 (Mockingbird Hill Road) in Raeford
Moore and Hoke Counties

The US Army Corps of Engineers (USACE) issued a public notice in accordance with guidelines for integrating project review under the North Carolina Environmental Policy Act and Section 404 of the Clean Water Act.

During the 30-day comment period (May 28, 2020 – June 29, 2020), the USACE received four comments in response to the public notice. Comments are summarized below followed by a response. Copies of the comments are attached.

1. National Oceanic and Atmospheric Administration – National Marine Fisheries Service (May 29, 2020)

“Based on the information in the public notice, the proposed project would NOT occur in the vicinity of essential fish habitat (EFH) designated by the South Atlantic Fishery Management Council, Mid-Atlantic Fishery Management Council, or the NMFS. Present staffing levels preclude further analysis of the proposed work and no further action is planned. This position is neither supportive of nor in opposition of the proposed work.”

Response: Comment acknowledged.

2. US Environmental Protection Agency (June 1, 2020)

“At this time the EPA has no concerns with the project put forth by the applicant. I am curious, however, as how the conservation areas (Crowley Tract, Bowling Tract, Cedar Hill and the Moses Tract) are being addressed if impacts are incurred in those areas.”

Response: Potential impacts to these properties were documented in the public notice. Of 521.5 total acres of conservation property (Crowley Tract, Bowling Tract, Cedar Hall and Moses Tract), approximately 12.61 acres, or approximately 2.4%, is expected to be acquired for right of way. Coordination with the property owners and the NC Wildlife Resources Commission will occur through the right of way acquisition process.

3. US Fish and Wildlife Service (June 3, 2020)

“As you know, the USFWS has been providing input for this project through the Merger Process and will continue to do so. We do not have any additional comments at this time.”

Response: Comment acknowledged.

4. NC Department of Natural and Cultural Resources – State Historic Preservation Office (June 29, 2020)

“We have conducted a review of the project and are aware of no historic resources which would be affected by the project. Therefore, we have no comment on the project as proposed.”

Response: Comment acknowledged.