

## Type III Categorical Exclusion Action Classification Form

STIP Project No.	<b>U-6203</b>
WBS Element	48663.1.1
Federal Project No.	N/A

### A. Project Description:

The North Carolina Department of Transportation (NCDOT) is proposing roadway improvements along the section of NC 210 between NC 50 and Raleigh Road (SR 1330) in Johnston County near the unincorporated community of McGee's Crossroads. The project is included in the North Carolina State Transportation Improvement Program (STIP) as Project No. U-6203. The project is currently scheduled for right of way acquisition beginning in Fall 2026 and construction beginning in Fall 2028.

### B. Description of Need and Purpose:

The NC 210 corridor between NC 50 and Raleigh Road is currently experiencing congestion and delays, which are anticipated to worsen through the project design year of 2045. The proposed improvements are needed to alleviate existing and projected traffic congestion in the project area. As a secondary benefit, the project may improve safety of the NC 210 corridor within the project limits.

NC 210 serves as an important east-west collector to provide regional mobility through Johnston County and access to I-40. As development in the project area continues to grow, the existing roadway network will not provide enough capacity to accommodate the expected increase in peak hour traffic. Without improvements, the ability to access NC 210 from side streets and driveways will decrease markedly and delays to travel through the project corridor will increase substantially, particularly during peak hours. The proposed roadway and interchange upgrades are expected to improve travel conditions under projected future traffic volumes.

### C. Categorical Exclusion Action Classification:

**Type III**

### D. Proposed Improvements:

The project proposes to upgrade approximately 2.2 miles of NC 210 between NC 50 and Raleigh Road. Improvements would include widening the existing two-lane roadway to a four-lane, median-divided facility with 11-foot travel lanes, raised median, and 5-foot paved shoulders. For most of the project length, a 15-foot berm will be utilized along one side of the roadway to provide space for future sidewalk or multi-use path, pending local cost-share and maintenance agreement. To improve traffic operations and safety, Reduced Conflict Intersection (RCI) design components are proposed throughout the project corridor. Improvements to the interchange at NC 210/I-40 (Exit 319) are also included as part of the project.

### E. Special Project Information:

#### Alternative Analysis

A total of four alternatives were evaluated for the project, each of which involved a 'mix and match' combination of design options at the NC 50 intersection and the I-40 interchange. These options included:

- **Alternative 1:** Quadrant Left Turn at NC 50, Diverging Diamond Interchange at I-40
- **Alternative 2:** Median U-Turns at NC 50, Reduced Conflict Intersection at I-40
- **Alternative 3:** Quadrant Left Turn at NC 50, Reduced Conflict Intersection at I-40

- **Alternative 4:** Median U-Turns at NC 50, Diverging Diamond Interchange at I-40

All four alternatives would involve:

- Widening of NC 210 from two to four travel lanes.
- Improvements to the NC 50 intersection and I-40 interchange.
- Construction of a variable-width raised median along NC 210.
- Implementation of Reduced Conflict Intersection (RCI) design components along the project corridor.
- Construction of roundabouts at the intersections of NC 210 with N. Pleasant Coates Road and Raleigh Road.

As documented in the *U-6203 Relocation Report* (January 2023), each of the proposed alternatives have the potential to result in relocations. Table 1 below includes the number of potential relocations by alternative. A copy of the *U-6203 Relocation Report* is included in Appendix B.

**Table 1. Potential Relocations by Alternative**

Alternative	Potential Relocations		
	Residential	Commercial	Total
Alternative 1	4	1	5
Alternative 2	4	0	4
Alternative 3	4	1	5
Alternative 4	4	0	4

### Public and Stakeholder Involvement

#### *Start of Study Notification – January 11, 2022*

Start of Study Notifications were distributed via email and US Mail to provide local stakeholders with general project information and mapping. Recipients were asked to provide comments on the proposed project. Recipients included local and elected officials with Johnston County, the Capital Area Metropolitan Planning Organization (CAMPO), Catawba Indian Nation, and Tuscarora Indian Nation.

In addition, Start of Study notifications were provided to federal and state regulatory and resource agencies including the Federal Highway Administration (FHWA), US Army Corps of Engineers, US Environmental Protection Agency, US Fish and Wildlife Service, and the North Carolina State Clearinghouse.

#### *Project Newsletter – September 2022*

An informational project newsletter was mailed to approximately 675 residents and business owners in the project area in September 2022. The newsletter provided a general overview of the proposed improvements, project purpose and need, proposed typical section, and RCI design components. Interested recipients were invited to submit comments via the project website, email, letter, or telephone call to the project team. Three comments were received following distribution of the project newsletter. These primarily consisted of questions about the project scope and potential for property impacts. One of these comments requested the addition of sidewalks along the N.C. 210 corridor.

#### *Local Officials Meeting and Open House Public Meeting – December 13, 2022*

An in-person Public Meeting was held for Project U-6203 on December 13, 2022 at McGee's Crossroads Middle School. The purpose of the meeting was to present the proposed roadway design alternatives (total of four), gather feedback from the public and local business owners, and answer questions about the project. A total of 27 people officially registered their attendance at the meeting.

A project webpage was also created to provide information about the project and gather feedback via email or electronic comments. Comments were collected at the public meeting and throughout the 30-day comment period that lasted through January 13, 2023. A total of 25 comments were received

during the comment period. Of these, 20 were from residents in the project area, four (4) were from business owners/operators, and one (1) was from a Johnston County local official.

Comments received were generally supportive of the need for the project but expressed concerns about potential project impacts. The most frequently expressed concerns were regarding direct impacts to personal property, changes to property access (specifically at the Daniel Farms neighborhood and individual business driveways), questions about the benefits and navigation of Reduced Conflict Intersections (RCIs), questions about the NCDOT right of way acquisition process, and requests for multimodal accommodations along the corridor. Multiple commenters suggested the need for the project to be constructed sooner than currently planned and identified other roadways in the project vicinity for which improvements are needed.

Although many commenters did not note a specific alternative preference, the most commonly preferred options were the Median U-Turn Intersection at NC 50 in conjunction with a Diverging Diamond Interchange at I-40 (Alternative 4).

### Cost Estimates

Cost estimates were prepared for each of the four project alternatives. An overview of estimated costs for each alternative is provided in Table 2 below.

**Table 2. Cost Estimates by Alternative**

Alternative	Cost Estimates <sup>1</sup>			
	Right of Way	Utilities	Construction	Total
<b>Alternative 1</b>	\$7,676,000	\$5,621,000	\$42,200,000	<b>\$55,497,000</b>
<b>Alternative 2</b>	\$7,339,000	\$4,472,000	\$32,800,000	<b>\$44,611,000</b>
<b>Alternative 3</b>	\$7,516,000	\$4,944,000	\$38,100,000	<b>\$50,560,000</b>
<b>Alternative 4</b>	\$7,574,000	\$4,682,000	\$37,400,000	<b>\$49,656,000</b>

<sup>1</sup> Note cost estimates are based on functional roadway design plans and subject to change.

### Preferred Alternative Selection

Following development of cost estimates and consideration of local stakeholder and public input, the project team selected Alternative 4 as the Preferred Alternative. This option would construct a Median U-Turn intersection at NC 50 and a Diverging Diamond interchange at I-40. Alternative 4 is the second most affordable alternative and was the most preferred alternative identified during public involvement activities.

### Streams, Wetlands, and Ponds

Water resources in the study area are part of the Neuse River basin [U.S. Geological Survey (USGS) Hydrologic Unit 03020201]. As documented in the *U-6203 Natural Resources Technical Report* (March 2023), a total of four streams were identified in the study area (Table 3). All streams have been designated as warm water streams for the purposes of stream mitigation. The location of each stream is shown in Figure 3.

**Table 3. Streams in Study Area**

Map ID	Classification	Best Usage Classification	Compensatory Mitigation Required	Length in Study Area (linear feet)	Potential Impacts (linear feet) <sup>1</sup>
Beaverdam Branch	Perennial	C;NSW	Yes	404	0
SA	Intermittent	C;NSW	Undetermined	57	0
SB	Intermittent	C;NSW	Undetermined	112	0
SC	Intermittent	C;NSW	Undetermined	949	0
<b>TOTAL IMPACTS</b>					<b>0</b>

<sup>1</sup> Potential impact calculations based on slope stake limits of the Preferred Alternative (Alternative 4) plus 40-foot buffer.

There are no designated Outstanding Resource Waters (ORW), High Quality Waters (HQW) or water supply watersheds (WS-I or WS-II) within, or within 1.0 mile downstream of the study area. The North

Carolina 2020 Final 303(d) list of impaired waters does not identify any streams within the study area as an impaired water. There are no streams identified in the study area as anadromous fish waters. There is no in-water construction moratorium expected to be in effect for the study area.

Five wetlands were identified within the study area (Table 4). The location of these wetlands are shown on Figure 3. All wetlands in the study area are located within the Neuse River basin [USGS Hydrologic Unit 03020201].

**Table 4. Wetlands in Study Area**

Map ID	NCWAM Classification	NCWAM Rating	Hydrologic Classification	Area in Study Area (acres)	Potential Impacts (acres) <sup>1</sup>
WA	Bottomland Hardwood Forest	Low	Riparian	0.27	0.00
WB	Bottomland Hardwood Forest	Low	Non-Riparian	0.36	0.00
WC	Headwater Forest	High	Riparian	0.97	0.18
WD	Headwater Forest	Low	Non-Riparian	0.04	0.00
WE	Bottomland Hardwood Forest	Low	Riparian	0.53	0.00
<b>TOTAL IMPACTS</b>					<b>0.18</b>

<sup>1</sup> Potential impact calculations based on slope stake limits of the Preferred Alternative (Alternative 4) plus 40-foot buffer.

Thirteen surface waters were identified in the study area (Table 5). The location of each surface water is shown in Figure 3.

**Table 5. Surface Waters in Study Area**

Surface Water	Map ID of Connection	Length (lf)/Area (acres) in Study Area	Potential Impacts (lf/acres) <sup>1</sup>
TA	Beaverdam Branch/PA	231	0
TB	No Connection	213	0
TC	PB	584	0
PA	TA	1.97	0.00
PB	TC	0.08	0.00
PC	No Connection	0.04	0.00
PD	No Connection	0.16	0.14
PE	No Connection	0.13	0.00
PF	No Connection	0.11	0.00
PG	No Connection	1.70	0.02
PH	No Connection	0.03	0.00
PI	No Connection	0.24	0.00
PJ	No Connection	0.12	0.00
<b>TOTAL IMPACTS</b>			<b>0.16</b>

<sup>1</sup> Potential impact calculations based on slope stake limits of the Preferred Alternative (Alternative 4) plus 40-foot buffer

Streamside riparian zones within the study area are protected under provisions of the Neuse Buffer Rule administered by the North Carolina Division of Water Resources (NCDWR). Potential impacts to protected stream buffers will be determined once a final alignment and design have been determined. A Buffer Authorization will be obtained from the North Carolina Department of Environmental Quality (NCDEQ) prior to construction to ensure compliance with the Neuse River Buffer Rules.

#### Endangered Species Act Protected Species

As documented in the *U-6203 Natural Resources Technical Report* (March 2023), the United States Fish and Wildlife Service (USFWS) Information for Planning and Consulting (IPaC) service lists the following federally protected species within the project study area, under the Endangered Species Act

(ESA) (Table 6). For each species, a discussion of the presence or absence of habitat is included below along with the Biological Conclusion rendered based on survey results in the study area.

It should be noted that although the Programmatic Biological Opinion (PBO) for Northern Long-eared Bat (*Myotis septentrionalis*) was discussed in the *U-6203 Natural Resources Technical Report*, a review of IPaC data on March 29, 2023 indicates the project is outside the range of this species.

**Table 6. ESA Federally Protected Species Within the Study Area<sup>1</sup>**

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Fusconaia masoni</i>	Atlantic Pigtoe	T	No	No Effect
<i>Noturus furiosus</i>	Carolina Madtom	E	No	No Effect
<i>Alasmidonta heterodon</i>	Dwarf Wedgemussel	E	No	No Effect
<i>Necturus lewisi</i>	Neuse River Waterdog	T	No	No Effect
<i>Picoides borealis</i>	Red-cockaded Woodpecker	E	No	No Effect
<i>Perimyotis subflavus</i>	Tricolored Bat	PE <sup>2</sup>	TBD <sup>2</sup>	Not Required
<i>Elliptio lanceolata</i>	Yellow Lance	T	No	No Effect

<sup>1</sup> IPaC data checked on March 14, 2023; E – Endangered, T – Threatened

<sup>2</sup> PE = Proposed Endangered; TBD = To Be Determined. See text on Tricolored Bat below for additional detail.

### **Atlantic Pigtoe**

Biological Conclusion: No Effect

No habitat for Atlantic pigtoe is located within the study area and consultation with NCDOT Division 4 confirmed that the project will not impact this species. A review of NHP records on March 13, 2023, indicates no known occurrences within 1.0 mile of the study area.

### **Carolina Madtom**

Biological Conclusion: No Effect

No habitat for Carolina madtom is located within the study area and consultation with NCDOT Division 4 confirmed that the project will not impact this species. A review of NHP records on March 13, 2023, indicates no known occurrences within 1.0 mile of the study area.

### **Dwarf Wedgemussel**

Biological Conclusion: No Effect

No habitat for dwarf wedgemussel is located within the study area and consultation with NCDOT Division 4 confirmed that the project will not impact this species. A review of NHP records on March 13, 2023, indicates no known occurrences within 1.0 mile of the study area.

### **Neuse River Waterdog**

Biological Conclusion: No Effect

No habitat for Neuse River waterdog is located within the study area and consultation with NCDOT Division 4 confirmed that the project will not impact this species. A review of NHP records on March 13, 2023, indicates no known occurrences within 1.0 mile of the study area.

### **Red-cockaded Woodpecker**

Biological Conclusion: No Effect

Foraging habitat for the red-cockaded woodpecker (RCW), in the form of mixed pine/hardwood stands greater than 30 years old, is not present in the study area. Nesting habitat, in the form of pine dominated mixed pine/hardwood stands 60 years in age or older is not present within the study area. Due to the lack of foraging and nesting habitat no surveys for the RCW are required. A review of NHP records on March 13, 2023, indicates no known occurrences within 1.0 mile of the study area.

### **Tricolored Bat**

Biological Conclusion: Not Required

On September 14, 2022, the U.S. Fish and Wildlife Service announced a proposal to list the tricolored bat (*Perimyotis subflavus* - PESU) as endangered under the Endangered Species Act. Given the proposal to list PESU as Federally Endangered, NCDOT and its federal partners, FHWA and USACE are initiating a conference programmatic consultation to address impacts to this species. USFWS has not provided an official effective listing date, but it is anticipated to occur in the second half of 2023. Upon listing, USFWS is expected to provide habitat descriptions and an area of influence/distribution

range for PESU. When this information is provided, it will help to inform NCDOT's determinations on habitat that could be impacted by NCDOT actions.

### **Yellow Lance**

Biological Conclusion: No Effect

No habitat for yellow lance is located within the study area and consultation with NCDOT Division 4 confirmed that the project will not impact this species. A review of NHP records on March 13, 2023, indicates no known occurrences within 1.0 mile of the study area.

### **Bald and Golden Eagle Protection Act**

The Bald and Golden Eagle Protection Act is enforced by the USFWS. Golden eagles do not nest in North Carolina. Habitat for the Bald Eagle primarily consists of mature forests in proximity to large bodies of open water for foraging. Large dominant trees are utilized for nesting sites, typically within 1.0 mile of open water.

A desktop-GIS assessment of the project study area, as well as the area within a 1.0-mile radius of the project limits, was performed on November 29, 2021, using 2021 color aeriels. There are several water bodies large enough and sufficiently open to be considered potential feeding sources. Since there was foraging habitat within the review area, a survey of the project study area and the area within 660 feet of the project limits was conducted on December 2, 2021. Additionally, a review of the NHP database on March 13, 2023, revealed no known occurrences of this species within 1.0 mile of the project study area. Due to the lack of known occurrences and minimal impact anticipated for this project, it has been determined that this project will not affect this species.

### **Noise Analysis**

Traffic Noise Impacts are analyzed in the *U-6203 Traffic Noise Report* (January 2023). The maximum number of receptors in each project alternative predicted to become impacted by future traffic noise is shown in Table 7 below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels as defined in the NCDOT Traffic Noise Policy.

**Table 7. Predicted Traffic Noise Impacts by Alternative\***

Traffic Noise Impacts				
Alternative	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Build 1	53	0	0	53
Build 2	49	0	0	49
Build 3	53	0	0	53
Build 4	49	0	0	49

\*Per TNM 2.5 and in accordance with 23 CFR Part 772

### **Traffic Noise Abatement Measures**

Measures for reducing or eliminating the traffic noise impacts, including noise barriers, were considered for all impacted receptors in each alternative. Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise.

### **Noise Barriers**

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. Table 8 below summarizes the results of the evaluation.

**Table 8. Preliminary Noise Barrier Evaluation Results**

Alternative/ NSA	Noise Barrier Location	Length / Height <sup>1</sup> (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminarily Feasible and Reasonable ("Likely") for Construction <sup>2</sup>
All Alternatives/ NSA 6	NW6-1 – North of NC 210 and west of Franklin Farm Lane	390/14	5,641	4	1,410/1,500	Yes
	NW6-2 – North of NC 210, east of Franklin Farm Lane and west of Daniel Farm Drive	780/15	11,699	12	975/1,500	Yes
	NW6-3 – North of NC 210 and east of Daniel Farm Drive	630/16	10,022	9	1,114/1,500	Yes
All Alternatives/ NSA 7	NW7 – South of NC 210 and east of Stable Drive	390/14	5,461	8	683/2,000	Yes

<sup>1</sup>Average wall height. Actual wall height at any given location may be higher or lower.

<sup>2</sup>The likelihood of a barrier's construction is preliminary and subject to change, pending completion of final design and the public involvement process.

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

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of this Categorical Exclusion (CE). NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers, and others.

### Cultural Resources

#### *Historic Resources*

As documented in the *U-6203 Historic Structures Survey Report* (December 2022), a total of three resources were surveyed within the study area for potential National Register of Historic Places (NRHP) eligibility. These resources included the Stephenson-Coats Farmstead (JT0713), the Johnson Farmstead (JT2043), and the Roberts House (JT2044). As a result of investigation by NCDOT architectural historians, all three resources were found not to merit listing in the NRHP. In a letter

dated January 27, 2023, the North Carolina State Historic Preservation Office (SHPO) noted their concurrence with this finding (see Appendix B). The locations of surveyed historic resources in the project area are shown on Figure 3.

### *Archaeological Resources*

A survey of archaeological resources within the project study area is discussed in the *U-6203 Phase I and II Archaeological Investigations Report* (November 2022). All of the sites identified during the Phase I survey were recommended ineligible for inclusion on the NRHP, with the exception of three (31JT722, 31JT725, and 31JT730) recommended as potentially eligible for inclusion on the NRHP.

Additional Phase II testing was completed at site 31JT722, a 19th/20th century historic artifact scatter surrounding a historic standing house, and sites 31JT725 and 31JT730, Archaic period precontact lithic scatters. Phase II assessment failed to demonstrate that these sites have significant data potential relevant to Criterion D of the NRHP. Sites 31JT722, 31JT725, and 31JT730 are therefore all also ineligible for the NRHP. Therefore, the proposed undertaking would have no effect on any resources that qualify for further treatment as historic properties under Section 106 of the National Historic Preservation Act (NHPA).

### F. Project Impact Criteria Checklists:

<b>F3. Type III Actions</b>			
Proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C) answer questions below.			
		Yes	No
1	Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<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	Does the project impact anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

13	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Areas of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Type III Actions (continued)</u>		Yes	No
17	Does the project require a US Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	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"/>
19	Does the project involve Coastal Barrier Resource Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project impact federal lands (e.g. US Forest Service (USFS), US Fish and Wildlife Service (USFWS), etc.) or Tribal (Trust) Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
22	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	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, 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"/>
26	Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
28	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"/>
29	Is the project in an Air Quality non-attainment or maintenance area for a National Ambient Air Quality Standard (NAAQS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

**9. Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)?**

All surface waters within the project area are located within the Neuse River Basin and subject to Neuse River Buffer Rules. As currently proposed, project impacts are anticipated to the regulated buffer surrounding two ponds within the project study area (identified as PD and PG in the *U-6203 Natural Resources Technical Report – March 2023*). A Buffer Authorization will be required from the North Carolina Department of Environmental Quality prior to construction.

**14. Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?**

A *GeoEnvironmental Phase I Report* was prepared for the subject project in November 2021. The purpose of the report was to document sites of concern within the project study area that are or may be contaminated. Sites of concern may include, but are not limited to, underground storage tank (UST) sites, dry cleaning facilities, hazardous waste sites, regulated landfills and unregulated dumpsites. A total of nine (9) geoenvironmental sites of concern were identified within the U-6203 project study area. These sites generally consisted of known or suspected USTs and are shown on Figure 3. The report notes that low monetary and scheduling impacts are anticipated as a result of these sites. Sites of concern identified in this report should be reviewed by the GeoEnvironmental Section once the Final Right of Way plans are complete to determine if Phase II Investigations and Right of Way Recommendations are necessary prior to right of way being acquired.

**21. Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?**

Project U-6203 proposes to improve the interchange at NC 210 and I-40 (Exit 319). Under the Preferred Alternative (Alternative 4), the existing diamond interchange would be reconstructed as a diverging diamond. A new bridge would be constructed to the south of the existing bridge. Additionally, the typical section along NC 210 through the interchange area would be widened from two travel lanes (one in each direction) to a total of four travel lanes (two in each direction). Minimal work along the interchange ramps is expected as a result of the proposed improvements. No work along I-40 is anticipated with the project at this time. As such, it is not anticipated an Interchange Access Request (IAR) will be required for the project.

**27. Is the project considered a Type I under the NCDOT's Noise Policy?**

As currently proposed, Project U-6203 would involve the addition of through traffic lanes and is therefore considered a Type I project under NCDOT's Noise Policy. As described in Section E of this document, a *Traffic Noise Report* was developed for the project in January 2023.

**28. Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?**

As documented in the *U-6203 Community Impact Assessment* (April 2023), farmland soils eligible for protection under FPPA are present within the project footprint. A preliminary screening of farmland conversion impacts in the project area has been completed (NRCS Form CPA-106 for corridor projects, Part VI only) and a total score of 57 out of 160 points was calculated for the U-6203 project site. Since the total site assessment score does not exceed the 60-point threshold established by NRCS, farmland conversion impacts may be anticipated, but are not considered notable. The project will convert a modest amount of acreage for use in widening the 2-lane road to 4-lanes with a raised median. The project team should work to minimize the project footprint to the greatest degree possible in order to minimize the impacts to Prime and Important soils and farming operations.

**29. Is the project in an Air Quality non-attainment or maintenance area for a National Ambient Air Quality Standard (NAAQS)?**

The project is in Johnston County, which is within the Raleigh-Durham-Chapel Hill nonattainment area for the prior 1997 ozone National Ambient Air Quality Standard (NAAQS) as defined by the EPA. This area was designated nonattainment for the 1997 8-hour ozone standard effective June 15, 2004. However, due to improved monitoring data, this area was redesignated maintenance on December 26, 2007. EPA approved a SIP revision for the removal of Federal low-reid vapor pressure requirement effective on February 3, 2014. The Raleigh-Durham-Chapel Hill area was attainment for the 2008 ozone NAAQS resulting in the 1997 ozone NAAQS being revoked on April 6, 2015. On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. Transportation conformity for plans and TIPs for the 1997 Ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). The Capital Area Metropolitan Planning Organization 2050 Metropolitan Transportation Plan (MTP) and the 2020-2029 Transportation Improvement Program (TIP) conform to the intent of the SIP. The USDOT made a conformity determination on the MTP on and the TIP on March 21, 2022, and Johnston County donut area projects on March 21, 2022. The current conformity determination is consistent with the final conformity rule found in 40 CFR Parts 51 and 93. There are no significant changes in the project’s design concept or scope, as used in the conformity analyses.

H. Project Commitments (attach as Green Sheet to CE Form):

## **NCDOT PROJECT COMMITMENTS**

STIP Project No. **U-6203**  
NC 210 from NC 50 to Raleigh Road, Upgrade to Reduced Conflict  
Intersections  
Johnston County  
Federal Aid Project No. N/A  
WBS Element 48663.1.1

### **COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN**

#### **NCDOT Highway Division 4 - Neuse River Riparian Buffer Rules**

The project is located in the Neuse River Basin and subject to Neuse River Buffer Rules. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0714. Road design plans shall provide treatment of the stormwater runoff through Best Management Practices (BMPs) as detailed in the most recent version of the North Carolina Department of Transportation Stormwater Program Manual, and the Stormwater Best Management Practices Toolbox Manual. The BMPs should, to the Maximum Extent Practicable (MEP), be selected and designed to reduce impacts of the target pollutants of concern (POCs) for the receiving waters. The North Carolina Division of Water Resources (NCDWR) recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff. Post-construction stormwater BMPs should, to the MEP, be selected and designed to reduce nutrients.

NCDOT Highway Division 4 will be required to obtain a Buffer Authorization from the North Carolina Department of Environmental Quality prior to construction.

#### **NCDOT Highway Division 4 and NCDOT Environmental Analysis Unit - Section 7 of the Endangered Species Act**

On September 14, 2022, the U.S. Fish and Wildlife Service announced a proposal to list the tricolored bat (*Perimyotis subflavus* - PESU) as endangered under the Endangered Species Act. If listed, NCDOT will resolve Section 7 prior to let as appropriate. Construction activities for this project will not take place until NCDOT (in coordination with the lead federal agency) satisfies Endangered Species Act compliance for PESU.

#### **NCDOT Highway Division 4 and NCDOT GeoEnvironmental Unit – GeoEnvironmental Investigation**

A Phase II GeoEnvironmental Investigation should be conducted for any parcels that were identified in the Phase I Investigation and will be impacted by right of way acquisition.

#### **NCDOT Highway Division 4 – Bicycle and Pedestrian Accommodations**

Bike/ped facility recommendations based on observed pedestrian activity and planned bike facilities should include incorporation of incidental bike/ped facilities, where feasible. Providing a safe, logical, and equitable connection between existing origin and destination points throughout

the project limits, and which meet qualifying conditions under the NCDOT Complete Streets Policy, is also recommended.

#### **NCDOT Highway Division 4 – Emergency Response Coordination**

The NCDOT Project Manager should engage local Emergency Response officials throughout the project development process, particularly for coordination in preparing Work Zone Traffic Control Plans.

#### **NCDOT Highway Division 4 – Local School Coordination**

The NCDOT Project Manager should engage local school officials throughout the development of Right of Way and Final Design plans and request for coordination in preparing Work Zone Traffic Control Plans.

#### **NCDOT Highway Division 4 and NCDOT PICSVIZ – Language Accommodation**

While Census Data does not indicate Limited English Proficiency (LEP) populations within the Demographic Study Area (DSA), it does indicate that Language Assistance (LA) populations are present that meet the Department of Justice's Safe Harbor thresholds. Therefore, written translations of vital documents should be provided for Spanish language-speaking populations, in addition to other measures assuring meaningful language access, as determined by NCDOT Public Involvement to satisfy the requirements of Executive Order 13166.

I. Categorical Exclusion Approval:

STIP Project No.	<u>U-6203</u>
WBS Element	<u>48663.1.1</u>
Federal Project No.	<u>N/A</u>

**Prepared By:**

4/19/2023

Date

DocuSigned by:

*Brian Yamamoto*

Brian Yamamoto, PE

Senior Project Development Engineer, NV5

**Prepared For:**Chad Coggins, NCDOT Highway Division 4**Reviewed By:**

4/20/2023

Date

DocuSigned by:

*Colin Mellor*

Colin Mellor, Eastern Regional Team Lead

NCDOT Environmental Policy Unit

**Approved****Certified**

- If classified as Type III Categorical Exclusion.

4/21/2023

Date

DocuSigned by:

*Chad Coggins*

Chad Coggins, Project Team Lead

NCDOT Highway Division 4

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

4/21/2023

Date

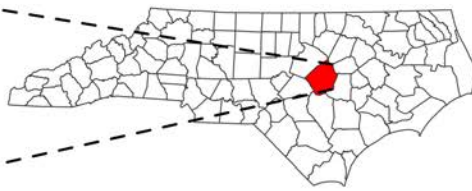
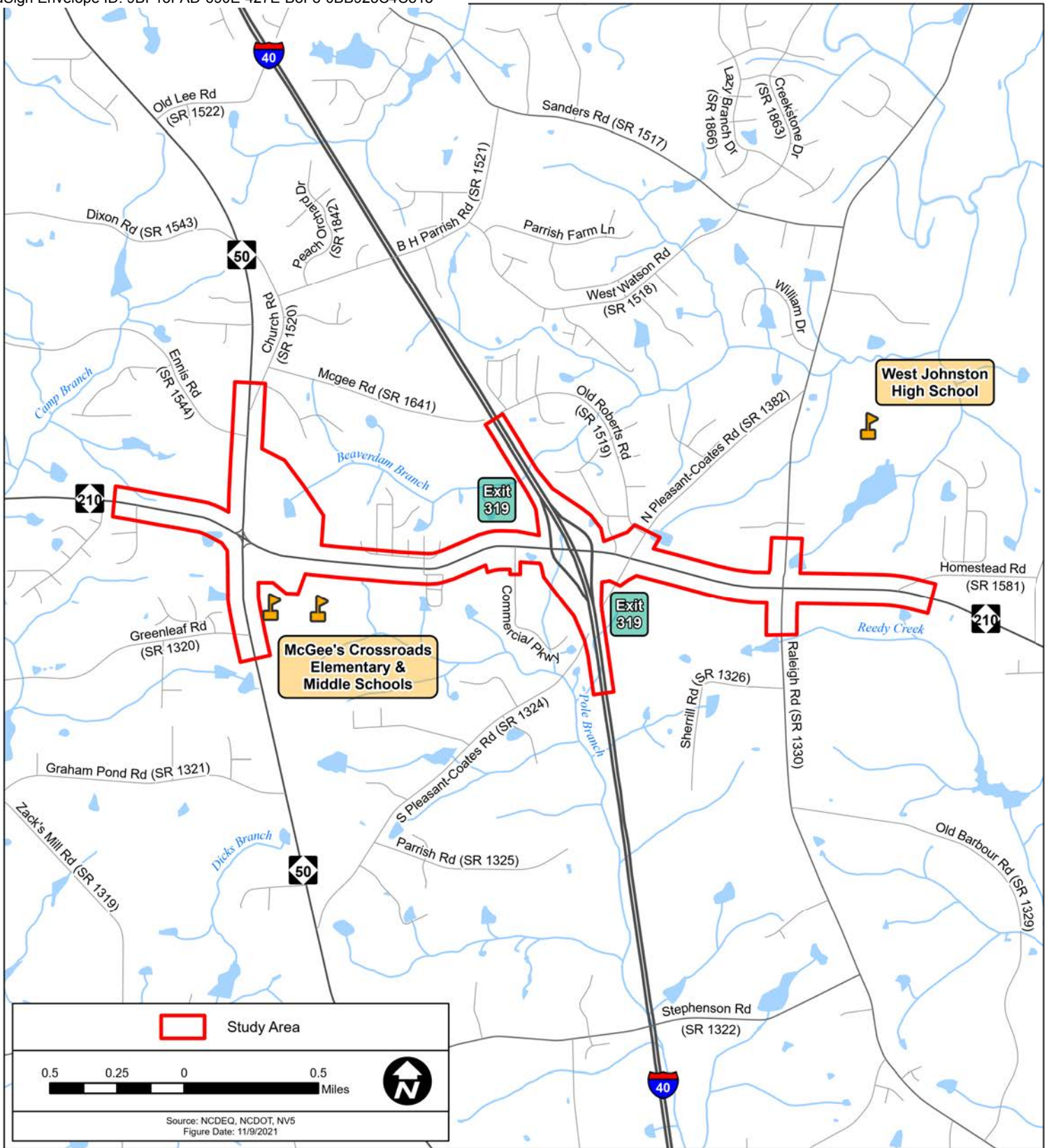
DocuSigned by:

*Joseph P. Geigle*

Joe Geigle, Planning & Environment Engineer  
for John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration

*Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).*

# Appendix A



Johnston County

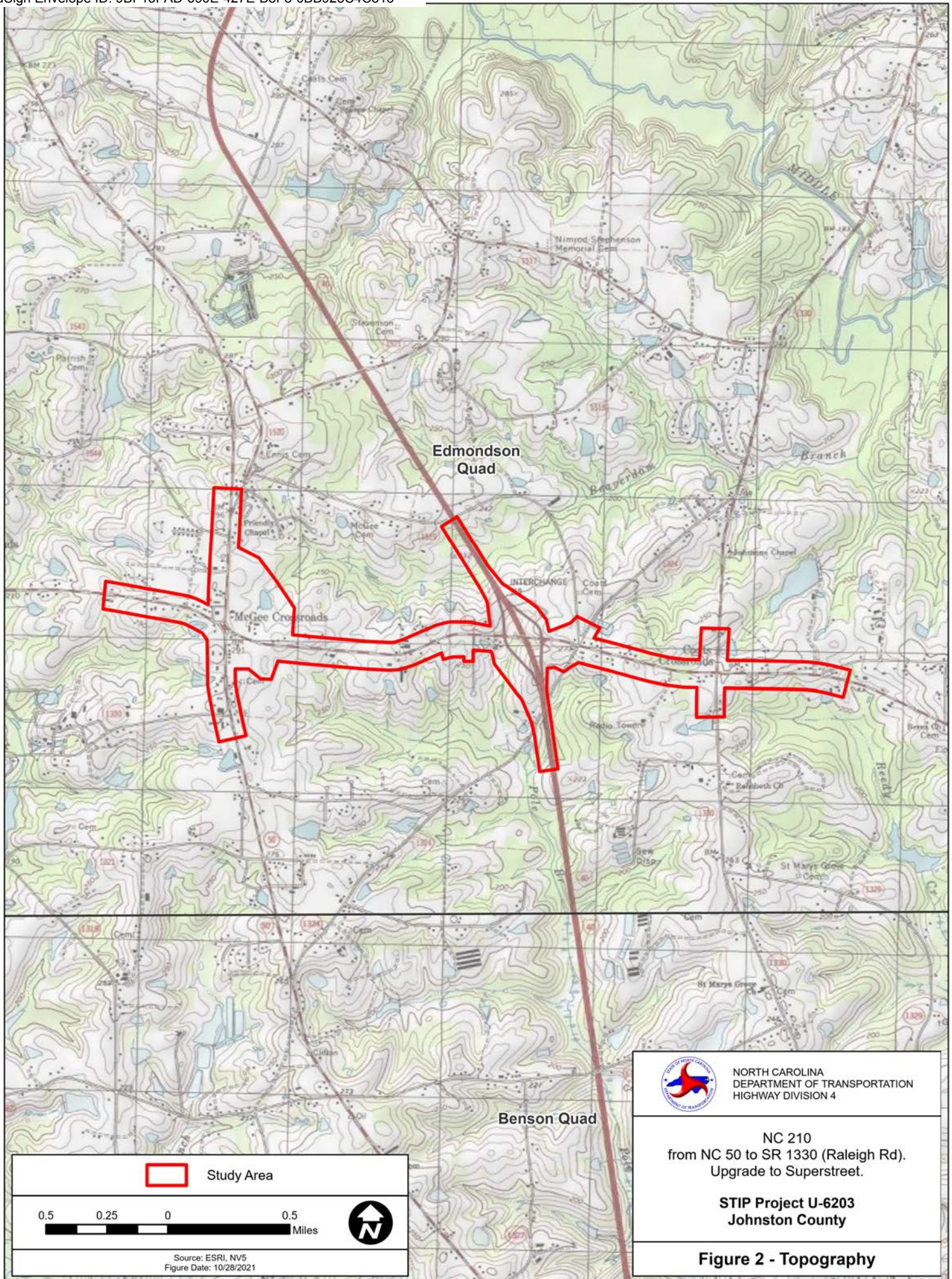


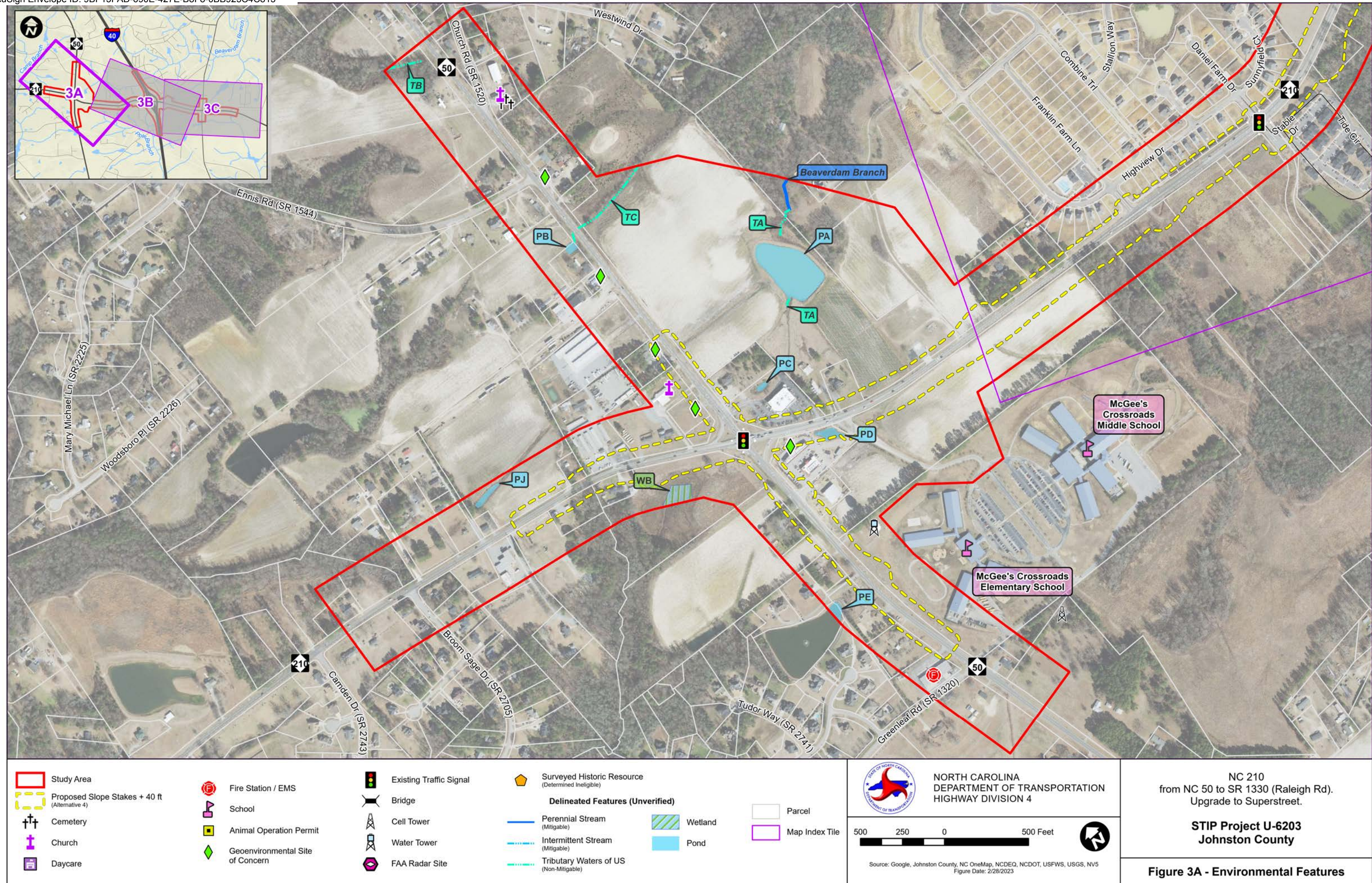
NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 4

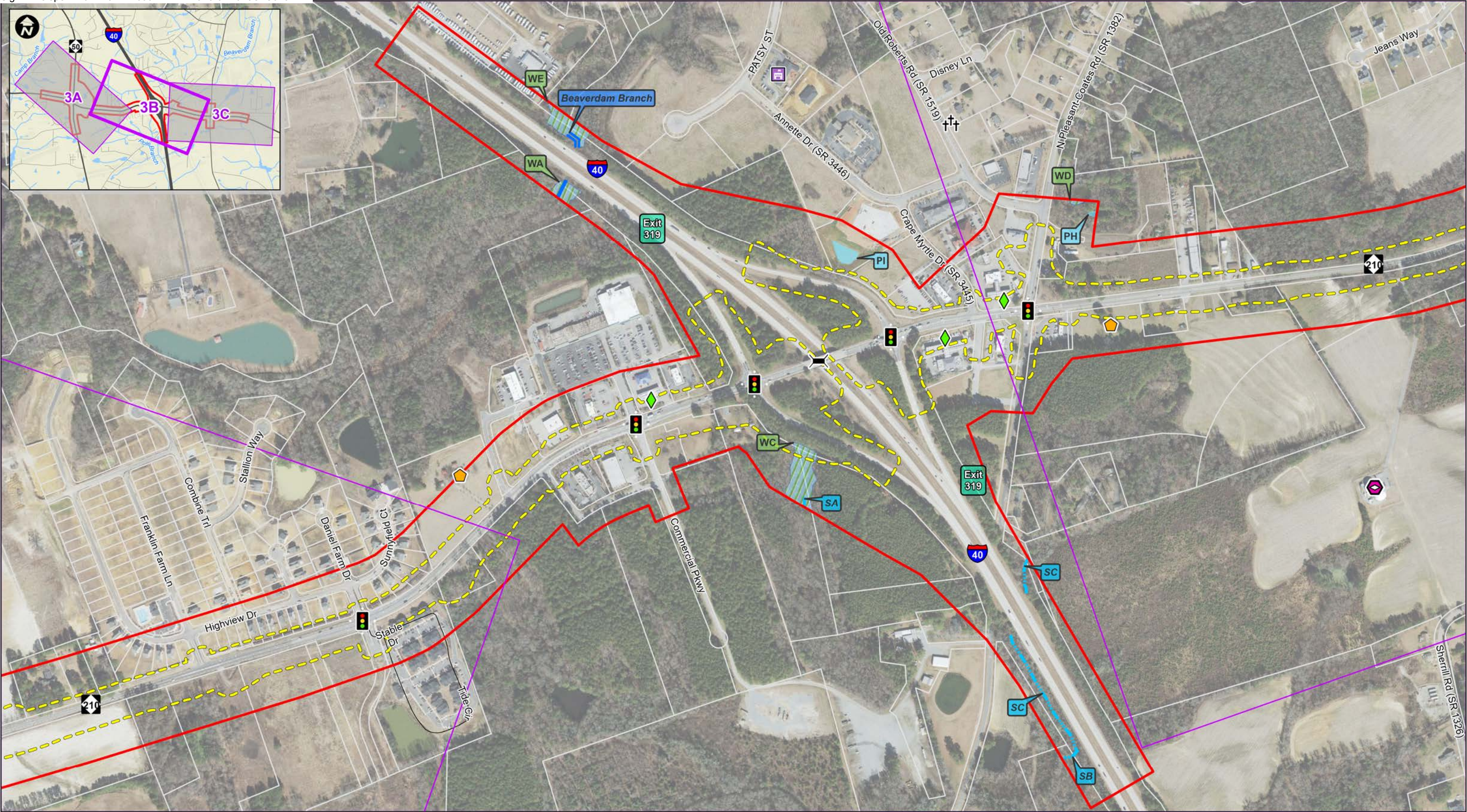
NC 210  
from NC 50 to SR 1330 (Raleigh Rd).  
Upgrade to Superstreet.

STIP Project U-6203  
Johnston County

Figure 1 - Project Vicinity







- |   |                                  |                         |  |
|---|----------------------------------|-------------------------|--|
| Study Area                                    | Fire Station / EMS               | Existing Traffic Signal | Surveyed Historic Resource (Determined Ineligible) |
| Proposed Slope Stakes + 40 ft (Alternative 4) | School                           | Bridge                  | <b>Delineated Features (Unverified)</b>            |
| Cemetery                                      | Animal Operation Permit          | Cell Tower              | Perennial Stream (Mitigable)                       |
| Church  | Geoenvironmental Site of Concern | Water Tower             | Intermittent Stream (Mitigable)                    |
| Daycare                                       |                                  | FAA Radar Site          | Tributary Waters of US (Non-Mitigable)             |
|   |                                  |                         | Wetland  |
|   |                                  |                         | Pond   |
|   |                                  |                         | Parcel   |
|   |                                  |                         | Map Index Tile                                     |



NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 4

500 250 0 500 Feet

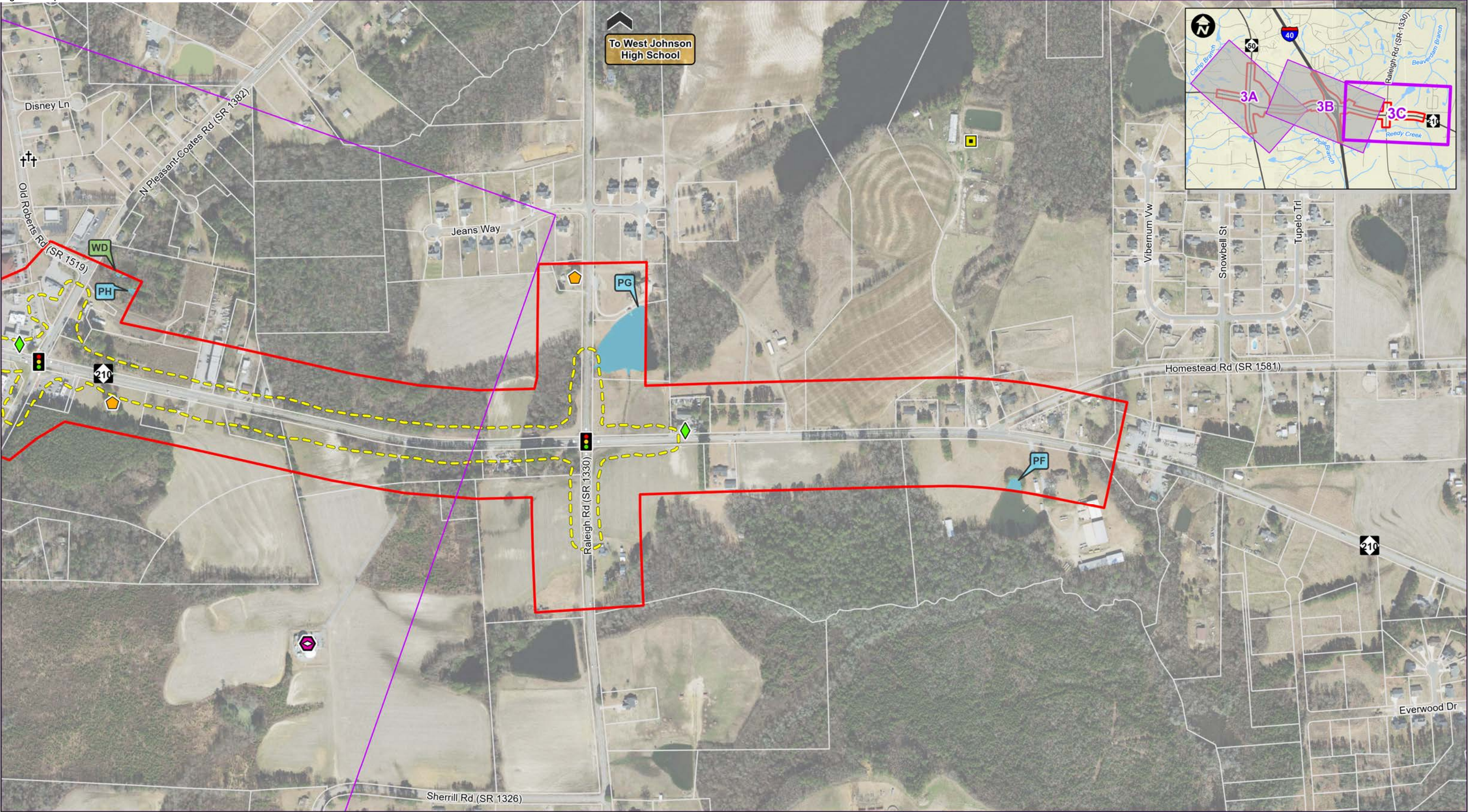


Source: Google, Johnston County, NC OneMap, NCDEQ, NCDOT, USFWS, USGS, NV5  
Figure Date: 2/28/2023

NC 210  
from NC 50 to SR 1330 (Raleigh Rd).  
Upgrade to Superstreet.

**STIP Project U-6203  
Johnston County**

**Figure 3B - Environmental Features**



Study Area

Proposed Slope Stakes + 40 ft (Alternative 4)

Cemetery

Church

Daycare

Fire Station / EMS

School

Animal Operation Permit

Geoenvironmental Site of Concern

Existing Traffic Signal

Bridge

Cell Tower

Water Tower

FAA Radar Site

Surveyed Historic Resource (Determined Ineligible)

Perennial Stream (Mitigable)

Intermittent Stream (Mitigable)

Tributary Waters of US (Non-Mitigable)

Wetland

Pond

Parcel

Map Index Tile

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 4

5002500500

Feet

Source: Google, Johnston County, NC OneMap, NCDEQ, NCDOT, USFWS, USGS, NV5  
Figure Date: 2/28/2023

NC 210  
from NC 50 to SR 1330 (Raleigh Rd).  
Upgrade to Superstreet.

**STIP Project U-6203  
Johnston County**

**Figure 3C - Environmental Features**

# Appendix B

21-06-0004



## 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

<b>Project No:</b>	U-6203	<b>County:</b>	Johnston
<b>WBS No.:</b>	48663.1.1	<b>Document Type:</b>	Federal CE
<b>Fed. Aid No:</b>		<b>Funding:</b>	X State      Federal
<b>Federal Permit(s):</b>	X Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Upgrade NC 210 to a superstreet from NC 50 to SR 1330 (Raleigh Road) (no off-site detour specified in review request).			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

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

**Description of review activities, results, and conclusions:** HPOWeb reviewed on 11 June 2021 and yielded three SS, and no NR, DE, SL, or LD properties in the Area of Potential Effects (APE). Johnston County current GIS mapping, aerial photography, and tax information indicated a partly developed APE with some woodland and cultivated fields and mostly residential and commercial resources dating from the 1900s to the 2010s (viewed 11 June 2021). Study area revisions, located at the Exit 319 interchange, included six properties not previously reviewed, all either undeveloped or containing post 2000 resources (HPOWeb and county GIS reviewed 18 January 2022). Of the 155 properties containing above-ground resources, 48 or about a third (31%) pre-date 1970, the majority of which are unexceptional (many also altered) examples of their types. Two of the previously recorded resources – the Ben Langdon House (JT0833) and the James Monroe Langdon Homeplace (JT0236) – no longer stand. Constructed in 1987, Bridge No. 494 is not eligible for the National Register as it is neither aesthetically nor technologically significant. Two cemeteries – the Friendly Chapel Church Cemetery (E side Church Road) and the Coats Cemetery (E side Old Roberts Road) – are not NR-eligible, but should be afforded the usual protections during construction. The APE intersects three properties of possible significance, including the previously recorded Stephenson-Coats Farm (JT0713) at #6468 Raleigh Road (NCPIN: 163400-53-7362). The remaining two properties are:

the Johnson Farmstead (JT2043) at #12560 NC 210 (NC PIN: 162400-93-4253 and the Roberts House (JT2044) at #11847 NC 210 (NC PIN: 163400-32-1282). The study area revisions added no resources requiring investigation; the original list of three properties remained valid.

The APE equates with the study area provided in the original review request and December 2021 revisions (see attached). Comprehensive historic architectural survey of the county and update (1980; 2003-4), as well as later studies, record no additional resources besides those noted above. County GIS/tax materials and other visuals, like Google Maps "Streetview," clearly illustrated the relative placement of the resources and the proposed work and the need for field investigation and NR eligibility evaluation of the three properties noted above (viewed 11 June 2021 and 18 January 2022). While the project currently is state-funded and needs no federal permits, a federal CE is specified and FHWA involvement anticipated.

NCDOT contracted with NV5 – Technical Engineering and Consulting Solutions to carry out the necessary NR eligibility evaluation. The resultant technical report (December 2022) concludes that the Stephenson-Coats Farmstead (JT0713), the Johnson Farmstead (JT2043), and the Roberts House (JT2044) are not NR-eligible as they have suffered loss of historical integrity through structural change and also are surpassed in significance by more intact examples of comparable resources located elsewhere in the county. HPO has reviewed the study and agreed with the conclusions (see attached correspondence).

No additional resources of concern are located in the APE, thus a finding of "no historic properties affected" will satisfy both Section 106 and GS 121-12(a) compliance requirements.

**Should any aspect of the project design change, please notify  
NCDOT Historic Architecture as additional review may be necessary.**

Technical report and photographs on file at  
NCDOT – Historic Architecture and NCHPO and also Connect NCDOT

#### SUPPORT DOCUMENTATION

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

#### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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



NCDOT Architectural Historian

30 January 2023

Date

U-6203, Johnston County  
WBS No. 48663.1.1  
PA Tracking No. 21-06-0004  
January 2023

Page 2 of 6



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator


Governor Roy Cooper  
Secretary D. Reid Wilson

Office of Archives and History  
Deputy Secretary, Darin J. Waters, Ph.D.

January 27, 2023

**MEMORANDUM**

**TO:** Vanessa Patrick, Architectural Historian  
NCDOT/EAU/Historic Architecture Group [vepatrick@ncdot.gov](mailto:vepatrick@ncdot.gov)

**FROM:** Renee Gledhill-Earley   
Environmental Review Coordinator

**SUBJECT:** Historic Structures Survey Report, Widen NC 210 to a four-lane median divided facility,  
from NC 50 to Raleigh Road (SR 1330), TIP U-6203, Four Oaks, Johnston County,  
ER 22-0170

Thank you for your December 22, 2022, memorandum transmitting the above-referenced report. We have reviewed the report and concur with the report's findings that the Stephenson-Coats Farmstead (JT0713), Johnson Farmstead (JT2043), and Robert House (JT2044) are not eligible for the National Register of Historic Places for the reasons outlined in the report.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

**cc:** Mary Pope Furr, NCDOT [mpfurr@ncdot.gov](mailto:mpfurr@ncdot.gov)

---

**Location:** 109 East Jones Street, Raleigh NC 27601 **Mailing Address:** 4617 Mail Service Center, Raleigh NC 27699-4617 **Telephone/Fax:** (919) 814-6570/814-6898



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

**Memorandum**

To: Renee Gledhill-Earley  
Environmental Review Coordinator  
North Carolina State Historic Preservation Office

From: Vanessa E. Patrick  
Architectural Historian  
NCDOT - Historic Architecture

Date: January 30, 2023

Subject: *Historic Structures Survey Report for TIP No. U-6203, Upgrade NC 210 to a Superstreet from NC 50 to SR 1330 (Raleigh Road), Johnston County, North Carolina. WBS No. 48663.1.1. PA Tracking No. 21-06-0004. ER 22-0170.*

Thank you for your recent comments on the above report. We are pleased that you concur with our recommendation that the Stephenson-Coats Farmstead (JT0713), Johnson Farmstead (JT2043), and Roberts House (JT2044) are not eligible for listing in the National Register of Historic Places. There are no other resources of concern in the U-6203 study area, thus no effects consultation is required, and the project is considered in compliance with both GS 121-12(a) and Section 106 for historic architecture.

As always, your help is greatly appreciated. Should questions arise, please contact me at [vepatrick@ncdot.gov](mailto:vepatrick@ncdot.gov) or 919-707-6082.

A handwritten signature in black ink, appearing to be "V.E.P.", written over a horizontal line.

V.E.P.

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
HUMAN ENVIRONMENT SECTION  
MSC 1598  
RALEIGH, NC 27699-1598

Telephone: (919)-707-6000  
Fax: (919)-212-5785  
Customer Service: 1-877-368-4968

Website: [www.ncdot.gov](http://www.ncdot.gov)

Location:  
1020 BIRCH RIDGE DRIVE  
RALEIGH, NC 27610



# 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 Team.

## PROJECT INFORMATION

Project No: **U-6203** County: **Johnston**  
WBS No: **48663.3.1** Document: **CE**  
F.A. No: **TBD** Funding: ☐ State ☒ Federal  
Federal Permit Required? ☒ Yes ☐ No Permit Type: **USACE TBD**

**Project Description:** The North Carolina Department of Transportation (NCDOT) proposes improvements along NC 210 from west of NC 50 to east of Raleigh Road (SR 1330), including interchange improvements at I-40 and NC 50 in Johnston County. Designs suggest a four-lane, divided facility and may include a divided diamond interchange or diamond interchange at the I-40 intersection with a possible new location side road at NC 50. An archaeological survey was recommended in 2021 which was revised in 2022. NCDOT established a refined archaeological Area of Potential Effects (APE) for intensive survey based on the latest alternative concepts and design information. For purposes of this investigation, the APE includes all areas and soils likely to be disturbed during construction, including right of way, cut and fill lines, and easements. The project length is about 3 miles (15, 840 feet) with a variable width that expands to capture multiple alternatives near major intersections. The total acreage of the APE is approximately 437 acres, though this figure includes the current transportation facilities and other soils disturbed by modern development. In anticipation of federal action through funding and/or permitting, Section 106 of the National Historic Preservation Act applies.

## SUMMARY OF ARCHAEOLOGICAL FINDINGS

After extensive background history, which included an October 2021 reconnaissance, a robust survey methodology was developed. The intensive archaeological survey and evaluation of the APE was conducted by Jeff Thompson and David M. Franz (RPA, Principal Investigator), both Archaeologists with NV5 Engineers and Consultants, Inc. (NV5) on behalf of NCDOT, between January 17th and February 25th, 2022, and with additional fieldwork April 25-30, 2022. As a result of the investigations, eighteen (18) new archaeological sites were recorded (31Jt717-31Jt734). Note, one site, a historic cemetery (31Jt733), falls immediately outside of the APE. None of the sites were recommended as being eligible for listing on the National Register of Historic Places.

It is recommended that the proposed project be allowed to proceed without concern for impacts to significant cultural resources.

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

☒ There are no National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed.)

21-06-0004

- ☐ 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.

*(This project falls within a North Carolina County in which the following federally recognized tribes have expressed an interest: Catawba Indian Nation and Tuscarora. We recommend that you ensure that this documentation is forwarded to these tribes using the process described in the current NCDOT Tribal Protocol and PA Procedures Manual.)*

**SUPPORT DOCUMENTATION**

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

Other: Survey results

Signed:



3/21/2023

NCDOT ARCHAEOLOGIST

Date

REQUEST FOR R/W COST ESTIMATE / RELOCATION EIS

COST ESTIMATE REQUEST [X] RELOCATION EIS REPORT [X]

NEW REQUEST: [X] UPDATE REQUEST: [ ] REVISION REQUEST: [ ]  
Update to [ ] Estimate Revision to [ ] Estimate  
Revision No.: [ ]

DATE RECEIVED: [ ] DATE ASSIGNED: [ ] # of Alternates Requested: 4

DATE DUE: [ ]

TIP No.: U-6302	DESCRIPTION: NC 210 widening from NC 50 to Raleigh Road in Johnston County
-----------------	--

WBS ELEMENT: COUNTY: Johnston DIV: 4 APPRAISAL OFFICE: 2

REQUESTOR: DEPT:

TYPE OR % PLANS: Concept

\*\* Based on past project historical data, the land and damage figures have been adjusted to include condemnation and administrative increases that occur during settlement of all parcels.\*\*

APPRAISER: Smith COMPLETED: 1/17/23 # of Alternates Completed: 4

TYPE OF ACCESS:	ALT 1		ALT 2		ALT 3		ALT 4	
	NONE: [ ]	LIMITED: [ ]	NONE: [ ]	LIMITED: [ ]	NONE: [ ]	LIMITED: [ ]	NONE: [ ]	LIMITED: [ ]
	PARTIAL: [X]	FULL: [ ]	PARTIAL: [X]	FULL: [ ]	PARTIAL: [X]	FULL: [ ]	PARTIAL: [X]	FULL: [ ]
ESTIMATED NO. OF PARCELS:	96		84		95		84	
RESIDENTIAL RELOCATEES:	4	\$	4	\$	4	\$	4	\$
BUSINESS RELOCATEES:	1	\$	0	\$	1	\$	0	\$
GRAVES:	0	\$	0	\$	0	\$	0	\$
CHURCH / NON – PROFIT:	0	\$	0	\$	0	\$	0	\$
MISC:	2	\$	1	\$	2	\$	1	\$
SIGNS:	17	\$	16	\$	17	\$	16	\$
LAND, IMPROVEMENTS, & DAMAGES:	\$ 7,675,884.00		\$ 7,338,535.00		\$ 7,515,817.00		\$ 7,574,340.00	
ACQUISTION:	\$		\$		\$		\$	
TOTAL ESTIMATED R/W COST:	\$		\$		\$		\$	

\*\* THIS IS A COST ESTIMATE AND NOT TO BE USED AS AN APPRAISAL \*\*

NOTES: ALT 1 potential contamination parcels: 003, 009, 012, 013, 025, 066, 072 and 078. ALT 2 potintial contamination parcels 012, 013, 025, 066, 072 and 078: ALT 3 potintial contamination parcels 003, 009, 012, 013, 025, 066, 072 and 078 : ALT 4 potintial contamination parcels 012, 013, 025, 066, 072 and 078: