

Type III Categorical Exclusion Action Classification Form

STIP Project No.	U-5026
WBS Element	44033.1.1
Federal Project No.	IMF-95-3(94) 137

A. Project Description:

The proposed project involves converting the existing SR 1770 (Sunset Avenue) grade separation with I-95 to an interchange; widening SR 1770 between SR 1603 (Old Carriage Road) and SR 1544 (Halifax Road); extending the existing collector-distributor along I-95 at US 64 to the south of the proposed Sunset Avenue Interchange; and adding an additional lane to a portion of both the northbound and southbound sides of the existing collector-distributor in Rocky Mount, Nash County. Refer to Figure 1 (Vicinity Map).

B. Description of Need and Purpose:

The purpose of the proposed project is to provide direct access to I-95 for SR 1770 (Sunset Avenue) in support of an economic development initiative in the Rocky Mount area.

The Rocky Mount Area Chamber of Commerce has proposed a new retail development southwest of the existing I-95/US 64 interchange. According to the Chamber, this development has the potential to create over one thousand new jobs and increase the Gross Local Product by over \$64 million. However, large retailers that might otherwise be attracted to the vicinity of the I-95/US 64 interchange will not locate in this area without more direct access to I-95 than currently exists.

Direct access to the potential development site is currently provided by either SR 1667 (Arrow Road) or Freight Drive, which both connect with SR 1770. Traffic wishing to reach the site from I-95 must exit onto US 64 and travel one mile west to the SR 1603 (Old Carriage Road) interchange, then travel approximately 0.7 mile south to SR 1770, and then travel east on SR 1770 to either Arrow Road or Freight Drive.

The proposed project will address the following needs:

- The land in the southwest quadrant of the I-95/US 64 interchange has potential for economic development. This site has the potential to attract a large “destination retailer” because approximately 54 million vehicles a year travel through the I-95/US 64 interchange (both routes).
- Both I-95 and US 64 are fully-controlled access facilities. No direct access to the proposed development site is provided from either I-95 or US 64 to land in the vicinity of the I-95/US 64 interchange. Large retailers which might otherwise be attracted to the vicinity of the I-95/US 64 interchange will not locate in this area without more direct access to I-95 than currently exists.

- Traffic projections indicate a substantial increase in traffic volumes is expected along SR 1770.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements –

Roadway

A half-cloverleaf interchange, with ramps and loops in the southwest and southeast quadrants, is proposed at the SR 1770 (Sunset Avenue) grade separation with I-95. The existing bridge carrying SR 1770 (Sunset Avenue) over I-95 will be replaced with a new multilane bridge.

The existing collector-distributor on I-95 at US 64 will be extended southward in each direction to approximately 3,400 feet south of SR 1770. Access from I-95 to SR 1770 will be provided via the extended collector-distributor system. North of US 64, an additional lane will be added to both the northbound and southbound sides of the existing collector-distributor.

SR 1770 will be widened to a four-lane median divided roadway, with two travel lanes in each direction, and five-foot bicycle lanes on each side, from SR 1603 (Old Carriage Road) to SR 1544 (Halifax Road). Median breaks will be provided at the following locations:

- Full movement intersections (signalized)
 - SR 1603 and SR 1770
 - Ramp terminals in southwest quadrant
 - Ramp terminals in southeast quadrant
 - SR 1544 and SR 1770
- Partial movement intersections
 - Westry Road
 - Freight Drive
 - Sunshine Drive
 - Third Street

In addition, U-turn bulbs that can accommodate buses will be provided at several locations along SR 1770. Refer to Figure 2.

Structures

A new bridge will be built to carry SR 1770 over I-95. The southbound bridge that carries I-95 over the CSX railroad, just south of the proposed SR 1770 interchange, will be widened in order to accommodate the southbound acceleration lane from the SR 1770 interchange, the additional collector-distributor lane, and the future widening of I-95. The existing bridges that carry I-95 NB and I-95 SB over Stony Creek will be replaced with wider bridges to accommodate the additional lanes that

will be added to the northbound and southbound sides of the existing collector-distributor roads and future widening of I-95.

Design Speed

A 70 mile per hour (MPH) design speed is proposed for the mainline of I-95. A 60 MPH design speed is proposed for the I-95 collector-distributor. A 50 MPH design speed is proposed for SR 1770.

Speed Limit

The posted speed limit on I-95 will remain 70 MPH following project construction. The posted speed limit on SR 1770 will remain 45 MPH following project construction.

Right of Way and Access Control

Additional right of way will be required along both sides of I-95 in order to accommodate the proposed interchange and extended collector-distributor. Approximately 120 feet of right of way will be required along SR 1770. Temporary easements may also be required. Full control of access will be maintained along I-95. Full control of access will be acquired along SR 1770 within approximately 400 feet of the proposed ramps, while partial control of access (one access per parcel) will be acquired in the vicinity of the proposed interchange. Partial control of access is proposed along SR 1770 on the west side of I-95 from approximately 400 feet west of Ben Layton Circle to 400 feet west of the proposed ramps and on the east side of I-95 from approximately 400 feet east of the proposed ramps to approximately 650 feet west of Pope Street/Third Street. No control of access is proposed for the remainder of SR 1770 within the project limits.

Bicycle Accommodations/Sidewalks

Pedestrians and bicyclists are prohibited from using I-95, no pedestrian or bicycle accommodations will be provided along I-95.

In a letter dated July 18, 2007, the City of Rocky Mount asked NCDOT to provide sidewalks for pedestrians and wide outside travel lanes along SR 1770 to accommodate bicyclists. At the request of the City of Rocky Mount, NCDOT will enter into a municipal agreement with the City to fund five-foot sidewalks on both sides of SR 1770 within the project limits. Based on NCDOT's Pedestrian Policy, the City of Rocky Mount will fund 40% of the cost of these improvements and accept maintenance and liability for the sidewalks. A municipal agreement will be prepared prior to construction between NCDOT and the City of Rocky Mount for the inclusion of new sidewalks.

Five-foot bicycle lanes will be provided along both sides of SR 1770.

E. Special Project Information:

Interchange Approval

The proposed new interchange at SR 1770 (Sunset Avenue) and I-95 will require approval of an interstate access request by the Federal Highway Administration (FHWA) following approval of this categorical exclusion.

NCDOT has coordinated with FHWA regarding approval of this new interchange throughout development of this project. A draft interstate access request was reviewed by FHWA and NCDOT has conducted additional traffic studies, revised the project design and revised the access request in response to FHWA comments. The revised interstate access request will be submitted to FHWA for their approval following approval of this categorical exclusion.

Alternatives

Interchange Location

Only one location, SR 1770 (Sunset Avenue), has been studied for the proposed interchange with I-95. SR 1770 currently provides access to the proposed development site and SR 1770 is carried over I-95 on a bridge located approximately one mile south of US 64. Although the development site is adjacent to US 64, there is not enough room between the I-95 and the SR 1603 (Old Carriage Road) interchanges to add a third interchange on US 64.

Interchange Configuration

Both diamond and half-cloverleaf configurations were considered for the proposed interchange. A diamond configuration, with one ramp in each of the four quadrants of the proposed interchange, was considered but rejected due to the short distance between SR 1770 and US 64 and existing development in the northwest quadrant of the SR 1770 crossing of I-95.

A half-cloverleaf interchange, with loops and ramps in the southwestern and southeastern quadrants, would provide greater distance between the southern US 64 ramps onto the collector-distributor and the proposed SR 1770 ramps. A half-cloverleaf interchange is the recommended alternative.

“No New Access” Alternatives

- **Transportation System Management Alternatives**
Transportation system management alternatives, such as ramp metering, signal improvements, geometric improvements, mass transit, HOV facilities or other improvements to I-95 without the proposed new access would not improve access to the area as the proposed interchange would. Even with transportation system management improvements, traffic originating from this area would have to travel along SR 1770 to a north/south roadway with access to US 64 to access I-95 from US 64.

- **Improvements to Existing Roadways**
Although improvements could be made to existing roadways to reduce congestion in the project area, doing so would not provide the same access improvement to the area as the proposed project would. Even with improvements to existing roadways, traffic originating from this area would have to travel along SR 1770 to a north/south roadway with access to US 64 to access I-95 from US 64.

“No-Build” Alternative

The “no-build” alternative is the least expensive alternative from a construction cost standpoint. The “no-build” alternative also avoids the anticipated adverse effects of the proposed project. However, the “no-build” alternative does not meet the project purpose and need and is, therefore, not recommended.

Public Involvement Summary

Citizens Informational Workshop – February 12, 2008

A citizens informational workshop was held on February 12, 2008, at the Hampton Inn in Rocky Mount. Property owners in the area were notified of the meeting via informational flyers distributed by mail and advertisements in the local paper. More than 70 people attended the workshop. Twelve comments were received. Concerns regarding the proposed project included increased commercialization in the project area and increased traffic volumes along SR 1770.

Public Meeting – February 6, 2017

Due to the amount of time which had passed since the 2008 workshop, an open-house public meeting was held on Monday, February 6, 2017 at the Nash Community College Brown Auditorium to share the preliminary designs for the project. The meeting was advertised in the local English and Spanish language papers, on the radio, and on the project website (<https://www.ncdot.gov/projects/publicmeetings/>), and postcard announcements were mailed to approximately 1,800 nearby property owners.

During the open-house public meeting, NCDOT and consultant staff were on hand to answer questions and listen to input from citizens. Meeting attendees were invited to provide written comments at the meeting, through mail or email, or online via the NCDOT project website. The meeting was attended by 126 members of the public. A total of 24 comments were submitted to NCDOT at the meeting, or during the 14-day public comment period that followed.

A local officials meeting, held earlier in the day, was attended by 18 representatives of Nash County, Nash County Sheriff’s Office, Nash County Emergency Management, City of Rocky Mount, Rocky Mount City Council, and the Nashville Town Council.

Small Group Meeting – March 20, 2017

A small group meeting was held on March 20, 2017 due to concerns that residents of the three mobile home parks located in the project study area (Stonegate Mobile Home Community, Sunset Mobile Estates, and Brook Valley Mobile Home Park)

may not have received notice of the February 2017 meeting because the meeting notice was sent to the mobile home park owners and not individual residents. In addition, NCDOT learned that many of the mobile home parks residents speak Spanish as their primary, or only, language; therefore, NCDOT decided to conduct a second public outreach effort, targeted specifically at the residents of these mobile home parks. Approximately 550 door hangers were hand-delivered to each mobile home on March 7, 2017, announcing that a small group meeting would be held on March 20, 2017, at the Nash Community College Brown Auditorium. The door hangers were printed in both English and Spanish.

The meeting was attended by 17 members of the public. As meeting attendees arrived, they were given the opportunity to view the maps and speak with NCDOT and consultant staff, including a fluent Spanish speaker, about their specific questions or concerns. Following a formal presentation, NCDOT and consultant staff were on hand to answer questions and listen to input from citizens. Meeting attendees were invited to provide written comments at the meeting, through mail or email, or online via the NCDOT project website. A total of two comments were submitted to NCDOT at the meeting, or during the 14-day public comment period.

A summary of concerns received from the February 6th and March 20th meetings are listed below:

- Several neighborhoods and businesses with direct access to Sunset Avenue were concerned with the proposed median and their inability to make a left turn out of their neighborhood and/or property.
- Concerns with the potential additional traffic that will be generated with the new four-lane highway.
- Concerns with the potential additional traffic that will be generated from I-95.
- Concerns with attracting unwanted businesses to the area.
- Concerns with potential displacement of neighborhoods, specifically the nearby mobile home parks that may be displaced if property owners decide to sell the mobile home park properties to businesses.

Maintenance of Traffic

Traffic on SR 1770 and I-95 will be maintained at all times during construction of the proposed project. Lane closures may be necessary during project construction, but will not be permitted during periods of peak traffic volumes.

F. Project Impact Criteria Checklists:

<u>Type III Actions</u>		Yes	No
If the proposed improvement is identified as a Type III Class of Action answer all questions. <ul style="list-style-type: none"> • The Categorical Exclusion will require FHWA approval. • If any questions are marked “yes” then additional information will be required for those questions in Section G. 			
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
8	Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	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 checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Type III Actions (continued)</u>		Yes	No
21	Does the project impact federal lands (e.g. USFS, USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Response to Question 1 – Potential Effects on Listed Species

Although not listed for Nash County, the US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration, the US Army Corps of Engineers, and NCDOT for the northern long-eared bat in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for the northern long-eared bat for the NCDOT program is "May Affect, Likely to Adversely Affect." The PBO provides incidental take coverage for northern long-eared bat 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 Nash County.

Response to Question 5 – Displacements/Right of Way Acquisition

Based on preliminary designs, 31 residences and five businesses will be displaced. Twenty of the homes and none of the businesses to be relocated are owned or occupied by minorities.

Sufficient right-of-way and easements will be acquired to accommodate the proposed improvements along SR 1770 and I-95. Additional right-of-way and easements are required along SR 1770 to accommodate the proposed widening, with the majority of the right-of-way being acquired at the location of the proposed interchange. Right-of-way will also be acquired along I-95, south of the proposed interchange to accommodate the proposed ramps in the southwest and southeast quadrants, and north of the proposed interchange to accommodate the extension of the northbound and southbound collector-distributor roads.

Response to Question 7 – Direct, Indirect, and Cumulative Effects

An Indirect and Cumulative Effects & Land Use Scenario Assessment Report was prepared in June 2011 and is available from NCDOT.

Indirect Land Use Summary

This project is on the western edge of Rocky Mount, which is one of the areas identified for higher growth in the Rocky Mount “Together Tomorrow” Comprehensive Plan. Some future growth is expected to continue in this area regardless of this project, but will likely occur with greater intensity and sooner with the addition of an interchange on I-95 and Sunset Avenue. Based on land use assumptions in this analysis, there is expected to be approximately 25% more developed area in the probable development areas in the future no-build scenario compared with existing conditions, with an additional 15% more developed area in the build scenario. These predictions are calculated from parcel-level development assumptions based on future growth patterns noted by local planners.

Development in the no-build scenario would likely be primarily residential. In the build scenario, local planners anticipate new large retail in the northwest quadrant of the interchange and redevelopment of the Layton Mobile Home Park in the southwest quadrant to either residential or commercial, potentially with higher density. This project is not expected to have a long-term impact on water quality in the project area.

Cumulative Effects Summary

The project is expected to result in a minor decrease in travel time for most travelers, but will increase access and exposure to properties near the new interchange. Direct natural environmental impacts will be addressed by avoidance, minimization, or mitigation, during the project development process. Construction-related environmental effects in this area may include wetland or stream impacts. All developments will be required to follow local, state, and federal guidelines and permitting regulations.

The new interchange will encourage residential and commercial development in the area, and will contribute to cumulative effects to environmental resources in the study area, such as increased stormwater and water quality impacts. Impacts will be minimized through compliance with local and state regulations.

Response to Question 10 – Impacted Waters

Streamside riparian zones within the project study area are protected under provisions of the Tar-Pamlico River Buffer Rules administered by North Carolina Division of Water Resources. The portions of Stony Creek, UT1 and UT3 to Stony Creek within

the project area are subject to these provisions. The table below presents anticipated buffer impacts of the project.

Buffer Impacts of Project (square feet)

Stream	Zone 1	Zone 2
Stony Creek	No Impact	No Impact
UT 1 to Stony Creek	No Impact	No Impact
UT 3 to Stony Creek	4,792	4,792

Stony Creek is listed on the Draft 2016 Clean Water Act Section 303(d) list of impaired waters due to Impaired Biological Integrity; therefore, all unnamed tributaries to Stony Creek receive 303(d) status. It should be noted, however, that Stony Creek is not listed on the 303(d) list due to sedimentation or turbidity.

Response to Question 12 – Section 404 Permit

The proposed project is expected to affect 3.9 acres of wetlands and 924 feet of streams. Under the current Section 404 permitting requirements, it is expected the project will require an Individual Permit (IP). In general, the US Army Corps of Engineers Wilmington District issues an IP for projects that result in 0.5 acre or more of fill to Waters of the US or 300 linear feet or more of stream impacts or if the project is considered by the agency to be a major action. This permit requires a full public interest review, including public notices and coordination with involved agencies, interested parties, and the general public.

A Merger screening meeting was held on October 19, 2010, to discuss whether the project should follow the NEPA/404 merger process. Representatives from the Federal Highway Administration, US Fish and Wildlife Service, NC Division of Environmental Quality, City of Rocky Mount, and NCDOT were in attendance. Because of the limited number of alternatives that could be considered due to the nature of this project, the Merger team agreed that the project would be brought into the Merger process at Concurrence Point 4A (avoidance and minimization).

Response to Question 15 – Hazardous Materials

Based on a hazardous materials evaluation prepared in February 2009 and June 2012 (updated to include the expanded study area), thirteen potential underground storage tank facilities, one hazardous waste site, and one potential site of geo-environmental concern (automotive repair facility) were identified within the project study area. No landfills were identified within the project study area. Soil and groundwater assessments will be conducted at each of the sites prior to right-of-way acquisition.

Response to Question 16 - Floodplains

Nash County and the City of Rocky Mount are participants in the National Flood Insurance Program, administered by the Federal Emergency Management Agency. Portions of the project will cross Stony Creek. Based on the most current information available from the NC Floodplain Mapping Program, this stream crossing is in a designated flood hazard zone which is within a detailed flood study reach, having a regulated floodway.

Response to Question 22 – Changes in Access Control

Full control of access will be maintained along I-95. Full control of access will be acquired along SR 1770 within approximately 400 feet of the proposed ramps. Partial control of access is proposed along SR 1770 on the west side of I-95 from approximately 400 feet west of Ben Layton Circle to 400 feet west of the proposed ramps and on the east side of I-95 from approximately 400 feet east of the proposed ramps to approximately 650 feet west of Pope Street/Third Street. No control of access is proposed for the remainder of SR 1700 within the project limits. Full control of access is proposed at all proposed u-turn bulb locations.

Response to Question 28 – Traffic Noise

The proposed project is considered a Type I project under NCDOT's Traffic Noise Policy because it involves the addition of through lanes and a new interchange. A traffic noise analysis was prepared for the project in accordance with Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR 772) and the North Carolina Department of Transportation Traffic Noise Policy.

Fifty-three residential receptors (NAC B) are predicted to be impacted by future traffic noise due to the proposed project. These receptors are 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.

Noise contour lines may be used by local officials for their land use planning efforts associated with undeveloped lands as per 23 CFR 772.17. For this project, the maximum extent of the 71- and 66- dB(A) noise level contours, measured from the center of the proposed roadway, is 52 feet and 179 feet, respectively.

Noise Barriers

Measures for reducing or eliminating the traffic noise impacts were considered for all impacted receptors. The primary noise abatement measure evaluated was noise barriers.

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. Nine noise barriers were evaluated with TNM and seven of the nine barriers were found to be preliminarily feasible and reasonable in accordance with criteria detailed in the NCDOT Traffic Noise Policy dated October 6, 2016. The following table summarizes the results of the evaluation.

Noise Barrier Location	Length	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminarily Feasible and Reasonable ¹
NW3A	750	10,500	6	1,750 / 2,000	Yes
NW7	950	16,150	13	1,273 / 1,500	Yes
NW8B	255	2,550	2	1,242 / 1,500	Yes
NW8D	1,750	42,000	17	2,471 / 1,500	No
NW9A	230	3,220	4	805 / 1,500	Yes
NW9B	177	2,832	4	708 / 1,500	Yes
NW9C	937	8,435	13	649 / 1,500	Yes
NW9D	563	5,064	5	1,013 / 2,000	Yes
NW10	650	10,207	5	2,080 / 1,500	No

¹ All preliminarily feasible and reasonable barriers are subject to change, pending completion of final design and the public involvement process.

The first potential barrier location evaluated with TNM is NW3A, located north of Sunset Avenue, east of 3rd Street and west of North Halifax Road in Noise Study Area 3 (NSA 3). Based upon criteria defined in the NCDOT Traffic Noise Policy, this barrier is preliminarily feasible and reasonable, contingent upon completion of the project design and the public involvement process.

The second potential barrier location evaluated with TNM is NW7, located east of the proposed ramp from I-95 northbound to Sunset Avenue in NSA 7. Based upon criteria defined in the NCDOT Traffic Noise Policy, this barrier is preliminarily feasible and reasonable, contingent upon completion of the project design and the public involvement process.

The third potential barrier location evaluated with TNM is NW8B, located south of Sunset Avenue, between the two intersections of Ben Layton Circle with Sunset Avenue in NSA 8. Based upon criteria defined in the NCDOT Traffic Noise Policy, this barrier is preliminarily feasible and reasonable, contingent upon completion of the project design and the public involvement process.

The fourth potential barrier location evaluated with TNM is NW8D, located along the proposed ramp from Sunset Avenue to I-95 southbound in NSA 8. Based upon criteria defined in the NCDOT Traffic Noise Policy, this barrier is preliminarily feasible but not reasonable, contingent upon completion of the project design and the public involvement process.

The fifth potential barrier location evaluated with TNM is NW9A, located south of Sunset Avenue and east of Westry Road in NSA 9. Based upon criteria defined in the NCDOT Traffic Noise Policy, this barrier is preliminarily feasible and reasonable, contingent upon completion of the project design and the public involvement process.

The sixth potential barrier location evaluated with TNM is NW9B, also located south of Sunset Avenue and east of Westry Road in NSA 9, but separated from NW9A by an

entry drive to Carriage Court Apartments. Based upon criteria defined in the NCDOT Traffic Noise Policy, this barrier is preliminarily feasible and reasonable, contingent upon completion of the project design and the public involvement process.

The seventh potential barrier location evaluated with TNM is NW9C, located south of Sunset Avenue and east of South Old Carriage Road in NSA 9. Based upon criteria defined in the NCDOT Traffic Noise Policy, this barrier is preliminarily feasible and reasonable, contingent upon completion of the project design and the public involvement process.

The eighth potential barrier location evaluated with TNM is NW9D, located east of South Old Carriage Road between Sunset Avenue to the north and Morning Glory Way to the south, in NSA 9. Based upon criteria defined in the NCDOT Traffic Noise Policy, this barrier is preliminarily feasible and reasonable, contingent upon completion of the project design and the public involvement process.

The ninth potential barrier location evaluated with TNM is NW10, located east of the northbound I-95 collector-distributor lanes north of Sunset Avenue and just south of the northbound I-95 ramp to eastbound US 64, in NSA 10. Based upon criteria defined in the NCDOT Traffic Noise Policy, this barrier is preliminarily feasible but not reasonable, contingent upon completion of the project design and the public involvement process.

Summary

A preliminary noise evaluation was performed that identified seven noise barriers that preliminarily meet feasibility and reasonableness criteria found in the NCDOT Traffic Noise Policy. A more detailed traffic noise analysis will be completed during project final design. Noise barriers 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 were not considered feasible and reasonable may meet the established criteria and be recommended for construction. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772.

In accordance with NCDOT Traffic Noise Policy, the Federal and 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. NCDOT advocates use of local government authority to regulate land development, planning, design and construction in such a way that noise impacts are minimized.

Response to Question 29 - Farmland

A farmland assessment was completed in June 2011. The proposed project will require right of way from areas with prime farmland soils. The Natural Resources Conservation Service (NRCS) Farmland Conversion Impact Rating Form AD-1006 was completed, and a score of 55 points out of 160 was calculated for the project

study area. Because the total site assessment score does not exceed the 60-point threshold designated by NRCS, substantial project impacts to eligible soils are not anticipated.

H. Project Commitments

Nash County
Proposed New Interchange on I-95
At SR 1770 (Sunset Avenue)
Federal Project No. IMF-95-3(94)137
WBS No. 44033.1.1
TIP No. U-5026

NCDOT Division Four

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

NCDOT Hydraulics Unit

- The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), the delegated state agency for administering FEMA's National Flood Insurance Program, to determine the status of the project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

NCDOT Project Development

- The proposed new interchange at SR 1770 (Sunset Avenue) and I-95 will require approval of an interstate access request by the Federal Highway Administration following approval of this categorical exclusion.

Financial Management Division, Division Four Construction

- A municipal agreement will be prepared prior to construction between NCDOT and the City of Rocky Mount for the inclusion of new sidewalks. Based on NCDOT's Pedestrian Policy, the City of Rocky Mount will fund 40% of the cost of these improvements and accept maintenance and liability for the sidewalks.

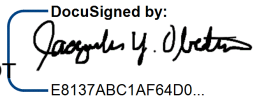
NCDOT Traffic Noise and Air Quality Group

- During final design, a Design Noise Report will be prepared that will re-evaluate noise walls identified as preliminarily feasible and reasonable in the Traffic Noise Report.

I. Categorical Exclusion Approval

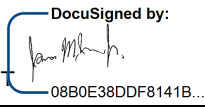
STIP Project No.	<u>U-5026</u>
WBS Element	<u>44033.1.1</u>
Federal Project No.	<u>IMF-95-3(94)137</u>

Prepared By:

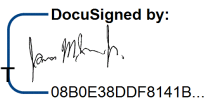
10/31/2017 | 3:55 PM EDT 
Date Jackie Obediente, PE
Three Oaks Engineering

Prepared For: North Carolina Department of Transportation

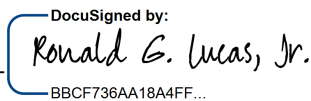
Reviewed By:

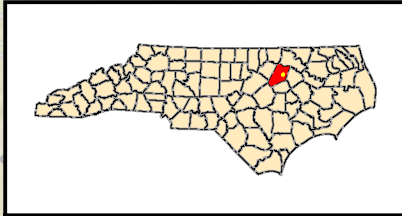
10/31/2017 | 3:57 PM EDT 
Date James McInnis, Jr., PE, Project Manager
NCDOT

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

10/31/2017 | 3:57 PM EDT 
Date James McInnis, Jr., PE, Project Manager
North Carolina Department of Transportation

FHWA Approval:

11/1/2017 | 8:29 AM EDT 
Date FOR John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration



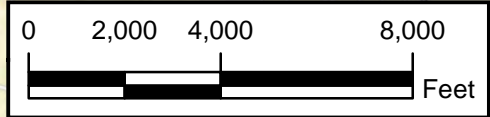
Red Oak

Nashville

Dortches

Rocky Mount

STIP No. U-5026



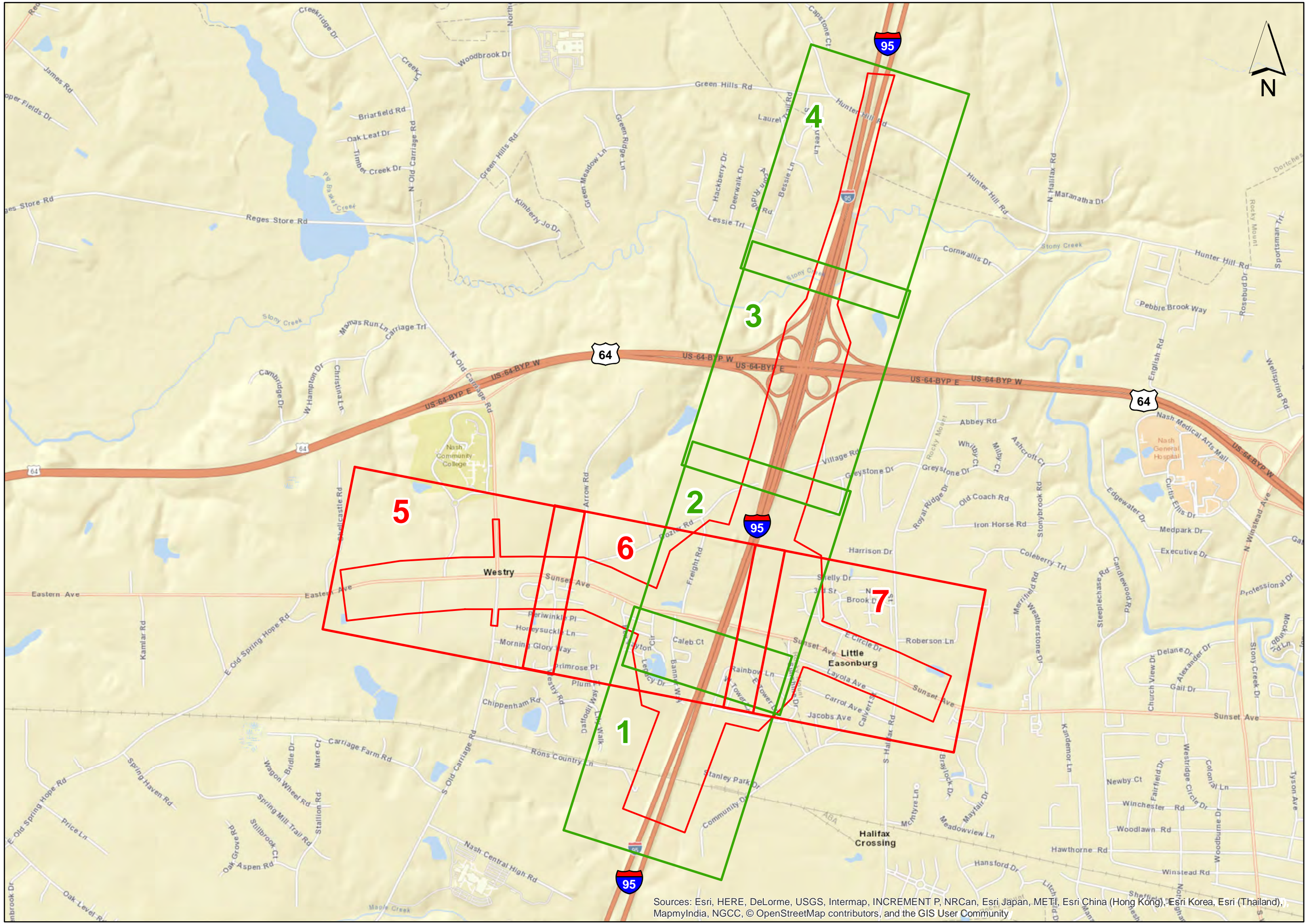
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

VICINITY MAP
NEW INTERSTATE ACCESS TO I-95
FROM SR 1770 (SUNSET AVENUE)
IN ROCKY MOUNT

NASH COUNTY
STIP PROJECT U-5026

County:	NASH
Div. 4	STIP# U-5026
WBS:	440033.1.1
Date:	SEPT 2017

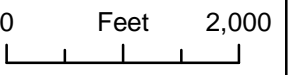
Figure
1



**NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS**

**ROCKY MOUNT
PROPOSED
INTERCHANGE AT
SR 1770 (SUNSET AVE.)
AND I-95
NASH COUNTY
STIP PROJECT U-5026**

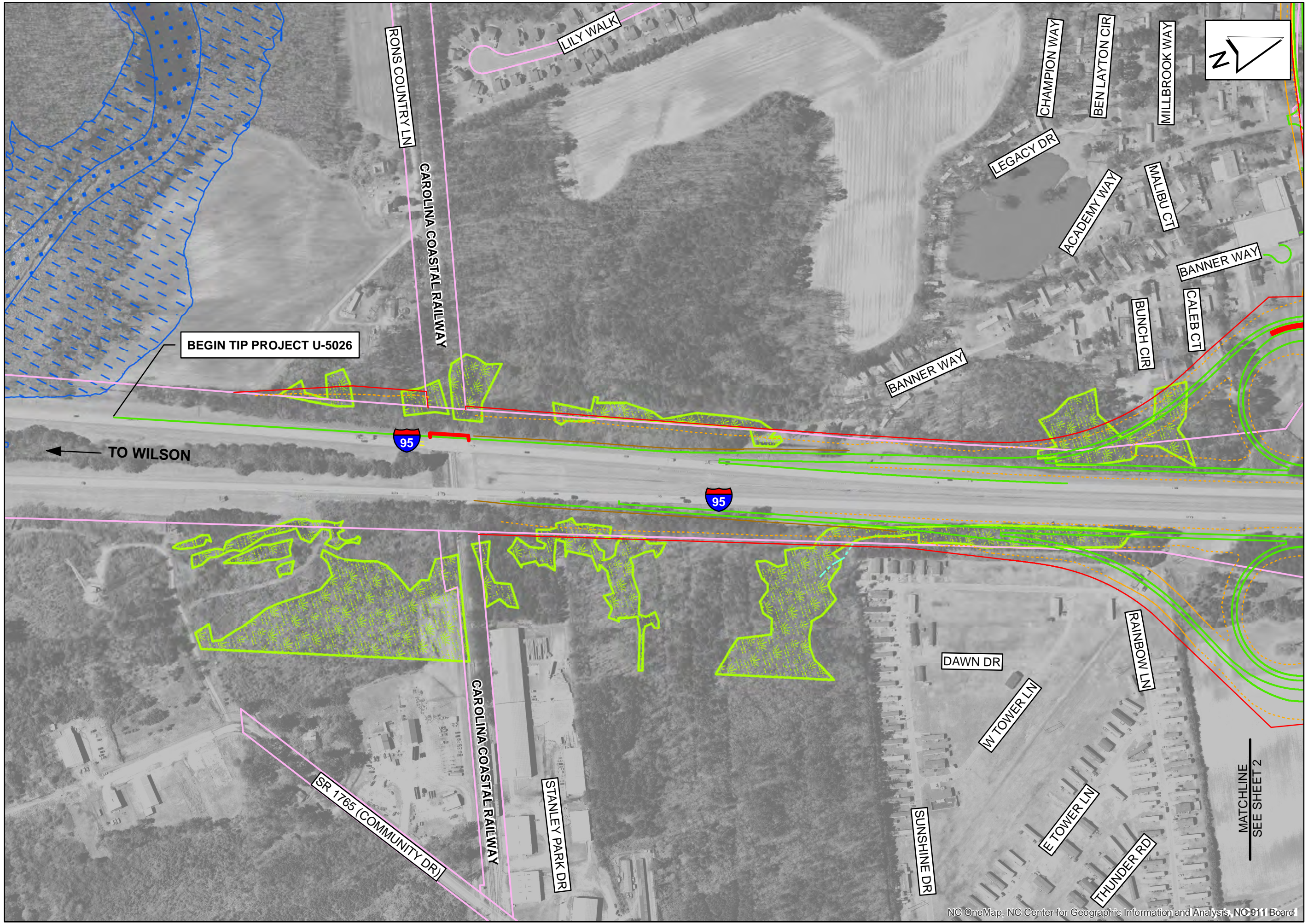
**PRELIMINARY DESIGN
SUBJECT TO CHANGE**



SHEET INDEX

**FIGURE
2**

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community



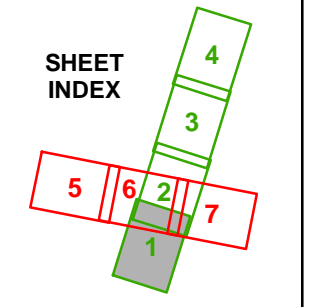
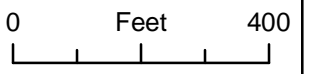
**NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS**

**ROCKY MOUNT
PROPOSED
INTERCHANGE AT
SR 1770 (SUNSET AVE.)
AND I-95
NASH COUNTY
STIP PROJECT U-5026**

LEGEND

- PROPOSED SLOPESTAKES
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENT
- PROPOSED GUARDRAIL
- PROPOSED PAVEMENT
- DELINEATED STREAMS
- EXISTING RIGHT OF WAY
- LIKELY NOISE WALLS
- PROPOSED STRUCTURE
- XXX PROPOSED ASPHALT REMOVAL
- DELINEATED WETLANDS
- PROPOSED SIDEWALK
- 100-YEAR FLOODPLAIN
- FLOODWAY

**PRELIMINARY DESIGN
SUBJECT TO CHANGE**



SHEET 1 OF 7

FIGURE

2



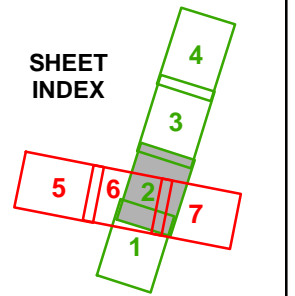
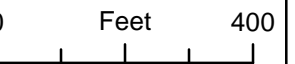
**NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS**

**ROCKY MOUNT
PROPOSED
INTERCHANGE AT
SR 1770 (SUNSET AVE.)
AND I-95
NASH COUNTY
STIP PROJECT U-5026**

LEGEND

- PROPOSED SLOPESTAKES
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENT
- PROPOSED GUARDRAIL
- PROPOSED PAVEMENT
- DELINEATED STREAMS
- EXISTING RIGHT OF WAY
- LIKELY NOISE WALLS
- █ PROPOSED STRUCTURE
- ███ PROPOSED ASPHALT REMOVAL
- ███ DELINEATED WETLANDS
- ███ PROPOSED SIDEWALK
- ███ 100-YEAR FLOODPLAIN
- ███ FLOODWAY

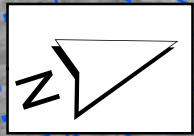
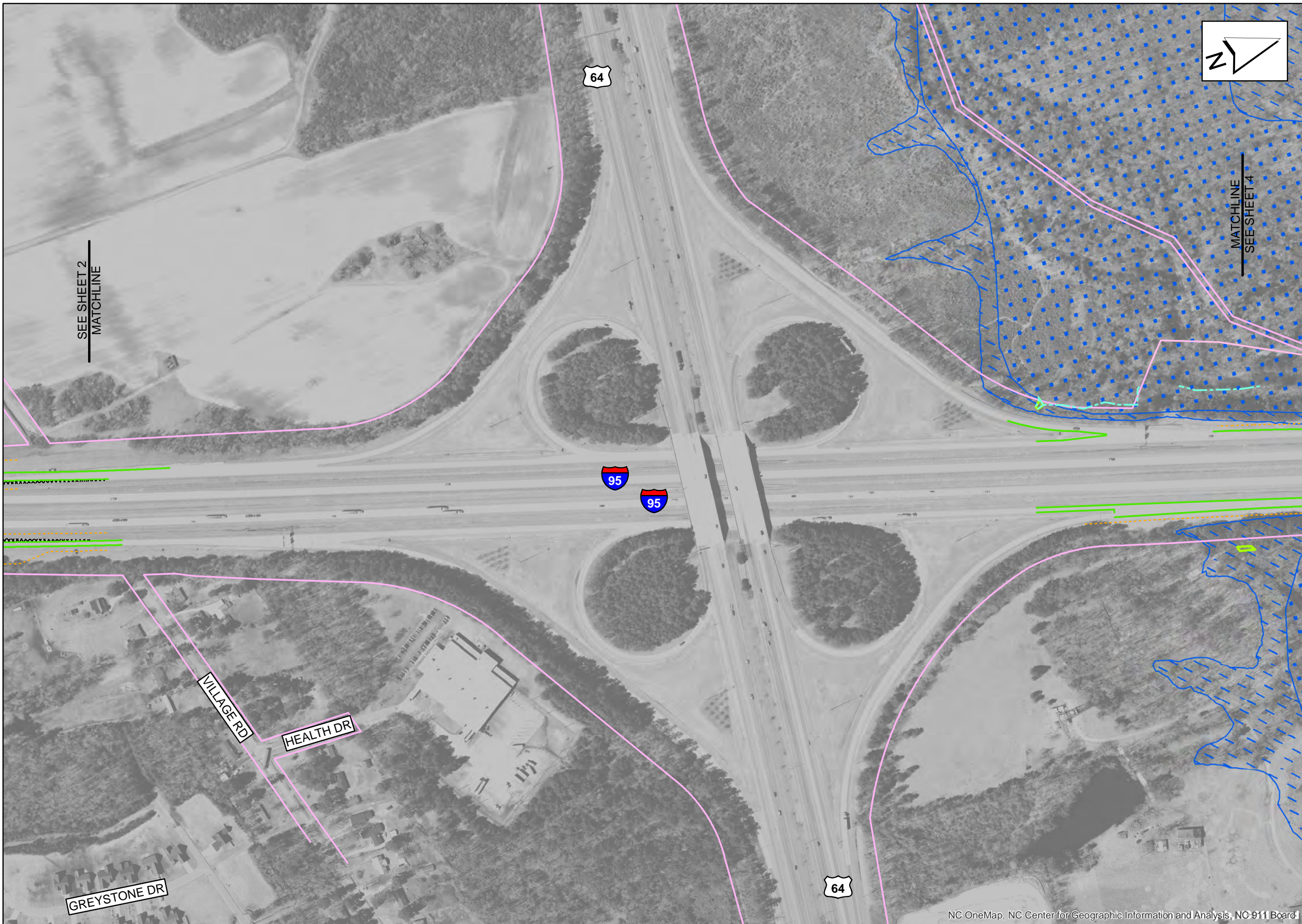
**PRELIMINARY DESIGN
SUBJECT TO CHANGE**



SHEET 2 OF 7

FIGURE

2



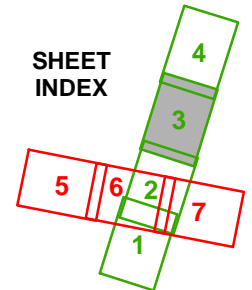
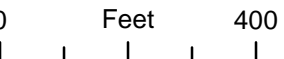
**NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS**

**ROCKY MOUNT
PROPOSED
INTERCHANGE AT
SR 1770 (SUNSET AVE.)
AND I-95
NASH COUNTY
STIP PROJECT U-5026**

LEGEND

- PROPOSED SLOPESTAKES
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENT
- PROPOSED GUARDRAIL
- PROPOSED PAVEMENT
- DELINEATED STREAMS
- EXISTING RIGHT OF WAY
- LIKELY NOISE WALLS
- PROPOSED STRUCTURE
- X PROPOSED ASPHALT REMOVAL
- DELINEATED WETLANDS
- PROPOSED SIDEWALK
- 100-YEAR FLOODPLAIN
- FLOODWAY

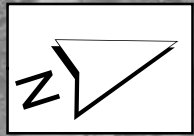
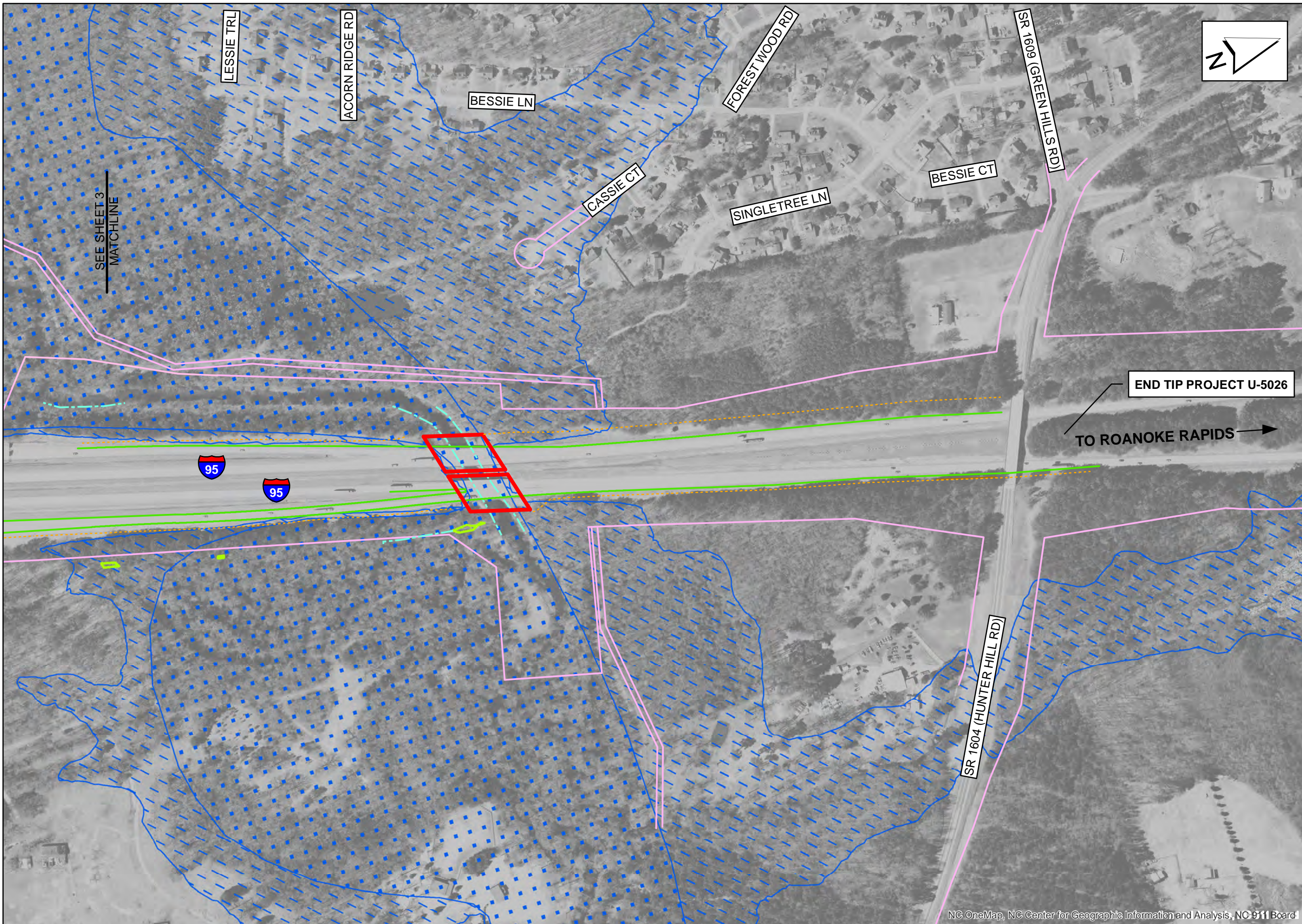
**PRELIMINARY DESIGN
SUBJECT TO CHANGE**



SHEET 3 OF 7

FIGURE

2



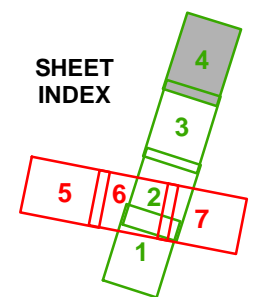
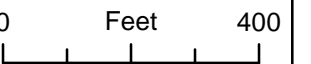
**NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS**

**ROCKY MOUNT
PROPOSED
INTERCHANGE AT
SR 1770 (SUNSET AVE.)
AND I-95
NASH COUNTY
STIP PROJECT U-5026**

LEGEND

- PROPOSED SLOPESTAKES
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENT
- PROPOSED GUARDRAIL
- PROPOSED PAVEMENT
- DELINEATED STREAMS
- EXISTING RIGHT OF WAY
- LIKELY NOISE WALLS
- ▭ PROPOSED STRUCTURE
- XXX PROPOSED ASPHALT REMOVAL
- ▭ DELINEATED WETLANDS
- ▭ PROPOSED SIDEWALK
- ▭ 100-YEAR FLOODPLAIN
- ▭ FLOODWAY

**PRELIMINARY DESIGN
SUBJECT TO CHANGE**



SHEET 4 OF 7

FIGURE

2



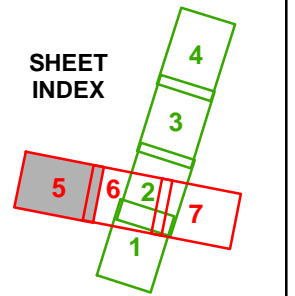
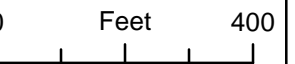
**NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS**

**ROCKY MOUNT
PROPOSED
INTERCHANGE AT
SR 1770 (SUNSET AVE.)
AND I-95
NASH COUNTY
STIP PROJECT U-5026**

LEGEND

- PROPOSED SLOPESTAKES
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENT
- PROPOSED GUARDRAIL
- PROPOSED PAVEMENT
- DELINEATED STREAMS
- EXISTING RIGHT OF WAY
- LIKELY NOISE WALLS
- █ PROPOSED STRUCTURE
- X PROPOSED ASPHALT REMOVAL
- █ DELINEATED WETLANDS
- █ PROPOSED SIDEWALK
- █ 100-YEAR FLOODPLAIN
- █ FLOODWAY

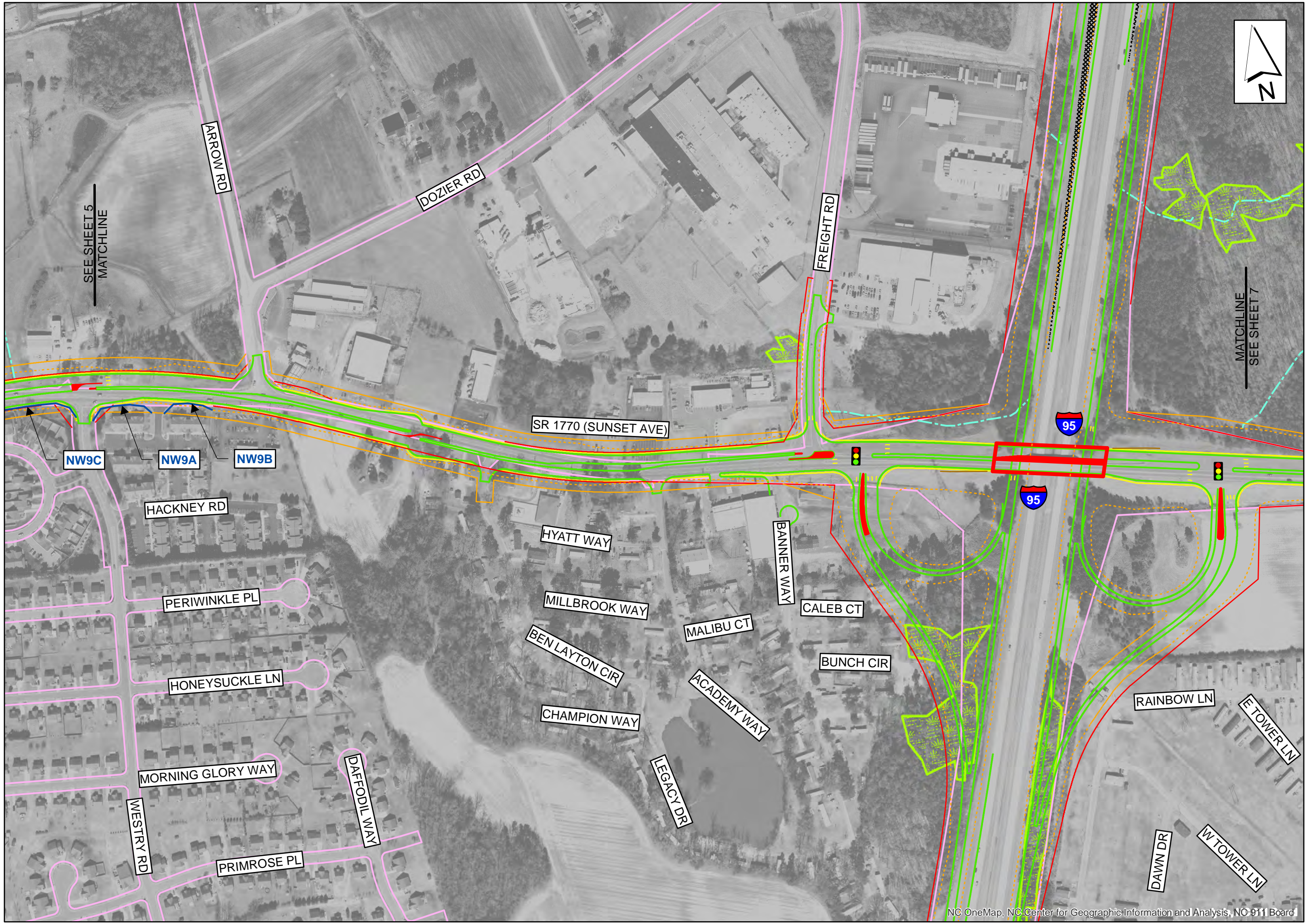
**PRELIMINARY DESIGN
SUBJECT TO CHANGE**



SHEET 5 OF 7

FIGURE

2



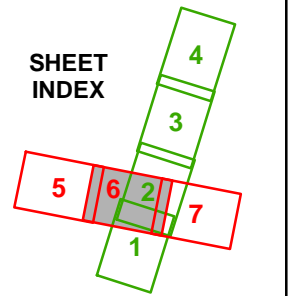
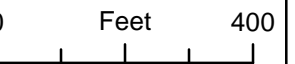
**NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS**

**ROCKY MOUNT
PROPOSED
INTERCHANGE AT
SR 1770 (SUNSET AVE.)
AND I-95
NASH COUNTY
STIP PROJECT U-5026**

LEGEND

- PROPOSED SLOPESTAKES
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENT
- PROPOSED GUARDRAIL
- PROPOSED PAVEMENT
- DELINEATED STREAMS
- EXISTING RIGHT OF WAY
- LIKELY NOISE WALLS
- PROPOSED STRUCTURE
- PROPOSED ASPHALT REMOVAL
- DELINEATED WETLANDS
- PROPOSED SIDEWALK
- 100-YEAR FLOODPLAIN
- FLOODWAY

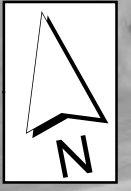
**PRELIMINARY DESIGN
SUBJECT TO CHANGE**



SHEET 6 OF 7

FIGURE

2



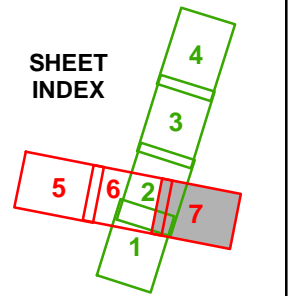
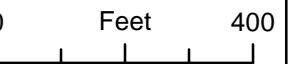
**NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS**

**ROCKY MOUNT
PROPOSED
INTERCHANGE AT
SR 1770 (SUNSET AVE.)
AND I-95
NASH COUNTY
STIP PROJECT U-5026**

LEGEND

- PROPOSED SLOPESTAKES
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENT
- PROPOSED GUARDRAIL
- PROPOSED PAVEMENT
- DELINEATED STREAMS
- EXISTING RIGHT OF WAY
- LIKELY NOISE WALLS
- PROPOSED STRUCTURE
- PROPOSED ASPHALT REMOVAL
- DELINEATED WETLANDS
- PROPOSED SIDEWALK
- 100-YEAR FLOODPLAIN
- FLOODWAY

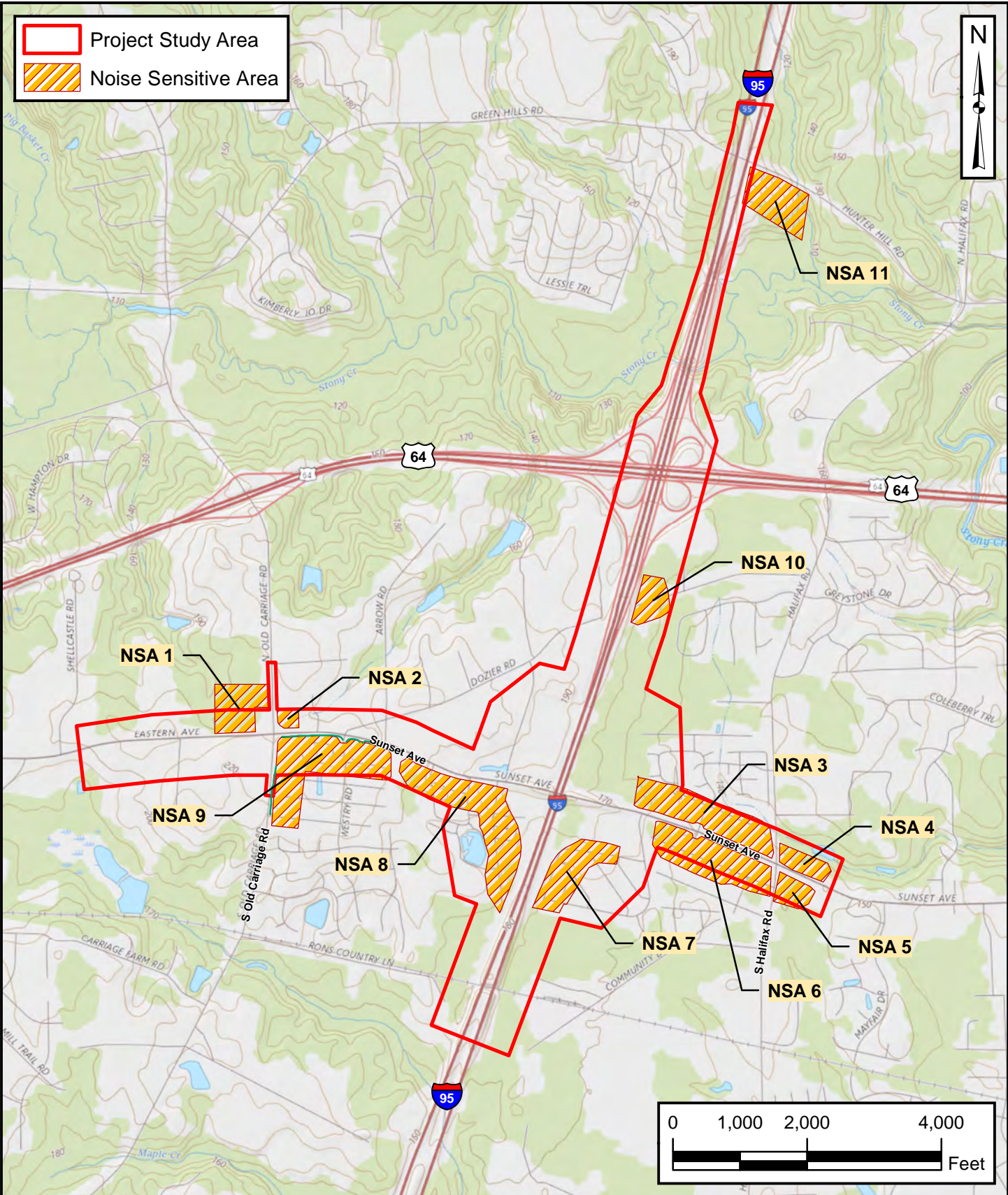
**PRELIMINARY DESIGN
SUBJECT TO CHANGE**



SHEET 7 OF 7

FIGURE

2



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

**NOISE MAP
 NEW INTERSTATE ACCESS TO I-95
 FROM SR 1770 (SUNSET AVENUE)
 IN ROCKY MOUNT**

NASH COUNTY
 STIP PROJECT U-5026

County:	NASH
Div. 4	STIP# U-5026
WBS:	440033.1.1
Date:	SEPT 2017

**Figure
 3**

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS ELEMENT: 44033.1.1 **COUNTY:** Nash **Alternate** 1 of 1 **Alternate**

T.I.P. No.: U-5026

DESCRIPTION OF PROJECT: PROPOSED NEW INTERCHANGE ON I-95 AT SR-1770 (SUNSET AVE.) IN ROCKY MOUNT

ESTIMATED DISPLACEES					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	12	19	31	20	0	9	11	3	8	
Businesses	3	2	5	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners		Tenants		For Sale For Rent	
Non-Profit	0	0	0	0	0-20M	\$ 0-150	0-20M	0	\$ 0-150	0
ANSWER ALL QUESTIONS					20-40M	150-250	20-40M	0	150-250	0
Yes	No	<i>Explain all "YES" answers.</i>			40-70M	250-400	40-70M	16	250-400	20
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?			70-100M	400-600	70-100M	22	400-600	32
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?			100 UP	600 UP	100 UP	322	600 UP	273
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?			12	19	360	325		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by number)					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?			3. An ample supply of similar businesses will remain available.					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Source for available housing (list).			4. Convenience Store (no name) Small, 4-6 employees Attorney Office, Small, 4-6 employees Layton MH office, Small, 6-8 employees Two other vacant buildings counted as businesses					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?			6. MLS, Newspapers, private real estate market, internet.					
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?			8. As required by law.					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?			11. Nash County and Rocky Mount city public housing along with Section 8.					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?			12. DSS housing will be available or built if necessary.					
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?			14. Same as #6 above.					
<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?		24-36 months				

Right of Way Agent	6/21/17 Date	Relocation Coordinator	6/22/17 Date
--------------------	-----------------	------------------------	-----------------



RECEIVED
Division of Highways

JUN 17 2009

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Colescott, Secretary
Jeffrey J. Crow, Deputy Secretary

Project Development and
Environmental Analysis Branch

Office of Archives and History
Division of Historical Resources
David Brook, Director

June 11, 2009

MEMORANDUM

TO: Jameelah El-Amin
Project Development and Environmental Analysis Branch
NC Department of Transportation

FROM: Peter Sandbeck *RS for Peter Sandbeck*

SUBJECT: Interchange on I-95 at SR 1770, U-5026, Nash County, ER 07-1170

Thank you for your letter of May 21, 2009, concerning the above project.

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

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 919-807-6579. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT



JUN 25 2007

North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

MEMORANDUM

TO: Gregory Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck *Peter B. Sandbeck* MPM

SUBJECT: Proposed Interchange on I-95 at SR 1770, U-5026, Nash County, ER 07-1170

Thank you for your letter of May 23, 2007, concerning the above project.

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

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 919/733-4763, ext. 246. In all future communication concerning this project, please cite the above referenced tracking number.

12-05-0060

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: U-5026 County: Nash
WBS No: 44033.1.1 Document: CE
F.A. No: IMF95-3(94)137 Funding: State Federal

Federal (USACE)Permit

Required? Yes No Permit Type: USACE/DWQ

Project Description: This undertaking involves adding an intersection at the intersection of SR 1770 (Sunset Avenue) with I-95, in Nash County. The project will include new ramps for the highway, and improvements to travel lanes that will taper further along the connecting roads. New ROW is expected and the limits of the old and new ROW and construction easements are the working APE.

SUMMARY OF CULTURAL RESOURCES REVIEW*Brief description of review activities, results of review, and conclusions:*

Aerial mapping and topography was examined. Virtual drive-by inspections were unavailable (ex. Google Maps street view). Records at the Office of State Archaeology were reviewed. USGS quadrangle mapping depicting previously reviewed areas and site locations was copied. Site Ns7 was recorded in 1961 as adjacent, but not tangential, to the project near the intersection with North Old Carriage Road, SR 1603. There is an archaeological review on record, ER 07-1170 which cleared archaeology with a "no comment" letter. Consultation with the OSA provided review notes which show that Ns7, documented from second hand information, was considered but didn't warrant investigations based on the presented APE.

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

The undertaking involves construction of an interchange and associated travel lane improvements. Much of the APE is massively disturbed by existing interstate highway, other roads and commercial development. Previous reviews cleared archaeology, noting Ns7; the expansion of length in travel lanes does not contest that conclusion. Combined, these factors suggest that undocumented, significant archaeological sites are unlikely to be located or affected within the APE.

SUPPORT DOCUMENTATION

See attached: excerpts of USGS quadrangle (Nashville and Rocky Mount), annotated aerial

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL

ARCHAEOLOGY

HISTORIC ARCHITECTURE

(CIRCLE ONE)


NCDOT Cultural Resources Specialist

9/28/2012

Date

(HA)12-05-0060

SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: **U-5026** County: **Nash**
 WBS No: **44033.1.1** Document:
 F.A. No: **IMF-95-3(94)137** Funding: State Federal

Federal (USACE) Permit Required? Yes No Permit Type: **USACE/DWQ**

Project Description: **Create interchange at I-95 and SR 1770 (Sunset Avenue) and extend I-95 Collector-Distributor**

SUMMARY OF CULTURAL RESOURCES REVIEW – SURVEY REQUIRED

Brief description of review activities, results of review, and conclusions: HPOWeb reviewed on 1 June 2012 and yielded no NR, SL, DOE, SS, or LD properties in the project area. The comprehensive county survey (1984) and related publication recorded no properties in the APE (Richard L. Mattson, *The History and Architecture of Nash County, North Carolina* (Nashville, NC: Nash County Planning Department, 1987)). Nash County current mapping and tax information identified approximately sixty properties containing pre-1962 resources, including several early-twentieth-century farms (viewed 11-12 June 2012) in the Area of Potential Effects (APE). All seven bridges in the APE (Numbers 162, 163, 190, 200, 201, 202, and 218) date to the 1970s and are neither included in the NCDOT historic bridge survey, nor representative of any distinctive engineering or aesthetic types.

Available aerial photography and other imagery are insufficient to accurately assess unrecorded, pre-1962 properties in the APE. Field survey therefore is necessary to thoroughly identify and evaluate historic architectural resources. APE conforms to study area (see attached) and encompasses all proposed construction activities as currently defined.

The project will be reviewed for both GS 121-12(a) and Section 106 compliance.

SUPPORT DOCUMENTATION

See attached: **location map**

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL -- SURVEY REQUIRED

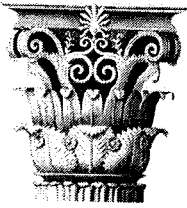
Archaeology **Historic Architecture** (circle one)

Vanessa C. Patrick
 NCDOT Cultural Resources Specialist

20 June 2012
 Date

July 20, 2012

Proposed fieldwork completion 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:	U-5026	County:	Nash
WBS No.:	44033.1.1	Document Type:	
Fed. Aid No:	IMF-95-3(94)137	Funding:	State X Federal
Federal Permit(s):	X Yes <input type="checkbox"/> No	Permit Type(s):	USACE/DWQ
Project Description: Create interchange at I-95 and SR 1770 (Sunset Avenue) and extend I-95 Collector-Distributor.			

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.)

Date of field visit: 1 November 2012

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 1 June 2012 and yielded no NR, SL, DOE, LD, or SS properties in the Area of Potential Effects (APE). The comprehensive county survey (1984) and related publication recorded no properties in the APE (Richard L. Mattson, *The History and Architecture of Nash County, North Carolina* (Nashville, NC: Nash County Planning Department, 1987)). Nash County current GIS mapping and tax information indicated approximately 60 properties containing pre-1962 resources in the Area of Potential Effects (APE) (viewed 1 June 2012). All seven bridges in the APE (Numbers 162, 163, 190, 200, 201, 202, and 218) date to the 1970s and are neither included in the NCDOT Historic Bridge Survey, nor representative of any distinctive engineering or aesthetic type. The APE conforms to the study area (see attached) and encompasses all proposed construction activities as currently defined.

Available aerial photography and other imagery proved insufficient to assess accurately the unrecorded, pre-1962 properties in the APE, necessitating a field survey completed

on 1 November 2012. The survey included investigation of 100% of the APE by automobile and on foot, and the identification and evaluation of above-ground resources over fifty years of age in the APE. The survey confirmed the presence of the pre-1962 resources, all unexceptional and many altered examples of their types according to National Register of Historic Places standards. Assessment of a possible historic district south of Sunset Avenue at the eastern end of the project area similarly found that the collective resource did not qualify for National Register eligibility.

A finding of "no historic properties present or affected" will satisfy both GS 121-12(a) and Section 106 compliance requirements.

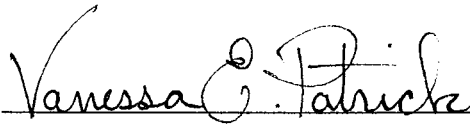
Should the design of the project change, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

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