

Type III Categorical Exclusion Action Classification Form

| | |
|---------------------|------------------|
| STIP Project No. | <u>U-5717</u> |
| WBS Element | <u>50400.1.1</u> |
| Federal Project No. | <u>N/A</u> |

A. Project Description:

The proposed project involves converting the existing at-grade intersection at US 15-501 (Durham-Chapel Hill Boulevard) and Garrett Road (SR 1116) to an interchange. The project is in the City of Durham, Durham County. See Vicinity Map in Figure 1.

B. Description of Need and Purpose:

The purpose of the project is to reduce congestion and improve traffic operations at the intersection of US 15-501 and Garrett Road by achieving at least a LOS D by the project design year. Another desirable outcome is to enhance pedestrian and bicycle mobility at the intersection.

The Durham Chapel Hill Carrboro MPO Comprehensive Transportation Plan articulates a desire for US 15-501 between I-40 and US 15-501 Bypass to operate at Level of Service (LOS) D or better. The projected traffic volume for 2040 is projected to exceed the capacity of the roadway and operate at LOS F. The intersection of US 15-501 and Garrett Road is currently (2016) operating at LOS D and is projected to operate at LOS F in 2040. On average, drivers experience 45.1 seconds of delay during the morning peak and 46.6 seconds of delay during the afternoon peak. This delay is projected increase to 202.2 seconds of delay during the morning peak and 209.5 seconds of delay during the afternoon peak by 2040.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements

A tight diamond interchange is proposed for the at-grade intersection of US 15-501 and SR 1116 (Garrett Road). The at-grade intersection of US 15-501 and SR 1116 (Garrett Road) will be replaced with a grade separated six-lane bridge on US 15-501 over Garrett Road. The existing 30-foot grass median along US 15-501 will be transitioned to a 22-foot concrete median, from the New Hope Creek bridge to northbound Martin Luther King Parkway. The new one-span bridge is proposed to be 137 feet long, with 114 feet of clear roadway width.

Garrett Road is proposed to be widened to a four-lane, median-divided roadway, with two 11-foot travel lanes in each direction. Five-foot bicycle lanes and five-foot sidewalks are proposed along both sides of Garrett Road, from Millennium Drive to Falls Mountain Way. Median breaks are proposed at the following locations:

- Garrett Road and Falls Mountain Way (signalized)
- Oak Creek Village Shopping Center and Mark Jacobson Toyota (unsignalized)
- Garrett Road and Millennium Drive (signalized)

In addition, a 90-foot diameter roundabout is proposed at the existing T-intersection of Falls Mountain Way and SR 1333 (Chapel Hill Boulevard).

Retaining walls are proposed at various locations throughout the project (See Figure 3) to minimize right of way impacts.

The proposed design speed on Garrett Road is 45 mph, with a posted speed limit of 40 mph. The proposed design speed on US 15-501 is 50 mph, with a posted speed limit of 45 mph.

The proposed improvements are shown in Figure 3.

Cost estimates for the Recommended Alternative are provided below in Table 1.

Table 1: Cost Estimates for the Proposed Improvements

| | |
|---------------------|--------------------------------|
| Right-of-Way | \$9,125,000 (September 2018) |
| Utilities | \$700,000 (November 2018 STIP) |
| Construction | \$27,700,000 (August 2018) |
| Total Cost | \$37,525,000* |

*Total cost is subject to Change

Preliminary impacts for the Preferred Alternative are shown below in Table 2.

Table 2: Impact Matrix for the Proposed Improvements

| Resource | Impact | |
|--|-------------------------|---|
| Relocations | Residential | 0 |
| | Business ¹ | 1 |
| | Other | 0 |
| Minority/Low-Income Populations (Disproportionate Impacts) | | 0 |
| Community Facilities Impacted | | 0 |
| Section 4(f) Impacts | | 0 |
| Noise Receptor Impacts | | 2 |
| Streams (linear feet) | | 158 |
| Wetlands (acres) | | 0.09 |
| Federally Protected Species | Dwarf wedgemussel | No Effect |
| | Smooth coneflower | No Effect |
| | Michaux's sumac | No Effect |
| | Atlantic Pigtoe | Unresolved ² |
| | Northern long-eared bat | May Affect, Likely to Adversely Affect (Programmatic Biological Conclusion) |
| Hazardous Materials Sites | | 8 – Low Impact |

¹ In addition to the 1 business relocation, there will be a critical loss of parking for the building at 4221 Garrett Road, which houses nine business tenants. It cannot be determined at this time which businesses will want to vacate their lease so all nine are considered potential displacees.

² The Atlantic Pigtoe is a recently proposed species for Durham County.

E. Special Project Information:

Alternatives

Interchange Location

Only one location, US 15-501 and Garrett Road (SR 1116) was studied for the proposed interchange.

Interchange Configuration

Three interchange configuration options were considered:

- Tight Diamond Interchange – US 15-501 over Garrett Road. This interchange configuration proposes a tight diamond at the at-grade intersection of US 15-501 and Garrett Road. The existing at-grade intersection of US 15-501 and Garrett Road would be replaced with a grade-separated multi-lane bridge on US 15-501 over Garrett Road. This is the preferred alternative.
- Tight Diamond Interchange – Garrett Road over US 15-501. This interchange configuration proposes a tight diamond at the at-grade intersection of US 15-501 and Garrett Road. The existing at-grade intersection would be replaced with a grade-separated multi-lane bridge on Garrett Road over US 15-501. This alternative was not selected because of constructability challenges and impacts to the proposed Durham-Orange Light Rail project.
- Teardrop Roundabout Interchange. A teardrop roundabout interchange was considered for the intersection. The at-grade intersection at US 15-501 and Garrett Road would be replaced with a multi-lane bridge on US 15-501 over Garrett Road and dual roundabouts on Garrett Road on either side of US 15-501. This alternative was not selected because of increased right-of-way impacts and concerns about the ability to safely accommodate bicyclists and pedestrians.

Transportation Systems Management Alternative

Transportation Systems Management includes improvements such as signal improvements, geometric improvements, and transit. While these enhancements could improve traffic operations at the intersection, they alone could not bring the level of service to the desired level. This alternative would not meet the purpose of the project and is, therefore, not recommended.

Improve Existing Roadways

Improving existing roads would require extensive widening of both US 15-501 and Garrett Road. The level of widening needed to achieve the desired level of service would involve extensive right-of-way and environmental impacts and it would be cost-prohibitive. It also would be inconsistent with the City's desire to improve bicycle and pedestrian travel at the intersection. For these reasons, this alternative is not recommended.

No-Build Alternative

The No-Build alternative is the least expensive alternative and would involve the least environmental and right of way impacts. However, the No-Build does not meet the project's purpose of improving traffic operations at the intersection. It is, therefore, not recommended.

Public Involvement Summary

Public Meeting – October 9, 2015

An open-house public meeting was held on October 9, 2015 at the Cresset Church on Garrett Road to share the preliminary designs for the three interchange alternatives being considered for the project. The meeting was advertised in the local English and Spanish language newspapers, on the radio, and on the project webpage. Postcard announcements were mailed to approximately 4,000 nearby residents and property owners.

During the public meeting, NCDOT and consultant staff were available to answer questions and listen to feedback from citizens. Meeting attendees were invited to provide written comments at the meeting or afterward until October 24. A total of 85 people signed in to the meeting, and 47 comments were received during the comment period.

Local Officials Meeting – October 5, 2018

A local officials meeting, held on October 5, 2018, was attended by 13 representatives of the City of Durham, Durham County, Durham-Chapel Hill-Carrboro MPO, and GoTriangle.

Business Owners Meeting – October 9, 2019

An open house style meeting of business owners in the study area was held immediately prior to the public meeting on October 9. It was attended by five people.

Most people who provided comments were in favor of an interchange to alleviate traffic congestion at the intersection. Based on written responses, most favored Alternative A, which is NCDOT's preferred alternative. There were also many comments in favor of Alternative C. There was little support for Alternative B. A summary of concerns received at the October 5 and October 9 meetings is listed below:

- Access to businesses near the intersection, particularly the gas station and Oak Creek Village Shopping Center.
- Bicycle and pedestrian accommodations at the proposed interchange.
- Right-of-way impacts, including loss of parking to businesses.
- Coordination with GoTriangle regarding bus stop locations, amenities and ADA accessible landing pads.

Maintenance of Traffic

Traffic on US 15-501 and Garrett Road 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. A detailed traffic maintenance plan will be completed during final design.

Technical Reports

The following technical reports were prepared for the project and can be found in the project file:

- Natural Resources Technical Report
- Natural Resources Technical Report Addendum
- Community Characteristics Report
- Community Impact Assessment
- Traffic and Crash Analysis Report
- Traffic Noise Analysis

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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6 | Does the project include a determination under Section 4(f)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7 | Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8 | Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required? | <input 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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

Northern Long-Eared Bat: The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the NLEB in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect". The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Division 5.

Response to Question 10 – Buffer Rules

The study area is within the Jordan Lake Watershed of the Cape Fear River basin. Streamside riparian zones are protected within this watershed under provisions of the Jordan Lake Buffer Rules administered by NCDWR.

Response to Question 15 – Hazardous Materials and Landfills

Seven (7) UST facilities, one (1) surficial spills/dumping of waste oil site were identified within the project area. The anticipated impact is low for all resources; however, a detailed Phase II study is recommended prior to construction.

Response to Question 16 – Regulatory floodway or work affecting the base floodplain (100-year flood) elevations

Due to extension of the culvert there will be impacts to the floodplain (100-year flood) elevation. 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).

Response to Question 22 – Access Control

US 15-501 in the project area is currently partial access control. The construction of the proposed interchange will necessitate full control of access on US 15-501 in the project area.

A public meeting was held on October 9, 2018. Most commenters were in favor of the project and written and verbal responses indicated a preference for Alternative A, which is NCDOT's preferred alternative. Primary concerns involve access to businesses near the intersection. NCDOT has held numerous meetings with business and property owners and has revised the design to minimize impacts to the properties.

Response to Question 28 – Traffic Noise

Highway Traffic Noise

Introduction

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*, each Type I highway project must be analyzed for predicted traffic noise impacts. In general, Type I projects are proposed State or Federal highway projects for construction of a highway or interchange on new location, improvements of an existing highway that substantially changes the horizontal or vertical alignment or increases the vehicle capacity, or projects that involve new construction or substantial alteration of transportation facilities such as weigh stations, rest stops, ride-share lots or toll plazas.

Traffic noise impacts are determined through implementing the current Traffic Noise Model (TNM) approved by the Federal Highway Administration (FHWA) and following procedures detailed in Title 23 CFR 772, the NCDOT Traffic Noise Abatement Policy and the NCDOT Traffic Noise Analysis and Abatement Manual. When traffic noise impacts are predicted, examination and evaluation of alternative noise abatement measures must be considered for reducing or eliminating these impacts. Temporary and localized noise impacts will likely occur as a result of project construction activities. Construction noise control measures will be incorporated into the project plans and specifications.

Traffic Noise Impacts and Noise Contours

The maximum number of receptors in the Design Year 2040 Build Alternative predicted to become impacted by future traffic noise is shown in the table 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.

The maximum extent of the 71- and 66- dB(A) noise level contours measured from the center of US 15-501 is 70 feet and 140 feet, respectively.

Predicted Traffic Noise Impacts by Alternative*

| Alternative | Traffic Noise Impacts | | | Total |
|-------------|-----------------------|--|--------------------|-------|
| | Residential (NAC B) | Places of Worship/Schools, Parks, etc. (NAC C & D) | Businesses (NAC E) | |
| No-Build | 1 | 0 | 0 | 1 |
| Build | 1 | 1 | 0 | 2 |

*Per TNM2.5 and in accordance with 23 CFR Part 772

No-Build Alternative

The Traffic Noise Analysis also considered traffic noise impacts for the "No-Build" alternative. If the proposed project does not occur, 1 receptor is predicted to experience traffic noise impacts and the future traffic noise levels will increase by approximately 1 dB(A). Based upon research, humans barely detect noise level changes of 2-3 dBA. A 5-dBA change is more readily noticeable. Therefore, most people working and living near the roadway will not notice this predicted increase.

Traffic Noise Abatement Measures

Measures for reducing or eliminating the traffic noise impacts were considered for all impacted receptors in the Build alternative. The primary noise abatement measures evaluated for highway projects include highway alignment changes, traffic system management measures, establishment of buffer zones, noise barriers and noise insulation (NAC D only). For each of these measures, benefits versus costs (reasonableness), engineering feasibility, effectiveness and practicability and other factors were included in the noise abatement considerations.

Substantially changing the highway alignment to minimize noise impacts is not considered to be a viable option for this project due to engineering and/or environmental factors. Traffic system management measures are not considered viable for noise abatement due to the negative impact they would have on the capacity and level of service of the proposed roadway. Costs to acquire buffer zones for impacted receptors will exceed the NCDOT base dollar value of \$22,500 plus any allowable incremental increase (as defined in the NCDOT Traffic Noise Manual) per benefited receptor, causing this abatement measure to be unreasonable.

Noise Barriers

Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise.

Noise barriers are not feasible for this project because there is only the one predicted traffic noise impact within two of the three Noise Study Areas (NSA) evaluated for this project. The third evaluated NSA contains no traffic noise impacts. Consequently, no further consideration for noise abatement is necessary in accordance with the 2016 NCDOT Traffic Noise Policy, which states, "Noise of 5 dB(A) must be achieved for at least two impacted receptors" to meet the NCDOT feasibility criteria. This criterion is not obtainable for either of the impacted NSAs due to both containing only one single impacted receptor, when two are required for abatement consideration. Policy, the construction of noise walls is unlikely and no further noise analysis is recommended.

Summary

Based on this preliminary study, traffic noise abatement is not recommended, no noise abatement measures are proposed, and the construction of noise walls is unlikely. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project's design concept or scope.

In accordance with NCDOT Traffic Noise Abatement 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 the Categorical Exclusion (CE). For development occurring after this date, local governing bodies are responsible to ensure that noise compatible designs are utilized along the proposed facility.

H. Project Commitments

Durham County
SR 1116 (Garrett Road), Convert At-Grade Intersection to Interchange
Federal Project No.
WBS No.
TIP No. U-5717

NCDOT Division Five

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 vertically and horizontally.

A Phase II GeoEnvironmental Investigation will be performed for sites of concern that will be impacted by the project. Right of Way Acquisition recommendations will be provided prior to the right of way being acquired. Contaminated soil, underground fuel storage tanks, and ground water monitoring wells in conflict with the project will be removed prior to let or addressed in a Project Special Provision.

A detailed traffic maintenance plan will be completed during final design.

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).

I. Categorical Exclusion Approval

| | |
|---------------------|------------------|
| STIP Project No. | <u>U-5717</u> |
| WBS Element | <u>50400.1.1</u> |
| Federal Project No. | <u>N/A</u> |

Prepared By:

11/26/2018

Date

DocuSigned by:

Nicole H. Bennett

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Nicole H. Bennett, AICP
WSP

Prepared For:

North Carolina Department of Transportation

Reviewed By:

11/26/2018

Date

DocuSigned by:

Zahid Baloch

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Zahid Baloch, PE, Project Manager
NCDOT

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

11/27/2018

Date

DocuSigned by:

Ben Upshaw

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Joey Hopkins, P.E. Division Engineer, Division 5
North Carolina Department of Transportation

FHWA Approval:

11/27/2018

Date

DocuSigned by:

Edward Dancausee

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

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN ... 25% plans

| | | | | | | | | |
|--------------------------------|--|---------------|--------|------------------|---|-----------|---|------------------|
| WBS ELEMENT: | 50400.1.1 | COUNTY | Durham | Alternate | 1 | of | 1 | Alternate |
| T.I.P. No.: | U-5717 | | | | | | | |
| DESCRIPTION OF PROJECT: | Proposed Conversion of the Existing "At Grade" Intersection of US 15-501 ... "Durham-Chapel Hill Boulevard" and "Garrett Road" ... SR 1116 to an Urban Diamond Interchange in Durham | | | | | | | |

| ESTIMATED DISPLACED | | | | | INCOME LEVEL | | | | | |
|---------------------|--------|---------|-------|------------|------------------------|--------|---------|--------|----------|--|
| Type of Displacees | Owners | Tenants | Total | Minorities | 0-15M | 15-25M | 25-35M | 35-50M | 50 UP | |
| Residential | -0- | -0- | -0- | -0- | N/A | N/A | N/A | N/A | N/A | |
| Businesses | 2 | 10 | 12 | | VALUE OF DWELLING | | | | | |
| Farms | -0- | -0- | -0- | -0- | DSS DWELLING AVAILABLE | | | | | |
| Non-Profit | -0- | -0- | -0- | -0- | Owners | | Tenants | | For Rent | |

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

| REMARKS (Respond by number) | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|
| Note: There are no Residential Buildings to be acquired. That is the reason that the above columns show "N/A". | | | | | | | | | |
| 1. "Family Fare BP Gas and Convenience Store's" existing underground fuel tanks will need to be removed and relocated on the site's remainder with new piping installed and connected to keep this business in operation. | | | | | | | | | |
| 3. "Best Tile Showroom" ... Small Business .. Tile sales and service .. 6 to 8 employees and 2 to 3 minority employees ... Parcel 010. | | | | | | | | | |
| 4. ... The existing retail sales and offices leasing space in Parcel 009's building will lose over half of the total front parking for 9 different business tenants. This critical loss of front parking will impact all 9 tenants. According to the R/W State Relocation Director, Robert Woodard, we cannot determine which tenants will want to vacate their lease to be eligible for any relocation benefits. Thus, each of the 9 tenants will be listed as potential "Displacees". Their listing is below for 4221 Garrett Road: | | | | | | | | | |
| 4221-1 - "Upright Athletes" ... small business... Sports Equipment ... 2 - 3 employees .. -0- minority employees | | | | | | | | | |
| 4221-2 - "Active Edge Fitness and Sports Performance" .. small Business ... 2 -4 employees ... 1 minority employee | | | | | | | | | |
| 4221-3A - "House of Fabrics and Design" ... small business .. fabric Sales and Design Services .. 2 - 4 employees ... 1 minority employee | | | | | | | | | |

source).

15. Number months estimated to complete

RELOCATION? **12-18 months**

- 4221-4 – “People Ready – A True Blue Company” .. small business ... Staffing 4 temporary help .. 1 -2 employees .. 1 minority employee
- 4221-5 and 6 – “Always Home Furniture Consignment” .. small Business ... furniture sales ... 2-4 employees ... 1 minority employee
- 4221-7 – “Uniform Junction” .. small business .. Uniform Sales ... 1-2 Employees ... -0- minority employees
- 4221-A or 8 – “BSN Sports” .. small business... retail sports ... 1-2 employees... -0- minority employees
- 4221-9A – “Tri-City Signs and Awards” .. small business...sign and award sales ... 1-2 employees... -0- minority employees
- 4221-10 – “Liberty Medical Specialities” .. small business.. 1-3 employees ... 1 minority employee

Fred J Barkley

9/10/2018

Right of Way Agent

Date

Relocation Coordinator

Date

FRM15-E

REQUEST FOR R/W COST ESTIMATE / RELOCATION EIS

COST ESTIMATE REQUEST

RELOCATION EIS REPORT

NEW REQUEST:

UPDATE REQUEST:

REVISION REQUEST:

Update to _____ Estimate

Revision to _____ Estimate

Revision No.: _____

DATE RECEIVED: 07/23/18

DATE ASSIGNED: 07/23/18

of Alternates Requested: 1

DATE DUE: 09/10/18

| | |
|------------------------|--|
| TIP No.: U-5717 | DESCRIPTION: <u>US 15-501 (Durham Chapel Hill Blvd) and SR 1116 (Garrett Rd) Converting the At Grade Intersection to an Interchange</u> |
|------------------------|--|

WBS ELEMENT: 50400.1.1 **COUNTY:** Durham **DIV:** 5 **APPRAISAL OFFICE:** 2

REQUESTOR: Zahid Baloch **DEPT:** Div 5

TYPE OF PLANS: HEARING MAPS | LOCATION MAP | AERIAL | VICINITY | PRELIMINARY | CONCEPTUAL

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 \*\* 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.\*\*  
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APPRAISER: Fred Barkley - Consultant **COMPLETED:** 9/10/2018 **# of Alternates Completed:** 1

| TYPE OF ACCESS: | 25% Plans | |
|---|--|---|
| | NONE: <input checked="" type="checkbox"/> | LIMITED: <input type="checkbox"/> |
| | PARTIAL: <input checked="" type="checkbox"/> | FULL: <input checked="" type="checkbox"/> |
| ESTIMATED NO. OF PARCELS: | 22 +/- tax parcels | |
| RESIDENTIAL RELOCATEES: | -0- | \$ -0- |
| BUSINESS RELOCATEES: | 10 | \$ 525,000 |
| GRAVES: | -0- | \$ -0- |
| CHURCH / NON - PROFIT: | -0- | \$ -0- |
| MISC: | - | \$ - |
| SIGNS: | - | \$ - |
| LAND, IMPROVEMENTS, & DAMAGES: | \$ 7,975,000 +/- | |
| ACQUISITION: | \$ 625,000 +/- | |
| TOTAL ESTIMATED R/W COST: | \$ 9,125,000 +/- | |

** The estimated number of above relocatees includes those parcels where the proposed acquisition areas involve relocation of livable or business units only. **

NOTES: Based on the modified 25% plans dated 8/13/2018 for this project, there may be as many as seven (7) or more tax parcels in addition to the fourteen (14) original parcels. Since the Consultant has not provided any area calculations for those tax parcels, my area calculations are very rough for any additional R/W or Temporary Construction Easements .. "TCEs". Also, my questions about any existing full control or even partial access along the US 15-501 Corridor have not been answered by Division 5's Brian Rogers. Formerly, during my initial inspections, there was existing chain link fencing indicating possible existing full and partial control of access along US 15-501's and parallel frontage or Service Road East of it's intersection with Garrett Road. On recent visits, most of that fencing has been removed except for the section from "Falls Mountain Way's" intersection with the existing frontage or Service Road ... SR 1363 .. "Chapel Hill Boulevard" easterly towards the "LaQuinta Inn & Suites" hotel. This estimate is presently based upon the premise that the original fences location denoted some existing full and partial control of access along US 15-501's frontage parcels before any fencing was removed.

Thus, this R/W Estimate may need to be revised if those assumptions are false. If additional "PUEs" for relocation of various utilities or Drainage are finally determined, then this Estimate will also need to be revised.

17-08-0012



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

| | | | |
|---|---|------------------------|--|
| Project No: | U-5717 | County: | Durham |
| WBS No.: | 50400.3.1 | Document Type: | State EA/FONSI |
| Fed. Aid No: | | Funding: | <input checked="" type="checkbox"/> State <input type="checkbox"/> Federal |
| Federal Permit(s): | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | Permit Type(s): | n/a |
| <u>Project Description:</u> Convert an at-grade intersection to an interchange US 15/501 at SR 1116 (Garrett Rd). | | | |

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

| |
|---|
| <p><u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on August 29, 2017. Based on this review there are no NR, DE, LL, SL, or SS in the Area of Potential Effects (APE). There are no National Register listed properties in the APE. No survey required. This project is compliant with North Carolina General Statute 121-12(a). If the project requires Federal funding, permits, or licenses, then please notify NCDOT Historic Architecture because review under Section 106 of the National Historic Preservation Act will be required. Should the project limits or design change [including the addition of an off-site detour], please notify NCDOT Historic Architecture as additional review may be necessary.</p> |
| <p><u>Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:</u> Using HPO GIS website and county tax data provides reliable information regarding the structures in the APE. These combined utilities are considered valid for the purposes of determining the likelihood of historic resources being present.</p> |

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Shelby Reap

NCDOT Architectural Historian

Aug 29, 2017

Date

within .5-mile of the proposed project: the AMF Durham Bowling Alley (DH3723); the original location of the Clifton & Leah Garrett Farm (DH2313); the W.W. Garrett House (DH2312); the Garrett Tenant House (DH 2315); the William N. Patterson House (DH2500); a historic barn associated with the Patterson House (DH3722); and the Ernst Garrett House (DH2316). The AMF Durham Bowling Alley and the original location of the Clifton & Leah Garrett Farm appear to be the only two of these resources within or immediately adjacent the proposed APE. The Clifton & Leah Garrett Farm appears to have been destroyed by a residential development.

An examination of soils in Durham County presented on the National Resources Conservation Service Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>) indicates that the following soil types fall within the delineated APE: Chewacla and Wehadkee soils, 0 to 2 percent slopes, frequently flooded (Ch); Creedmoor sandu loam, 2 to 6 percent slopes (CrB); Creedmoor sandy loam, 6 to 10 percent slopes (CrC); Granville sandy loam, 2 to 6 percent slopes (GrB); Mayodan sandy loam, 2 to 6 percent slopes (MfB); Urban land (Ur); White Store sandy loam, 2 to 6 percent slopes (WsB); White Store sandy loam, 6 to 10 percent slopes (WsC); and White Store sandy loam, 10 to 25 percent slopes (WsE).

No further archaeological investigations are required for the project within the area established as the current APE. Should the project change to include a federal action (such as funding or permitting), further consultation will be necessary. In the unlikely event that archaeological remains are encountered during the intersection improvements, work should cease in that area and the NCDOT Archaeology Group should be notified immediately.

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

The project, as currently proposed, requires no federal funding or permitting that would necessitate compliance with Section 106 of the National Historic Preservation Act. Additionally, no archaeological resources listed on the National Register of Historic Places have been recorded within the proposed APE. For those reasons alone, no archaeological survey would be required. But, it is also clear that the APE is dominated by landforms that have been drastically altered by modern development (predominantly commercial, transportation, and residential). While some archaeological resources may have survived the evolution of this modern landscape, it is very unlikely that any within the current APE would retain significance.

References Cited:

Jorgenson, M. W., D. F. Cassedy, P. A. Sittig, and M. A. Brown

2017 *Phase I Archaeological Survey; Durham-Orange Light Rail Transit Project*, Ms. On file, North Carolina Department of Natural and Cultural Resources, Raleigh.

University of North Carolina at Chapel Hill Research Laboratories of Archaeology (RLA)

2017a RLA Site Catalog. Electronic Document,

http://rla.unc.edu/Collections/RLA_Site_Catalog.pdf, accessed September 19, 2017.

2017b RLA Accession Record. Electronic Document,

http://rla.unc.edu/Collections/RLA_Accession_Record.pdf, accessed September 19, 2017.

2017c RLA Specimen Catalog (accession nos. 701 to 2019),

[http://rla.unc.edu/Collections/RLA_Specimen_Catalog_\(701-2019\).pdf](http://rla.unc.edu/Collections/RLA_Specimen_Catalog_(701-2019).pdf), accessed September 19, 2017.

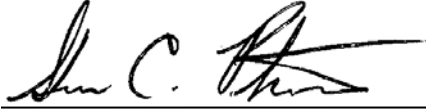
17-08-0012

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

September 19, 2017

Date

within .5-mile of the proposed project: the AMF Durham Bowling Alley (DH3723); the original location of the Clifton & Leah Garrett Farm (DH2313); the W.W. Garrett House (DH2312); the Garrett Tenant House (DH 2315); the William N. Patterson House (DH2500); a historic barn associated with the Patterson House (DH3722); and the Ernst Garrett House (DH2316). The AMF Durham Bowling Alley and the original location of the Clifton & Leah Garrett Farm appear to be the only two of these resources within or immediately adjacent the proposed APE. The Clifton & Leah Garrett Farm appears to have been destroyed by a residential development.

An examination of soils in Durham County presented on the National Resources Conservation Service Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>) indicates that the following soil types fall within the delineated APE: Chewacla and Wehadkee soils, 0 to 2 percent slopes, frequently flooded (Ch); Creedmoor sandu loam, 2 to 6 percent slopes (CrB); Creedmoor sandy loam, 6 to 10 percent slopes (CrC); Granville sandy loam, 2 to 6 percent slopes (GrB); Mayodan sandy loam, 2 to 6 percent slopes (MfB); Urban land (Ur); White Store sandy loam, 2 to 6 percent slopes (WsB); White Store sandy loam, 6 to 10 percent slopes (WsC); and White Store sandy loam, 10 to 25 percent slopes (WsE).

No further archaeological investigations are required for the project within the area established as the current APE. Should the project change to include a larger footprint than covered by the current APE, further consultation will be necessary. In the unlikely event that archaeological remains are encountered during the intersection improvements, work should cease in that area and the NCDOT Archaeology Group should be notified immediately.

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

It is also clear that the APE is dominated by landforms that have been drastically altered by modern development (predominantly commercial, transportation, and residential). While some archaeological resources may have survived the evolution of this modern landscape, it is very unlikely that any within the current APE would retain significance.

References Cited:

Jorgenson, M. W., D. F. Cassedy, P. A. Sittig, and M. A. Brown

2017 *Phase I Archaeological Survey; Durham-Orange Light Rail Transit Project*, Ms. On file, North Carolina Department of Natural and Cultural Resources, Raleigh.

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2017b RLA Accession Record. Electronic Document,

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2017c RLA Specimen Catalog (accession nos. 701 to 2019),

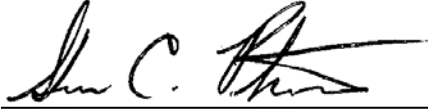
[http://rla.unc.edu/Collections/RLA_Specimen_Catalog_\(701-2019\).pdf](http://rla.unc.edu/Collections/RLA_Specimen_Catalog_(701-2019).pdf), accessed September 19, 2017.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

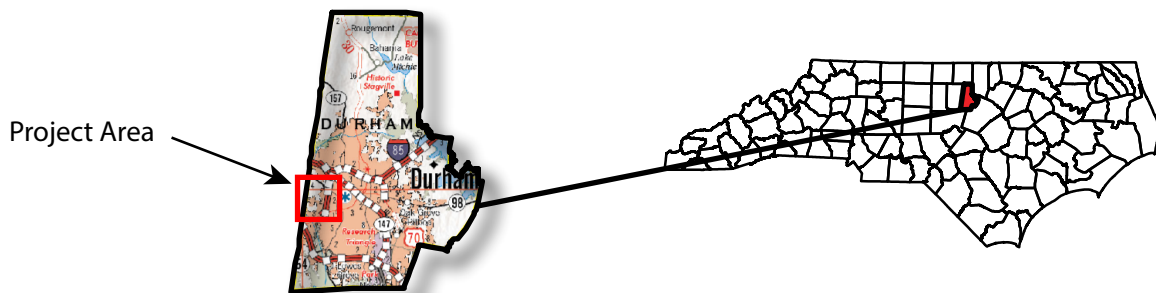
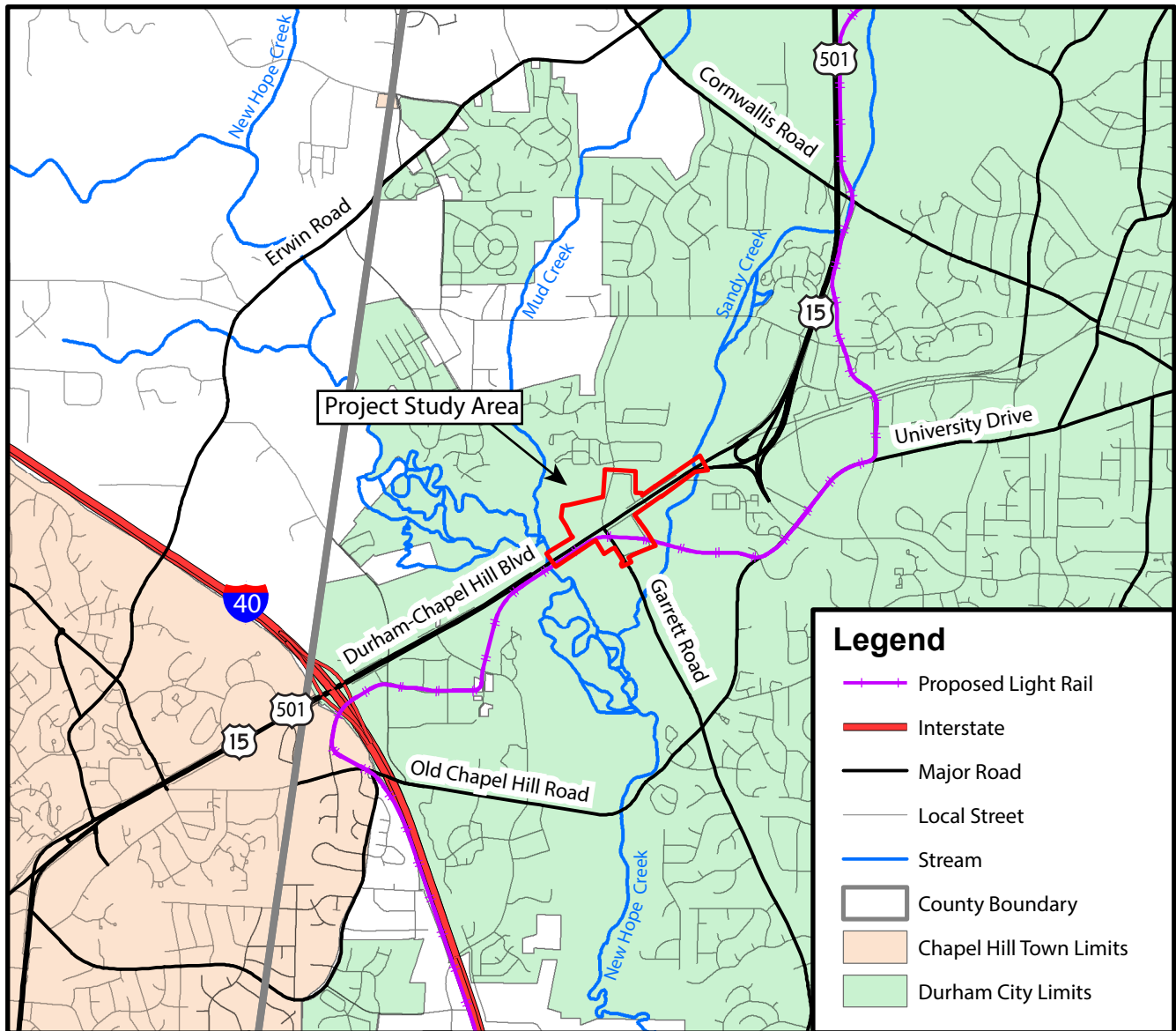
NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

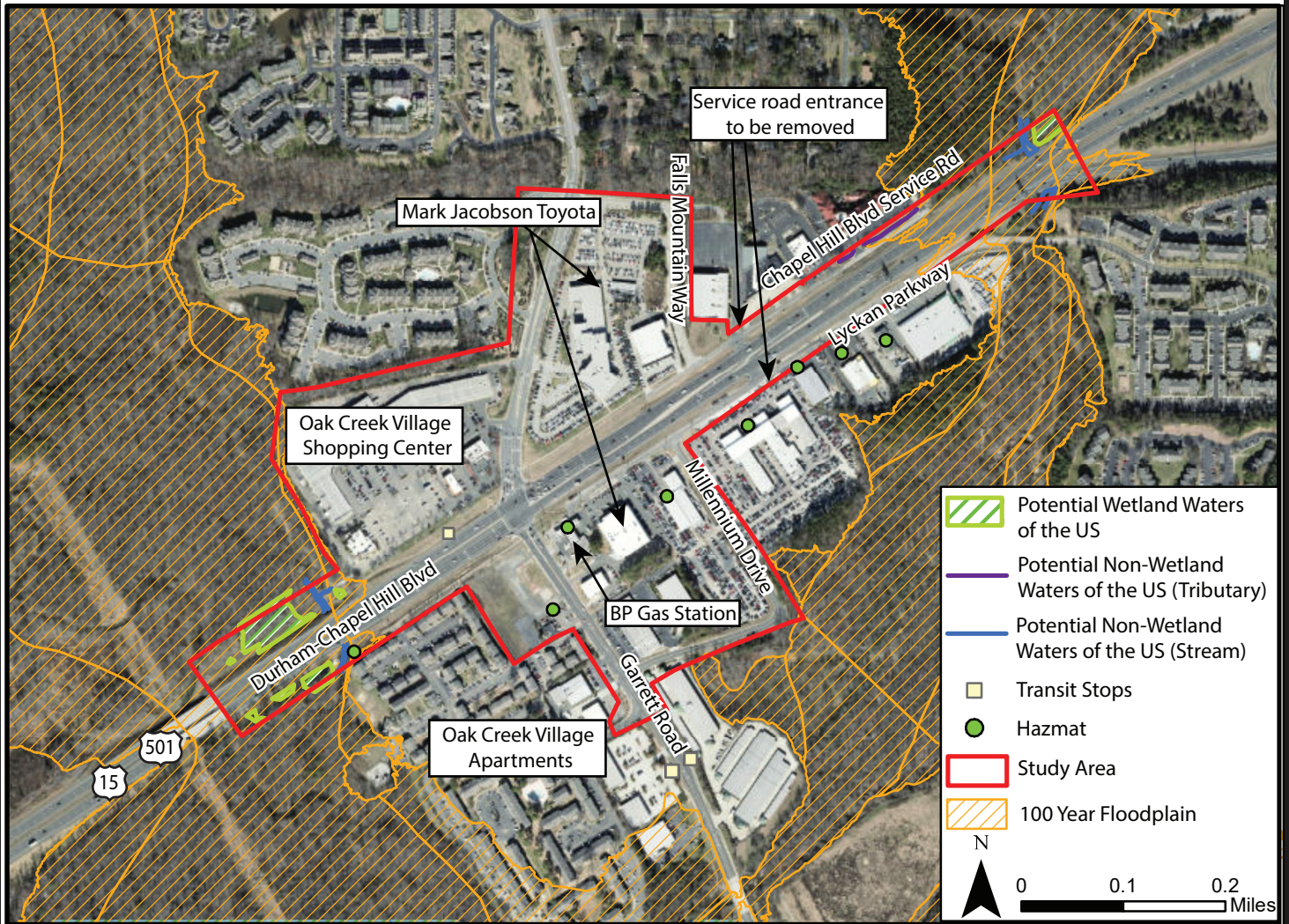
July 12, 2018

Date



Project Vicinity Map
 U-5717 - Durham County
 SR 1116 (Garrett Road),
 Convert at-grade intersection
 to interchange

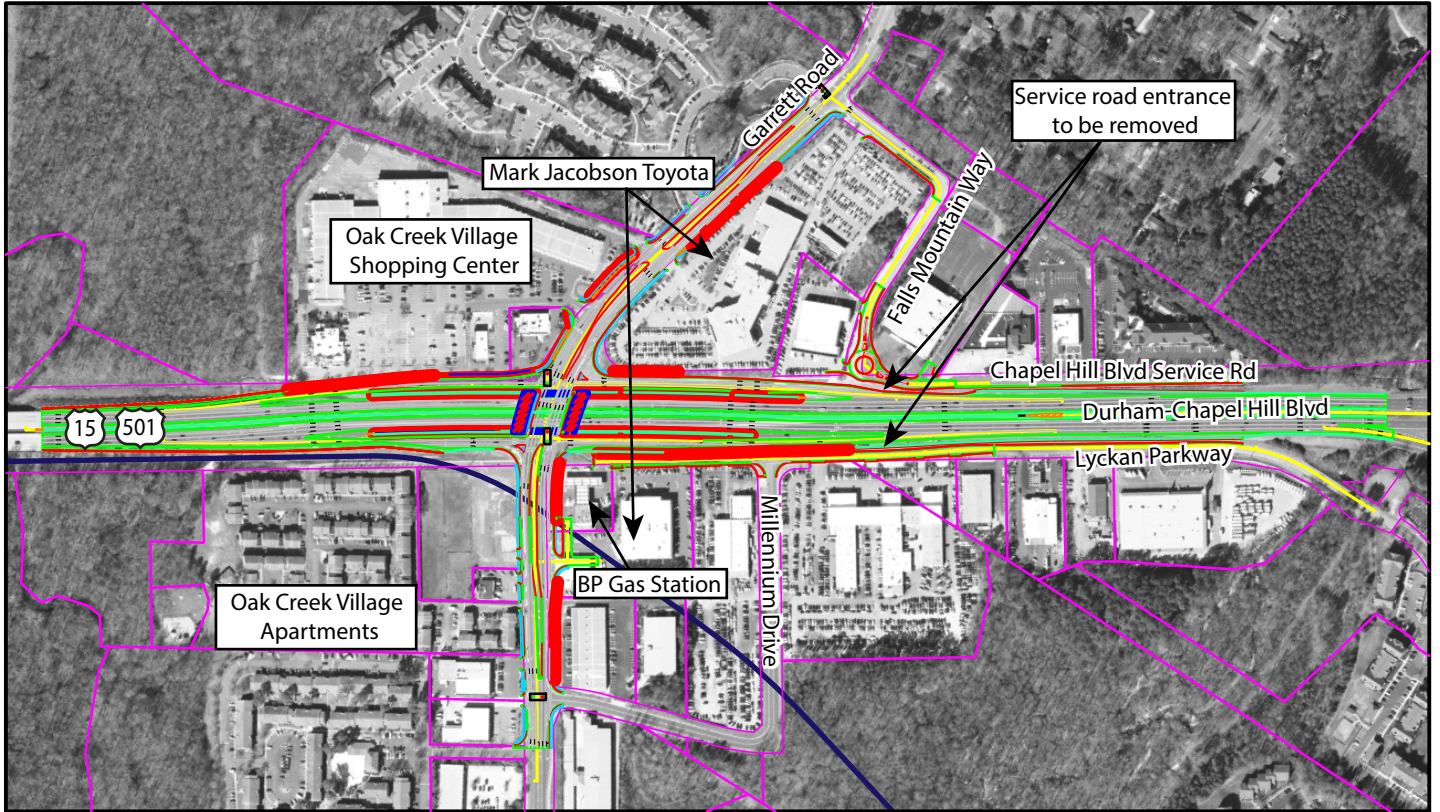
Figure 1






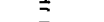







Environmental Features

U-5717 - Durham County
 SR 1116 (Garrett Road),
 Convert at-grade intersection
 to interchange

Figure 2



-  PROPERTY LINES
-  PROPOSED SIDEWALK
-  PROPOSED EDGE OF PAVEMENT
-  PROPOSED MEDIANS
-  PROPOSED RETAINING WALL
-  PROPOSED LANE ARROWS
-  PROPOSED TRAFFIC SIGNALS
-  PROPOSED GUARDRAIL
-  PROPOSED ALIGNMENT
-  PROPOSED STRUCTURE
-  PROPOSED DURHAM-ORANGE LIGHT RAIL TRANSIT (D-O LRT) PROJECT ALIGNMENT



INCOMPLETE PLANS
DO NOT USE FOR B.P. ACCIDENTS
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

NOT TO SCALE



Proposed Improvements

U-5717 - Durham County
SR 1116 (Garrett Road),
Convert at-grade intersection
to interchange

Figure 3