

MINIMUM CRITERIA DETERMINATION CHECKLIST

TIP Project No.: U-5799

State Project No.: 44371.1.1

Project Location: Iredell County, NC

Project Description: STIP Project No. U-5799 proposes to widen U.S. 21 to a multi-lane road from Pump Station Road (S.R. 1933) to north of Fort Dobbs Road (refer to Figure 1). In addition, the project would realign the offset intersections of Shumaker Drive (S.R. 1922) and Jane Sowers Road (S.R. 2171) at U.S. 21, and a new signal will be installed at the intersection of Elmridge Drive/James Farm Road and U.S. 21. The designs include two 12-foot travel lanes and a 4-foot bicycle lane in each direction, with a 23-foot raised grass median, and 5-foot sidewalks along both sides of U.S. 21. Traffic will be detoured onsite during construction (refer to Figure 3). The proposed project is included in the 2018-2027 North Carolina State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for Fiscal Year (FY) 2019 and FY 2021, respectively.

Anticipated Permit or Consultation Requirements: No permits required.

Special Project Information:

Purpose and Need: The purpose and need of the project is to add capacity to existing U.S. 21, improve pedestrian and bicycle mobility, and address roadway operational and design deficiencies related to the offset intersections of Shumaker Drive and Jane Sowers Road at U.S. 21.

Estimated Traffic:

Current Year (2017)	19,500 vpd
Future Year (2040)	26,000 vpd
TTST	1%
Dual	2%

Alternatives Evaluation:

No Build – The no build alternative does not meet the purpose and need of the project, which is to add capacity, improve pedestrian and bicycle mobility, and address roadway operational and design deficiencies related to the offset intersections and thus is not a viable alternative.

Build Alternatives - Two build alternatives were considered for the proposed widening of U.S. 21. Alternative 1 proposes widening U.S. 21 to the west side of the existing roadway, and Alternative 2 proposes widening U.S. 21 to the east side of the existing

roadway. The proposed alignment for the realignment of the Shumaker Drive and Jane Sowers Road intersections is the same for both alternatives.

Alternative 1 – (west side widening) minimizes impacts to the properties on the east side of U.S. 21, including the Iredell County Statesville Health Department and Davidsonville Baptist Church and Cemetery (refer to Figure 3).

Alternative 2 - (east side widening) minimizes impacts to properties on the west side of U.S. 21, including Goodwill, Express Car Wash, and Alliance Insurance.

Preferred Alternative – Alternative 1

After the November 27, 2018 public meeting, 36 people submitted written comment forms at the meeting and during the comment period. Approximately 72% of the comments received from the public meeting and during the comment period were in support of Alternative 1 – West Side Widening. Many commenters noted that they preferred Alternative 1 because of less property impacts and significantly less cost, and the majority of comments received fully supported the realignment of the offset intersection. In addition to the comment forms, 567 standard form letters were received that were in support of adding a traffic signal and dedicated right and left turn lanes at the intersection of Elmridge Drive/James Farm Road and U.S. 21. Iredell County Government, Iredell-Statesville Schools, and the City of Statesville Planning Department included their names on this form letter demonstrating support for this proposal.

After consideration of impacts related to relocations, costs, and input received from the November 27, 2018 public meeting, the NCDOT project team selected Alternative 1 – West Side Widening as the preferred alternative. NCDOT also decided to add a traffic signal at the intersection of Elmridge Drive/James Farm Road and U.S. 21. Designs for the preferred alternative are shown in Figure 2.

Estimated relocations and costs associated with each alternative are summarized in the tables below:

Table 1. Estimated Relocations

Estimated Relocations			
	Alternative 1 West Side Widening	Alternative 2 East Side Widening	Realign Offset Intersection
Residential Relocates	23	12	4
Business Relocates	2	14	1
Church/Non-Profit	1	1	0
Total Estimated Relocates	26	27	5

Table 2. Estimated Costs

Estimated Costs **		
	Alternative 1 West Side Widening	Alternative 2 East Side Widening
ROW**	\$18,128,000	\$31,840,000
Utility***	\$4,000,000	\$4,000,000
Construction***	\$11,400,000	\$11,500,000
Total	\$33,528,000	\$47,340,000

** Cost estimates are preliminary and will be updated as part of the final design process. Estimates for each alternative include realignment of the Shumaker Dr./Jane Sowers Rd. intersections with U.S. 21.

*** Source: NCDOT 2018-2027 State Transportation Improvement Program.

Pedestrian and Bicycle Accommodations: The majority of the project area lacks sidewalks, bicycle, or greenway facilities, with the exception of portions of the commercially developed area along U.S. 21 at the south end of the project that is within the municipal limits of the City of Statesville. Sidewalks are found along both sides of U.S. 21 between the bridge over Fourth Creek and the Sunset Hill Road (S.R. 1935)/Glenway Drive (S.R. 2187) intersection that contains pedestrian crosswalks with pedestrian signal heads. North of this intersection, there are sidewalks on the east side of U.S. 21 between south of 4th Creek Landing Drive and Fourth Crescent Place (S.R. 2263) near the Home Depot shopping center.

The Iredell County Planning Director reported that the current conditions along the existing two-lane U.S. 21 corridor (i.e., heavy traffic and no shoulder or bicycle and pedestrian accommodations) make it unsafe for non-automobile travel. The Planning Director requested that NCDOT consider adding pedestrian and bicycle accommodations to the project designs, noting that such improvements would help the corridor serve as a north/south connection between the Statesville Greenway and the planned Carolina Thread Trail (CTT); a planned (master plan was adopted by Iredell County in 2011) and developing regional network of greenways, trails and blueways. The Charlotte Regional Bicycle Suitability Map notes that U.S. 21 has poor suitability for bicycles within the limits of this project.

The project would preserve or replace all existing sidewalks and pedestrian crossings. Four-foot wide bicycle lanes are proposed next to the outside travel lanes on both sides of U.S. 21 as well as five-foot wide concrete sidewalks on both sides of the proposed road. Construction of sidewalks is contingent upon the completion of a cost-sharing municipal agreement between the City of Statesville and NCDOT.

Estimated Costs:

The proposed project is included in the 2018-2027 North Carolina State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for Fiscal Year (FY) 2019 and FY 2021, respectively. The total cost included in the

2018-2027 STIP is \$ 17,823,000. Of this total, \$3,436,000 is for right of way acquisition, \$13,100,000 is for construction, and \$543,000 was spent in prior years.

The current estimated costs for the preferred alternative (Alternative 1), based on 2018 prices, are as follows:

Utility Relocation:	\$ 4,000,000
Right of Way:	\$ 18,128,000
Construction:	\$ 11,400,000
Total:	\$ 33,528,000

Design Exceptions: There are no anticipated design exceptions.

Hazardous Materials:

Seven (7) sites of concern were identified as documented in the U-5799 GeoEnvironmental Planning Report (March 29, 2018). These sites of concern are listed in the table below, and the locations of these sites are shown in Figure 2. Sites of concern that will be impacted by the project will have a Phase II GeoEnvironmental Investigation performed on them and 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.

Table 3. GeoEnvironmental Sites of Concern

Site #	Property Name	Property Address	Facility ID	Incident Type/Number	Anticipated Impact
1	Valvoline Instant Oil Change	201 Turnersburg Hwy	N/A	N/A	Low
2	Vacant shop/Barber Shop	304 Turnersburg Hwy	N/A	N/A	Low
3	R.J. Tobacco L-214 (Former H & R Food Mart-L214)	308 Turnersburg Hwy	0-021890	N/A	Low
4	Doctor G's Auto Detailing	510 Turnersburg Hwy	N/A	N/A	Low
5	Former Short's Quick Mart	565 Turnersburg Hwy	0-010434	N/A	Low
6	Zip-N-Go 7	583 Turnersburg Hwy	0-026557	N/A	Low
7	A&A Sales. Inc.	623 Turnersburg Hwy	N/A	N/A	Low

Public Involvement:

On November 27, 2018, a Local Officials Meeting and Public Meeting was held. The meetings were held at the Fairview Baptist Church in Statesville, NC. The Local Officials Meeting was held from 2:00pm until 3:00pm, and the public meeting was held from 4:00pm until 7:00pm. Approximately eight local officials were in attendance at the Local Officials Meeting. Approximately 90 persons signed in to the informal “open house” public meeting. At the meeting, citizens raised questions about property impacts and maintenance of access during construction. Written comment forms were submitted by 36 people at the meeting and during the comment period. Approximately 72% of the comments received from the public meeting and during the comment period were in support of Alternative 1 – West Side Widening. Many commenters noted that they preferred Alternative 1 because of less property impacts and significantly less cost, and the majority of comments received fully supported the realignment of the offset intersection. In addition to the comment forms, 567 standard form letters were received that were in support of adding a traffic signal and dedicated right and left turn lanes at the intersection of Elmridge Drive/James Farm Road and U.S. 21. Iredell County Government, Iredell-Statesville Schools, and the City of Statesville Planning Department included their names on this form letter demonstrating support for this proposal.

After evaluating all comments received, the NCDOT Project Team selected Alternative 1 – West Side Widening as the Preferred Alternative. In response to the public’s comments, NCDOT also decided to add a traffic signal at the intersection of Elmridge Drive/James Farm Road and U.S. 21.

PART A: MINIMUM CRITERIA

	YES	NO
1. Is the proposed project listed as a type and class of activity allowed under the Minimum Criteria Rule in which environmental documentation is <u>not</u> required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

If yes, under which category? **26**

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

PART B: MINIMUM CRITERIA EXCEPTIONS

	YES	NO
2. Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact to human health or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Is the proposed activity of such an unusual nature or does the proposed activity have such widespread implications, that an uncommon concern for its environmental effects has been expressed to the Department?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Does the proposed activity have a significant adverse effect on wetlands; surface waters such as rivers, streams, and estuaries; parklands; prime or unique agricultural lands; or areas of recognized scenic, recreational, archaeological, or historical value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Will the proposed activity endanger the existence of a species on the Department of Interior's threatened and endangered species list?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or ground water impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

PART C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS

- | | YES | NO |
|--|-------------------------------------|-------------------------------------|
| 9. Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 10. Does the action require the placement of temporary or permanent fill in waters of the United States? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Does the project require the placement of a significant amount of fill in high quality or relatively rare wetland ecosystems, such as mountain bogs or pine savannahs? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. Is the proposed action located in an Area of Environmental Concern, as defined in the coastal Area Management Act? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. Does the project require stream relocation or channel changes? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Cultural Resources

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


Response to Question 9 –

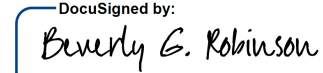
Northern long-eared bat (NLEB) - A memorandum was provided by the NCDOT – Biological Surveys Group (BSG), dated April 13, 2017, stating that the project was consistent with the U.S. Fish and Wildlife Service (USFWS) Section 4(d) rule for northern long-eared bat (NLEB) and would not require separate consultation. However, since the issuance of that memorandum, it had been determined that this project will be state-funded. Since this project is state-funded, the U.S. Army Corps of Engineers (USACE) will act as the lead agency for issues related to the NLEB. The USACE has developed a Standard Local Operating Procedure for Endangered Species (SLOPES) to address NLEB when they are the lead agency, which NCDOT will follow for this project. This procedure applies to projects in NCDOT Divisions 9-14. The requirements of the SLOPES for NLEB will be completed prior to Let and will be submitted to USACE. Survey information for this species will be provided by NCDOT –BSG.

PART D:(To be completed when either category #8, 12(i) or #15 of the rules are used.)

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

Prepared by:  _____ Date: 1/29/2019
E8137ABC1AF64D9...
Jackie Obediente, PE
Three Oaks Engineering

Reviewed by:  _____ Date: 1/29/2019
F7367B09A40B413...
Ahmad Al-Sharawneh, Project Manager
NCDOT Project Management Unit
North Carolina Department of Transportation

Approved by:  _____ Date: 1/31/2019
AD3EDDA89DAE4CD...
Beverly G. Robinson, CPM
Project Management Unit
North Carolina Department of Transportation

Project Commitments

**Iredell County
Widen U.S. 21 from Pump Station Road (S.R. 1933)
to just north of the offset intersection of Shumaker Drive (S.R. 1922) and Jane
Sowers Road (S.R. 2171) at U.S. 21
WBS No. 44371.1.1
TIP No. U-5799**

All commitments developed during the project development and design phase have been incorporated into the design. Current status, changes, or additions to the project commitments, included in this document for this project, are listed below:

NCDOT Division 12

- The Iredell-Statesville Schools will be contacted at (704) 873-5321 at least one month prior to construction to be notified of potential detours or delays.
- The Iredell County Fire Services/Emergency Management will be contacted at (704) 617-5952 at least one month prior to construction to be notified of potential detours or delays.

NCDOT Project Management

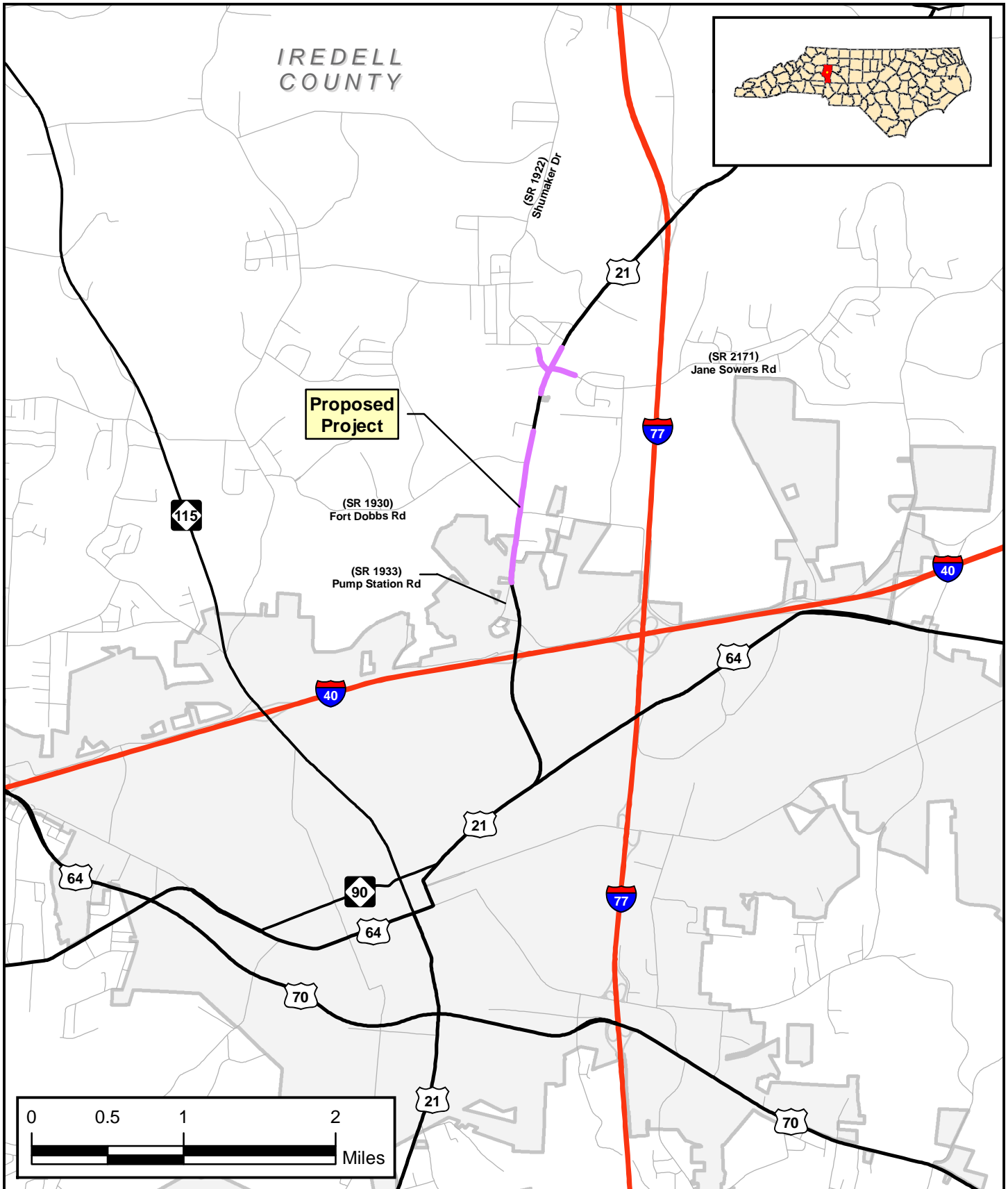
- NCDOT will prepare a municipal agreement for signature by the City of Statesville for the portion of betterment costs prior to project construction.

NCDOT-GeoEnvironmental Section

- NCDOT-GeoEnvironmental will re-evaluate potential hazardous waste sites near the proposed project to determine whether soil and groundwater assessments are necessary prior to right of way acquisition.

NCDOT-Environmental Analysis Unit - Biological Surveys Group

- Construction activities for this project will not take place until Endangered Species Act compliance is satisfied for the Northern long-eared bat (NLEB).



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

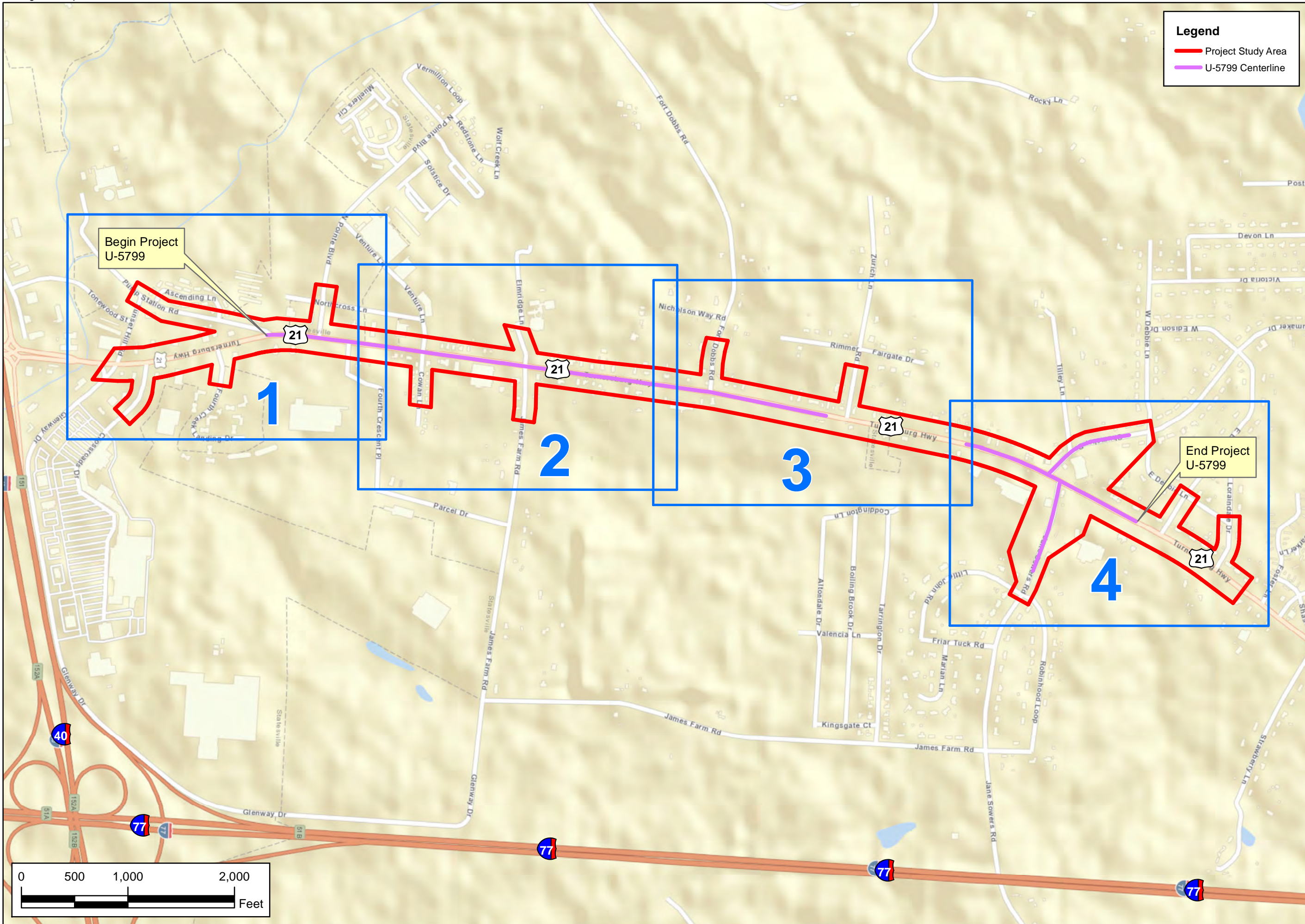
VICINITY MAP
WIDEN US 21 TO A MULTI-LANE ROADWAY
FROM SR 1933 (PUMP STATION RD) TO JUST
NORTH OF THE OFFSET INTERSECTION
OF SR 1922 (SHUMAKER DR), SR 2171
(JANE SOWERS RD) AND US 21

IREDELL COUNTY
STIP PROJECT U-5799



County:	IREDELL	
Div:	12	TIP# U-5799
WBS:	44371.1.1	
Date:	SEPTEMBER 2018	

**Figure
1**



Legend

- Project Study Area
- U-5799 Centerline

Begin Project U-5799

End Project U-5799

1

2

3

4



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

ENVIRONMENTAL FEATURES MAP
WIDEN US 21 TO A MULTI-LANE ROADWAY
FROM SR 1933 (PUMP STATION RD) TO JUST
NORTH OF THE OFFSET INTERSECTION
OF SR 1922 (SHUMAKER DR/SR 2171
(JANE SOWERS RD) AND US 21

IREDELL COUNTY
STIP PROJECT U-5799



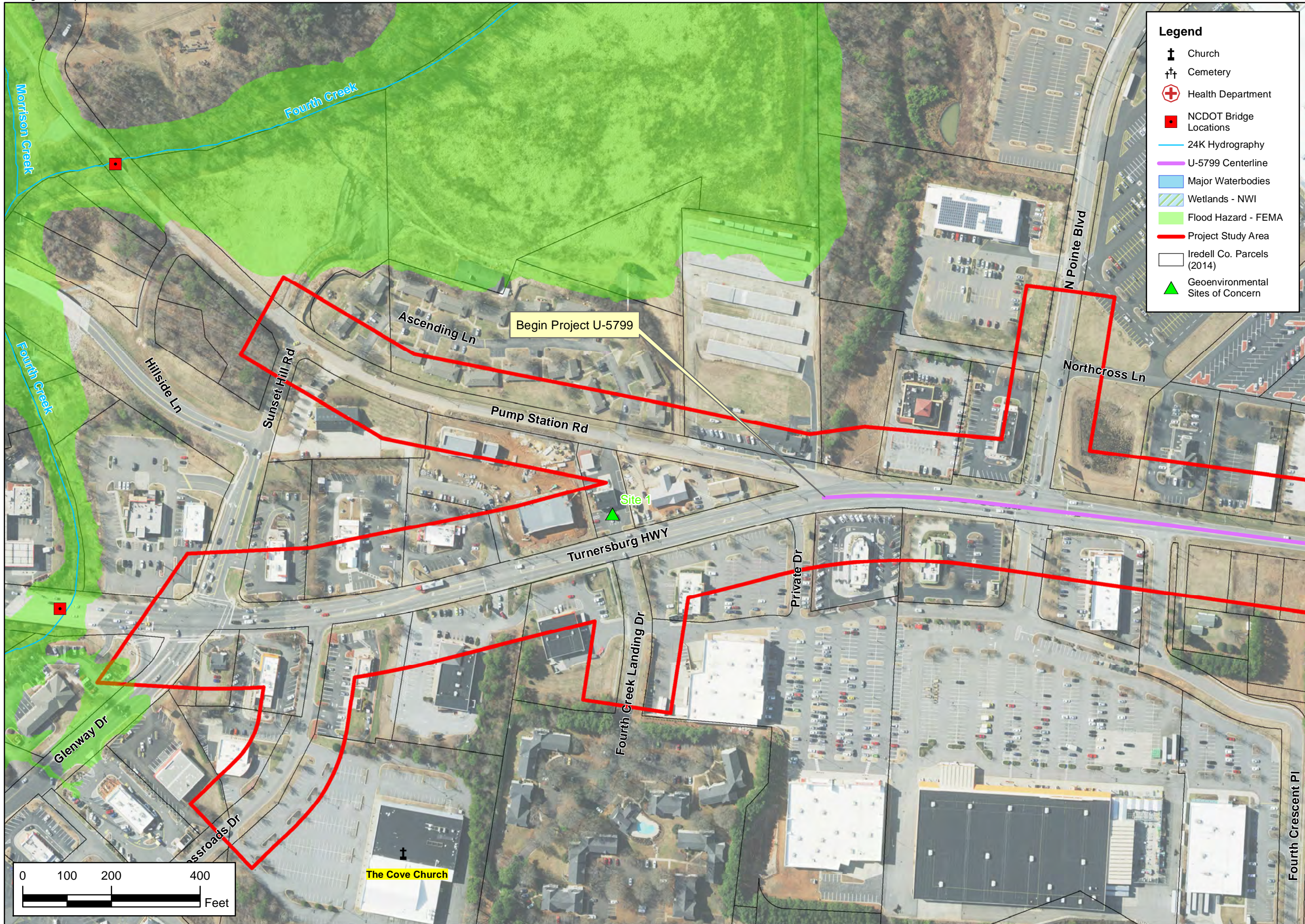
By:
C ROWELLS

County:
IREDELL

Div: 12	STIP# U-5799
------------	-----------------

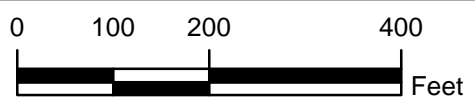
Date:
JANUARY 2019

**Figure
Index**



Legend

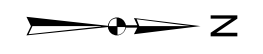
- ✙ Church
- ✙ Cemetery
- ✙ Health Department
- NCDOT Bridge Locations
- 24K Hydrography
- U-5799 Centerline
- Major Waterbodies
- ▨ Wetlands - NWI
- Flood Hazard - FEMA
- Project Study Area
- Iredele Co. Parcels (2014)
- ▲ Geoenvironmental Sites of Concern



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

ENVIRONMENTAL FEATURES MAP
WIDEN US 21 TO A MULTI-LANE ROADWAY
FROM SR 1933 (PUMP STATION RD) TO JUST
NORTH OF THE OFFSET INTERSECTION
OF SR 1922 (SHUMAKER DR/SR 2171
(JANE SOWERS RD) AND US 21

IREDELE COUNTY
STIP PROJECT U-5799



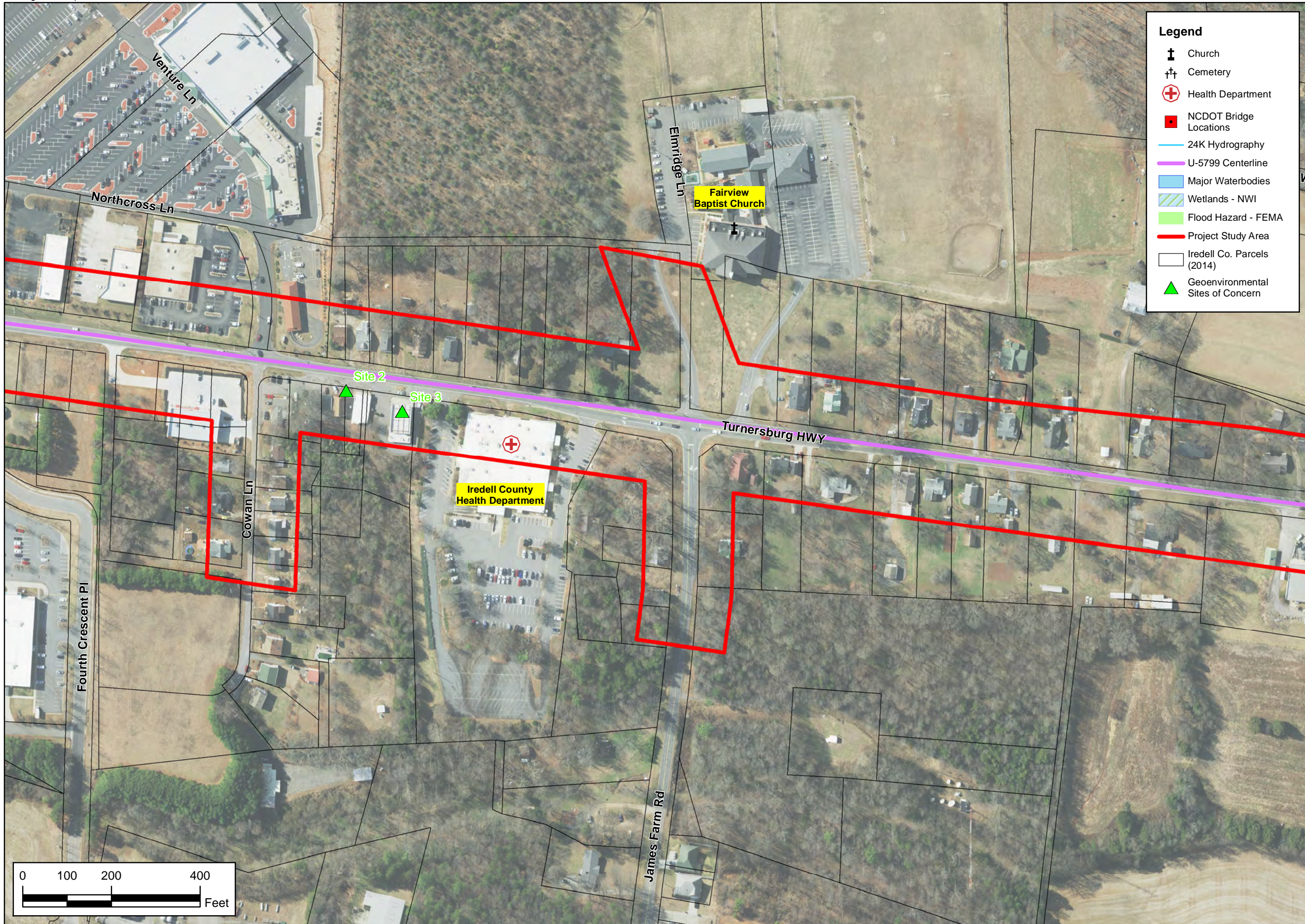
By:
C ROWELLS

County:
IREDELE

Div: 12	STIP# U-5799
------------	-----------------

Date:
JANUARY 2019

Figure
2-1



Legend

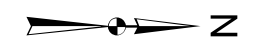
- Church
- Cemetery
- Health Department
- NCDOT Bridge Locations
- 24K Hydrography
- U-5799 Centerline
- Major Waterbodies
- Wetlands - NWI
- Flood Hazard - FEMA
- Project Study Area
- Iredell Co. Parcels (2014)
- Geoenvironmental Sites of Concern



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

ENVIRONMENTAL FEATURES MAP
WIDEN US 21 TO A MULTI-LANE ROADWAY
FROM SR 1933 (PUMP STATION RD) TO JUST
NORTH OF THE OFFSET INTERSECTION
OF SR 1922 (SHUMAKER DR/SR 2171
(JANE SOWERS RD) AND US 21

IREDELL COUNTY
STIP PROJECT U-5799



By:
C ROWELLS

County:
IREDELL

Div: 12	STIP# U-5799
------------	-----------------

Date:
JANUARY 2019

Figure
2-2



Legend

- Church
- Cemetery
- Health Department
- NCDOT Bridge Locations
- 24K Hydrography
- U-5799 Centerline
- Major Waterbodies
- Wetlands - NWI
- Flood Hazard - FEMA
- Project Study Area
- Iredell Co. Parcels (2014)
- Geoenvironmental Sites of Concern



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

ENVIRONMENTAL FEATURES MAP
WIDEN US 21 TO A MULTI-LANE ROADWAY
FROM SR 1933 (PUMP STATION RD) TO JUST
NORTH OF THE OFFSET INTERSECTION
OF SR 1922 (SHUMAKER DR/SR 2171
(JANE SOWERS RD) AND US 21

IREDELL COUNTY
STIP PROJECT U-5799



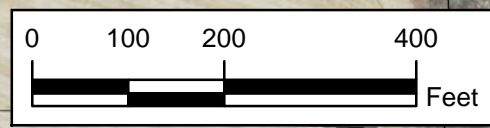
By:
C ROWELLS

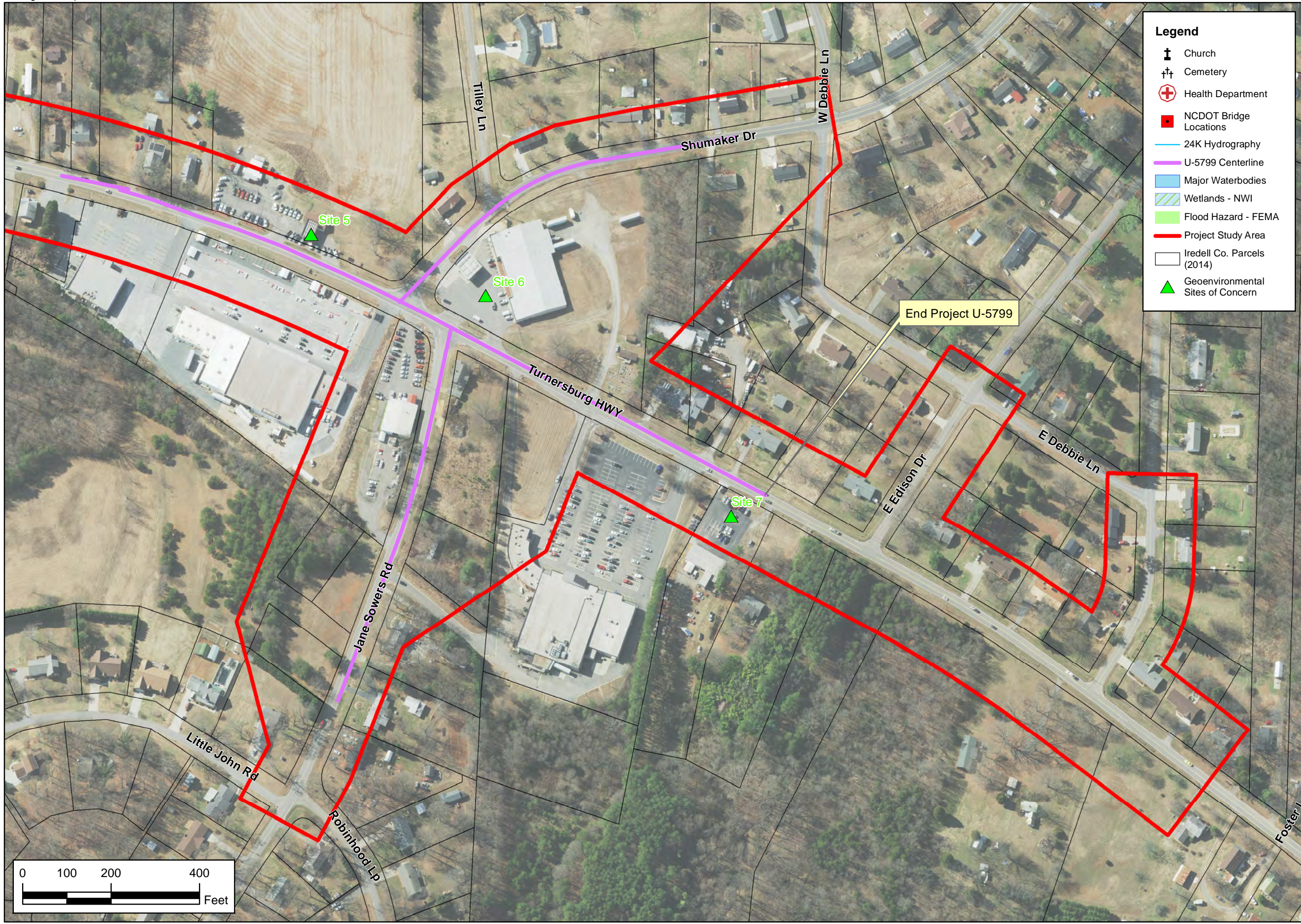
County:
IREDELL

Div: 12	STIP# U-5799
------------	-----------------

Date:
JANUARY 2019

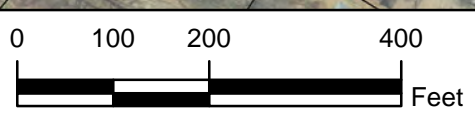
Figure
2-3





Legend

- Church
- Cemetery
- Health Department
- NCDOT Bridge Locations
- 24K Hydrography
- U-5799 Centerline
- Major Waterbodies
- Wetlands - NWI
- Flood Hazard - FEMA
- Project Study Area
- Iredell Co. Parcels (2014)
- Geoenvironmental Sites of Concern



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

ENVIRONMENTAL FEATURES MAP
WIDEN US 21 TO A MULTI-LANE ROADWAY
FROM SR 1933 (PUMP STATION RD) TO JUST
NORTH OF THE OFFSET INTERSECTION
OF SR 1922 (SHUMAKER DR/SR 2171
(JANE SOWERS RD) AND US 21

IREDELL COUNTY
STIP PROJECT U-5799



By:
C ROWELLS

County:
IREDELL

Div: 12	STIP# U-5799
------------	-----------------

Date:
JANUARY 2019

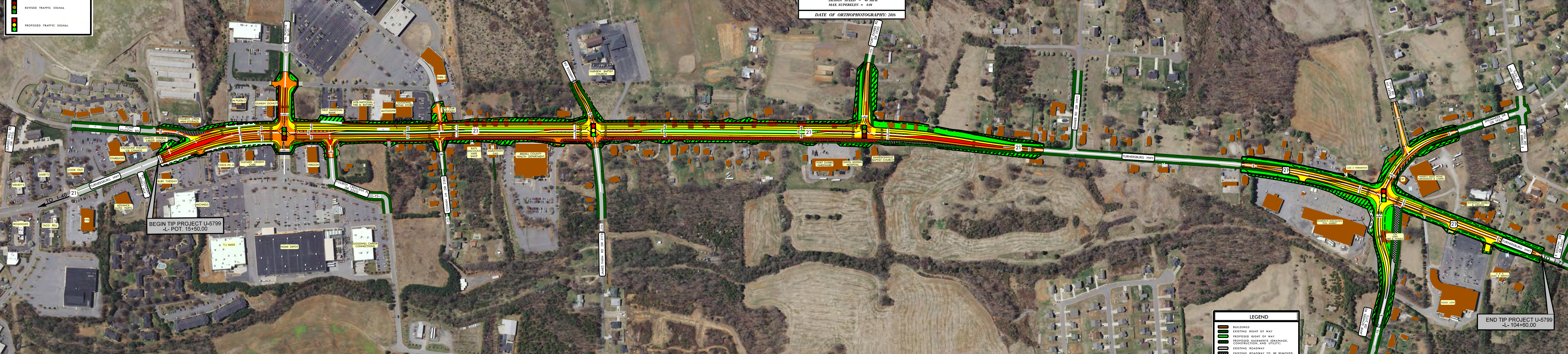
Figure
2-4

PUBLIC MEETING MAP
PROJECT U-5799
IREDELL COUNTY
ALTERNATIVE 1 (WEST SIDE WIDENING)
PROPOSED WIDENING OF US 21
FROM PUMP STATION RD TO FORT DOBBS RD
ROLL 1 OF 1
 NOVEMBER 2018

DESIGN DATA
 FUNCTIONAL CLASSIFICATION = MINOR ARTERIAL
 DESIGN SPEED = 40 MPH
 MAX. SUPERELEV. = 0.04
 DATE OF ORTHOPHOGRAPHY: 2016

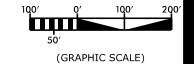
LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION AND UTILITY)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED ISLAND, CURB AND GUTTER, SIDEWALK
- PRESENT ADT
- FUTURE ADT
- PROPERTY LINES
- GEOENVIRONMENTAL SITES OF CONCERN
- REVISED TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL



LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION AND UTILITY)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED ISLAND, CURB AND GUTTER, SIDEWALK
- PRESENT ADT
- FUTURE ADT
- PROPERTY LINES
- GEOENVIRONMENTAL SITES OF CONCERN
- REVISED TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL



PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION
 INCOMPLETE PLANS
 DO NOT USE FOR CONSTRUCTION

Figure 3

17-04-0027



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-5799	County:	Iredell
WBS No.:	44371.1.1	Document Type:	
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	Yes X No	Permit Type(s):	
Project Description: Widen US 21 from SR 1933 (Pump Station Road) to SR 1930 (Fort Dobbs Road) and realign intersection of SR 1922 (Shumaker Drive)/ SR 2171 (Jane Sowers Road)/ US 21 in Statesville (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 21 April 2017 and yielded no NR, SL, DE, SS, or LD properties in the Area of Potential Effects (APE). Iredell County current GIS mapping, aerial photography, and tax information indicated a developed APE with mostly residential and some commercial, governmental, and church resources built from the 1880s to the 2000s (viewed 21 April 2017). Approximately 70% of the commercial resources date to the 1980s-2000s, while about 80% of the residential resources date to the 1920s-1950s. Most are unexceptional, and some are altered, examples of their types. As the project is state funded, only GS 121-12(a) applies. Should the project acquire Federal involvement, a residential property dating to the 1880s, as well as historic district possibilities should be evaluated. Constructed between the 1950s and the present, Bridge Numbers 68, 137, 142, and 177 are not eligible for the National Register as they are neither technologically nor aesthetically significant. While not NR-eligible, two church cemeteries are noted in the APE: Davidsonville Baptist Church (PIN: 4746403816) and Fairview Baptist Church (PIN: 4745392475). Google Maps "Street View" confirmed the presence and relative placement of historic architectural and landscape resources in the APE (viewed 21 April 2017).

No architectural survey is required for the project as currently defined.

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: APE equates with the study area currently established for the project. The comprehensive county architectural survey (1976-1977) and later studies identified no properties in the APE (Ruth Little-Stokes, *An Inventory of Historic Architecture: Iredell County* ([City of Statesville,NC]: City of Statesville, et al., 1978)). County GIS/tax materials and other visuals support the absence of significant architectural and landscape resources in the APE subject to GS 121-12(a). No National Register-listed properties are located within the APE.

The project is compliant with North Carolina General Statute 121-12(a). Should the project require Federal funding, permits, or licenses, please notify NCDOT Historic Architecture because review under Section 106 of the National Historic Preservation Act then will be required. Should the project limits or design change, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- **NO SURVEY REQUIRED**

Vanessa C. Patrick
NCDOT Architectural Historian

24 April 2017
Date

U-5799, Iredell County
WBS No. 44371.1.1
Tracking No. 17-04-0027

17-04-0027

**NO ARCHAEOLOGICAL SURVEY REQUIRED FORM**

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

**PROJECT INFORMATION**

Project No: **U-5799** County: **Iredell**
 WBS No: **4437.1.1** Document: **State EA/FONSI**
 F.A. No: **na** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **na**

Project Description: The North Carolina Department of Transportation (NCDOT) intends to widen US 21, Turnersburg Highway, in Statesville between SR 1930, Fort Dobbs Road and SR 1933, Pump Station Road to a multi-lane facility. Additionally, NCDOT intends to realign the intersection of US 21 with SR 1922 (Shumaker Drive)/SR 2171 (Jane Sowers Road). Preliminary design was not available at the time of the archaeological review, but a study area encompassing 114.5 acres (nearly 46.34 hectares) was submitted with the review request. For the purpose of the archaeological review this study area will be considered to be the area of potential effects (APE). It should be noted that the project, as currently proposed involves no federal action (such as funding or permitting).

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

A review of the site maps and files archived at the North Carolina Office of State Archaeology (OSA) was conducted on May 4, 2017. According to mapping on file at OSA, at least one site, 31ID140, falls within the proposed APE. This small collection of prehistoric projectile points was recorded in 1984 as part of a school project and was never assessed; though aerial photography of the general area suggests that the site location falls within the vicinity of a few residential properties. Two additional archaeological sites, 31ID290 and 31ID291, are located immediately adjacent or near the proposed APE. Site 31ID290, was recorded as the Allison Cemetery, as well as the location of a handful of lithic artifacts and one projectile point. This site was not considered eligible for the National Register as an archaeological resource, and the cemetery was moved to accommodate commercial development. No site form was submitted for site 31ID291, nor was a site form submitted for another nearby site, 31ID187. Neither of these sites should be impacted by the current project in any case.

An examination of the data presented on the North Carolina State Historic Preservation Office HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) reveals only one historic property within the same radius: Bridge No. 177 over Fourth Creek (ID0900). It is worth noting that the Fort Dobbs State Historic Site is located over a mile west of the current project area. No National Register of Historic Places-listed or eligible properties are located within the archaeological APE, nor are any previously recorded cemeteries (other than the Allison Cemetery, which was relocated).

An examination of soils in Iredell 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: Clifford-Urban land complex, 2 to 10 percent slopes (CrC); Tomlin sandy clay loam, 2 to 6 percent slopes, moderately eroded (ToB2); Tomlin sandy clay loam, 6 to 10 percent slopes, moderately eroded (ToC2); Tomlin sandy clay loam, 10 to 15 percent slopes,

17-04-0027

moderately eroded (ToD2); Tomlin-Urban land complex, 2 to 10 percent slopes (TuC); Udorthents, loam, 0 to 25 percent slopes (UdE); Udorthents-Urban land complex 0 to 45 percent slopes (UmF); and Urban land (Ur).

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 permits, further consultation will be required.

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

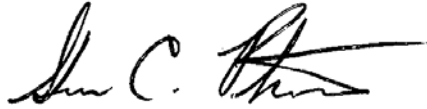
Most of the entire proposed APE appears to have been significantly altered by the construction of transportation facilities and local development, as can be seen in the character of the documented soil types for the area. None of that area appears to be likely to exhibit intact archaeological resources. In any case, compliance with Section 106 of the National Historic Preservation Act is not required in the absence of a federal action.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

May 12, 2017

Date