

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	<u>U-6022</u>
WBS Element	<u>47148.1.1</u>
Federal Project No.	<u>BGANY-0507(011)</u>

- A. Project Description: The North Carolina Department of Transportation proposes to upgrade the traffic signal system in the Town of Fuquay Varina, Wake County as part of STIP Project U-6022. The project includes the installation of new infrastructure with approximately 24 miles of new fiber-optic cable (overhead and underground), 40 upgraded cabinets, one new hub cabinet, and the addition of three new Closed-Circuit Television (CCTV) cameras. The existing overhead signals and pedestrian signal equipment will be maintained. **See Figure 1** for a project location map.

This project will modernize and expand the existing traffic signal system and will take place within existing right-of-way and public utility easements. The existing cabinets will be replaced and whenever possible, the current location and mounting method of the cabinet will be maintained. Overhead and underground cables will be placed on existing poles or in existing underground conduit, where feasible. The North Carolina Department of Transportation (NCDOT) is coordinating with the utility providers on this project. The project is currently scheduled for utilities in State Fiscal Year (SFY) 2022 with construction following in SFY 2023.

Project impacts are anticipated to be minor as the system is versatile and capable of avoiding or minimizing environmental impacts in most locations. Minimally invasive directional boring will be used where needed. As a result, significant environmental effects are not anticipated from this project.

- B. Description of Need and Purpose: The purpose of the project is to modernize the existing computerized traffic signal system. Modernization of the traffic signal system will improve the effectiveness and efficiency of the roadway network by improving traffic signal timing.

- C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

- D. Proposed Improvements:

8. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
21. Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locators, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.
22. Projects, as defined in 23 U.S.C. 101, which would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures,

and transit maintenance facilities. Portion of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operation right-of way.

E. Special Project Information:

Community Resources

A Community Studies Memorandum was prepared in June 2019. The project will comply with Americans with Disabilities Act (ADA) requirements and best practices for pedestrian accessibility within public rights-of-way. The NCDOT Resident Engineer will coordinate with the NCDOT Division of Bicycle and Pedestrian Transportation and Work Zone Safety Program to ensure that temporary and permanent improvements do not physically block pedestrian paths/ramps and that pedestrian detours or re-routing of sidewalks during construction comply with ADA standards and best practices.

Cultural Resources

A No Archaeological Survey Required Form was completed by NCDOT Archaeology Group on June 4, 2019 (see attachment). The area of potential effects (APE) is contained within existing disturbed right-of-way along existing roadways and it is unlikely that intact archaeological deposits will be impacted by the project. In the unlikely event that archaeological remains are encountered during the signalization upgrade project, work will cease in that area and the NCDOT Archaeology Group will be notified immediately.

Historic architectural resources are present within the project study area. Project improvements primarily consist of replacing existing signal system equipment in the same location within right-of-way/easements. The project will not impose any adverse effects on significant resources. The NCDOT Historic Architecture and Landscapes Group completed a No Historic Properties Present or Affected Form on August 19, 2019 and concluded that no significant historic architectural properties will be affected by this project.

Tribal Coordination

The project falls within a county in which a federally recognized Tribe, the Catawba Indian Nation, has expressed an interest in ground disturbing activities. The Catawba Indian Nation was notified about the project. In a letter dated August 29, 2019 they indicated that they have no immediate concerns with the project and requested to be notified if Native American artifacts and/or human remains are located during the ground disturbance phase of the project.

Hazardous Materials

Ground disturbing activities will take place within existing right-of-way and there are no anticipated impacts to hazardous material sites. Any contaminated soil encountered during construction is anticipated to be minimal.

Section 4(f)/Section 6(f)

There are several community park facilities and historic architectural resources located adjacent to the project as well as the Fuquay-Varina Recreation Center at South Park, which received funding from the Land and Water Conservation Fund (LWCF) in 1980. While potential Section 4(f) and 6(f) resources are within the project study area, impacts to these resources are not anticipated.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
<p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> • If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required. • If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G. 				
PROJECT IMPACT THRESHOLDS (FHWA signature required if any of the questions 1-7 are marked “Yes”.)			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.				
Other Considerations			Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	<input checked="" type="checkbox"/>	<input 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"/>	

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input type="checkbox"/>	<input checked="" 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, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<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	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	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"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

#8: Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?

The US Fish and Wildlife Service has revised the previous programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known in 22 counties, but may potentially occur in 8 additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30 current known/potential counties shown on Figure 2 of the PBO at this time. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where STIP Project U-6022 is located.

#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)?

The project is located within the Cape Fear River and Neuse River basins. Streams with buffers occur only in the Neuse River watershed, as the portion of the study area that is within the Cape Fear watershed occurs below the limits of the Jordan Lake watershed buffer. Potential impacts to protected stream buffers will be determined once a final alignment/design has been determined.

H. Project Commitments:

NCDOT PROJECT COMMITMENTS

STIP Project No. **U-6022**
Town of Fuquay-Varina Construct Townwide ITS/Signal System Project
Wake County
Federal Aid Project No. BGANY-0507(011)
WBS Element 47148.1.1

Community Resources (NCDOT Division 5 Construction)

The project will comply with Americans with Disabilities Act (ADA) requirements and best practices for pedestrian accessibility within public rights-of-way. The NCDOT Resident Engineer will coordinate with the NCDOT Division of Bicycle and Pedestrian Transportation and Work Zone Safety Program to ensure that temporary and permanent improvements do not physically block pedestrian paths/ramps and that pedestrian detours or re-routing of sidewalks during construction comply with ADA standards and best practices.

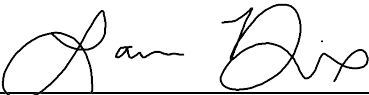
Cultural Resources (NCDOT Division 5 Construction)

If archaeological resources (Native American artifacts and/or human remains) are encountered during project construction, work will cease in that area and the NCDOT Archaeology Group and the Catawba Indian Nation will be notified immediately. No storage of materials or equipment, tree removal, or extensive trimming of vegetation should occur within the boundaries of any significant historic architectural resources.

I. Categorical Exclusion Approval:

STIP Project No. U-6022
WBS Element 47148.1.1
Federal Project No. BGANY-0507(011)


Prepared By:

09/22/2021
Date 
Lauren Dix
Atkins (Consultant)

Prepared For:

NCDOT Division of Highways

Reviewed By:

9/23/2021
Date 
Melanie Nguyen, PE, Project Manager
North Carolina Department of Transportation



Approved

- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.

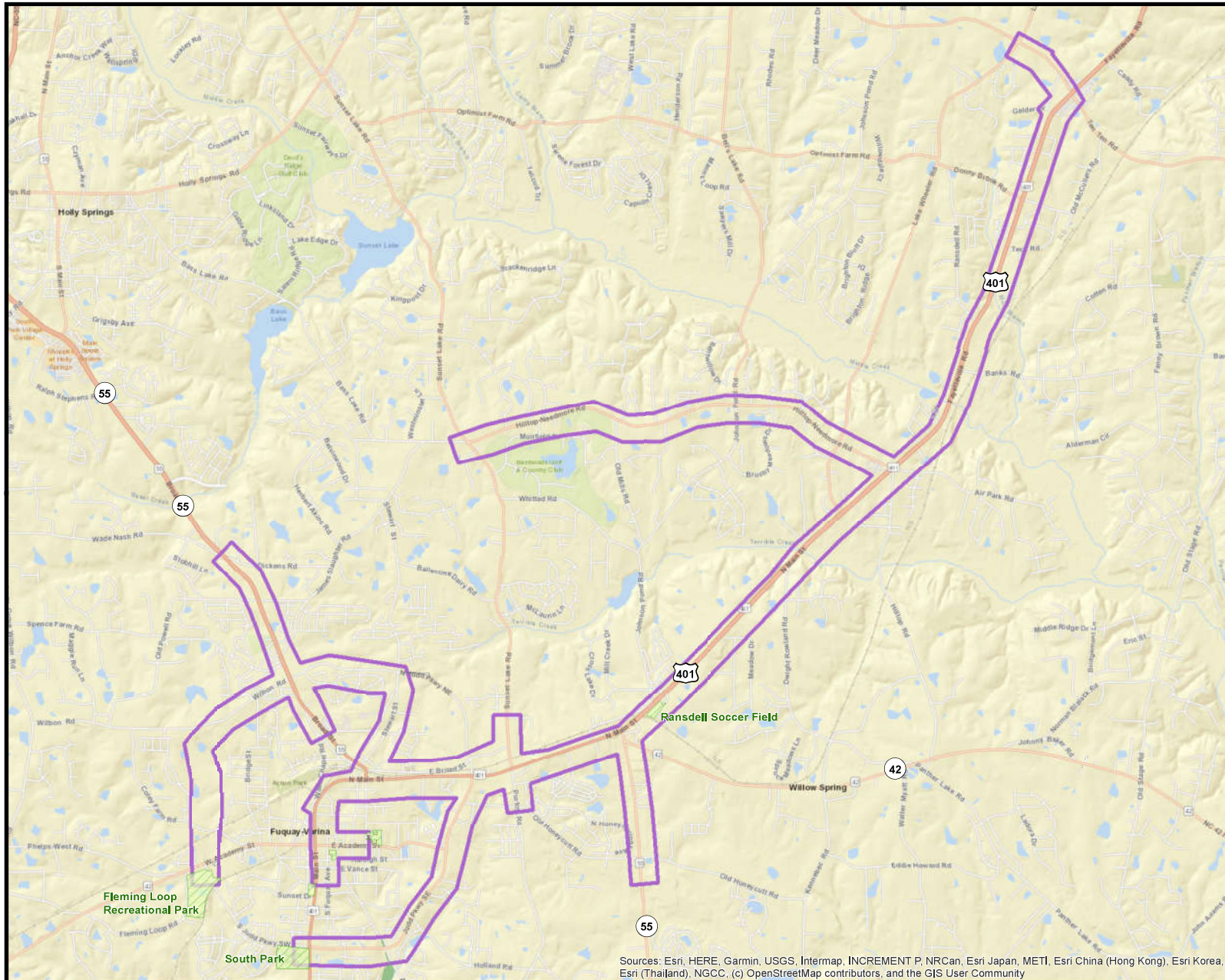


Certified

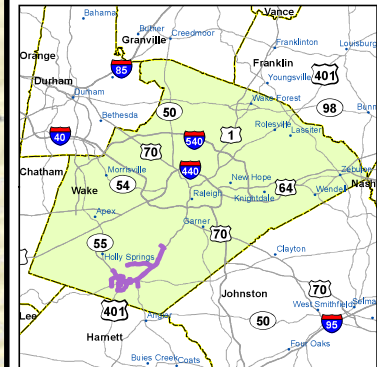
- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

9/23/2021
Date

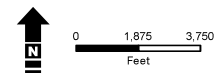

Colin Mellor, Team Lead
North Carolina Department of Transportation Environmental Policy Unit



- Legend**
- Project Study Area
 - Parks
 - Greenways
 - Open Space



PROJECT VICINITY



Source: ESRI, NCDOT, Wake County, NCOneMap, Town of Fuquay-Varina.

Fuquay-Varina Town-wide Closed Loop Signal System



TIP PROJECT NO. U-6022;
STATE PROJECT NO. 47148.1.1
Wake County, North Carolina

PROJECT LOCATION

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

FIGURE 1



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-6022** County: **Wake**
 WBS No: **47148.1.1** Document: **Federal CE**
 F.A. No: **BGANY-0507(011)** Funding: State Federal

Federal Permit Required? Yes No Permit Type: **USACE**

Project Description: The North Carolina Department of Transportation (NCDOT) Division 5 intends to improve the existing traffic signal system in the Town of Fuquay-Varina (Wake County) by constructing a Town-wide Closed Loop System. The project includes installation of 24 miles of new fiber cable (overhead and underground), 41 upgraded cabinets, and three new CCTV cameras. The project will take place primarily within existing right of way. In some locations, the improvements (poles, conduit, pull boxes) may be placed within an existing Public Utility Easement (PUE). The PUE is located between the roadway and existing poles/utilities. No new right of way or easements are required for this project. New signals will not be constructed at previously unsignalized intersections and the existing signals will be retained, where possible. This project will simply modernize the existing system. The existing cabinets will also be replaced. Whenever possible, the current location and mounting method of the existing cabinet will be maintained. Two locations have pole-mounted cabinets, and these will remain pole-mounted. The majority of the new overhead cables will be placed on existing poles. In some locations, underground cable/conduit may be required. Any underground cable/conduit will be installed with less intrusive horizontal directional drilling. In coordination with the project engineers, an area of potential effects (APE) was established for the project as described. This APE is estimated to encompass 307.4 acres (slightly more than 124.4 hectares).

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:

The review of the site maps and files archived at the North Carolina Office of State Archaeology was conducted on April 16, 2019. A relatively large number of archaeological sites have been identified within a .5-mile radius of the APE as currently proposed (including, but not limited to 31WA428, 31WA946, 31WA950-953, 31WA955-956, 31WA1031, 31WA1457-1458, 31WA1477, 31WA1821-1822, 31WA1825-1826, 31WA1828-1831, 31WA1838-1839, 31WA1851, 31WA1853, 31WA1860-1861, 31WA1863-1864, 31WA1865, 31WA1879, 31WA1888, 31WA1891, 31WA1900, 31WA1954, 31WA198531WA2132, 31WA2134, 31WA2015-2017).

Archaeological investigations were undertaken along a segment of the current APE as part of the widening of US 401 between NC 55 and SR 2753 (Robinson 1991). Five archaeological sites were identified through archaeological survey along US 401. Four of these sites were characterized as plow-disturbed scatters of prehistoric materials (some with a handful of historic materials as well). The remaining site, 31WA953, was identified as a scatter of late-nineteenth or early twentieth century artifacts associated with a small residence. None of these sites were considered to be archaeologically significant.

Under the auspices of the 2009 Programmatic Agreement between the United States Federal Highway Administration, the North Carolina State Historic Preservation Office, and NCDOT, a review of the proposed replacement of Bridge No. 444, on Wade Nash Road to the west of the current APE was conducted by NCDOT staff archaeologist, Damon Jones. While he noted archaeological resources in the vicinity along the unnamed tributary to Basal Creek, Jones determined that the proposed project was unlikely to significantly impact archaeological resources outside the disturbed areas along SR 1113. A No Survey Required form was issued on December 9, 2011 (PA No. 11-11-0052).

In 2017, researchers on staff with Archaeological Consultants of the Carolinas, Inc., investigated a 78-acre tract slated for development along SR 1393, Hilltop Needmore Road (Parker and Reid 2017). Five sites were investigated in their project area including three multi-component scatters of material that were not considered to be archaeologically significant (31WA2014-2015, 31WA2017). A collection of historic-period (nineteenth and twentieth century) structures associated with a farmstead on the property was designated site 31WA2016, but was not considered to be eligible for the National Register of Historic Places (NRHP). One site, 31WA1865, with Early Archaic and Early/Middle Woodland components, was considered to exhibit enough evidence for further investigation before determining NRHP-significance, and thus, remained unassessed at the end of the 2017 study.

An examination of the data presented on the North Carolina State Historic Preservation Office HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) reveals a large number of recorded historic property locations within .5-mile of the proposed project. Most of the historic properties within this radius are associated with resources listed on the NRHP including: the Dr. L. J. Faulhaber Farm (WA4811); the J. Beal Johnson House (WA0566); the Jones-Johnson-Ballentine Historic District (WA0723); the Kemp B. Johnson House (WA0567); the Fuquay-Varina Woman's Club Clubhouse (WA4420); the Fuquay Springs High School (WA0486); the Fuquay Springs Teacherage (WA4422); the Fuquay Springs Historic District (WA4076; WA7248); and the Brown Tobacco Company Redrying & Storage Facility (WA6544). While a large number of historic properties that are not associated with the previously mentioned historic districts within a .5-mile radius of the proposed project, a few are located in the immediate vicinity to the project footprint including: the former location of McCullers Crossroads (WA1237); historic houses and former house locations (WA0464-0468, WA0471, WA0482, WA0497-0498, WA0524, WA0555, WA0560, WA1118, WA1229, WA7106-7110, WA4772, WA6538, WA-R145), the James Suggs House (0591); a historic store (WA0594); Yancey Farm (WA0589); the Edward-Sexton House (WA0573); the Rufus and Lena Sexton House (WA0572); the former location of the Archie Johnson House (WA0568); a historic farm (WA0587); the Varina Knitting Company (WA0472); the Farmers Exchange Commission Building (WA0476); the Weaver House (WA0469); Ann Aikens House (WA0470); the Norfolk and Southern Depot (WA0452); Union Station (Durham and Southern Depot) (WA0451); Lindsay Heights (WA6534); Fuquay Varina Methodist Church (WA4206); Chevrolet Auto Dealership Building (WA0519); Ford Auto Dealership Building (WA0504); Commercial Buildings (WA0495-0496); and the Geraldine and Roy Tilley House (WA4852). Adjacent cemeteries include Stephen's Cemetery, the Smith-Sexton Family Cemetery, the Arthur Norris Family Cemetery, St. Augusta's Cemetery, Greenlawn Memorial Cemetery, and the Utley-Nash Family Cemetery.

An examination of soils in Wake 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: Altavista fine sandy loam, 0 to 4 percent slopes, rarely flooded (AaA); Bibb sandy loam, 0 to 2 percent slopes, frequently flooded (BbA); Cecil sandy loam, 6 to 10 percent slopes (CeC); Cecil-Urban land complex, 2 to 10 percent slopes (CfC); Chewacla and Wehadkee soils, 0 to 2 percent slopes, frequently flooded (ChA); Dothan loamy sand, 0 to 2 percent slopes (DoA); Dothan loamy sand, 2 to 6 percent slopes (DoB); Dothan-Urban land complex, 0 to 6 percent slopes (DuB); Fuquay loamy sand, 0 to 6 percent slopes (FrB); Fuquay-Urban land complex, 0 to 6 percent slopes (FuB); Goldsboro sandy loam, 0 to 2 percent slopes (GoA); Gritney sandy loam, 6 to 10 percent slopes (GrC); Nanford silt loam, 15 to 25 percent slopes (NaE); Pacolet sandy loam, 6 to 10 percent

slopes (PaC); Pacolt sandy loam, 10 to 15 percent slopes (PaD); Pacolt sandy loam, 15 to 25 percent slopes (PaE); Pacolt-Urban land complex, 10 to 15 percent slopes (PbD); Rains sandy loam, 0 to 2 percent slopes (RaA); Urban land (Ur); and Wedowee sandy loam, 10 to 15 percent slopes (WeD).

No further archaeological investigations are required for the project within the area established as the APE for the project as it is currently described. Should the project change to expand outside existing disturbed ROW or the existing easements for power-lines, further review will be necessary. In the unlikely event that archaeological remains are encountered during the highway widening, 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:

A large number of archaeological resources and historic properties have been documented in the vicinity of the proposed project, as has been briefly sketched above. But, the vast majority of the proposed project includes installing cables, cabinets, or cameras within existing disturbed ROW. Much of these additions will be run as overhead cables and will include no ground disturbance. In a few locations underground cable will be added within existing disturbed ROW. In areas where no ROW is available, poles, conduit, and pull boxes will be placed within existing PUE. Thus, even in the proximity of known archaeological and historic resources, the project will not extend outside areas that have been severely disturbed by previous construction, maintenance and utilities work. No archaeological sites of significance are expected to be impacted by the project as currently proposed.

References Cited:

Parker, K. and D. Reid

2017 *Phase I Archaeological Investigations in the Proposed Falco Development Tract, Wake County, North Carolina*. Ms. On file, Office of State Archaeology, North Carolina Department of Natural and Cultural Resources, Raleigh.

Robinson, K. W.

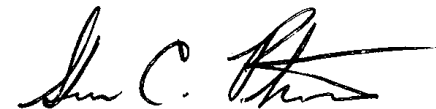
1991 *Archaeological Study, Widening of US 401 from NC 42-55 to SR 2753, Fuquay-Varina, Wake County, North Carolina, TIP No. 2416*. MS. On file, Environmental Analysis Unit, North Carolina Department of Transportation, Raleigh.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Other: soil map, cable layout mapping, signal system overview map

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

June 4, 2019

Date

19-04-0015



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-6022	County:	Wake
WBS No.:	47148.1.1	Document Type:	CE
Fed. Aid No:	BGANY-0507(011)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
<u>Project Description:</u> Update ITS/Signal System in Town of Fuquay Varina			

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.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

Date of field visit: n/a

Description of review activities, results, and conclusions:

Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on April 18, 2019. The updates will take place in the vicinity of the Varina Commercial Historic District (WA1195) and Fuquay Springs Teacherage (WA4422). The project will replace an existing pole with a pole that will be 5 feet taller at the intersection of Broad and North Ennis Streets. The pole is located just outside the district but visible from within the boundary. A pole mounted signal box in front of the Fuquay Springs Teacherage will be replaced with a pole mounted signal box of the same size. Neither the new pole nor the replaced signal box will change the characteristics of the district or the teacherage that make them eligible for NR listing. No historic properties will be affected by this project.

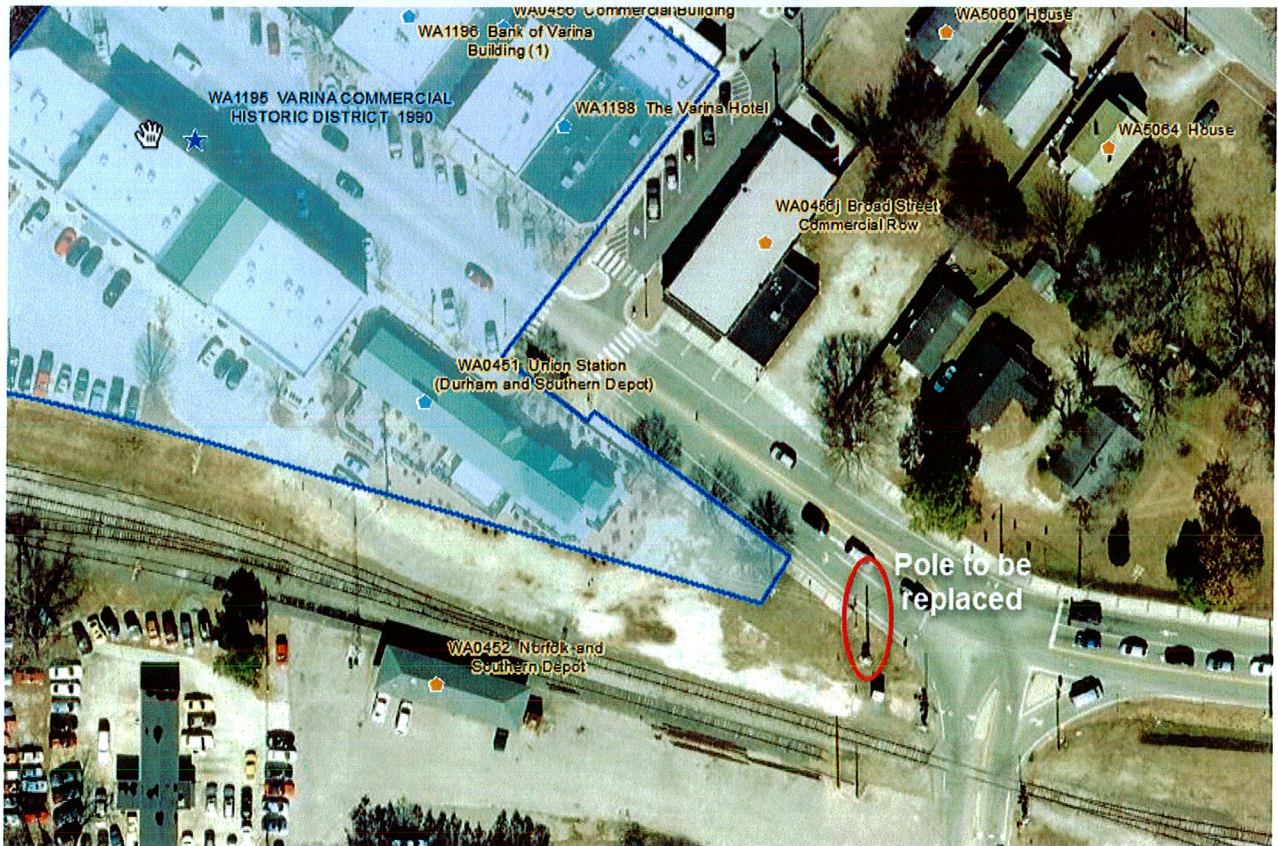
SUPPORT DOCUMENTATION

Map(s) Previous Survey Info. Photos Correspondence Design Plans
FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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

Shelby Reap
NCDOT Architectural Historian

Aug. 19, 2019
Date





Varina Commercial Historic District (WA1195)



Fuquay Springs Teacherage (WA4422)