

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	<u>U-6026</u>
WBS Element	<u>47150.1.1</u>
Federal Project No.	<u>STBG-0512(014)</u>

A. Project Description: The North Carolina Department of Transportation proposes to upgrade the traffic signal system in the Town of Knightdale, Wake County as part of STIP Project U-6026. The project includes the installation of new infrastructure with approximately 16 miles of new fiber-optic cable (overhead and underground), 27 upgraded cabinets, one new hub cabinet, and the addition of four new Closed-Circuit Television (CCTV) cameras (three new and one replacement). The existing overhead signals and pedestrian signal equipment will be maintained. See **Figure 1** for a project location map.

This project will upgrade 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 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 July 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 April 24, 2019 (see attachment). The area of potential effects (APE) is contained within significantly 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.

There are several historic architectural resources 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 July 23, 2019. They noted that no storage of materials or equipment, tree removal, or extensive trimming of vegetation should occur within the boundaries of any significant historic architectural resources (see attachment).

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. While these potential Section 4(f) resources are within the project study area, impacts to these resources are not anticipated. The Town of Knightdale Parks and Recreation Director was contacted in August of 2019 regarding the project and indicated that they have no concerns with the project. Land and Water Conservation (LWCF) funded sites within the project area were reviewed. There are no Section 6(f) resources located within the project study area.

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-6026 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 Neuse River Basin and subject to the Neuse River Buffer Rules. 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-6026**
Town of Knightdale Construct Townwide ITS/Signal System
Wake County
Federal Aid Project No. STBG-0512(014)
WBS Element 47150.1.1

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)

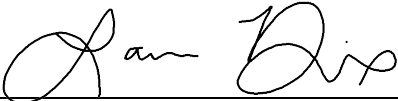
If archaeological resources (Native American artifacts and/or human remains) are encountered during project construction, work will cease in that area and the NCDOT Archaeology Group and the Catawba Indian Nation will be notified immediately. No storage of materials or equipment, tree removal, or extensive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

09/21/2021

I. Categorical Exclusion Approval:

STIP Project No. U-6026
WBS Element 47150.1.1
Federal Project No. STBG-0512(014)

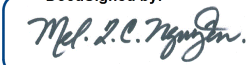
Prepared By:

09/21/2021
Date 
Lauren Dix
Atkins (Consultant)

Prepared For:

NCDOT Division of Highways

Reviewed By:

9/24/2021
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.

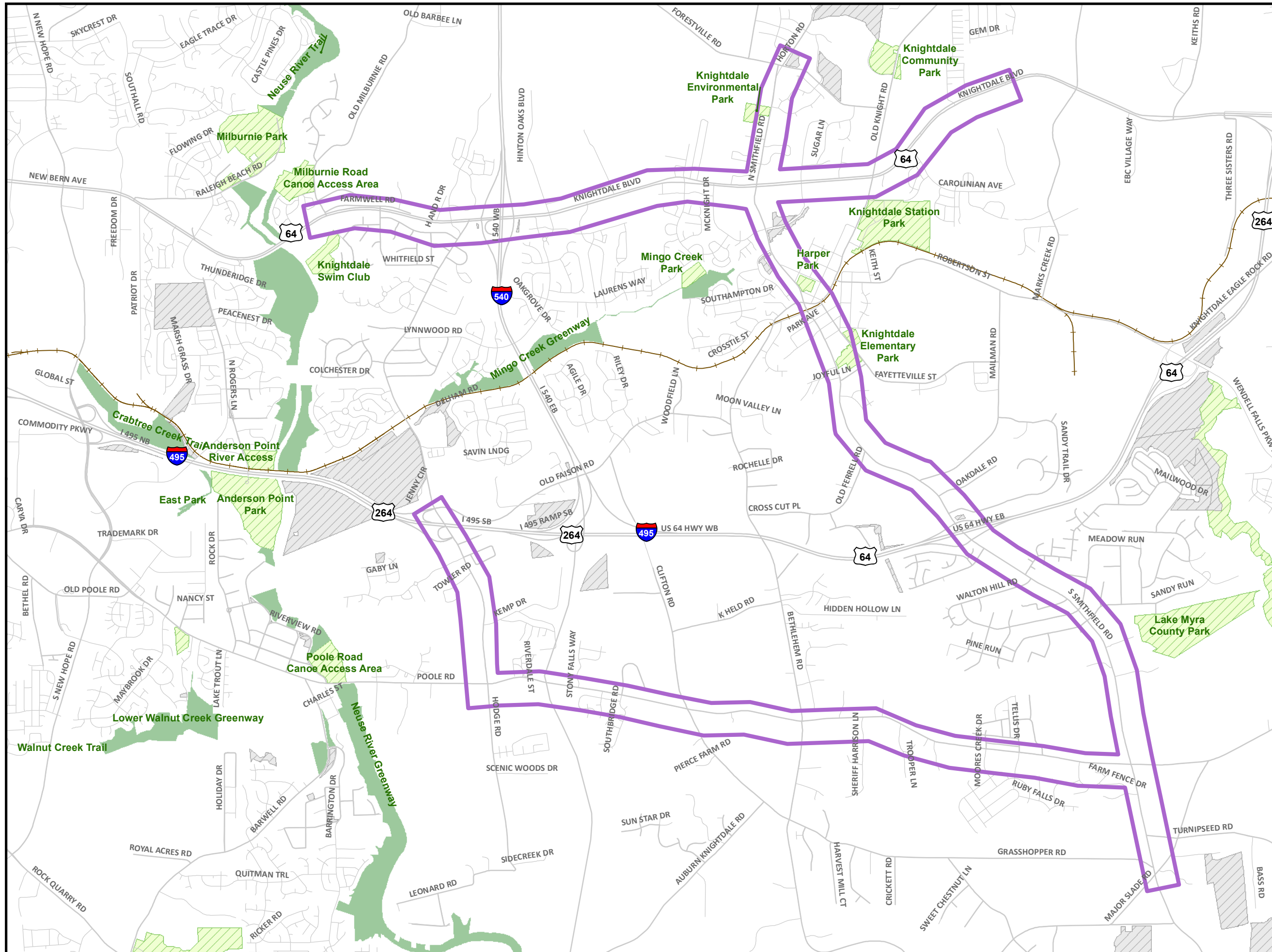


Certified

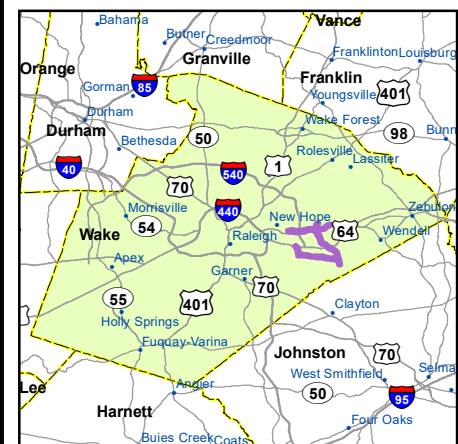
- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

9/27/2021
Date

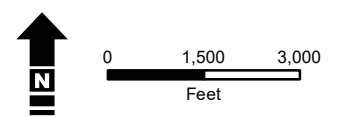

Colin Mellor, Team Lead
North Carolina Department of Transportation Environmental Policy Unit



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



PROJECT VICINITY



Source: ESRI, NCDOT, Wake County, City of Knightdale, NCOneMap.

Town of Knightdale Construct Townwide ITS/Signal System

TIP PROJECT NO. U-6026;
STATE PROJECT NO. 47150.1.1
Wake County, North Carolina



PROJECT LOCATION

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-6026** County: **Wake**
 WBS No: **47150.1.1** Document: **Federal CE**
 F.A. No: **STBG-0512(014)** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: ?

Project Description: The North Carolina Department of Transportation (NCDOT) intends to upgrade of the existing traffic signal system in the Town of Knightdale (Wake County) with new replacement signals (up to 27), installation of fiber optic cable (overhead and underground), upgraded cabinets, and the addition of three new CCTV cameras. The system upgrade will take place within existing right of way. New signals will not be constructed at previously unsignalized intersections. 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. In a few locations, a cabinet mounted to a pole may need to be relocated to a concrete base. The majority of the new overhead cables will be placed on existing poles. In a few locations, underground cable/conduit may be required. Any underground cable/conduit will be installed with less intrusive horizontal directional drilling. For the purposes of the archaeological screening, the area of potential effects (APE) is defined as existing right-of-way (ROW) along US 64 Business, SR 2233, SR 1007, and SR 2516, within the limits provided with the request for input. This APE encompasses an area of approximately 197.2 acres (more than 79.8 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 few archaeological sites have been recorded that fall partially within, or are located adjacent to, existing ROW in the project area. The prehistoric site 31WA494, which extends partially into the APE south of US 64 at the SR 2516 interchange, was determined not to be eligible for inclusion on the National Register of Historic Places (NRHP). Similarly, the cemetery north of ROW along SR 1007 and west of SR 4192 (31WA2095), was not considered to be NRHP-eligible. The cemetery identified as 31WA2128, to the west of SR 2233 and north of SR 2512, does not appear to have been assessed as an archaeological resource, but also does not appear to fall within existing ROW. The prehistoric site recorded as 31WA1595 to the north of US 64 Business and west of Hinton Oaks Boulevard has almost certainly been destroyed by commercial development in that area. The historic archaeological component (31WA1586) to the early 19th-century Georgian/Federal two-story house (WA0201) at the NRHP-listed Beaver Dam historic site, does not extend into the proposed APE.

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. Three NRHP-listed historic resources have been delineated adjacent the proposed APE; these properties include: previously mentioned Beaver Dam; the Henry H. and Betty S. Knight Farm (WA0220); and the Walnut Hill Historic District (WA4084). The Knightdale

Historic District (WA2052) and Oaky Grove (WA0267) fall within the .5-mile radius, but are not adjacent the proposed APE. In addition to the cemeteries previously mentioned as archaeological resources, other known cemeteries adjacent the proposed APE include the Bethlehem Baptist Church Cemetery and Malaby's Crossroad Baptist Church Cemetery. Neither of these cemeteries appear to extend into existing ROW.

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: Augusta fine sandy loam, 0 to 2 percent slopes, rarely flooded (AuA); Chewacla and Wehadkee soils, 0 to 2 percent slopes, frequently flooded (ChA); Dothan loamy sand, 2 to 6 percent slopes (DoB); Gritney sandy loam, 6 to 10 percent slopes (GrC); Helena sandy loam, 2 to 6 percent slopes (HeB); Rawlings-Rion complex, 2 to 6 percent slopes (RgB); Rawlings,-Rion complex, 6 to 10 percent slopes (RgC); Rawlings-Rion complex, 10 to 15 percent slopes (RgD); Urban land (Ur); Vance sandy loam, 2 to 6 percent slopes (VaB), Vance sandy loam, 6 to 10 percent slopes (VaC); Wake-Rolesville complex, 10 to 15 percent slopes, very rocky (WaD); Wake-Rolesville complex, 15 to 25 percent slopes, very rocky (WaE); Wedowee sandy loam, 2 to 6 percent slopes (WeB); Wedowee sandy loam, 6 to 10 percent slopes (WeC); Wedowee-Saw complex, 2 to 6 percent slopes ((WfB); Wedowee-Urban land complex, 2 to 6 percent slopes (WgB); and Wedowee-Urban land complex, 6 to 15 percent slopes (WgC).

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 signalization upgrade project, 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:

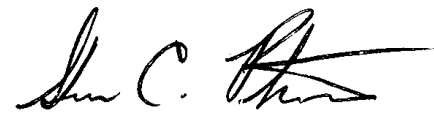
As noted above, the proposed APE is entirely contained within the significantly disturbed ROW along the associated roadways. It is very unlikely that intact archaeologically significant deposits will be impacted by the project as it is currently proposed.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

April 24, 2019

Date



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

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

PROJECT INFORMATION

Project No:	U-6026	County:	Wake
WBS No.:	47150.1.1	Document Type:	
Fed. Aid No:	STBG-0512(014)	Funding:	State <input type="checkbox"/> Federal <input checked="" type="checkbox"/>
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
Project Description: Upgrade existing traffic signal system in the Town of Knightdale with new replacement signals, installation of fiber optic cable (overhead and underground), replacement cabinets, and the addition of three CCTV cameras (no off-site detour proposed).			

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.)

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 22 March 2019 and yielded three NR (two of which are also LD), one DE, and two SL properties in the Area of Potential Effects (APE). The APE equates with the study area provided in the review request (see attached). The six resources of concern are: the NR-listed Henry H. and Bettie S. Knight Farm (WA0220, also LD), Beaver Dam (WA0201, also LD), and the Walnut Hill Historic District (WA4084); the study-listed Green Pines Historic District (WA7702) and Lockhart Elementary School (WA1917); and the NR-eligible Needham and Emily Jones House (WA1980). The comprehensive architectural surveys of the county (1988-91 and 2005-6) and related publication, as well as later studies, recorded those resources noted above (Kelly Lally, *The Historic Architecture of Wake County, North Carolina* (Raleigh: Wake County Government, 1994)). Google Maps "Street View" confirmed the presence and relative placement of architectural and landscape resources in the APE (viewed 22 March 2019).

Additional design information and a meeting with Atkins (Stephanie Gallagher) in June 2019 established that throughout the project area no new signals are to be introduced, the majority of cabinets will be replaced in place, most overhead cable will be installed on existing poles and

underground cable by minimally intrusive horizontal directional drilling. All proposed work is confined to the existing right-of-way. Specifically, new equipment will be introduced near only two of the six identified properties and outside their boundaries: new CCTV cameras and poles NE of the Green Pines Historic District and W of the Henry H. and Bettie S. Knight Farm and a new communication HUB cabinet NE of the historic district. A trench for underground cable is needed adjacent to but outside the boundary of the Walnut Hill Historic District. Overhead cable work will occur near, but not cross any of the properties. None of the proposed improvements will impose any adverse effects on the six properties. Thus, a finding of "no historic properties present or affected" will satisfy both Section 106 and GS 121-12(a) compliance requirements.

No storage of materials or equipment, or tree removal/extensive trimming of vegetation should occur within the boundaries of the identified resources.

**Should any aspect of the project 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 HISTORIC PROPERTIES PRESENT OR AFFECTED



NCDOT Architectural Historian


Date

U-6026, Wake County
WBS No. 47150.1.1
Tracking No. 19-03-0003