

## Type III Categorical Exclusion Action Classification Form

STIP Project No.	<b>U-6043</b>
WBS Element	46984.1.1
Federal Project No.	N/A

A. Project Description:

The North Carolina Department of Transportation (NCDOT) is proposing to add a continuous third eastbound through lane along US 29/US 74 (E. Franklin Boulevard) from approximately 1,550 feet east of SR 2200 (Cox Road) to 400 feet east of Lineberger Road, a total distance of 0.82 mile. The proposed project is located in Gastonia, Gaston County within NCDOT’s Division 12 and is included in NCDOT’s Final 2026-2035 State Transportation Improvement Program (STIP) (January 2026) as Project U-6043. Right of way acquisition and utility relocations for the project began in 2023 and are currently ongoing. State Minimum Criteria documentation was prepared for the project in March 2022; however, federal funding has been allocated to fund construction of the project and this Categorical Exclusion documentation has been prepared in accordance with the National Environmental Policy Act (NEPA). The project is currently scheduled for construction beginning in Fiscal Year 2026. The project study area and environmental features are shown on Figure 1 and Figure 2 in Appendix A.

B. Description of Need and Purpose:

The need for this project was first identified in the Gaston-Cleveland-Lincoln Metropolitan Planning Organization’s (GCLMPO’s) *Franklin Boulevard Corridor Study* (2007). The study identifies Franklin Boulevard in the project area as the City of Gastonia’s Eastern Gateway and recommends a typical section at Lineberger Road which includes six 12-foot-wide travel lanes. The proposed improvements are also included in the GCLMPO’s *Comprehensive Transportation Plan* (CTP) (2019), as well as the *2050 Metropolitan Transportation Plan* (MTP) (2022). The CTP Highway Map shows E. Franklin Boulevard in the project area as a “Needs Improvement” boulevard, and the CTP Highway Project Sheets recommend widening the facility to six lanes from Cox Road to Lineberger Road. The MTP recommends the addition of an eastbound lane on E. Franklin Boulevard from Cox Road to east of Lineberger Road as a 2035 Horizon Year highway project.

Currently there are three through lanes along eastbound E. Franklin Boulevard from the signalized Cox Road/Armstrong Park Road intersection to the signalized Home Depot Shopping Center driveway. However, immediately to the east of this driveway, the inside through lane becomes an extended left-turn lane (for approximately 1,100 feet) before dropping at the signalized Echo Road intersection. From Echo Road to the signalized Lineberger Road intersection, eastbound E. Franklin Boulevard has two lanes, before widening out to three lanes approximately 400 feet to the east of Lineberger Road. There are numerous commercial and retail establishments with direct entrances onto E. Franklin Boulevard in the project area.

The purpose of the project is to improve traffic flow and safety in the eastbound direction along E. Franklin Boulevard between the Cox Road/Armstrong Park Road and Lineberger Road intersections. As discussed above, eastbound E. Franklin Boulevard within the project limits currently has an inconsistent typical section that narrows from three through lanes down to two through lanes when one of the lanes becomes a left-turn only lane, which is inconsistent with driver expectations. These conditions force eastbound through traffic using the inside lane to shift lanes to the right, potentially unexpectedly due to the lack of proper signage, and have likely contributed to the above-average crash rates in the area. On either side of the project limits, eastbound E. Franklin Boulevard currently has three through lanes. In addition, westbound E. Franklin Boulevard within the project limits currently has three through lanes.

C. Categorical Exclusion Action Classification:

**Type III**

D. Proposed Improvements:

The Preferred Alternative for the proposed project will add a continuous third, 12-foot wide, eastbound through lane on Franklin Boulevard. Additionally, a 10-foot berm containing a 5-foot-wide concrete sidewalk is proposed along the south side of E. Franklin Boulevard (i.e. adjacent to the eastbound outside travel lane). Roadway drainage will be provided using concrete curb and gutter. Retaining walls are proposed to minimize impacts to adjacent businesses on the south side of E. Franklin Boulevard.

The westbound lanes on E. Franklin Boulevard will remain unchanged. The latest draft typical cross sections and plans for the Preferred Alternative are shown in Appendix B.

It is anticipated construction of the additional eastbound through lane and sidewalk will occur during both daytime and nighttime hours and traffic will be maintained on site. Lane closure is likely during some time periods; however, it is expected at least one through lane will be open in the eastbound direction at all times during construction and offsite detours will not be necessary.

E. Special Project Information:

**Preferred Alternative Impact Analysis**

Two alternatives were considered for the proposed E. Franklin Boulevard improvements. As discussed in Section D, Alternative 1 (Preferred) would add a continuous third eastbound through lane from approximately 1,550 feet east of SR 2200 (Cox Road) to 400 feet east of Lineberger Road as well as a 5-foot-wide concrete sidewalk within a 10-foot-wide berm on the south side of Franklin Boulevard.

Alternative 2 would also add a continuous third eastbound through lane from approximately 1,550 feet east of SR 2200 (Cox Road) to 400 feet east of Lineberger Road, but would provide a 10-foot-wide asphalt multi-use path located within a 15-foot-wide berm on the south side of Franklin Boulevard. Use of retaining walls to minimize impacts to adjacent businesses on the south side of E. Franklin Boulevard was included with both alternatives; however, Alternative 2 would have greater impacts to these businesses and their operations than Alternative 1 and, therefore, was eliminated from further consideration.

**Impacts to the Human Environment**

The Preferred Alternative will require new right-of-way and temporary construction easements along the south side of E. Franklin Boulevard, but there will be no residential or business relocations.

Cultural Resources

There are no structures over 50 years of age within the Area of Potential Effects (APE) for the proposed project, so NCDOT determined that no historic architectural resource survey is required. The *Historic Architecture and Landscapes No Survey Required Form* (dated September 5, 2018 and updated on February 1, 2022) is included in Appendix C. NCDOT also determined that no archaeology survey is required, and the *No Archaeological Survey Required Form* (dated December 28, 2018, and updated on February 2, 2022) is included in Appendix C.

Community Resources

No notably adverse community impacts are anticipated with the proposed project.

NCDOT Division 12 will coordinate with local emergency management officials regarding construction phasing and work zone traffic control plans, including the location and timing of any needed potential

detour routes, as early as possible so that any temporary access or accessibility needs for local Emergency Management Services may be accommodated.

If project construction is expected to occur during school months, NCDOT Division 12 will notify local schools' transportation officials of construction phasing and work zone traffic control plans, including the location and timing of detour routes should they be needed, as early as possible so that local schools may make temporary adjustments to bus routing and notify parents and attendees as necessary.

**Impacts to the Natural Environment**

Water Resources

As documented in the *U-6043 Addendum to the Natural Resources Technical Report* (April 2025), a total of four (4) jurisdictional streams, all classified as WS-V waters and warmwater streams, were identified within the study area. As well, one riparian wetland was identified in the study area. Streams and wetland are shown on Figure 2 in Appendix A. Based on the permit drawings developed for the project, a total 125 linear feet of permanent impacts and 43 linear feet of temporary impacts to these streams will be incurred by the project. A total 0.01 acre of impacts is expected within the wetland.

Based on potential wetland and stream impacts, it is anticipated that this project will be permitted using the United States Army Corp of Engineers (USACE) General Permit 50 and subsequent applicable water quality certification from NCDEQ.

Impacts to Endangered Species Act Protected Species

As documented in the *U-6043 Natural Resources Technical Report Addendum* (April 2025), the United States Fish and Wildlife Service (USFWS) Information for Planning and Consulting (IPaC) service lists the following federally protected species within the project study area, under the Endangered Species Act (ESA) (Table 3). For each species, a discussion of the presence or absence of habitat is included below along with the Biological Conclusion rendered based on survey results in the study area.

**Table 3. ESA Federally Protected Species Within the Study Area<sup>1</sup>**

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion <sup>2</sup>
<i>Glyptemys mulhenbergii</i>	Bog Turtle	T(S/A)	No	Not Required
<i>Perimyotis subflavus</i>	Tricolored Bat	PE	Yes	MA-NLAA
<i>Helianthus schweinitzii</i>	Schweinitz's Sunflower	E	Yes	MA-NLAA
<i>Danaus plexippus</i>	Monarch Butterfly	PT	Unknown	Not Required

<sup>1</sup>IPaC data checked on April 7, 2025; E – Endangered; T – Threatened; PE = Proposed Endangered; PT = Proposed Threatened; T(S/A) – Threatened due to Similarity of Appearance.

<sup>2</sup>MA-NLAA – May Affect, Not Likely to Adversely Affect.

**Tricolored Bat**

Biological Conclusion: May Affect, Not Likely to Adversely Affect

On September 14, 2022, the USFWS published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) as endangered under the ESA. As a result, NCDOT has requested a conference for the tricolored bat as the project may be ongoing after the effective date of any final listing rule, if one is published. Based on the information provided, the analysis above, and the commitments to minimize project impacts, the USFWS has determined that the proposed project will not jeopardize the continued existence of the tricolored bat. Additionally, the USFWS would concur with the NCDOT's determination that the project is not likely to adversely affect the tricolored bat should it become listed.

NCDOT has committed to implementing the following conservation measures:

1. Tree clearing will be avoided from April 1 - July 15.
2. Permanent lighting will be replaced, but additional permanent lighting will not be added to the action area.
3. To the maximum extent possible, culvert extension will occur outside of sensitive bat seasons (Summer occupancy = April 1 - July 15; Winter torpor = December 15 - February 15); should culvert work occur during those periods, the culvert will be inspected prior to work to ensure absence of roosting bats.
4. Blasting is not expected; however, should it occur, it will be conducted after tree clearing within the action area has occurred.

The USFWS believes the requirements under Section 7 of the ESA are fulfilled for the federally listed species discussed above. However, obligations under Section 7 must be reconsidered if: (1) new information reveals impacts of this proposed action may affect listed species or critical habitat in a manner not previously considered; (2) this proposed action is subsequently modified in a manner that was not considered in this review; or (3) a new species is listed, or critical habitat is determined that may be affected by the proposed action.

### **Schweinitz's sunflower**

Biological Conclusion: May Affect, Not Likely to Adversely Affect

Habitat surveys conducted for Schweinitz's sunflower on May 21, 2018, September 21, 2018, August 15, 2024, and March 25, 2025 identified suitable habitat within the project study area in the form of roadside rights-of-way, maintained power lines and edges of forests; however, no individuals of Schweinitz's sunflower were observed. A review of NC NHP records, updated September 2024, indicates no known Schweinitz's sunflower occurrences within the project study area. Based on the presence of suitable habitat and the absence of observed individuals or known occurrences, the Biological Conclusion for Schweinitz's sunflower is May Affect, Not Likely to Adversely Affect.

### **Dwarf-flowered heartleaf**

The Dwarf-flowered heartleaf (*Hexastylis nanaflorea*) is identified in the *U-6043 Natural Resources Technical Report Addendum* (April 2025) as a Threatened species, but has since been delisted.

### **Monarch Butterfly**

Biological Conclusion: Not Required

On December 12, 2024, the USFWS announced a proposal to list the Monarch butterfly (*Danaus plexippus*) as Threatened under the ESA. Upon listing, USFWS is expected to provide habitat description, area of influence/distribution range and limits of Critical Habitat for the Monarch butterfly. When this information is provided, it will help to inform NCDOT's determinations on habitat that could be impacted by NCDOT actions.

### **Bald and Golden Eagle Protection Act**

Golden eagles do not nest in North Carolina. A GIS assessment of the project study area, as well as the area within a 1.0-mile radius of the project limits, was performed on August 7, 2024. No water bodies large enough or sufficiently open to be considered potential feeding sources for bald eagles were identified. Since there was no foraging habitat within the review area, a survey for bald eagles was not conducted. Additionally, a review of the NC NHP database updated September 2024 revealed no known occurrences of this species within 1.0 mile of the project study area. Due to the lack of habitat, known occurrences, and minimal impact anticipated for this project, it has been determined that this project will not affect this species.

### Traffic Noise Impact Analysis

A traffic noise evaluation was performed and documented in the *U-6043 Traffic Noise Report* (January 2026). The traffic noise analysis determined there is no predicted impact on any noise receptors within the study area for this proposed highway project. Based on this preliminary study, traffic noise abatement is not likely. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project's design concept or scope.

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Categorical Exclusion (CE). NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers, and others.

### Public and Stakeholders Involvement

#### **Scoping Meeting (November 29, 2018)**

A scoping meeting was held on November 29, 2018, to receive stakeholder input on the proposed E. Franklin Boulevard widening project. Meeting attendees included representatives from the City of Gastonia, Gaston County, GCLMPO, and NCDOT Division 12. Stakeholders at the meeting discussed the following: surrounding conditions and other proposed area projects; the primary purpose and secondary benefits of widening E. Franklin Boulevard; typical section concepts and potential multimodal accommodations; imminent commercial development planned on the south side of E. Franklin Boulevard; hydraulic structures and drainage; environmental features; project schedule; and preliminary cost estimates.

#### **Project Newsletter (May 2019)**

An informational project newsletter was mailed to approximately 1,000 residents and business owners in the project area in May 2019. The newsletter contained information on the need for the project and its purpose, a conceptual description of potential road improvements, the project schedule, and an invitation to comment on the concepts by mail, email, or telephone. Twenty newsletter responses were received with topical comments ranging from general support for the project, support for a particular concept, whether or not multimodal improvements are needed, specific property impact questions, to miscellaneous suggestions about Duhart's Creek, extension of the project limits, and specific design suggestions. NCDOT responded to each commenter by letter or email.

#### **Project Webpage (May 2022)**

A project webpage was developed by NCDOT in May 2022. The availability of the page was announced via a second project newsletter distributed in May 2022. The page provided a forum to receive public comments, provided a project overview, discussed the project history, reviewed cost estimates, and provided schedule milestones. The latest project mapping was also provided on the website.

#### **Project Newsletter (May 2022)**

A second project informational newsletter was mailed to residents and business owners in the project area in May 2022. The newsletter announced the Preferred Alternative, provided updated information related to the project purpose, the project schedule and costs, and the typical section, as well as an overview of the project history. The newsletter also encouraged the public to review current project-related information on the project webpage ([www.publicinput.com/US29-74-Cox-Lineberger](http://www.publicinput.com/US29-74-Cox-Lineberger)), as well as to leave questions or comments via the project webpage address, e-mail address, or telephone number.

Cost Estimates

The cost estimates for the Preferred Alternative are shown below in Table 4.

**Table 4. Cost Estimates**

	Cost Estimates*			
	Right-of-Way	Utility Relocations	Construction	Total
<b>Preferred Alternative</b>	\$1,300,000	\$957,000	\$7,900,000	<b>\$10,157,000</b>

\*Cost estimates are from NCDOT's Final 2026-2035 STIP (January 2026) and are subject to change.

F. Project Impact Criteria Checklists:

<b>F3. Type III Actions</b>			
<p>For proposed improvement(s) that fit Type III Actions (<a href="#">NCDOT-FHWA CE Programmatic Agreement, Appendix C</a>), answer the questions below.</p> <ul style="list-style-type: none"> <li>• Qualified NCDOT staff will certify the Categorical Exclusion for FHWA review/approval.</li> <li>• If any questions are marked “Yes” then additional information will be required for those questions in Section G.</li> </ul>			
		Yes	No
1	Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)? (Source: NCDOT U-6043 NRTR Addendum [ <a href="#">U-6043 NRTR Addendum.pdf, 2025</a> ])	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)? (NCDOT U-6043 NRTR Addendum [ <a href="#">U-6043 NRTR Addendum.pdf, 2025</a> ])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition regarding human or natural environment impacts, on environmental grounds, following appropriate public involvement? (Source: NCDOT U-6043 Short Form CIA Addendum [ <a href="#">U-6043 Short Form CIA Addendum.pdf, 2022</a> ])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	[REDACTED]		
5	Does the project involve substantial residential or commercial displacements, or substantial right of way acquisition? (Source: NCDOT U-6043 Short Form CIA Addendum [ <a href="#">U-6043 Short Form CIA Addendum.pdf, 2022</a> ])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project “use” Section 4(f) property, and/or result in a <i>de minimis</i> determination? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the proposed project require a Land Use Scenario Assessment (LUSA) based on the NCDOT community studies screening tool? (Source: NCDOT U-6043 Short Form CIA Addendum [ <a href="#">U-6043 Short Form CIA Addendum.pdf, 2022</a> ])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Does the project impact anadromous fish spawning waters? (Source: NCDOT U-6043 NRTR Addendum [ <a href="#">U-6043 NRTR Addendum.pdf, 2025</a> ])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)? (Source: NCDOT U-6043 NRTR Addendum [ <a href="#">U-6043 NRTR Addendum.pdf, 2025</a> ])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters of the United States in any of the designated mountain trout streams? (Source: NCDOT U-6043 NRTR Addendum [ <a href="#">U-6043 NRTR Addendum.pdf, 2025</a> ])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains? No matter the effects determination detailed in Appendix G, list commitments (conditions) for the determination in Appendix I. (Source: NCDOT Historic Architecture and Landscapes No Survey Required Form [ <a href="#">U-6043 NoHistArchSurveyReq.pdf, 2018</a> ])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.? (Source: NCDOT U-6043 GeoEnvironmental Phase I Report [ <a href="#">U-6043 GeoEnvironmental Phase I Report.pdf, 2018</a> ])	<input checked="" type="checkbox"/>	<input type="checkbox"/>

15	Does the project require work encroaching and adversely effecting 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? (Source: NCDOT U-6043 Hydraulics Planning Report [ <a href="#">U-6043 Hydraulics Planning Report.pdf</a> , 2019])	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Areas of Environmental Concern (AEC)? (Source: NCDOT U-6043 NRTR Addendum [ <a href="#">U-6043 NRTR Addendum.pdf</a> , 2025])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Does the project require a US Coast Guard (USCG) permit? (Source: NCDOT U-6043 NRTR Addendum [ <a href="#">U-6043 NRTR Addendum.pdf</a> , 2025])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project involve Coastal Barrier Resource Act (CBRA) resources? (Source: NCDOT U-6043 NRTR Addendum [ <a href="#">U-6043 NRTR Addendum.pdf</a> , 2025])	<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? (Source: NCDOT U-6043 NRTR Addendum [ <a href="#">U-6043 NRTR Addendum.pdf</a> , 2025])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project impact federal lands (e.g., US Forest Service (USFS), US Fish and Wildlife Service (USFWS), etc.) or Tribal Lands? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness? (Source: NCDOT U-6043 Short Form CIA Addendum [ <a href="#">U-6043 Short Form CIA Addendum.pdf</a> , 2022])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Will maintenance of traffic or detours cause substantial disruption? (Source: NCDOT U-6043 Short Form CIA Addendum [ <a href="#">U-6043 Short Form CIA Addendum.pdf</a> , 2022])	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Is the project inconsistent with the NCDOT's federally approved 4-year STIP or NCDOT's BMIP, and where applicable, the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP)? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Does the project require the acquisition of lands under the protection of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, TVA, Tribal Lands, or other unique areas or special lands that were acquired in fee or assessment with public-use money and have deed restrictions or covenants on the property? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Is the project considered a Type I under the NCDOT's Noise Policy? (Source: NCDOT U-6043 Traffic Noise Report [ <a href="#">U-6043 Traffic Noise Report.pdf</a> ], 2026)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
28	Does the project impact VAD-enrolled property, or prime or important farmland soil, as defined by the Farmland Protection Policy Act (FPPA)? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional documentation as required from Section F; documentation should address the context and intensity (or severity) of the impact. (Required for all questions marked 'Yes.')

H Question #1 – Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?

Habitat surveys conducted for tricolored bat on August 15, 2024 identified suitable roosting habitat within the project study area in the form of trees greater than three inches in diameter. Three culverts within the study area were surveyed for evidence of tricolored bat presence, but none was observed. Based upon guidance from USFWS Asheville Field Office personnel, the Biological Conclusion for tricolored bat is May Affect, Not Likely to Adversely Affect for any counties within NCDOT Division 12. A review of NC NHP records, updated March 2022, indicates no known tricolored bat occurrences within 1.0 mile of the project study area.

On September 14, 2022, the USFWS published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) as endangered under the ESA. As a result, NCDOT has requested a conference for the tricolored bat as the project may be on-going after the effective date of any final listing rule, if one is published. Based on the information provided, the analysis above, and the commitments to minimize project impacts, the USFWS has determined that the proposed project will not jeopardize the continued existence of the tricolored bat. Additionally, the USFWS would concur with the NCDOT's determination that the project is not likely to adversely affect the tricolored bat should it become listed. NCDOT has committed to implementing the conservation measures listed in Section E (under Impacts to the Natural Environment/Endangered Species Act Protected Species) with respect to protection of the tricolored bat during and after project construction. The USFWS believes the requirements under Section 7 of the ESA are fulfilled for the federally listed species discussed above. However, obligations under Section 7 must be reconsidered if: (1) new information reveals impacts of this proposed action may affect listed species or critical habitat in a manner not previously considered; (2) this proposed action is subsequently modified in a manner that was not considered in this review; or (3) a new species is listed, or critical habitat is determined that may be affected by the proposed action.

Habitat surveys conducted for Schweinitz's sunflower on May 21, 2018, September 21, 2018, August 15, 2024, and March 25, 2025 identified suitable habitat within the project study area in the form of roadside rights-of-way, maintained power lines, and edges of forests; however, no individuals of Schweinitz's sunflower were observed. A review of NC NHP records, updated September 2024, indicates no known Schweinitz's sunflower occurrences within the project study area. Based on the presence of suitable habitat and the absence of observed individuals or known occurrences, the Biological Conclusion for Schweinitz's sunflower is May Affect, Not Likely to Adversely Affect.

On December 12, 2024, the USFWS announced a proposal to list the Monarch butterfly (*Danaus plexippus*) as Threatened under the ESA. Upon listing, the USFWS is expected to provide habitat description, area of influence/distribution range and limits of Critical Habitat for the Monarch butterfly. When this information is provided, it will help to inform NCDOT's determinations on habitat that could be impacted by NCDOT actions.

Question #14 - Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?

A *GeoEnvironmental Phase I Report* was prepared for the subject project in December 2018. The purpose of the report was to document sites of concern within the project study area that are or may be contaminated. Sites of concern may include, but are not limited to, underground storage tank (UST) sites, dry cleaning facilities, hazardous waste sites, regulated landfills and unregulated dumpsites. A total of four geoenvironmental sites of concern were identified within the U-6043 project study area. These sites generally consist of known or suspected UST sites and are shown on Figure 2 in Appendix A. The report notes that low monetary and scheduling impacts are anticipated as a result of these sites. Sites of concern identified in this report should be reviewed by the GeoEnvironmental Section once the Final Right-of-Way plans are complete to determine if Phase II Investigations and Right-of-Way Recommendations are necessary prior to right-of-way being acquired.

Question #15 - Does the project require work encroaching and adversely effecting 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?

As discussed in the *U-6043 Hydraulics Planning Report* (August 2019), there are three major hydraulic crossings within the project study area. The three major hydraulic crossings are listed in the table below, along with the stream associated with each crossing, the existing hydraulic structure, and the recommended hydraulic structure. The locations of the streams associated with each crossing are shown on Figure 2 in Appendix A.

Site No.	Stream Map ID	FEMA Flood Study	Existing Structure	Structure Condition	Recommended Structure
1	Duhart's Creek	Detailed Study	3 @ 8 ft x 6 ft RCBC	Fair	Retain
2	SC	Detailed Study	2 @ 6 ft x 8 ft RCBC	Fair	Retain and Extend
3	SA	No Study	1 @ 8 ft x 6 ft RCBC	Fair	Retain

The proposed project would impact one existing major hydraulic structure (i.e., Site No. 2 in the table above). The existing double-barrel 6-foot x 8-foot reinforced concrete box culvert (RCBC) accommodates an unnamed tributary to Duhart's Creek (identified as Stream SC on Figure 2 in Appendix A) beneath E. Franklin Boulevard. It is recommended that the existing culvert be retained and extended approximately 54 feet at the outlet. An additional 32 linear feet of stream bank stabilization will be necessary to accommodate the culvert extension, for a total of 86 linear feet of impact to Stream SC. Other impacts to jurisdictional streams identified in Table 1 in Section E are due to minor pipe extensions or stream bank stabilization.

Based on preliminary hydraulic analysis, the 100-year storm event is conveyed through the impacted culvert at major hydraulic Site No. 2. Since the FEMA floodplain associated with Duhart's Creek is parallel to the project corridor south of E. Franklin Boulevard (see Figure 2 in Appendix A), roadway widening may encroach into the 100-year floodplain which could result in the need for a Conditional Letter of Map Revision (CLOMR). The NCDOT Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), the delegated state agency for administering the Federal Emergency Management Agency's (FEMA's) National Flood Insurance Program, to determine the status of the project with regard to applicability of NCDOT's Memorandum of Agreement with FMP (dated April 22, 2013, modified August 12, 2016), or approval of a CLOMR and subsequent final Letter of Map Revision (LOMR). This project involves construction activities on or adjacent to FEMA-regulated streams in North Carolina. Therefore, Division 12 shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Question #27 - Is the project considered a Type I under the NCDOT's Noise Policy?

The proposed project is considered a Type I under NCDOT's Traffic Noise Policy. A traffic noise evaluation was performed and documented in the *U-6043 Traffic Noise Report* (January 2026). The traffic noise analysis determined there is no predicted impact on any noise receptors within the study area for this proposed highway project. Based on this preliminary study, traffic noise abatement is not likely. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project's design concept or scope.

H. Categorical Exclusion Approval:

STIP Project No.	<u>U-6043</u>
WBS Element	<u>46984.1.1</u>
Federal Project No.	<u>N/A</u>

**Prepared By:**

3/5/2026	DocuSigned by: <i>Brian Yamamoto</i> CDECAA5B0E734EA
<u>Date</u>	<u>Brian Yamamoto, PE</u> NV5 Engineers and Consultants

**Prepared For:**

Lee Bryson, PE, NCDOT Highway Division 12

**Reviewed By:**

3/6/2026	Signed by: <i>Marissa Cox</i> 78EEB0F850D342E
<u>Date</u>	<u>Marissa Cox, Western Regional Team Lead – Environmental Policy Unit</u> North Carolina Department of Transportation

**Approved**

**Certified**

- If classified as Type III Categorical Exclusion.

3/6/2026	DocuSigned by: <i>Bryan K. Sowell</i> 79EABDC9D6FA4D1
<u>Date</u>	<u>Brian Sowell, Division 12 Project Development Engineer</u> North Carolina Department of Transportation

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

3/9/2026	Signed by: <i>Seth Wilcher</i> 9967A500F8714F0...
<u>Date</u>	<u>Seth Wilcher</u> for Yolonda K. Jordan, Division Administrator Federal Highway Administration

*Note: Prior to ROW or Construction authorization, a [consultation](#) may be required (please see Section VIII of the NCDOT-FHWA CE Programmatic Agreement for more details). Upload final documentation to ATLAS workbench and add commitments to the green sheet and Commitments dashboard.*

# PROJECT COMMITMENTS

Franklin Blvd. from Cox Rd. to Linberger Rd.

T.I.P Number:U-6043

Gaston

Federal Aid Number:

WBS:46984.1.1

## COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

### Division Office - Conditional Letter of Map Revision Coordination

Since the FEMA Floodplain associated with Duhart's Creek is parallel to the project corridor south of E. Franklin Boulevard, roadway widening may encroach into the 100-year floodplain which could result in the need for a Conditional Letter of Map Revision (CLOMR). The NCDOT Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), the delegated state agency for administering the Federal Emergency Management Agency's (FEMA's) National Flood Insurance Program, to determine the status of the project with regard to applicability of NCDOT's Memorandum of Agreement with FMP (dated April 22, 2013, modified August 12, 2016), or approval of a CLOMR and subsequent final Letter of Map Revision (LOMR).

### Division Office - Submission of As-built Plans to NCDOT Hydraulics Unit

This project involves construction activities on or adjacent to FEMA-regulated stream in North Carolina. Therefore, Division 12 shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

### Division Office - Tri-colored Bat Commitments to Comply with Biological Opinion of May Affect, Not Likely to Adversely Affect

1) Tree clearing will be avoided from April 1 - July 15. 2) Permanent lighting will be replaced, but additional permanent lighting will not be added to the action area. 3) To the maximum extent possible, culvert extension will occur outside of sensitive bat seasons (Summer occupancy = April 1 - July 15; Winter torpor = December 15 - February 15); should culvert work occur during those periods, the culvert will be inspected prior to work to ensure absence of roosting bats. 4) Blasting is not expected; however, should it occur, it will be conducted after tree clearing within the action area has occurred.

## COMMITMENTS FROM PERMITTING

No permitting commitments developed to date.

**\*\*\*\*\*END OF PROJECT COMMITMENTS\*\*\*\*\***

Franklin Blvd. from Cox Rd. to Linberger Rd.

46984.1.1

## **Appendix A - Figures**

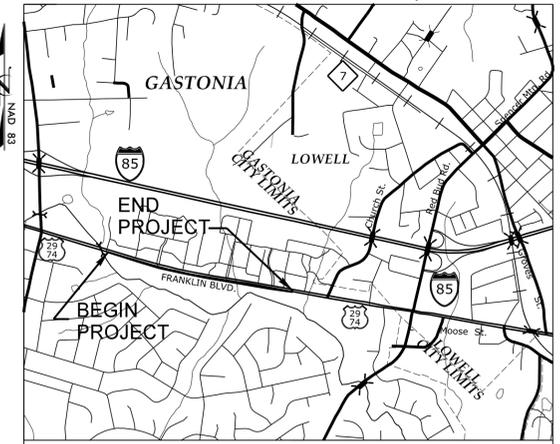




## **Appendix B - 90% Plan Sheets and Typical Sections**

09/08/2019

See Sheet 1A For Index of Sheets  
See Sheet 1B For Conventional Plan Sheet Symbols Sheet



VICINITY MAP (NTS)

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**GASTON COUNTY**

**LOCATION: US 29/US 74 (FRANKLIN BOULEVARD) FROM SR 2200 (COX ROAD) TO 400 FEET EAST OF LINEBERGER ROAD**

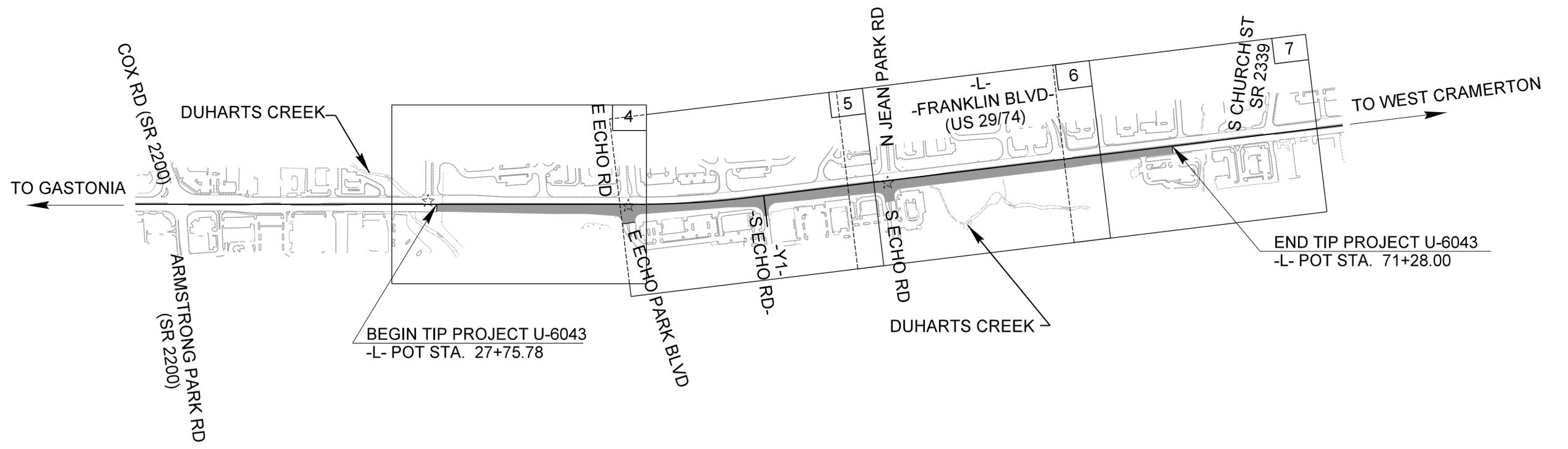
**TYPE OF WORK: GRADING, DRAINAGE, STRUCTURES, SIGNALS, AND PAVING**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	<b>U-6043</b>	<b>1</b>	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
46984.1.1	N/A	P.E.	
46984.2.1	N/A	R/W	
46984.2.2	N/A	UTL.	
46984.3.1	N/A	CONST.	

**90% PLANS SET**

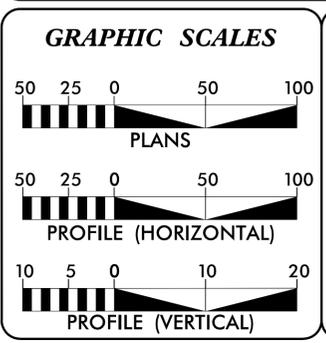


**TIP PROJECT: U-6043**



☆ EXISTING SIGNAL TO BE UPGRADED DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

**CONTRACT:**



**DESIGN DATA**

ADT 2026 =	41,960
ADT 2046 =	50,160
K =	9 %
D =	55 %
T =	3 % *
V =	55 MPH
* TTST = 1% DUAL 2%	
FUNC CLASS =	
URBAN ARTERIAL	
STATEWIDE TIER	

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT U-6043 .....	0.824 Miles
TOTAL LENGTH TIP PROJECT U-6043 .....	0.824 Miles

Prepared In the Office of:

**NV5**  
IWS ENGINEERS & CONSULTANTS, INC. NC License # F-1333

FOR THE NORTH CAROLINA DEPT. OF TRANSPORTATION  
2024 STANDARD SPECIFICATIONS

<b>RIGHT OF WAY DATE:</b> JANUARY 31, 2023	<b>M. SCOTT CLARK, PE</b> PROJECT ENGINEER
<b>LETTING DATE:</b> MARCH 17, 2026	<b>JOHNNY BANKS</b> PROJECT MANAGER
<b>NC DOT CONTACT:</b>	<b>LEE A. BRYSON, PE</b> DIVISION PROJECT DEVELOPMENT ENGINEER

**HYDRAULICS ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.

**ROADWAY DESIGN ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.



8/2/2025 R:\Roadway\Proj\U6043\_RDY\_TSH.dgn Eric.WarTm

# STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS CONVENTIONAL PLAN SHEET SYMBOLS

## BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	-----
Property Monument	□ ECM
Parcel/Sequence Number	①23
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	----- WLB
Proposed Wetland Boundary	----- WLB
Existing Endangered Animal Boundary	----- EAB
Existing Endangered Plant Boundary	----- EPB
Existing Historic Property Boundary	----- HPB
Known Contamination Area: Soil	☠-S-☠
Potential Contamination Area: Soil	☠-S-☠
Known Contamination Area: Water	☠-W-☠
Potential Contamination Area: Water	☠-W-☠
Contaminated Site: Known or Potential	☠?

## BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□
Building	□
School	□
Church	□
Dam	□

## HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	-----
Jurisdictional Stream	----- JS
Buffer Zone 1	----- BZ 1
Buffer Zone 2	----- BZ 2
Flow Arrow	←
Disappearing Stream	-----
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	-----

## RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○ MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

## RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	◆
Primary Horiz Control Point	○
Primary Horiz and Vert Control Point	◆
Exist Permanent Easement Pin and Cap	◇
New Permanent Easement Pin and Cap	◆
Vertical Benchmark	▲
Existing Right of Way Marker	△
Existing Right of Way Line	-----
New Right of Way Line	----- R/W
New Right of Way Line with Pin and Cap	----- R/W ▲
New Right of Way Line with Concrete or Granite R/W Marker	----- R/W ▲
New Control of Access Line with Concrete C/A Marker	----- C/A
Existing Control of Access	----- C/A
New Control of Access	----- C/A
Existing Easement Line	----- E
New Temporary Construction Easement	----- E
New Temporary Drainage Easement	----- TDE
New Permanent Drainage Easement	----- PDE
New Permanent Drainage / Utility Easement	----- DUE
New Permanent Utility Easement	----- PUE
New Temporary Utility Easement	----- TUE
New Aerial Utility Easement	----- AUE

## ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	----- C
Proposed Slope Stakes Fill	----- F
Proposed Curb Ramp	----- CR
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	-----

## VEGETATION:

Single Tree	☀
Single Shrub	☁

Note: Not to Scale

\*S.U.E. = Subsurface Utility Engineering

Hedge	-----
Woods Line	-----
Orchard	☀ ☀ ☀ ☀
Vineyard	----- Vineyard

## EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	----- CONC
Bridge Wing Wall, Head Wall and End Wall	----- CONC WW
MINOR:	
Head and End Wall	----- CONC HW
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	□ CB
Paved Ditch Gutter	-----
Storm Sewer Manhole	○ S
Storm Sewer	----- S

## UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
Power Line Tower	⊗
Power Transformer	⊗
U/G Power Cable Hand Hole	-----
H-Frame Pole	●-●
U/G Power Line LOS B (S.U.E.*)	----- P
U/G Power Line LOS C (S.U.E.*)	----- P
U/G Power Line LOS D (S.U.E.*)	----- P

## TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Pedestal	⊕
Telephone Cell Tower	⊗
U/G Telephone Cable Hand Hole	-----
U/G Telephone Cable LOS B (S.U.E.*)	----- T
U/G Telephone Cable LOS C (S.U.E.*)	----- T
U/G Telephone Cable LOS D (S.U.E.*)	----- T
U/G Telephone Conduit LOS B (S.U.E.*)	----- TC
U/G Telephone Conduit LOS C (S.U.E.*)	----- TC
U/G Telephone Conduit LOS D (S.U.E.*)	----- TC
U/G Fiber Optics Cable LOS B (S.U.E.*)	----- T FO
U/G Fiber Optics Cable LOS C (S.U.E.*)	----- T FO
U/G Fiber Optics Cable LOS D (S.U.E.*)	----- T FO

## WATER:

Water Manhole	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line LOS B (S.U.E.*)	-----
U/G Water Line LOS C (S.U.E.*)	-----
U/G Water Line LOS D (S.U.E.*)	-----
Above Ground Water Line	----- A/G Water

## TV:

TV Pedestal	⊕
TV Tower	⊗
U/G TV Cable Hand Hole	-----
U/G TV Cable LOS B (S.U.E.*)	----- TV
U/G TV Cable LOS C (S.U.E.*)	----- TV
U/G TV Cable LOS D (S.U.E.*)	----- TV
U/G Fiber Optic Cable LOS B (S.U.E.*)	----- TV FO
U/G Fiber Optic Cable LOS C (S.U.E.*)	----- TV FO
U/G Fiber Optic Cable LOS D (S.U.E.*)	----- TV FO

## GAS:

Gas Valve	◇
Gas Meter	⊕
U/G Gas Line LOS B (S.U.E.*)	----- G
U/G Gas Line LOS C (S.U.E.*)	----- G
U/G Gas Line LOS D (S.U.E.*)	----- G
Above Ground Gas Line	----- A/G Gas

## SANITARY SEWER:

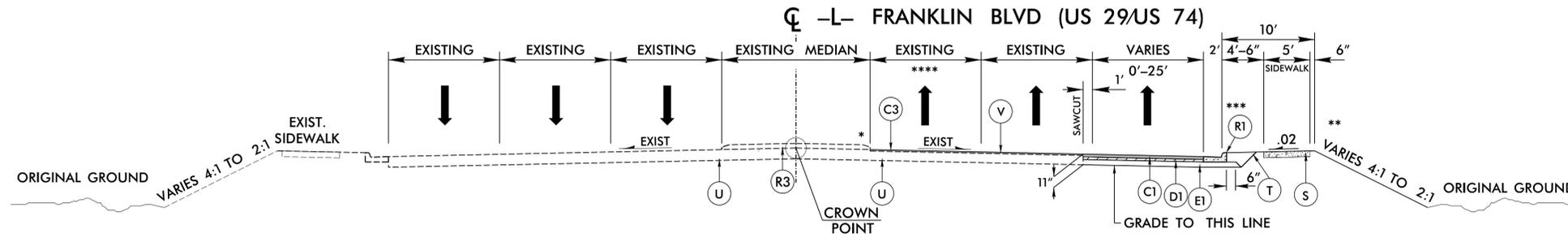
Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	----- SS
Above Ground Sanitary Sewer	----- A/G Sanitary Sewer
SS Forced Main Line LOS B (S.U.E.*)	----- FSS
SS Forced Main Line LOS C (S.U.E.*)	----- FSS
SS Forced Main Line LOS D (S.U.E.*)	----- FSS

## MISCELLANEOUS:

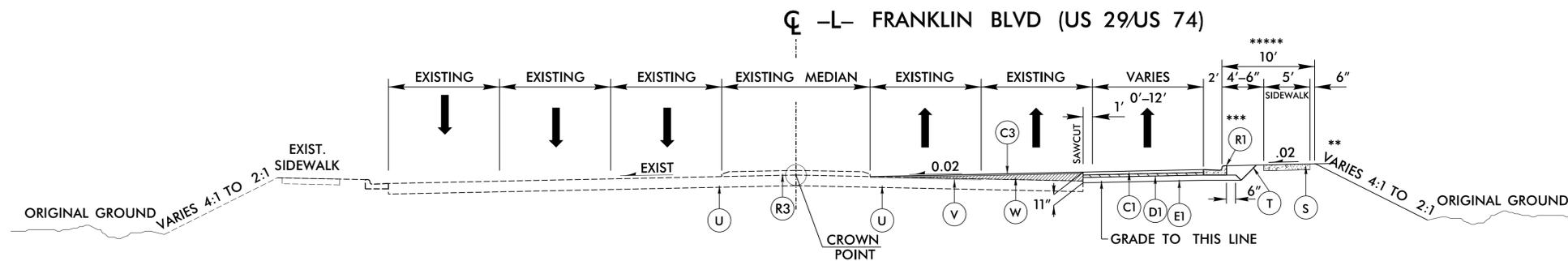
Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	⊕
Utility Unknown U/G Line LOS B (S.U.E.*)	----- 7U/L
U/G Tank; Water, Gas, Oil	-----
Underground Storage Tank, Approx. Loc.	⊕ UST
A/G Tank; Water, Gas, Oil	-----
Geoenvironmental Boring	⊕
U/G Test Hole LOS A (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

PAVEMENT SCHEDULE	
A1	PCCP TBD
C1	3" S9.5C
C2	VAR. S9.5C
C3	1.5" S9.5C
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	VAR. B25.0C
R1	2'-6" CURB & GUTTER
R2	1'-6" CURB & GUTTER
R3	EXIST. MONO. ISLAND
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	1.5" MILLING
W	WEDGING

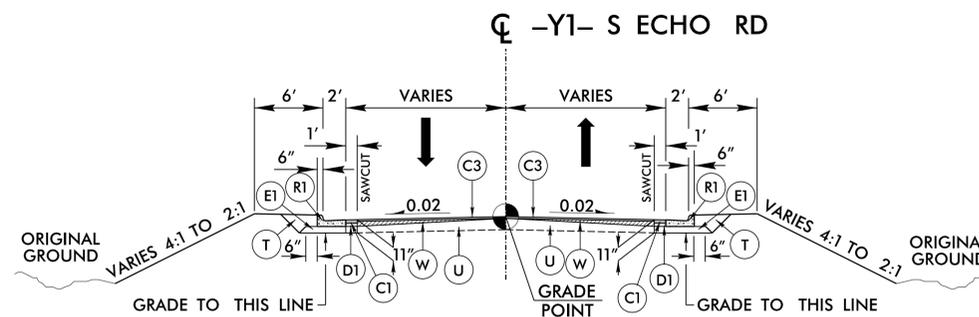
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ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	
	
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PROPOSED TYPICAL SECTION NO. 1



PROPOSED TYPICAL SECTION NO. 2



PROPOSED TYPICAL SECTION NO. 3

USE TYPICAL SECTION NO. 1  
 -L- STA. 27+75.78 TO STA. 40+00.00  
 -L- STA. 49+20.00 TO STA. 71+28.00

NOTES  
 \* SEE DETAIL 1  
 \*\* SEE DETAIL 2, 3, 7, 8 AND 9  
 \*\*\* SEE DETAIL 4  
 \*\*\*\* SEE DETAIL 5 AND 6  
 \*\*\*\*\* SEE DETAIL 10  
 SEE PLANS FOR TAPERS.

USE TYPICAL SECTION NO. 2  
 -L- STA. 40+00.00 TO STA. 49+20.00

NOTES  
 \*\* SEE DETAIL 2 AND 3  
 \*\*\* SEE DETAIL 4  
 SEE PLANS FOR TAPERS.

USE TYPICAL SECTION NO. 3  
 -Y1- STA. 10+65.00 TO STA. 11+36.62

NOTES  
 SEE PLANS FOR TAPERS.

PROJECT REFERENCE NO. <b>U-6043</b>	SHEET NO. <b>4</b>
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	

**TRAFFIC DIAGRAM**

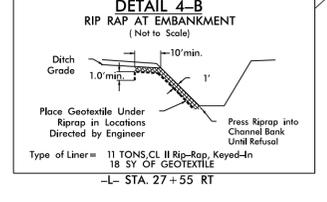
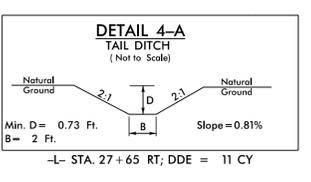
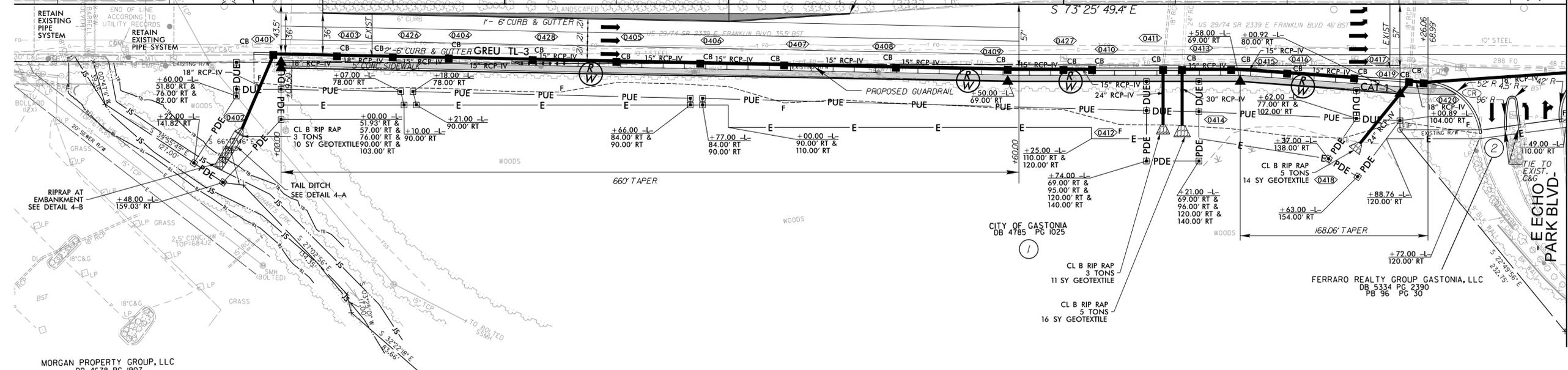
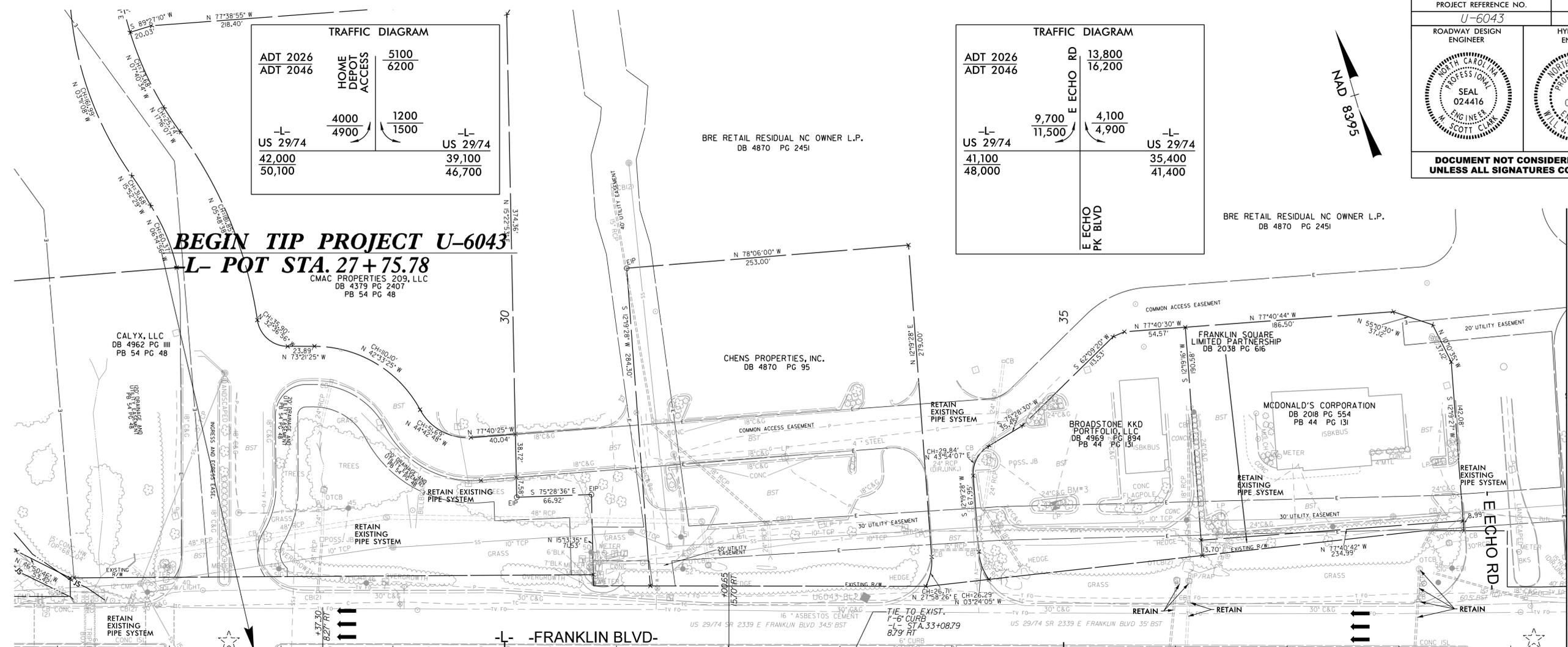
ADT 2026	HOME DEPOT ACCESS	5100
ADT 2046	DEPOT	6200
← 4000 → ← 1200 →		
← US 2974 →	← 4900 →	← 1500 →
42,000		39,100
50,100		46,700

**TRAFFIC DIAGRAM**

ADT 2026	E ECHO RD	13,800
ADT 2046	RD	16,200
← 9,700 → ← 4,100 →		
← US 2974 →	← 11,500 →	← 4,900 →
41,100		35,400
48,000		41,400



**BEGIN TIP PROJECT U-6043**  
**L- POT STA. 27+75.78**



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EXISTING SIGNAL TO BE UPGRADED  
FOR -L- PROFILE SEE SHEET 8

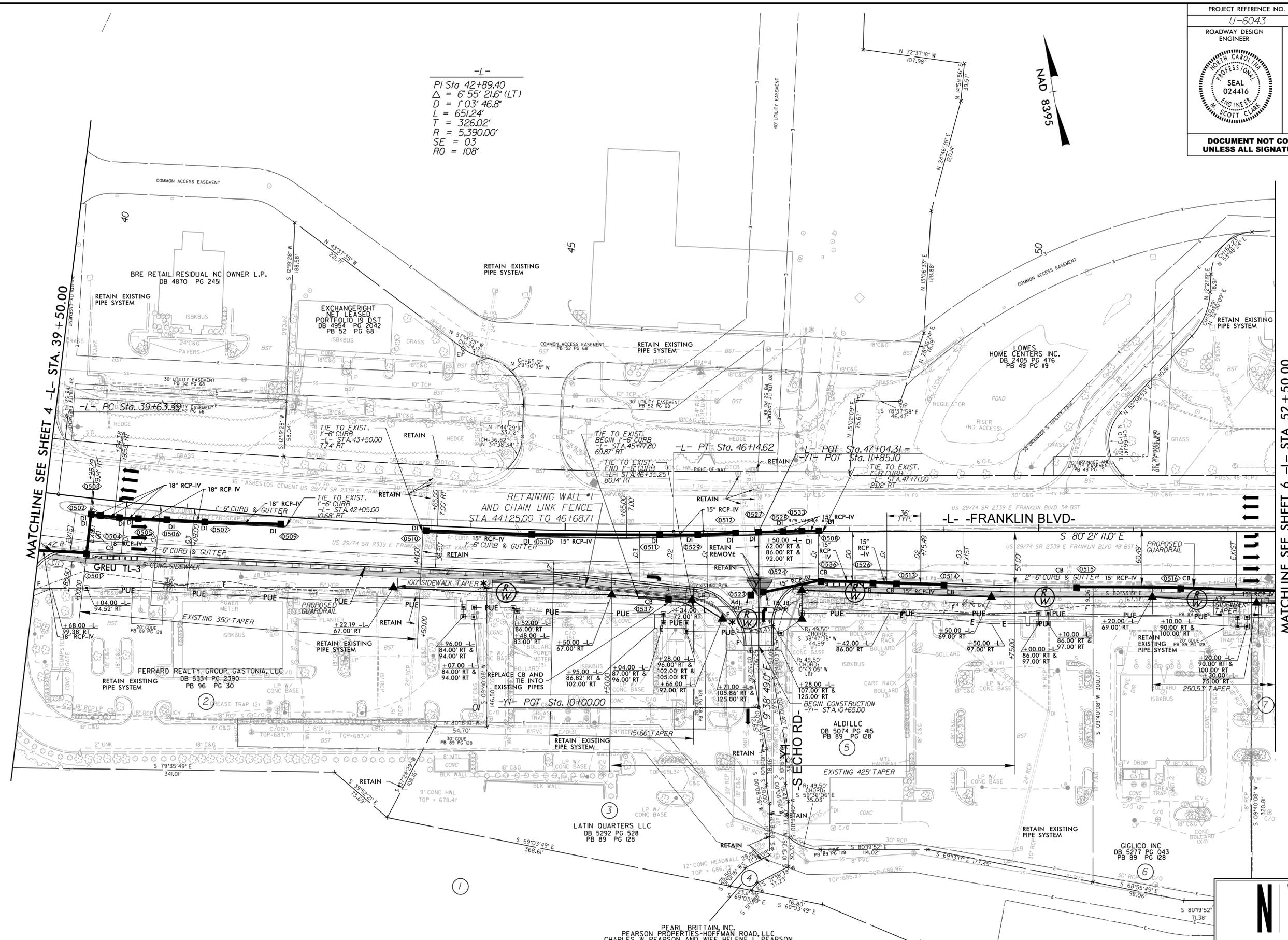
MATCHLINE SEE SHEET 5 -L- STA. 39+50.00

8.17.7.99  
B:\Projects\U6043\Drawings\U6043\_RDY\_PSH04.dgn  
8/20/2025  
B:\Projects\U6043\Drawings\U6043\_RDY\_PSH04.dgn  
8/20/2025

PROJECT REFERENCE NO. <b>U-6043</b>	SHEET NO. <b>5</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	

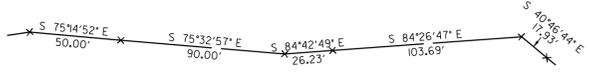
-L-

PI Sta 42+89.40  
 $\Delta = 6' 55" 21.6" (LT)$   
 $D = 1' 03" 46.8"$   
 $L = 651.24'$   
 $T = 326.02'$   
 $R = 5,390.00'$   
 $SE = 03$   
 $RO = 108'$



MATCHLINE SEE SHEET 4 -L- STA. 39 + 50.00

MATCHLINE SEE SHEET 6 -L- STA. 52 + 50.00



\* BEGIN FENCE -L- STA 44 + 25, 55.00' RT  
 END FENCE -L- STA 46 + 68.71 89.70' RT  
 BEGIN FENCE -L- STA 52 + 35.00, 71.75' RT  
 END FENCE -L- STA 53 + 85.00 80.73' RT

FOR -L- PROFILE SEE SHEET 8  
 FOR -Y1- PROFILE SEE SHEET 9  
 FOR -Y1- INTERSECTION DETAIL SEE SHEET 2B-3  
 FOR WALL PLANS SEE SHEETS W-1 THRU W-4

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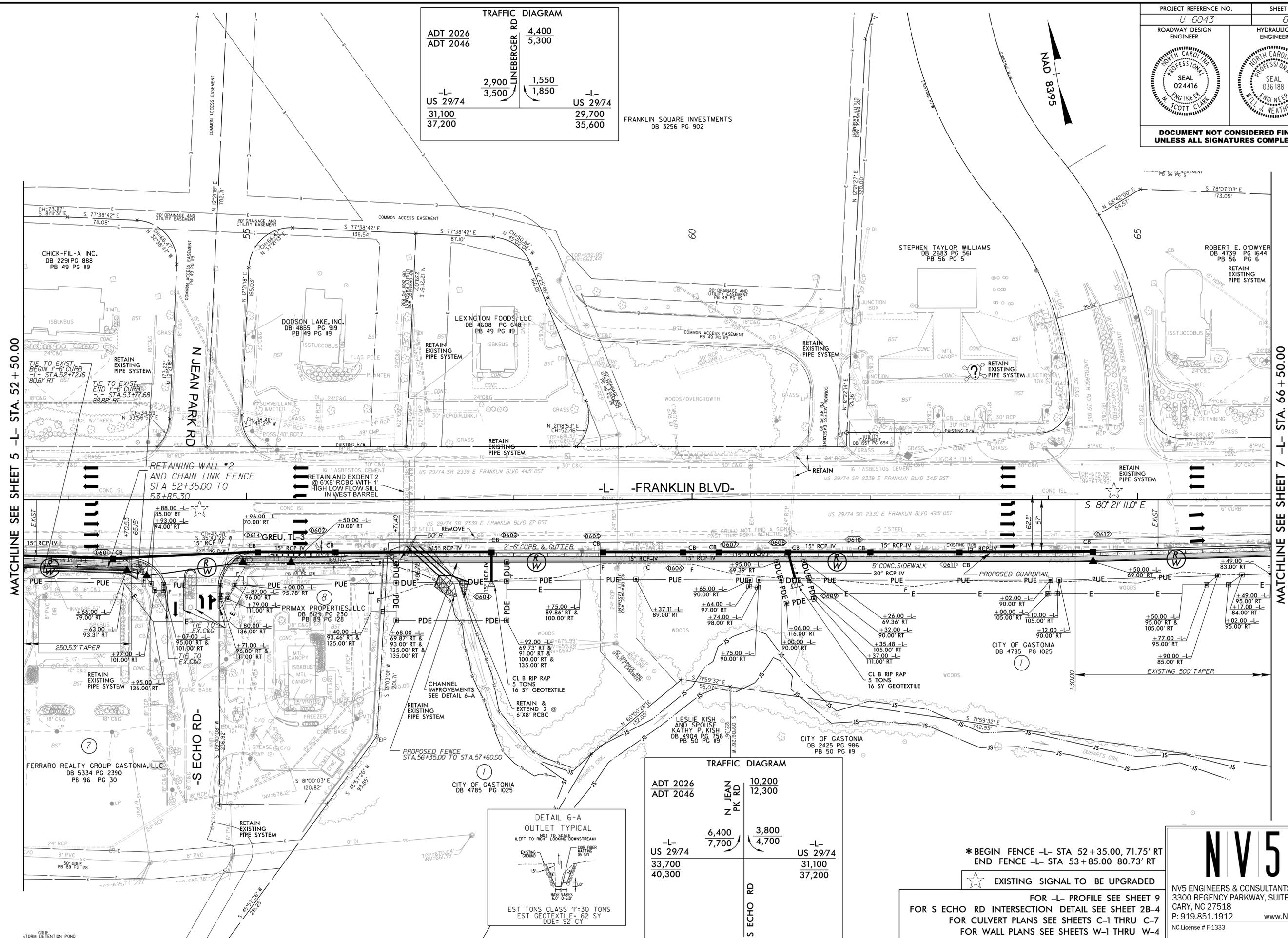
8/20/2025  
B:\Projects\2025\Proj\U6043\_RDY\_PSH06.dgn  
E:\Projects\2025\Proj\U6043\_RDY\_PSH06.dgn

**TRAFFIC DIAGRAM**

ADT 2026	4,400	
ADT 2046	5,300	
-L-	2,900	1,550
US 2974	3,500	1,850
31,100		29,700
37,200		35,600

FRANKLIN SQUARE INVESTMENTS  
DB 3256 PG 902

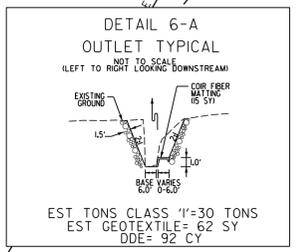
PROJECT REFERENCE NO. <b>U-6043</b>	SHEET NO. <b>6</b>
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



**TRAFFIC DIAGRAM**

ADT 2026	10,200	
ADT 2046	12,300	
-L-	6,400	3,800
US 2974	7,700	4,700
33,700		31,100
40,300		37,200

S ECHO RD



\* BEGIN FENCE -L- STA 52+35.00, 71.75' RT  
END FENCE -L- STA 53+85.00 80.73' RT

EXISTING SIGNAL TO BE UPGRADED

FOR -L- PROFILE SEE SHEET 9  
FOR S ECHO RD INTERSECTION DETAIL SEE SHEET 2B-4  
FOR CULVERT PLANS SEE SHEETS C-1 THRU C-7  
FOR WALL PLANS SEE SHEETS W-1 THRU W-4

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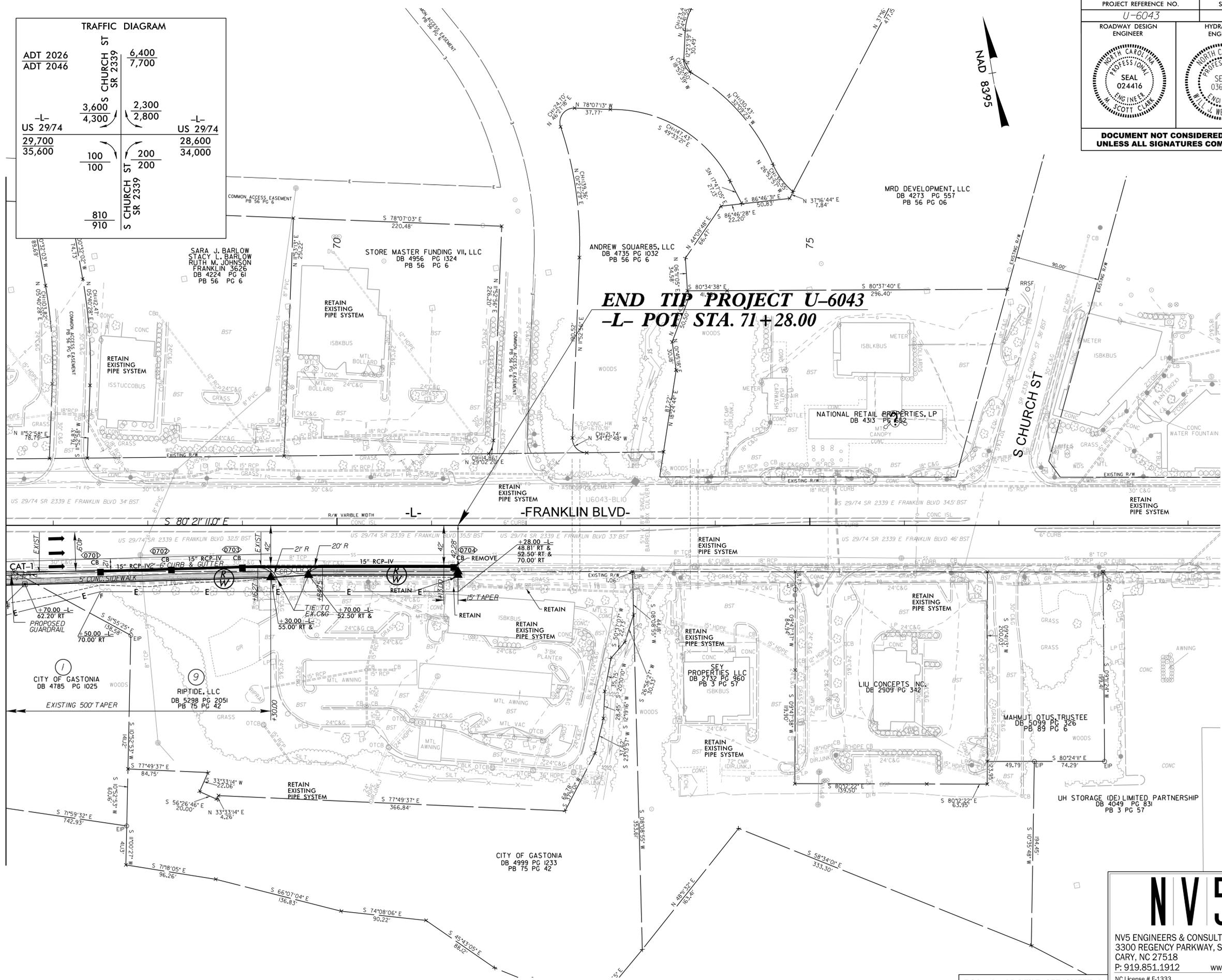
8.17.19

PROJECT REFERENCE NO. <b>U-6043</b>		SHEET NO. <b>7</b>	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

TRAFFIC DIAGRAM			
ADT 2026	CHURCH ST SR 2339	6,400	
ADT 2046		7,700	
	US 29/74	2,300	
		2,800	
	US 29/74	28,600	
		34,000	
	US 29/74	29,700	
		35,600	
	CHURCH ST SR 2339	100	
		200	
	US 29/74	200	
		200	
	US 29/74	810	
		910	

MATCHLINE SEE SHEET 6 -L- STA. 66+50.00

### END TIP PROJECT U-6043 -L- POT STA. 71+28.00



8/20/2025  
R:\Projects\U6043\_Prog\U6043\_RDY\_PSH07.dgn  
E:\Projects\U6043\_Prog\U6043.dwg

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FOR -L- PROFILE SEE SHEET 9

## **Appendix C - Cultural Resources and USFWS Coordination**

*Historic Architecture Update*



Outlook

---

**Re: [External] TIP: U-6043 | Sub-TIP: U-6043 | WBS: 46984.1.1 : A request has been made in ETRACS for this project.**

---

**From** Furr, Mary P. <mpfurr@ncdot.gov>

**Date** Tue 2/1/2022 1:59 PM

**To** Nick Mountcastle <Nick.Mountcastle@nv5.com>; McSwain, Jacqueline <jmcswain@ncdot.gov>; Wilkerson, Matt T <mtwilkerson@ncdot.gov>

**Cc** Brian Yamamoto <Brian.Yamamoto@nv5.com>; Duncan, Thad F <tfduncan@ncdot.gov>

Thank you- please make sure to delete the ETRACS request

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**From:** Nick Mountcastle <Nick.Mountcastle@nv5.com>

**Sent:** Tuesday, February 1, 2022 1:58:25 PM

**To:** Furr, Mary P. <mpfurr@ncdot.gov>; McSwain, Jacqueline <jmcswain@ncdot.gov>; Wilkerson, Matt T <mtwilkerson@ncdot.gov>

**Cc:** Brian Yamamoto <Brian.Yamamoto@nv5.com>; Duncan, Thad F <tfduncan@ncdot.gov>

**Subject:** RE: [External] TIP: U-6043 | Sub-TIP: U-6043 | WBS: 46984.1.1 : A request has been made in ETRACS for this project.

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Hi Mary Pope. No changes to the scope of this project – we just thought it'd be best to check with your group given the passage of time since the initial screening in 2018. We'll move forward with the No Survey Required form included in the ETRACS request.

Thanks for the help,

**Nick Mountcastle** | Planner | [NV5](#)

3300 Regency Parkway, Suite 100 | Cary, NC 27518

P: 919.858.1819 | C: 919.604.1983

[Nick.Mountcastle@nv5.com](mailto:Nick.Mountcastle@nv5.com)

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---

**From:** Furr, Mary P. <mpfurr@ncdot.gov>

**Sent:** Tuesday, February 1, 2022 1:48 PM

**To:** Nick Mountcastle <nmountcastle@calyxengineers.com>; McSwain, Jacqueline <jmcswain@ncdot.gov>; Wilkerson, Matt T <mtwilkerson@ncdot.gov>

**Subject:** Re: [External] TIP: U-6043 | Sub-TIP: U-6043 | WBS: 46984.1.1 : A request has been made in ETRACS for this project.

Has the scope of the project changed? If not then no need to resubmit for review.

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**From:** [nmountcastle@calyxengineers.com](mailto:nmountcastle@calyxengineers.com) <[nmountcastle@calyxengineers.com](mailto:nmountcastle@calyxengineers.com)>

**Sent:** Tuesday, February 1, 2022 1:22:34 PM

**To:** Furr, Mary P. <[mpfurr@ncdot.gov](mailto:mpfurr@ncdot.gov)>; McSwain, Jacqueline <[jmcswain@ncdot.gov](mailto:jmcswain@ncdot.gov)>; [nmountcastle@calyxengineers.com](mailto:nmountcastle@calyxengineers.com) <[nmountcastle@calyxengineers.com](mailto:nmountcastle@calyxengineers.com)>

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A 'No Survey Required Form' was received for the U-6043 project in September 2018. The project was placed on hold by NCDOT in 2019, at which time project development work was suspended. The project was reinitiated in late 2021. The purpose of this request is to determine whether the conclusion of No Survey Required is still valid prior to completion of the State Minimum Criteria Checklist document.

Notification preview:

Sub-TIP: U-6043  
WBS: 46984.1.1  
County: Gaston

From: Nick Mountcastle

SUBJECT: TIP: U-6043 | Sub-TIP: U-6043 | WBS: 46984.1.1 : A request has been made in ETRACS for this project.

Your Assistance is requested in providing environmental input for the project described below. Information concerning the proposed project is provided to assist your staff in their investigations. If you are unable to meet the schedule below, please let me know.

Request Type: [HA] Cultural Resources Screening  
Group : Historic Architecture

Project Description:

**Sub-TIP: U-6043**  
**County: Gaston**

**Project Description** US 29 (FRANKLIN BOULEVARD), US 74 FROM SR 2200 (COX ROAD) TO 400 FEET EAST OF LINBERGER ROAD ADD LANE IN THE EASTBOUND DIRECTION

**Existing Bridge – year built**

**F.A. Project No.**

**Project Document Type** State Minimum Criteria Checklist (MCC)

**Funding** State

Design Information:

**Project Length** 1.10  
**Number of the Structure to be Replaced**  
**Existing Cross Section** Multi lane (3 westbound through lanes and 2 eastbound through lanes) with a 16 foot concrete median  
**Proposed Cross Section** Six lane section with 16-foot median  
**Additional Design Information** 401/404 permit anticipated

Input Requested:

**Historic Architecture**

**Request Type** [HA] Cultural Resources Screening  
**Date Needed** 3/3/2022  
**Documentation Provided** Vicinity Map  
**Documentation Provided** Environmental Features Map  
**Documentation Provided** Study Area Map  
**Documentation Provided** Study Area Shapefile  
**Documentation Provided** Historic Architecture No Survey Required Form

Click here to go to the request: [Historic Architecture](#)

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18-08-0013



**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**

<b>Project No.:</b>	U-6043	<b>County:</b>	Gaston
<b>WBS No.:</b>	46984.1.1	<b>Document Type:</b>	MCC
<b>Fed. Aid No.:</b>		<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	USACE

**Project Description:**  
Add eastbound lane to US 29 (Franklin Blvd) from SR 2200 (Cox Rd) to Lineberger Rd.

**SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW**

**Description of review activities, results, and conclusions:**  
Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on September 5, 2018. Based on this review there are no NR, DE, LL, SL or SS in the Area of Potential Effects (APE). There are no structures over 50 years of age. No Survey is required at this time.

**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:** Using HPO GIS website and county tax data provides reliable information regarding the structures in the APE. These combined utilities are considered valid for the purposes of determining the likelihood of historic resources being present.

**SUPPORT DOCUMENTATION**

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

**FINDING BY NCDOT ARCHITECTURAL HISTORIAN**

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Shelby Reap  
NCDOT Architectural Historian

Sept 5, 2018  
Date

*Archaeology Update*



---

**RE: [External] TIP: U-6043 | Sub-TIP: U-6043 | WBS: 46984.1.1 : A request has been made in ETRACS for this project.**

---

**From** Wilkerson, Matt T <mtwilkerson@ncdot.gov>

**Date** Wed 2/2/2022 10:39 AM

**To** Furr, Mary P. <mpfurr@ncdot.gov>; Nick Mountcastle <Nick.Mountcastle@nv5.com>; McSwain, Jacqueline <jmcswain@ncdot.gov>

**Cc** Brian Yamamoto <Brian.Yamamoto@nv5.com>; Duncan, Thad F <tfduncan@ncdot.gov>

Hi Nick,

Please delete the archaeological request as well.

Thanks,

Matthew Wilkerson  
Archaeology Team Leader  
Environmental Analysis Unit  
N.C. Department of Transportation



919 707 6089 office  
919 212 5785 fax  
mtwilkerson@ncdot.gov

1000 Birch Ridge Drive  
1598 Mail Service Center  
Raleigh, North Carolina 27699-1598

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**From:** Furr, Mary P. <mpfurr@ncdot.gov>

**Sent:** Tuesday, February 1, 2022 2:00 PM

**To:** Nick Mountcastle <Nick.Mountcastle@nv5.com>; McSwain, Jacqueline <jmcswain@ncdot.gov>; Wilkerson, Matt T <mtwilkerson@ncdot.gov>

**Cc:** Brian Yamamoto <Brian.Yamamoto@nv5.com>; Duncan, Thad F <tfduncan@ncdot.gov>

**Subject:** Re: [External] TIP: U-6043 | Sub-TIP: U-6043 | WBS: 46984.1.1 : A request has been made in ETRACS for this project.

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**Sent:** Tuesday, February 1, 2022 1:58:25 PM

**To:** Furr, Mary P. <[mpfurr@ncdot.gov](mailto:mpfurr@ncdot.gov)>; McSwain, Jacqueline <[jmcswain@ncdot.gov](mailto:jmcswain@ncdot.gov)>; Wilkerson, Matt T <[mtwilkerson@ncdot.gov](mailto:mtwilkerson@ncdot.gov)>

**Cc:** Brian Yamamoto <[Brian.Yamamoto@nv5.com](mailto:Brian.Yamamoto@nv5.com)>; Duncan, Thad F <[tfduncan@ncdot.gov](mailto:tfduncan@ncdot.gov)>

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Thanks for the help,

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**To:** Furr, Mary P. <[mpfurr@ncdot.gov](mailto:mpfurr@ncdot.gov)>; McSwain, Jacqueline <[jmcswain@ncdot.gov](mailto:jmcswain@ncdot.gov)>; [nmountcastle@calyxengineers.com](mailto:nmountcastle@calyxengineers.com) <[nmountcastle@calyxengineers.com](mailto:nmountcastle@calyxengineers.com)>

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Notification preview:

Sub-TIP: U-6043  
WBS: 46984.1.1  
County: Gaston

From: Nick Mountcastle  
SUBJECT: TIP: U-6043 | Sub-TIP: U-6043 | WBS: 46984.1.1 : A request has been made in ETRACS for this project.

Your Assistance is requested in providing environmental input for the project described below. Information concerning the proposed project is provided to assist your staff in their investigations. If you are unable to meet the schedule below, please let me know.

Request Type: [HA] Cultural Resources Screening  
Group : Historic Architecture

Project Description:

**Sub-TIP: U-6043**

**County: Gaston**

**Project Description** US 29 (FRANKLIN BOULEVARD), US 74 FROM SR 2200 (COX ROAD) TO 400 FEET EAST OF LINBERGER ROAD ADD LANE IN THE EASTBOUND DIRECTION

**Existing Bridge –  
year built**

**F.A. Project No.**

**Project Document  
Type** State Minimum Criteria Checklist (MCC)

**Funding** State

Design Information:

**Project Length** 1.10

**Number of the Structure to be  
Replaced**

**Existing Cross Section** Multi lane (3 westbound through lanes and 2 eastbound through lanes) with a 16 foot concrete median

**Proposed Cross Section** Six lane section with 16-foot median

**Additional Design Information** 401/404 permit anticipated

Input Requested:

**Historic Architecture**

**Request Type** [HA] Cultural Resources Screening

**Date Needed** 3/3/2022

**Documentation Provided** Vicinity Map

**Documentation Provided** Environmental Features Map

**Documentation Provided** Study Area Map

**Documentation Provided**      Study Area Shapefile

**Documentation Provided**      Historic Architecture No Survey Required Form

**Click here to go to the request:** [Historic Architecture](#)

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The aerial photograph shows the ridge at the west end of the A.P.E. is developed on both sides of the road. The north side of the road is developed in the rest of the A.P.E. The south side of the road in the eastern three-fourths of the A.P.E. is wooded, except for a developed section at the east end.

A review of information at the O.S.A. shows there are no previously recorded archaeological sites within the A.P.E. The A.P.E. has not been included in any previous archaeological surveys. There are several projects in the A.P.E. that have been reviewed by the State Historic Preservation Office (HPO). A project along US 29/US 74 in the A.P.E. has been reviewed (ER 02-11459; ER 02-11701?). Two tracts along the north side of US 29/US 74 at the east end have been reviewed (ER 97-7442; ER 92-8354?). The map symbols for these reviews indicate that no survey was recommended for any of the projects.

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

The ridge landform in the eastern three-fourths of the A.P.E. overlooks Duhart's Creek appears to have a moderate to high potential for archaeological sites. The north side of US 29/US 74 is developed, but the south side is wooded. However, the soils on the higher potential landform are frequently-flooded or eroded.

**SUPPORT DOCUMENTATION**

See attached:  Map(s)     Previous Survey Info     Photos     Correspondence  
 Photocopy of County Survey Notes    Other:

**FINDING BY NCDOT ARCHAEOLOGIST**

**NO ARCHAEOLOGY SURVEY REQUIRED**

Caleb Smith

12/28/2018

---

NCDOT ARCHAEOLOGIST II

---

Date

*Informal Protected and Endangered Species Update*

**From:** [Youngman, Holland J](#)  
**To:** [Wyatt, Jeffrey L](#)  
**Subject:** Re: [EXTERNAL] U-6043 Informal PESU Conference Request  
**Date:** Thursday, January 2, 2025 12:57:52 PM  
**Attachments:** [image001.png](#)

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Hi Jeff, a response to your request for informal conference on tricolored bat is provided below. Please let me know if anything additional is needed.

Informal Conference for Tricolored Bat (*Perimyotis subflavus*) Relating to the Subject Project - FWS Log # 22-100

We have reviewed the information you submitted, along with a prior informal concurrence letter issued from this office on November 10, 2021, and the following is provided in accordance with the provisions of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.); the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661 - 667e); and section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 - 1543) (Act).

NCDOT proposes to add an eastbound lane to US 29 (Franklin Boulevard)/US 74 from SR 2200 (Cox Road) to 400 feet east of Lineberger Road in Gaston County, North Carolina. The action area is within an urbanized/developed corridor. Tree clearing, culvert work, percussive actions, lighting replacement, and some night work with temporary lighting will occur. NCDOT has committed to implementing the following conservation measures:

1. Tree clearing will be avoided from April 1 - July 15.
2. Permanent lighting will be replaced but additional permanent lighting will not be added to the action area.
3. To the maximum extent possible, culvert extension will occur outside of sensitive bat seasons (Summer occupancy = April 1 - July 15; Winter torpor = December 15 - February 15); should culvert work occur during those periods, the culvert will be inspected prior to work to ensure absence of roosting bats.
4. Blasting is not expected; however, should it occur, it will be conducted after tree clearing within the action area has occurred.

The information provided indicates that “No Effect” (NE) determinations have been made for dwarf-flowered heartleaf (*Hexastylis naniflora*) and Schweinitz's sunflower (*Helianthus schweinitzii*). In instances of suitable habitat being absent from the action area, we would agree that NE determinations are appropriate. In instances where suitable habitat is present and botanical surveys conducted during the optimal survey window and within the past 1 or 2 years (depending on the species) have negative results, we would concur with a biological determination of “may affect, not likely to adversely affect” (NLAA). This information is provided for the sake of the administrative record.

On September 14, 2022, the U.S. Fish and Wildlife Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) as endangered under the Act. As a result,

NCDOT has requested a conference for the tricolored bat as the project may be on-going after the effective date of any final listing rule, if one is published. Based on the information provided, the analysis above, and the commitments to minimize project impacts, we have determined that the proposed project will not jeopardize the continued existence of the tricolored bat. Additionally, we would concur with the NCDOT's determination that the project is NLAA the tricolored bat should it become listed.

Conservation Recommendations: Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information.

- **Seasonal Tree Clearing:** Avoid clearing trees during the winter torpor period of December 15 – February 15. These dates are for the year-round active zone 1, as explained in Appendix L of the Service's Range-wide Indiana Bat and Northern Long-eared Bat Survey Guidelines:

<https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>. This guidance includes tricolored bat.

- **Temporary Lighting:** Should night work occur from April 1 - July 15, direct temporary lighting at the work area and shield lighting from illuminating the surrounding landscape, especially any waterbodies and riparian areas. Turn lighting off when not needed for safety or ongoing work.

-**Riparian Replanting:** Because the removal of forested riparian habitat can affect the quality and suitability of foraging and commuting habitat for bats, we recommend replanting any impacted riparian zones with native, fast-growing trees and shrubs that would serve to block light pollution and improve the quality of the habitat not only for bats but for aquatic species. Examples of potential native tree species to plant include: Sycamore, tulip poplar, black cherry and river birch. Planting with established (e.g. containerized) young trees can increase the survival rate of plantings and contribute to faster improvement of riparian habitat.

We believe the requirements under section 7 of the Act are fulfilled for the federally listed species discussed above. However, obligations under section 7 must be reconsidered if: (1) new information reveals impacts of this proposed action may affect listed species or critical habitat in a manner not previously considered, (2) this proposed action is subsequently modified in a manner that was not considered in this review, or (3) a new species is listed, or critical habitat is determined that may be affected by the proposed action.

We appreciate the opportunity to provide these comments. In any future correspondence on this project, please reference FWS Log # 22-100.

Sincerely,

Holland Youngman  
(she/her)  
Wildlife Biologist  
U.S. Fish and Wildlife Service  
Asheville Ecological Services Field Office  
160 Zillicoa Street, Asheville, North Carolina, 28801  
Cell: 828-575-3920

---

**From:** Youngman, Holland J <holland\_youngman@fws.gov>  
**Sent:** Thursday, October 31, 2024 8:49 AM  
**To:** Wyatt, Jeffrey L <jlwyatt@ncdot.gov>  
**Subject:** Re: [EXTERNAL] U-6043 Informal PESU Conference Request

Thanks Jeff - received and added to my project list. Apologies for the delay in receipt verification, I've been extremely behind on project review and basically everything workwise since the storm. I'm doing my best to get caught up!

Happy Halloween,

Holland Youngman  
(she/her)  
Wildlife Biologist  
U.S. Fish and Wildlife Service  
Asheville Ecological Services Field Office  
160 Zillicoa Street, Asheville, North Carolina, 28801  
Cell: 828-575-3920

---

**From:** Wyatt, Jeffrey L <jlwyatt@ncdot.gov>  
**Sent:** Tuesday, October 15, 2024 4:02 PM  
**To:** Youngman, Holland J <holland\_youngman@fws.gov>  
**Subject:** [EXTERNAL] U-6043 Informal PESU Conference Request

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Holland,

Please find the attached informal PESU conference opinion request. It's been a while since I've done one of these so if you have any questions, please feel free to call me on my cell.

Thank you,

**Jeffrey L. Wyatt**  
Division Environmental Officer  
Division 12  
North Carolina Department of Transportation

980.552.4219 office  
704.472.5735 mobile  
[jlwyatt@ncdot.gov](mailto:jlwyatt@ncdot.gov)



P.O. Box 47  
Shelby, NC 28151

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