

Type III Categorical Exclusion Action Classification Form

STIP Project No.	U-6094
WBS Element	47899.1.1
Federal Project No.	STPDA-0520(121)

A. Project Description:

The Town of Holly Springs, in coordination with the North Carolina Department of Transportation, proposes to construct a consistent four-lane, median divided facility with 5-foot sidewalks along both sides of S.R. 1152 (Holly Springs Road) from N.C. 55 (Main Street) to Flint Point Lane (approximately 0.8 miles) in Holly Springs, Wake County. Holly Springs Road currently varies between a two-lane undivided facility and a four-lane divided facility, with intermittent sidewalks along the corridor. Most commercial and residential driveways, as well as minor side streets, will be converted to right-in-right-out (RIRO) access. This project has been approved for construction funds through the Capital Area Metropolitan Planning Organization's (CAMPO) Locally Administered Projects Program (LAPP).

The proposed project is included in the 2018-2027 State Transportation Improvement Program (STIP) as project U-6094. Right-of-way (ROW) acquisition is anticipated to begin in Fiscal Year (FY) 2019 and construction is anticipated to begin in FY 2020.

The Town of Holly Springs initially evaluated extending the eastern terminus of the project to Middlecrest Way, therefore the project study area included this additional area to the east in the preliminary studies. The study area used in this document includes the additional area although the extension has been determined to be cost prohibitive and will not be constructed as part of Project U-6094.

The study area presented in this document also includes a segment of Bass Lake Road south of the Holly Springs Road intersection. The need for improvements along Bass Lake Road was determined as a result of the traffic analysis and was added following completion of the technical reports. New information gathered since development of the technical reports is captured in this document.

B. Description of Need and Purpose:

Project Need: Holly Springs Road currently varies from a two-lane undivided highway with shoulder and a four-lane divided section with curb and gutter. The inconsistent typical roadway section leads to congestion and driver confusion. Sidewalks are intermittent and of varying widths and materials.

Purpose: The purpose of the project is to improve vehicular and pedestrian mobility along Holly Springs Road within the project study area.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements – Not Applicable

E. Special Project Information:

Alternatives Analysis: Three alignment alternatives were developed for the portion of the corridor between Main Street and Timber Springs Lane. A comparison of costs and impacts is included in **Table 1** below.

- Alternative 1 utilized the existing centerline and widened Holly Springs Road symmetrically to achieve the preferred four-lane divided typical section.
- Alternative 2 widened Holly Springs Road to the north to minimize ROW impacts on the south side.
- Alternative 3 utilized the existing centerline, widened Holly Springs Road symmetrically, and proposed a reduced width typical section for approximately 1,000 feet west of School Days Lane to minimize ROW impacts. A left-turn lane was not constructible in this section due to the reduced median. Additionally, a left-over at Raleigh Street was not feasible in this alternative.

Table 1: Alternatives Comparison

	Cost	Additional ROW (ac)	Potential Impacts	
			Relocations	Property Impacts
Alternative 1	\$1,032,000	0.89	4	1
Alternative 2	\$1,231,000	1.18	4	4
Alternative 3	\$1,047,000	0.63	2	1

NOTE: This alternatives comparison was based on the functional designs and aerial imagery available as of August, 2018. Once final survey was available and preliminary designs were complete an additional relocation was identified for alternative 1 (total 5 relocations) as noted on page 4.

Alternative 1 was selected due to its lower cost when compared to Alternative 2, and the ability to allow left-turn lanes in the narrower segments of the corridor when compared to Alternative 3.

Access Control: The addition of a median will convert most business driveways, residential driveways, and minor side streets to RIRO access. Access for the remaining side streets will either be full movement or RIRO with left-in access. U-turns for passenger vehicles are anticipated to be accommodated at the full movement intersections. The intersections near Fire Station 1 and Holly Springs Elementary School have been designed to accommodate left-turns for school buses, city buses, and fire trucks. No U-turn bulbs or other accommodations for tractor-trailers are proposed along the project corridor.

Jurisdictional Features: No jurisdictional streams or wetlands were identified within the study area. NC Division of Water Resources (NCDWR) confirmed the determination that no drainage areas subject to Neuse and Jordan riparian buffer rules are located within the project area (November 13, 2018 for the original study area and March 25, 2019 for the additional Bass Lake Road area).

Threatened and Endangered Species: The United States Fish and Wildlife Service (USFWS) lists six threatened or endangered species known to occur in Wake County (*updated June 27, 2018*) including: Cape Fear shiner, red-cockaded woodpecker, dwarf wedgemussel, Tar River spinymussel, yellow lance, Michaux's sumac, and bald eagle. Additionally, the USFWS Environmental Conservation Online system (ECOS) lists Atlantic pigtoe and Neuse River waterdog as proposed-threatened species and Carolina madtom as a proposed-endangered species known to occur in Wake County. Due to the lack of suitable habitat and known occurrences, the project was determined to have "No Effect" on the Cape Fear shiner, red-cockaded woodpecker, dwarf wedgemussel, Tar River spinymussel, yellow lance, Atlantic pigtoe,

Carolina madtom, and Neuse River waterdog. (See the *U-6094 Environmental Screening Report, June 2019* for more detail.)

Suitable habitat for the Michaux's sumac was identified in the study area during the August 2018 and March 2019 field visits. Due to the lack of recorded occurrences and the lack of observed individuals, it has been determined that the proposed project will have "No Effect" on Michaux's sumac.

A desktop-GIS assessment for bald eagle within the project study area, as well as the area within a 1.13-mile radius (1.0 mile plus 660 feet) of the project limits, was performed in April 2017 using 2016 color aerials. No water bodies large enough or sufficiently open to be considered potential feeding sources were identified. Since there was no foraging habitat within the review area, a survey of the project study area and the area within 660 feet of the project limits was not conducted. Additionally, a review of the NCNHP database, updated October 2018, 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 the minimal impact anticipated for this project, it has been determined that this project will not affect this species.

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the 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. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where Project U-6094 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

Cultural Resources: No sites listed on the National Register of Historic Places or determined eligible for the National Register, or Local Landmark sites were identified in the study area. The State Historic Preservation Office submitted a response of "No Comment" on September 7, 2018 in response to the distributed scoping packet.

Section 4(f) Recreational Resources: Jones Park, a potential Section 4(f) resources, is located north of the study area and is accessed from Holly Springs Road along School Days Lane. Outdoor athletic facilities and playgrounds associated with the Holly Springs Elementary School, Holly Ridge Elementary School, and Holly Ridge Middle School are potential Section 4(f) resources and are accessed from Holly Springs Road within the study area. No impacts to these facilities that would be considered as a "use" under Section 4(f) are anticipated with this project.

Community Resources: Three schools (Holly Springs Elementary, Holly Springs Middle, and Holly Ridge Elementary), the Town of Holly Springs Police Department, and Fire Station 1 are located on Holly Springs Road in the project area. Permanent ROW impacts are anticipated on the Holly Springs Elementary School property to accommodate the widened typical section, but these impacts are not expected to affect operations at the school. Improvements in pedestrian infrastructure will provide better access for users to these community resources. Coordination with Wake County Public Schools and Holly Springs EMS will be required to maintain operations during construction. The project team has coordinated with the Holly Springs Elementary School administration and Town of Holly Springs Fire and Police Departments regarding the proposed median access accommodations on Holly Springs Road and preliminary work zone traffic control during construction.

Relocations: One business (Olive Branch Family Therapy) and four residences are anticipated to be relocated with this project. The alternatives comparison (**Table 1**) completed during functional designs was based on aerial imagery available as of August, 2018. Once final survey was available and preliminary designs were complete an additional relocation was identified for alternative 1 (total 5 relocations).

Environmental Justice: While minority and low-income populations are present in the project corridor, no notably adverse community impacts are anticipated with this project; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.

Traffic Noise: A traffic noise analysis (*U-6094 Traffic Noise Report, May 2019*) was performed for this project in accordance with the NCDOT *Traffic Noise Policy* (October 6, 2016). Future build (2040) traffic is predicted to impact sixteen noise-sensitive receptors in the vicinity of the project area. These receptors are predicted to experience noise levels that will approach, meet, or exceed the Noise Abatement Criteria (NAC). None of the studied noise-sensitive receptors are predicted to experience noise levels that result in an impact from a substantial noise level of 10 dB(A) or greater. All of the impacted receptors either have direct access to Holly Springs Road via private driveways and/or are located in isolated areas. Therefore, abatement was found not to be feasible primarily due to site access constraints where driveways are located such that a noise wall would not be able to be constructed or adequately provide the required abatement and/or because at least two impacted receptors would not receive a 5 dB(A) reduction by any noise abatement measure. Additional detailed study of potential abatement measures shall not be necessary unless modifications to the presently considered alternative occurs, additional alignments are considered, or changes to Design Year 2040 traffic volumes are predicted.

Hazardous Materials: Based on information in existing hazardous materials databases (*EDR Radius Report, August 2018*) and input from NCDEQ, seven potentially hazardous sites were identified within or adjacent to the study area. These include one active underground storage tank (UST), three UST incident sites which have been closed out, one dry cleaner site without a documented leak, and two other hazardous material sites. None of the identified sites are located within the construction limits of the project and none are anticipated to be affected.

Air Quality: The project is in Wake County, which is within the Raleigh-Durham-Chapel Hill prior 1997 8-hour ozone area as defined by the EPA. This area was designated nonattainment for the 1997 8-hour ozone standard effective June 15, 2004. However, due to improved monitoring data, this area was redesignated maintenance on December 26, 2007. EPA approved a SIP revision for the removal of Federal low-reid vapor pressure requirement effective on February 3, 2014. Section 176(c) of the CAAA requires that transportation plans, programs, and projects conform to the intent of the state air quality implementation plan (SIP). The current SIP does not contain any transportation control measures for Wake County. The Capital Area Metropolitan Planning Organization (2040) Metropolitan Transportation Plan (MTP) and the (2012-2018) Transportation Improvement Program (TIP) conform to the intent of the SIP. The USDOT made a conformity determination on the MTP and the TIP on June 14, 2013. The Capital Area Metropolitan Planning Organization (2045) Metropolitan Transportation Plan (MTP) and the (2018-2027) Transportation Improvement Program (TIP) have been finalized and approved but are currently undergoing the public review period for conformity determination. The current conformity determination is consistent with the final conformity rule found in 40 CFR Parts 51 and 93. There are no significant changes in the project's design concept or scope, as used in the conformity analyses.

Wake County is within an Attainment area for all other National Ambient Air Quality Standards (NAAQS). In accordance with 40 CFR Part 93, transportation conformity requirements are not applicable to this project since the project is not located in a nonattainment or maintenance area for any transportation-related criteria pollutant (i.e., ozone, particulate matter, nitrogen dioxide, and carbon monoxide). In addition, the project is located in a volatile compounds (VOC) and nitrogen oxides (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC and NOx. All burning will be done in accordance with applicable local laws and ordinances and regulations of the North Carolina SIP for air quality in compliance with 15 NCAC 2D.1900. Measures will be taken to reduce the dust generated by construction when the control of dust is necessary for the protection and comfort of motorists or area residents.

Indirect and Cumulative Effects: The project will not alter travel patterns, reduce travel time, affect access to properties in the area, or open areas for development or redevelopment. Due to its minimal transportation impact-causing activities, this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect and cumulative effects study will not be necessary.

Public Involvement: A public meeting was held at the Holly Springs Town Hall on November 5, 2018, with approximately 21 members of the public in attendance. The public was notified of the meeting via postcards and announcements on the Town of Holly Springs website and social media. A total of four written comments and eight social media comments were received during the comment period. The comments received were generally positive in nature. Some concerns and questions regarding property impacts were received. The Town of Holly Springs staff will be in contact with affected property owners.

F. Project Impact Criteria Checklists:

<u>Type III Actions</u>		Yes	No
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input 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"/>

<u>Type III Actions (continued)</u>		Yes	No
21	Does the project impact federal lands (e.g. USFS, USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Are there other issues that arose during the project development process that effected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Question 1: The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where Project U-6094 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

Question 7: A short form Community Impact Assessment was completed for this project to assess project-level direct community effects. The report recommended that the Town of Holly Springs Project Manager should coordinate with local officials to evaluate median break locations, tractor trailer and fire truck turning accommodations, and with the Wake County Public Schools and EMS to ensure appropriate levels of access during construction. The report determined that an indirect and cumulative effects study will not be necessary.

Question 22: The addition of a median throughout the corridor will convert access to most commercial and residential driveways, as well as minor side streets, to RIRO access. Median breaks are proposed to allow left-in access to Raleigh Street and left-out access from Johnston Street. Full movement intersections have been designed to permit U-turns for passenger vehicles.

Question 28: A traffic noise analysis (*U-6094 Traffic Noise Report, May 2019*) was performed for this project in accordance with the NCDOT *Traffic Noise Policy* (October 6, 2016). Future build (2040) traffic is predicted to impact sixteen noise-sensitive receptors in the vicinity of the project area. These receptors are predicted to experience noise levels that will approach, meet, or exceed the Noise Abatement Criteria (NAC). None of the studied noise-sensitive receptors are predicted to experience noise levels that result in an impact from a substantial noise level of 10 dB(A) or greater. Abatement was found not to be feasible primarily due to site access constraints where driveways are located.

H. Project Commitments

Wake County
Widening of Holly Springs Road from N.C. 55 (Main Street) to Flint Point Lane
Federal Project No. STPDA-0520(121)
WBS No. 47899.1.1
TIP No. U-6094

School Transportation

The Town of Holly Springs will coordinate with Wake County Public Schools to maintain access to Holly Springs Elementary, Holly Ridge Elementary, and Holly Ridge Middle schools during construction.

Emergency Services

The Town of Holly Springs will coordinate with Wake County Fire, Police, & EMS to maintain access and minimize delay for emergency services during construction.

Northern Long-Eared Bat

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the 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. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where U-6094 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

After project completion, the contract administrator for construction must submit the actual amount of tree clearing reported in tenths of acres. This information should be submitted at:

<https://connect.ncdot.gov/site/construction/biosurveys/Lists/Northern%20Long%20Eared%20Bat/AllItems.aspx>

Please contact Melissa Miller (mrmiller2@ncdot.gov), Natural Environmental Section – Biological Surveys with any questions


I. Categorical Exclusion Approval

STIP Project No.	<u>U-6094</u>
WBS Element	<u>47899.1.1</u>
Federal Project No.	<u>STPDA-0520(121)</u>

Prepared By:

6/13/2019

Date

DocuSigned by:

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 Teresa Gresham, P.E.
 Kimley-Horn


Prepared For:

Town of Holly Springs

Reviewed By:

6/19/2019


Date

DocuSigned by:

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 Mary DePina, E.I.
 Project Engineer
 Town of Holly Springs

7/9/2019

Date

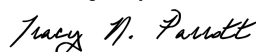
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 Chris Murray, P.W.S.
 Project Engineer for Planning & Environmental Studies
 NCDOT Highway Division 5

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

7/9/2019

Date

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 Tracy Parrott, P.E.
 Project Delivery Engineer
 NCDOT Highway Division 5

FHWA Approval:

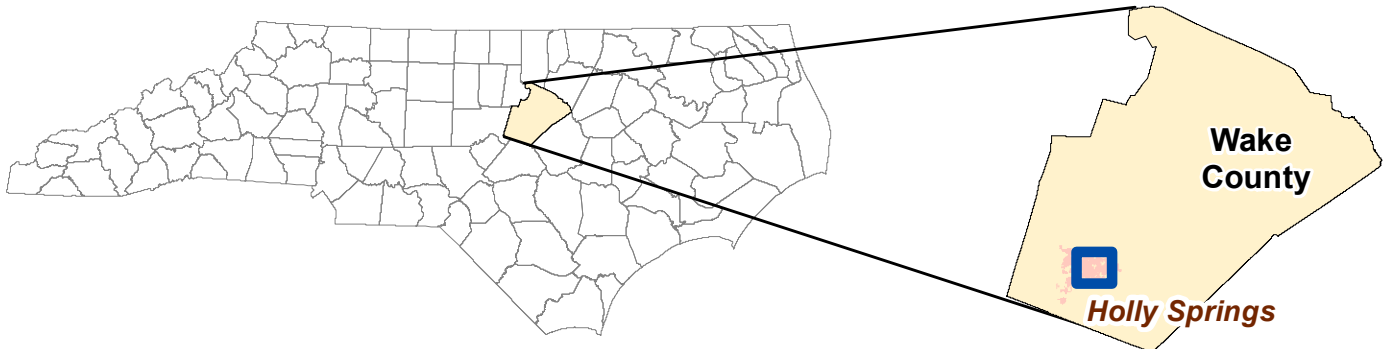
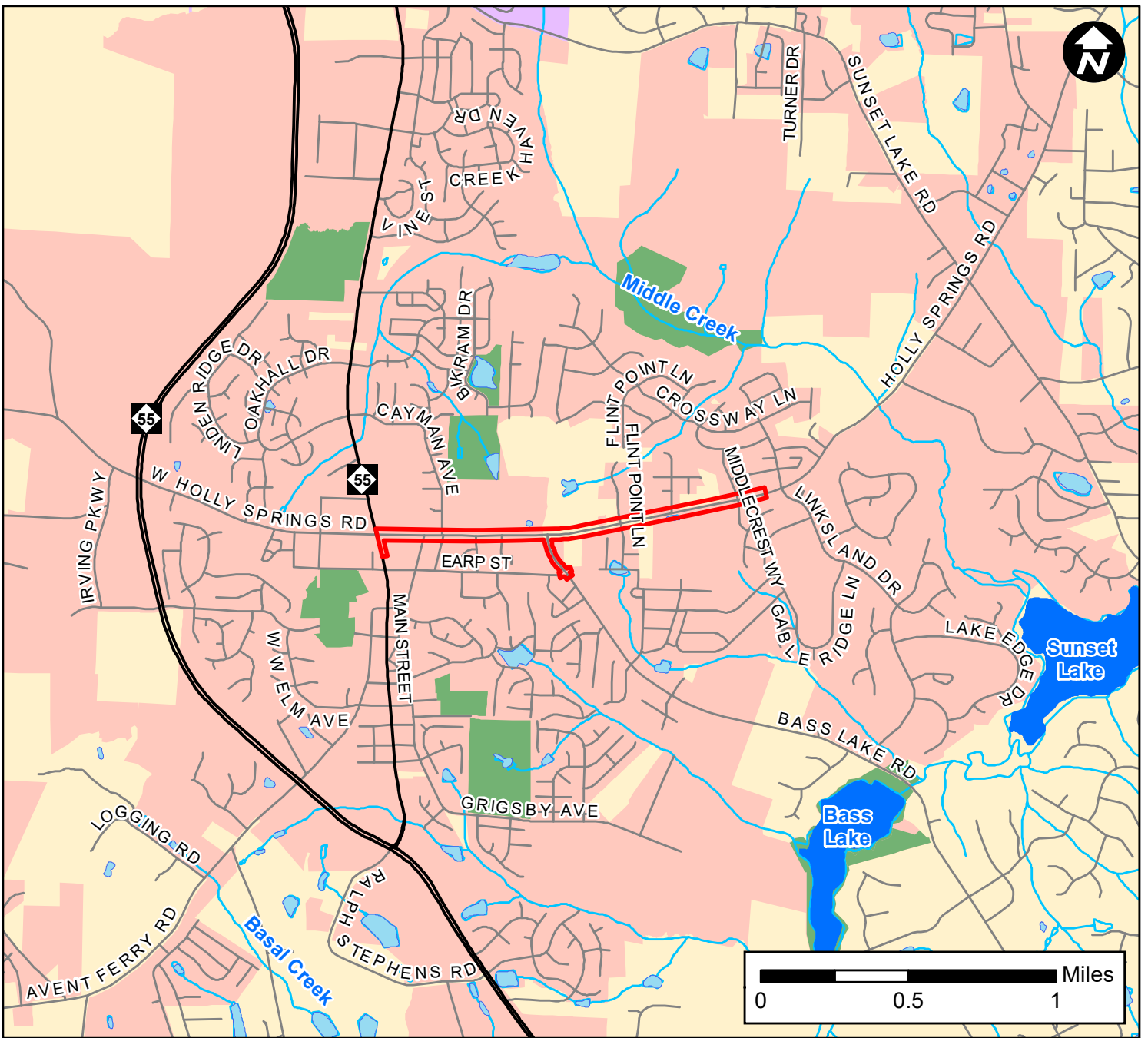
7/11/2019

Date

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 Joe Geigle, P.E.
 Congestion/ITS Management, Planning & Environment Engineer
 NC Division of Federal Highway Administration



- U-6094 Study Area
- Wake County
- Town of Holly Springs
- Town of Apex
- Park
- Freshwater Pond (NWI)
- Lake (NWI)
- Streams (NCDEQ)



Figure 1: Vicinity Map
 NCDOT Project No. U-6094
 Holly Springs Road
 (S.R. 1152) Widening
 Holly Springs, Wake County

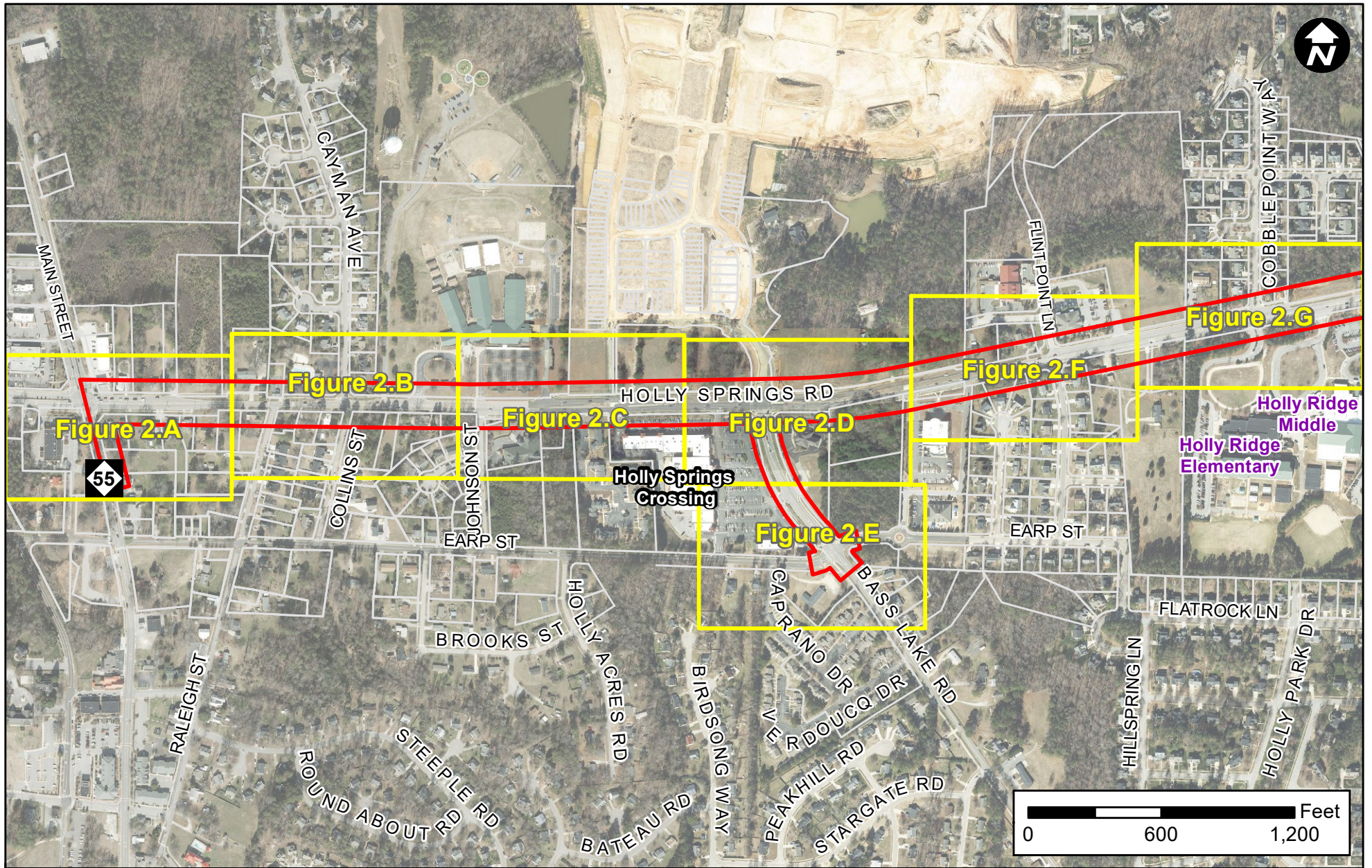


Figure 2: Environmental Features
NCDOT Project No. U-6094
Holly Springs Road
(S.R. 1152) Widening
Holly Springs, Wake County

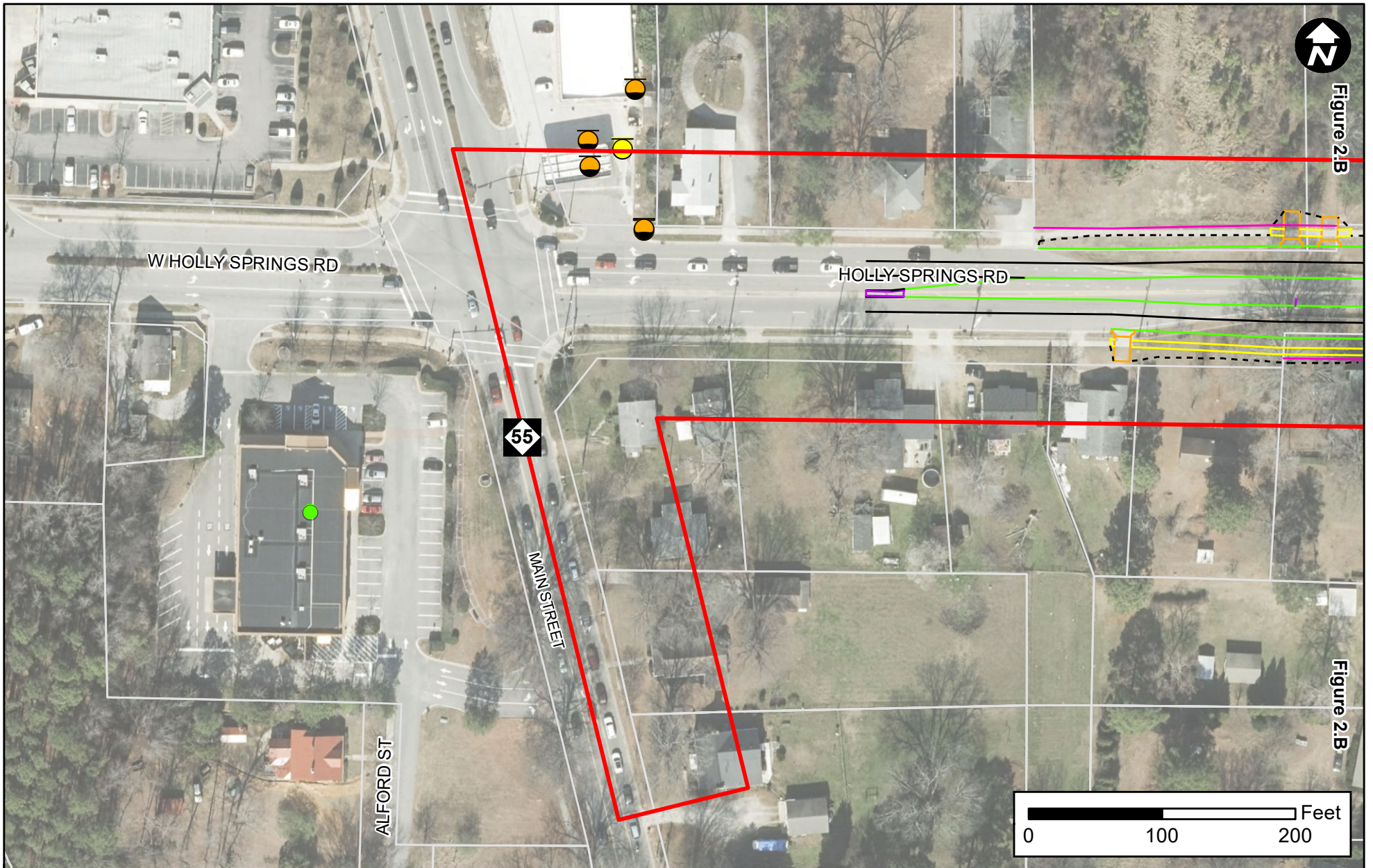


Figure 2.B

Figure 2.B

- Proposed Sidewalk
- Proposed Concrete Island
- Proposed Edge of Travel
- Proposed Lane Markings
- Proposed Driveway
- Proposed Slope Stakes
- Proposed ROW
- Property Line
- U-6094 Study Area
- Potential Hazardous Material Site
- Underground Storage Tank Incident (NCDEQ)
- Active Underground Storage Tank (NCDEQ)

Figure 2.A: Environmental Features
 NCDOT Project No. U-6094
 Holly Springs Road
 (S.R. 1152) Widening
 Holly Springs, Wake County



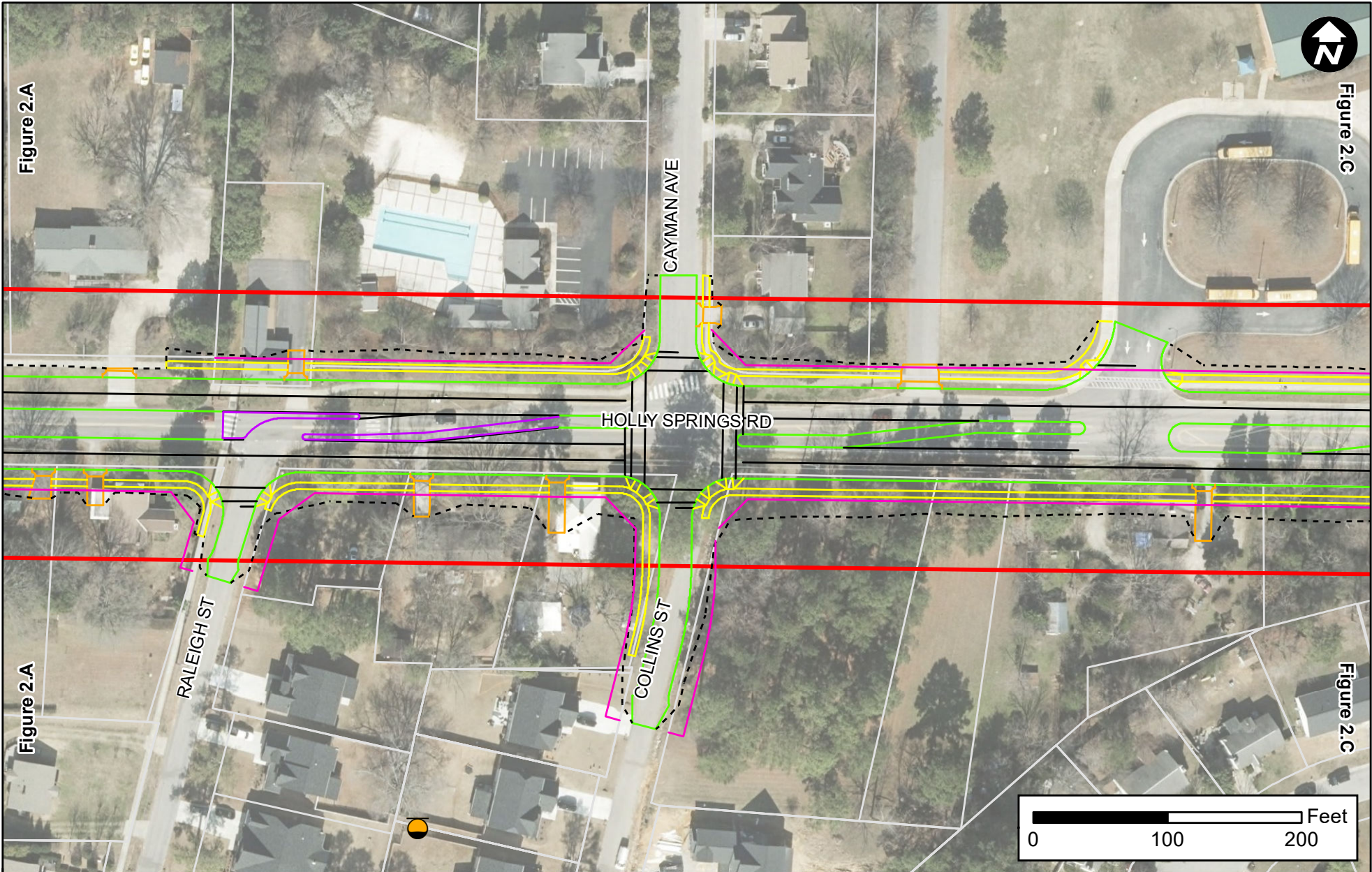


Figure 2.A

Figure 2.C

Figure 2.A

Figure 2.C

- Proposed Sidewalk
- Proposed Concrete Island
- Proposed Edge of Travel
- Proposed Lane Markings
- Proposed Driveway
- Proposed Slope Stakes
- Proposed ROW
- Property Line
- U-6094 Study Area
- Underground Storage Tank Incident (NCDEQ)

Figure 2.B: Environmental Features
 NCDOT Project No. U-6094
 Holly Springs Road
 (S.R. 1152) Widening
 Holly Springs, Wake County

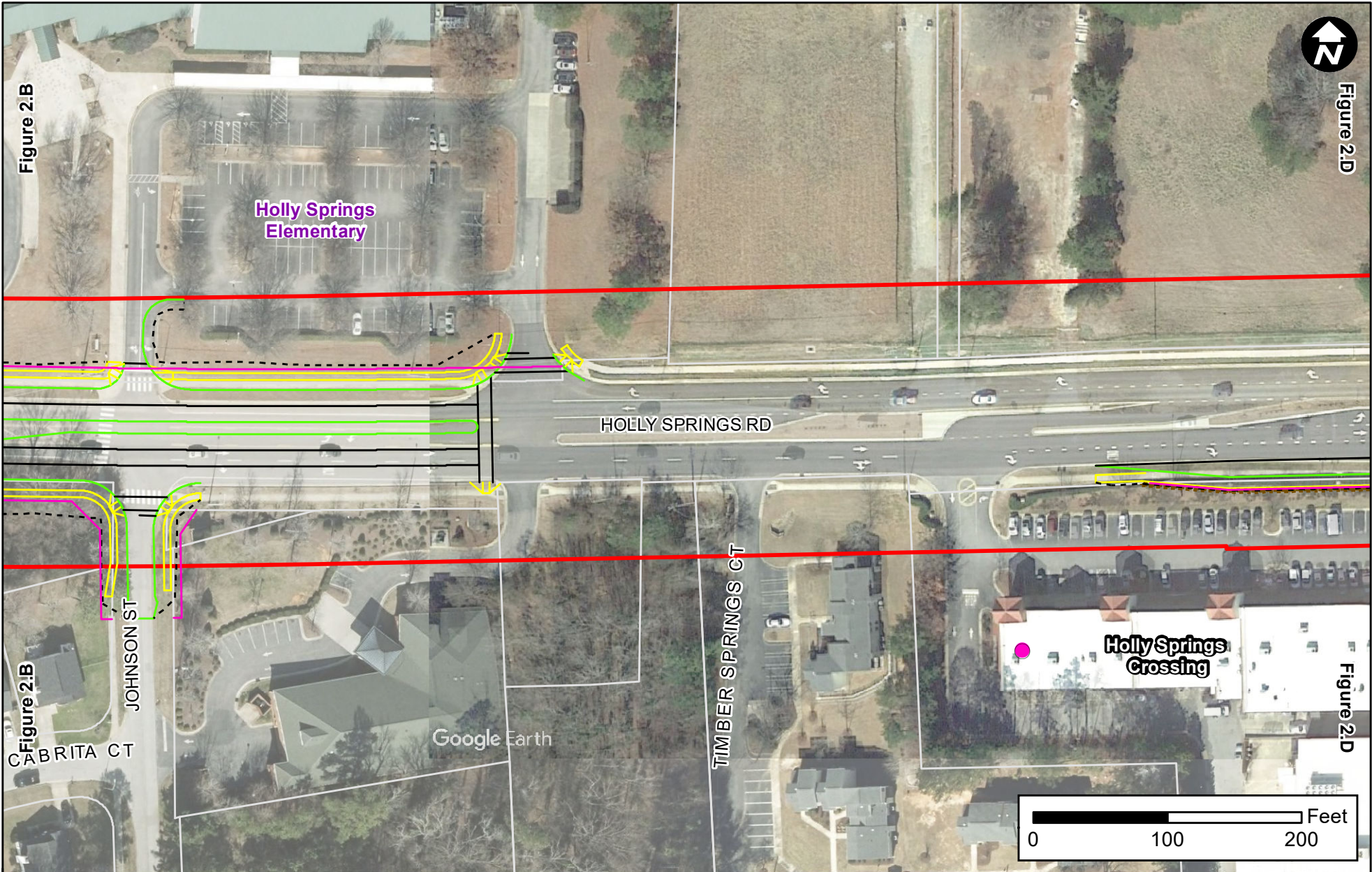


Figure 2.B

Figure 2.D

Figure 2.B

Figure 2.D

Kimley»Horn

- Proposed Sidewalk
- Proposed Edge of Travel
- Proposed Lane Markings
- Proposed Retaining Wall
- Proposed Slope Stakes
- Proposed ROW
- Property Line
- U-6094 Study Area
- Dry Cleaners Site

Figure 2.C: Environmental Features

NCDOT Project No. U-6094

Holly Springs Road

(S.R. 1152) Widening

Holly Springs, Wake County

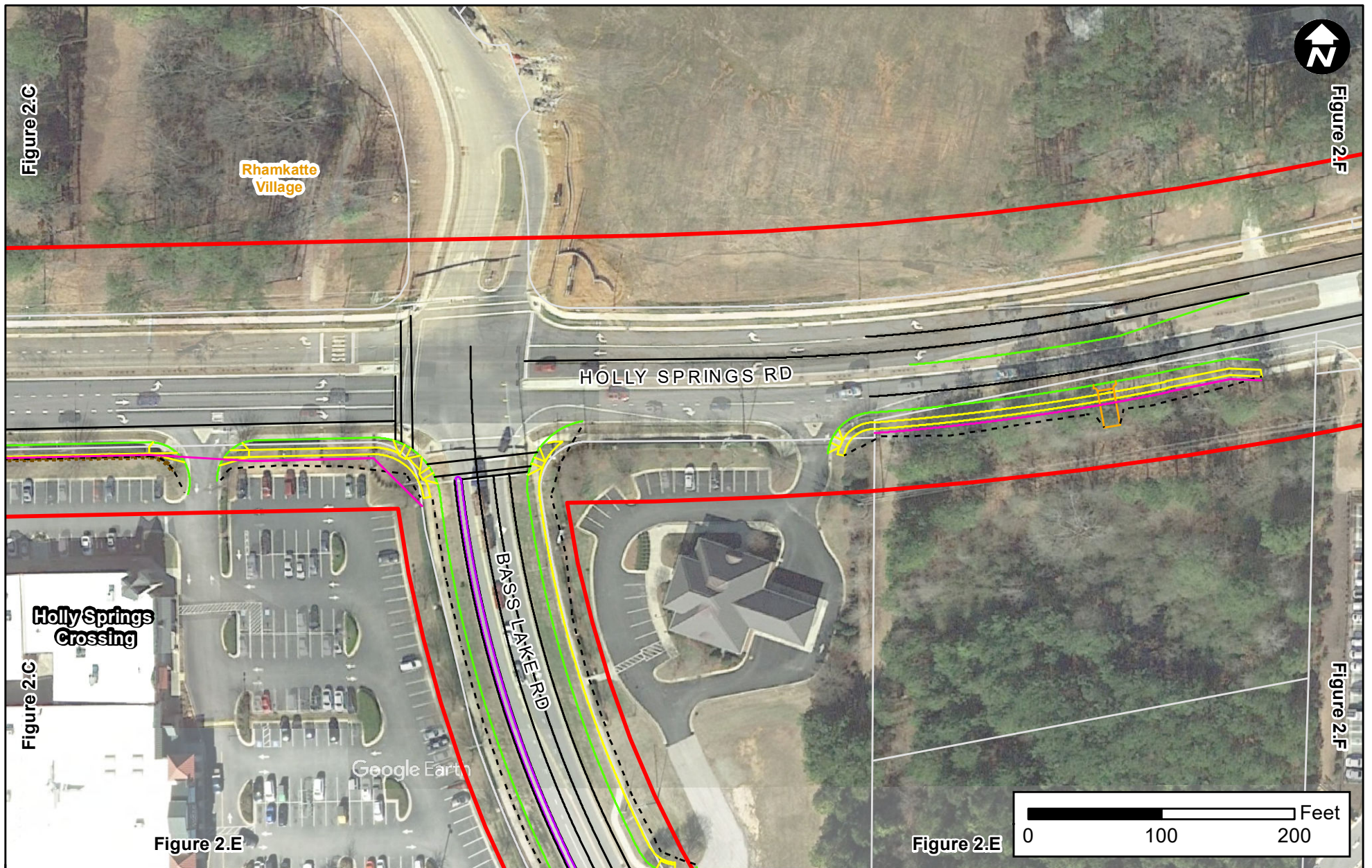


Figure 2.C

Figure 2.F

Figure 2.C

Figure 2.F

Figure 2.E

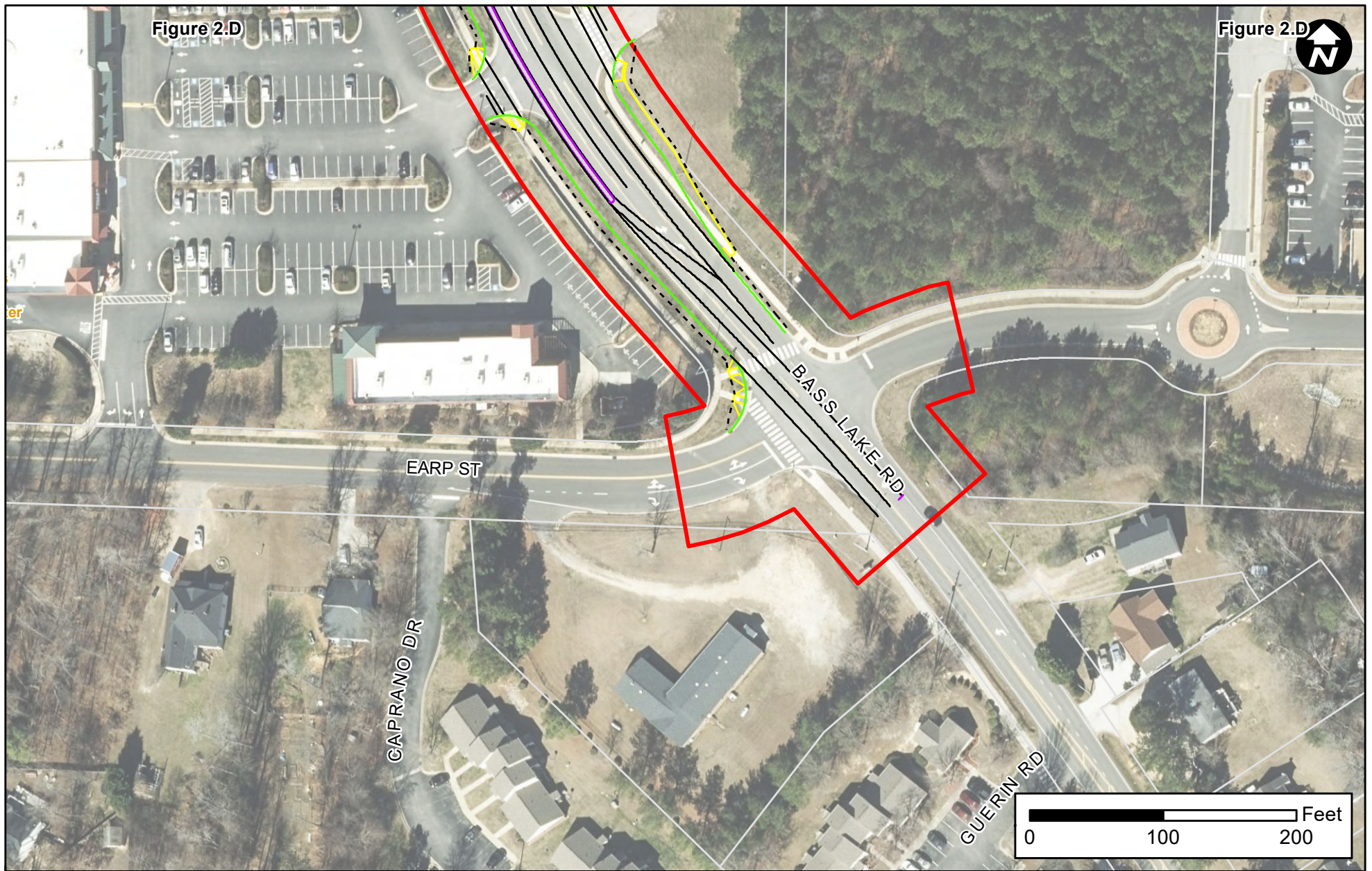
Figure 2.E

Kimley»Horn

- Proposed Sidewalk
- Proposed Concrete Island
- Proposed Edge of Travel
- Proposed Lane Markings
- Proposed Retaining Wall
- Proposed Driveway
- - - Proposed Slope Stakes
- Proposed ROW
- Property Line
- U-6094 Study Area

Figure 2.D: Environmental Features

NCDOT Project No. U-6094
 Holly Springs Road
 (S.R. 1152) Widening
 Holly Springs, Wake County



- Proposed Sidewalk
- Proposed Concrete Island
- Proposed Edge of Travel
- Proposed Lane Markings
- - - Proposed Slope Stakes
- Property Line
- U-6094 Study Area

Figure 2.E: Environmental Features
NCDOT Project No. U-6094
Holly Springs Road
(S.R. 1152) Widening
Holly Springs, Wake County

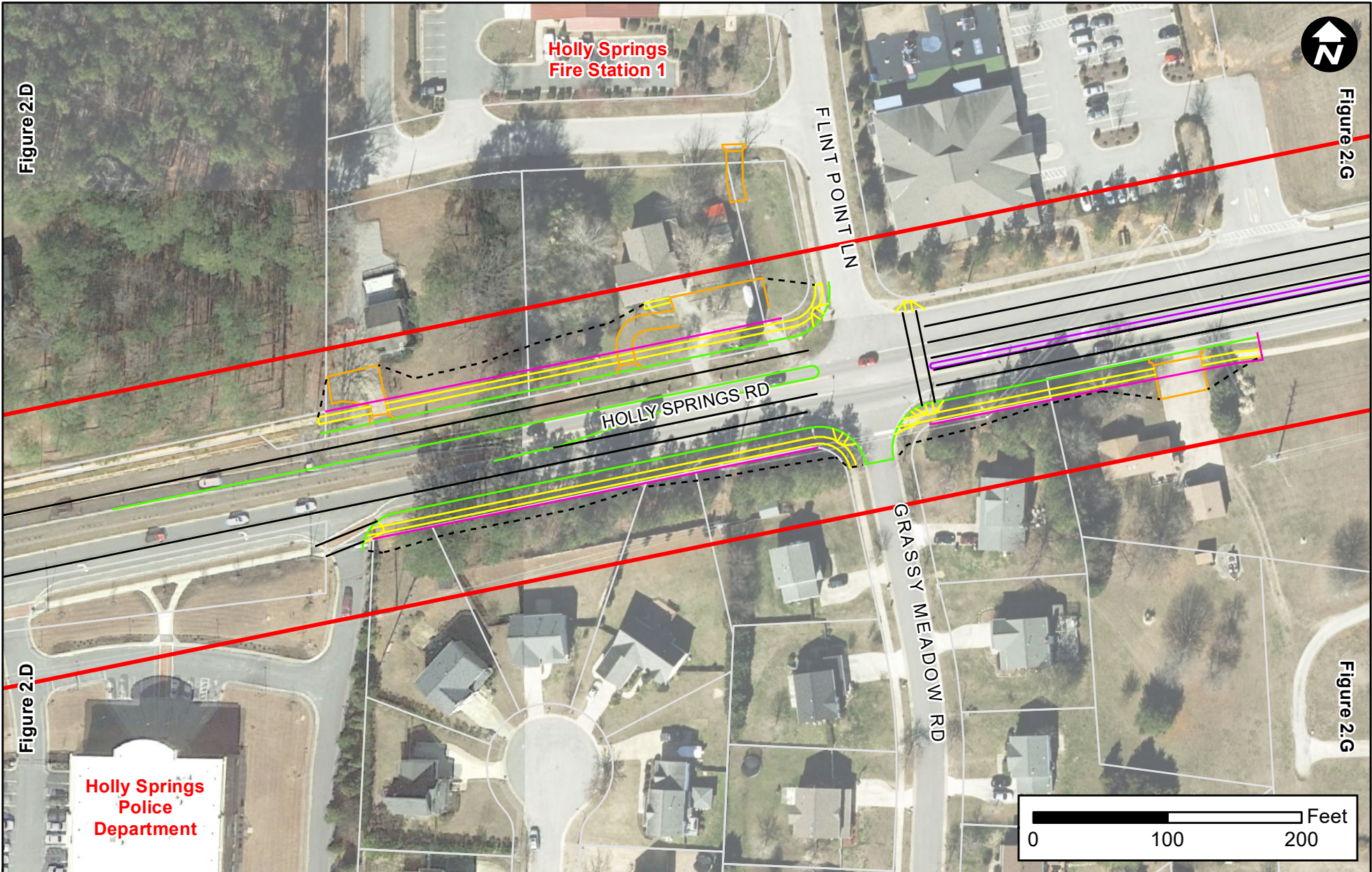


Figure 2.D

Figure 2.G

Figure 2.D

Figure 2.G

- Proposed Sidewalk
- Proposed Concrete Island
- Proposed Edge of Travel
- Proposed Lane Markings
- Proposed Driveway
- Proposed Slope Stakes
- Proposed ROW
- Property Line
- U-6094 Study Area

Figure 2.F: Environmental Features
 NCDOT Project No. U-6094
 Holly Springs Road
 (S.R. 1152) Widening
 Holly Springs, Wake County

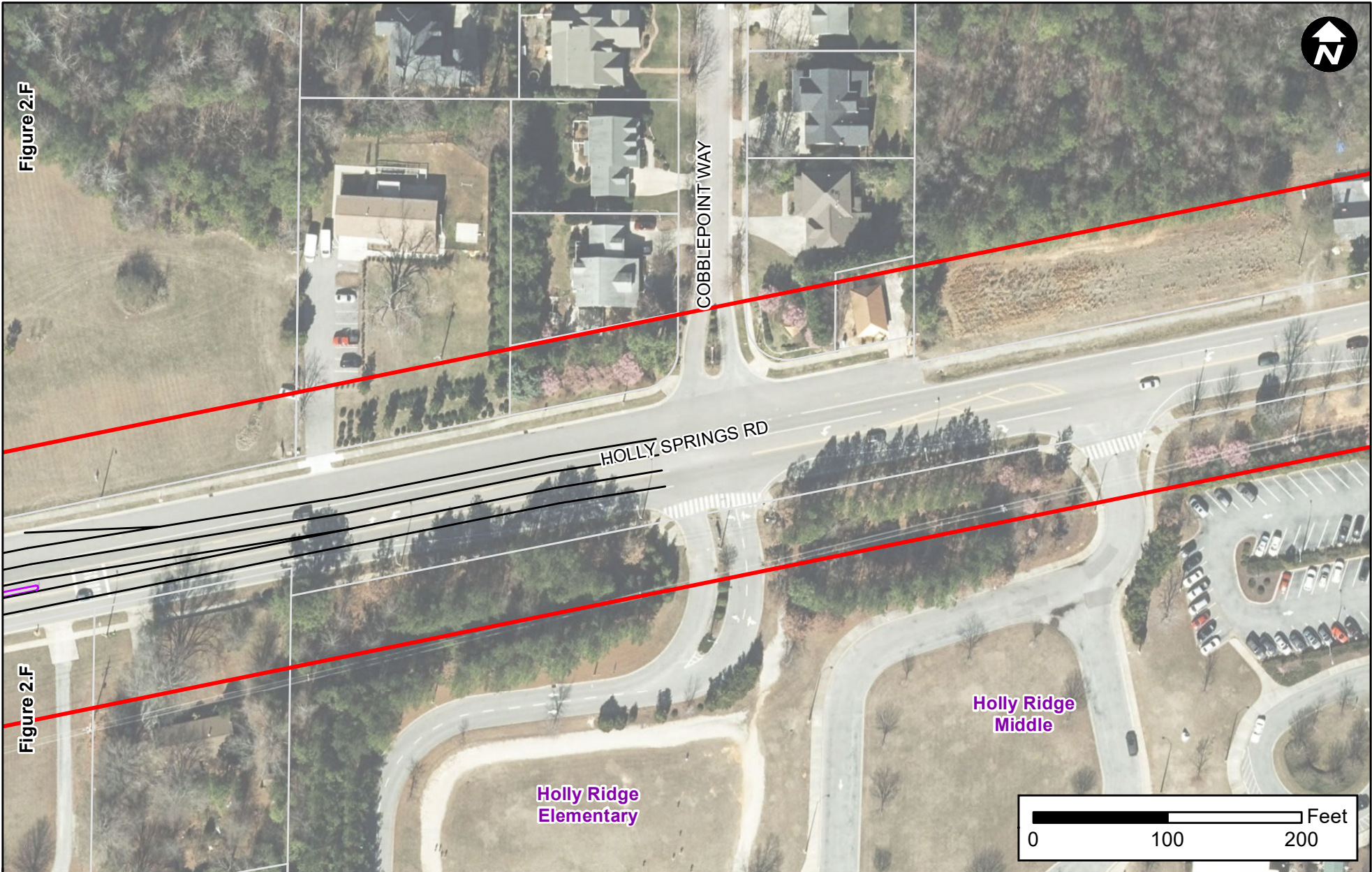


Figure 2.F

Figure 2.F

Kimley»Horn

- Proposed Concrete Island
- Proposed Lane Markings
- Property Line
- U-6094 Study Area

Figure 2.G: Environmental Features
NCDOT Project No. U-6094
Holly Springs Road
(S.R. 1152) Widening
Holly Springs, Wake County

**NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW**

COUNTY: WAKE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 19-E-0000-0028
DATE RECEIVED: 08/14/2018
AGENCY RESPONSE: 09/10/2018
REVIEW CLOSED: 09/13/2018

MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORDINATOR
DEPT OF NATURAL & CULTURAL RESOURCE
STATE HISTORIC PRESERVATION OFFICE
MSC 4617 - ARCHIVES BUILDING
RALEIGH NC

Received: 08/21/2018
State Historic Preservation Office

ER 18-2140

REVIEW DISTRIBUTION

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DPS - DIV OF EMERGENCY MANAGEMENT
TRIANGLE J COG

Due -- 8/29/18

A- (NO) *MSK*
8/27/2018

Due -- 9/14/18

H- NC A/E

PROJECT INFORMATION

APPLICANT: Town of Holly Springs
TYPE: National Environmental Policy Act
Scoping

DESC: Proposed project will construct a consistent 4 lane median divided typical section with 8 foot sidewalks along Holly Springs Road from Main Street to Flint Point Lane. STIP U-6094

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY: Renee Gledhill-Earley

DATE: 9/7/18

AUG 22 2018