

Type III Categorical Exclusion Action Classification Form

STIP Project No.	U-6187
WBS Element	48647.1.1
Federal Project No.	4864701

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to construct a 0.7 mile long, 2-lane extension of SR 1630 (Baltimore Road) and a new interchange with I-40 in Davie County within the census-designated place (CDP) Advance, west of the Town of Bermuda Run. The Study Area Map is attached. The project's anticipated schedule includes ROW in 2024 and LET in 2025.

NCDOT has utilized the Section 404/NEPA Merger Process to formally coordinate with, and garner concurrence from, applicable regulatory and resource agencies for this project. The Merger documentation is available in NCDOT's files and has been provided to all agencies involved. Below is a list of all concurrence points for the project and date of concurrence, as available:

- **Concurrence Point 1:** Purpose and Need, Study Area Defined (agency concurrence received May 2022)
- **Concurrence Point 2:** Detailed Study Alternatives Carried Forward (agency concurrence received May 2022)
- **Concurrence Point 2A:** Bridging Decisions and Alignment Review (agency concurrence received October 2022)
- **Concurrence Point 3:** Least Environmentally Damaging Practicable Alternative/Preferred Alternative (agency concurrence received December 2022)
- **Concurrence Point 4A:** Avoidance and Minimization Measures (to be completed)
- **Concurrence Point 4B:** Hydraulic Design Review (to be completed)
- **Concurrence Point 4C:** Permit Drawing Review (to be completed)

B. Description of Need and Purpose:

The purpose of the project is to provide direct access to I-40 from the communities of Bixby, Redland, and the surrounding rural area while adhering to local land use plans.

The needs of the project are to:

- Provide direct routing to I-40 for industrial traffic in accordance with local comprehensive and future land use plans.
- Improve mobility for local/regional travelers while maintaining residential cohesiveness in accordance with local comprehensive and future land use plans.

C. Categorical Exclusion Action Classification:

Type III

D. Proposed Improvements:

As part of NCDOT STIP Project No. U-6187, Baltimore Road will be realigned and extended as a 2-lane road with 12-foot travel lanes and 4-foot full depth paved shoulders (see **Figure 1**) with no access control. At the proposed interchange, Baltimore Road will travel over I-40 with a bridge that has 12-foot travel lanes, 4-foot full depth paved shoulders, and a 16-foot depressed concrete median (see **Figure 2**) with full access control. The proposed design speed will match the existing at 60 miles per hour (mph).

Figure 1. Baltimore Road Extension Cross Section

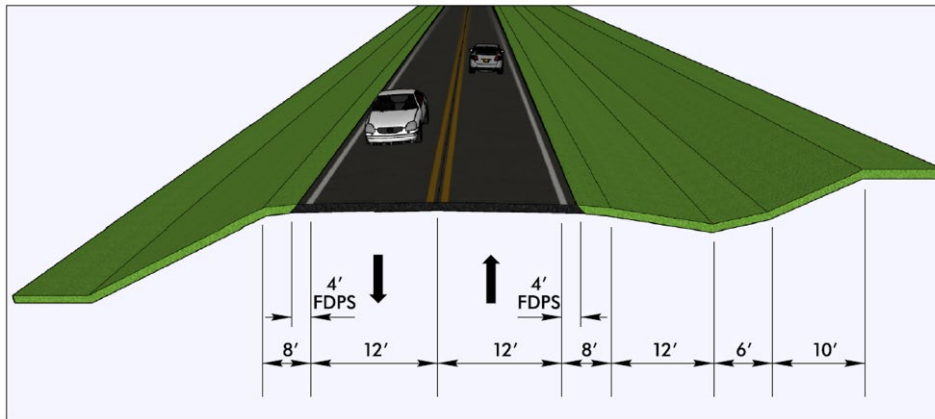
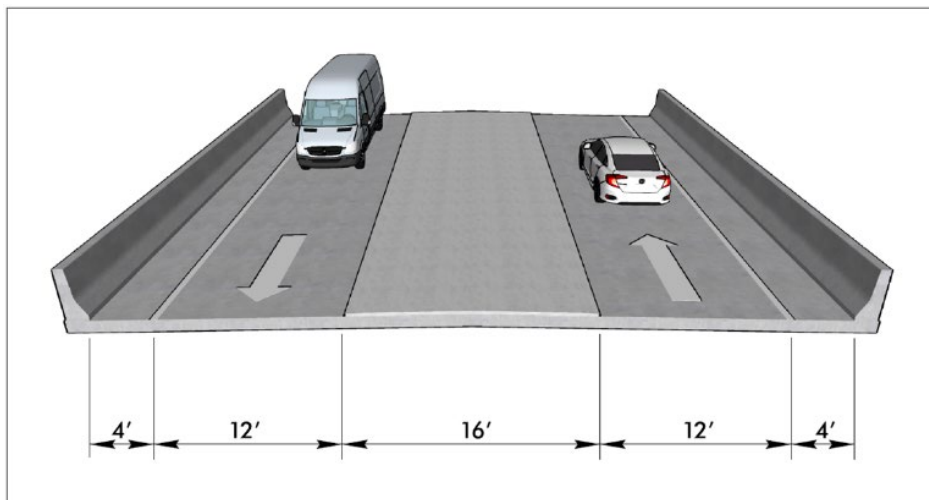


Figure 2. Baltimore Road Bridge Cross Section



E. Special Project Information:

Project History

Winston-Salem Urban Area Metropolitan Planning Organization’s (WSUMPO) 2045 Comprehensive Transportation Plan (CTP), adopted January 2021, proposes a new two-lane divided facility from US 158 to I-40 with interchange access in Davie County under Project IDs WS-Rdwy-101 and WS-Rdwy-423 respectively. The CTP notes that “no direct connection from SR 1630 (Baltimore Road) between US 158 and I-40 limits the mobility of the area’s travelers to I-40, directs travel along less-direct routes, and limits community development along the proposed corridor. A new location roadway is needed to accommodate more direct travel, alleviate congestion on parallel routes, and promote economic development.” The plan also notes that the area of the 801 interchange with I-40 and intersection with Baltimore Road / US 158 is nearing capacity by 2045 and that improvements are needed to reduce congestion, improve vehicular safety, and improve access to I-40.

Davie County’s Transportation Alternatives Feasibility Study, adopted in June 2017, studied the optimal location for a new interchange with I-40. Redland Road and an extension of Baltimore Road were evaluated based on metrics including traffic operations, mobility and access, economic development, and built and natural environments. An extension of Baltimore Road was determined to be preferable for further evaluation and study.

The Town of Bermuda Run's Comprehensive Plan, adopted November 2017, proposes to work with Davie County, NCDOT, and the MPO to implement the recommendations resulting from Davie County's 2017 Alternatives Feasibility Study for a new Baltimore Road extension and interchange as a part of Strategy ID 8.2. The plan notes that "the intent is to accommodate industrial traffic, primarily generated from the new Ashley Furniture distribution center."

Davie County's Comprehensive Plan (adopted in December 2019) established a vision for the future growth, development, and conservation of Davie County. This section of I-40 is indicated as a primary growth area. In addition, Redland Road is in an area with future land use designated as residential, while Baltimore Road and its potential extension are in an area with future land use designated as commercial / mixed-use.

Alternatives

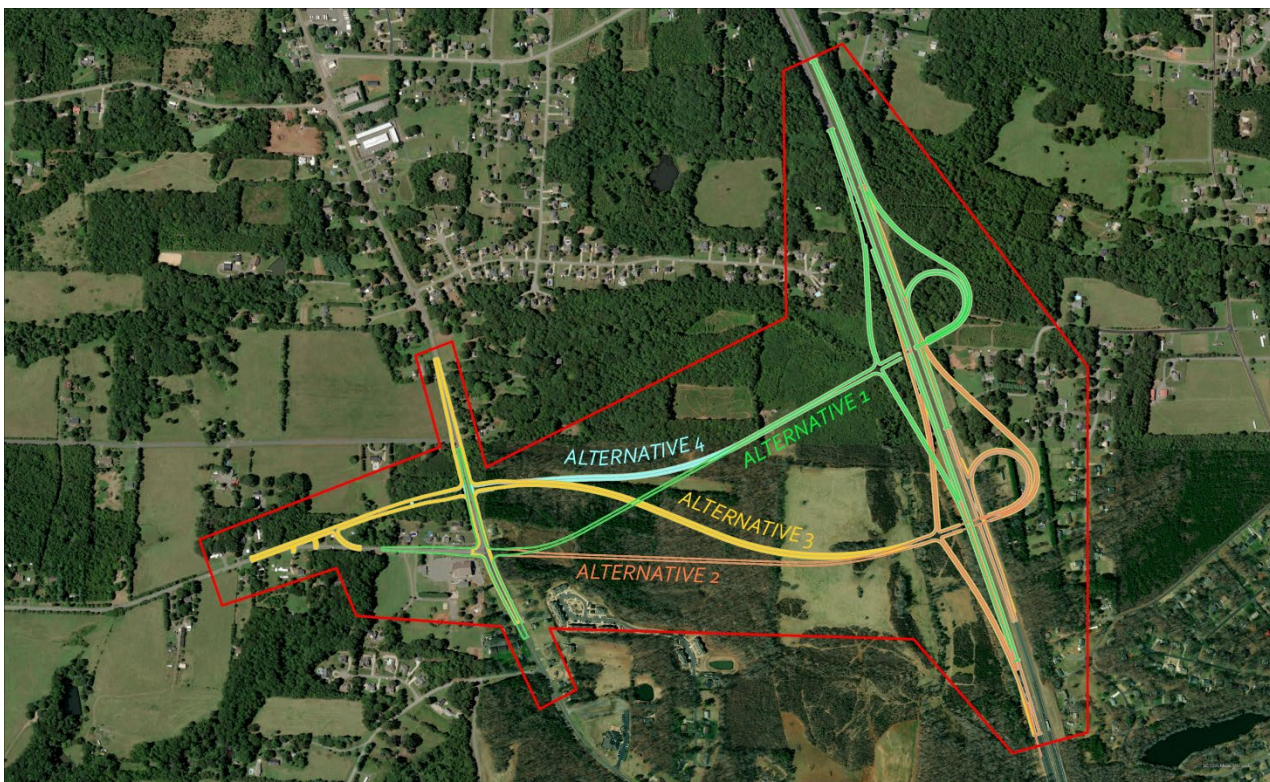
Preliminary alternative not carried forward

- Redland Road Interchange: Potential options to provide a connection to I-40 further west of Baltimore Road or provide a new interchange at Redland Road were not carried forward as they were determined to be inconsistent with recommendations in local plans and do not meet the purpose and need of maintaining residential cohesiveness and supporting local economic development trends.

Detailed Study Alternatives Carried Forward

Five alternatives, including a no-build (do nothing) alternative were carried forward for further review by the merger team at Concurrence Point 2. The No-Build Alternative would not provide access to I-40 or additional mobility for travelers throughout the area and, therefore, would not meet the purpose and need of the project. The remaining four alternatives proposed to extend Baltimore Road and construct a new interchange to connect the extension to I-40, as detailed in the section above and illustrated in **Figure 3**.

Figure 3. Build Alternatives carried forward at CP2



Preferred Alternative

Based on impact analyses, coordination with resource agencies through the Merger process, as well as stakeholder coordination efforts, public feedback, and regulatory constraints (i.e., Section 404(b)(1) requirements), NCDOT determined that Alternative 3 to be the Least Environmentally Damaging Practicable Alternative and thus the FHWA/NCDOT preferred alternative. (**Table 1**). Alternative 3 provides realignment and extension of Baltimore Road to I-40 and provides a new interchange on I-40 southeast of Riddle Circle. All merger team members concurred with the LEDPA at Concurrence Point 3.

Table 1. Potential Resource Impacts for Build Alternatives

Resource	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Property				
Potential Affected Parcels	33	29	28	36
Total Full	6	5	5	12
Residential	0	4 (9 dwellings)	5 (9 dwellings)	1
<i>Note: some residential parcels contain multiple dwellings</i>				
Vacant	6	1	0	11
Total Partial	27	24	23	24
Residential	19	19	13	10
Vacant	8	5	11	14
Impacts Church Property	Yes	Yes	No	No
Natural Environment				
Wetlands (acres)	1.12	1.36	0.46	0.38
NCWAM Rating	High	High	High	High
<i>Note: A Low NCWAM rating corresponds with cleared land, a High NCWAM rating is forested. Potential wetland impacts the project area are primarily forested.</i>				
Streams and Tributaries (acres)	0.26	0.11	0.10	0.23
Streams and Tributaries (linear ft.)	2,083	1,208	942	1,836
NCSAM Rating	High*	Low#	Low#	High*
<i>*The NCSAM rating for Stream A (SA) and Smith Creek in the impact area associated with Alternatives 1 and 4 is rated high quality due to mature forested buffer and lack of cattle access to the stream. Additionally, the impact area associated with Alternatives 1 and 4 includes a confluence of two stream channels.</i>				
<i>#The NCSAM rating for Smith Creek in the impact area associated with Alternatives 2 and 3 is rated low quality due to cattle access and lack of forested buffer.</i>				
Ponds (acres)	0	0	0	0
Human Environment				
Area in Active Agriculture	No	Yes	Yes	No
<i>Note: Visual evidence of a cattle ranch was observed south of Alternatives 2 and 3 proposed interchange location with I-40</i>				
Historic Resources	No	No	No	No
Archaeological Sites	No	No	No	No
Project Cost				
Total Cost	\$37,846,910	\$33,042,500	\$33,681,090	\$40,952,050

Note: Red boxes illustrate the highest impact for that resource.

The chosen LEDPA had the highest level of residential relocations (Table 1). Based on preliminary designs, there are 28 potentially affected parcels associated with the preferred alternative. Five affected parcels are anticipated to be fully displaced, and 23 affected parcels are anticipated to be partially impacted – see **Table 2** below. Based on review of the potentially affected parcels, the majority of the parcels are single-family housing on individual lots. There are some parcels on the northeast side of I-40 that include multiple residences, including manufactured housing, which may be affordable, but do not appear to be indicators of low income. The areas of potential impact do not include common recreation uses or other obvious signs of higher levels of cohesion. There is not a major concern for identifying relocation options in Davie County for both rental and ownership.

Sufficient right of way and easements will be acquired to accommodate the proposed improvements. Most improvements along the existing Baltimore Road will occur within the existing right of way; however, additional right of way will be needed for the extension and construction of a new interchange with I-40. The agencies requested that NCDOT provide additional support to the property owners on the north side of I-40. Coordination with impacted property owners will continue through small group meetings to examine options to minimize impacts to the greatest extent practicable and determine if there are any concerns regarding family grouping/dependency, impaired mobility, and stability post-construction. This property owner coordination will inform the right-of-way acquisition process.

Table 2. Potentially Affected Parcels

Fully Displaced Parcels		Partially Acquired Parcels	
<i>Residential</i>	<i>Vacant</i>	<i>Residential</i>	<i>Vacant</i>
5* (9 dwellings)	0	13	11

*Parcel contains multiple dwellings

Public Involvement

On November 3, 2022, NCDOT hosted a Local Officials Information Meeting (LOIM) and a public meeting in Advance, NC at the Redland Church (137 Baltimore Road). The public meeting was an open house format with stations to visit where NCDOT staff and consultant partners were available to discuss the project background, purpose and need, alternatives, and receive public feedback. There were approximately 7 local officials and 137 members of the public that attended the meetings. Participants at the local officials meeting expressed support for the project and reiterated the need for the proposed improvements.

A project website and comment forms were provided at the meeting, which requested input on alternative preference and open-ended comments. Public feedback was accepted at the meetings, through the project website, by email or phone, or through mailing in comment forms. A summary of comments received is publicly available on the NCDOT project website. Comments about the project were related to:

- Funding
- Schedule / Project Completion
- Property Impacts
- Noise
- Wastewater Facilities
- Traffic Congestion
- Traffic Speed
- Access Management

In response to these comments, NCDOT provided both general responses posted to the project website and individual responses via email and phone to the public.

Avoidance and Minimization

Continued coordination with the regulatory agencies is expected as the design continues to be refined to incorporate avoidance and minimization measures (Concurrence Point 4 A). Decisions on bridging and alignment during Concurrence Point 2A resulted in minimization measures regarding impacts to water resources.

Area Demographics

Census data indicates a notable presence of populations meeting the criteria for Environmental Justice and related statutes within the Demographic Study Area (DSA), but no minority or low-income communities were observed within the Direct Community Impact Area (DCIA) during the field visit or were noted by local planners. Census data indicates a Spanish language-speaking population that meets or exceeds the US Department of Justice Limited English Proficiency (LEP) Safe Harbor threshold within the DSA. While minority and low-income populations are present in the DCIA, 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.

F. Project Impact Criteria Checklists:

F3. Type III Actions				
<p>Proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C) answer questions below.</p> <ul style="list-style-type: none"> • <i>NCDOT will certify the Categorical Exclusion for FHWA approval.</i> • <i>If any questions are marked "Yes" then additional information will be required for those questions in Section G.</i> 				
			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)?	<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)?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	
8	Does the project impact anadromous fish spawning waters?	<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)?	<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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11	Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
14	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<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?	<input type="checkbox"/>	<input checked="" 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

<u>Type III Actions (continued)</u>		Yes	No
17	Does the project require a US Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	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"/>
19	Does the project involve Coastal Barrier Resource Act (CBRA) resources?	<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 (Trust) Lands?	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
22	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	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, 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"/>
26	Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
28	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is the project in an Air Quality non-attainment or maintenance area for a National Ambient Air Quality Standard (NAAQS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Question 1 – Threatened and Endangered Species

The USFWS lists the following federally protected species under the Endangered Species Act (ESA). 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 (see **Table 3**).

Table 3. ESA Federally Protected Species Listed for Davie County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion	Survey Date
Perimyotis subflavus	Tricolored bat	PE	Yes	Not required	5/31/22
Rhus michauxii	Michaux's sumac	E	Yes	No Effect	5/18/22
Helianthus schweinitzii	Schweinitz's sunflower	E	Yes	No Effect	5/18/22 and 5/31/22

E – Endangered, PE – Proposed Endangered

Tricolored bat

On September 14, 2022, the U.S. Fish and Wildlife Service announced a proposal to list the tricolored bat (*Perimyotis subflavus* - PESU) as endangered under the Endangered Species Act. If listed, NCDOT will resolve Section 7 prior to Let as appropriate. Construction activities for this project will not take place until NCDOT (in coordination with our lead federal agency) satisfies Endangered Species Act compliance for PESU. The project is not anticipated to jeopardize the existence of PESU.

A culvert survey was conducted on May 31, 2022, of all structures with a minimum height of 3-feet and minimum length of 60-feet. There are three structures within the study area that meet these requirements. All three of these culverts were surveyed throughout their lengths using a 1,000-lumen spotlight to inspect crevices for bats and search for evidence of bat use in the form of guano, staining, and urine. Culverts E2100 under Baltimore Road on UT to Bailey Creek (SF), and E2122 under I-40 on UT to Smith Creek (SD) had multiple crevices present. Culvert E4008 under I-40 on Smith Creek didn't have any crevices present. No specimens of bats or evidence of bats were observed. A NCNHP data explorer report dated August 24, 2022, revealed no documented occurrences of either of these species within 1.0 mile of the study area. At this time no biological conclusion is required for these species.

Michaux's sumac

USFWS optimal survey window: late May-October.

Biological Conclusion: No Effect

Habitat for Michaux's sumac within the study area consists of forest edges and periodically maintained roadsides. Plant-by-plant surveys for this species were conducted by one observer on May 18, 2021 and two observers on May 31, 2022. No specimens of Michaux's sumac were observed. A NCNHP data explorer report dated August 24, 2022, revealed no documented occurrence of this species within 1.0 mile of the study area. Based on these findings, the biological conclusion for this species is No Effect.

Schweinitz's sunflower

USFWS Optimal Survey Window: late August – October

Biological Conclusion: No Effect

Suitable habitat in the form of roadsides is present within the study area. Plant-by-plant surveys for this species were conducted by two observers on October 12, 2021, and two observers on September 15, 2022. No specimens of Schweinitz's sunflower were observed. A NCNHP data explorer report dated August 24, 2022, revealed no documented occurrence of this species within 1.0 mile of the study area. The biological conclusion for this species is No Effect.

Question 11 – USACE Section 404 Individual Permit

Under the current Section 404 permitting requirements, it is expected the project will require an Individual Permit (IP). In general, the USACE Wilmington District issues an IP for projects that result in 0.5 acre or more of fill to Waters of the US or 300 linear feet or more of stream impacts per each single and complete crossing or if the project is considered by the agency to be a major action. This permit requires a full public interest review, including public notices and coordination with involved agencies, interested parties, and the general public.

The proposed project is anticipated to result in the impacts listed in **Table 4** below, qualifying it for an individual permit.

Table 4. Potentially Affected Water Resources

Wetlands (acres)	0.46
Streams and Tributaries (acres)	0.10
Streams and Tributaries (linear ft.)	942

The USACE issued a 30-day public notice for the LEDPA decision on the project from November 3, 2022, to December 3, 2022 and did not receive any substantive comments.

Question 14 – GeoEnvironmental

One site of potential concern was identified in the study area. There are low monetary or scheduling impacts anticipated due to this site. This site is the Alvia Owens residence, located on the south side of Riddle Circle approximately 170 feet west of Buchin Lane. Incident # 37352 is associated with this residence for a home heating UST that was removed in 2009. According to the DEQ incident database, the incident is still active. No information was available on the DEQ Laserfiche online record search. There are low impacts expected.

Question 21 – Interchange Modification

STIP No. U-6187 proposes to extend SR 1630 (Baltimore Road) from the intersection with US 158 to form a new interchange with I-40. Four (4) concepts were considered including two (2) potential interchange locations and two (2) intersection configurations for the extension of SR 1630 (Baltimore Road) and US 158. Operations along I-40 are not expected to be significantly impacted with the construction of the new interchange, and the new diverge and merge segments will operate acceptably (LOS D or better) with either interchange location in place. The extension of SR 1630 (Baltimore Road) can operate efficiently as a two-lane roadway; however, consideration should be given to widening SR 1630 (Baltimore Road) to a four-lane divided facility south of US 158 if substantial development is expected within the next 20-25 years.

Question 27 – NCDOT's Traffic Noise Policy

The source of this traffic noise information is *U-6187 Traffic Noise Report, Extension of SR 1630 (Baltimore Road) and Interchange at I-40* (VHB, June 2023).

Traffic Noise Impacts

The maximum number of receptors in each project alternative predicted to become impacted by future traffic noise is shown in **Table 5** below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels as defined in the NCDOT Traffic Noise Policy.

*Table 5. Predicted Traffic Noise Impacts by Alternative**

Traffic Noise Impacts				
Alternative	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Build 1	30	0	0	30

*Per TNM 2.5 and in accordance with 23 CFR Part 772

Traffic Noise Abatement Measures

Measures for reducing or eliminating the traffic noise impacts, including noise barriers, were considered for all impacted receptors in each alternative. Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise.

Noise Barriers

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. **Table 6** summarizes the results of the evaluation.

Table 6. Preliminary Noise Barrier Evaluation Results

NSA	Noise Barrier Location	Length / Height ¹ (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminarily Feasible and Reasonable (“Likely”) for Construction ²
NSA 7	NW 1 - Adjacent to the westbound lanes of U-40 mainline Right-of-Way; East of new location Baltimore Road Extension ramps	720 / 8	6,000	4	1,500 / 1,500	Yes
NSA 7	NW 2 – Adjacent to the proposed Right-of-Way for the Baltimore Road I-40 westbound on-ramp	1,753 / 23	40,305	10	4,031 / 1,500	No ³

¹Average wall height. Actual wall height at any given location may be higher or lower.

²The likelihood of a barrier’s construction is preliminary and subject to change, pending completion of final design and the public involvement process.

³Barrier is not reasonable due to the quantity per benefited receptor exceeding the allowable quantity per benefited receptor.

A traffic noise evaluation was performed that identified one (1) noise barrier that preliminarily meets feasibility and reasonableness criteria found in the NCDOT Traffic Noise Policy. A more detailed analysis will be completed during project final design. Noise barriers preliminarily found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations surrounding land use development, or utility conflicts, among other factors. Conversely, noise barriers that preliminarily were not considered feasible and reasonable may meet the established criteria and be recommended for construction. This evaluation was conducted in accordance with the highway traffic noise requirements of Title 23 CFR Part 772.

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.

Question 28 – Farmland Protection Policy Act (FPPA)

Prime and important farmland soils eligible for protection under FPPA are present within the project footprint. A preliminary screening of farmland conversion impacts in the project area has been completed (NRCS Form CPA-106, Part VI only) and a total score of 29 out of 160 points was calculated for the corridor project site. Since the total site assessment score does not exceed the 60-point threshold established by Natural Resources Conservation Service (NRCS), farmland conversion impacts are anticipated, but are not considered notable.

PROJECT COMMITMENTS

Baltimore Road extension with new interchange on I-40

T.I.P Number:U-6187

Davie

Federal Aid Number:

WBS:48647.1.1

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

Division Office - NCDOT Division 9 and Public Involvement – Impacted Property Owners

The NCDOT will hold meetings with property owners and residents of parcels that are expected to be fully acquired to examine options to minimize impacts to the greatest extent practicable.

COMMITMENTS FROM PERMITTING

No commitments developed during project permitting.

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

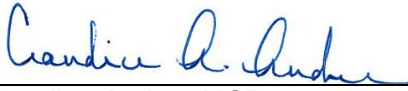
Baltimore Road extension with new interchange on I-40

48647.1.1

I. Categorical Exclusion Approval:


STIP Project No.	<u>U-6187</u>
WBS Element	<u>48647.1.1</u>
Federal Project No.	<u>4864701</u>

Prepared By:

<u>7/20/23</u>	
Date	Candice Andre, AICP VHB

Prepared For: Ryan Newcomb, PE NCDOT Division 9


Reviewed By:

<u>07/24/2023</u>	<small>DocuSigned by:</small> 
Date	<small>CB52851D524244E</small> Amy Euliss, Division 9 PDEA Engineer North Carolina Department of Transportation


Approved

Certified

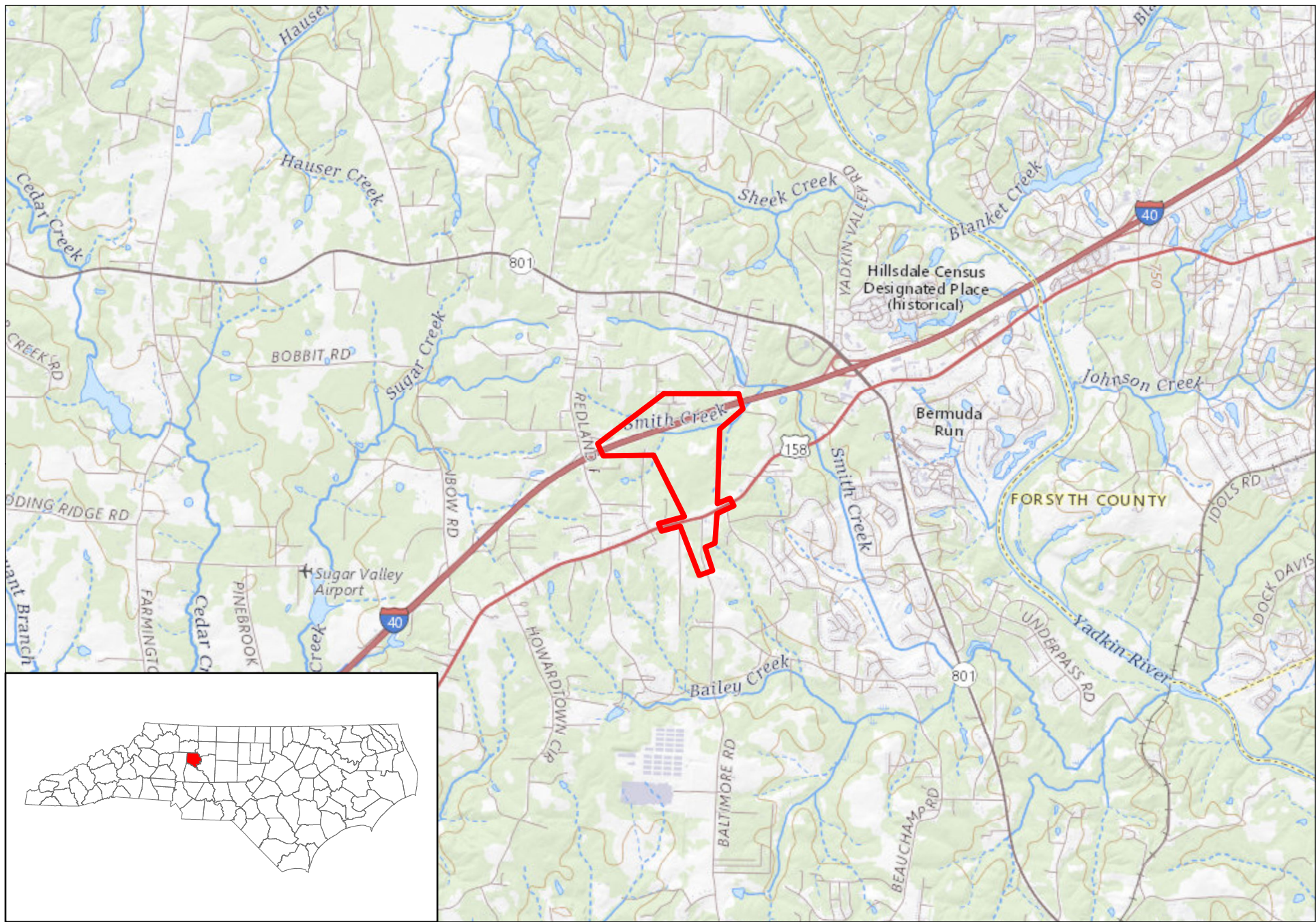
- If classified as Type III Categorical Exclusion.

<u>07/24/2023</u>	<small>DocuSigned by:</small> 
Date	<small>806B7F259E3443A</small> S. P. Ivey, PE, Division 9 Engineer North Carolina Department of Transportation

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

<u>07/24/2023</u>	<small>DocuSigned by:</small> 
Date	<small>B96E8B26991E42C</small> for John F. Sullivan, III, PE, Division Administrator Federal Highway Administration

Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).



STIP Project No. U-6187 | NCDOT Division 9 | Davie County, NC

Figure 1 - Vicinity Map



Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed August, 2021.