

Type III Categorical Exclusion Action Classification Form

STIP Project No.	U-6223
WBS Element	PE: 49502; ROW: 48811.2.1; Construction: 48811.3.1
Federal Project No.	1560004 and 1560005

A. Project Description:

U-6223 is located in northwest Johnston County, southeast of downtown Clayton (Figure 1). NCDOT proposes to extend Ranch Road (SR 1560) on new location between Little Creek Church Road (SR 1563) and US 70 Business and re-align the intersection of Ranch and Little Creek Church Roads to make Ranch Road the through-movement. The project area is slightly less than one mile in length, including approximately 2000 feet of new location roadway and approximately 500 feet of relocated roadway at the intersection realignment.

B. Description of Need and Purpose:

The primary need for the proposed improvements is the lack of connectivity of the NC 42 corridor through the Town of Clayton. NC 42 is split by the Town of Clayton. The current configuration requires two miles of travel along the busy US 70 Business corridor and a circuitous westbound connection to connect the east and west sides of NC 42. NC 42 currently provides the primary access to the US 70 Bypass and I-40 for travelers coming from the Town of Clayton. Affected users include a growing number of residents living in existing and planned neighborhoods in southeast Clayton, along with commercial and truck traffic traveling to and from the area.

The primary purpose of the project is to enhance mobility and connectivity by providing a route that allows users to directly access US 70 Bypass from east of Clayton from NC 42.

Other desirable outcomes include an alleviation of increasing congestion on US 70 Business by eliminating the need to travel on US 70 Business to gain access between the east and west sides of NC 42, a reduction of response times from Clayton Fire Station #2 to property owners and residents who live south of US 70 Business, and the potential for Ranch Road to act as a detour route during the construction of the upcoming NC 42 Widening project (R-3410).

C. Categorical Exclusion Action Classification:

Type III

D. Proposed Improvements:

This project includes both new location roadway and improvements to existing roadways. The public meeting map illustrating the preliminary roadway design is available in project files on SharePoint.

At the south end of the project, Little Creek Church Road will be realigned approximately 335 feet south to terminate at a T intersection with Ranch Road, making Ranch Road the intersection through movement. Ranch Road will be widened at this location to include a right turn lane from northbound Ranch Road to Little Creek Church Road and a left turn lane from southbound Ranch Road to Little Creek Church Road. Little Creek Church Road will be widened to include a right turn lane to northbound Ranch Road. The road in this location will consist of two 12-foot wide lanes, undivided, with paved shoulders. On Ranch Road, the paved shoulder is 5-foot wide to accommodate bicycles.

At the northern end of the project area, Ranch Road will extend to the east onto new location. The road will be widened to four 12-foot wide travel lanes divided by a 23-foot wide raised grassed median as the extension reaches existing Rose Street and approaches the intersection with US 70 Business. At the intersection, eastbound Ranch Road will include two through lanes, a dedicated left turn lane, and a dedicated right turn lane. A new stream crossing occurs within the new-location portion with a 66" culvert under Ranch Road.

Boling Street (formerly signed Little Creek Church Road) meets the Ranch Road extension from the north at a T intersection on new location. The intersection includes a left turn lane from northbound Ranch Road to Boling Street, a right turn lane from southbound Ranch Road to Boling Street, and two right turn lanes from Boling Street to southbound Ranch Road.

In addition to the roadway extension and improvements, the Town of Clayton has requested the incorporation of a water line extension into this project, which would bring the Town's water line from the current extent at the end of Rose Street along the new road right of way for the extension of Ranch Road and tying into existing water lines on what is currently Little Creek Church Road.

No detour route is anticipated to be used during construction of this project. Right of way acquisition is expected to begin in spring 2021. Construction is estimated to take 18 months, beginning in summer 2022.

E. Special Project Information:

Bicycle and Pedestrian Accommodation

The project design includes a 5-foot paved shoulder on Ranch Road to accommodate cyclists. Sidewalks currently present near the Sheetz gas station will be replaced upon completion of project construction.

Waters of the US

The project may impact up to approximately .69 acre of jurisdictional wetlands and 219 linear feet of jurisdictional streams as calculated from preliminary design cut and fill slopes, plus 25 feet. Impacts to these resources are expected to be further minimized during the project's final design phase.

The final decision on the appropriate permit type, as well as any required mitigation, will be made by the USACE upon completion of the final roadway design. A Nationwide permit (NWP) No. 23 may be applicable, depending on the final impacts to jurisdictional resources. The USACE holds the final discretion as to which permit will be required to authorize project construction. Because a Section 404 permit is required, a Section 401 Water Quality Certification (WQC) from the NCDWR will also be needed.

Traffic Estimates

Table 1. Traffic Estimates

2019 Existing	5,600 vpd*
2045 No-Build	15,400 vpd
2045 Build	25,800 vpd

*vehicles per day

Cost Estimates

Cost estimates for the project were updated from those shown in the STIP based on the preliminary roadway design. The following table summarizes the current estimated cost to construct the project.

Table 2. Project Cost Estimates (December 2020)

Right-of-Way Acquisition	\$ 1,690,500
Utility Relocation	\$ 617,688.00
Construction	\$ 6,100,000.00
Total	\$ 8,408,188.00

Summary of Project Impacts

Table 2 provides a summary of the possible environmental impacts of the project, based on the preliminary roadway design. At this roadway design stage, detailed topographic and property boundary surveys were not available. Therefore, a conservative approach to identifying impacts was utilized. Impacts are likely to be reduced during the final design phase.

Table 3. Environmental Impact Summary

ENVIRONMENTAL FEATURES	POTENTIAL IMPACTS	
Relocations	Residential	7
	Businesses	2
	<i>Total Relocations</i>	9
Disproportionate Impact to Minority/Low Income Populations	None	
Historic Properties (effect)	0	
Archeological Resources	0	
Community Facilities ¹	1	
Noise Receptors ²	16	
Streams (linear feet, based on slope stakes plus 25 feet)	219	
Wetlands (acres, based on slope stakes plus 25 feet)	0.69	
Prime Farmland Soils (acres)	1.37	
Federally Protected Species ³		
	Northern long-eared bat	MA-LAA

1. Kid's Country Day Care Center will have driveway circulation changes.
2. Noise receptors are noise-sensitive locations where human activity may be impacted by high noise levels.
3. Effective January 1, 2021, a Programmatic Biological Opinion for the Northern long-eared bat provides a determination of May Affect, Likely to Adversely Affect for the entire NCDOT program in Divisions 1-8.

Technical Studies and Reports

The following technical reports and additional documentation are located in the project files on NCDOT's SharePoint site and are available upon request.:

- *U-6223 GeoEnvironmental Planning Report*, March 2020
- *No Historic Properties Present or Affected Form*, April 2020
- *No National Register of Historic Places Eligible or Listed Archaeological Sites Present Form*, December 2020
- *Traffic Technical Memo*, September 2020
- *Natural Resources Technical Report*, September 2020
- *Aquatics Report*, December 2020
- *Community Impact Assessment*, December 2020

- *Indirect and Cumulative Effects Screening Report, January 2021*
- *Traffic Noise Analysis, Ranch Road Extension, November 2020*
- *Programmatic Biological Opinion for Northern Long-eared Bats, NCDOT Divisions 1-8, November 06, 2020 (prepared by the US Fish and Wildlife Service)*

Agency and Stakeholder Involvement

Scoping letters were sent to federal and state resource and regulatory agencies and local government officials on May 24, 2019. In response, letters or emails were received from the following agencies:

- US Department of Interior, Fish and Wildlife Service
- NC Department of Environmental Quality, Division of Water Resources
- North Carolina Wildlife Resources Commission
- US Army Corps of Engineers

Per NCDOT's Tribal Coordination Protocol, the Catawba Indian Nation and the Tuscarora Indian Nation were informed about the project and invited to provide scoping feedback. A response was received from the Catawba Indian Nation indicating no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas.

Several coordination meetings were held with Town of Clayton staff from the planning, engineering, and public works departments to determine the Town's needs for a water line extension betterment to the proposed improvements.

Outreach and coordination with Johnston County Schools and Johnston County Emergency Medical Services (EMS) to provide project information and an opportunity to identify potential impacts of the project to school bus and EMS services. Input received from these agencies was incorporated into the Community Characteristics Report and Community Impact Assessment Report.

A Pre-Merger Screening meeting was held with NCDOT, the Federal Highway Administration (FHWA), US Army Corps of Engineers (USACE), and the NC Department of Environmental Quality - Division of Water Resources (NCDEQ-DWR) on April 28, 2020 to determine whether the proposed project should be processed through the NEPA/404 Merger Process. It was concluded that the project would not go through the Merger Process.

All coordination letters and summaries are available in the project file on SharePoint.

Public Involvement

Project Post Card. A project post card was mailed in November 2020 to over 1,200 property owners located near the Ranch Road Extension project corridor to notify them that project planning was underway and directing them to visit the project website for more information.

Project Webpage. Because project planning occurred during the 2020 COVID-19 pandemic, NCDOT suspended in-person meetings. As an alternative way to learn more and engage with the project, a project webpage was established on NCDOT's website, found at: publicinput.com/RanchRd-Clayton. The webpage provides a video overview of the project, a summary of the planning process, a downloadable pdf of the public meeting map, and the ability to submit comments to project staff. For those who prefer other methods of communication, project-specific email and phone numbers were also provided as ways to submit comments.

Between November 12, 2020 and December 11, 2020, the project website was used to collect project comments. During this time, 29 comments and phone calls were received. A summary of the comments received, and the responses provided is found in the project files on SharePoint.

Press Releases. At the start of the public comment period, a press release was issued to encourage the public to visit the project website and submit comments. The project website was also advertised via NCDOT social media outlets.

Local Officials Informational Meeting (LOIM). A virtual local officials meeting was held November 9, 2020. Local officials generally expressed support for the project. The major issue discussed during this meeting was local officials' concern about the project schedule. At the time of the LOIM, the U-6223 project schedule had been delayed in the STIP; after this meeting the STIP was adjusted to accelerate the U-6223 schedule.

F. Project Impact Criteria Checklists:

Table 4.

F3. Type III Actions			
Proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C) answer questions below.			
<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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

<u>Type III Actions (continued)</u>		Yes	No
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"/>
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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'):

Response to Question No.1: Threatened or Endangered Species

The US Fish and Wildlife Service has revised the previous programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known to occur in 30 counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30-current known/potential counties shown on Figure 2 of the PBO at this time. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for ten years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Johnston County, where U-6223 is located. This level of incidental take is authorized from the effective date of a final listing determination through December 31, 2030.

Johnston County is not one of the 30 known or potential counties shown on Figure 2 of the PBO. As such, the mitigation measures listed in the PBO do not apply to this project.

Response to Question No.9: Water Quality

The streams within in the project area are class C tributaries to Little Creek. Per input received from NC Division of Water Resources, Little Creek and its tributaries are Nutrient Sensitive Waters (NSW) and 303(d) impaired waters of the State. Class C Waters are protected for uses such as secondary recreation, fishing, wildlife, fish consumption, aquatic life including propagation, survival and maintenance of biological integrity, and agriculture. Nutrient Sensitive Waters is a supplemental classification intended for waters needing additional nutrient management due to excessive growth of microscopic or macroscopic vegetation.

The Ranch Road Extension project is located in the Neuse River Basin and will be subject to the Neuse River Riparian Buffer Rules, which requires 50-foot wide vegetated buffers on all perennial and intermittent streams. Impacts to existing riparian buffers will be minimized during the final roadway design phase. Unavoidable impacts will be addressed through a Buffer Mitigation Plan, to be developed in coordination with the NC Division of Mitigation Services and submitted to the NC Division of Water Resources with the application for a 401 Water Quality Certification.

Impacts to water quality resulting from the design and construction of the proposed improvements will be minimized or avoided through the use of the NCDOT *Stormwater Best Management Practices Toolbox* and strict adherence to its *Design Standards for Sensitive Watersheds* for all waters within the Little Creek watershed. These measures, coupled with adherence to the Neuse River Buffer Rules, will avoid significant impacts to water quality in the project area.

Response to Question 14: Hazardous Materials

The GeoEnvironmental Section of the NCDOT Geotechnical Engineering Unit performed a Phase I field investigation on March 18, 2020 to identify geoenvironmental sites of concern. One (1) site of concern, the Sheetz gas station, was identified within the proposed study area. Low monetary and scheduling impacts resulting from this site is anticipated. Information on the specific sites is provided in *GeoEnvironmental Planning Report*.

Response to Question No. 27: Noise

A traffic noise evaluation was performed, documented in the *Traffic Noise Analysis* (November 2020), and is available for public review upon request. This evaluation was conducted in accordance with the highway traffic noise requirements of Title 23 CFR Part 772.

The analysis preliminarily identified one (1) noise barrier that met feasible and reasonable criteria found in the NCDOT Traffic Noise Policy. A more detailed analysis will be completed during the project's final design. Noise barriers 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 were not considered feasible and reasonable may meet the established criteria and be recommended for construction.

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).

The maximum number of receptors predicted to become impacted by future traffic noise is shown in the table 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.

Table 5. Predicted Traffic Noise Impacts

Traffic Noise Impacts			
Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
16	0	0	16

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

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) developed by the FHWA. Twelve (12) delineated Noise Study Areas (NSA) in the Ranch Road Extension project area were analyzed, listed below:

- NSA 1: southeast of the intersection at Ranch Road and Little Creek Church Road near the western terminus of the project
- NSA 2: southeast of Ranch Road between Ranch Road and Crooked Creek Road near the western terminus of the project
- NSA 3: northwest of Ranch Road between Glenn Street and Grant Street near the western terminus of the project
- NSA 4: northwest of the intersection of Ranch Road and Little Creek Church Road near the western terminus of the project
- NSA 5: southeast of Ranch Road near the western terminus of the project
- NSA 6: southwest of Little Creek Church Road, near the central portion of the project
- NSA 7: southwest of Little Creek Church Road, near the central portion of the project
- NSA 8: southeast of the proposed Ranch Road Extension along Tulip Street and Iris Street near the eastern terminus of the project
- NSA 9: east of the proposed Ranch Road Extension between US 70 BUS Route and Tulip Street near the eastern terminus of the project
- NSA 10: north of the proposed Ranch Road Extension and west of US 70 BUS Route near the eastern terminus of the project
- NSA 11: consists of the Boling Townes Community and is located northwest of the proposed Ranch Road Extension and east of Little Creek Church Road along Sunnyview Lane and Beechleaf Court near the central portion of the project
- NSA 12: northwest of Little Creek Church Road in the eastern portion of the project

The following table summarizes the results of the evaluation.

Table 6. Preliminary Noise Barrier Evaluation Results

Noise Barrier Location ¹	Length (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 11	596	6,176	4	1,029 / 2,000	Yes

¹NSA – Noise Study Area

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

Response to Question No. 28: Prime Farmland

A preliminary screening of farmland conversion impacts in the project area was completed for the U-6223 project. The US Department of Agriculture’s Farmland Conversion Impact Rating Form was completed for the project. Part VI, Corridor Assessment Criteria, assigned 31 points to the project’s impacts, which is below the 60-point threshold established by the National Resource Conservation Service. Though farmland conversion impacts may be anticipated, they are not considered notable and do not required consideration of mitigation to prime farmland soils within the project study area.

Response to Question No. 29: Air Quality

This project follows the USDOT Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS dated October 1, 2018. The project is in Johnston County, which is within the Raleigh-Durham-Chapel Hill nonattainment area for the prior 1997 ozone National Ambient Air Quality Standard (NAAQS) 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. The Raleigh-Durham-Chapel Hill area was attainment for the 2008 ozone NAAQS resulting in the 1997 ozone NAAQS being revoked on April 6, 2015. On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. Transportation conformity for plans and TIPs for the 1997 Ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). The Capital Area Metropolitan Planning Organization 2045 Metropolitan Transportation Plan (MTP) and the 2018-2021 Transportation Improvement Program (TIP) conform to the intent of the SIP. The USDOT made a conformity determination on the MTP on February 12, 2019, the TIP on February 6, 2020, and Johnston County donut projects on February 6, 2020. 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.

H. Project Commitments (attach as Green Sheet to CE Form):

NCDOT PROJECT COMMITMENTS

STIP Project No. **U-6223**

Project Description: Extend SR 1560 (Ranch Road) on new location between Little Creek Church Road (SR 1563) and US 70 Business and re-align the intersection of SR 1563 and SR 1560

Johnston County

Federal Aid Project No. 1560004 and 1560005

WBS Element PE: 49502; ROW: 48811.2.1; Construction: 48811.3.1

Noise and Air Quality Section and Division 4 – Noise Mitigation

A Design Noise Report (DNR) will be required based on the final roadway design to confirm the one reasonable and feasible barrier location.

Division 4 and Hydraulics Unit – Water Quality

Because the project is expected to impact Neuse River Riparian Buffers with activities classified as “allowable with mitigation” by the Buffer Rules, a buffer mitigation plan, coordinated with the North Carolina Division of Mitigation Services, must be provided to the NC Division of Water Resources prior to approval of the Water Quality Certification.

NCDOT will strictly adhere to its *Design Standards for Sensitive Watersheds* throughout the design and construction of the project for all waters within the Little Creek watershed.

To minimize and avoid impacts to water quality, NCDOT will adhere to the practices delineated in the NCDOT *Stormwater Best Management Practices Toolbox*.

Right of Way Division and Division 4 – Voluntary Agricultural District (VAD)

If the right of way acquisition process results in the need for condemnation of property on the affected Voluntary Agricultural District (VAD), coordination is required with the Johnston County Voluntary Agricultural District Advisory Board. The Johnston County Voluntary Agricultural District Ordinance requires that the Johnston County Voluntary Agricultural District Advisory Board hold a public hearing on the proposed condemnation before condemnation may be initiated.

Division 4 – Water Line Extension

The Division will continue to coordinate with the Town of Clayton about the design and execution of the water line extension requested by the town as a betterment to the proposed improvements.

Categorical Exclusion Approval:

STIP Project No.	U-6223
WBS Element	PE: 49502; ROW: 48811.2.1; Construction: 48811.3.1
Federal Project No.	1560004 and 1560005

Prepared By:

<u>2/18/21</u>	<u>Elise Bielen, AICP, Simpson Engineers and Associates</u>
Date	Name of Preparer, Title of Preparer Preparer's Organization/Division

Prepared For: Rachel Evans, PE, NCDOT Division 4

Reviewed By:

<u>2/18/2021</u>	<u>DocuSigned by: Chad Coggins FA1DF1361A89464...</u>
Date	Chad Coggins, Environmental Officer North Carolina Department of Transportation

Approved

Certified • If classified as Type III Categorical Exclusion.

<u>2/18/2021</u>	<u>DocuSigned by: Rachel Evans 17C90777434F407...</u>
Date	Rachel Evans, PE, NCDOT Division 4 North Carolina Department of Transportation

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

<u>2/19/2021</u>	<u>DocuSigned by: Bill Marley F27AAAAAB09D141E...</u>
Date	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).

Figures

Figure 1. Vicinity Map

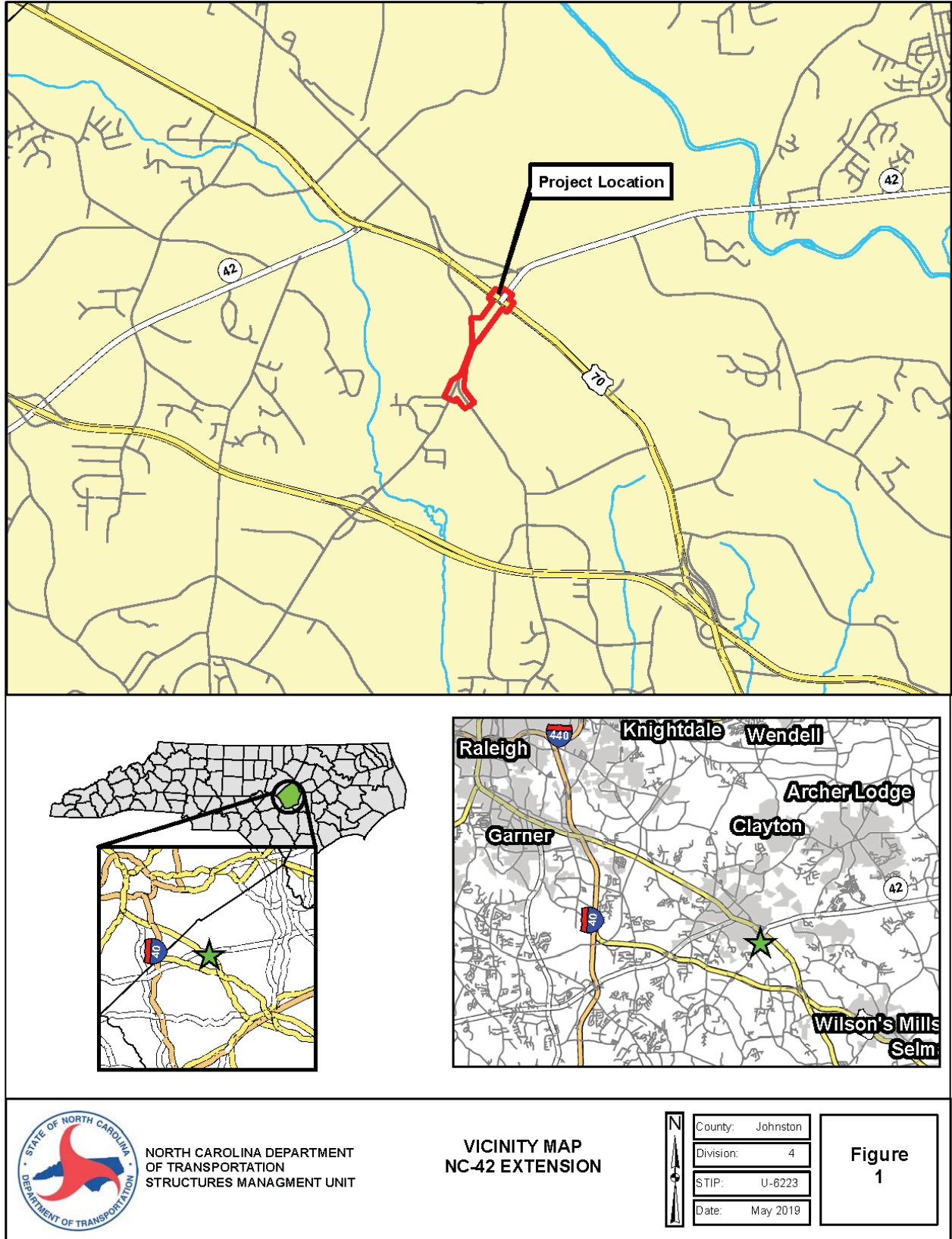


Figure 2. Public Meeting Map

