

Pre-Construction Notification



Pre-Construction Notification (PCN) Form

For Nationwide Permits and Regional General Permits
(along with corresponding Water Quality Certifications)

December 4, 2023 Ver 4.3

Please note: fields marked with a red asterisk * below are required. You will not be able to submit the form until all mandatory questions are answered.

Also, if at any point you wish to print a copy of the E-PCN, all you need to do is right-click on the document and you can print a copy of the form.

Below is a link to the online help file.

<https://edocs.deq.nc.gov/WaterResources/DocView.aspx?dbid=0&id=2196924>

Please add the following language to the top of ePCN Document directly below the blue link and above "A. Processing Information": The Division of Water Resources is still accepting 401 Water Quality Certification application submittals via the ePCN; however, applicants who use the ePCN will also have to apply for a 404 permit via the USACE Regulatory Request System (RRS). Link to the USACE RRS application: <https://rrs.usace.army.mil/rrs>

A. Processing Information



If this is a courtesy copy, please fill in this with the submission date.

Does this project involve maintenance dredging funded by the Shallow Draft Navigation Channel Dredging and Aquatic Weed Fund, electric generation projects located at an existing or former electric generating facility, or involve the distribution or transmission of energy or fuel, including natural gas, diesel, petroleum, or electricity? *

☐ Yes ☒ No

Is this application for a project associated with emergency response/repairs from Hurricane Helene impacts to your project or property?

☐ Yes ☒ No

Is this project connected with ARPA funding or S.L. 2023-134 (earmark)? *

☐ ARPA ☐ S.L. 2023-134 (earmark) ☒ No

County (or Counties) where the project is located: *

Catawba

Is this a NCDMS Project? *

☐ Yes ☒ No

Click Yes, only if NCDMS is the applicant or co-applicant.

DO NOT CHECK YES, UNLESS YOU ARE DMS OR CO-APPLICANT.

Is this project a public transportation project? *

☒ Yes ☐ No

This is any publicly funded by municipal, state or federal funds road, rail, airport transportation project.

Is this a NCDOT Project? *

☒ Yes ☐ No

(NCDOT only) T.I.P. or state project number:

I-5716

WBS # *

50133.1.FS1

(for NCDOT use only)

1a. Type(s) of approval sought from the Corps: *

- ☒ Section 404 Permit (wetlands, streams and waters, Clean Water Act)
☐ Section 10 Permit (navigable waters, tidal waters, Rivers and Harbors Act)

Has this PCN previously been submitted? *

☐ Yes
☒ No

1b. What type(s) of permit(s) do you wish to seek authorization? *

- ☐ Nationwide Permit (NWP)
☒ Regional General Permit (RGP)
☐ Standard (IP)

1c. Has the NWP or GP number been verified by the Corps? *

☐ Yes ☒ No

Regional General Permit (RGP) Number:

201902350 - Work associated with bridge construction, widening, replacement, and interchanges

RGP Numbers (for multiple RGPS):

List all RGP numbers you are applying for not on the drop down list.

1d. Type(s) of approval sought from the DWR: *

check all that apply

- ☒ 401 Water Quality Certification - Regular
☐ Non-404 Jurisdictional General Permit
☐ Individual 401 Water Quality Certification

- ☐ 401 Water Quality Certification - Express
☐ Riparian Buffer Authorization

1e. Is this notification solely for the record because written approval is not required?

*

For the record only for DWR 401 Certification:

☒ Yes ☐ No

For the record only for Corps Permit:

☐ Yes ☒ No

1f. Is this an after-the-fact permit application? *

☐ Yes ☒ No

1g. Is payment into a mitigation bank or in-lieu fee program proposed for mitigation of impacts?

If so, attach the acceptance letter from mitigation bank or in-lieu fee program.

☒ Yes ☐ No

Acceptance Letter Attachment

Click the upload button or drag and drop files here to attach document

FILE TYPE MUST BE PDF

1h. Is the project located in any of NC's twenty coastal counties? *

☐ Yes ☒ No

1j. Is the project located in a designated trout watershed? *

☐ Yes ☒ No

Link to trout information: <http://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Agency-Coordination/Trout.aspx>

B. Applicant Information



1a. Who is the Primary Contact? *

Jeff Hemphill

1b. Primary Contact Email: *

jhemphill@ncdot.gov

1c. Primary Contact Phone: *

(xxx)xxx-xxxx

(919)707-6126

1d. Who is applying for the permit? *

☐ Owner
(Check all that apply)

☒ Applicant (other than owner)

1e. Is there an Agent/Consultant for this project? *

☐ Yes ☒ No

2. Owner Information

2a. Name(s) on recorded deed: *

NCDOT

2b. Deed book and page no.:

2c. Contact Person:

(for Corporations)

2d. Address *

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699-1598

State / Province / Region

NC

Country

US

2e. Telephone Number: *

(xxx)xxx-xxxx

(919)707-6126

2f. Fax Number:

(xxx)xxx-xxxx

2g. Email Address: *

ekcheely@ncdot.gov

3. Applicant Information (if different from owner)

3a. Name: *

Jeff Hemphill

3b. Business Name:

(if applicable)

3c. Address *

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699-1598

State / Province / Region

NC

Country

US

3d. Telephone Number: *

(919)707-6126

(xxx)xxx-xxxx

3e. Fax Number:

(xxx)xxx-xxxx

3f. Email Address: *

jhemphill@ncdot.gov

C. Project Information and Prior Project History

1. Project Information

1a. Name of project: *

I-5716 - I-40 and Lenoir-Rhyne Blvd Interchange Improvements

1b. Subdivision name:

(if appropriate)

1c. Nearest municipality / town: *

Hickory

2. Project Identification

2a. Property Identification Number:

(tax PIN or parcel ID)

2b. Property size:

(in acres)

2c. Project Address

Street Address

Address Line 2

City

Postal / Zip Code

State / Province / Region

Country

2d. Site coordinates in decimal degrees

Please collect site coordinates in decimal degrees. Use between 4-6 digits (unless you are using a survey-grade GPS device) after the decimal place as appropriate, based on how the location was determined. (For example, most mobile phones with GPS provide locational precision in decimal degrees to map coordinates to 5 or 6 digits after the decimal place.)

Latitude: *

35.713544

ex: 34.208504

Longitude: *

-81.313065

-77.796371

3. Surface Waters

3a. Name of the nearest body of water to proposed project: *

Clark Creek

3b. Water Resources Classification of nearest receiving water: *

C

[Surface Water Lookup](#)

3c. What river basin(s) is your project located in? *

Catawba

3d. Please provide the 12-digit HUC in which the project is located. *

03050102

[River Basin Lookup](#)

4. Project Description and History

4a. Describe the existing conditions on the site and the general land use in the vicinity of the project at the time of this application: *

The project area is in a highly commercial location in the southern portion of the City of Hickory, Catawba County, North Carolina,

4b. Have Corps permits or DWR certifications been obtained for this project (including all prior phases) in the past? *

☐ Yes ☒ No ☐ Unknown

4f. List the total estimated acreage of all existing wetlands on the property:

0.020

4g. List the total estimated linear feet of all existing streams on the property:

(intermittent and perennial)

988

4h. Explain the purpose of the proposed project: *

Queuing and congestion along Lenoir Rhyne Boulevard are common during the peak hour. Hence, the need to improve traffic flow in this location. The purpose of the project is to reduce turning conflicts at on- and off-ramps, optimize lane continuity on Lenoir Rhyne Boulevard, and optimize the flow of traffic.

4i. Describe the overall project in detail, including indirect impacts and the type of equipment to be used: *

The project is the City of Hickory, Catawba County, North Carolina, at the interchange of Interstate 40 (I-40) and Lenoir Rhyne Boulevard (exit 125). The project improvements will include:

- Construction of a loop on-ramp in the northeast quadrant of the Interstate 40 (I-40) interchange at Lenoir-Rhyne Boulevard (Exit 125);
- Lengthening the westbound I-40 acceleration taper;
- Construction of a monolithic concrete island that will prohibit left turning movements from northbound Lenoir-Rhyne Boulevard onto the existing westbound I-40 on ramp;
- Constructing a concrete monolithic center island on the existing overpass structure;
- Restriping Lenoir-Rhyne Boulevard to improve lane continuity;
- Lengthening the left turn lane on Lenoir-Rhyne Boulevard to eastbound 13th Avenue Drive;
- Widening and adding an additional right turn lane to the eastbound I-40 off-ramp to Lenoir-Rhyne Boulevard; and
- Resurfacing Lenoir-Rhyne Boulevard and portions of each on-and off-ramp throughout the project area.

Standard road and bridge building equipment such as trucks, dozers, and cranes will be used.

5. Jurisdictional Determinations

5a. Have the wetlands or streams been delineated on the property or proposed impact areas? *

☒ Yes ☐ No ☐ Unknown

Comments:

5b. If the Corps made a jurisdictional determination, what type of determination was made? *

☐ Preliminary ☐ Approved ☒ Not Verified ☐ Unknown ☐ N/A

Corps AID Number:

Example: SAW-2017-99999

5c. If 5a is yes, who delineated the jurisdictional areas?

Name (if known): Ray Bode
Agency/Consultant Company: EEE Consulting
Other:

6. Future Project Plans

6a. Is this a phased project? *

☐ Yes ☒ No

Are any other NWP(s), regional general permit(s), or individual permits(s) used, or intended to be used, to authorize any part of the proposed project or related activity? This includes other separate and distant crossing for linear projects that require Department of the Army authorization but don't require pre-construction notification.

D. Proposed Impacts Inventory

1. Impacts Summary

1a. Where are the impacts associated with your project? (check all that apply):

- ☒ Wetlands ☒ Streams-tributaries ☐ Buffers
☐ Open Waters ☐ Pond Construction

2. Wetland Impacts

If there are wetland impacts proposed on the site, then complete this question for each wetland area impacted.

"W." will be used in the table below to represent the word "wetland".

2a. Site # [*] (?)	2a1 Reason [*] (?)	2b. Impact type [*] (?)	2c. Type of W. [*]	2d. W. name [*]	2e. Forested [*]	2f. Type of Jurisdiction [*] (?)	2g. Impact area [*]
Site 2	Roadway Fill	P	Seep	WA	Yes	Corps	0.020 (acres)

2g. Total Temporary Wetland Impact

0.000

2g. Total Permanent Wetland Impact

0.020

2g. Total Wetland Impact

0.020

2i. Comments:

3. Stream Impacts

If there are perennial or intermittent stream impacts (including temporary impacts) proposed on the site, then complete this question for all stream sites impacted.

"S." will be used in the table below to represent the word "stream".

	3a. Reason for impact [*] (?)	3b.Impact type [*]	3c. Type of impact [*]	3d. S. name [*]	3e. Stream Type [*] (?)	3f. Type of Jurisdiction [*]	3g. S. width [*]	3h. Impact length [*]
S1	Site 1	Permanent	Fill	SB UT to Henry Fk	Perennial	Both	7 Average (feet)	47 (linear feet)
S2	Site 2	Permanent	Fill	SC UT to Muddy Ck	Perennial	Both	5 Average (feet)	202 (linear feet)
S3	Site 2	Temporary	Dewatering	SC UT to Muddy Ck	Perennial	Both	5 Average (feet)	12 (linear feet)

** All Perennial or Intermittent streams must be verified by DWR or delegated local government.

3i. Total jurisdictional ditch impact in square feet:

0

3i. Total permanent stream impacts:

249

3i. Total temporary stream impacts:

12

3i. Total stream and ditch impacts:

3j. Comments:

E. Impact Justification and Mitigation



1. Avoidance and Minimization

1a. Specifically describe measures taken to avoid or minimize the proposed impacts in designing the project: ^{*}

The North Carolina Department of Transportation (NCDOT) has proposed to improve the interchange of I-40 and Lenoir Rhyne Boulevard (SR 1534) in Hickory, NC. There are no proposed structures involved with the improvements to I-40 and Lenoir Rhyne Boulevard. All drainage improvements have been designed to have as little environmental and surface water impacts as possible. Coir fiber and matting and rip-rap were utilized for bank stabilization where necessary in an attempt to reduce sediment transport and streambank erosion. Grassed swales were used when possible. Rip-rap was utilized in ditches to provide stabilization to prevent erosion. Within the project limits there are jurisdictional streams and one wetland. Velocities at jurisdictional features are non-erosive.

1b. Specifically describe measures taken to avoid or minimize the proposed impacts through construction techniques: ^{*}

Best Management Practices

2. Compensatory Mitigation for Impacts to Waters of the U.S. or Waters of the State

2a. Does the project require Compensatory Mitigation for impacts to Waters of the U.S. or Waters of the State?

☒ Yes ☐ No

2c. If yes, mitigation is required by (check all that apply):

☐ DWR ☒ Corps

2d. If yes, which mitigation option(s) will be used for this project?

☐ Mitigation bank ☒ Payment to in-lieu fee program ☐ Permittee Responsible Mitigation

4. Complete if Making a Payment to In-lieu Fee Program

4a. Approval letter from in-lieu fee program is attached.

☒ Yes ☐ No

4b. Stream mitigation requested:

(linear feet)

249

4c. If using stream mitigation, what is the stream temperature:

cool

NC Stream Temperature Classification Maps can be found under the Mitigation Concepts tab on the Wilmington District's [RIBITS](#) website.

4d. Buffer mitigation requested (DWR only):

(square feet)

4e. Riparian wetland mitigation requested:

(acres)

4f. Non-riparian wetland mitigation requested:

(acres)

4g. Coastal (tidal) wetland mitigation requested:

(acres)

4h. Comments

F. Stormwater Management and Diffuse Flow Plan (required by DWR)

*** Recent changes to the stormwater rules have required updates to this section .***

1. Diffuse Flow Plan

1a. Does the project include or is it adjacent to protected riparian buffers identified within one of the NC Riparian Buffer Protection Rules?

☐ Yes ☒ No

For a list of options to meet the diffuse flow requirements, click [here](#).

If no, explain why:

2. Stormwater Management Plan

2a. Is this a NCDOT project subject to compliance with NCDOT's Individual NPDES permit NCS000250? *

☒ Yes ☐ No

Comments:

G. Supplementary Information

1. Environmental Documentation

1a. Does the project involve an expenditure of public (federal/state/local) funds or the use of public (federal/state) land? *

☒ Yes ☐ No

1b. If you answered "yes" to the above, does the project require preparation of an environmental document pursuant to the requirements of the National or State (North Carolina) Environmental Policy Act (NEPA/SEPA)? *

☒ Yes ☐ No

1c. If you answered "yes" to the above, has the document review been finalized by the State Clearing House? (If so, attach a copy of the NEPA or SEPA final approval letter.) *

☒ Yes ☐ No

2. Violations (DWR Requirement)

2a. Is the site in violation of DWR Water Quality Certification Rules (15A NCAC 2H .0500), Isolated Wetland Rules (15A NCAC 2H .1300), or DWR Surface Water or Wetland Standards or Riparian Buffer Rules (15A NCAC 2B .0200)? *

☐ Yes ☒ No

3. Cumulative Impacts (DWR Requirement)

3a. Will this project (based on past and reasonably anticipated future impacts) result in additional development, which could impact nearby downstream water quality? *

☐ Yes ☒ No

3b. If you answered "no," provide a short narrative description.

4. Sewage Disposal (DWR Requirement)

4a. Is sewage disposal required by DWR for this project? *

☐ Yes ☐ No ☒ N/A

5. Endangered Species and Designated Critical Habitat (Corps Requirement)

5a. Will this project occur in or near an area with federally protected species or habitat? *

☒ Yes ☐ No

5b. Have you checked with the USFWS concerning Endangered Species Act impacts? *

☒ Yes ☐ No

5c. If yes, indicate the USFWS Field Office you have contacted.

Asheville

5d. Is another Federal agency involved? *

☒ Yes ☐ No ☐ Unknown

What Federal Agency is involved?

FHWA

5e. Is this a DOT project located within Division's 1-8? *

☐ Yes ☒ No

5f. Will you cut any trees in order to conduct the work in waters of the U.S.? *

☒ Yes ☐ No

5g. Does this project involve bridge maintenance or removal? *

☐ Yes ☒ No

Link to the NLEB SLOPES document: http://saw-reg.usace.army.mil/NLEB/1-30-17-signed_NLEB-SLOPES&apps.pdf

5h. Does this project involve the construction/installation of a wind turbine(s)?* *

☐ Yes ☒ No

5i. Does this project involve (1) blasting, and/or (2) other percussive activities that will be conducted by machines, such as jackhammers, mechanized pile drivers, etc.? *

☒ Yes ☐ No

5j. What data sources did you use to determine whether your site would impact Endangered Species or Designated Critical Habitat? *

IPAC; USFWS:

Bog turtle - Not Required.

Monarch Butterfly - The Monarch Butterfly was proposed for federal listing under the Endangered Species Act (ESA) in December 2024. However, no regulatory protections will take effect until the listing is finalized. Until that time, proposed species do not receive formal ESA protections.

Tricolored bat - The U.S. Fish and Wildlife Service, Asheville Ecological Services Field Office, has reviewed the project(s) submitted on October 20, 2025 for coverage under the Western North Carolina (WNC) Bat Programmatic Biological Opinion (PBO), issued April 1, 2025. Based on the submitted materials and any supplemental information provided, we confirm the project(s) meet the criteria for coverage under this PBO in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531–1543) (ESA), thus concluding formal consultation for the project(s). (See attached USFWS Letter)

6. Essential Fish Habitat (Corps Requirement)

6a. Will this project occur in or near an area designated as an Essential Fish Habitat? *

☐ Yes ☒ No

6b. What data sources did you use to determine whether your site would impact an Essential Fish Habitat? *

Review of on-line mapping sources

7. Historic or Prehistoric Cultural Resources (Corps Requirement)

Link to the State Historic Preservation Office Historic Properties Map (does not include archaeological data: <http://gjs.ncdcr.gov/hpweb/>)

7a. Will this project occur in or near an area that the state, federal or tribal governments have designated as having historic or cultural preservation status (e.g., National Historic Trust designation or properties significant in North Carolina history and archaeology)? *

☐ Yes ☒ No

7b. What data sources did you use to determine whether your site would impact historic or archeological resources? *

CE, State Historic Preservation Office Memo, Archaeology Memo and the Tribal Coordination Letters are attached.

8. Flood Zone Designation (Corps Requirement)

Link to the FEMA Floodplain Maps: <https://msc.fema.gov/portal/search>

8a. Will this project occur in a FEMA-designated 100-year floodplain? *

☐ Yes ☒ No

8c. What source(s) did you use to make the floodplain determination? *

FEMA Floodmap

Miscellaneous

Comments

Approximately 4 acres of trees will be cleared for this project

Please use the space below to attach all required documentation or any additional information you feel is helpful for application review. Documents should be combined into one file when possible, with a Cover Letter, Table of Contents, and a Cover Sheet for each Section preferred.

Click the upload button or drag and drop files here to attach document

I-5716 2025-12-09 Application Package.pdf

18.85MB

File must be PDF or KMZ

Signature

*

☒ By checking the box and signing below, I certify that:

- The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief; and
- The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.
- I have given true, accurate, and complete information on this form;
- I agree that submission of this PCN form is a "transaction" subject to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I agree to conduct this transaction by electronic means pursuant to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I understand that an electronic signature has the same legal effect and can be enforced in the same way as a written signature; AND
- I intend to electronically sign and submit the PCN form.

Full Name: *

Erin K. Cheely



Signature *

Erin K. Cheely

Date

12/9/2025

Permit Drawings

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  <p>(Version 2.08; Released April 2018)</p> </div> <div style="text-align: center;"> North Carolina Department of Transportation Highway Stormwater Program STORMWATER MANAGEMENT PLAN FOR NCDOT PROJECTS </div> <div style="text-align: center;">  </div> </div>									
WBS Element: 50133.1.FS1		TIP No.: I-5716		County(ies): Catawba			Page 1 of 1		
General Project Information									
WBS Element:		50133.1.FS1		TIP Number: I-5716		Project Type: Roadway Widening		Date: 5/10/2019	
NCDOT Contact:		Brook Anderson, PE			Contractor / Designer:		Joshua G. Dalton, PE		
		Address: NCDOT Hydraulics Unit 1590 Mail Service Raleigh, NC 27699-1590					Address: Sungate Design Group, P.A. 905 Jones Franklin Road Raleigh, NC 27606		
		Phone: (919) 707-6706					Phone: (919) 859-2243		
		Email: beanderson@ncdot.gov					Email: jdalton@sungatedesign.com		
City/Town:		Hickory			County(ies):		Catawba		
River Basin(s):		Catawba			CAMA County?		No		
Wetlands within Project Limits?		Yes							
Project Description									
Project Length (lin. miles or feet):		0.80		Surrounding Land Use:		Commercial, Industrial			
		Proposed Project				Existing Site			
Project Built-Up Area (ac.)		10.7		ac.		8.5		ac.	
Typical Cross Section Description:		I-40: Existing lanes to be overlayed. Open shoulder section with 10' paved shoulder and 2' grassed shoulder (5' w/ guardrail). Y1 (SR1534): Mill and overlay existing. LPA: 18' lane with 4' paved shoulder and 5' grassed shoulder (8' w/ guardrail). RPA: 16' lane with 4' paved shoulder on each side with varying grass shoulder. RPA & RPB: 16' lane with 4' paved shoulder on each side with varying grass shoulder. See project typical for more detail information.				I-40: Open Shoulder Section, 2 paved lanes (total 24'), 3' paved shoulder on each side. Varying fill and cut slopes. Y1 (SR1534): 2'-6" curb and gutter, 4 paved lanes (total 48') with raised median with varying width. All ramps varying in width (15'-19'). RPC includes open shoulder section on each side with 3' paved shoulders on each side. Varying cut and fill slopes. RPB includes 2'-6" curb and gutter.			
Annual Avg Daily Traffic (veh/hr/day):		Design/Future: 77200		Year: 2040		Existing: 69049		Year: 2020	
General Project Narrative: (Description of Minimization of Water Quality Impacts)		The North Carolina Department of Transportation (NCDOT) has proposed to improve the interchange of I-40 and Lenoir Rhyne Boulevard (SR 1534) in Hickory, NC. There are no proposed structure involved with the improvements to I-40 and Lenoir Rhyne Boulevard. All drainage improvements have been designed to have as little environmental and surface water impacts as possible. Coir fiber and matting and rip-rap were utilized for bank stabilization where necessary in an attempt to reduce sediment transport and streambank erosion. Grassed swales were used when possible. Rip-rap was utilized in ditches to provide stabilization to prevent erosion. Within the project limits there are jurisdictional streams and one wetland. Velocities at jurisdictional features are non-erosive.							
Waterbody Information									
Surface Water Body (1):		Clark Creek			NCDWR Stream Index No.:		11-129-5-(0.3)		
NCDWR Surface Water Classification for Water Body				Primary Classification:		Class C			
				Supplemental Classification:		None			
Other Stream Classification:		None							
Impairments:		None							
Aquatic T&E Species?		No			Comments:				
NRTR Stream ID:						Buffer Rules in Effect:		N/A	
Project Includes Bridge Spanning Water Body?		No		Deck Drains Discharge Over Buffer?		N/A		Dissipator Pads Provided in Buffer?	
Deck Drains Discharge Over Water Body?		N/A		(If yes, provide justification in the General Project Narrative)				(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)	
(If yes, provide justification in the General Project Narrative)									

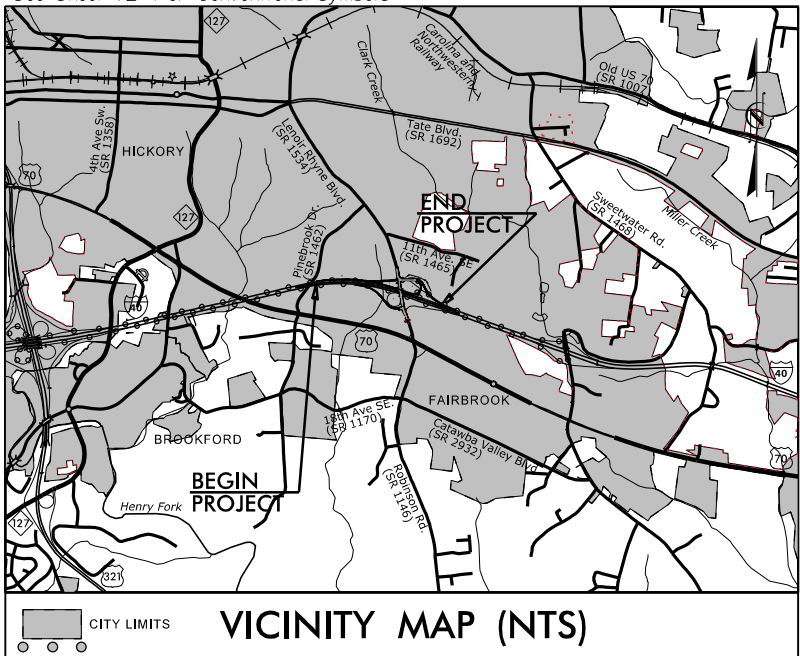
07/2025/444

7/9/2025
I5716_Hyd_prm_wet_psh_01.dgn
harvey

TIP PROJECT: I-5716

CONTRACT: _____

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



VICINITY MAP (NTS)

RIGHT OF WAY PLANS

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CATAWBA COUNTY

LOCATION: I-40 AND SR 1007 (LENOIR RHYNE BOULEVARD) INTERCHANGE

TYPE OF WORK: DRAINAGE, SIGNALS, PAVEMENT MARKINGS,
GRADING, & PAVING

WETLAND AND SURFACE WATER IMPACTS PERMIT

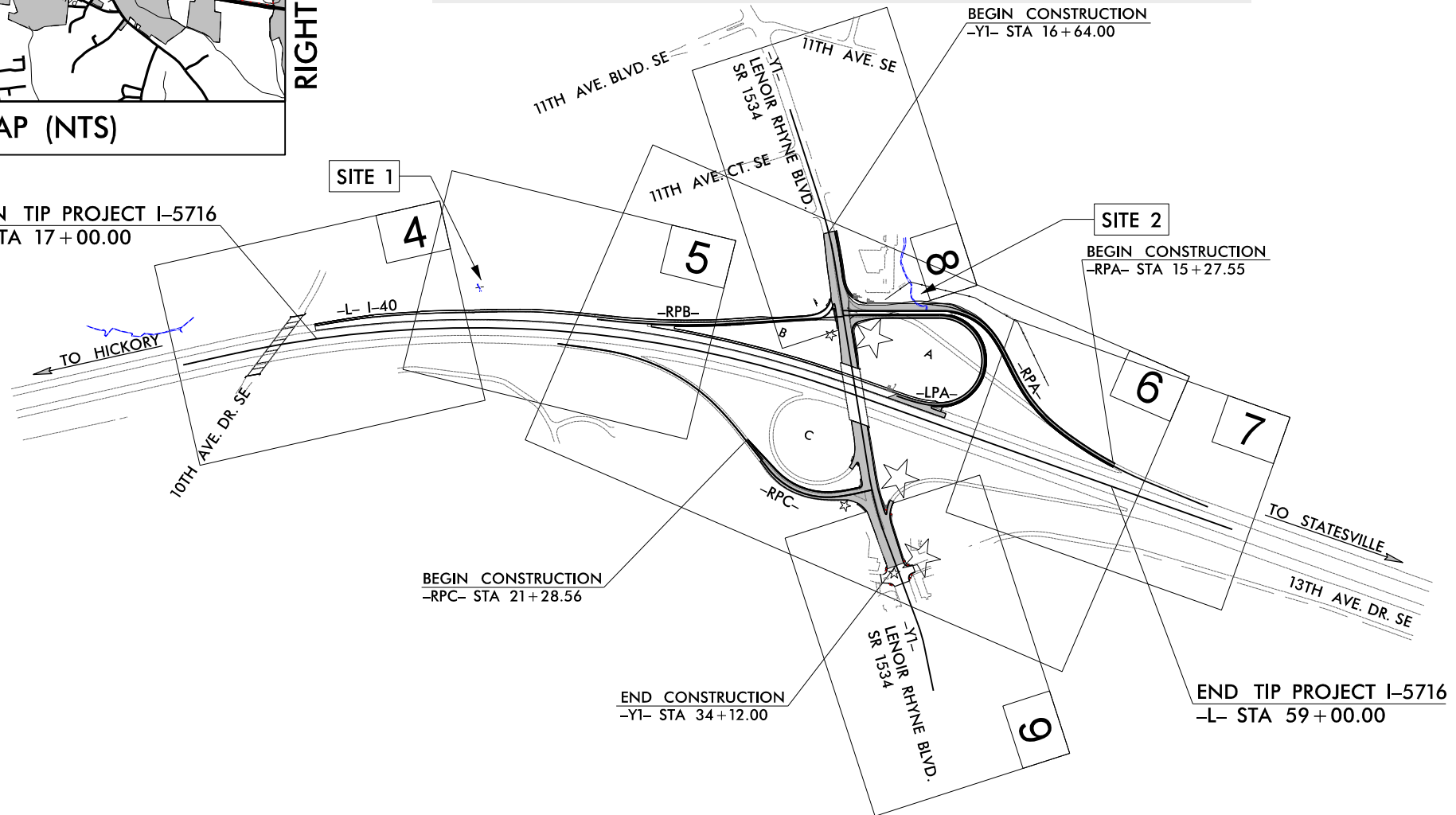
PERMIT DRAWING
SHEET 1 OF 8

DATE: 7/9/2025

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5716	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
50133.1.FS1	NHPP-040-2(166)131	PE	
50133.2.1	NHPP-0402(166)	R/W & Util.	



BEGIN TIP PROJECT I-5716
-L- STA 17+00.00

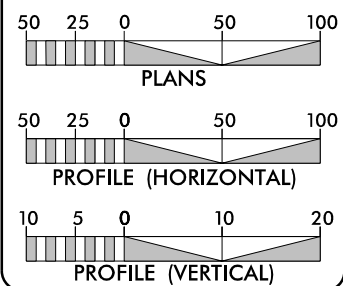


SITE 2
BEGIN CONSTRUCTION
-RPA- STA 15+27.55

END TIP PROJECT I-5716
-L- STA 59+00.00

- NOTES:
1. CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.
 2. THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.
 3. THIS PROJECT IS LOCATED WITHIN THE MUNICIPAL BOUNDARY OF THE TOWN OF HICKORY.

GRAPHIC SCALES



DESIGN DATA

ADT 2020 = 69049
ADT 2040 = 77200
K = 9 %
D = 55 %
T = 10 % *
V = 70 MPH
* TTST = 7% DUAL = 3%
TIER = STATEWIDE
FUNC CLASS = INTERSTATE

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT I-5716 = 0.795 MI.
LENGTH STRUCTURE TIP PROJECT I-5716 = 0.000 MI.
TOTAL LENGTH TIP PROJECT I-5716 = 0.795 MI.



2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JULY 19, 2019

LETTING DATE:
JULY 21, 2026

Prepared for the North Carolina Department
of Transportation in the Office of:
A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
6131 FALES OF VINE ROAD, SUITE 100, PALESTINE, NC 27859
(919) 855-9888 FAX (919) 855-4087
EMAIL: AMT@AMTENGINEERING.COM

JASON GADDY, PE
PROJECT ENGINEER

AUSTIN CARPENTER, EIT
PROJECT DESIGN ENGINEER

JON LOUGHRY
NCDOT CONTACT

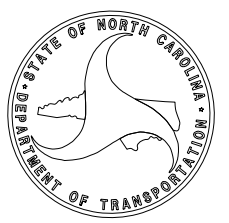
HYDRAULICS ENGINEER

SIGNATURE: _____
ROADWAY DESIGN ENGINEER

SIGNATURE: _____
P.E.

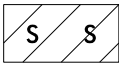
PROGRESS PLANS
07-08-2025

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



8/12/2025

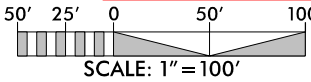
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SURFACE WATER IMPACTS

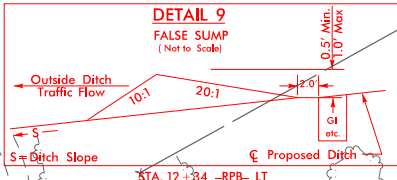
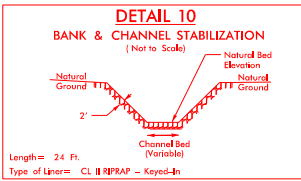
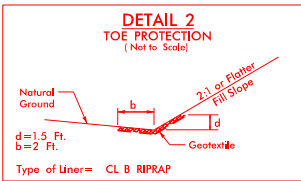
PERMIT DRAWING
SHEET 2 OF 8

DATE: 7/9/2025



NAD 83/2011

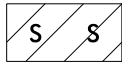
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1-5716	5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 A. MORTON THOMAS AND ASSOCIATES, INC. CONSULTING ENGINEERS 433 FALES OF NEENE ROAD, SUITE 100, RALEIGH, NC 27609 PHONE: 919.876.6400 FAX: 919.876.6407 EMAIL: AMT@AMTENGINEERING.COM NCBELS LICENSE # F-1049	
FOR -RPB- PROFILE SEE SHT. 12	



SEE SHEET DRAWING SHEET
4 OF 8 FOR ENLARGEMENT



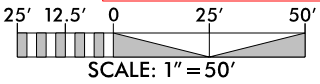
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SURFACE WATER IMPACTS

PERMIT DRAWING
SHEET 4 OF 8

DATE: 7/9/2025



NAD 83/2011

PROJECT REFERENCE NO.		SHEET NO.	
1-5716			
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
<div>INCOMPLETE PLANS</div> <div>DO NOT USE FOR R/W ACQUISITION</div>			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

COMMSCOPE, INC

SITE 1

-L- +58.90
252.76' LT

TOE PROTECTION
EST. 74 TONS CL B RIPRAP
EST. 323 SY GEOTEXTILE
SEE DETAIL 2

BANK AND CHANNEL STABILIZATION
EST. 94 TONS CL II RIPRAP
SEE DETAIL 10

-L- +91.88
242.42' LT

TOE PROTECTION
EST. 9 TONS CL B RIPRAP
EST. 39 SY GEOTEXTILE
SEE DETAIL 2

TDE

HW

FORCEMAIN?
TOP=1057.44'

JB w/MH

RETAIN

RETAIN

REMOVE EXISTING
HEADWALL

REMOVE CONCRETE LINED DITCH
FROM STA. 25+47 -L- LT
TO STA. 26+82 -L- LT

SURFACE WATER
IMPACTS

RETAIN CONCRETE
LINED DITCH

RETAIN

RETAIN

RETAIN

I-40 WESTBOUND 36.8' BST

25+00


28+00

I-40 EASTBOUND 37.5' BST

MTL

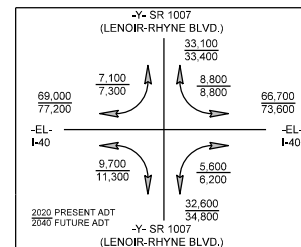
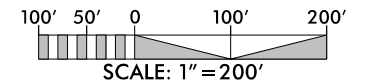
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7/9/2025
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15716_Hyd_prm_wet.dgn

PROJECT REFERENCE NO.		SHEET NO.	
1-5716		6	
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
		A. MURPHY DESIGN AND ASSOCIATES, INC. 10000 W. 10TH AVE. SUITE 200 DENVER, CO 80202 TEL: 303.751.1000 FAX: 303.751.1001 MOBILE: 303.751.1002	
		NOBELS LICENSE # 0-1040	
FOR -LPA- PROFILE SEE SHT. 10			
FOR -RPA- PROFILE SEE SHT. 11			
FOR -RPS- PROFILE SEE SHT. 12			

PERMIT DRAWING
SHEET 5 OF 8

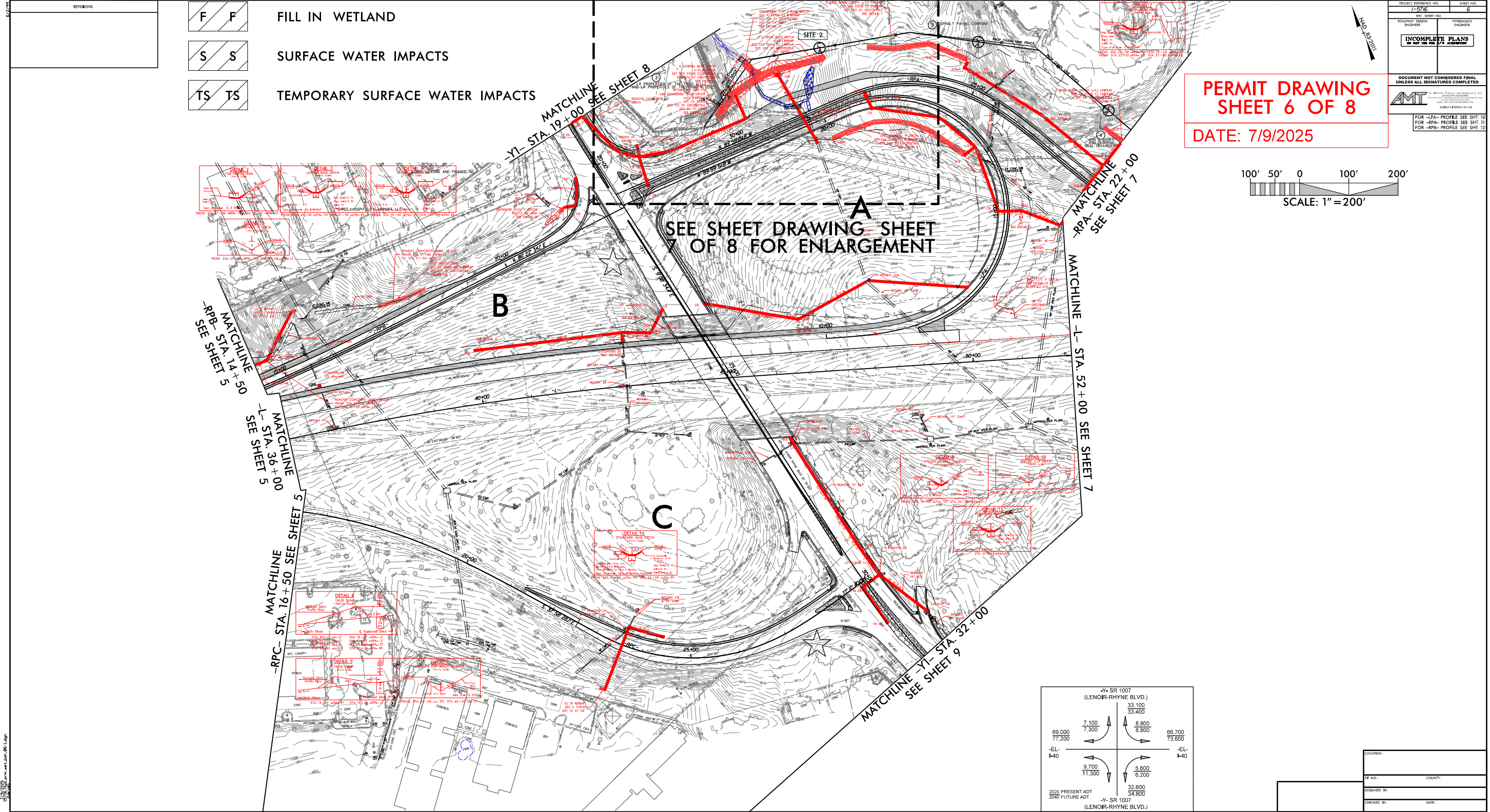
DATE: 7/9/2025



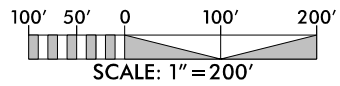
LOCATION:	
TP NO.:	COUNTY:
DESIGNED BY:	
CHECKED BY:	DATE:

REVISIONS	

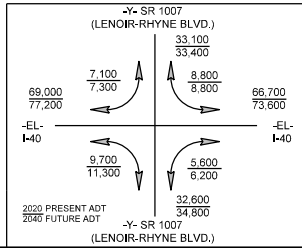
F	F	FILL IN WETLAND
S	S	SURFACE WATER IMPACTS
TS	TS	TEMPORARY SURFACE WATER IMPACTS



PERMIT DRAWING
SHEET 6 OF 8
DATE: 7/9/2025



PROJECT REFERENCE NO.	SHEET NO.
J-576	6
ROADWAY DESIGN	HYDRAULICS
ENGINEER	ENGINEER
INCOMPLETE PLANS DO NOT USE FOR CONSTRUCTION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
FOR -LPA- PROFILE SEE SHT. 10 FOR -RPA- PROFILE SEE SHT. 11 FOR -RPP- PROFILE SEE SHT. 12	



LOCATION:	
TP NO.:	COUNTY:
DESIGNED BY:	
CHECKED BY:	DATE:

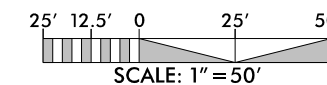
FILL IN WETLAND

SURFACE WATER IMPACTS

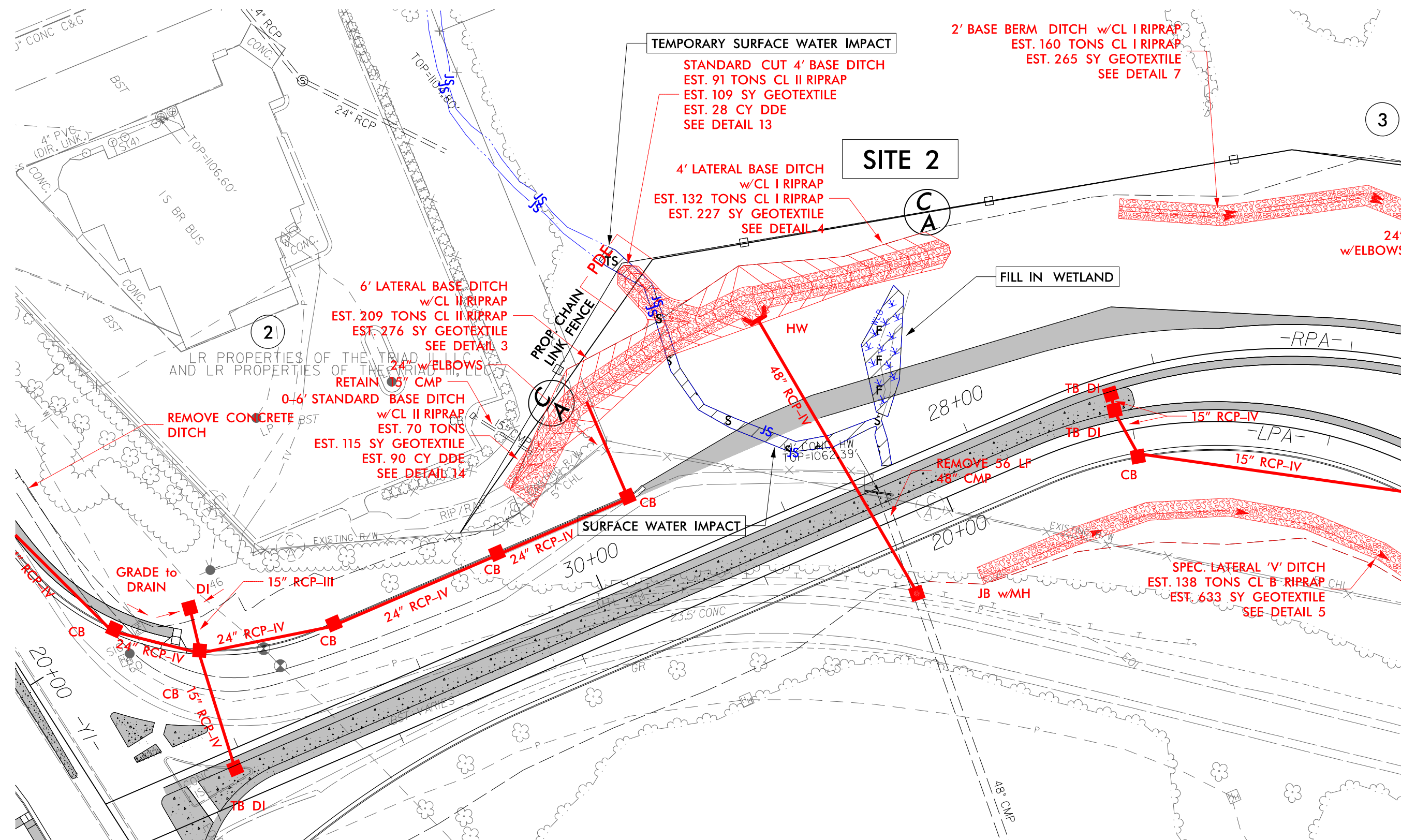
TEMPORARY SURFACE WATER IMPACTS

PERMIT DRAWING
SHEET 7 OF 8

DATE: 7/9/2025



PROJECT REFERENCE NO.	SHEET NO.
1-5716	
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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<p style="text-align: center;">DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETE</p>	



WETLAND AND SURFACE WATER IMPACTS SUMMARY

			WETLAND IMPACTS					SURFACE WATER IMPACTS				
Site No.	Station (From/To)	Structure Size / Type	Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Natural Stream Design (ft)
1	25+23 to 25+46-L-LT	ROADWAY FILL						0.003		22		
		CHANNEL						0.002		25		
2	28+02 to 29+36-RPA-RT	ROADWAY FILL	0.020					0.017		149		
		CHANNEL						0.006		53		
		DEWATER							0.002		12	
TOTALS*:			0.02	0.00	0.00	0.00	0.00	0.03	0.00	249	12	0

*Rounded totals are sum of actual impacts

NOTES:

Site 2: Wetlands are Total Take

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ENTER DATE HERE
CATAWBA COUNTY
I-5716
50133.1.FS1
SHEET 8 OF 8

Mitigation

JOSH STEIN
Governor

D. REID WILSON
Secretary

MARC RECKTENWALD
Director



December 5, 2025

Mr. Michael Turchy
Environmental Analysis Unit
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, North Carolina 27699-1598

Dear Mr. Turchy:

Subject: Mitigation Acceptance Letter:

I-5716, I-40 / SR 1007 (Lenoir Rhyne Boulevard) Interchange Improvements, Catawba County

The purpose of this letter is to notify you that the North Carolina Department of Environmental Quality – Division of Mitigation Services (NCDEQ-DMS) will provide the mitigation for the subject project. Based on the information received from you on December 4, 2025, the impacts are located in CU 03050102 of the Catawba River basin in the Central Piedmont (CP) Eco-Region, and are as follows:

Catawba 03050102	Stream			Wetlands			Buffer (Sq. Ft.)	
	Cold	Cool	Warm	Riparian	Non-Riparian	Coastal Marsh	Zone 1	Zone 2
Impacts (feet/acres/square feet)	0	249.000	0	0.020	0	0	0	0

The impacts and associated mitigation needs were not projected by the NCDOT in the 2025 impact data. NCDEQ – DMS commits to implementing sufficient compensatory mitigation credits to offset the impacts associated with this project as determined by the regulatory agencies in accordance with the In-Lieu Fee Instrument dated July 28, 2010. If the above referenced impact amounts are revised, then this mitigation acceptance letter will no longer be valid and a new mitigation acceptance letter will be required from NCDEQ-DMS.

If you have any questions or need additional information, please contact Ms. Beth Harmon at 919-707-8420.

Sincerely,

Elizabeth A. Harmon
DMS NCDOT ILF Coordinator

cc: Ms. Crystal Amschler, USACE – Asheville
Ms. Mary Beth Plummer, NCDWR
Mr. Brad Chilton, NCDOT – EAU
File: I-5716



North Carolina Department of Environmental Quality | Division of Mitigation Services
217 West Jones Street | 1652 Mail Service Center | Raleigh, North Carolina 27699-1652
919.707.8976

Protected Species/ Section 7



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Asheville Field Office
160 Zillicoa Street Suite B
Asheville, North Carolina 28801



October 29, 2025

Subject: Review Response for Transportation Project(s) Covered by the Western North Carolina Bat Programmatic Biological Opinion

Greetings:

The U.S. Fish and Wildlife Service, Asheville Ecological Services Field Office, has reviewed the project(s) submitted on October 20, 2025 for coverage under the Western North Carolina (WNC) Bat Programmatic Biological Opinion (PBO), issued April 1, 2025. Based on the submitted materials and any supplemental information provided, we confirm the project(s) meet the criteria for coverage under this PBO in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531–1543) (ESA), thus concluding formal consultation for the project(s).

This correspondence conveys our review for listed/proposed bats covered by the WNC Bat PBO only. The lead federal agency (Federal Highway Administration (FHWA) or North Carolina Department of Transportation as their designee, or U.S. Army Corps of Engineers) remains responsible for ensuring that any other listed or proposed species and/or designated critical habitat that occurs within the project action area are addressed in accordance with section 7 of the ESA. For other listed species potentially occurring in the action area, if suitable habitat is absent from the action area, “No Effect” determinations are appropriate. For plants, in instances where suitable habitat is present and botanical surveys conducted during the optimal survey window and within the past one or two years (depending on the species) have negative results, we would concur with a biological determination of “may affect, not likely to adversely affect” (NLAA).

Review and concurrence under the WNC Bat PBO are considered complete for the following project(s):

Project Title	NCDOT STIP/ID #	USFWS Log #
I-5716 Interchange Improvements, exit 125 of I-40 at Lenoir Rhynes Blvd.	I-5716	26-100
Replace bridge 100522, 9 th Street over Tomahawk Branch.	HL-0013	24-137

NCDOT requested reinitiation of previous completed consultation for the project(s) below due to changes in the project description(s) and resulting changes in bat species effect determinations. Our reinitiation review and concurrence under the WNC Bat PBO are now complete for the following:

Project Title	NCDOT STIP/ID #	USFWS Log #
Replacement of bridges 800083 and 800084 over Second Broad River on US 74.	B-5876	23-207

I-40 mile marker 68 slide repairs and slope stabilization.	18313.1059011.PR	25-121
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We appreciate the opportunity for review and comment.

Sincerely,

U.S. Fish and Wildlife Service, Asheville Field Office

Archaeology

19-08-0005

NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

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



PROJECT INFORMATION

Project No: **I-5716** County: **Catawba**
 WBS No: **50133.1.FS1** Document: **Federal CE**
 F.A. No: **NHPP-040-2(166)131** Funding: ☐ State ☒ Federal

Federal Permit Required? ☒ Yes ☐ No Permit Type: **USACE (not specified)**

Project Description: NCDOT's Division 12 proposes the following improvements to the interchange of I-40 and Lenoir-Rhyne Boulevard (Exit 125) in the southern portion of the City of Hickory, Catawba County: 1) construction of a loop on-ramp in the northeast quadrant of the interchange, 2) lengthening the westbound I-40 acceleration taper, 3) construction of a monolithic concrete island that will prohibit left-turning movements from northbound Lenoir Rhyne Boulevard onto the existing westbound I-40 on-ramp, 4) constructing a concrete monolithic center island on the existing overpass structure, 5) restriping Lenoir-Rhyne Boulevard to improve lane continuity, 6) lengthening the left-turn lane on Lenoir-Rhyne Boulevard to eastbound 13th Avenue, 7) widening and adding an additional right-turn lane to the eastbound I-40 off-ramp to Lenoir-Rhyne Boulevard, and 8) resurfacing Lenoir-Rhyne Boulevard and portions of each on- and off-ramp throughout the project area. Since Design Plans have been developed, an Area of Potential Effects (APE) has been generated order to facilitate environmental planning purposes at this stage. The APE encompasses all proposed improvements, covering about 53.1 acres, inclusive of all existing roadways and development.

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:

This project was accepted on Tuesday, August 13, 2019. A map review and site file search at the Office of State Archaeology (OSA) was conducted on my behalf on that same day. No archaeological surveys have been conducted within the vicinity of the interchange and no archaeological sites have been recorded within a half mile of the proposed project. Digital copies of HPO's maps (Hickory Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were reviewed on Wednesday, August 14, 2019. There are two (2) known historic architectural resources (CT0462 – Duke Power Relay Station, CT0917 – Cline Farm) located adjacent to the APE; however, intact archaeological deposits associated with these resources would not be anticipated within the footprint of the proposed project since both resources are also listed as "GONE." In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

19-08-0005***Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:***

This is a federally funded project for which a Federal permit may be needed. Permanent/temporary easements will not be necessary; however, additional ROW will be required. The size and shape of the APE have been drawn in a way to capture any possible ground-disturbing activities associated with this project. At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's APE that would require our attention. From an environmental perspective, the APE consists of a highly commercial location along the I-40 corridor. Located on the upper Piedmont Plateau in the west-central part of North Carolina, the APE is composed of various soil types, most of which have been completely disturbed by the construction of the interstate in the early 1970s. Portions of the APE extending beyond the NCDOT's ROW corridor also consist of steeply sloping, eroded soils (Fairview soils, 10-25% slopes, moderately eroded (FdE2). With the proposed project to be confined to the existing ROW, the highly disturbed nature of the corridor, and the eroded nature of its surroundings, would negate the possibility of intact archaeological resources being present. The Office of State Archaeology (OSA) has reviewed only a few nearby projects for environmental compliance, including two (2) cell tower locations that could not be identified and a temporary crossing of Clarks Creek at Hickory Quarry (ER 02-9982). Based on a low probability for archaeological resources to be present, OSA did not recommend an archaeological survey for any of these projects. Within five (5) miles of the APE, NCDOT's Archaeology Group has reviewed at least seven (7) transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). Based on the limited nature of most of these projects, an archaeological survey was not recommended; however, surveys were recommended and conducted for an intersection improvement project (TIP# W-5212M [PA 14-12-0009]) and proposed improvements along US 321 (TIP# U-4700 [PA 17-07-0039 addendum]). Both surveys were recommended based on what was thought to be the presence of favorable soil and topographic conditions; however, no archaeological resources were documented as a result of either survey. Based on the information above, there is a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, no archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time though, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

****This project falls within a North Carolina County in which the following federally recognized Tribe(s) has expressed an interest: Cherokee Nation of Oklahoma, Eastern Band of Cherokee Indians, and United Keetoowah Band of Cherokee Indians. It is recommended that you contact each federal agency involved with your project to determine their Section 106 Tribal consultation requirements (if such involvement exists). Please know that no State-recognized tribes have expressed interest in activities within this county.**

SUPPORT DOCUMENTATION

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

19-08-0005**FINDING BY NCDOT ARCHAEOLOGIST****NO ARCHAEOLOGY SURVEY REQUIRED**

Paul J Mohler
NCDOT ARCHAEOLOGIST

August 14, 2019

Date

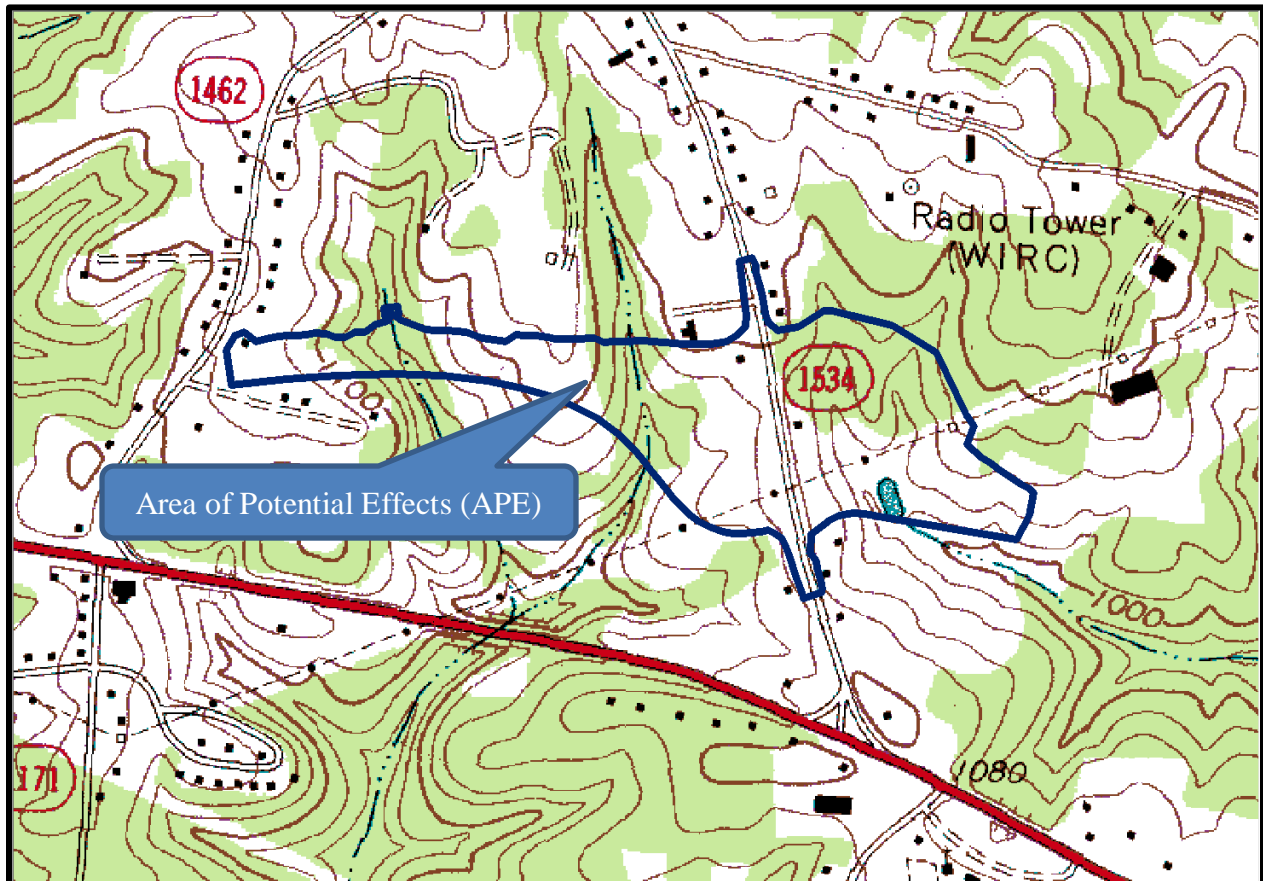
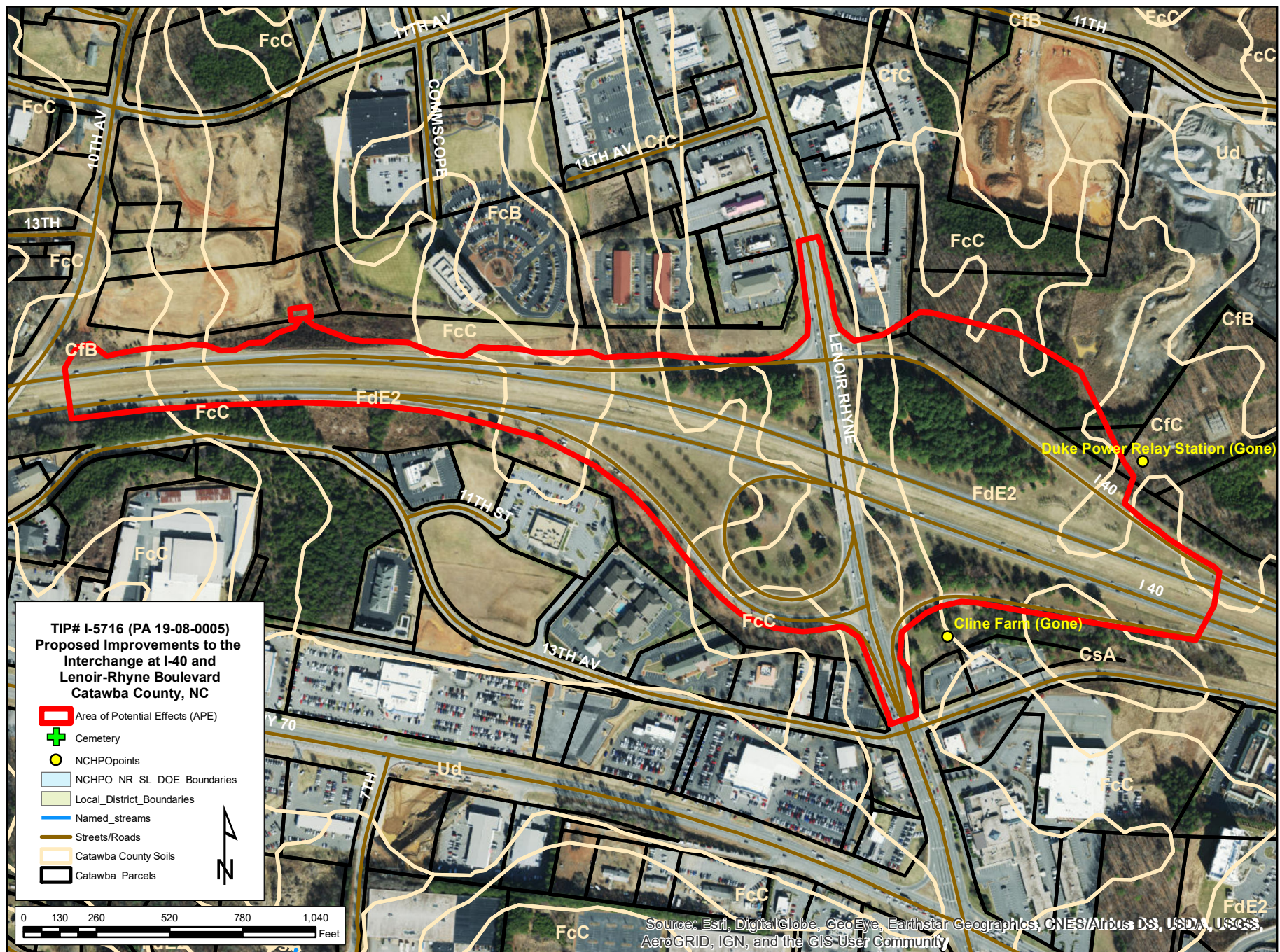
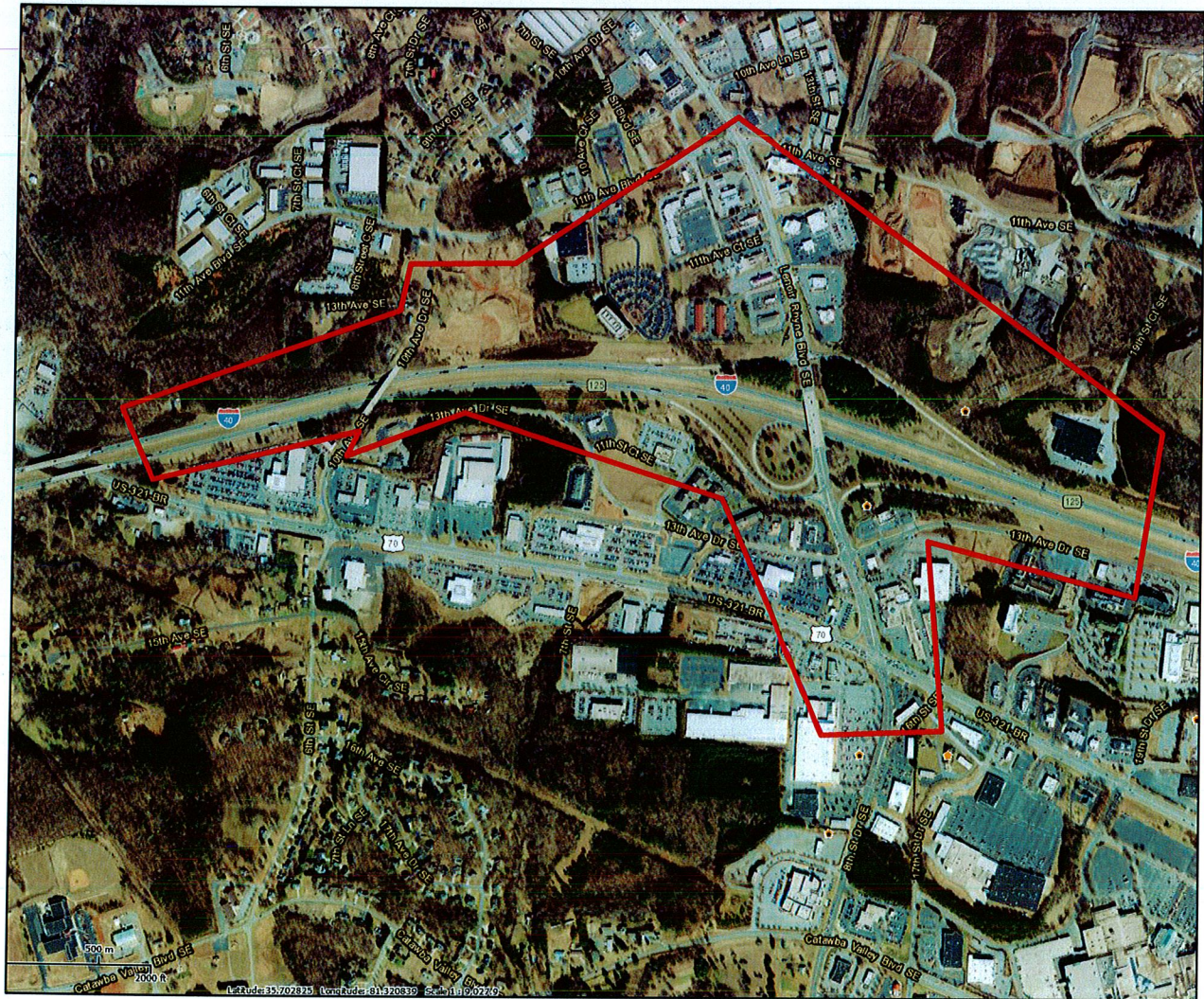


Figure 1: Hickory, NC (USGS 1970) (NB: The georeferenced topo map predates the construction of the I-40 corridor in the early 1970s).





State Historic Preservation Office GIS.

Historic Architecture and Landscapes

19-08-0005



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	I-5716	County:	Catawba
WBS No.:	50133.1.FS1	Document Type:	CE
Fed. Aid No:	NHPP-040-2(166)131	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
<u>Project Description:</u> Interchange improvements to I-40 and SR 1007 (Lenoir Rhyne Boulevard), construct ramp in the northeast quadrant.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<p><u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on August 12, 2019. Based on this review, there is one remaining extant survey site and several properties over fifty years of age within the Area of Potential Effects (APE), which is defined on the following map. All properties over fifty years of age were visually surveyed, and all but one previously surveyed property are no longer extant. The area is characterized heavily by modern commercial development, and all properties over fifty years of age are unremarkable do not warrant further evaluation. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.</p> <p><u>Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:</u> HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Catawba County survey, Catawba County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.</p>
--

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

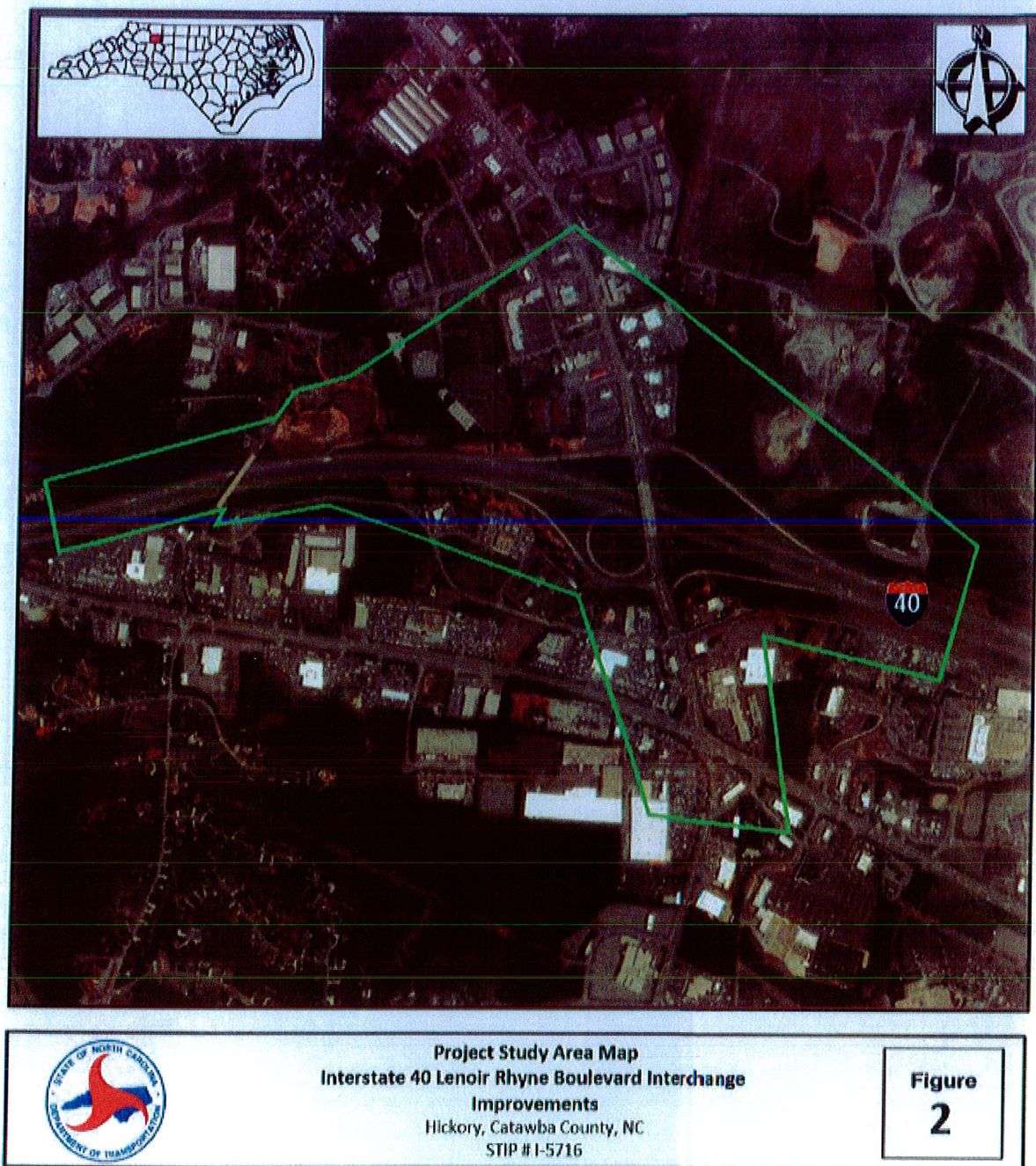
Kate Hubbel

8/12/2019

NCDOT Architectural Historian

Date

Historic Architecture and Landscapes NO SURVEY REQUIRED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.



Tribal Coordination



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

December 1, 2025

Dr. Wenonah Haire
Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, SC 29730

Reference: Request for Updated Comments on I-40 Lenoir-Rhyne Boulevard Interchange Improvements Project, Hickory, Catawba County, North Carolina (STIP No. I-5716).

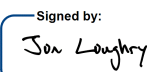
Dear Dr. Haire,

The North Carolina Department of Transportation (NCDOT) plans to construct improvements to the Interstate 40 Lenoir-Rhyne Boulevard interchange in Hickory, North Carolina. The coordinates of this project are 35.7134, -81.3129. Figure 1 shows the Project Study Area (PSA) and vicinity.

United States Federal Highway Administration (FHWA) and NCDOT are the federal and state the lead agencies for this project, respectively. NCDOT is responsible for project's compliance with the National Environmental Policy Act (NEPA). The project's environmental document, a Categorical Exclusion (CE) under NEPA, was completed in 2018. NCDOT requires the update of environmental documents if they exceed three years of age at project construction. The update environmental document is referred to as a Construction Consultation (CC).

In accordance with Section 106 of the National Historic Preservation Act (NHPA), NCDOT now requests your input on any new or changed historic properties of traditional, religious or cultural importance that you are aware of in the PSA for the purpose of completing the CC. Be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, we will maintain strict confidentiality about certain types of information regarding historic properties. Please respond by January 5th so that your comments may be used in the Construction Consultation. If you have any questions concerning this project, or would like any additional information, please contact me at gjloughry@ncdot.gov or (919) 707-6035.

Sincerely,

Signed by:

Jon Loughry, Project Manager
NCDOT Project Management Unit
1582 Mail Service Center
Raleigh, NC 27699-1582

cc: Matt Wilkerson, Archaeology Team Leader, EAU, NCDOT (mtwilkerson@ncdot.gov)



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

December 1, 2025

Elizabeth Toombs
Tribal Historic Preservation Officer
Cherokee Nation
PO BOX 948
Tahlequah, OK 74465

Reference: Request for Updated Comments on I-40 Lenoir-Rhyne Boulevard Interchange Improvements Project, Hickory, Catawba County, North Carolina (STIP No. I-5716).

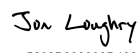
Dear Dr. Haire,

The North Carolina Department of Transportation (NCDOT) plans to construct improvements to the Interstate 40 Lenoir-Rhyne Boulevard interchange in Hickory, North Carolina. The coordinates of this project are 35.7134, -81.3129. Figure 1 shows the Project Study Area (PSA) and vicinity.

United States Federal Highway Administration (FHWA) and NCDOT are the federal and state the lead agencies for this project, respectively. NCDOT is responsible for project's compliance with the National Environmental Policy Act (NEPA). The project's environmental document, a Categorical Exclusion (CE) under NEPA, was completed in 2018. NCDOT requires the update of environmental documents if they exceed three years of age at project construction. The update environmental document is referred to as a Construction Consultation (CC).

In accordance with Section 106 of the National Historic Preservation Act (NHPA), NCDOT now requests your input on any new or changed historic properties of traditional, religious or cultural importance that you are aware of in the PSA for the purpose of completing the CC. Be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, we will maintain strict confidentiality about certain types of information regarding historic properties. Please respond by January 5th so that your comments may be used in the Construction Consultation. If you have any questions concerning this project, or would like any additional information, please contact me at gjloughry@ncdot.gov or (919) 707-6035.

Sincerely,

Signed by:

5206B89883D482
Jon Loughry, Project Manager
NCDOT Project Management Unit
1582 Mail Service Center
Raleigh, NC 27699-1582

cc: Matt Wilkerson, Archaeology Team Leader, EAU, NCDOT (mtwilkerson@ncdot.gov)



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

December 1, 2025

Russell Townsend
Tribal Historic Preservation Officer
Eastern Band of Cherokee Indians
2077 Governors Island Road
Bryson City, NC 28713

Reference: Request for Updated Comments on I-40 Lenoir-Rhyne Boulevard Interchange Improvements Project, Hickory, Catawba County, North Carolina (STIP No. I-5716).

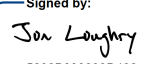
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

December 1, 2025

Roger Cain
Section 106 Coordinator
United Keetoowah Band of Cherokee Indians
PO BOX 746
Tahlequah OK 74465

Reference: Request for Updated Comments on I-40 Lenoir-Rhyne Boulevard Interchange Improvements Project, Hickory, Catawba County, North Carolina (STIP No. I-5716).

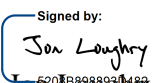
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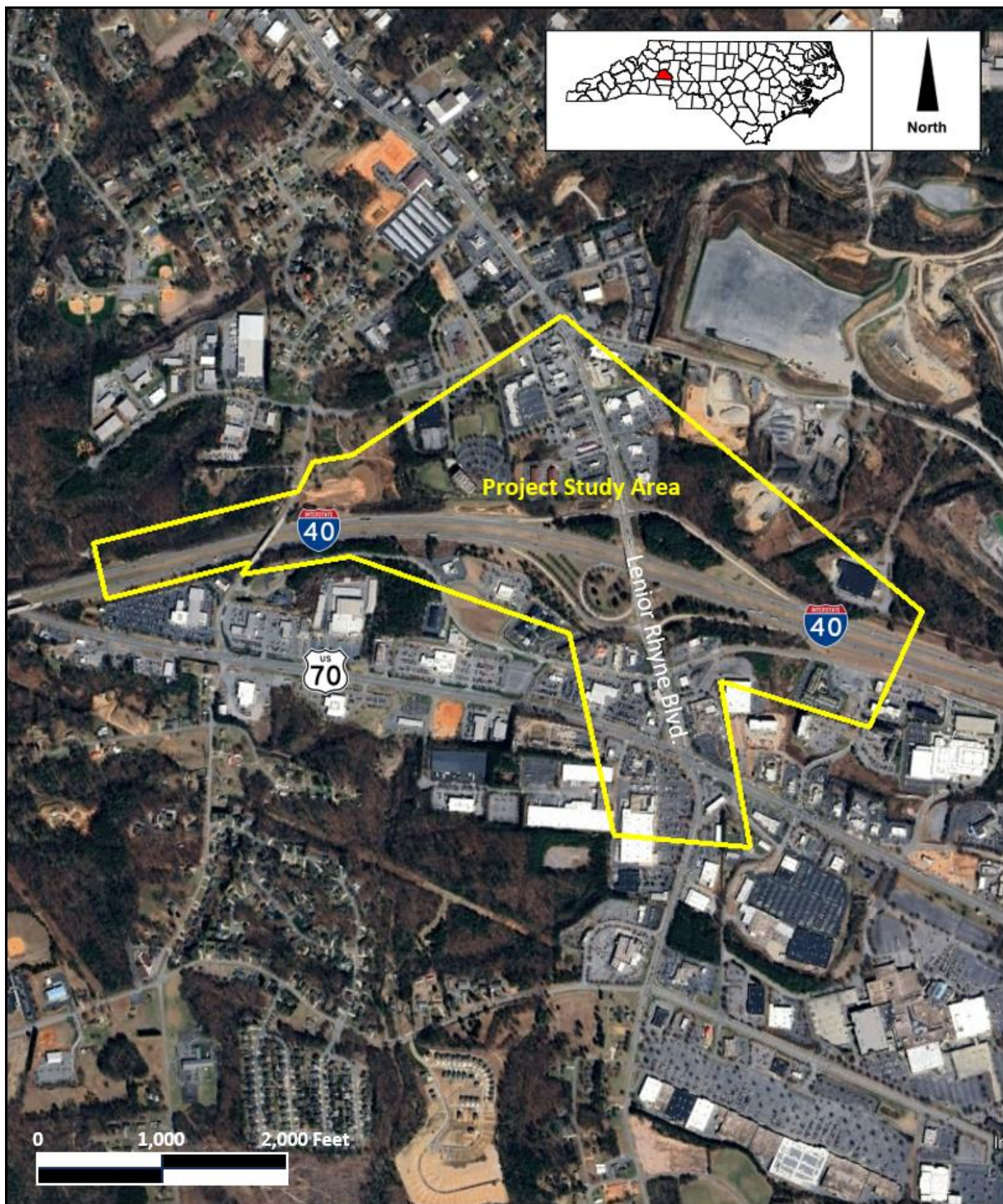


FIGURE 1 - VICINITY MAP
I-40 & SR 1007
(Lenoir-Rhyne Blvd. Interchange)
Hickory, NC

County: Catawba

Division: 12

STIP No.: I-5716

WBS No.: 50133.1.FS1

Coord: 35.7134° N, -81.3129° W

Date: November 18, 2025



Rice LLC - Cary Office
 2395 Kildaire Farm Rd.
 Cary, NC
 919-539-0713
www.rice-usa.com

NEPA/SEPA Document

Categorical Exclusion Action Classification Form
I-40 Lenoir-Rhyne Blvd. Interchange Improvements
Project I-5716

STIP Project No. I-5716
WBS Element 50133.1.FS1
Federal Project No. NHPP-040-2 (166) 131

A. **Project Description:** The project area is in a highly commercial location in the southern portion of the City of Hickory, Catawba County, North Carolina, at the interchange of Interstate 40 (I-40) and Lenoir Rhyne Boulevard (exit 125). The project improvements will include:

- Construction of a loop on-ramp in the northeast quadrant of the Interstate 40 (I-40) interchange at Lenoir-Rhyne Boulevard (Exit 125);
- Lengthening the westbound I-40 acceleration taper;
- Construction of a monolithic concrete island that will prohibit left turning movements from northbound Lenoir-Rhyne Boulevard onto the existing westbound I-40 on ramp;
- Constructing a concrete monolithic center island on the existing overpass structure;
- Restriping Lenoir-Rhyne Boulevard to improve lane continuity;
- Lengthening the left turn lane on Lenoir-Rhyne Boulevard to eastbound 13th Avenue Drive;
- Widening and adding an additional right turn lane to the eastbound I-40 off-ramp to Lenoir-Rhyne Boulevard; and
- Resurfacing Lenoir-Rhyne Boulevard and portions of each on-and off-ramp throughout the project area.

Please refer to the attached project vicinity, study area, and environmental feature maps and photos Appendix A.

B. **Description of Need and Purpose:** Queuing and congestion along Lenoir Rhyne Boulevard are common during the peak hour. Hence, the need to improve traffic flow in this location. The purpose of the project is to reduce turning conflicts at on- and off-ramps, optimize lane continuity on Lenoir Rhyne Boulevard, and optimize the flow of traffic.

C. **Categorical Exclusion Action Classification:**

Type I X Type II _____ Type III _____

D. **Proposed Improvements:** (See Section A.)

E. **Special Project Information:**

- Lenoir Rhyne Boulevard had 32,000 and 30,000 AADT, north and south of the interchange, respectively in 2016.
- Based on the results of the project's Synchro/SimTraffic and FREEVAL analyses, the proposed on-ramp loop in the northeast quadrant could be expected to decrease queuing and delay along southbound Lenoir Rhyne Boulevard without significant operational impacts to I-40.
- The latest verified costs for right of way (ROW) and construction of the proposed improvements is \$280,000.00 and \$6,500,000.00, respectively.
- No bicycle or pedestrian improvements are proposed as part of the project improvements.
- A public involvement meeting was held on October 26, 2017. The proposed project improvements appeared to be generally supported by the public and City of Hickory officials.
- NCDOT Geoenvironmental Section surveyed the project area and found four underground storage tank sites and one hazardous waste site. No landfills were found. Based on the locations of the sites found, none of the proposed improvements would have potential to cause impacts.

F. Project Impact Criteria Checklists:

<u>Type I - Non-Ground Disturbing Action</u>		Yes	No
If the proposed improvement (described above in Sections C & D) is a Non-Ground Disturbing Type I Action for 1, 4, 5, 10, 11, 13, 14, 15, 16, 17, 19, 20, &/or 29 then answer questions 1, 2, & 3. If question 3 is marked "yes," FHWA approval is required.			
1.	Is the project not consistent with the State Transportation Improvement Program?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Is the project located within a Historic District? If yes, FHWA coordination is required to determine the effects of the project on the district. FHWA signature (Section I of this Form) on the CE may not be required (see Question 3).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement under Section 106 of the National Historic Preservation Act or have an adverse effect on a National Historic Landmark?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Type I & II - Ground Disturbing Actions</u>		Yes	No
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u> (FHWA Signature Required If "Yes" Selected)			<input checked="" type="checkbox"/>
If the proposed improvement (identified above in Sections C & D) is a: <ul style="list-style-type: none"> Type I Action for #s 2, 3, 6, 7, 8, 9, 12, 18, 21, 22, 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Action then answer the threshold criteria questions (below) and questions 8 - 31 for ground disturbing actions. In addition, if any of questions 1-7 are marked "yes" then the CE will require FHWA approval.			
1.	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (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 a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8.	Does the project result in a finding of "may affect not likely to adversely affect" or less for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.	Does the project impact anadromous fish? The project area is over 200 miles from the nearest marine environment.	<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 a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15.	Does the project involve hazardous materials and 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? The project area contains no navigable waters.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19.	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20.	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21.	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22.	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23.	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24.	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25.	Is the project inconsistent with the STIP 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), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27.	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28.	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29.	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30.	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31.	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Project Commitments

I-40 Lenoir-Rhyne Boulevard Interchange Improvements

City of Hickory, Catawba County, NC

Federal Project No. NHPP-040-2 (166) 131

WBS No. 50133.1.FS1

TIP No. I-5716

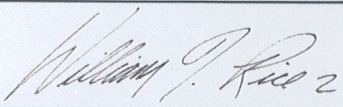
- NCDOT Division 12
 - The City of Hickory has requested that the proposed improvements include pedestrian facilities, landscaping upgrades, and artistic features on both sides of Lenoir Rhyne Boulevard. Additional coordination with the City of Hickory is needed to determine details and costs associated with this request. A municipal agreement and cost participation will be required for these betterments prior to construction. The City will also need to maintain these betterments after construction.
 - NCDOT Division 12 will not make improvements to the private driveway of Mellow Mushroom restaurant under this project. However, the Division will engage the City of Hickory and Greater Hickory MPO about potential opportunities for future access management improvements along this corridor.
- Environmental Analysis Unit and Division 12 Construction
 - Because of the close proximity of the Dwarf-flowered heartleaf (*Hexastylis naniflora*) to the project area, further surveys of this species will be required prior to construction.
 - Construction authorization will not be requested until Endangered Species Act compliance is satisfied for the Northern long eared bat (*Myotis septentrionalis*).

H. **Categorical Exclusion Approval**

STIP Project No.	I-5716
WBS Element	50133.1.FS1
Federal Project No.	NHPP-040-2 (166) 131

Prepared By:

Date: 3/9/18

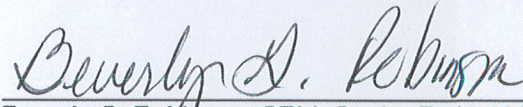

William Rice, AICP, North Carolina Planning & Environmental Lead
A. Morton Thomas & Associates, Inc. (AMT)

Prepared For:

North Carolina Dept. of Transportation NCDOT Project Delivery Unit

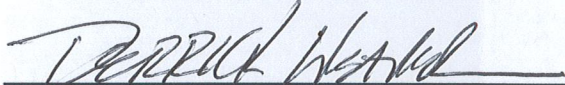
Reviewed By:

Date: 3/26/18


Beverly G. Robinson, CPM, Senior Project Manager
NCDOT Project Management Unit

<input checked="checked" type="checkbox"/>	Approved	If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.
<input type="checkbox"/>	Certified	If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

3/26/18
Date

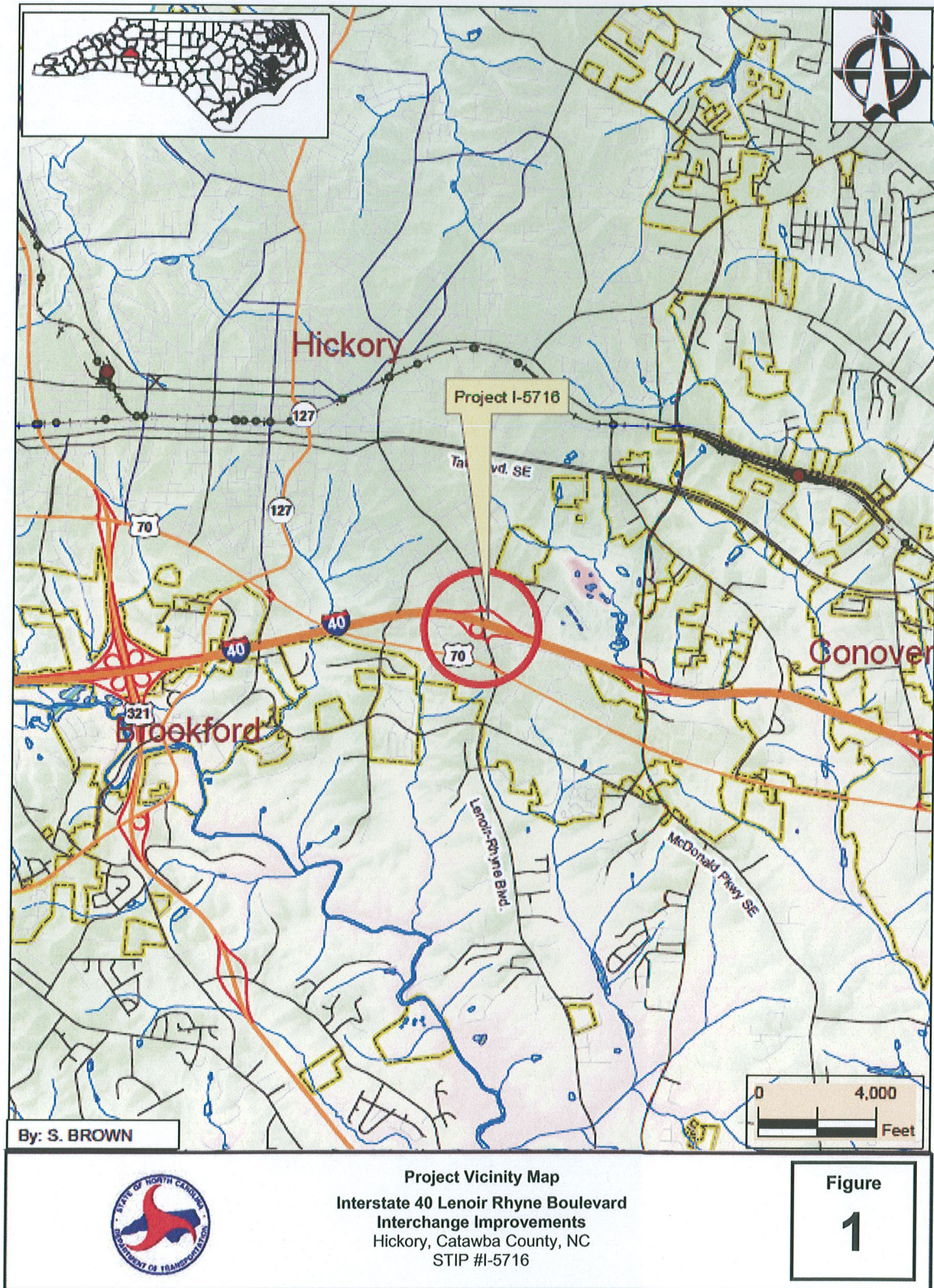

Derrick Weaver, P.E. Project Team Lead
NCDOT Project Management Unit – Divisions 11, 12, 13 and 14

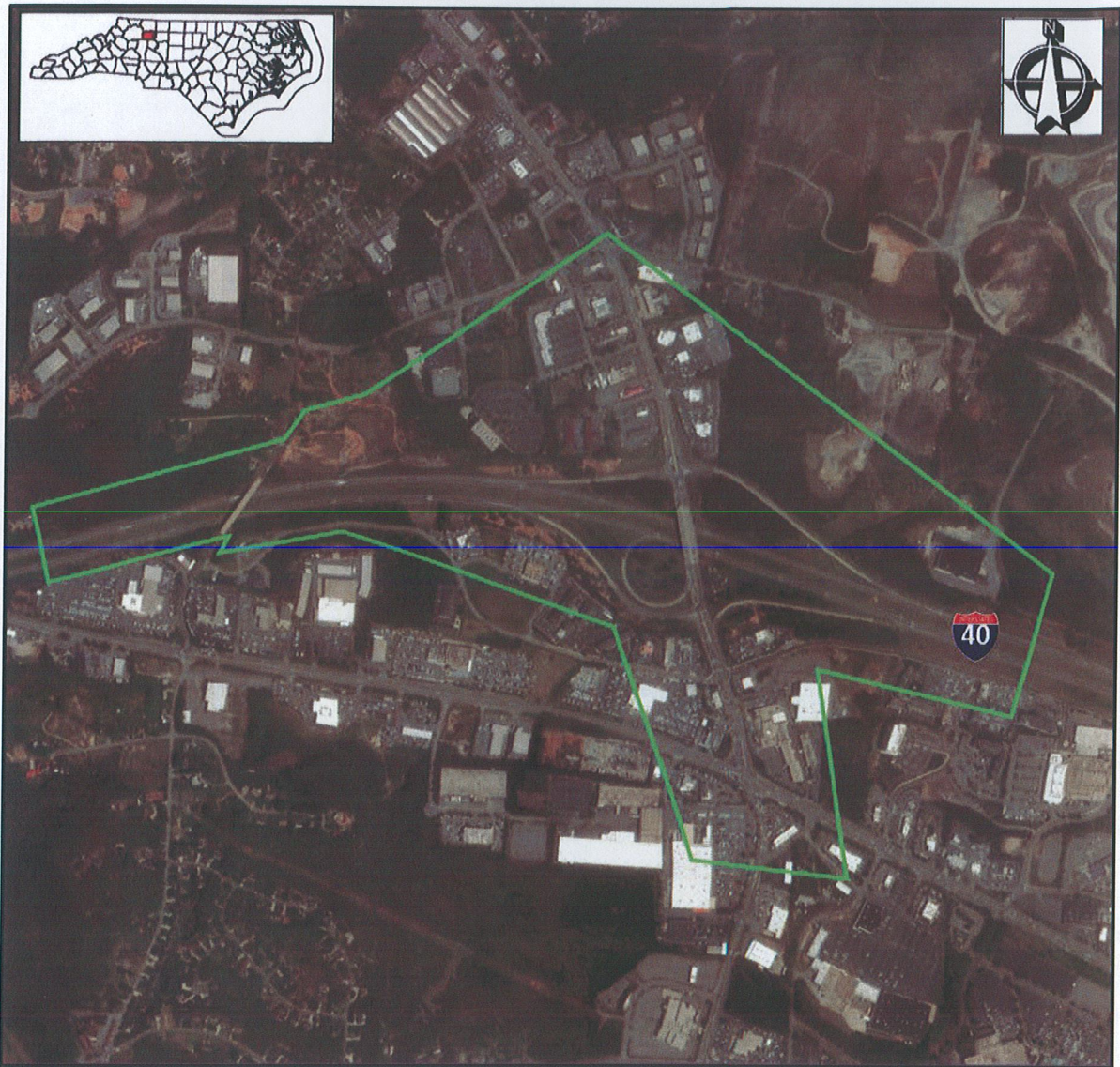
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

Date

John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

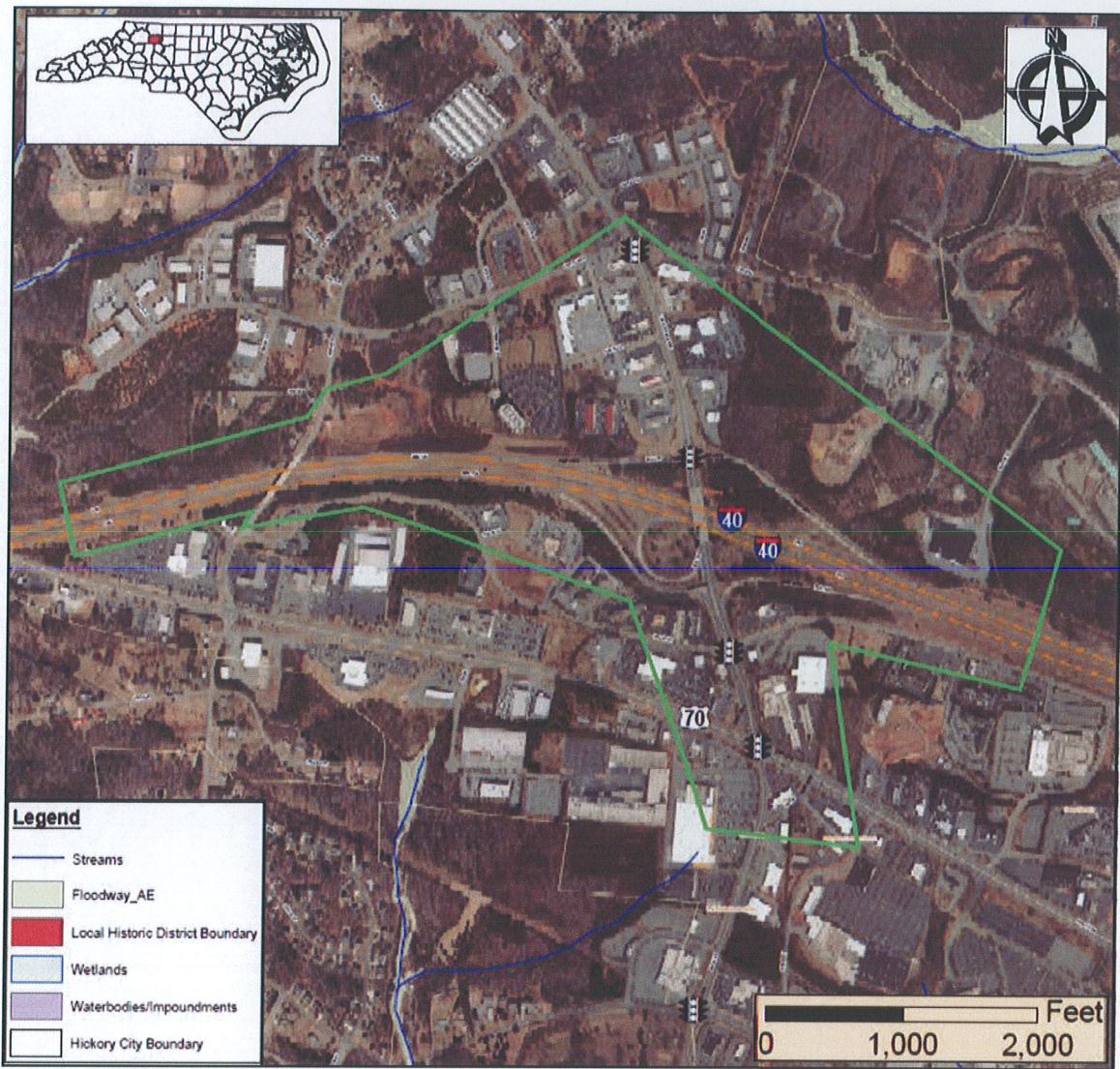
Appendix A.





Project Study Area Map
Interstate 40 Lenoir Rhyne Boulevard Interchange
Improvements
Hickory, Catawba County, NC
STIP # I-5716

Figure
2



Project Environmental Features Map
Interstate 40 Lenoir Rhyne Boulevard
Interchange Improvements
 Hickory, Catawba County, NC
 STIP # I-5716

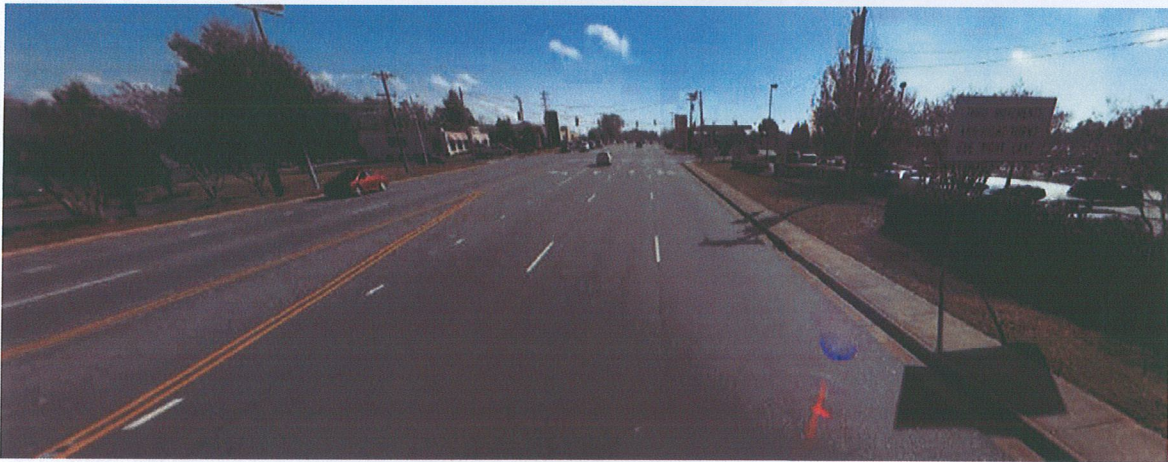
Figure
3

Figure 4. End of eastbound I-40 off-ramp at Lenoir Rhyne Blvd. looking east.



An additional right turn lane will be constructed at this location.

Figure 5. Southbound Lenoir Rhyne Blvd. looking south at the intersection of 13th Ave. Dr. SE.



The left turn lane will be lengthened at this location.