

ePCN

U.S. Army Corps of Engineers (USACE)
NATIONWIDE PERMIT PRE-CONSTRUCTION NOTIFICATION (PCN)

For use of this form, see 33 CFR 330; the proponent agency is CECW-CO-R.

Form Approved -
OMB No. 0710-
0003
Expires: 2027-10-31

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Regulatory Program of the Corps of Engineers (Corps); Final Rule 33 CFR 320-332.

Principal Purpose Information provided on this form will be used in evaluating the nationwide permit pre-construction notification.

Routine Uses This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of the agency coordination process.

Disclosure Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can

The public reporting burden for this collection of information, 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE EMAIL.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see *sample drawings and/or instructions*) and be submitted to the district engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED 05/21/2026	4. DATE APPLICATION COMPLETE
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(ITEMS BELOW TO BE FILLED BY APPLICANT)

<p>5. APPLICANT'S NAME</p> <p>First – William Middle – Last – Barrett</p> <p>Company – NCDOT</p> <p>Company Title –</p> <p>E-mail Address – wabarrett@ncdot.gov</p>	<p>8. AUTHORIZED AGENT'S NAME AND TITLE (<i>agent is not required</i>)</p> <p>First – Middle – Last –</p> <p>Company –</p> <p>E-mail Address –</p>
<p>6. APPLICANT'S ADDRESS</p> <p>Address – 1598 Mail Service Ctr</p> <p>City – Raleigh State – NC ZIP – 27699 Country – US</p>	<p>9. AGENT'S ADDRESS</p> <p>Address –</p> <p>City – State – ZIP – Country –</p>
<p>7. APPLICANT'S PHONE NOs. with AREA CODE</p> <p>a. Business b. c. Fax</p> <p>+19193021908</p>	<p>10. AGENT'S PHONE NOs. with AREA CODE</p> <p>a. b. c. Fax</p>

33. Pre-construction notification is hereby made for one or more nationwide permit(s) to authorize the work described in this notification. I certify that the information in this pre-construction notification is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

William Barrett

05/21/2026

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The pre-construction notification must be signed by the person who desires to undertake the proposed activity (applicant) and, if the statement in Block 11 has been filled out and signed, the authorized agent.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

**Instructions for Preparing a
Department of the Army
Nationwide Permit (NWP) Pre-Construction Notification (PCN)**

Blocks 1 through 4. To be completed by the Corps of Engineers.

Block 5. Applicant's Name. Enter the name and the e-mail address of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the name of the organization and responsible officer and title. If more than one party is associated with the preconstruction notification, please attach a sheet of paper with the necessary information marked Block 5.

Block 6. Address of Applicant. Please provide the full address of the party or parties responsible for the PCN. If more space is needed, attach an extra sheet of paper marked Block 6.

Block 7. Applicant's Telephone Number(s). Please provide the telephone number where you can usually be reached during normal business hours.

Blocks 8 through 11. To be completed, if you choose to have an agent.

Block 8. Authorized Agent's Name and Title. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer, consultant, or any other person or organization. Note: An agent is not required.

Blocks 9 and 10. Agent's Address and Telephone Number. Please provide the complete mailing address of the agent, along with the telephone number where he / she can be reached during normal business hours.

Block 11. Statement of Authorization. To be completed by the applicant, if an agent is to be employed.

Block 12. Proposed Nationwide Permit Activity Name or Title. Please provide a name identifying the proposed NWP activity, e.g., Windward Marina, Rolling Hills Subdivision, or Smith Commercial Center.

Block 13. Name of Waterbody. Please provide the name (if it has a name) of any stream, lake, marsh, or other waterway to be directly impacted by the NWP activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14. Proposed Activity Street Address. If the proposed NWP activity is located at a site having a street address (not a box number), please enter it in Block 14.

Block 15. Location of Proposed Activity. Enter the latitude and longitude of where the proposed NWP activity is located. Indicate whether the project location provided is the center of the project or whether the project location is provided as the latitude and longitude for each of the "corners" of the project area requiring evaluation. If there are multiple sites, please list the latitude and longitude of each site (center or corners) on a separate sheet of paper and mark as Block 15.

Block 16. Other Location Descriptions. If available, provide the Tax Parcel Identification number of the site, Section, Township, and Range of the site (if known), and / or local Municipality where the site is located.

Block 17. Directions to the Site. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site. You may also provide a description of the location of the proposed NWP activity, such as lot numbers, tract numbers, or you may choose to locate the proposed NWP activity site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed NWP activity site if known. If there are multiple locations, please indicate directions to each location on a separate sheet of paper and mark as Block 17.

Block 18. Identify the Specific Nationwide Permit(s) You Propose to Use. List the number(s) of the Nationwide Permit(s) you want to use to authorize the proposed activity (e.g., NWP 29).

Block 19. Description of the Proposed Nationwide Permit Activity. Describe the proposed NWP activity, including the direct and indirect adverse environmental effects the activity would cause. The description of the proposed activity should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal. Identify the materials to be used in construction, as well as the methods by which the work is to be done.

Provide sketches when necessary to show that the proposed NWP activity complies with the terms of the applicable NWP(s). Sketches usually clarify the activity and result in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed NWP activity (e.g., a conceptual plan), but do not need to be detailed engineering plans.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked Block 19.

Block 20. Description of Proposed Mitigation Measures. Describe any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed NWP activity. The description of any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or additional mitigation measures.

Block 21. Purpose of Nationwide Permit Activity. Describe the purpose and need for the proposed NWP activity. What will it be used for and why? Also include a brief description of any related activities associated with the proposed project. Provide the approximate dates you plan to begin and complete all work.

Block 22. Quantity of Wetlands, Streams, or Other Types of Waters Directly Affected by the Proposed Nationwide Permit Activity. For discharges of dredged or fill material into waters of the United States, provide the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained by the proposed NWP activity. For structures or work in navigable waters of the United States subject to Section 10 of the Rivers and Harbors Act of 1899, provide the amount of navigable waters filled, dredged, or occupied by one or more structures (e.g., aids to navigation, mooring buoys) by the proposed NWP activity.

For multiple NWPs, or for separate and distant crossings of waters of the United States authorized by NWPs 12 or 14, attach an extra sheet of paper marked Block 21 to provide the quantities of wetlands, streams, or other types of waters filled, flooded, excavated, or drained (or dredged or occupied by structures, if in waters subject to Section 10 of the Rivers and Harbors Act of 1899) for each NWP. For NWPs 12 and 14, include the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained for each separate and distant crossing of waters or wetlands. If more space is needed, attach an extra sheet of paper marked Block 22.

Block 23. Identify Any Other Nationwide Permit(s), Regional General Permit(s), or Individual Permit(s) Used to Authorize Any Part of Proposed Activity or Any Related Activity. List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. For linear projects, list other separate and distant crossings of waters and wetlands authorized by NWPs 12 or 14 that do not require PCNs. If more space is needed, attach an extra sheet of paper marked Block 23.

Block 24. Compensatory Mitigation Statement for Losses of Greater Than 1/10-Acre of Wetlands and/or of Greater Than 3/100-Acre of Stream Bed When Pre-Construction Notification is Required. Paragraphs (c) and (d) of NWP general condition 23 require compensatory mitigation at a minimum one-for-one replacement ratio for all wetland losses that exceed 1/10-acre and/or for all losses of stream bed that exceed 3/100-acre, unless the district engineer determines in writing that either some other form of mitigation is more environmentally appropriate or the adverse environmental effects of the proposed NWP activity are no more than minimal without compensatory mitigation, and provides an activity-specific waiver of this requirement. Describe the proposed compensatory mitigation for wetland losses greater than 1/10 acre and/or for losses of stream bed that exceed 3/100-acre, or provide an explanation of why the district engineer should not require wetland and/or stream compensatory mitigation for the proposed NWP activity. If more space is needed, attach an extra sheet of paper marked Block 24.

Block 25. Is Any Portion of the Nationwide Permit Activity Already Complete? Describe any work that has already been completed for the NWP activity.

Block 26. List the Name(s) of Any Species Listed As Endangered or Threatened under the Endangered Species Act that Might be Affected by the Nationwide Permit Activity. If you are not a federal agency, and if any listed species or designated critical habitat might be affected or is in the vicinity of the proposed NWP activity, or if the proposed NWP activity is located in designated critical habitat, list the name(s) of those endangered or threatened species that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 7 of the Endangered Species Act.

Block 27. List Any Historic Properties that Have the Potential to be Affected by the Nationwide Permit Activity. If you are not a Federal agency, and if any historic properties have the potential to be affected by the proposed NWP activity, list the name(s) of those historic properties that have the potential to be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 106 of the National Historic Preservation Act.

Block 28. List the Wild and Scenic River or Congressionally Designated Study River if the Nationwide Permit Activity Would Occur in such a River.

If the proposed NWP activity will occur in a river in the National Wild and Scenic River System or in a river officially designated by Congress as a "study river" under the Wild and Scenic Rivers Act, provide the name of the river. For a list of Wild and Scenic Rivers and study rivers, please visit <http://www.rivers.gov/>.

Block 29. Nationwide Permit Activities that also Require Permission from the Corps Under 33 U.S.C. 408. If the proposed NWP activity also requires permission from the Corps under 33 U.S.C. 408 because it will temporarily or permanently alter, occupy, or use a Corps federal authorized civil works project, indicate whether you have submitted a written request for section 408 permission from the Corps district having jurisdiction over that project.

Block 30. Other Information Required For Nationwide Permit Pre Construction Notifications. The terms of some of the Nationwide Permits include additional information requirements for preconstruction notifications:

- * NWP 3, Maintenance –information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals.
- * NWP 31, Maintenance of Existing Flood Control Facilities –a description of the maintenance baseline and the dredged material disposal site.
- * NWP 33, Temporary Construction, Access, and Dewatering –a restoration plan showing how all temporary fills and structures will be removed and the area restored to pre project conditions.
- * NWP 44, Mining Activities –if reclamation is required by other statutes, then a copy of the final reclamation plan must be submitted with the pre construction notification.
- * NWP 45, Repair of Uplands Damaged by Discrete Events –documentation, such as a recent topographic survey or photographs, to justify the extent of the proposed restoration.
- * NWP 48, Commercial Shellfish Aquaculture Activities –(1) a map showing the boundaries of the project area, with latitude and longitude coordinates for each corner of the project area; (2) the name(s) of the species that will be cultivated during the period this NWP is in effect; (3) whether canopy predator nets will be used; (4) whether suspended cultivation techniques will be used; and (5) general water depths in the project area (a detailed survey is not required).
- * NWP 49, Coal Remining Activities –a document describing how the overall mining plan will result in a net increase in aquatic resource functions must be submitted to the district engineer and receive written authorization prior to commencing the activity.
- * NWP 50, Underground Coal Mining Activities –if reclamation is required by other statutes, then a copy of the reclamation plan must be submitted with the pre construction notification.

If more space is needed, attach an extra sheet of paper marked Block 30.

Block 31. Signature of Applicant or Agent. The PCN must be signed by the person proposing to undertake the NWP activity, and if applicable, the authorized party (agent) that prepared the PCN. The signature of the person proposing to undertake the NWP activity shall be an affirmation that the party submitting the PCN possesses the requisite property rights to undertake the NWP activity (including compliance with special conditions, mitigation, etc.).

DELINEATION OF WETLANDS, OTHER SPECIAL AQUATIC SITES, AND OTHER WATERS

Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site. Wetland delineations must be prepared in accordance with the current wetland delineation manual and regional supplement published by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. The 45 day PCN review period will not start until the delineation is submitted or has been completed by the Corps.

DRAWINGS AND ILLUSTRATIONS

General Information.

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a Vicinity Map, a Plan View or a Typical Cross Section Map. Identify each illustration with a figure or attachment number. For linear projects (e.g. roads, subsurface utility lines, etc.) gradient

drawings should also be included. Please submit one original, or good quality copy, of all drawings on 8½x11 inch plain white paper (electronic media may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations. Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view, or cross section). While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate, and contain all necessary information.

ADDITIONAL INFORMATION AND REQUIREMENTS

For proposed NWP activities that involve discharges into waters of the United States, water quality certification from the State, Tribe, or EPA must be obtained or waived (see NWP general condition 25). Some States, Tribes, or EPA have issued water quality certification for one or more NWPs. Please check the appropriate Corps district web site to see if water quality certification has already been issued for the NWP(s) you wish to use. For proposed NWP activities in coastal states, state Coastal Zone Management Act consistency concurrence must be obtained, or a presumption of concurrence must occur (see NWP general condition 26). Some States have issued Coastal Zone Management Act consistency concurrences for one or more NWPs. Please check the appropriate Corps district web site to see if Coastal Zone Management Act consistency concurrence has already been issued for the NWP(s) you wish to use.

Appendix B. Aquatic Resource Inventory:

<i>Aquatic Resource Name</i>	<i>State</i>	<i>Cowardin System</i>	<i>Cowardin Class</i>	<i>HGM Class</i>	<i>Local Waterway Name</i>	<i>Measurement Type</i>	<i>Measurement Amount</i>	<i>Measurement Units</i>	<i>Waters Type</i>	<i>Latitude</i>	<i>Longitude</i>
Ramah Creek	NORTH CAROLINA	RIVERINE	R3- RIVERINE, UPPER PERENNIAL	RIVERINE		Linear	527	FOOT	DELIN.CONC	35.447149	-80.830119
SA	NORTH CAROLINA	RIVERINE	R4- RIVERINE, INTERMIT	RIVERINE		Linear	201	FOOT	DELIN.CONC	35.453516	-80.801112
SAA	NORTH CAROLINA	RIVERINE	R4- RIVERINE, INTERMIT	RIVERINE		Linear	208	FOOT	DELIN.CONC	35.45327	-80.815166
SAB	NORTH CAROLINA	RIVERINE	R4- RIVERINE, INTERMIT	RIVERINE		Linear	1794	FOOT	DELIN.CONC	35.442173	-80.835287
SAC	NORTH CAROLINA	RIVERINE	R3- RIVERINE, UPPER PERENNIAL	RIVERINE		Linear	317	FOOT	DELIN.CONC	35.457221	-80.8055
SAD	NORTH CAROLINA	RIVERINE	R4- RIVERINE, INTERMIT	RIVERINE		Linear	132	FOOT	DELIN.CONC	35.441076	-80.841203
SB	NORTH CAROLINA	RIVERINE	R4- RIVERINE, INTERMIT	RIVERINE		Linear	93	FOOT	DELIN.CONC	35.44439	-80.832871
SE	NORTH CAROLINA	RIVERINE	R4- RIVERINE, INTERMIT	RIVERINE		Linear	205	FOOT	DELIN.CONC	35.443098	-80.832907
SF	NORTH CAROLINA	RIVERINE	R3- RIVERINE, UPPER PERENNIAL	RIVERINE		Linear	481	FOOT	DELIN.CONC	35.452944	-80.815854
SG	NORTH CAROLINA	RIVERINE	R4- RIVERINE, INTERMIT	RIVERINE		Linear	74	FOOT	DELIN.CONC	35.441938	-80.833968
SH	NORTH	RIVERINE	R4-	RIVERINE		Linear	96	FOOT	DELIN.CONC	35.441789	-80.834191

	CAROLINA	E	RIVERINE, INTERMIT								
SI	NORTH CAROLINA	RIVERIN E	R3- RIVERINE, UPPER PERENNIAL	RIVERINE		Linear	580	FOOT	DELIN.CONC	35.447813	-80.827724
WA	NORTH CAROLINA	PALUST RINE	PFO- PALUSTRIN E, FORESTED	RIVERINE		Area	0.11	ACRE	DELIN.CONC	35.444476	-80.833035
WAA	NORTH CAROLINA	PALUST RINE	PFO- PALUSTRIN E, FORESTED	RIVERINE		Area	0.01	ACRE	DELIN.CONC	35.452938	-80.815893
WAB	NORTH CAROLINA	PALUST RINE	PFO- PALUSTRIN E, FORESTED	RIVERINE		Area	0.01	ACRE	DELIN.CONC	35.45273	-80.815575
WAC	NORTH CAROLINA	PALUST RINE	PFO- PALUSTRIN E, FORESTED	RIVERINE		Area	0.01	ACRE	DELIN.CONC	35.452737	-80.815498
WAD	NORTH CAROLINA	PALUST RINE	PFO- PALUSTRIN E, FORESTED	RIVERINE		Area	0.01	ACRE	DELIN.CONC	35.452645	-80.815414
WAE	NORTH CAROLINA	PALUST RINE	PFO- PALUSTRIN E, FORESTED	RIVERINE		Area	0.16	ACRE	DELIN.CONC	35.4482	-80.824995
WZ	NORTH CAROLINA	PALUST RINE	PFO- PALUSTRIN E, FORESTED	RIVERINE		Area	0.02	ACRE	DELIN.CONC	35.447096	-80.830002
WZA	NORTH CAROLINA	PALUST RINE	PFO- PALUSTRIN E, FORESTED	RIVERINE		Area	0.01	ACRE	DELIN.CONC	35.457882	-80.805851

WZB	NORTH CAROLINA	PALUST RINE	PFO-PALUSTRINE, FORESTED	RIVERINE		Area	0.01	ACRE	DELIN.CONC	35.457786	-80.805581
WZC	NORTH CAROLINA	PALUST RINE	PFO-PALUSTRINE, FORESTED	RIVERINE		Area	0.01	ACRE	DELIN.CONC	35.45791	-80.805739
WZD	NORTH CAROLINA	PALUST RINE	PFO-PALUSTRINE, FORESTED	RIVERINE		Area	0.01	ACRE	DELIN.CONC	35.457599	-80.805554

Appendix C. Impact Inventory:

<i>Water Name</i>	<i>Impact Name</i>	<i>Activity</i>	<i>Type of Material Being Discharged</i>	<i>Resource Type</i>	<i>Permanent Loss (Y/N)</i>	<i>Impact Duration</i>	<i>Amount Type</i>	<i>Proposed Length</i>	<i>Proposed Width</i>	<i>Proposed Amount</i>	<i>Amount Units</i>
SAB	Site 1 - 72" culvert install	Discharge of fill material	rirap	River/Stream	No	Temporary	Fill Area	36	4.5	162	Square Feet
SAB	Site 1 - Bank Stabilization	Discharge of fill material	rirap	River/Stream	No	Permanent	Fill Area	69	4.5	310.5	Square Feet
SAB	Site 1 - culvert, channel shift	Discharge of fill material	RCP / riprap	River/Stream	Yes	Permanent	Fill Area	44	4.5	198	Square Feet
SB	Site 2 - culvert	Discharge of fill material	culvert	River/Stream	Yes	Permanent	Fill Area	40	3.5	140	Square Feet
SB	Site 2 - Energy Dissipator	Discharge of fill material	rirap	River/Stream	Yes	Permanent	Fill Area	37	3.5	129.5	Square Feet
SB	Site 2 - Temp impacts	Discharge of fill material	rirap	River/Stream	No	Temporary	Fill Area	7	3.5	24.5	Square Feet
WA	Site 3 - construction access	Discharge of fill material	rirap	Non-Tidal Wetland	Yes	Permanent	Fill Area			0.001	Acres
Ramah Creek	Site 4 - RCBC install	Discharge of fill material	RCBC	River/Stream	Yes	Permanent	Fill Area	122	6	732	Square Feet
Ramah Creek	Site 4 - Channel shift	Discharge of fill material	rirap	River/Stream	Yes	Permanent	Fill Area	55	6	330	Square Feet
Ramah Creek	Site 4 - Channel shift	Discharge of fill material	rirap	River/Stream	No	Temporary	Fill Area	42	6	252	Square Feet
SI	Site 5 - Culvert install	Discharge of fill material	culvert	River/Stream	Yes	Permanent	Fill Area	42	4	168	Square Feet
SI	Site 5 - Channel shift	Discharge of fill material	rirap	River/Stream	Yes	Permanent	Fill Area	137	4	548	Square Feet
SI	Site 5 - Channel shift	Discharge of fill material	rirap	River/Stream	No	Temporary	Fill Area	24	4	96	Square Feet
SF	Site 6 - RCBC install	Discharge of fill material	culvert	River/Stream	Yes	Permanent	Fill Area	121	4	484	Square Feet
SF	Site 6 - Channel shift	Discharge of fill material	rirap	River/Stream	Yes	Permanent	Fill Area	67	4	268	Square Feet
SF	Site 6 - Channel shift	Discharge of fill material	rirap	River/Stream	No	Temporary	Fill Area	19	4	76	Square Feet

WAD	Site 6 - channel shift	Discharge of fill material	riprap	Non-Tidal Wetland	Yes	Permanent	Fill Area			0.004	Acres
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Provide any additional information you may have about the proposed quantity of wetlands, streams, or other types of waters directly affected by the proposed activity. This level of detail is helpful to better understand the type of impacts that are proposed for your project.

Total Temporary Stream Impacts = 128 linear feet.

Appendix D-1. Compensatory Mitigation Inventory for Mitigation Banks/in Lieu Fee (ILF) Program:

<i>Mitigation Entry Name</i>	<i>Mitigation Type</i>	<i>Name</i>	<i>Credit Unit</i>	<i>Proposed Credit Amount</i>
All wetlands	In-lieu Fee		Acre Based	0.01
All streams	In-lieu Fee		Linear Feet Based	666

Appendix H. Supporting Information:

<i>Document Type</i>	<i>Document Created Date (YYYY-MM-DD)</i>	<i>Document Label</i>	<i>Information Source/Citation</i>	<i>Uploaded file name</i>
Mitigation Plan	2026-05-21	R-2632AB DMS Mitigation Acceptance Letter	NCDOT	DMS Acceptance Letter_R-2632AB.pdf
Historic Properties Cultural Resources Information	2026-05-21	R-2632AB Archaeology Documentation	NCDOT	R-2632AB Archaeology Documentation.pdf
Historic Properties Cultural Resources Information	2026-05-21	R-2632AB Historic Property Documentation	NCDOT	R-2632AB Historic Property Documentation.pdf
Historic Properties Cultural Resources Information	2026-05-21	R-2632AB Tribal Coordination	NCDOT	R-2632AB Tribal Coordination.pdf
Other Information	2026-05-21	R-2632AB ROW Consultation 2019	NCDOT	R-2632AB_ROW_Consultation_Final_Signed_09-23-2019.pdf
Maps Plans Plots or Plats	2026-05-21	R-2632AB Permit Drawings	NCDOT	R2632AB_Wet_PRM_20260511.pdf

U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT – PARTNER APPENDIX

For use of this form, see 33 CFR 325. The proponent agency is CECW-COR.

AUTHORITIES: The Department of Army Corps of Engineers (Corps) and partner entities have established a joint process for activities impacting jurisdictional waterways that require review and/or approval of both the Corps and its partners. Department of Army permits are required by Section 10 of the Rivers & Harbors Act of 1899 for any structure(s) or work in or affecting navigable waters of the United States and by Section 404 of the Clean Water Act for the discharge of dredged or fill materials into waters of the United States, including adjacent wetlands. This supplemental information is provided to the partner entity along with the standard regulatory forms.

PARTNER INFORMATION

ORGANIZATION: NC Division of Water Resources (DWR)	PARTNER ID:	NAME AND CODE: Form Name: NATIONWIDE/GENERAL/INDIVIDUAL PERMIT - DWR 401 Application Form NC Division of Water Resources Application Information Form Code: NCDWR 401
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In North Carolina, many activities covered by Nationwide and Regional General Permits, as well as Individual Permits, also require a 401 Water Quality Certification from the Division of Water Resources. To streamline the application process for both the U.S. Army Corps of Engineers (USACE) and the North Carolina Division of Environmental Quality (NCDEQ) - Division of Water Resources (DWR), we have collaborated on this joint application form.

This joint application form serves to fulfill reporting requirements for both agencies under Sections 401 and 404 of the Clean Water Act, and Section 10 of the Rivers and Harbor Act of 1899, for specific activities permitted through Nationwide Permits (NWP), Regional General Permits (RGP), and Individual Permits. The RRS is now the preferred method for submitting application information for these permits.

For questions, please contact the USACE at (910) 251-4633.

The Wilmington District and the North Carolina Department of Environmental Quality (NCDEQ) have collaborated to develop a Joint Permit Application (JPA) within the Regulatory Request System (RRS) for use with Nationwide Permits (NWP) and Regional General Permits (RGP), as well as, Individual Permits. This system functions similarly to previous versions of the Pre-Construction Notification form (also known as e-PCN). The RRS is an online platform that enables applicants to electronically upload and submit all required information to the reviewing agencies.

The RRS JPA fulfills the application and reporting requirements for both the U.S. Army Corps of Engineers (USACE) and NCDEQ for activities authorized under Sections 401 and 404 of the Clean Water Act, as well as Section 10 of the Rivers and Harbors Act of 1899.

Projects that fall within the North Carolina Division of Coastal Management (NCDWM) review area, will need to coordinate their application with NCDWM directly. To learn more, visit the [NCDWM website](https://www.deq.nc.gov/about/divisions/division-coastal-management).

USACE/NCDWR Joint Application Form for Nationwide Permits, Regional General Permits, and Individual Permits (along with corresponding Water Quality Certifications)

****PLEASE NOTE: THE SYSTEM IS STILL UNDER DEVELOPMENT, AND DATA CURRENTLY DOES NOT TRANSMIT ELECTRONICALLY TO NCDEQ'S DIVISION OF WATER RESOURCES (DWR). UNTIL FURTHER NOTICE, APPLICANTS MUST SUBMIT COMPLETED RRS JPA DOCUMENTS THROUGH [NCDEQ'S "PROJECT SUBMITTAL INTERIM FORM" WEBSITE](https://edocs.deq.nc.gov/Forms/Supplemental-Information-Form).****
[Additional Instructions](https://edocs.deq.nc.gov/WaterResources/Browse.aspx?dbid=0&startid=3890140)

SUPPLEMENTAL INFORMATION COLLECTED

ADDITIONAL CONTACT INFORMATION - Property Owner

- Is the owner the same as the applicant?
 - Yes

- Provide Primary Property Owner information
 - Please see the JPA_ContactReport.xlsx to review the provided contact data.
- Provide Additional Property Owner information
 - Please see the JPA_ContactReport.xlsx to review the provided contact data.

PROCESSING INFORMATION -

- Does the project involve maintenance dredging funded by the Shallow Draft Navigation Channel Dredging and Aquatic Weed Fund OR involve the distribution or transmission of energy or fuel (including natural gas, diesel, petroleum, or electricity)?
 - No
- Is this project connected with (American Rescue Plan Act) ARPA funding or S.L. 2023-134 (earmark)?
 - No
- Please select:
 - Not Applicable (Question not presented)
- Please provide the DWI ARPA Funding Project Number (ie: SRP-W-ARP-1234 or SRP-W-134-1234):
 *The DWI Funding Project number can be located on the "Letter of Intent to Fund" (LOIF) or "Offer and Acceptance Letter". If you do not know your DWI project #, please contact your DWI project manager or fund recipient (e.g., LGU).
 - Not Applicable (Question not presented)
- Is this a NC Division of Mitigation Services (NCDMS) Project? Note - Select Yes only if NCDMS is the applicant/co-applicant.
 - No
- Is this project a public transportation project?
 - Yes
- Is this a NC Department of Transportation (NCDOT) project?
 - Yes
- (NCDOT only) T.I.P. (Transportation Improvement Program) or state project number:
 - R-2632AB
- (NCDOT only) WBS #
 - 38824.1.2
- Application for NC Division of Water Resources (DWR) Certification.
 Type(s) of approval sought from the DWR? (Select all that apply)
 - 401 Water Quality Certification - Courtesy Copy Only
- Is this a modification OR new project with existing ID?
 - No
- Please provide the DWR ID number.
 - Not Applicable (Question not presented)

- Is the project located in any of NC's twenty coastal counties?
 - No
- Is the project located within a NC Division of Coastal Management (DCM) Area of Environmental Concern (AEC)?
 - Not Applicable (Question not presented)
- Is the project located in a designated trout watershed? [Learn more about Trout](https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Agency-Coordination/Trout.aspx)
 - No
- If yes, attach a copy of existing correspondence from the Wildlife Resource Commission Office.
 - Not Applicable (Question not presented)

WATERS DETAILS -

- Name of nearest waterbody? [Surface Water Lookup](https://experience.arcgis.com/experience/7073e9122ab74588b8c48ded34c3df55/)
 - Ramah Creek
- Does the proposed activity impact perennial or intermittent streams?
 - Yes
- Please ensure that the Aquatic Resource Inventory section includes all perennial and intermittent streams and be sure to identify them with appropriate Cowardin codes.
(Click the Aquatic Resources Inventory in the menu on the left to navigate to that section.)

Note: Use the Cowardin Code "R2 or R3" for perennial. Use Cowardin Code "R4" for intermittent.

If no code provided, waters will be assumed to be perennial.

- Not Applicable (Question not presented)

NON-JD IMPACT DETAILS - NOTE: Questions only appear in this section when 'Non-404 Jurisdictional Waters Permit' has been included among the Type(s) of approval sought from the DWR.

- Will the project result in impacts to Non-404 JD waters?
 - Not Applicable (Question not presented)
- Please ensure that the associated Non-404 Jurisdictional Waters have been entered in the Aquatic Resource Inventory section of the Permit Application. Use the Aquatic Resource Type of "DELIN.NOJD-404".
(Click the "Aquatic Resources Inventory" option in the menu on the left to navigate to that section.)
 - Not Applicable (Question not presented)

BUFFER IMPACTS AND MITIGATION SUMMARY - Additional impacts and mitigation not previously covered in this application: Buffers

- Will project occur in an area subject to state riparian buffer regulations?
 - No
- Will project result in any impacts within a protected riparian buffer?
 - Not Applicable (Question not presented)

- Which protected basin(s) is the project located within?
 - Not Applicable (Question not presented)
- Other Protected Basin
 - Not Applicable (Question not presented)
- Are the buffer regulations implemented by a delegated local government?
 - Not Applicable (Question not presented)
- Please specify which local government.
 - Not Applicable (Question not presented)
- Impact Details
 - Please see the JPA_DynamicTableReport.xlsx to review the provided data.
- Total Temporary Buffer Impacts
 - Not Applicable (Question not presented)
- Total Permanent Buffer Impacts
 - Not Applicable (Question not presented)
- Total Combined Buffer Impacts
 - Not Applicable (Question not presented)
- Will the project result in an impact within a protected riparian buffer that requires buffer mitigation?
 - Not Applicable (Question not presented)
- If yes, you must fill out this entire section - please contact DWR for more information.
Identify the square feet of impact to each zone of the riparian buffer that requires mitigation. Calculate the amount of mitigation required in the table below.
 - Please see the JPA_DynamicTableReport.xlsx to review the provided data.
- How is buffer mitigation proposed to be met?
 - Not Applicable (Question not presented)
- If payment to mitigation bank or NCDMS, attach a valid statement of availability or DMS acceptance letter. OR Attach mitigation plan for review.
 - Not Applicable (Question not presented)

STORMWATER MANAGEMENT PLAN -

- Does this project disturb >1 acre of land?
 - Yes
- Is this an NCDOT project subject to compliance with NCDOT's Individual NPDES permit NCS000250?
 - Yes
- Is this project subject to review and approval under a state post-construction stormwater program (DEMLR) or state-approved local government stormwater program?
 - Not Applicable (Question not presented)

- What entity has reviewed/is reviewing the Stormwater Management Plan?
 - Not Applicable (Question not presented)
- What is the Stormwater Management Plan status?
 - Not Applicable (Question not presented)
- Does this project meet the requirements for low density projects as defined in 15A NCAC 02H.1003(2)? For details on how Low Density Projects are characterized, click the help icon.
 - Not Applicable (Question not presented)
- For low density projects, submit documentation including built-upon area (BUA) delineation, percent BUA calculations, stormwater drainage plan, and designs for vegetated conveyances.
 - Not Applicable (Question not presented)
- For all High Density projects submit a Stormwater Management Plan that includes stormwater control measures for water quality treatment.
 - Not Applicable (Question not presented)

STORMWATER MANAGEMENT IN BUFFERED BASINS - All stormwater generated from high ground within regulated buffer basins must be in compliance with the stormwater management requirements of the applicable buffer rules.

NOTE: Questions only appear in this section when 'Will project occur in an area subject to state riparian buffer regulations?' is answered Yes.

- Does the project comply with the stormwater management requirements of the applicable buffer rules?
 - Not Applicable (Question not presented)
- Please explain why the project does not comply.
 - Not Applicable (Question not presented)

ENVIRONMENTAL DOCUMENTATION -

- Is an environmental document required under NCEPA (01 NCAC 25 .0100)?
 - Yes
- Has the document review been finalized by the State Clearing House?
 - Yes
- Comments
 - Not Applicable (Question not presented)
- Attach a copy of the SEPA final approval document.
 - R2632_CE.pdf File(s) Uploaded

VIOLATIONS -

- 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)?

- No

- Please explain.

- Not Applicable (Question not presented)

CUMULATIVE IMPACTS -

- Will this project (based on past and reasonably anticipated future impacts) result in additional development?

- No

- Provide a qualitative or quantitative cumulative impact analysis in accordance with the most recent DWR policy. [Learn more about Cumulative Impact Policy](https://files.nc.gov/ncdeq/Water%20Quality/Surface%20Water%20Protection/401/Policies_Guides_Manuals/CumulativeImpactPolicy.pdf)

- Not Applicable (Question not presented)

- If not, provide a short narrative description.

- Due to the minimal transportation impact resulting from this bridge replacement, this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect or cumulative effects study will not be necessary.

****PLEASE NOTE: THE SYSTEM IS STILL UNDER DEVELOPMENT, AND DATA CURRENTLY DOES NOT TRANSMIT ELECTRONICALLY TO NCDEQ'S DIVISION OF WATER RESOURCES (DWR). UNTIL FURTHER NOTICE, APPLICANTS MUST SUBMIT COMPLETED RRS JPA DOCUMENTS THROUGH [NCDEQ'S "PROJECT SUBMITTAL INTERIM FORM" WEBSITE](<https://edocs.deq.nc.gov/Forms/Supplemental-Information-Form>).****
[Additional Instructions](<https://edocs.deq.nc.gov/WaterResources/Browse.aspx?dbid=0&startid=3890140>)

U.S. Army Corps of Engineers (USACE)

PERMIT INFORMATION SHEET

PERMIT FORM TYPE

ENG 6082

DATE RECEIVED

05/21/2026

TYPE OF PERMIT YOU'RE REQUESTING

Standard

Letter Of Permission

General Permit

APPLICABLE STATUTORY AUTHORITY

Section 404 Clean Water Act

Section 10 Rivers and Harbors Act

Section 103 of the Marine Protection, Research, and Sanctuaries Act

DO YOU PROPOSE COMPENSATORY MITIGATIONS?

Yes

COASTAL DISTRICT

WOULD THE PROJECT OCCUR IN THE TERRITORIAL SEAS OR OCEAN WATERS?

No

DESCRIBE THE ACTIVITY'S RELATIONSHIP TO THE BASELINE FROM WHICH THE TERRITORIAL SEA IS MEASURED

SECTION 408 USACE CIVIL WORKS PROJECTS

WILL THE PROPOSED ACTIVITY REQUIRES PERMISSION FROM THE USACE PURSUANT TO 33 U.S.C. 408 BECAUSE IT WILL ALTER OR TEMPORARILY OR PERMANENTLY OCCUPY OR USE A U.S. ARMY CORPS OF ENGINEERS FEDERALLY AUTHORIZED CIVIL WORKS PROJECT?

Yes

No

I'm not sure

IF YES, HAVE YOU SUBMITTED A WRITTEN REQUEST FOR SECTION 408 PERMISSION FROM THE USACE DISTRICT HAVING JURISDICTION OVER THAT PROJECT?

Yes

No

GENERAL PERMIT INFORMATION

WILL THE PROPOSED ACTIVITY RESULT IN A LOSS TO WETLANDS OR WATERS THAT EXCEEDS NATIONAL OR DISTRICT THRESHOLDS?

Yes

Project Submittal Interim Form



Updated March 16, 2026

*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.*

Project Type: *

- | | |
|--|---|
| <input checked="" type="radio"/> For the Record Only (Courtesy Copy) | <input type="radio"/> New Project |
| <input type="radio"/> Modification/New Project with Existing ID | <input type="radio"/> More Information Response |
| <input type="radio"/> Other Agency Comments | <input type="radio"/> Pre-Application Submittal |
| <input type="radio"/> Re-Issuance\Renewal Request | <input type="radio"/> Stream or Buffer Appeal |

*** If this is a GP reissuance/renewal please reference the date of the plans and PCN that were originally verified.**

New Project - Please check the new project type if you are trying to submit a new project that needs an official approval decision.

Pre-Application Submittal – Please check the pre-application submittal if you just want feedback on your submittal and do not have the expectation that your submittal will be considered a complete application requiring a formal decision.

Modification/New Project With An Existing ID - Please check this box if you are submitting for a new phase of an existing project, a modification to an existing project or for any additional impacts to an existing project for an official approval decision.

More Information Response - Please check this type if you are responding to a request for information from staff and you have an ID# and version for this response.

Other Agency Comments - Please check this if you are submitting comments on an existing project.

Re-issuance\Renewal Request – Please check this if you are submitting for a re-issuance\renewal prior to expiration date for the corresponding 401/404. If submitting after the expiration date or if modification needed use Modification\New Project with Existing ID option.

Submittal Type: *

Application Attachments

Project Contact Information

Name:

Erin Cheely

Who is submitting the information?

Email Address: *

ekcheely@ncdot.gov

Project Information

Project Name: *

NCDOT/R-2632AB/NC 73 Widening/Mecklenburg/Div 10/WBS 38824.1.2

Is this a public transportation project? *

Yes

No

Is this a DOT project? *

Yes

No

TIP#:

R-2632AB

WBS#:

38824.1.2

(Applies to DOT projects only)

Project Status

Pre-let Under Construction Utility Relocation Underway

If you selected "Re-Issuance/Renewal Request" or "Modification/New Project with Existing ID" for your project type at the top of this form, please enter the current status of your project.

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

Yes No

Is the project located within a NC DCM Area of Environmental Concern (AEC)? *

Yes No Unknown

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

ARPA S.L. 2023-134 (earmark) No

Is this application being filed jointly with another party involved with this project? *

Yes No

County (ies) *

Mecklenburg

Please upload all files that need to be submitted.

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

Generated_Cheely_40461_46096_0_Appx_C_Impacts.pdf	73.53KB
Generated_Cheely_40461_46096_0_Appx_D1_MB_ILF.pdf	48.13KB
Generated_Cheely_40461_46096_0_Appx_H_Supporting_Files.pdf	51.37KB
Generated_Cheely_40461_46096_0_ENG_6082_PCN.pdf	550.04KB
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R2632_CE.pdf	75.26MB
R-2632AB Archaeology Documentation.pdf	12.49MB
R-2632AB Historic Property Documentation.pdf	15.69MB
R-2632AB Tribal Coordination.pdf	304.79KB
R-2632AB_ROW_Consultation_Final_Signed_09-23-2019.pdf	12MB
R2632AB_Wet_PRM_20260511.pdf	16.31MB
DMS Acceptance Letter_R-2632AB.pdf	262.12KB
Generated_Cheely_40461_46096_0_Appx_B_Aquatic_Resources.pdf	56.92KB

Only pdf or kmz files are accepted.

Describe the attachments or add comments:

Submitted to USACE via RRS.

*

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

- I, the project proponent, hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief.
- I, 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 agree that submission of this online 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 online form.

Signature: *

A rectangular box containing a handwritten signature in black ink that reads "Erin K. Cheely".

Submittal Date:

5/21/2026

Permit Drawings



North Carolina Department of Transportation

Highway Stormwater Program
STORMWATER MANAGEMENT PLAN



(Version 3.02: Released April 23, 2024)

FOR NCDOT PROJECTS

WBS Element: 38824.1.2 TIP/Proj No: R-2632AB County(ies): Mecklenburg Page 1 of 2

General Project Information

WBS Element:	38824.1.2	TIP Number:	R-2632AB	Project Type:	Roadway Widening	Date:	3/19/2025
NCDOT Contact:	Radha Attaluri		Contractor / Designer:		Sierra Wolf, PE		
	Address:	716 W Maine St. Albemarle, NC 28001		Address:	1001 Morehead Square Dr Suite 610 Charlotte, NC		
	Phone:	(919)707-6038		Phone:	(704)342-8467		
	Email:	raattaluri@ncdot.gov		Email:	sierra.haynes@wsp.com		
City/Town:	Charlotte, NC		County(ies):	Mecklenburg			
River Basin(s):	Yadkin-Pee Dee		CAMA County?	No			
Wetlands within Project Limits?	Yes						

Project Description

Project Length (lin. miles or feet):	3.03 miles	Surrounding Land Use:	Residential, Rural					
	Proposed Project			Existing Site				
Project Built-Up Area (ac.)	44.8	ac.	18.4	ac.				
Typical Cross Section Description:	-L- alignment has 4 - 12' paved lanes with curb and gutter with closed drainage and left turn lanes protected with a concrete median. 10' wide Sidewalk with 2' grass strip featured along of -L- and along -Y3-			2-12' paved lanes with 2' paved shoulders, open channel ditches along corridor				
Annual Avg Daily Traffic (veh/hr/day):	Design/Future:	57400	Year:	2046	Existing:	39300	Year:	2026

General Project Narrative:
(Description of Minimization of Water Quality Impacts)

R-2632AB involves the widening of approximately 3 miles of NC Highway 73 from a 2 lane section to a 4 lane section with curb and gutter, with sidewalk to improve the walkability of the corridor. Because of the nature of the widening, most of the existing drainage along NC-73 is proposed to be replaced. Proposed widening will include new closed stormdrainage systems with inlets spaced along NC-73 to reduce spread within the travel lanes. New roadside ditches will also be incorporated where necessary. The roadway widening crosses existing wetlands and Jurisdictional Streams as shown in the plans. The proposed widening also crosses Ramah Creek and an Upper Tributary to Ramah Creek. Rip Rap pads are utilized at proposed outlets to reduce erosive velocities into adjacent streams. Erosion Control Measures will be implemented on the project site including placing silt fencing along the construction zone as well as checks and wattles along flow paths and sediment traps and basins where necessary and where practical and inlet protection around existing and proposed storm drainage inlets.



North Carolina Department of Transportation
 Highway Stormwater Program
STORMWATER MANAGEMENT PLAN
 FOR NCDOT PROJECTS



(Version 3.02; Released April 23, 2024)

WBS Element: 38824.1.2 TIP/Proj No.: R-2632AB County(ies): Mecklenburg Page 2 of 2

General Project Information

Waterbody Information

Surface Water Body (1):	Ramah Creek		NCDWR Stream Index No.:	13-17-4-4	
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?	No
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)					

Surface Water Body (2):			NCDWR Stream Index No.:		
NCDWR Surface Water Classification for Water Body	Primary Classification:				
	Supplemental Classification:				
Other Stream Classification:					
Impairments:					
Aquatic T&E Species?		Comments:			
NRTR Stream ID:			Buffer Rules in Effect:		
Project Includes Bridge Spanning Water Body?		Deck Drains Discharge Over Buffer?		Dissipator Pads Provided in Buffer?	
Deck Drains Discharge Over Water Body?		(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)					

Surface Water Body (3):			NCDWR Stream Index No.:		
NCDWR Surface Water Classification for Water Body	Primary Classification:				
	Supplemental Classification:				
Other Stream Classification:					
Impairments:					
Aquatic T&E Species?		Comments:			
NRTR Stream ID:			Buffer Rules in Effect:		
Project Includes Bridge Spanning Water Body?		Deck Drains Discharge Over Buffer?		Dissipator Pads Provided in Buffer?	
Deck Drains Discharge Over Water Body?		(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)					

09/28/19

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

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

MECKLENBURG COUNTY

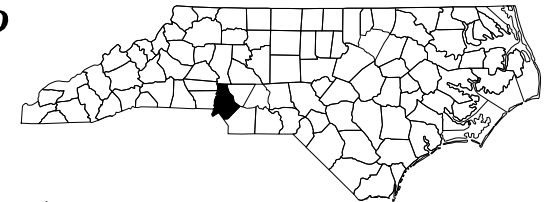
LOCATION: NC HWY 73 FROM NC HWY 115 TO S.R. 2693 DAVIDSON-CONCORD RD

TYPE OF WORK: PAVING, GRADING, DRAINAGE, CULVERT,
AND SIGNALS

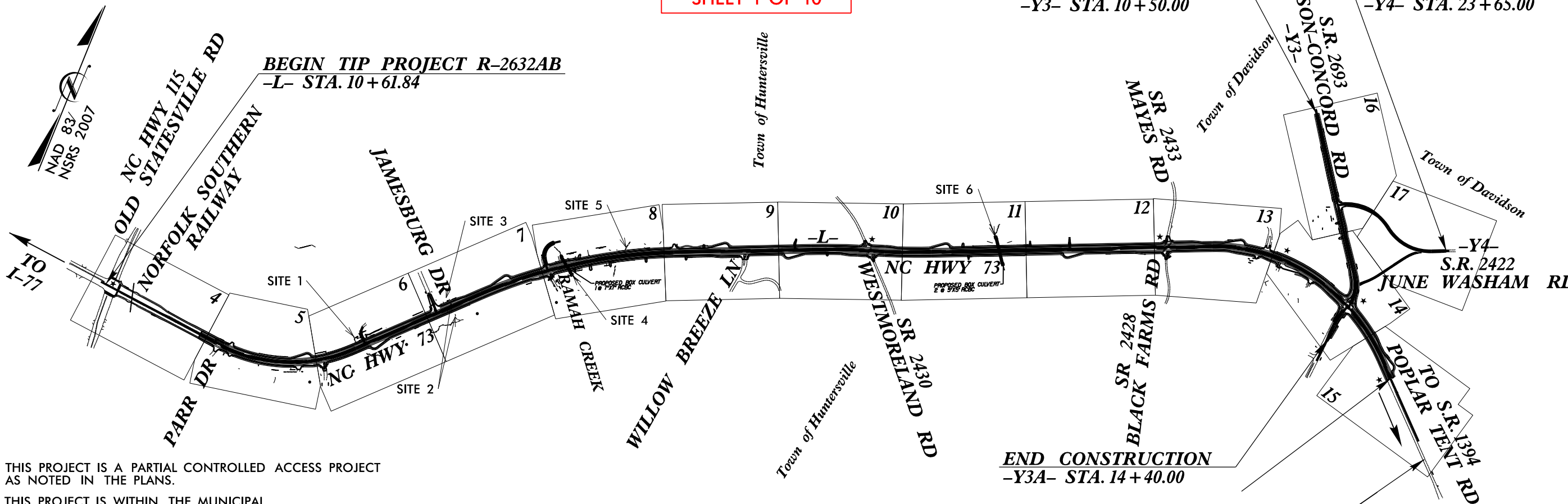
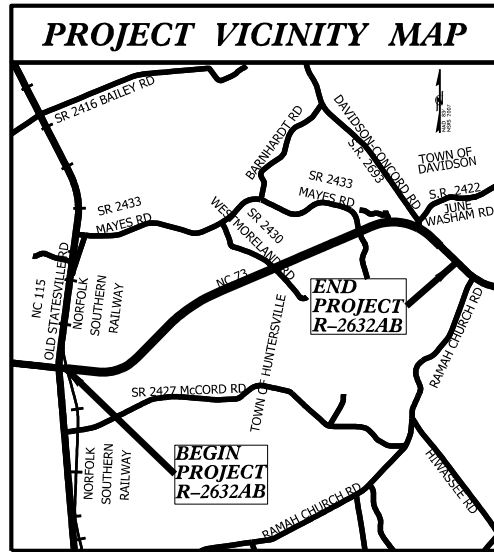
SURFACE WATER AND WETLAND IMPACTS PERMIT

PERMIT DRAWING
SHEET 1 OF 10

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2632AB	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
38824.1.2	STP-0073 (047)	PE	
38824.2.1	3882424	R / W	
38824.2.4	3882424	UTILITIES	
38824.3.2	3882424	CONST.	



TIP PROJECT: R-2632AB



THIS PROJECT IS A PARTIAL CONTROLLED ACCESS PROJECT AS NOTED IN THE PLANS.

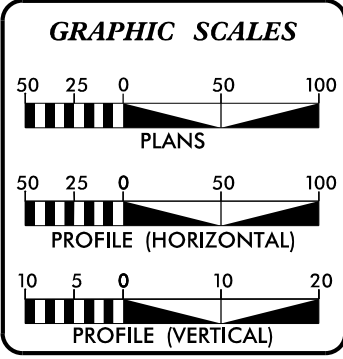
THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE TOWN OF HUNTERSVILLE AND THE TOWN OF DAVIDSON.

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

END TIP PROJECT R-2632AB
-L_INT- 170 + 80.00

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT:



DESIGN DATA

ADT 2026 =	39,300 vpd
ADT 2046 =	57,400 vpd
K =	8 %
D =	55 %
T =	10 % *
V =	50 MPH
* TTST 3% + DUAL 7%	
FUNC CLASS =	ARTERIAL
REGIONAL TIER	

PROJECT LENGTH

LENGTH OF -L- TIP PROJECT R-2632AB =	3.03 MILES
ROADWAY LENGTH =	3.03 MILES

Prepared In the Office of:

wsp

1001 Morehead Square Dr., Suite 610, Charlotte NC, 28203
NC LIC NO. F-0165

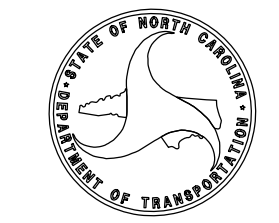
2024 STANDARD SPECIFICATIONS	SIERRA WOLF, P.E. PROJECT ENGINEER
RIGHT OF WAY DATE: JUNE 16, 2023	NARONG PHAL, P.E. PROJECT DESIGN ENGINEER
LETTING DATE: AUGUST 18, 2026	RADHA ATTALURI, P.E. NCDOT CONTACT

HYDRAULICS ENGINEER


SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

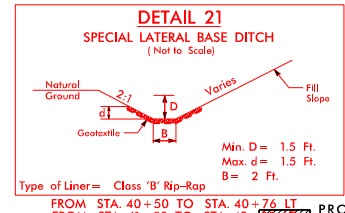
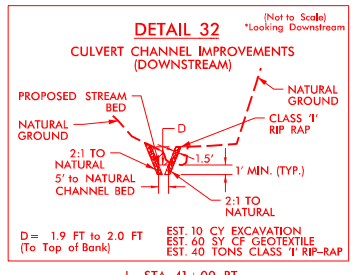
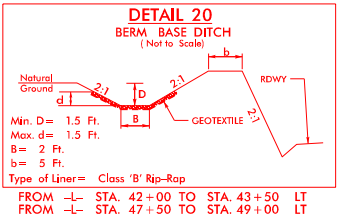
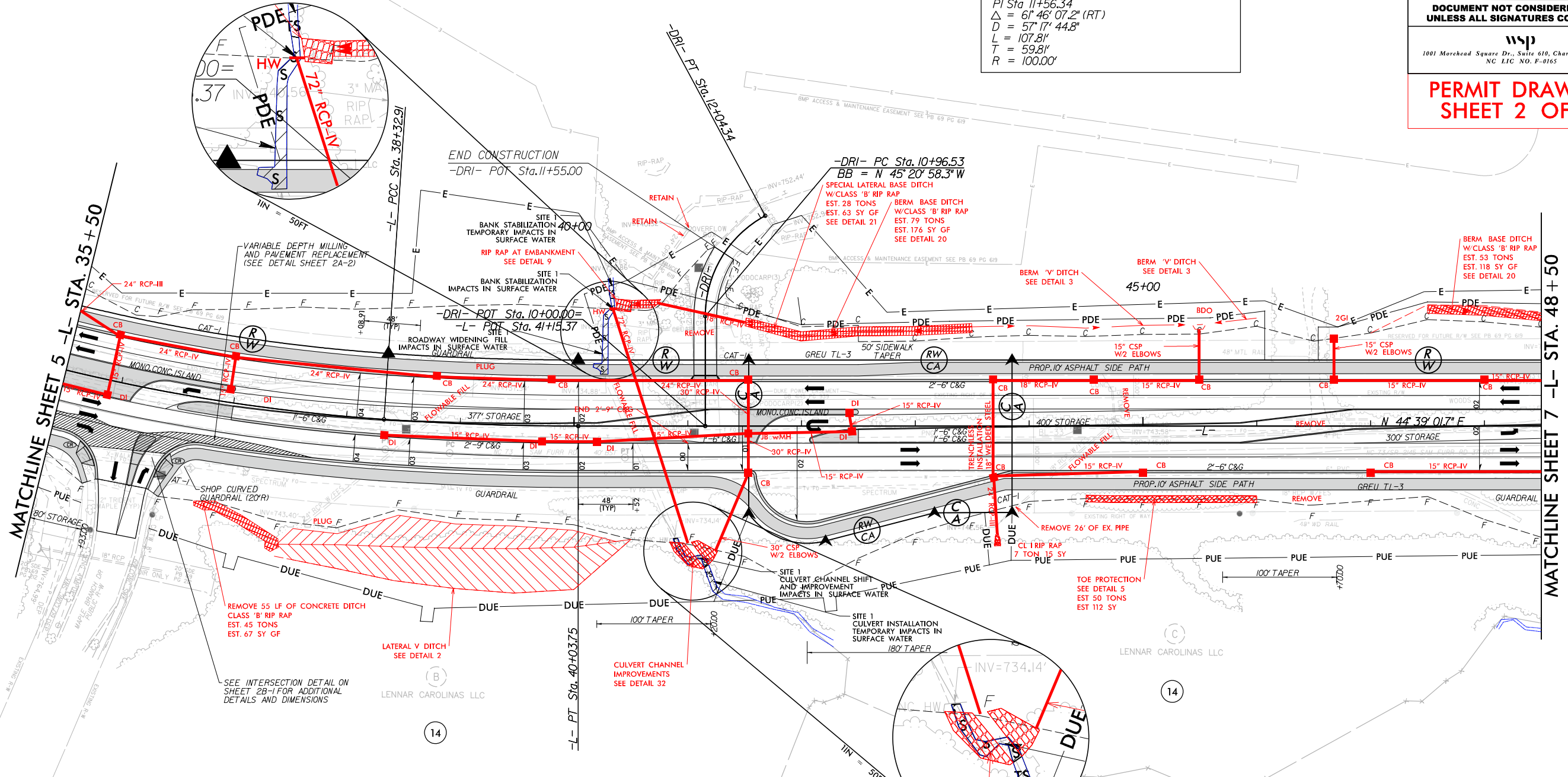
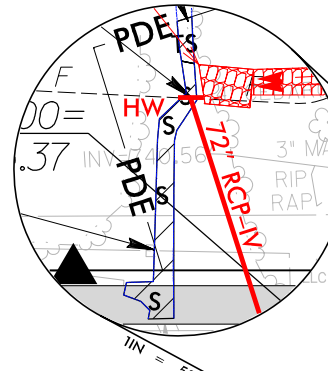
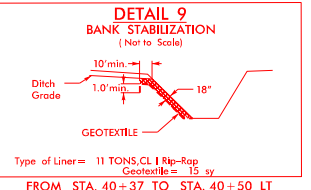
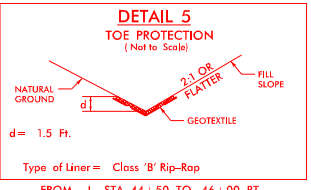
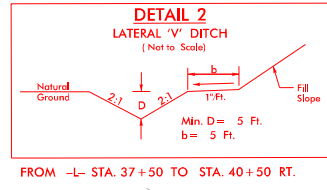
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






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WSP

PROJECT REFERENCE NO.	SHEET NO.
R-2632AB	6
RW SHEET NO.	RW06
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 1001 Morehead Square Dr., Suite 610, Charlotte NC, 28203 NC LIC NO. F-0165	
PERMIT DRAWING SHEET 2 OF 10	

-L-	
PI Sta 31+94.30 Δ = 47° 13' 06.7" (LT) D = 3' 28' 20.9" L = 1,359.80' T = 721.19' R = 1,650.00' e = 04 Lr = 192'	PI Sta 39+18.36 Δ = 3° 54' 55.8" (LT) D = 2' 17' 30.6" L = 170.85' T = 85.46' R = 2,500.00' e = 03 Lr = 144'
-DRI-	
PI Sta 11+56.34 Δ = 61° 46' 07.2" (RT) D = 57° 17' 44.8" L = 107.81' T = 59.81' R = 100.00'	




 SURFACE WATER IMPACTS
 TEMPORARY SURFACE WATER IMPACTS

NOTE:
 ALL DRIVEWAY APRONS 20'
 UNLESS OTHERWISE NOTED.
 PROPOSED MILLING, RESURFACING,
 AND PAVEMENT REPLACEMENT
 PROPOSED ASPHALT SIDE PATH
 PROPOSED C&G, SIDEWALK AND
 CONCRETE MONOLITHIC ISLAND
 SEE SHEET 18 & 19 FOR -L- PROFILE
 SEE SHEET 25 FOR -DRI- PROFILE

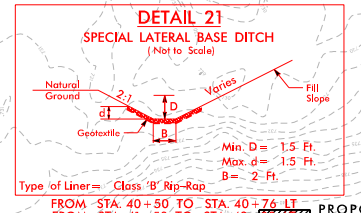
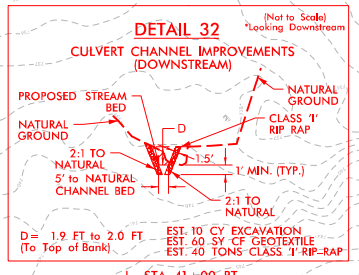
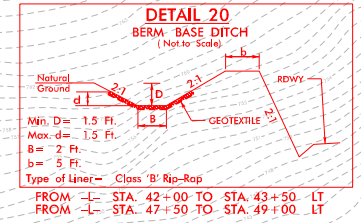
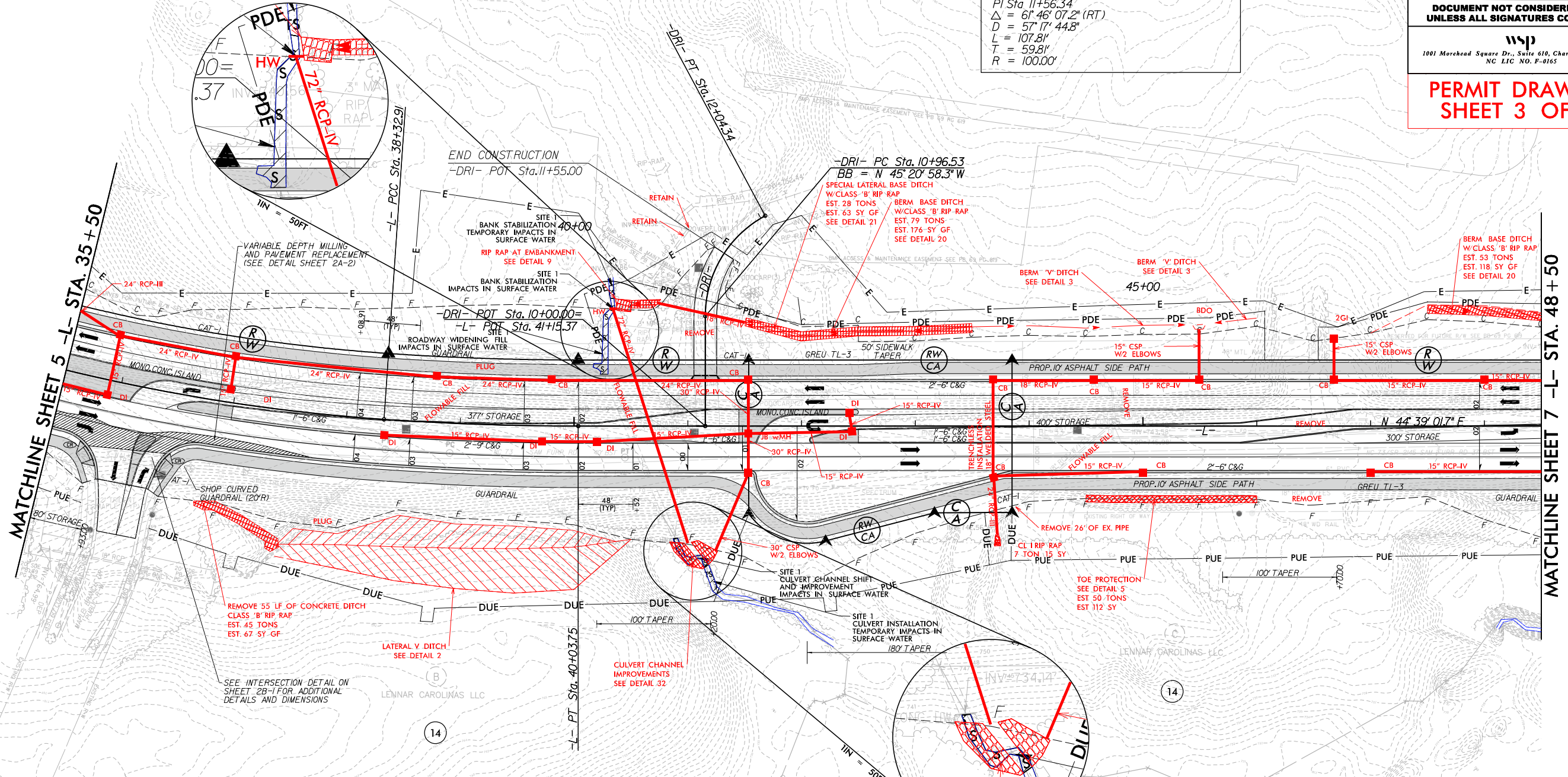
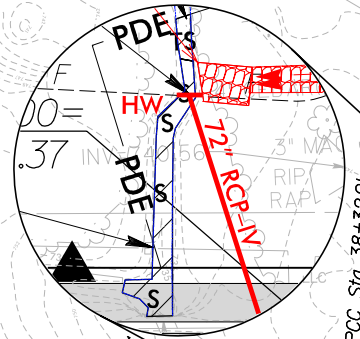
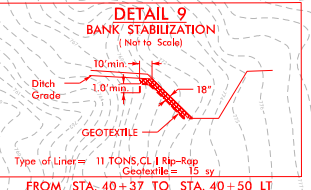
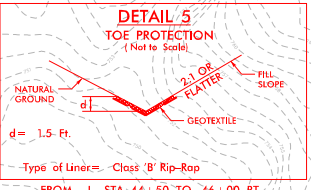
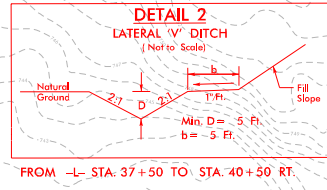
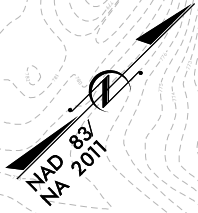
REVISIONS
 Design Rev 1: 10/04/2024 Revised several areas due to updated survey and new developments.
 R/W Rev 3: 11/26/2024 Revised R/W and TCE on parcel 8. Revised PUE and DUE on parcel 14.

8/17/99
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PROJECT REFERENCE NO.	SHEET NO.
R-2632AB	6
RW SHEET NO.	RW06
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 1001 Morehead Square Dr., Suite 610, Charlotte NC, 28203 NC LIC NO. F-0165	

PERMIT DRAWING
SHEET 3 OF 10

-L-	
PI Sta 31+94.30 Δ = 47° 13' 06.7" (LT) D = 3' 28' 20.9" L = 1,359.80' T = 721.19' R = 1,650.00' e = 04 Lr = 192'	PI Sta 39+18.36 Δ = 3° 54' 55.8" (LT) D = 2' 17' 30.6" L = 170.85' T = 85.46' R = 2,500.00' e = 03 Lr = 144'
-DRI-	
PI Sta 11+56.34 Δ = 61° 46' 07.2" (RT) D = 57' 17' 44.8" L = 107.81' T = 59.81' R = 100.00'	

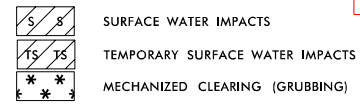
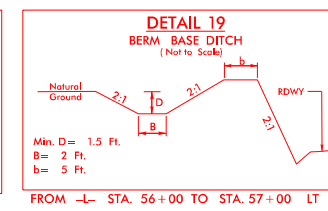
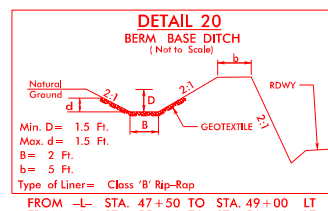
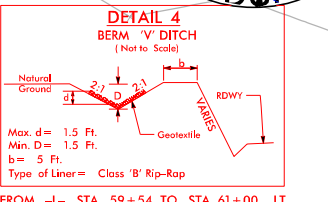
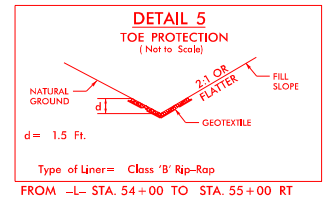
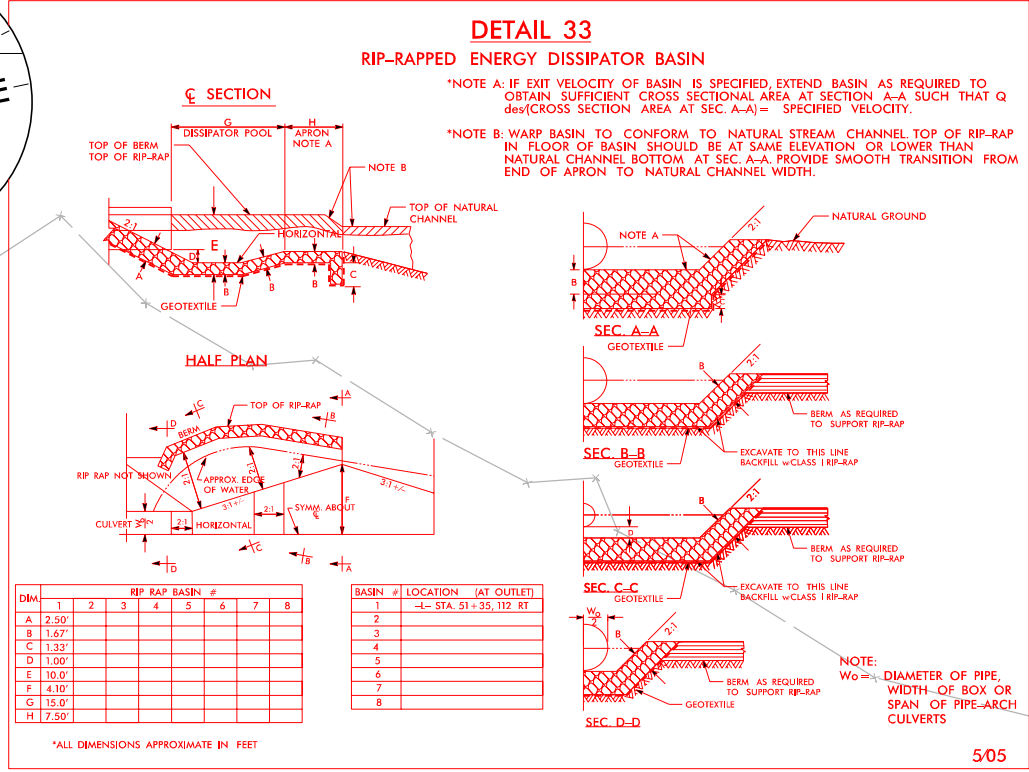
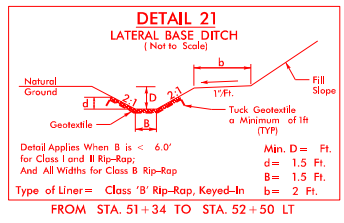
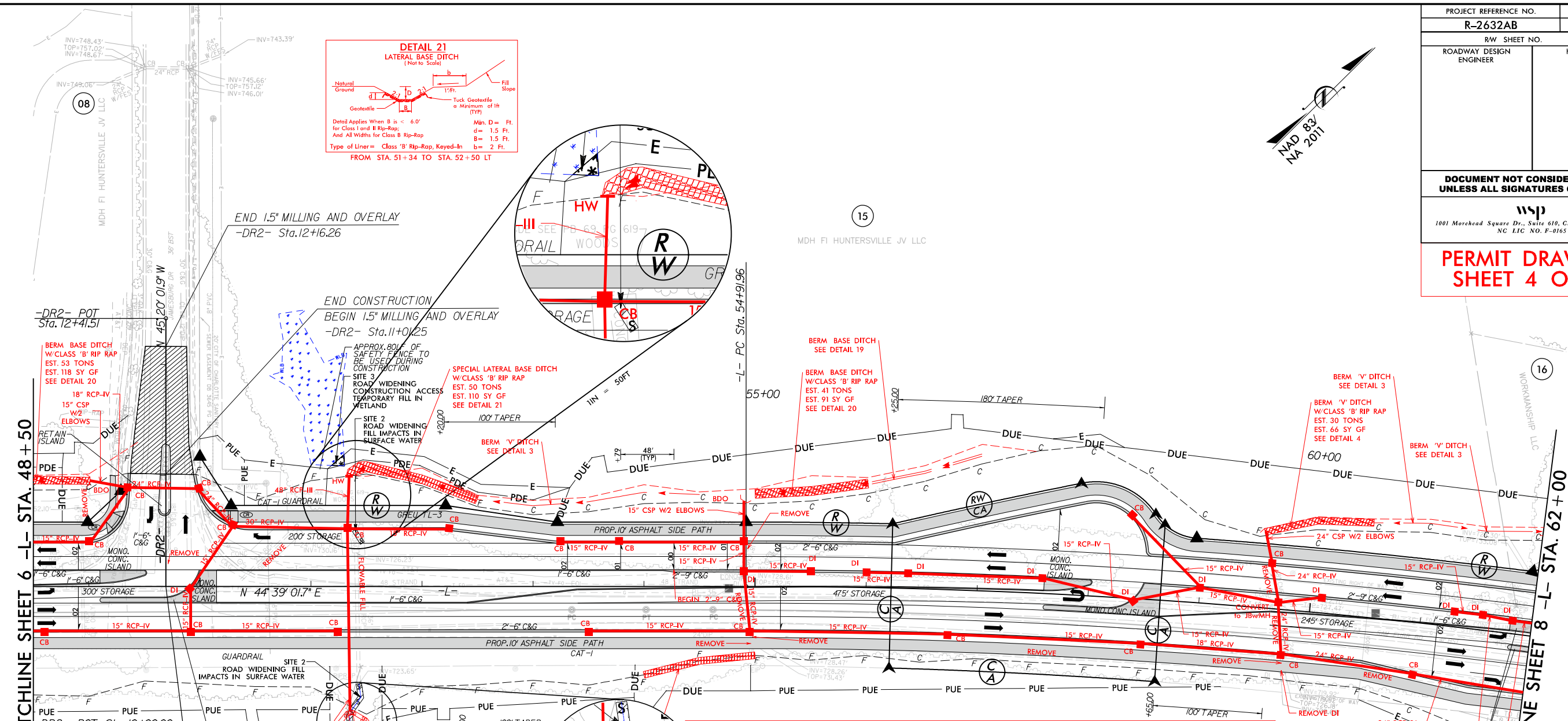


	SURFACE WATER IMPACTS
	TEMPORARY SURFACE WATER IMPACTS

NOTE:
ALL DRIVEWAY APRONS 20' UNLESS OTHERWISE NOTED.
 PROPOSED MILLING, RESURFACING, AND PAVEMENT REPLACEMENT
 PROPOSED ASPHALT SIDE PATH
 PROPOSED C&G, SIDEWALK AND CONCRETE MONOLITHIC ISLAND
 SEE SHEET 18 & 19 FOR -L- PROFILE
 SEE SHEET 25 FOR -DRI- PROFILE

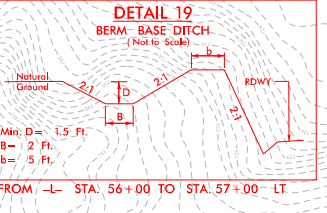
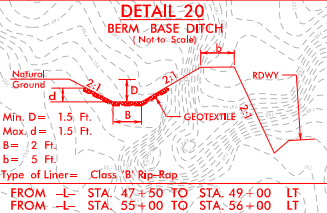
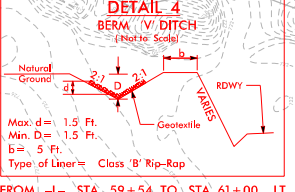
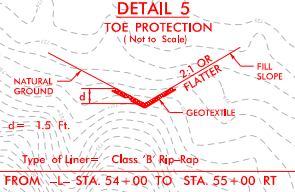
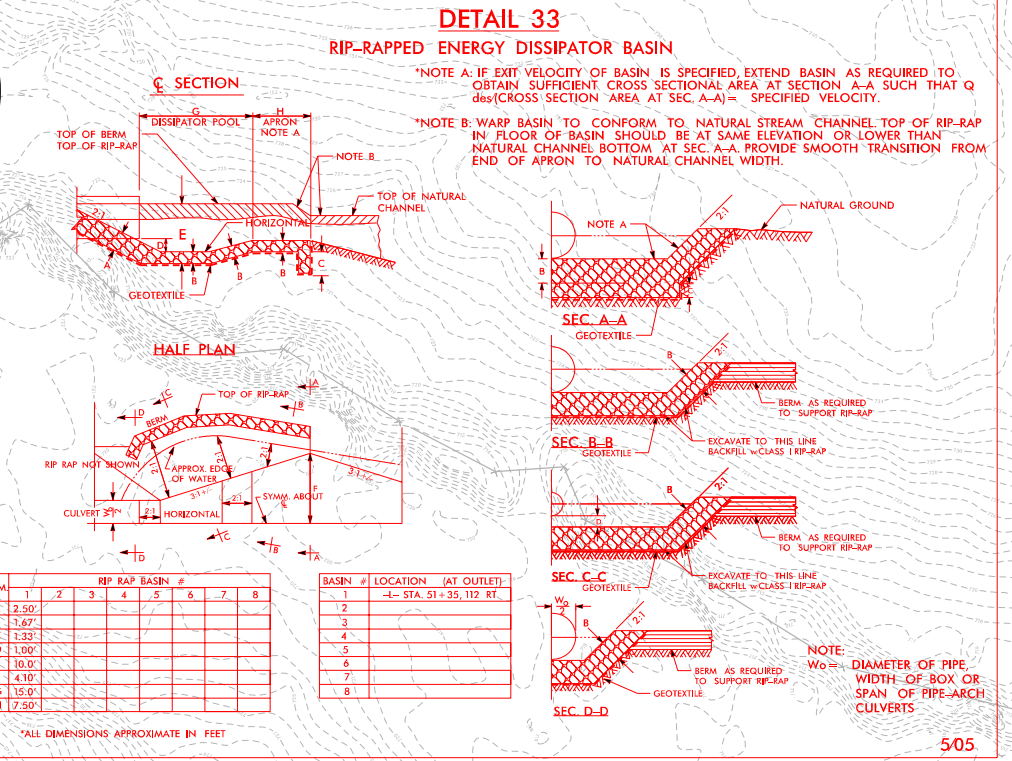
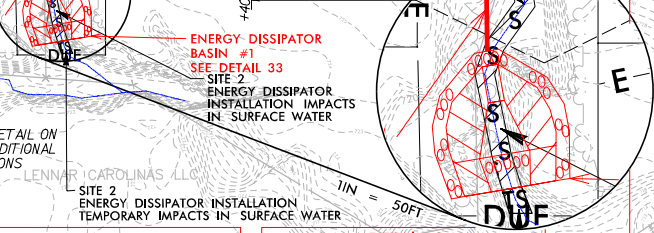
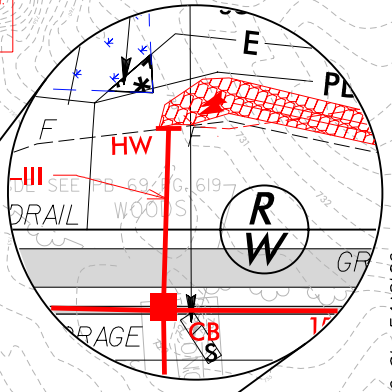
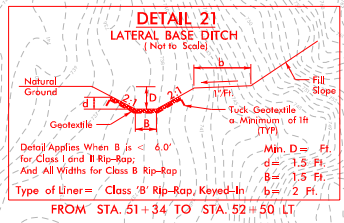
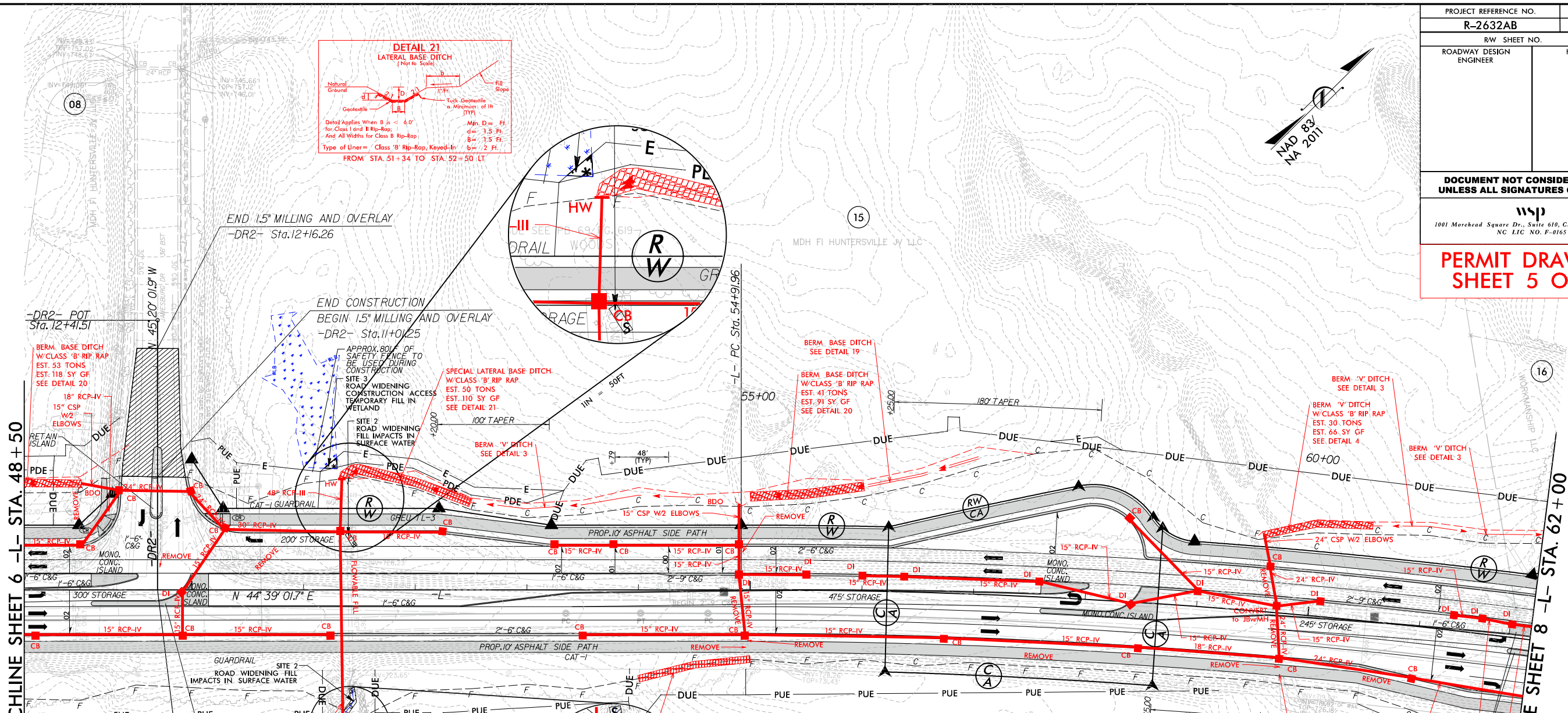
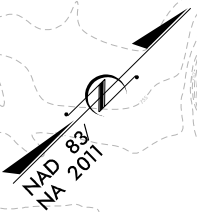
REVISIONS
 Design Rev 1: 10/04/2024 Revised several areas due to updated survey and new developments.
 R/W Rev 3: 11/26/2024 Revised R/W and TCE on parcel 8. Revised PUE and DUE on parcel 14.
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8/17/99






REVISIONS
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 R/W Rev 3: 11/26/2024 Revised R/W on parcel 8. Revised TCE and PDE on parcel 15. Added TCE on parcel 14.

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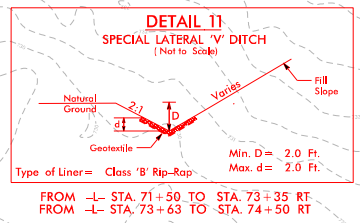
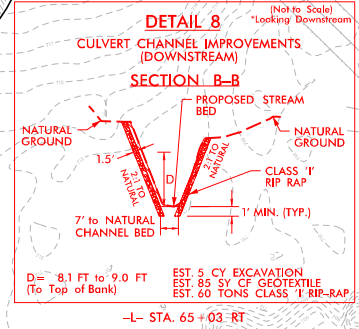
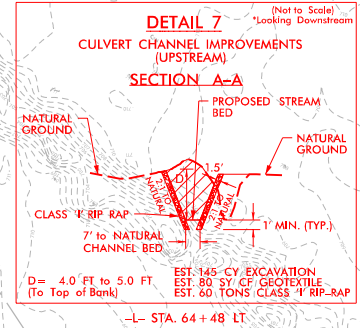
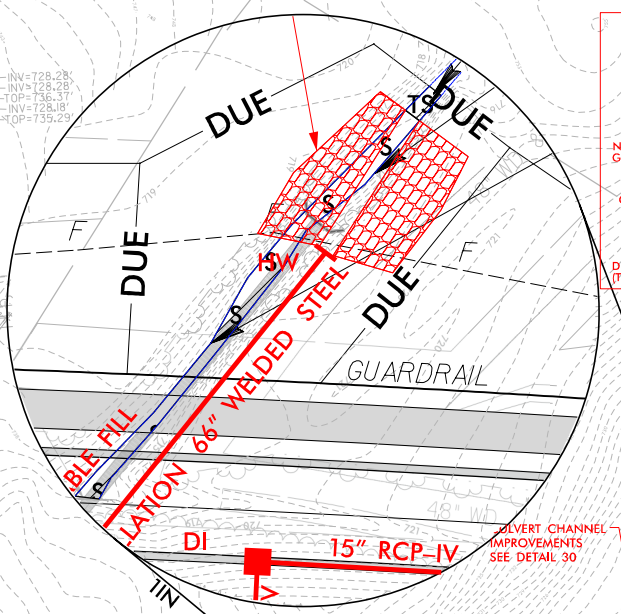
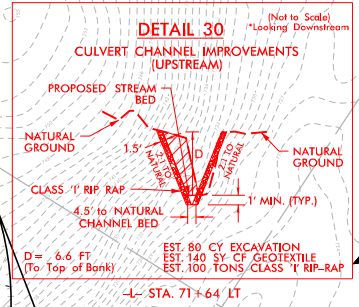
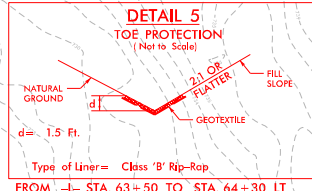
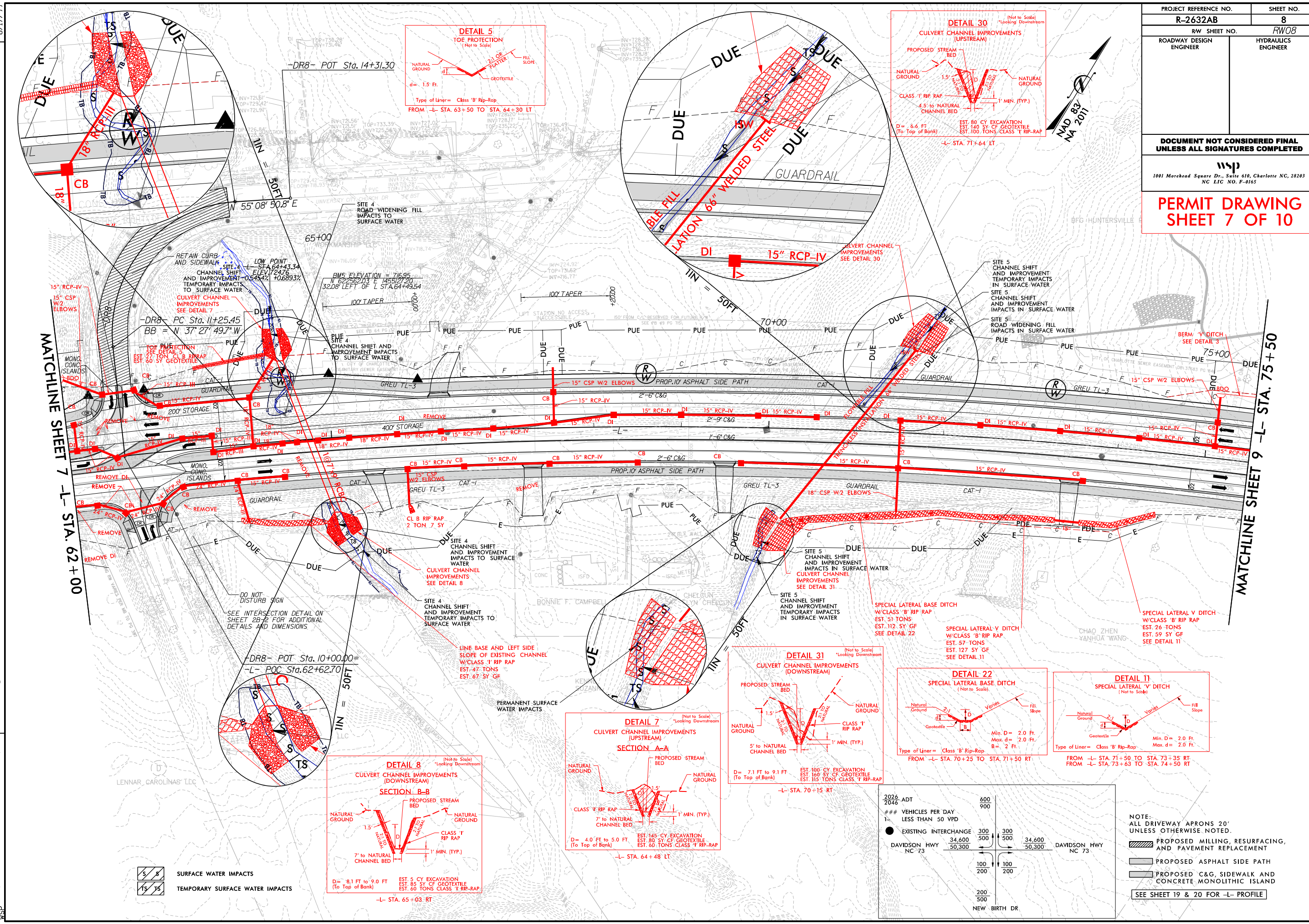


REVISIONS
 Design Rev 1: 10/04/2024 Revised several areas due to updated survey and new developments.
 R/W Rev 3: 11/26/2024 Revised R/W on parcel 8. Revised TCE and PDE on parcel 15. Added TCE on parcel 14.

 SURFACE WATER IMPACTS
 TEMPORARY SURFACE WATER IMPACTS
 MECHANIZED CLEARING (GRUBBING)

8/17/99
 16-APR-2026 15:53
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PERMIT DRAWING
 SHEET 7 OF 10



2026 ADT	600
2046	900
## VEHICLES PER DAY	LESS THAN 50 VPD
DAVIDSON HWY NC 73	34,600
DAVIDSON HWY NC 73	50,300
NEW BIRTH DR	100
	200
	500

NOTE:
 ALL DRIVEWAY APRONS 20' UNLESS OTHERWISE NOTED.

PROPOSED MILLING, RESURFACING, AND PAVEMENT REPLACEMENT

PROPOSED ASPHALT SIDE PATH

PROPOSED C&G, SIDEWALK AND CONCRETE MONOLITHIC ISLAND

SEE SHEET 19 & 20 FOR -L- PROFILE

REVISIONS
 Design Rev. 1: 10/01/2024 Revised general areas for updated survey and new developments.
 Design Rev. 2: 11/26/2024 Revised general areas for updated survey and new developments.
 R/W Rev. 1: 06/18/2025 Revised existing right of way, existing easement line, proposed TCE, proposed DUE for parcel 20.
 R/W Rev. 2: 07/22/2025 Revised existing right of way, existing easement line, proposed TCE, proposed DUE for parcel 21.
 R/W Rev. 3: 12/09/2025 Revised existing right of way, proposed TCE, and proposed DUE for parcel 21.

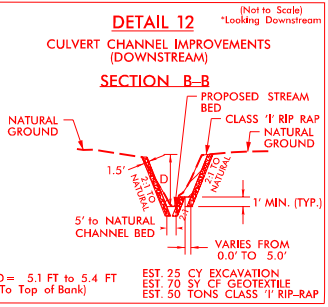
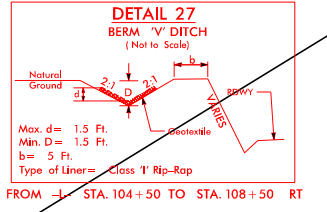
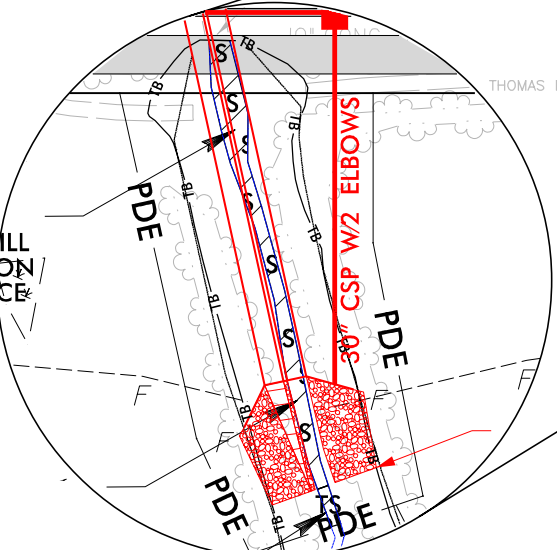
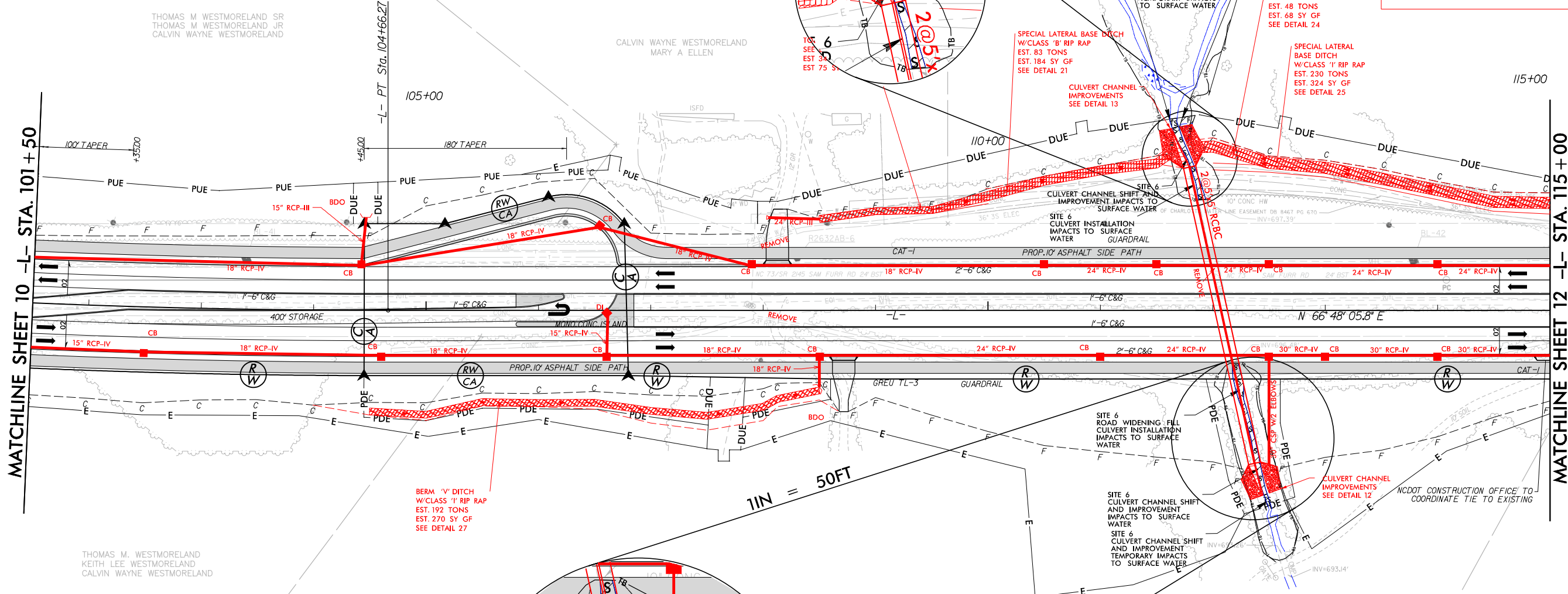
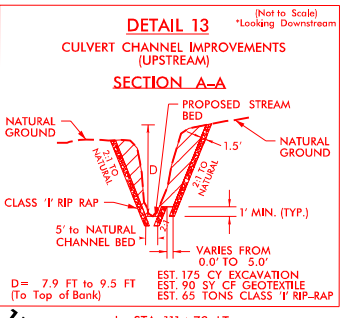
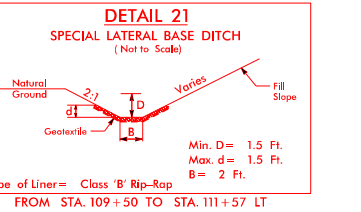
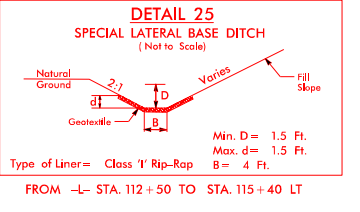
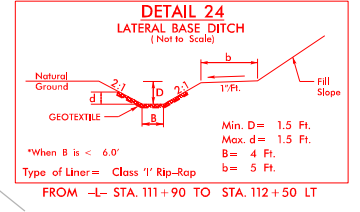
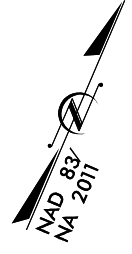
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PROJECT REFERENCE NO.	SHEET NO.
R-2632AB	11
RW SHEET NO.	RW11
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

wsp
1001 Morehead Square Dr., Suite 610, Charlotte NC, 28203
NC LIC NO. F-0165

**PERMIT DRAWING
SHEET 8 OF 10**



	SURFACE WATER IMPACTS
	TEMPORARY SURFACE WATER IMPACTS
	FILL IN WETLAND

NOTE:
ALL DRIVEWAY APRONS 20'
UNLESS OTHERWISE NOTED.

PROPOSED ASPHALT SIDE PATH

PROPOSED C&G, SIDEWALK AND CONCRETE MONOLITHIC ISLAND

SEE SHEET 20 & 21 FOR -L- PROFILE

REVISIONS

RW Rev 1: 8/9/2024, Parcel 40 has been split into two separate parcels. Parcel #77 was added
RW Rev 3: 11/26/2024 Revised TCE on parcel 41.

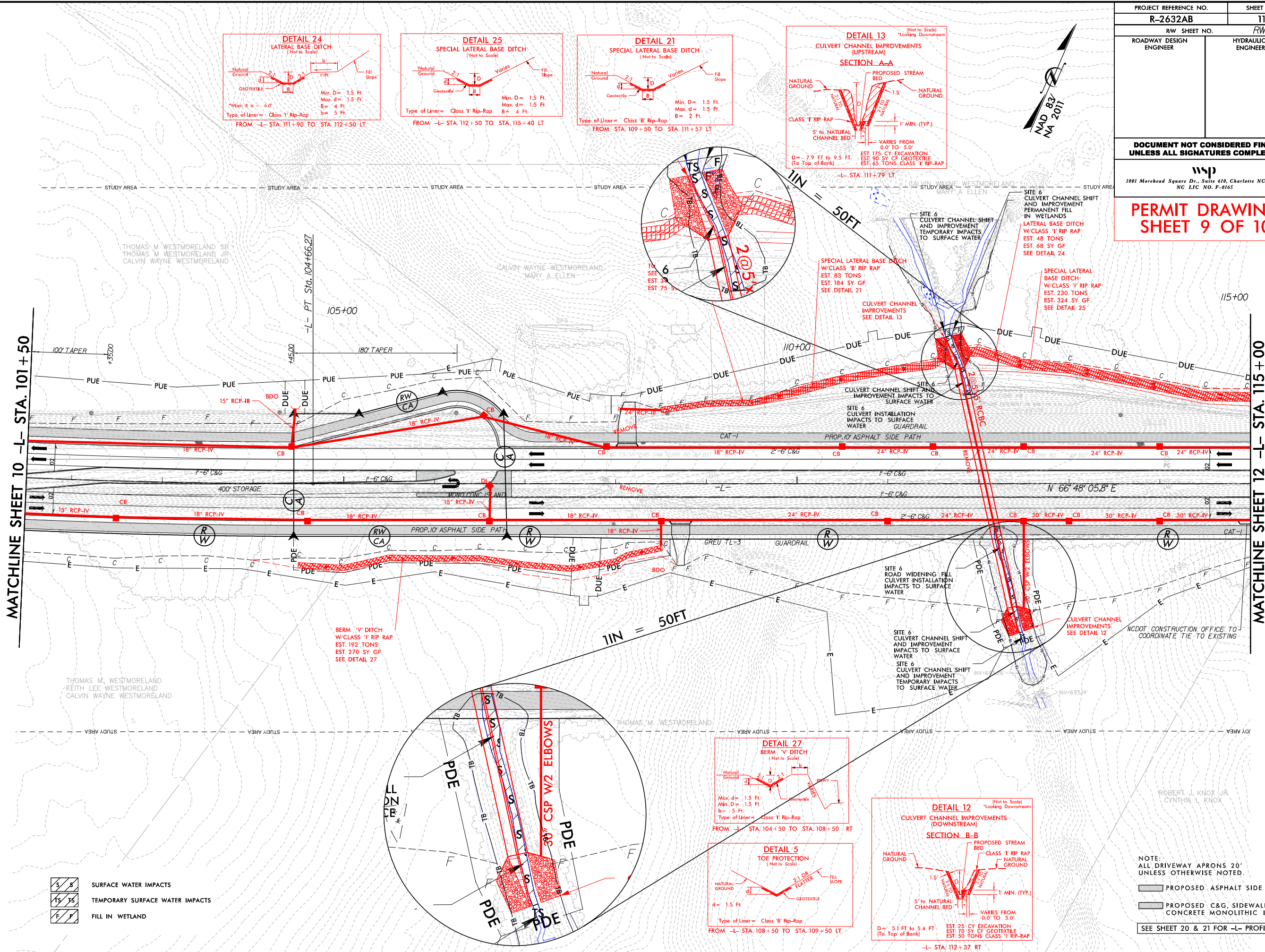
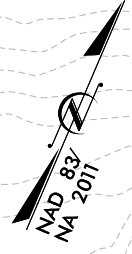
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PROJECT REFERENCE NO.	SHEET NO.
R-2632AB	11
RW SHEET NO.	RW11
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

wsp
1001 Morehead Square Dr., Suite 610, Charlotte NC, 28203
NC LIC NO. F-0165

**PERMIT DRAWING
SHEET 9 OF 10**



	SURFACE WATER IMPACTS
	TEMPORARY SURFACE WATER IMPACTS
	FILL IN WETLAND

NOTE:
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UNLESS OTHERWISE NOTED.

SEE SHEET 20 & 21 FOR -L- PROFILE

REVISIONS

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B.17/99

Mitigation Acceptance



NORTH CAROLINA
Environmental Quality

May 14, 2026

JOSH STEIN
Governor
D. REID WILSON
Secretary
MARC RECKTENWALD
Director

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

Dear Mr. Barrett:

Subject: Mitigation Acceptance Letter:

TIP Number R-2632AB – NC 73 Widening from NC 115 to SR 2693 (Davidson-Concord Road),
Mecklenburg 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 May 14, 2026, the impacts are located in CU 03040105 of the Yadkin River basin, and are as follows:

Stream and Wetlands	Service Area	Stream			Wetlands		
		Cold	Cool	Warm	Riparian	Non-Riparian	Coastal Marsh
Impacts	Yadkin 03040105	0	0	666.000	0.010	0	0

*Some of the stream and/or wetland impacts may be proposed to be mitigated at a 1:1 mitigation ratio. See permit application for details.

This impact and associated mitigation needs were projected by the NCDOT in the 2026 impact dataset. NCDMS commits to implementing sufficient 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: Mr. Scott Jones, USACE
Ms. Faith Hardin, NCDWR
Mr. Brad Chilton, NCDOT – EAU
File: R-2632AB



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

Archaeology

17-08-0014**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: **R-2632AB** *County:* **Mecklenburg**
WBS No: **38824.3.2** *Document:* **Federal CE**
F.A. No: **STP-0073(047)** *Funding:* State Federal

Federal Permit Required? Yes No *Permit Type:* **Not Specified**

Project Description: NCDOT's Division 10 proposes to widen NC 73 (Sam Furr Road) from a two-lane undivided facility to a four-lane divided facility, from just east of NC 115 to SR 2693 (Davidson-Concord Road) in Mecklenburg County. The Study Area will be centered along NC 73 measures approximately 2.67 miles long by 600 feet wide. Overall, the Study Area will encompass about 191.8 acres, inclusive of the existing roadway and any development.

SUMMARY OF CULTURAL RESOURCES REVIEW***Brief description of review activities, results of review, and conclusions:***

This project was accepted on Friday, August 25, 2017. A map review and site file search was conducted at the Office of State Archaeology (OSA) on Monday, August 28, 2017. An archaeological survey has already been conducted along this stretch of NC 73 (Sam Furr Road) (see TIP# R-2632), with thirteen (13) archaeological sites having been recorded within a one (1) mile radius of the project area. Digital copies of HPO's maps (Cornelius Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Wednesday, September 6, 2017. There are two (2) known historic architectural resources (MK2446 and MK2448 [William & Kate Mayes House]) located within or adjacent to the Study Area; however, intact archaeological deposits associated with these resources would not be anticipated within the footprint of the proposed project. 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.

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 that may require a Federal permit. Permanent and/or temporary utility and/or drainage easements as well as additional ROW will also be necessary. The size and shape of the Study Area have been drawn in a way to capture any possible impacts beyond the NCDOT's existing 100-foot ROW along NC 73. 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 Study Area that would require our attention. However, there is an archaeological site (31MK594/594**) located at the corner of SR 2693 (Davidson-Concord Road) and June Washam Road that is listed as "Unassessed" in the Office of State Archaeology's (OSA) database system. Further evaluations of the site's assemblage and discussions with a representative of OSA suggest a lack of overall stratigraphic integrity, with a


17-08-0014

majority of historic materials recovered from the surface. Based on the description of the proposed project, activities will take place beyond the NCDOT's existing ROW along NC 73 but will most likely avoid the location of Site 31MK594/594**. From an environmental perspective, the Study Area falls within a sparsely populated agricultural/wooded area north of Charlotte in the Piedmont physiographic region of North Carolina. The Study Area is composed of numerous soil types, most of which are severely eroded and/or have been impacted by modern development (e.g. Cecil sandy clay loam, 2-8% slopes, eroded [CeB2] and Cecil sandy clay loam, 8-15% slopes, eroded [CeD2]). Although small pockets of nearly level, moderately well-drained soils are present, the preservation of intact archaeological resources would not be anticipated under such environmental conditions. The Office of State Archaeology (OSA) has reviewed several projects within the vicinity of NC 73 for environmental compliance, including utility upgrades (ER 13-2625), mitigation sites (ER 17-0777), and the initial proposed widening of the road itself (ER 07-0265). Archaeological surveys were called for in areas of known historic properties and favorable topographical situations; however, intensive survey work avoided areas of sloping and eroded terrain and frequently flooded soils. More importantly though, the NC 73 corridor as well as the intersection of SR 1693 (Davidson-Concord Road) and June Washam Road have already been subjected to archaeological investigations (see TIP# R-2632A [Gosser et al. 2007] and TIP# R-2632 [Abbott 1991]). Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed various transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). Based on the limited nature and scopes of those projects, archaeological surveys were not recommended. Despite a wider Study Area than previously surveyed, additional archaeological investigations are not deemed necessary; consultation with a representative of OSA was held on Monday, August 28, 2017 to further validate such a recommendation. Based on the results of the previous surveys, there is a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. 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, 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.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGISTNO ARCHAEOLOGY SURVEY REQUIRED



 NCDOT ARCHAEOLOGIST

September 6, 2017

Date

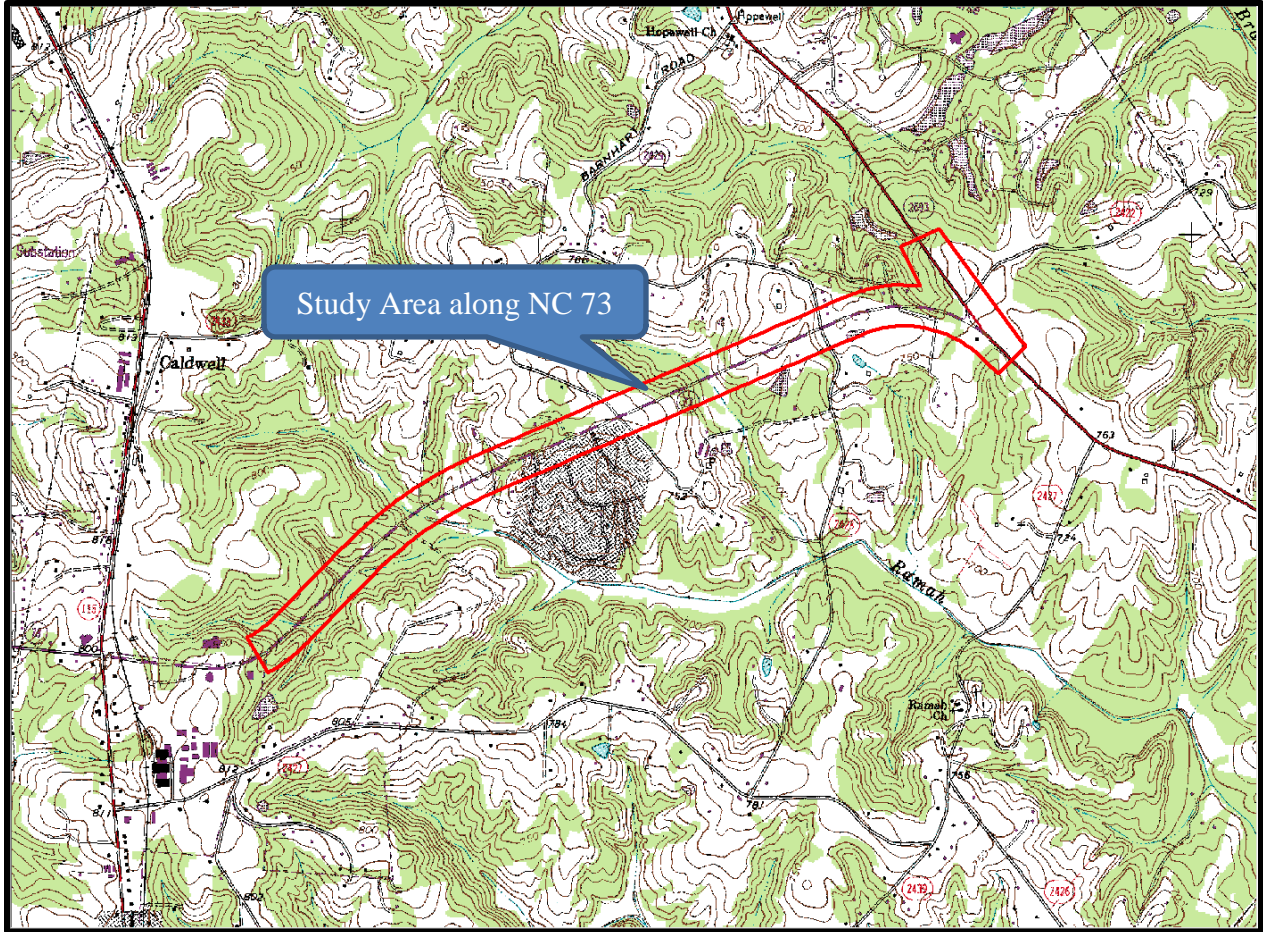
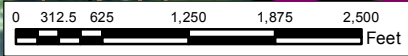
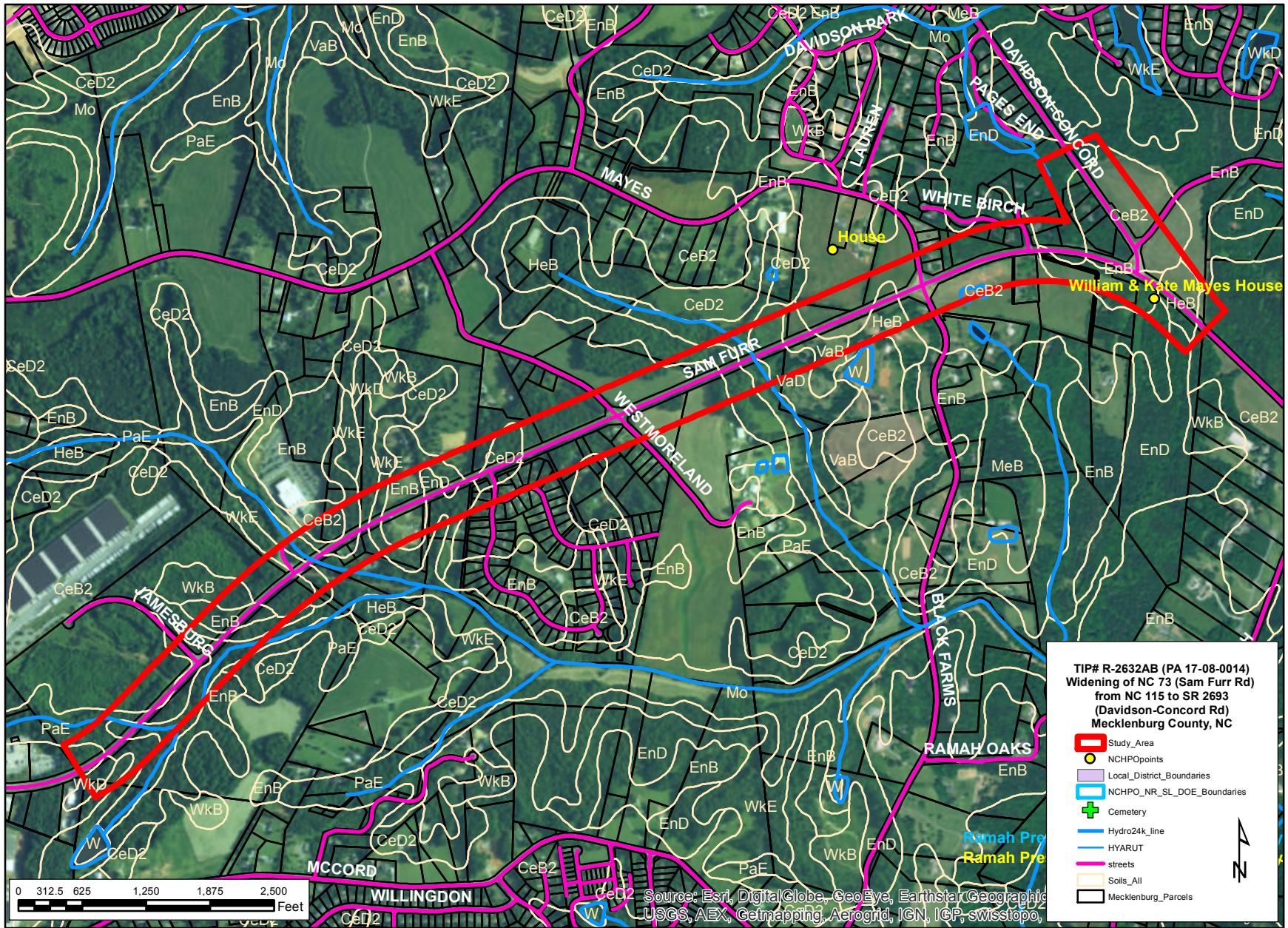


Figure 1: Cornelius, NC (USGS 1993).



Map labels include: DAVIDSON PARK, PAGES END, DAVIDSON CONCORD, MAYES, WHITE BIRCH, SAM FURR, WESTMORELAND, BLACK FARMS, RAMAH OAKS, JAMESBURG, MCCORD, WILLINGTON, House, William & Kate Mayes House, Ramah Pre, Ramah Pre.

17-08-0014**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: **R-2632AB (RESUBMIT)** *County:* **Mecklenburg**
WBS No: **38824.3.2** *Document:* **Federal CE**
F.A. No: **STP-0073(047)** *Funding:* State Federal

Federal Permit Required? Yes No *Permit Type:* **Not Specified**

Project Description: NCDOT's Division 10 proposes to widen NC 73 (Sam Furr Road) from a two-lane undivided facility to a four-lane divided facility, from just east of NC 115 to SR 2693 (Davidson-Concord Road) in Mecklenburg County. The Study Area will be centered along NC 73 and measures about 2.67 miles long by 600 feet wide. Overall, the Study Area will encompass about 191.8 acres, inclusive of the existing roadway and any development. **Since the initial submittal and review of this project, the Study Area has been expanded to include three (3) additional areas, totaling 61.4 acres. These areas include: 1) an extension of the Study Area west to the intersection of Old Statesville Road and NC 73 (36.4 acres), 2) an extension of the Study Area north along Davidson-Concord Road (11.8 acres), and 3) a triangular extension encompassing June Washam Road (13.2 acres). This form only covers the proposed expansion areas for the Study Area and will serve as an addendum to the original PA form completed in September 2017.**

SUMMARY OF CULTURAL RESOURCES REVIEW***Brief description of review activities, results of review, and conclusions:***

The review for the expanded Study Area was accepted on Thursday, December 13, 2018. Based on the previous review and background search conducted for the initial submittal of this project, an additional map review and site file search at the Office of State Archaeology (OSA) was deemed not necessary. As noted before, an archaeological survey has already been conducted along NC 73 (Sam Furr Road) from its intersection with Old Statesville Road to its intersection with Davidson-Concord Road (see TIP# R-2632). In addition, thirteen (13) archaeological sites have been recorded within a one (1) mile radius of the project area, with two of those sites (31MK594 and 31MK609) located in the expanded Study Area around June Washam Road. Digital copies of HPO's maps (Cornelius Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were again reviewed on Friday, December 14, 2018. There are no known historic architectural resources located within or adjacent to the expanded Study Area locations for which intact archaeological deposits would be anticipated within the footprint of the proposed project. 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 expanded Study Area.

17-08-0014***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 still a Federally funded project that may require a Federal permit. Permanent and/or temporary utility and/or drainage easements as well as additional ROW will still be necessary. The size and shape of the expanded Study Area locations have been drawn in a way to capture any possible impacts beyond the NCDOT's existing ROW. 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 expanded Study Area that would require our attention. However, there are two (2) archaeological sites (Site 31MK594 located at the corner of Davidson-Concord Road and June Washam Road and Site 31MK609 located about 750 feet east of that same intersection) now fully encompassed by the expanded Study Area. Site 31MK594 was listed as "Unassessed" in the Office of State Archaeology's (OSA) database system; however, further evaluation of the site's assemblage and discussions with a representative of OSA suggest a lack of overall stratigraphic integrity, with a majority of historic materials recovered from the surface. Site 31MK609 has been categorized as a prehistoric isolated find within a rather large area (11 acres) with good surface visibility. From an environmental perspective, the expanded Study Area locations consist of small developed parcels as well as agricultural/wooded terrain, all within the Southern Piedmont physiographic region of North Carolina. Similar to the overall Study Area, the areas of expansion consist of numerous soil types, most of which are severely eroded, sloped, or have been impacted by modern development (e.g. Cecil sandy clay loam, 2-8% slopes, eroded [CeB2], Cecil sandy clay loam, 8-15% slopes, eroded [CeD2], and Wilkes loam, 15-25% slopes [WkE]). OSA has not reviewed any additional projects within the vicinity of NC 73 for environmental compliance since its initial review. Those projects included utility upgrades (ER 13-2625), mitigation sites (ER 17-0777), and the initial proposed widening of NC 73 itself (ER 07-0265). Archaeological surveys were recommended for areas with known historic properties and favorable topographical situations; however, intensive survey work avoided areas of sloping and eroded terrain and frequently flooded soils. More importantly though, the NC 73 corridor as well as the intersection of SR 1693 (Davidson-Concord Road) and June Washam Road have already been subjected to archaeological investigations (see TIP# R-2632A [Gosser et al. 2007] and TIP# R-2632 [Abbott 1991]), covering most, if not all, of the expanded Study Area locations.

Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed numerous transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). Based on the limited nature and scopes of most of these projects (i.e. within existing ROW), archaeological surveys were not recommended. Archaeological surveys, however, were recommended and conducted for other stretches of NC 73 slated for widening (i.e. TIP# R-5706A [PA 17-09-0005] and TIP# R-5706B [PA 17-09-0006]). While archaeological sites were documented along the NC 73 corridor, none was deemed eligible for the NRHP. Although the Study Area has expanded, additional archaeological investigations are still not deemed necessary. For the previous review of this project, consultation with a representative of OSA was held on Monday, August 28, 2017 to validate the original "no survey" recommendation based on the conditions of the archaeological sites and artifact assemblage data. Such a recommendation should still hold true despite the presence of the two (2) archaeological sites near the intersection of Davidson-Concord Road and June Washam Road. Based on the results of previous surveys in and adjacent to the expanded Study Area, there should still be a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current expanded Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. 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, 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.

17-08-0014

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED

Paul J Mohler
NCDOT ARCHAEOLOGIST

December 17, 2018

Date

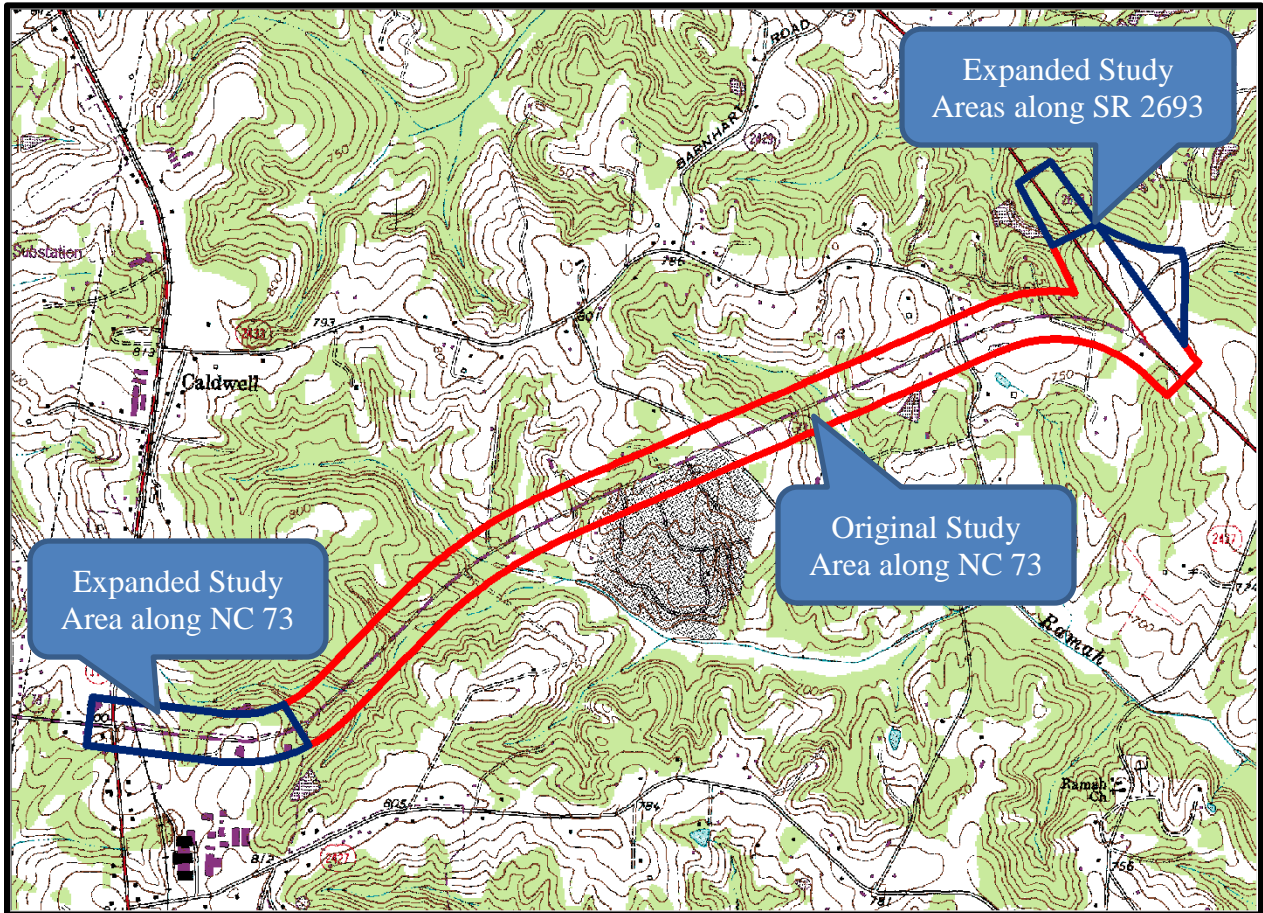
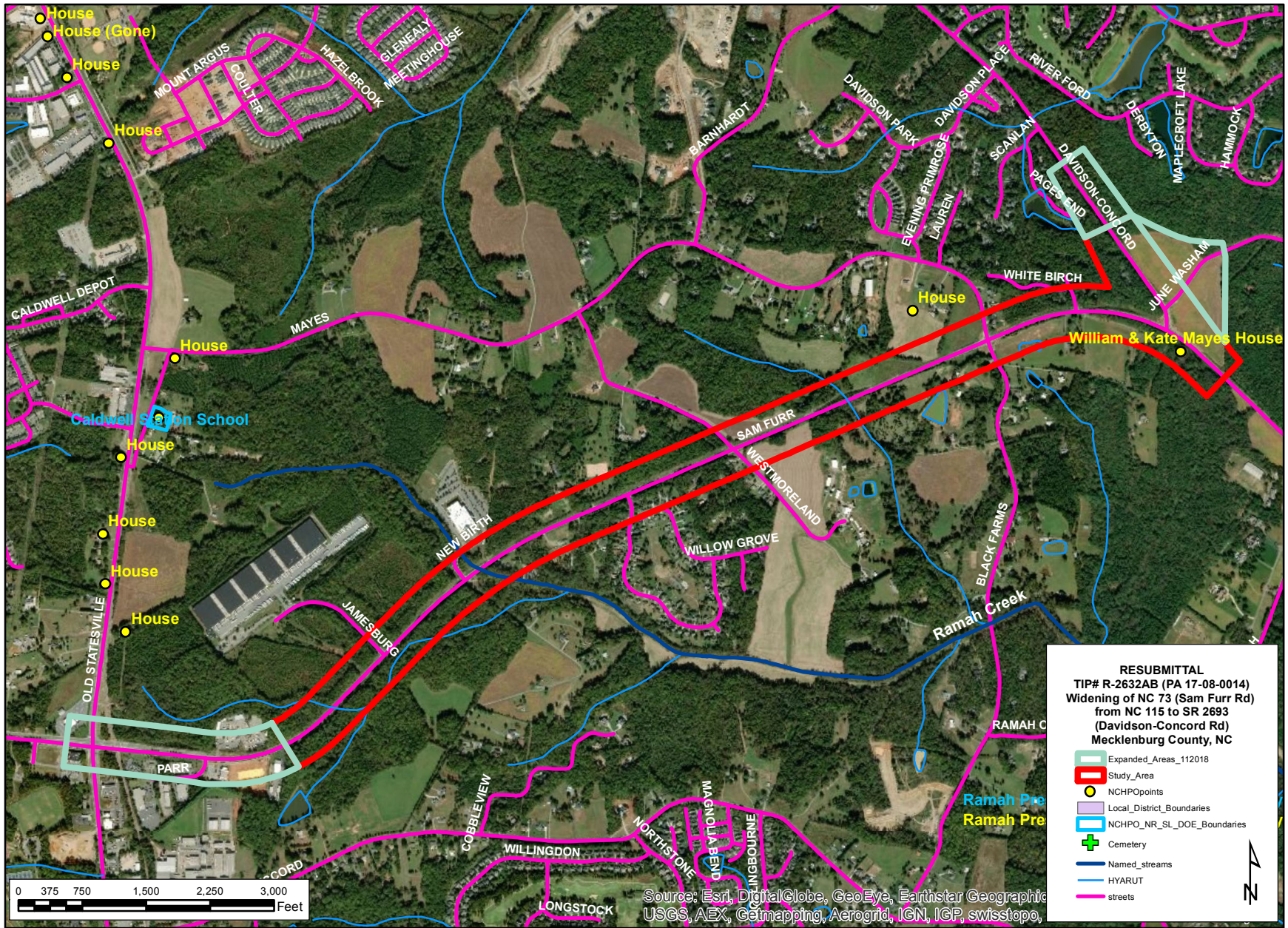


Figure 1: Cornelius, NC (USGS 1993).





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 Team.



PROJECT INFORMATION

Project No: **R-2632AB (RESUBMIT #2)** County: **Mecklenburg**
 WBS No: **38824.3.2** Document: **Federal CE**
 Federal Aid No: **STP-0073(047)** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **USACE**

Project Description: NCDOT's Division 10 proposes to widen NC 73 (Sam Furr Road) from a two-lane undivided facility to a four-lane divided facility, from just east of NC 115 to SR 2693 (Davidson-Concord Road) in Mecklenburg County. The Study Area will be centered along NC 73 and measures about 2.67 miles long by 600 feet wide. Overall, the Study Area will encompass about 191.8 acres, inclusive of the existing roadway and any development. **Since the initial submittal and review of this project in September 2017 and subsequent resubmittal and review of this project in December 2018, the Study Area has been expanded to include two (2) additional areas, totaling 1.06 acres. These areas include: 1) a 200-foot extension of the Study Area along June Washam Road (0.79 acre) and 2) a 20-foot extension of the Study Area along NC 73 to the east (0.27 acre). This form only covers these two (2) proposed expansion areas for the Study Area and will serve as an addendum to the original PA form completed in September 2017 and the resubmittal review in December 2018.**

SUMMARY OF CULTURAL RESOURCES REVIEW

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

The review for the Study Area Expansion #2 was accepted on Monday, December 12, 2022. Based on the previous reviews and background searches conducted for the initial submittal and first resubmittal for this project, an additional map review and site file search at the Office of State Archaeology (OSA) was deemed not necessary. As noted before, an archaeological survey has already been conducted along NC 73 (Sam Furr Road) from its intersection with Old Statesville Road to its intersection with Davidson-Concord Road (see TIP# R-2632). In addition, twelve (12) archaeological sites have been recorded within a one (1) mile radius of the newly expanded areas, with two of those sites (31MK594 and 31MK609) located in close proximity. Digital copies of HPO's maps (Cornelius Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were reviewed once more on Monday, December 19, 2022. There are no known historic architectural resources located within or adjacent to the expanded Study Area locations for which intact archaeological deposits would be anticipated within the footprint of the proposed project. 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 slope as well as modern, agricultural, hydrological, and other erosive-type disturbances within and surrounding the newly expanded Study Area locations.

(This project falls within a North Carolina County in which the following federally recognized tribes have expressed an interest: 1) Catawba Indian Nation, 2) Cherokee Nation. We recommend that you ensure that this documentation is forwarded to these tribes using the process described in the current NCDOT Tribal Protocol and PA Procedures Manual.)

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 still a Federally funded project that may require a Federal permit. Permanent and/or temporary utility and/or drainage easements as well as additional ROW will still be necessary. The size and shape of the expanded Study Area locations have been drawn in a way to capture any possible impacts beyond the NCDOT's existing ROW. 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 newly expanded Study Area locations that would require our attention. However, questions were raised once more by OSA about the nature of Site 31MK594, located at the corner of Davidson-Concord Road and June Washam Road and fully encompassed by the 2018 expansion of the Study Area. Site 31MK594 is listed as "Unassessed" in OSA's site database system. Further evaluation of the site's assemblage suggests a lack of overall stratigraphic integrity, with a majority of historic materials recovered from the surface. **More importantly though, current design plans show that, although the site is located within the Study Area for the overall project, it is not to be impacted by the proposed design plans, as shown in the attached figures. Project commitments should be made to avoid this location as a staging area for the proposed project.**

From an environmental perspective, the expanded Study Area locations consist of small, undeveloped wooded parcels, within the Southern Piedmont physiographic region of North Carolina. The 2022 areas of expansion consist of two (2) soil types. The extension along June Washam Road consists of Enon sandy loam, 2-8% slopes (EnB) whereas the extension along NC 73 consists of Cecil sandy clay loam, 2-8% slopes, eroded (CeB2). OSA has not reviewed any additional projects within the vicinity of NC 73 for environmental compliance since its initial review. Those projects included utility upgrades (ER 13-2625), mitigation sites (ER 17-0777), and the initial proposed widening of NC 73 itself (ER 07-0265). OSA recommended archaeological surveys for areas with known historic properties and favorable topographical situations. Intensive surveys, however, avoided areas of sloping and eroded terrain and frequently flooded soils. **Specifically, the NC 73 corridor as well as the intersection of SR 1693 (Davidson-Concord Road) and June Washam Road have already been subjected to archaeological investigations (see TIP# R-2632A [Gosser et al. 2007] and TIP# R-2632 [Abbott 1991]), covering all of the 2022 expanded Study Area locations.**

Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed thirty-one (31) transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). Archaeological surveys were not recommended for most of these projects (26/31), based on poor soil conditions, disturbed contexts, and/or the constricted nature of each proposed project (i.e., contained within the existing ROW). However, archaeological surveys were recommended and conducted for the five (5) remaining projects based on the presence of previously recorded archaeological sites, known historic structures/cemeteries, and/or moderate to high probability landforms. In particular, archaeological surveys have been conducted along NC 73 (i.e., TIP# R-5706A [PA 17-09-0005] and TIP# R-5706B [PA 17-09-0006]). While archaeological sites were documented along the NC 73 corridor, none was deemed eligible for the NRHP.

Although the Study Area has expanded again, additional archaeological investigations are still not recommended. For the initial review of this project, consultation with a representative of OSA was held on Monday, August 28, 2017, to validate the original "no survey" recommendation. Such a recommendation should still hold true despite the presence and "unassessed" nature of Site 31MK594, given the conditions at the site and that current design plans show no impact to the site. Based on the results of previous surveys adjacent to and encompassing the 2022 expansion areas, there should still be a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current expanded Study Area locations, as depicted, are unlikely to contain intact and significant archaeological resources. 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, 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 Team.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
Other:

FINDING BY NCDOT ARCHAEOLOGIST: NO ARCHAEOLOGY SURVEY REQUIRED

Paul J Mohler

December 20, 2022

NCDOT ARCHAEOLOGIST II

Date

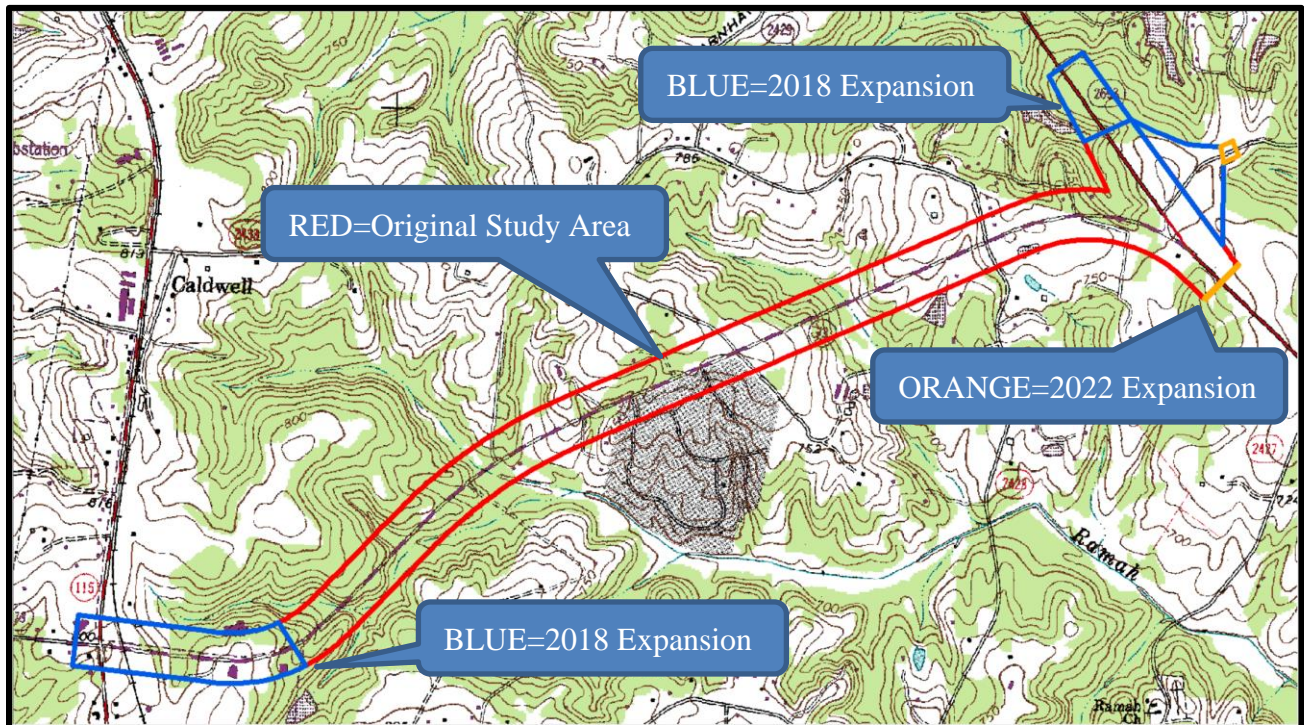


Figure 1: Cornelius, NC (USGS 1993).

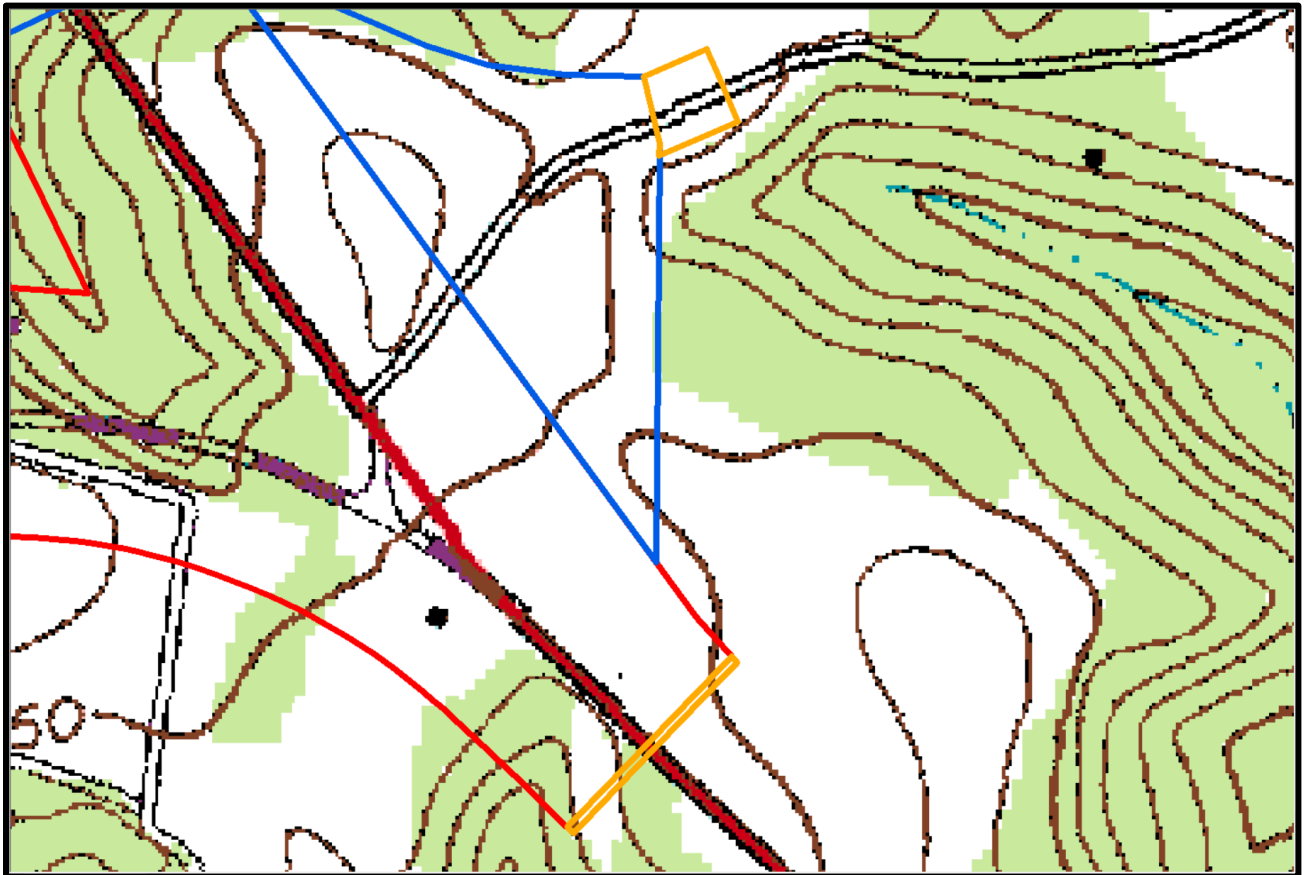


Figure 2: Close-up of the two (2) expanded Study Area location (in orange) on the Cornelius, NC quad map (USGS 1993).



Figure 3: Location of Site 31MK594 on the Soil Survey Map for Mecklenburg County (Hearn and Brinkley 1910, available online: <https://dc.lib.unc.edu/cdm/singleitem/collection/nmaps/id/298/rec/14>, last accessed 20 Dec 2022).



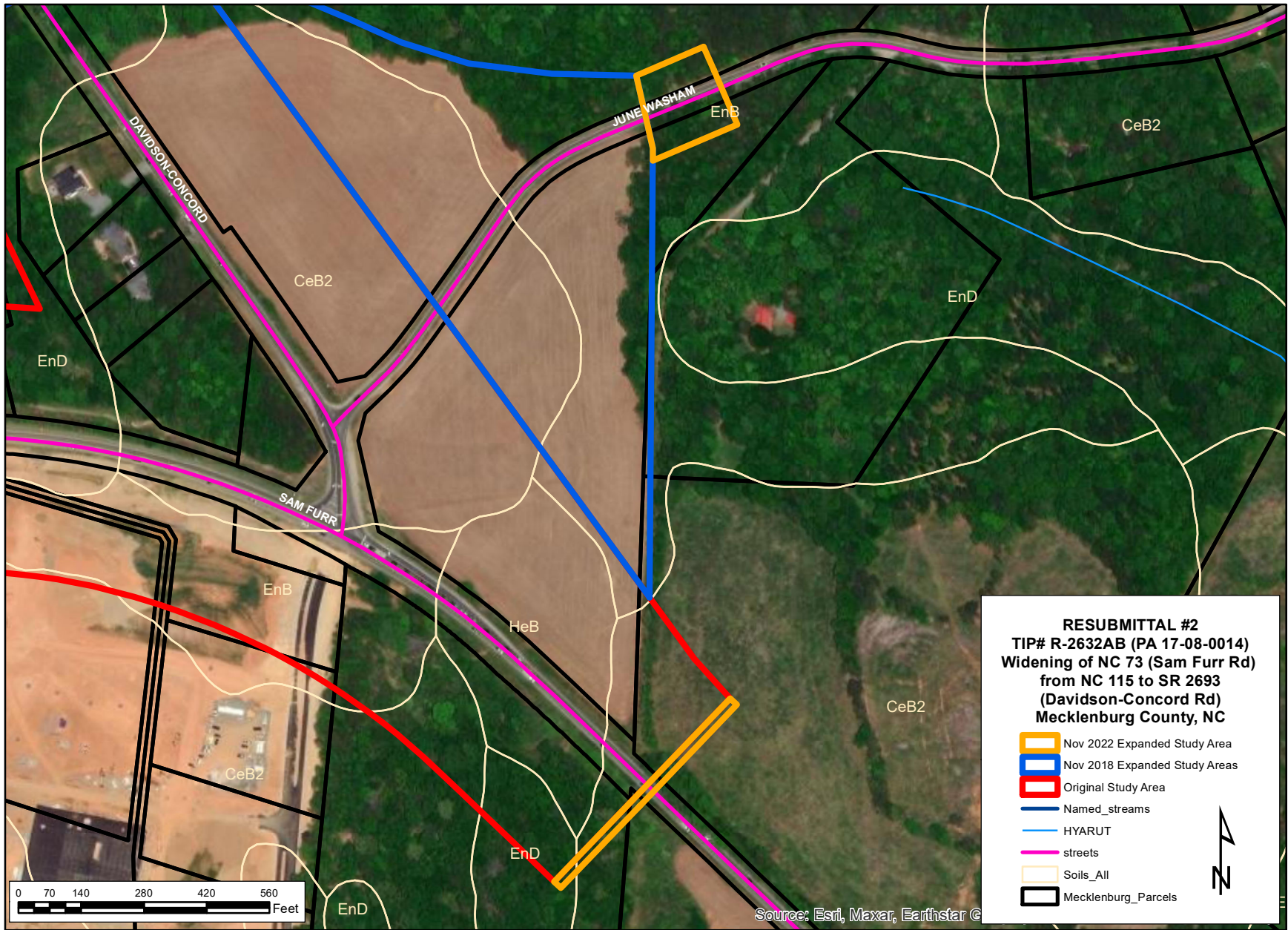
Figure 4: Location of Site 31MK594 on 1938 Aerial (available online: <https://www.flickr.com/photos/north-carolina-state-archives/32905030367/in/album-72157707087171501/>, last accessed 20 Dec 2022).



Figure 5: Location of Site 31MK594 on 1961 Aerial (available online: <https://www.historicaerials.com/viewer>, last accessed 20 Dec 2022).

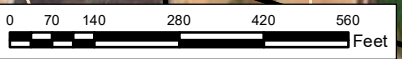


Figure 6: Location of Site 31MK594 on 1968 Aerial (available online: <https://www.historicaerials.com/viewer>, last accessed 20 Dec 2022) [At some point between 1961 and 1968, the residence and ancillary structures that made up the site were torn down].

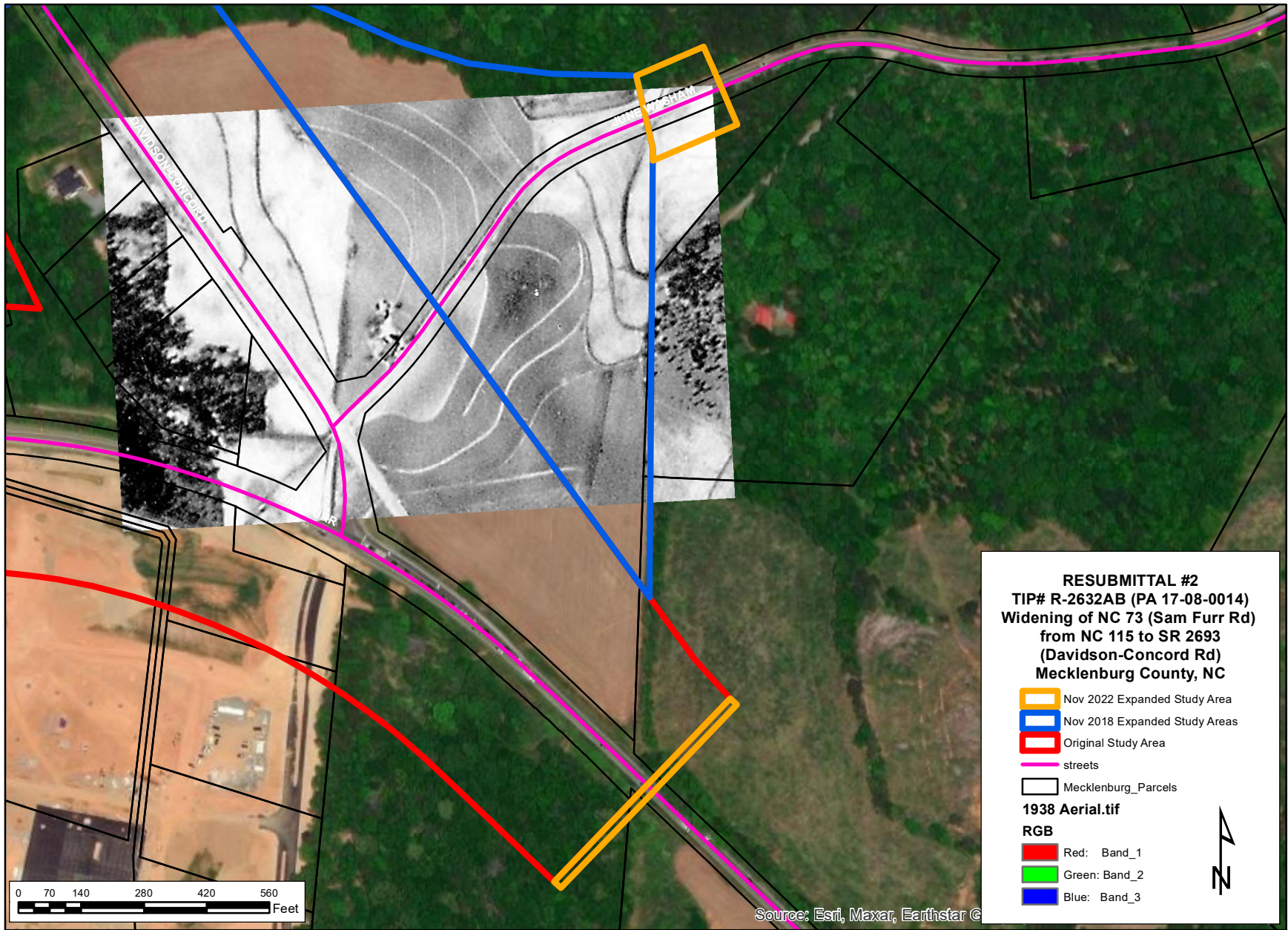


RESUBMITTAL #2
TIP# R-2632AB (PA 17-08-0014)
Widening of NC 73 (Sam Furr Rd)
from NC 115 to SR 2693
(Davidson-Concord Rd)
Mecklenburg County, NC

- Nov 2022 Expanded Study Area
- Nov 2018 Expanded Study Areas
- Original Study Area
- Named_streams
- HYARUT
- streets
- Soils_All
- Mecklenburg_Parcels



Source: Esri, Maxar, Earthstar ©



RESUBMITTAL #2
TIP# R-2632AB (PA 17-08-0014)
Widening of NC 73 (Sam Furr Rd)
from NC 115 to SR 2693
(Davidson-Concord Rd)
Mecklenburg County, NC

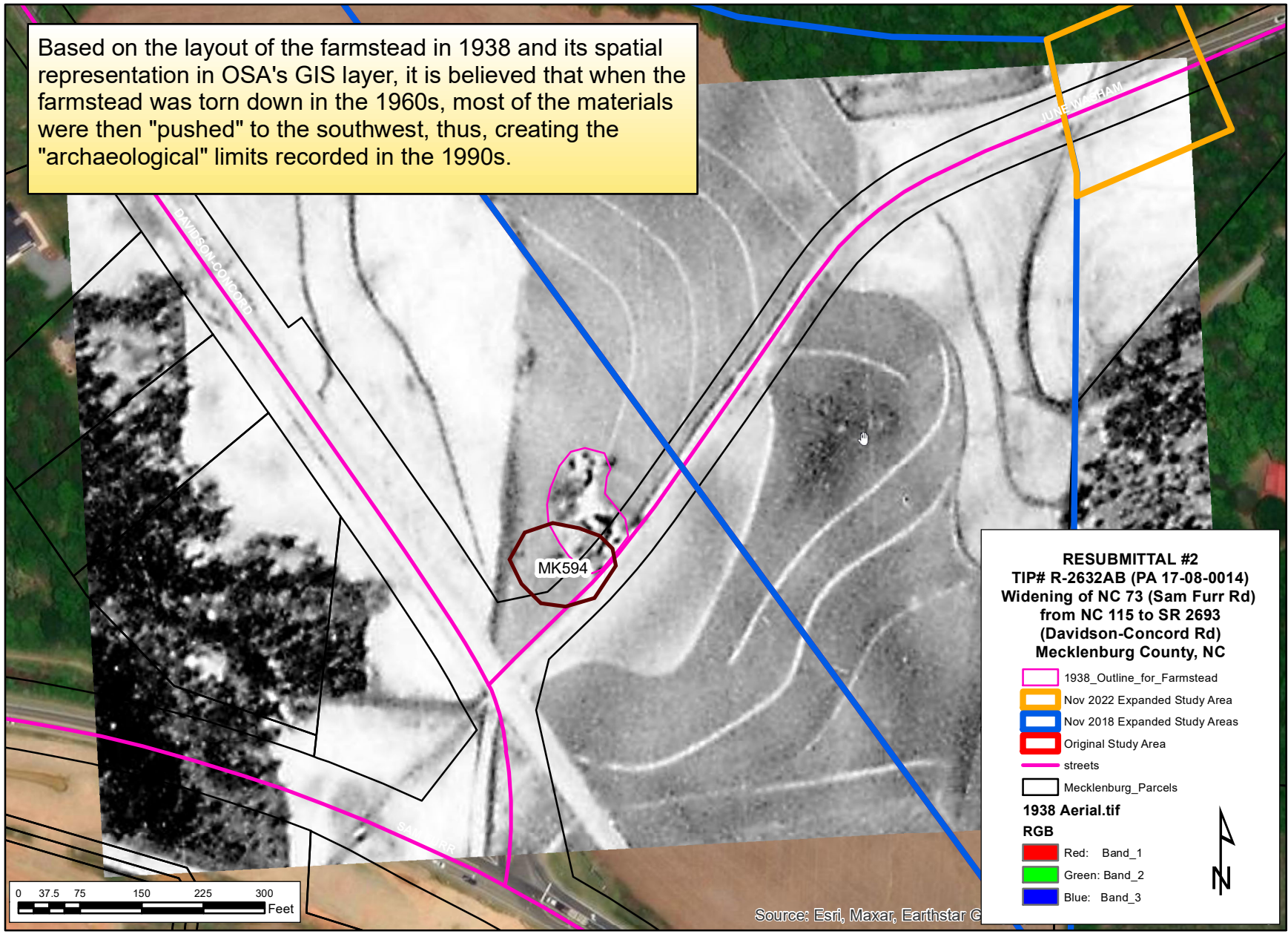
- Nov 2022 Expanded Study Area
 - Nov 2018 Expanded Study Areas
 - Original Study Area
 - streets
 - Mecklenburg_Parcels
- 1938 Aerial.tif**
- RGB**
- Red: Band_1
 - Green: Band_2
 - Blue: Band_3

0 70 140 280 420 560
 Feet



Source: Esri, Maxar, Earthstar ©

Based on the layout of the farmstead in 1938 and its spatial representation in OSA's GIS layer, it is believed that when the farmstead was torn down in the 1960s, most of the materials were then "pushed" to the southwest, thus, creating the "archaeological" limits recorded in the 1990s.



RESUBMITTAL #2
TIP# R-2632AB (PA 17-08-0014)
Widening of NC 73 (Sam Furr Rd)
from NC 115 to SR 2693
(Davidson-Concord Rd)
Mecklenburg County, NC

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- Nov 2022 Expanded Study Area
- Nov 2018 Expanded Study Areas
- Original Study Area
- streets
- Mecklenburg_Parcels

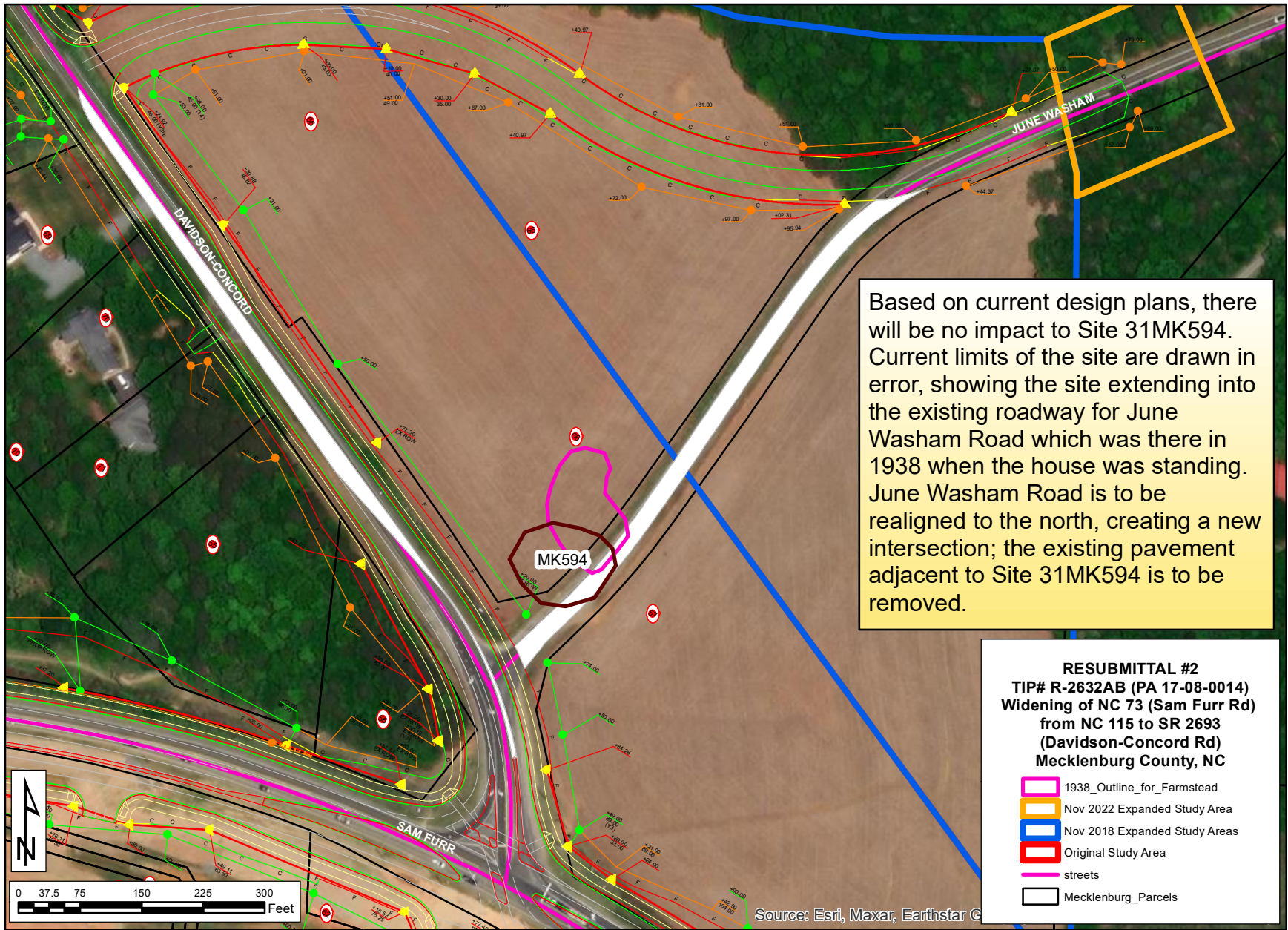
1938 Aerial.tif

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

0 37.5 75 150 225 300 Feet

Source: Esri, Maxar, Earthstar ©



Based on current design plans, there will be no impact to Site 31MK594. Current limits of the site are drawn in error, showing the site extending into the existing roadway for June Washam Road which was there in 1938 when the house was standing. June Washam Road is to be realigned to the north, creating a new intersection; the existing pavement adjacent to Site 31MK594 is to be removed.

- RESUBMITTAL #2**
TIP# R-2632AB (PA 17-08-0014)
Widening of NC 73 (Sam Furr Rd)
from NC 115 to SR 2693
(Davidson-Concord Rd)
Mecklenburg County, NC
- ▭ 1938_Outline_for_Farmstead
 - ▭ Nov 2022 Expanded Study Area
 - ▭ Nov 2018 Expanded Study Areas
 - ▭ Original Study Area
 - ▬ streets
 - ▭ Mecklenburg_Parcels



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 Team.



PROJECT INFORMATION

Project No: **R-2632AB (RESUBMIT #3)** County: **Mecklenburg**
 WBS No: **38824.1.2** Document: **Federal CE**
 Federal Aid No: **STP-0073(047)** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **USACE**

Project Description: NCDOT's Division 10 proposes to widen NC 73 (Sam Furr Road) from a two-lane undivided facility to a four-lane divided facility, from just east of NC 115 to SR 2693 (Davidson-Concord Road) in Mecklenburg County. The Study Area will be centered along NC 73 and measures about 2.67 miles long by 600 feet wide. Overall, the Study Area will encompass about 191.8 acres, inclusive of the existing roadway and any development. **This project was initially submitted and reviewed in September 2017. Two (2) additional environmental reviews for expansions to the Study Area occurred in December 2018 and December 2022. Since the last review, the Study Area has been expanded again to include four (4) additional areas, totaling 16.02 acres. These areas include: 1) a 43-foot extension along University City Church Drive (0.11 acre), 2) a 170-foot extension along June Washam Road (0.77 acre), a 172-foot extension along Prosperity Church Road (0.62 acre), and 4) a 1,120-foot extension along the NC 73 corridor (14.52 acres). This form only covers these four (4) proposed expansion areas to the Study Area and will serve as an addendum to all previous PA forms generated for this project.**

SUMMARY OF CULTURAL RESOURCES REVIEW

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

The review for Study Area Expansion #3 was accepted on Monday, November 25, 2024. Based on the results of all previous reviews and background searches, an additional compilation of data from the Office of State Archaeology (OSA) was deemed not necessary. As noted before, an archaeological survey has already been conducted along NC 73 (Sam Furr Road) from its intersection with Old Statesville Road to its intersection with Davidson-Concord Road (see TIP# R-2632). Twenty-three (23) archaeological sites have been recorded within a one (1) mile radius of the newly expanded Study Area (as a whole), with one of those sites (31MK609) located in close proximity to a newly expanded area. Digital copies of HPO's maps (Cornelius Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were reviewed once more on Tuesday, November 26, 2024. There is one (1) known historic architectural resource (MK2448 – the William & Kate Mayes House) located in close proximity to an expansion area; however, intact archaeological deposits are not anticipated to be found in association with this resource, especially within the footprint of the proposed project. 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 slope as well as modern, agricultural, hydrological, and other erosive-type disturbances within and surrounding the newly expanded Study Area locations.

(This project falls within a North Carolina County in which the following federally recognized tribes have expressed an interest: 1) Catawba Indian Nation, 2) Cherokee Nation. We recommend that you ensure that

this documentation is forwarded to these tribes using the process described in the current NCDOT Tribal Protocol and PA Procedures Manual.)

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 still a Federally funded project that will require a Federal permit. Permanent and/or temporary easements as well as additional ROW will still be necessary. The size and shape of the expanded Study Area locations have been drawn in a way to capture any possible impacts beyond the NCDOT's existing ROW. 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 newly expanded Study Area locations that would require our attention. Further review of Site 31MK609 was conducted, since it is located about 200 meters south of the expanded Study Area along June Washam Road. Site 31MK609 is recorded as an "isolated find," consisting of one (1) metavolcanic flake and three (3) quartz flakes over an area of about 45,000 square meters (11 acres) with good surface visibility. It is listed as having very limited research potential and is, therefore, considered to be not eligible for the NRHP. Questions about Site 31MK594 have been addressed in previous PA forms.

From an environmental perspective, the expanded Study Area locations consist of a variety of developed parcels along with small, undeveloped wooded or agricultural areas, within the Southern Piedmont physiographic region of North Carolina.

- **Expanded Area 1** (0.11 acre) consists primarily of University City Church Drive (previously called New Birth Drive) where it crosses Ramah Creek and is composed entirely of Monacan loam, 0-2% slopes, frequently flooded (MO), a somewhat poorly drained soil type. University City Church Drive was constructed in 2008.
- **Expanded Area 2** (0.77 acre) consists of an extension along June Washam Road, which was actually previously reviewed and cleared in 2022. The extension along June Washam Road consists of Enon sandy loam, 2-8% slopes (EnB).
- **Expanded Area 3** (0.62 acre) consists of an extension along Prosperity Church Road, which is an entrance for the relatively new North Creek Village shopping area (post-2018). The area consists of both Enon sandy loam, 2-8% slopes (EnB) and Cecil sandy clay loam, 2-8% slopes, moderately eroded (CeB2) but has clearly been disturbed by recent commercial development.
- **Expanded Area 4** (14.52 acres) consists of an extension along the NC 73 corridor, heading east toward Ramah Church Road. Although primarily farmland and wooded, this area consists exclusively of Cecil sandy clay loam, 2-8% slopes, moderately eroded (CeB2) and falls entirely within what was previously reviewed and surveyed as part of TIP# R-5706A (PA 17-09-0005).

The Office of State Archaeology (OSA) has reviewed at least sixteen (16) projects within the vicinity of the overall expanded Study Area for environmental compliance, including a cell tower (CT 15-2153), commercial development (ER 23-0761), general/mixed-use development (ERs 20-1570, 23-1069, and 24-0468), municipal development (ER 22-1602), residential development (ERs 20-0340, 21-3155, and 24-2506), stream mitigation/restoration (ERs 17-0777 and 19-2373), transportation improvements (ERs 90-8014, 93-7877, 01-7527, and 07-0265), and utility upgrades (ER 98-8910). OSA did not recommend an archaeological survey for half of these projects, stating a low probability for significant archaeological sites to be present. However, archaeological surveys were recommended for the remaining eight (8) projects, with two of those still pending. Investigations were to focus on areas with known historic properties and favorable topographical situations and avoid areas of sloping and eroded terrain and frequently flooded soils. As noted in previous reviews, **the NC 73 corridor as well as the intersection of SR 1693 (Davidson-Concord Road) and June Washam Road have already been subjected to archaeological investigations (see TIP# R-2632A [Gosser et al. 2007], TIP# R-2632 [Abbott 1991], and TIP# R-5706A [PA 17-09-0005]), all of which have covered the expanded Study Area locations**

to some degree. As noted above, questions regarding Site 31MK594 have been addressed in previous PA forms.

Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed forty-two (42) transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). Archaeological surveys were not recommended for most of these projects (37/42), based on poor soil conditions, disturbed contexts, and/or the constricted nature of each proposed project (i.e., contained within the existing ROW). However, archaeological surveys were recommended and conducted for the five (5) remaining projects based on the presence of previously recorded archaeological sites, known historic structures/cemeteries, and/or moderate to high probability landforms. For more details, please see the files/folders for the following PA projects: 16-04-0034, 17-09-0005, 17-09-0006, 18-12-0021, and 20-03-0004. In particular, archaeological surveys have been conducted along NC 73 (i.e., TIP# R-5706A [PA 17-09-0005] and TIP# R-5706B [PA 17-09-0006]). While archaeological sites were documented along the NC 73 corridor, none was deemed eligible for the NRHP.

Although the Study Area has expanded again, archaeological investigations are still not recommended. Based on the results of previous surveys adjacent to and encompassing the expansion areas, there should be a low probability for significant prehistoric and/or historic archaeological materials to be present in these specific locations. Therefore, it is believed that the currently expanded Study Area locations, as depicted, are unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this resubmittal. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, 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 Team.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
Other:

FINDING BY NCDOT ARCHAEOLOGIST: NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST II

November 26, 2024

Date

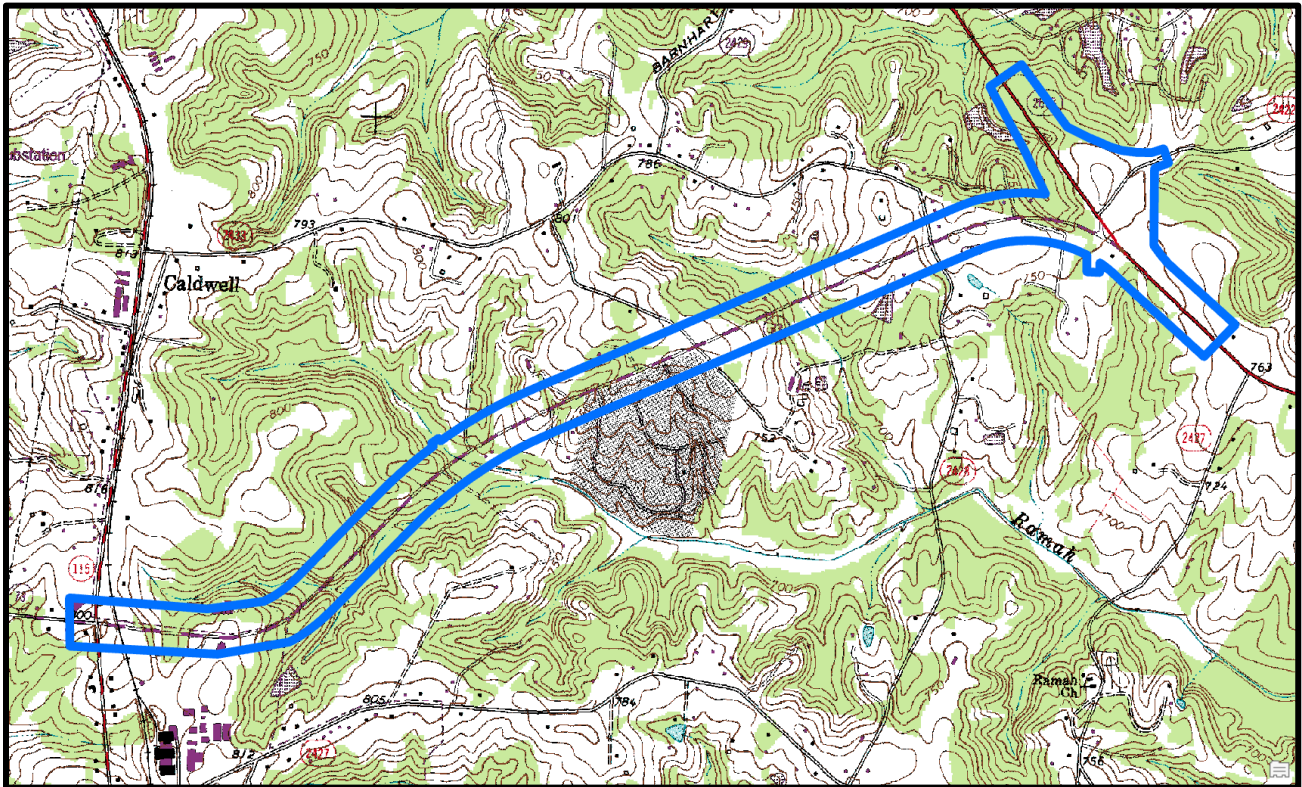


Figure 1: Cornelius, NC (USGS 1993) [BLUE = Newly Expanded Study Area].

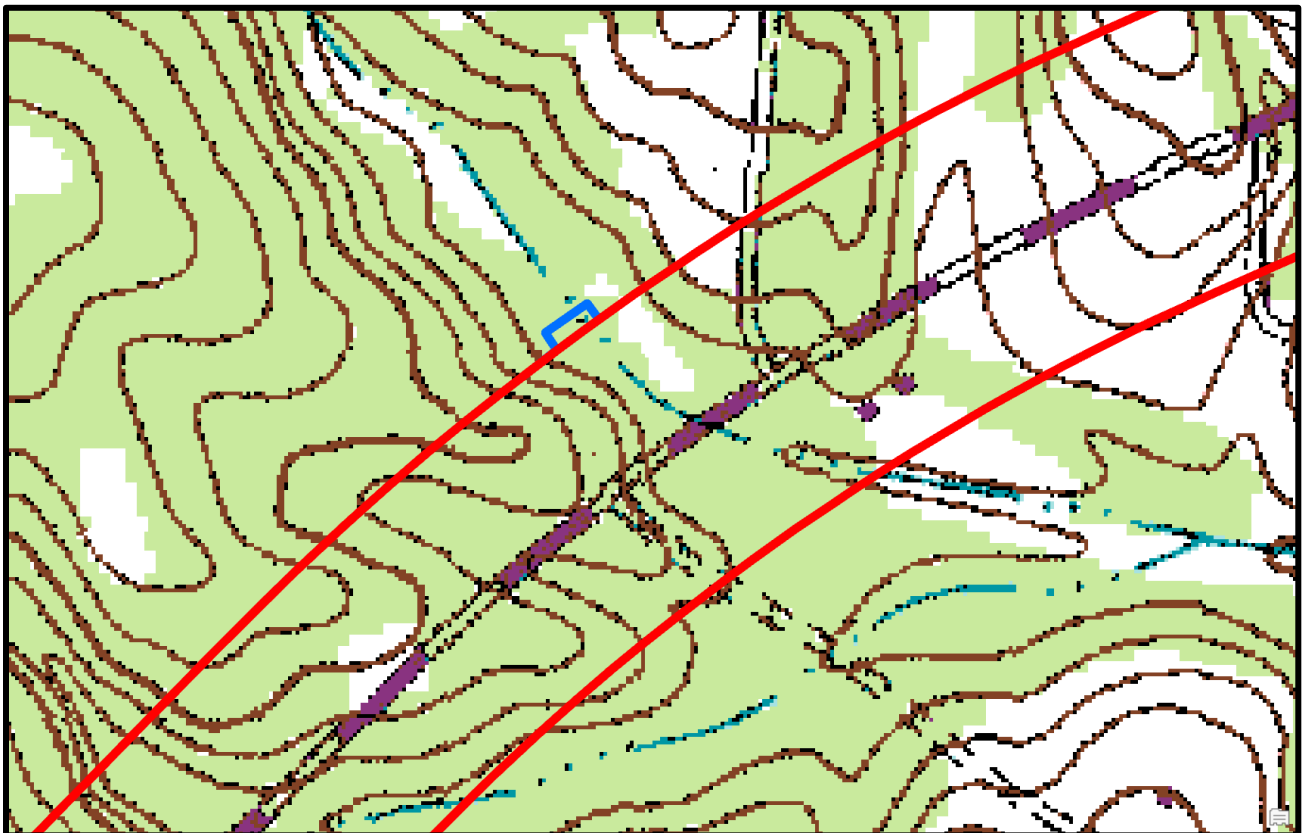


Figure 2: Close-up of Expanded Area 1 on the Cornelius, NC quad map (USGS 1993) [BLUE = Newly Expanded Study Area; RED = Original Study Area].

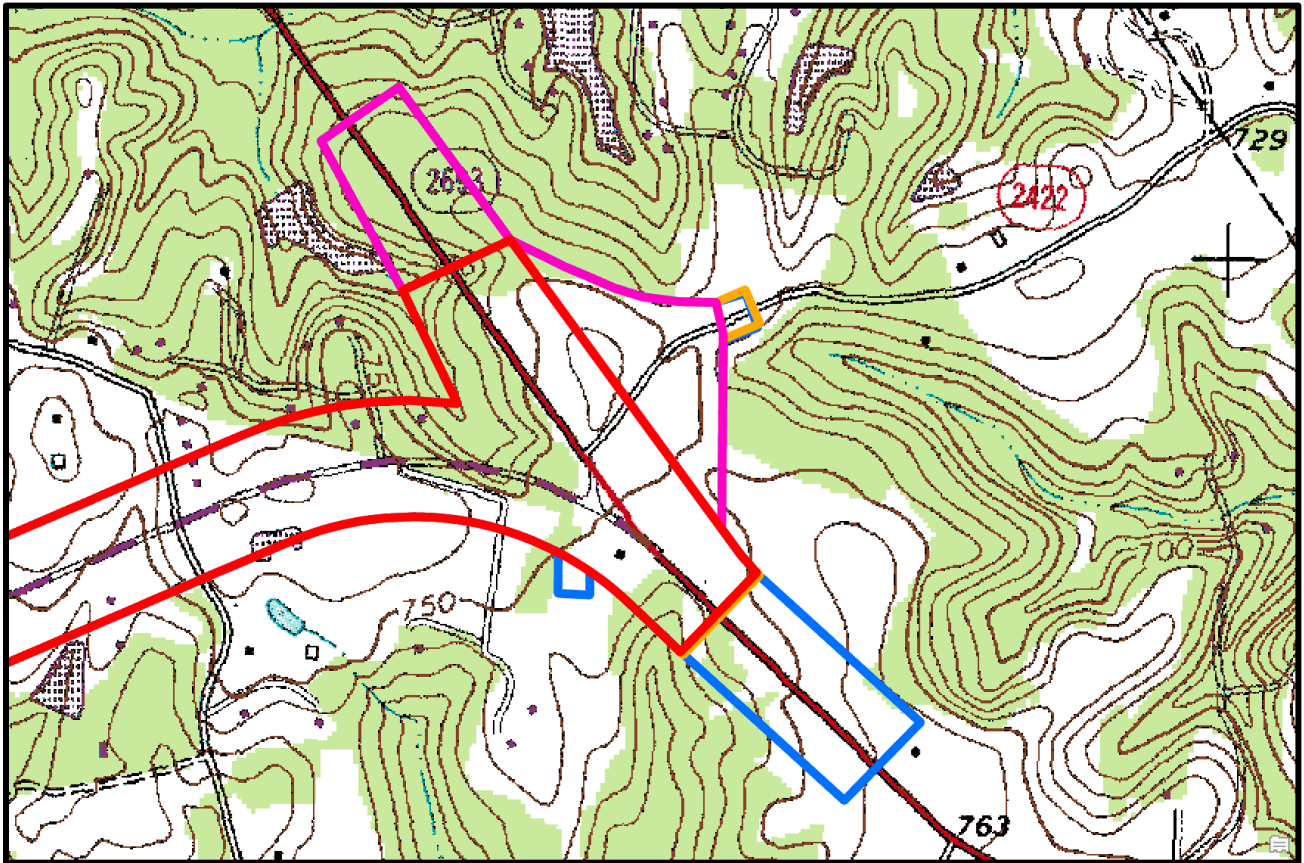
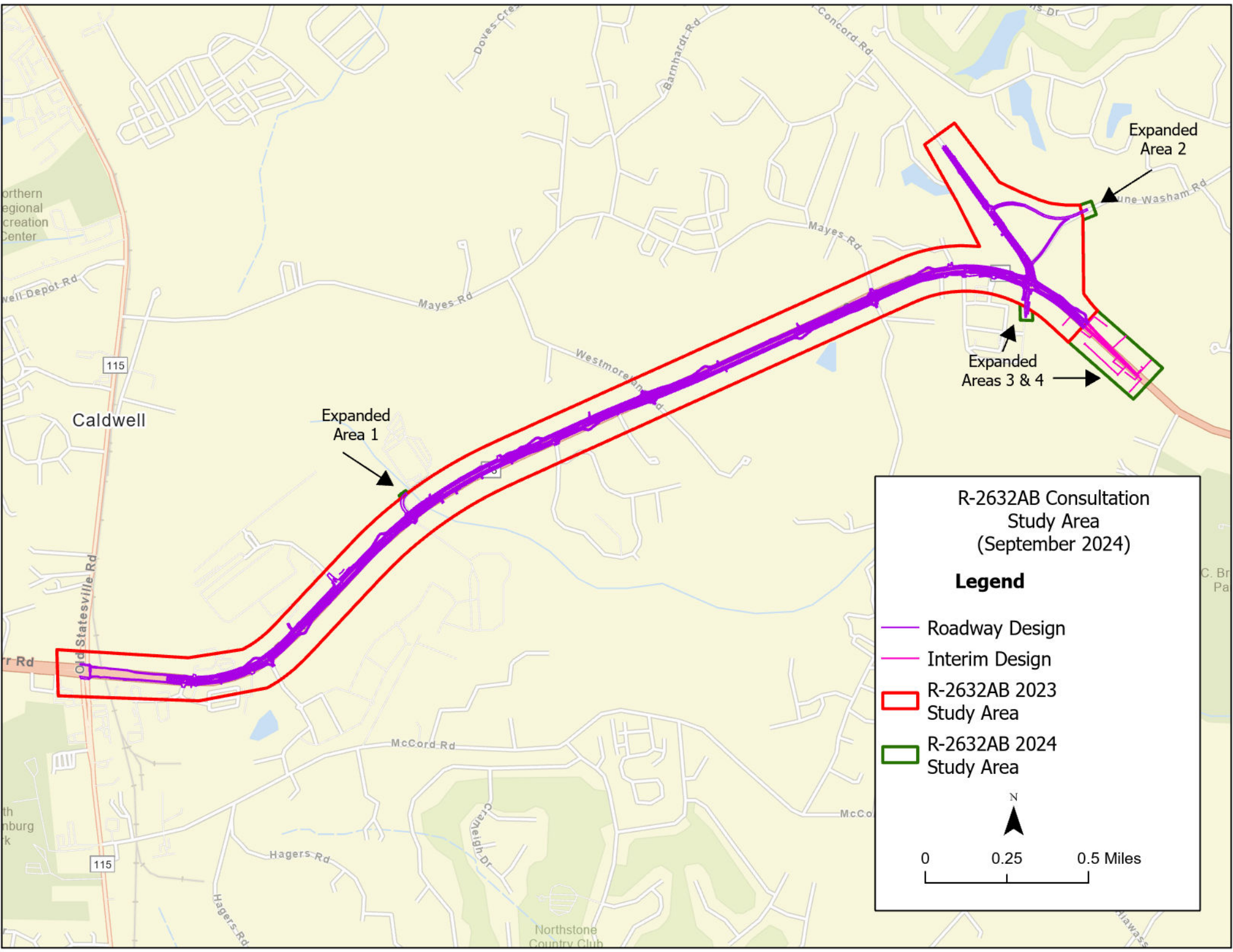


Figure 3: Close-up of Expanded Areas 2-4 on the Cornelius, NC quad map (USGS 1993) [BLUE = Newly Expanded Study Area; RED = Original Study Area; PURPLE = 2018 Expansion; ORANGE = 2022 Expansion (note the overlap with the 2024 submitted expansion along June Washam Road)].



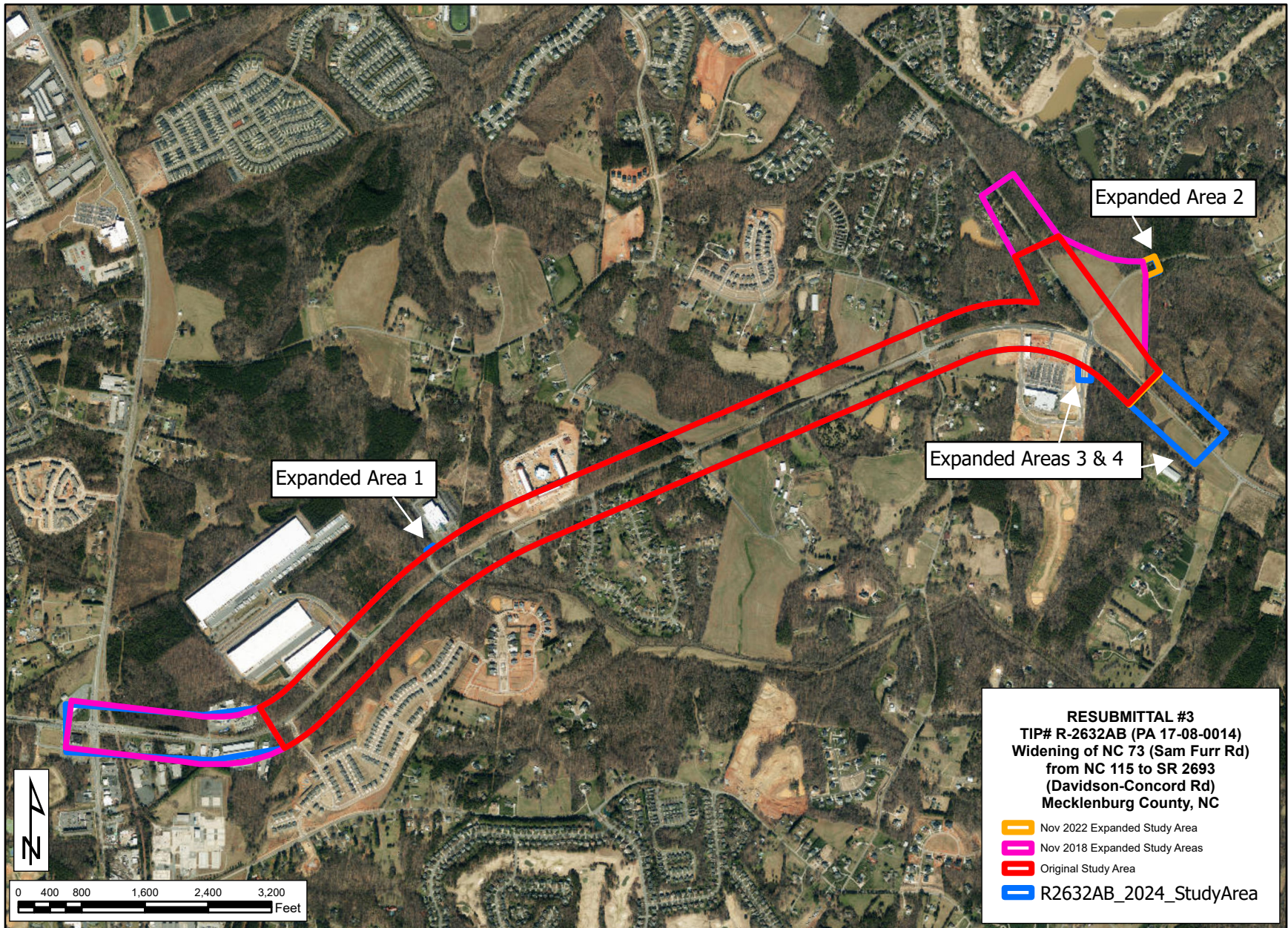
R-2632AB Consultation
Study Area
(September 2024)

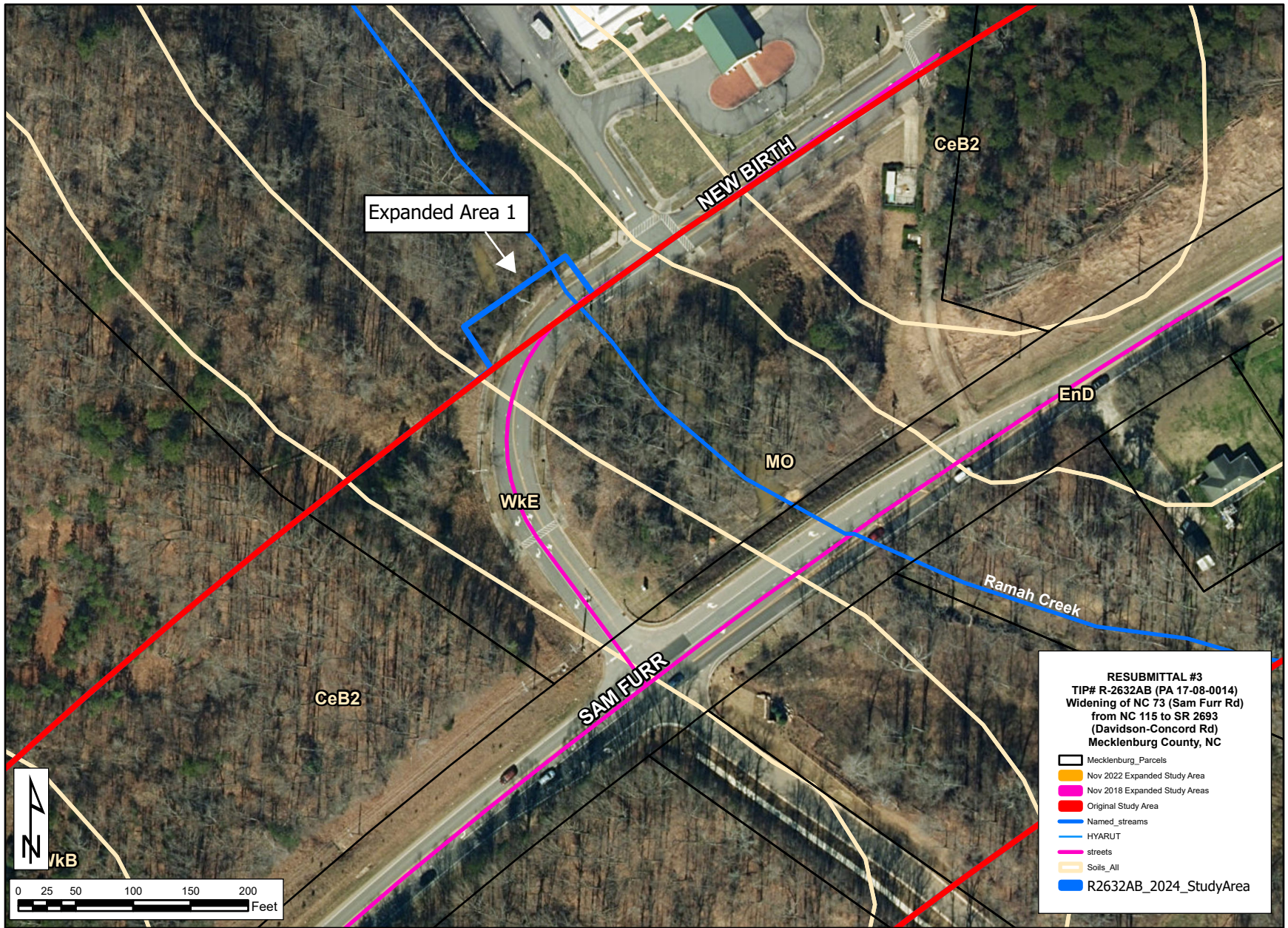
Legend

- Roadway Design
- Interim Design
- ▭ R-2632AB 2023 Study Area
- ▭ R-2632AB 2024 Study Area



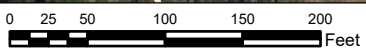
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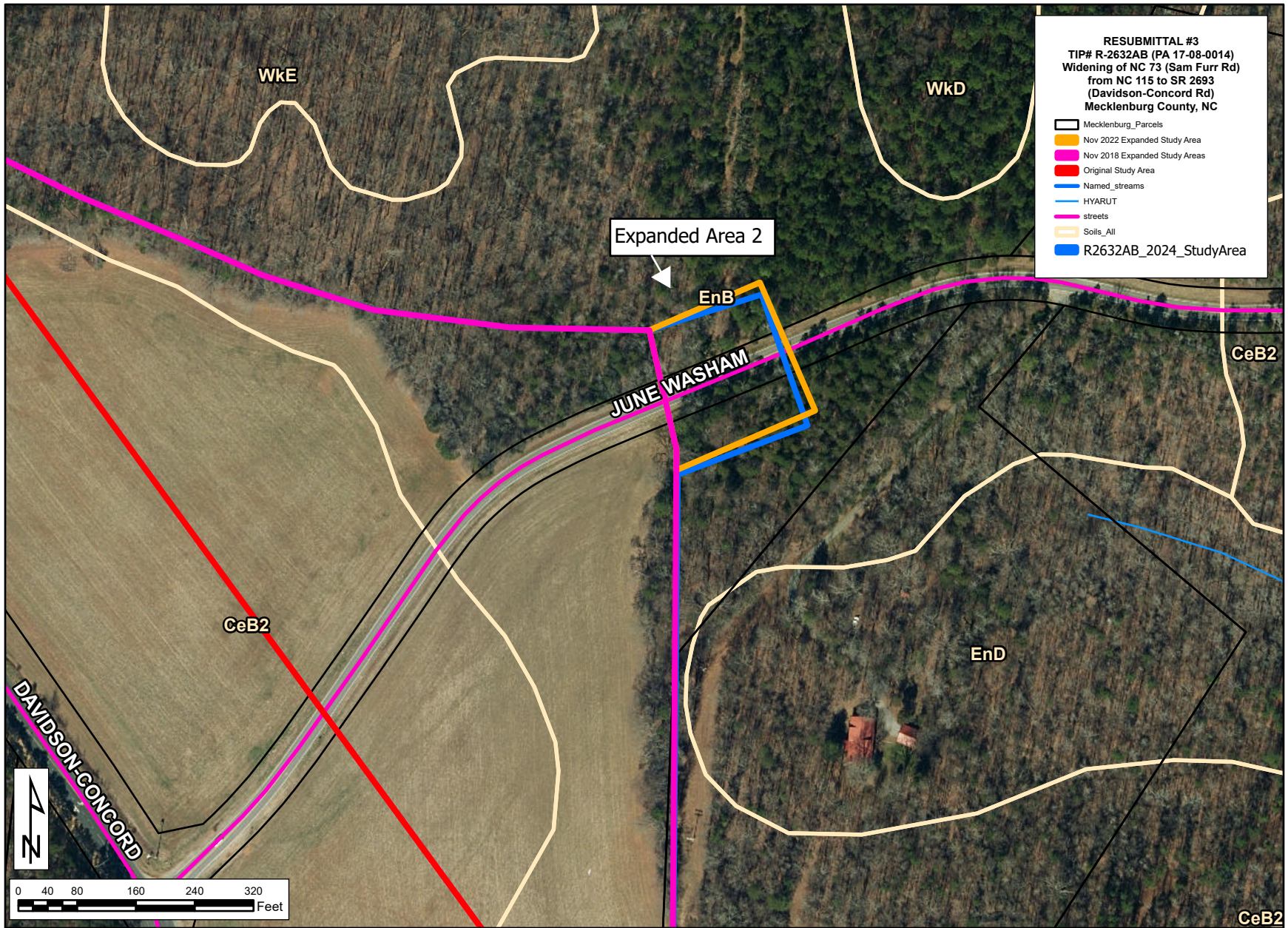




RESUBMITTAL #3
TIP# R-2632AB (PA 17-08-0014)
Widening of NC 73 (Sam Furr Rd)
from NC 115 to SR 2693
(Davidson-Concord Rd)
Mecklenburg County, NC

- Mecklenburg_Parcels
- Nov 2022 Expanded Study Area
- Nov 2018 Expanded Study Areas
- Original Study Area
- Named_streams
- HYARUT
- streets
- Soils_All
- R2632AB_2024_StudyArea





RESUBMITTAL #3
TIP# R-2632AB (PA 17-08-0014)
Widening of NC 73 (Sam Furr Rd)
from NC 115 to SR 2693
(Davidson-Concord Rd)
Mecklenburg County, NC

- Mecklenburg_Parcels
- Nov 2022 Expanded Study Area
- Nov 2018 Expanded Study Areas
- Original Study Area
- Named_streams
- HYARUT
- streets
- Soils_All
- R2632AB_2024_StudyArea

Expanded Area 2

EnB

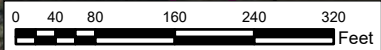
JUNE WASHAM

CeB2

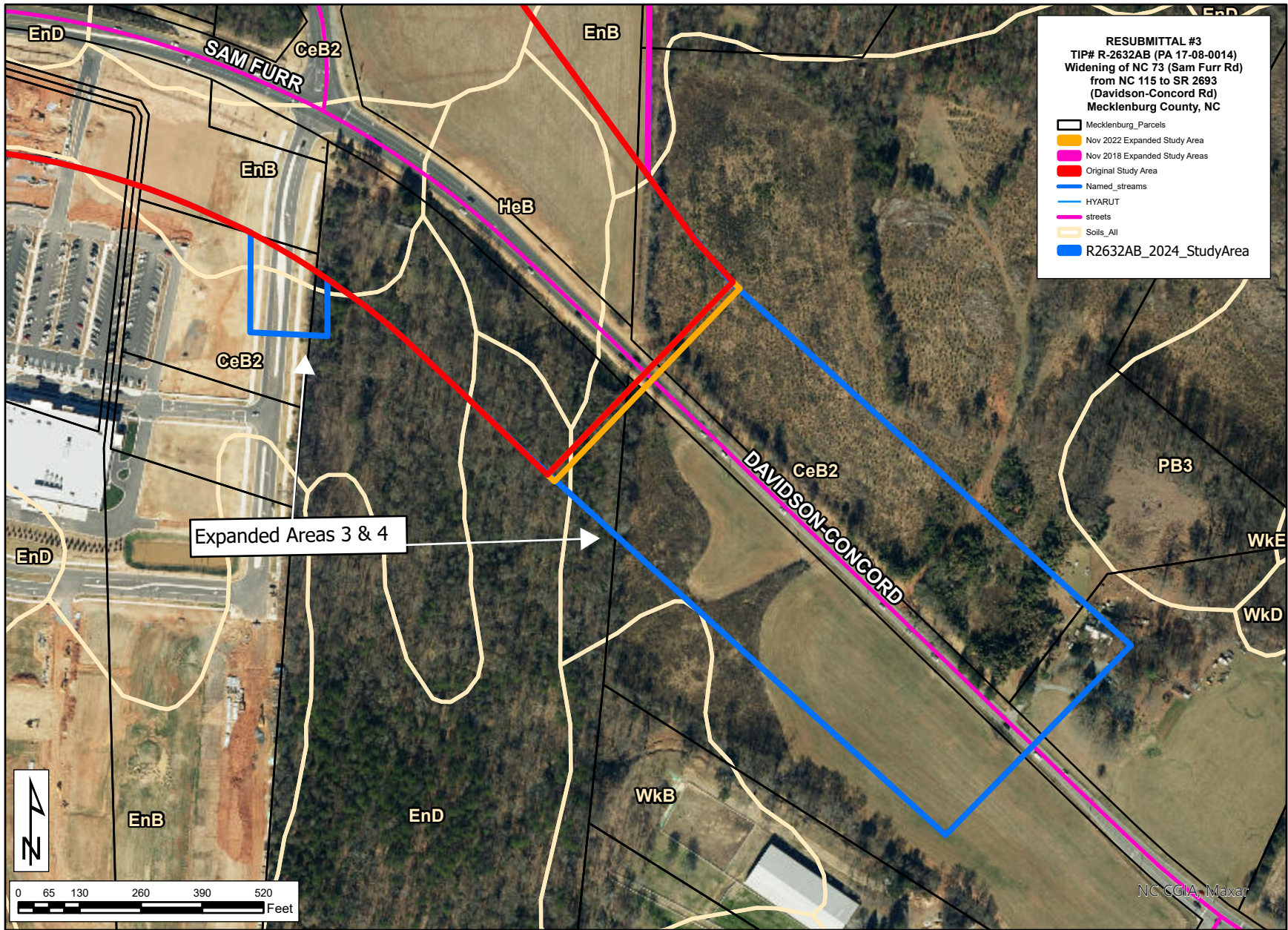
CeB2

EnD

DAVIDSON-CONCORD



CeB2



Historic
Architecture
&
Landscapes

17-08-0014



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.:	R2632AB	County:	Mecklenburg
WBS No.:	38824.3.2	Document Type:	CE
Fed. Aid No.:	STP-0073(047)	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> Widden NC 73 (Sam Furr Rd) from east of NC 115 to SR 2693 (Davidson-Concord Rd)			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<p><u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on September 5, 2017. Based on this review there are no NR, DE, LL, or SL in the Area of Potential Effects (APE). There are two previously evaluated properties in the APE: a house numbered MK2446, and the William and Kate Mayes House (MK2448). Both of these houses were determined ineligible for National Register listing in 2007 and appear not to have gained new significance since then. Two other house, one built around 1945, the other built 1965, do not meet minimum criteria for National register consideration. No survey 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> Using HPO GIS website and county tax data provides reliable information regarding the structures in the APE. These combined utilities are considered valid for the purposes of determining the likelihood of historic resources being present.</p>
--

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

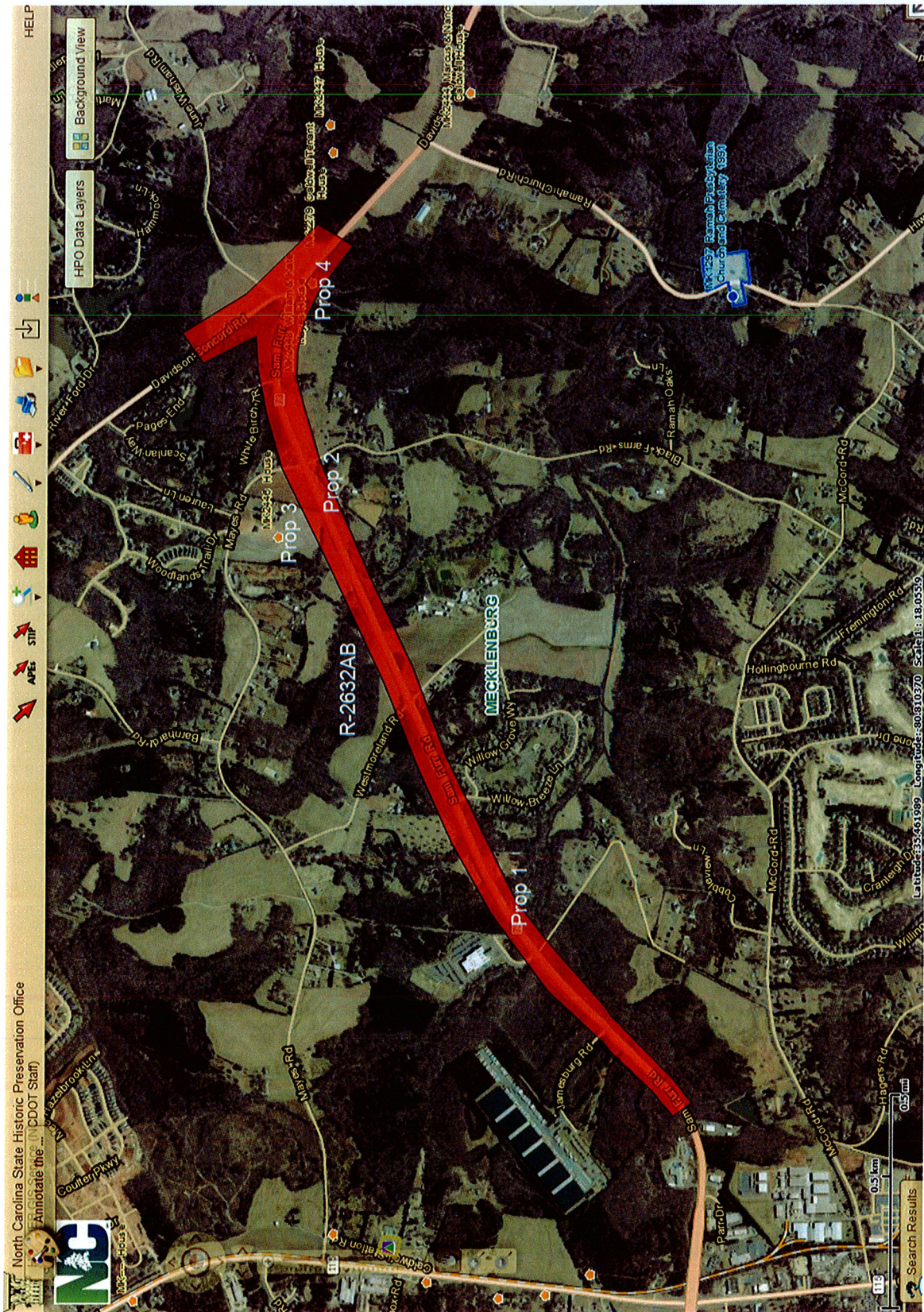
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Shelby Reap

NCDOT Architectural Historian

Sept 5, 2017

Date





Property 1 (c.1945)



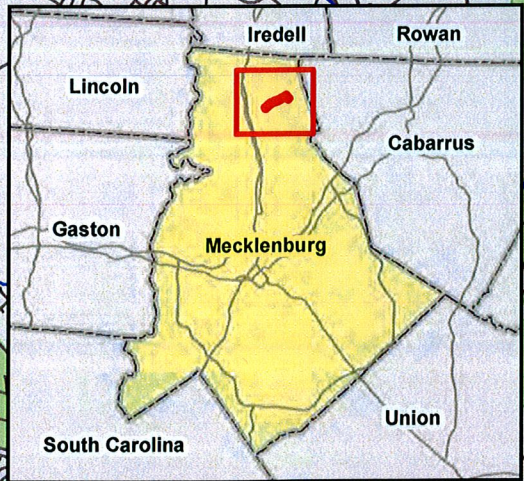
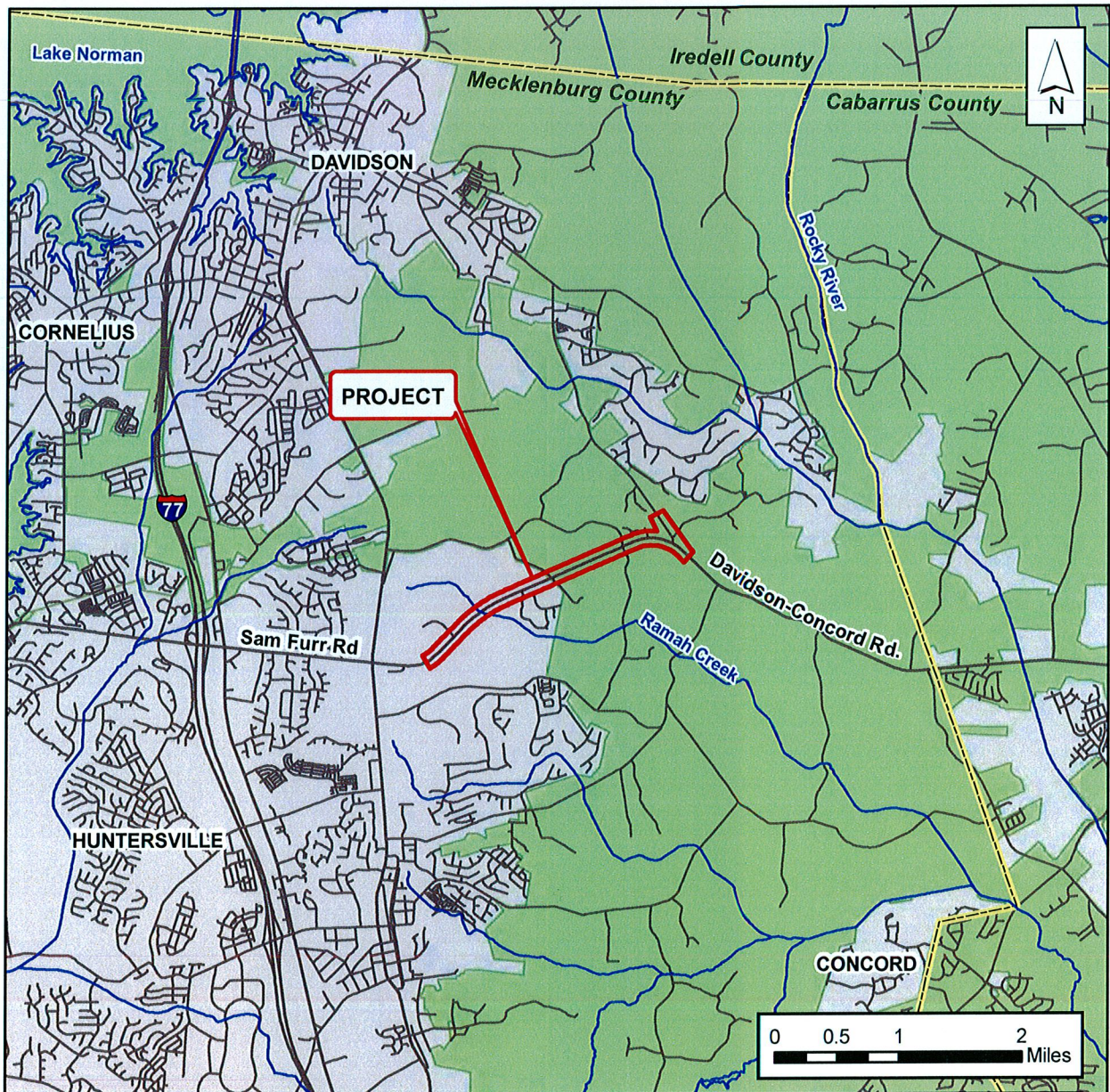
Property 2 (c.1965)



Property 3 House MK2446



Property 4 William and Kate Myes House MK2448



NORTH CAROLINA DEPARTMENT
 OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND
 ENVIRONMENTAL ANALYSIS BRANCH

VICINITY MAP

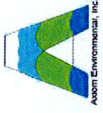
NC 73 (Sam Furr Road) Widening from
 East of NC 115 to SR 2693
 (Davidson-Concord Road)

MECKLENBURG COUNTY

STIP R-2632AB

FEBRUARY 2017

FIGURE 1



Prepared for:

Project:

NC 73 (Sam Furr Road)
Widening from East of NC
115 to SR 2693
(Davidson-Concord Road)

R-2632AB

Mecklenburg County, NC

Title:

PROJECT
STUDY AREA
MAP

Notes:

Background imagery source:
Cornellius, NC (1993) 7.5-minute
topographic quadrangle provided by
the U.S. Geological Survey (USGS).

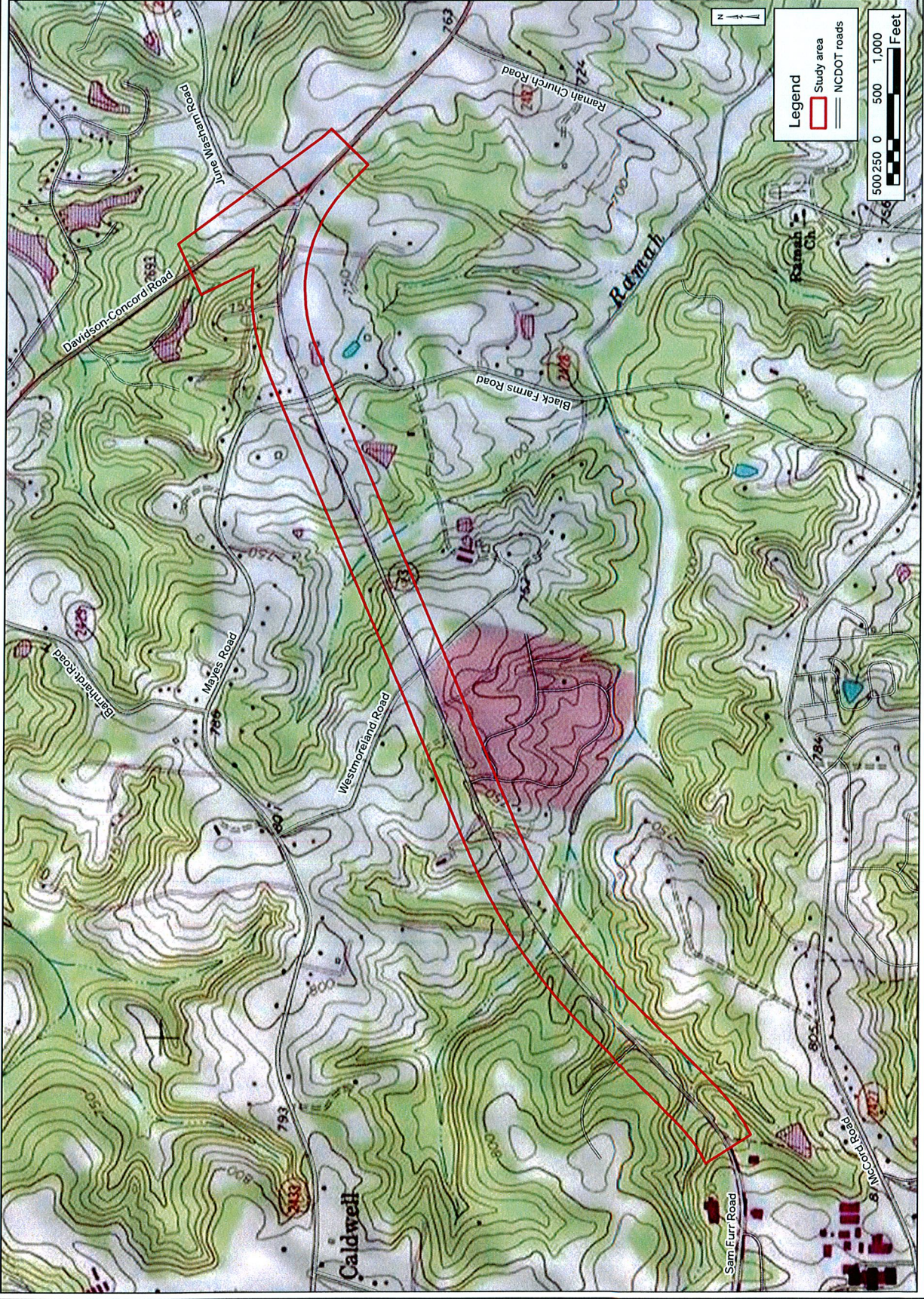
Drawn by: CLF

Date: Feb 2017

Scale: 1:12,000

Project No.: 16-019.02

FIGURE
2



17-08-0014
updated

HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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PROJECT INFORMATION

Project No:	R2632AB	County:	Mecklenburg
WBS No.:	38824.3.2	Document Type:	CE
Fed. Aid No:	STP-0073(047)	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> Widen NC 73 (Sam Furr Rd) from east of NC 115 to SR 2693 (Davidson-Concord Rd)			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on September 5, 2017. Based on this review there are no NR, DE, LL, or SL in the Area of Potential Effects (APE). There are two previously evaluated properties in the APE: a house numbered MK2446, and the William and Kate Mayes House (MK2448). Both of these houses were determined ineligible for National Register listing in 2007 and appear not to have gained new significance since then. Two other house, one built around 1945, the other built 1965, do not meet minimum criteria for National register consideration. No survey required. In November 2018 the study area was expanded. There are no properties over 50 years of age in the expanded areas. No Survey is required.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area: Using HPO GIS website and county tax data provides reliable information regarding the structures in the APE. These combined utilities are considered valid for the purposes of determining the likelihood of historic resources being present.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

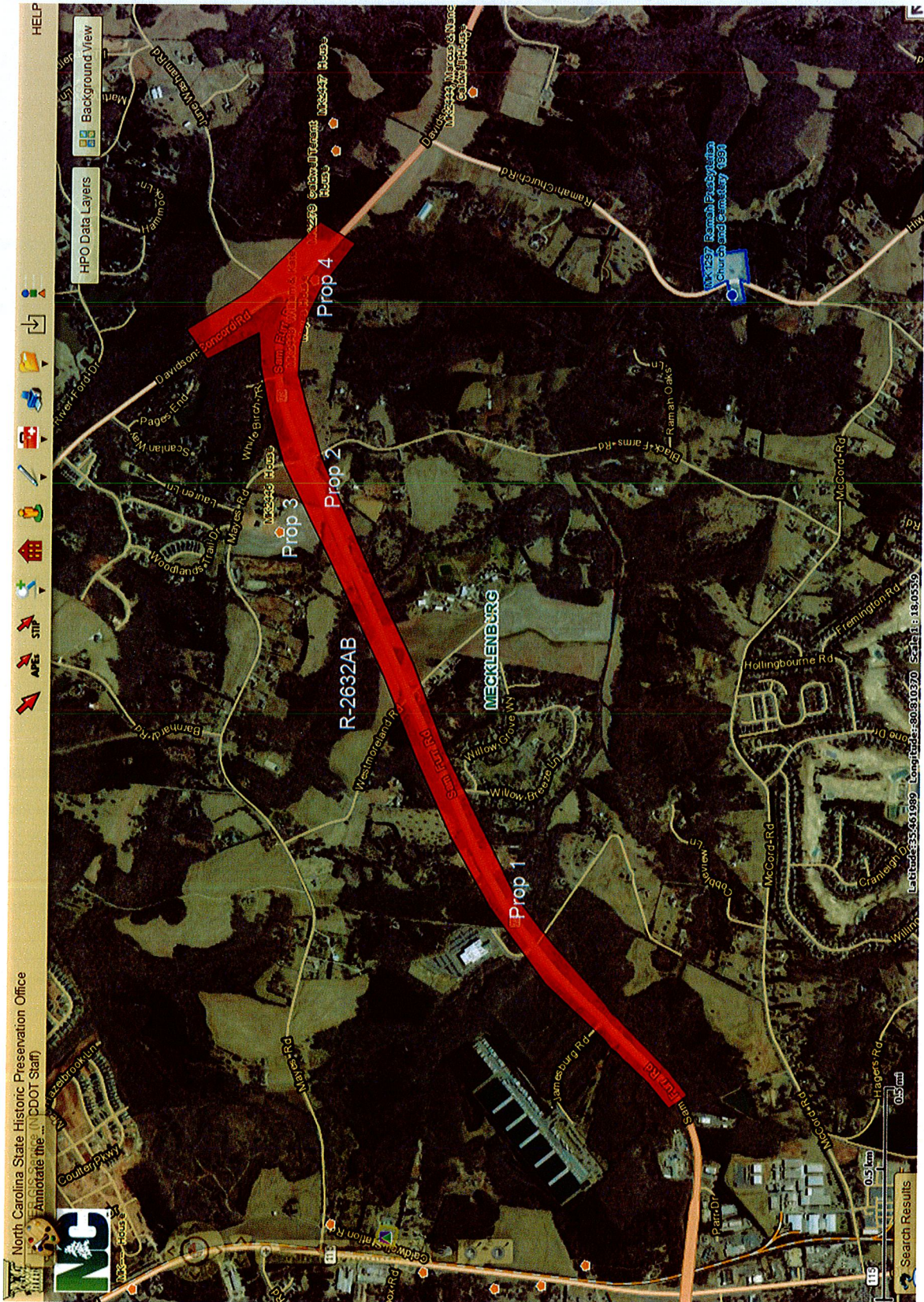
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Shelby Reap

NCDOT Architectural Historian

Jan 25, 2019

Date





Property 1 (c.1945)



Property 2 (c.1965)

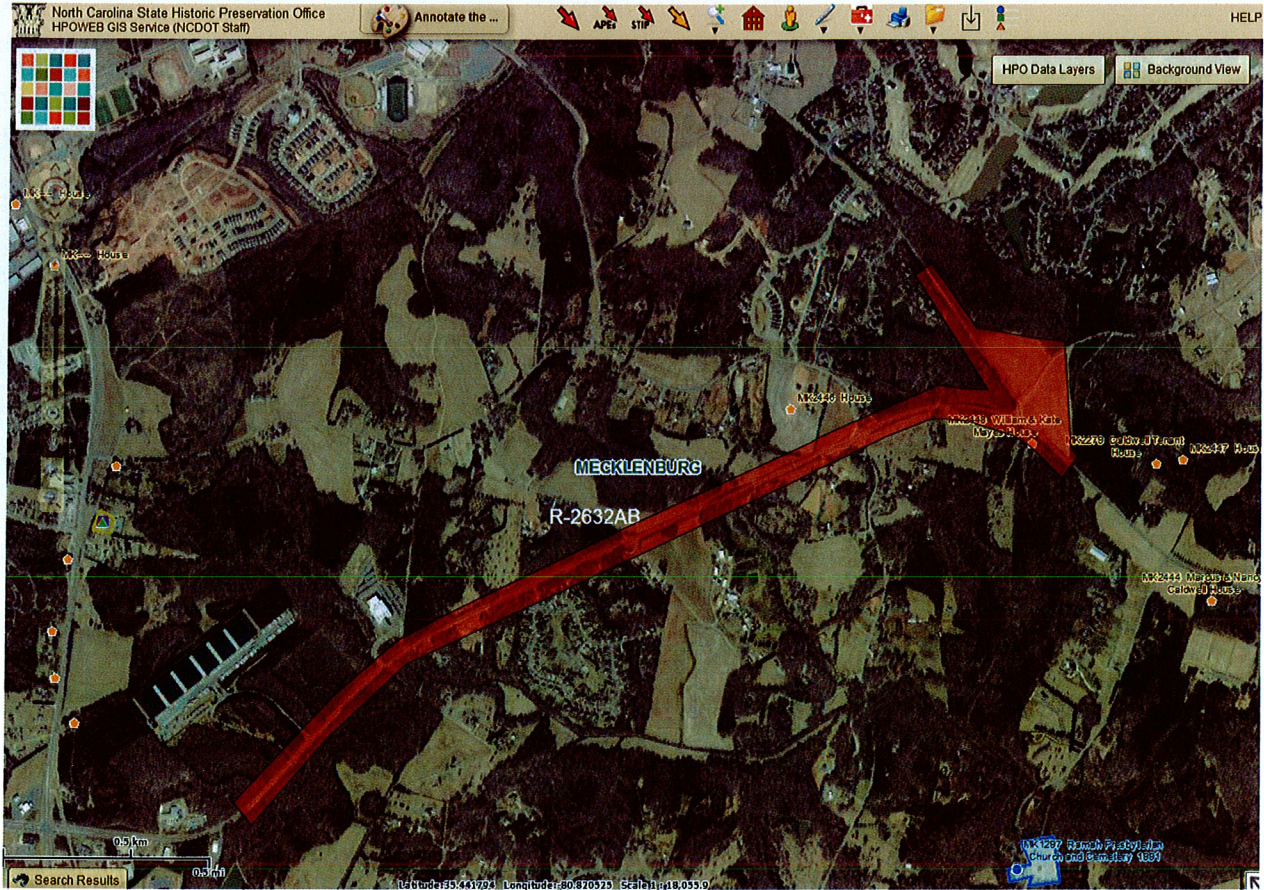


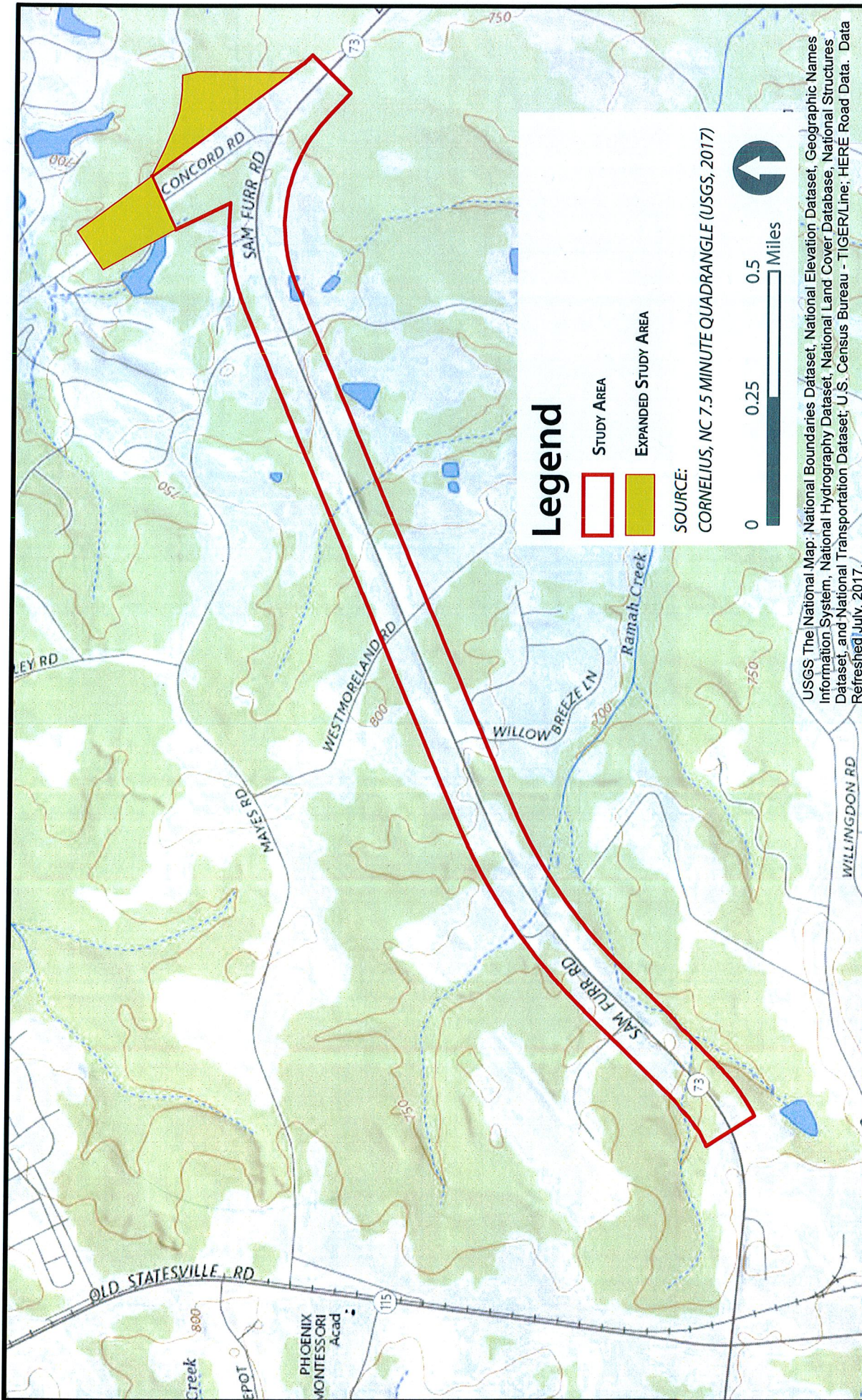
Property 3 House MK2446



Property 4 William and Kate Myes House MK2448

New APE with expanded study area.





Study Area Map

Widening of NC 73 from NC 115 (Old Statesville Road) to Davidson-Concord Road (SR 2692)

TIP No: R-2632AB

WBS #: 38824.1.2

Mecklenburg County

October 2018



FIGURE 1

17-08-0014
UPDATED

HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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PROJECT INFORMATION

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Fed. Aid No.:	STP-0073(047)	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

Project Description:

Widen NC 73 (Sam Furr Rd) from east of NC 115 to SR 2693 (Davidson-Concord Rd)

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In December 2022, the APE for this project was expanded. There are no historic properties in the expanded area. No Survey is required.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:

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

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

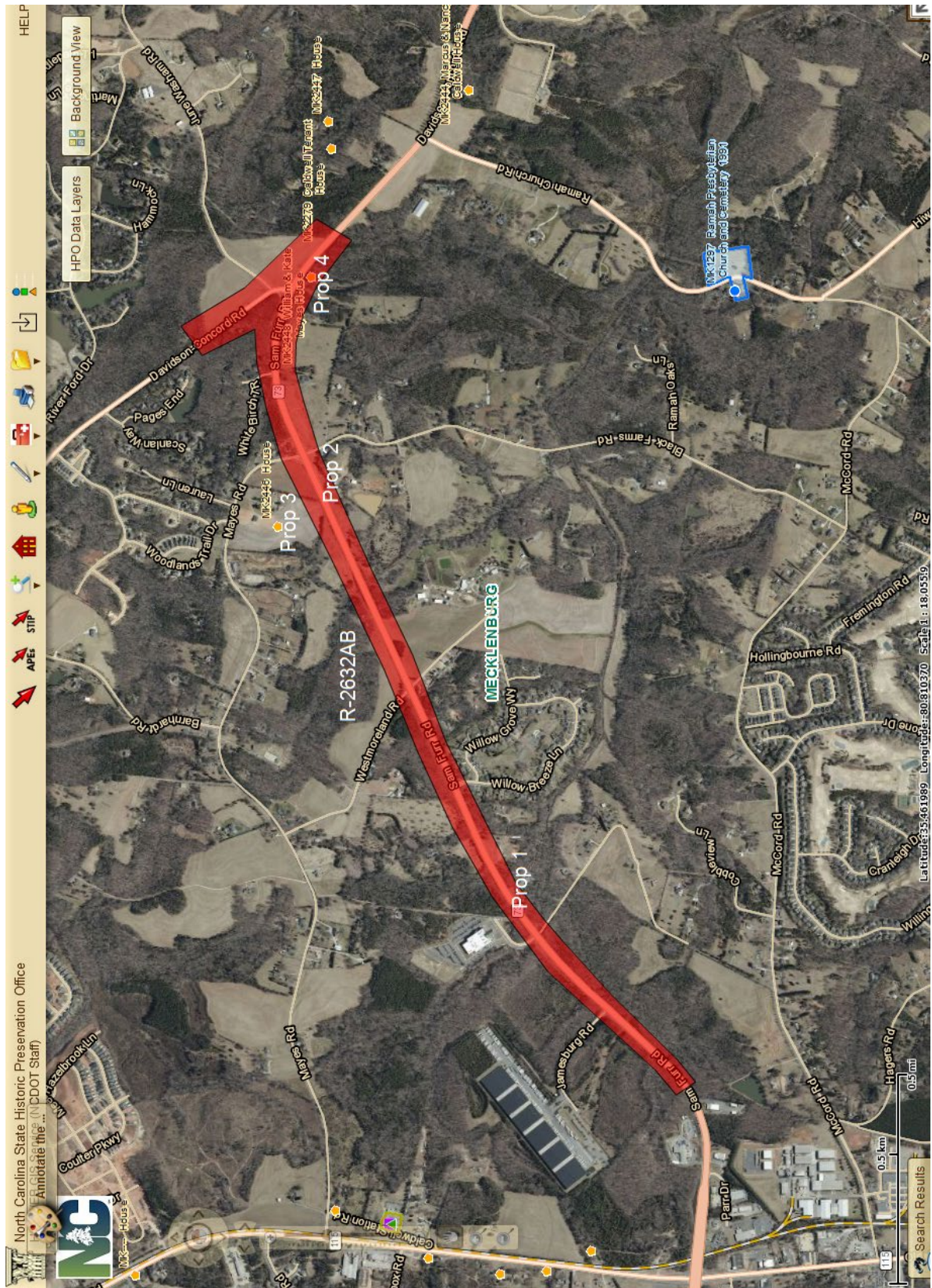
Shelby Reap

December 5, 2022

NCDOT Architectural Historian

Date







Property 1 (c.1945)



Property 2 (c.1965)



Property 3 House MK2446



Property 4 William and Kate Myes House MK2448

17-08-0014
Update 2

HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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PROJECT INFORMATION

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WBS No.:	38824.3.2	Document Type:	CE
Fed. Aid No:	STP-0073(047)	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

Project Description:

Widen NC 73 (Sam Furr Rd) from east of NC 115 to SR 2693 (Davidson-Concord Rd)

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In December 2022, the APE for this project was expanded. There are no historic properties in the expanded area. No Survey is required.

In November 2024, the study area was expanded further. There are no historic properties in the expanded areas. No survey is required.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:

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

SUPPORT DOCUMENTATION

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

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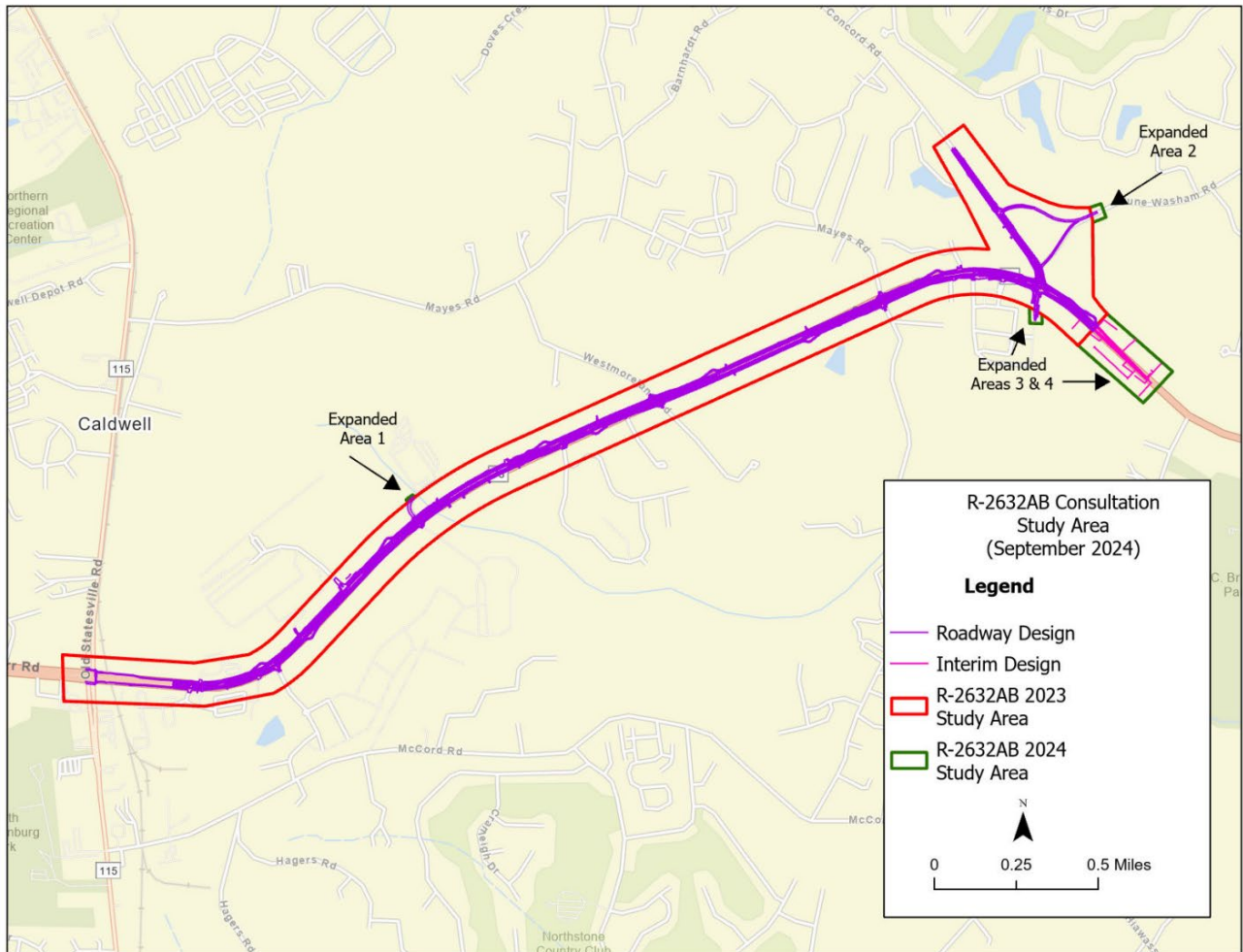
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

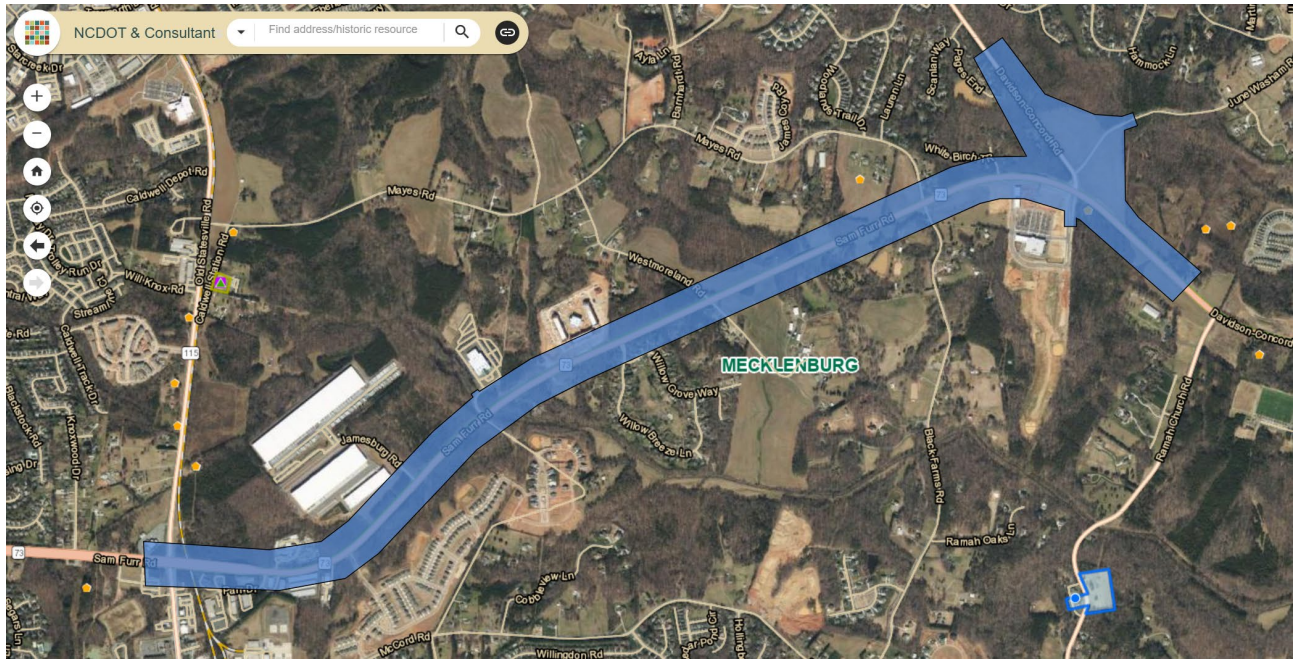
Shelby Reap

November 13, 2024

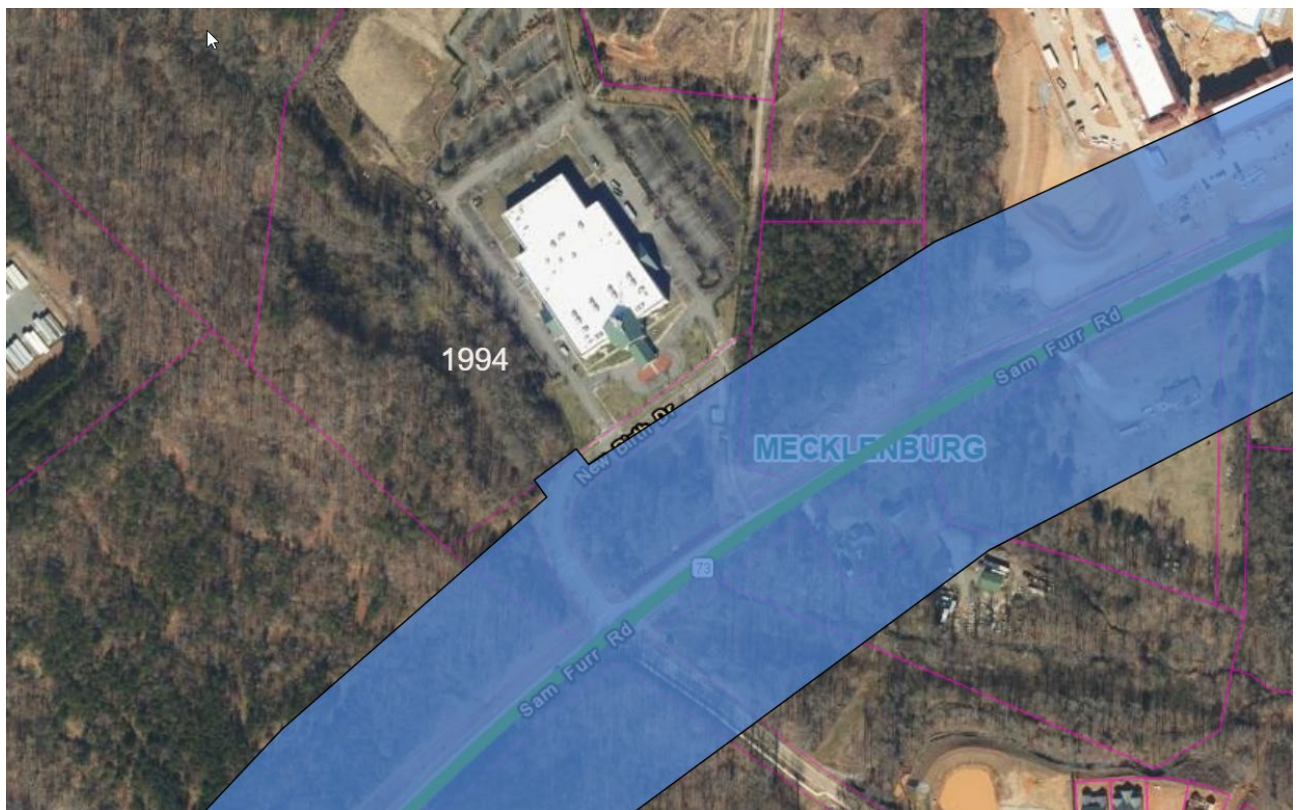
NCDOT Architectural Historian

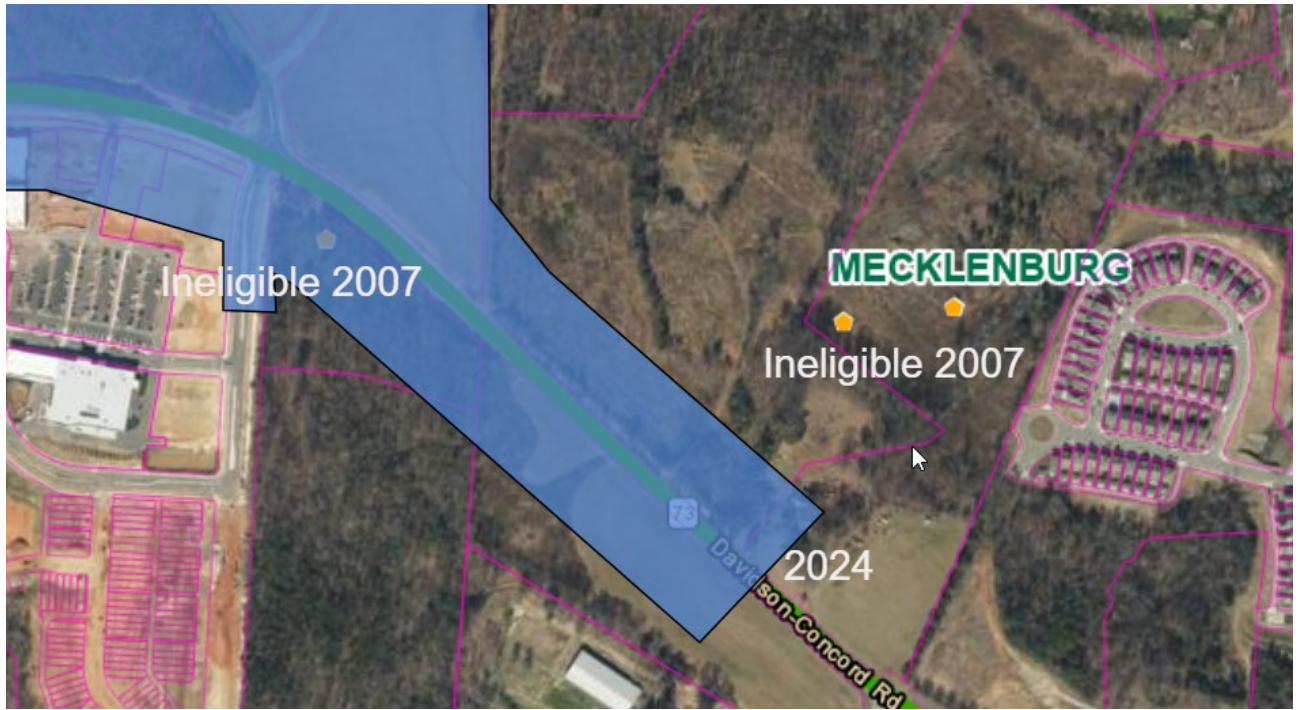
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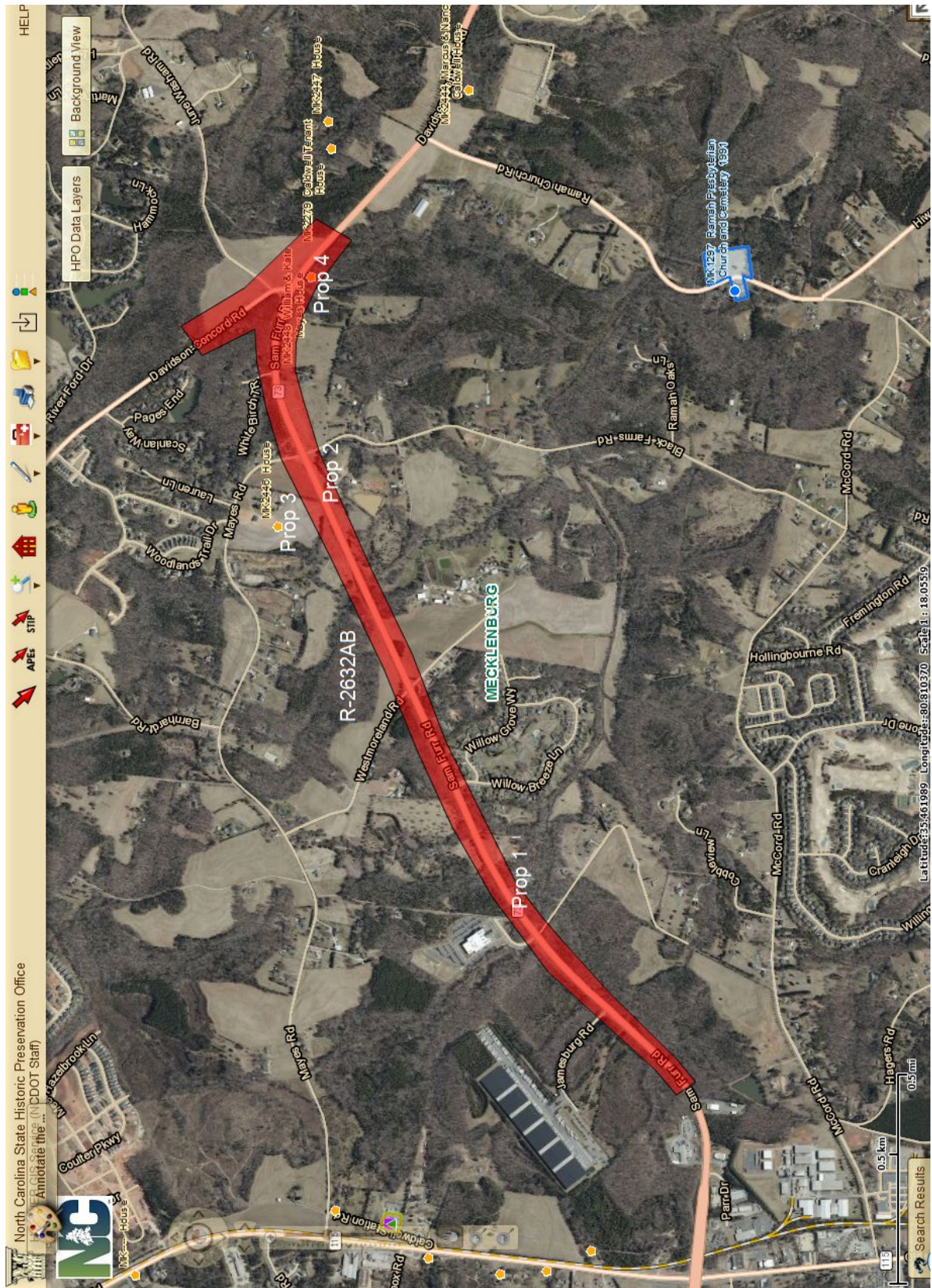


R-2632AB Expanded Study Area 2024











Property 1 (c.1945)



Property 2 (c.1965)



Property 3 House MK2446

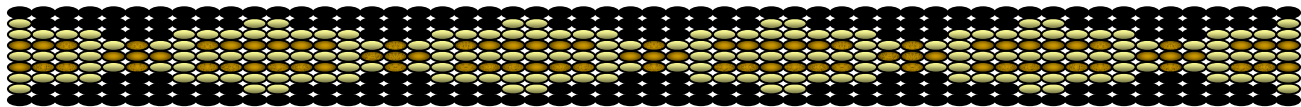


Property 4 William and Kate Myes House MK2448

Tribal Coordination

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427



July 30, 2025

Attention: Radha Attaluri
NC Department of Transportation
1582 Mail Service Center
Raleigh, NC 27699

Re. THPO #	TCNS #	Project Description
2025-193-273		Widening of N.C. 73 from N.C. 115 to S.R. 2693 in Mecklenburg Co., NC R-2632AB

To whom I may concern,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions, please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

JOEY HOPKINS
SECRETARY

June 20, 2025

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

Dear Ms. Toombs,

The North Carolina Department of Transportation is finalizing design and preparing a Construction Consultation for the widening of N.C. 73 from N.C. 115 to S.R. 2693 (Davidson-Concord Road) in Mecklenburg County, North Carolina (TIP Project R-2632AB). The Federal Highway Administration (FHWA) is the lead federal agency for compliance with the National Environmental Policy Act (NEPA), and Section 106 of the National Historic Preservation Act (NHPA). A Permit is anticipated under the Section 404 Process with the U.S. Army Corps of Engineers. Project vicinity maps for the project are included within the NCDOT No Archaeological Survey Required forms (attached). The coordinates of this project are approximately 35.450753, -80.819475.

We last reached out to you in January of 2023, but did not receive comments on the project at that time. We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts. Your comments may be used in the preparation of the Construction Consultation.

In accordance with Section 106 of the NHPA, we also request that you inform us of any historic properties of traditional religious or cultural importance that you are aware of that may be affected by the proposed project. Be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of NHPA, we will maintain strict confidentiality about certain types of information regarding historic properties.

Please respond by July 21, 2025, for inclusion in the Construction Consultation. If you have any comments or questions concerning this project or would like any additional information, please contact me at rattaluri@ncdot.gov or 919-707-6038.

Sincerely,

DocuSigned by:

Radha Attaluri

C62C197BF28E462...

Radha Attaluri, PE
Senior Project Manager

cc: Matt Wilkerson, NCDOT Archaeology Team Leader

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
PROJECT MANAGEMENT UNIT
1582 MAIL SERVICE CENTER
RALEIGH, NC 27699-1582

Telephone: (919) 707-6000
Customer Service: 1-877-368-4968

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

Website: www.ncdot.gov

NEPA Document

Note:

Original 2009 CE was also submitted to agencies with permit application and can be found here:

<https://xfer.services.ncdot.gov/pdea/EnvironmentalPermits/R-2632AB%20Mecklenburg%20NC%2073/>

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
STIP. No. R-2632AB

I. GENERAL INFORMATION

- a. Consultation Phase: Right-of-Way
- b. Project Description: NC 73, NC 115 to SR 2693 (Davidson-Concord Road)
Widen to Multi-lanes
Mecklenburg County
- c. State Project: 38824.1.2
Federal Project: STP-0073(047)
- d. Document Type: Categorical Exclusion 2009

II. CONCLUSIONS

The above NEPA documentation has been reevaluated (as required by either 23 CFR 771 or by NC General Statute Chapter 113A Article 1). It was determined that the current proposed action is essentially the same as the original proposed action. Proposed changes, if any, are noted below in Section III. It has been determined that anticipated social, economic, and environmental impacts were accurately described in the above referenced document(s) unless noted otherwise herein. Therefore, the original Administration Action remains valid.

III. CHANGES IN PROPOSED ACTION AND ENVIRONMENTAL CONSEQUENCES

Project Description

As part of State Transportation Improvement Program (STIP) Project No. R-2632AB, the North Carolina Department of Transportation (NCDOT) plans to widen NC 73 (Sam Furr Road) between NC 115 (Old Statesville Road) and SR 2693 (Davidson-Concord Road) from two lanes to four lanes with bicycle and pedestrian facilities. The approximately 2.8-mile project would be constructed in the towns of Huntersville and Davidson in Mecklenburg County, as shown in Figure 1 of Appendix B. Right-of-way acquisition is currently scheduled to begin in fiscal year 2020, with construction beginning in fiscal year 2022.

A Categorical Exclusion (CE) was completed in 2009 for project R-2632 for the NC 73 widening from west of US 21 (Statesville Road) to east of Davidson-Concord Road. R-2632 was sectioned into AA and AB for right-of-way and construction. Under R-2632AA, NC 73 was previously widened to four lanes from west of US 21 through the NC 115/NC 73 intersection to Parr Drive. R-2632AA included sidewalks from US 21 to NC 115 and wide outside lanes to accommodate bicycles between NC 115 and Parr Drive. The NC 115/NC 73 intersection improvements were removed from Section AB and completed as R-2632AC. Under R-2632AB, sidewalks will be constructed on NC 73

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
STIP. No. R-2632AB

from NC 115 to Parr Drive. No additional improvements are proposed from NC 115 to Parr Drive.

Changes in Proposed Action

A Categorical Exclusion (CE) was prepared for STIP Project No. R-2632 (AA and AB) in 2009. At the time the 2009 CE was signed, R-2632AB was unfunded and there was a commitment to re-evaluate impacts to the human and natural environment when funding became available. Design changes have occurred since the 2009 CE was approved. The design modifications have been identified and are discussed below.

Changes to the R-2632AB design since the 2009 CE include alignment shift, modified typical section, addition of bicycle and pedestrian facilities, lower proposed design and posted speeds, and y-line improvements.

The 2009 CE indicates that widening would be mostly on the north side, except from just east of SR 2147 (Westmoreland Road) to Page's Pond Court, which would be widened to the south. The current design includes widening to the north from Parr Drive to just west of Westmoreland Road and then to the south from just west of Westmoreland Road to the eastern project terminus.

In the 2009 CE, the proposed typical section was two 12-foot travel lanes in each direction, a grass median ranging between 0 and 46 feet, 6-foot inside shoulders (two-foot paved), and 10-foot outside shoulders (four-foot paved). The current typical section is a curb-and-gutter section, two 12-foot lanes in each direction and a 30-foot raised median. Ten-foot wide multi-use paths are proposed on both sides of the road, with a five-foot offset between the face of the curb and the path. Sidewalks would be constructed from NC 115 to Parr Drive, where roadway widening was previously constructed under R-2632AA.

Both designs would limit turning movements to right-in, right-out with directional crossovers placed along the corridor.

The 2009 design proposed a 60 mile-per-hour (mph) design speed with a posted speed limit of 55 mph. The current design proposes a 50 mph design speed with a posted speed limit of 45 mph.

Finally, the 2009 design did not include changes to the NC 73 and Davidson-Concord Road intersection. The current design converts the signalized intersection to a reduced conflict design. Furthermore, the current design includes realigning June Washam Road to intersect with Davidson-Concord Road north of the existing intersection to avoid conflicting with the proposed NC 73/Davidson-Concord Road intersection, and to not preclude construction of a quadrant intersection in the future. Improvements are also proposed along Davidson-Concord Road approximately 2000 feet north of the NC 73 and Davidson-Concord Road intersection.

**North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
STIP. No. R-2632AB**

Environmental Consequences

Impacts anticipated from the design identified in the 2009 CE, and those anticipated from the current design are shown and compared in Tables 1-2 below. In addition, the following plans have been completed since the 2009 CE was approved:

- The Davidson Concord Road/NC 73 Area Plan (2008)
- Huntersville 2030 Community Plan (2011)
- Mooresville-Charlotte Trail (2013)
- Davidson Walks and Rolls Active Transportation Master Plan (2013)
- Huntersville Greenway and Bikeway Master Plan (2014)
- Davidson Rural Area Plan (2016)
- Bike! Cornelius (2017)

One residential relocation will be required as part of the revised design. The 2009 design did not expect any residential relocations.

Table 1: Comparison of Natural Environment and Community Impacts

	2009 CE Design	Revised Design
Relocations	0	1
Historic Architecture	0	0
Archeology	0	0
Streams	596 LF ¹	710 LF ²
Wetlands	0.016 acres ¹	<0.01 acres ²
EJ	No	No
4(f)/6(f)	0	0
HazMat	0	1
Noise	Noise barriers not deemed feasible	Noise barriers not deemed feasible
FPPA	Does not meet threshold for impacts	Does not meet threshold for impacts
Listed as Strategic Transportation Corridor	Yes	No
Conditional Letter of Map Revision (CLMOR) anticipated	Yes – Ramah Creek floodplain	No (subject to change in final design)
STIP projects in the project vicinity	1	5

¹Impact area based on slope stake and clearing limits; clearing limit amounts not specified in the 2009 CE.

²Impact area is preliminary design slope stake limits plus 25 feet.

**North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
STIP. No. R-2632AB**

Table 2: Comparison of Threatened and Endangered Species Impacts

Common Name	2009 CE	Revised Design
Bald Eagle	n/a	n/a
Carolina Heelsplitter	May affect, Not Likely to Adversely Affect	No Effect
Michaux's Sumac	No Effect	No Effect
Schweinitz's Sunflower	No Effect	Unresolved between NC 115 and Parr Drive ³
Smooth Coneflower	No Effect	No Effect
Rusty-patched bumble bee	<i>Not listed at that time</i>	No Effect
Northern long-eared bat	<i>Not listed at that time</i>	May Affect – Not Likely to Adversely Affect, In compliance with Final 4(d) Rule

³Survey has been conducted and found to not be present in the study area between Parr Drive and the eastern end of the study area, including along Davidson-Concord Road (SR 2693) and June Washam Road. Survey to be conducted between NC 115 and Parr Drive prior to right-of-way acquisition.

Traffic

The traffic analysis has been updated since approval of the 2009 CE. A comparison of Level of Service (LOS) is shown in Tables 3-4 below.

Table 3: 2009 Traffic Capacity Analysis

2006 Existing		2030 No-Build		2030 Build	
EB	WB	EB	WB	EB	WB
A	C	C	F	A	C

Table 4: 2018 Traffic Capacity Analysis

2017 Existing		2040 No-Build		2040 Build	
AM	PM	AM	PM	AM	PM
D	E	E	E	C	C

IV. LIST OF ENVIRONMENTAL COMMITMENTS

NCDOT will implement all practical measures and procedures to minimize and avoid environmental impacts.

See attached Greensheet.

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
STIP. No. R-2632AB

V. COORDINATION

NCDOT personnel have discussed current project parameters with the Federal Highway Administration and external representatives:

- Loretta Barren – FHWA
- Jack Simoneau – Town of Huntersville
- Bill Coxe – Town of Huntersville
- Jason Burdette – Town of Davidson

The following NCDOT Units and groups have been engaged during the evaluation:

- Biological Surveys
- Community Studies
- Cultural Resources
- Environmental Coordination & Permitting
- GeoEnvironmental
- Hydraulics Unit
- Public Involvement
- Rail Division
- Roadway Design Unit
- Traffic, Noise, & Air Quality

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**North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
STIP. No. R-2632AB**

VI. CONCURRENCE


Prepared By:

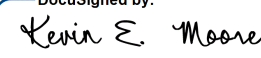
9/13/19	
Date	Brock Laforty, AICP, Project Manager WSP

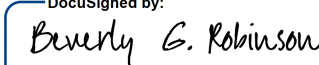
Prepared For:

United States Department of Transportation, Federal Highway Administration, and North Carolina Department of Transportation

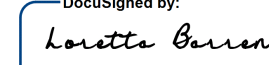
Reviewed By:

9/18/2019	<small>DocuSigned by:</small>  <small>0876C06756C0407...</small>
Date	Theresa Ellerby, CPM, Project Manager North Carolina Department of Transportation, PMU

9/19/2019	<small>DocuSigned by:</small>  <small>7E0B1CE9C15A4A7</small>
Date	Kevin Moore, PE, Senior Project Manager North Carolina Department of Transportation, PMU

9/23/2019	<small>DocuSigned by:</small>  <small>AD3EDDA89DAE4CD...</small>
Date	Beverly G. Robinson, Team Lead North Carolina Department of Transportation, PMU

FHWA Approval:

9/23/2019	<small>DocuSigned by:</small>  <small>6BDD9E254A36D46A...</small>
Date	Loretta Barren, Planning & Environmental Specialist for John F. Sullivan, III, P.E., Division Administrator Federal Highway Administration

Project Commitments

**Mecklenburg County
Widening of NC 73
Federal Project No. STP-0073(047)
WBS No. 38824.1.2
TIP No. R-2632AB**

The following special commitments were agreed to by the North Carolina Department of Transportation (NCDOT) and the Town of Huntersville as part of the 2009 CE.

Project Development and Environmental Analysis:

- Section AB shall be re-evaluated for impacts to the human and natural environment at a later time when funding for that section is available.

This consultation serves as the re-evaluation of human and natural environment impacts.

NCDOT Alternative Delivery Unit/Division 10/Human Environment Unit/Town of Huntersville:

- The NCDOT and the Town will continue to work with residents of affected communities to develop mitigation strategies for neighborhood impacts. The following options will be considered during design: use of landscaping, berms, or vegetative screens based in NCDOT policies and guidelines.

Neighborhood impacts for Section AB (as documented in the 2019 CIA) are expected to be minimal, and concerns about landscaping and vegetation were not brought up during public outreach efforts for Section AB.

- The design and construction of AA shall avoid jurisdictional stream impacts (Stream A).

Section AA has been constructed.

- Prior to and during construction, the NCDOT and the Town shall coordinate with Charlotte-Mecklenburg Schools (CMS) and Emergency Management Services to identify appropriate detour routes for school buses and emergency response services so as not to significantly disrupt school bus operations and emergency response times.

Long term off-site detour routes are not anticipated. NCDOT plans to maintain traffic on the existing roadway with shifts as needed to complete improvements. There may be very short-term closures for traffic shifts and pavement markings. If this plan changes, coordination should occur with Charlotte-Mecklenburg Schools and Emergency Management Services to identify an appropriate detour route.

- The Town shall coordinate with the local media prior to and during construction of Section AA to alert the public of traffic restrictions and construction activities.

Section AA has been constructed.

- The Town of Huntersville desires a wider sidewalk and planting strip for the protected typical section of AA. The Town will incur all costs associated with wider sidewalks and a planting strip if incorporated in final design.

Section AA has been constructed.

Other:

- Future improvements to the rail line (east of NC 115) to accommodate commuter rail service shall be coordinated between Jim Harris, NCDOT State Railroad Coordination Engineer, Wiley McCain at Norfolk Southern Corporation, and David Carroll at CATS.

CATS does not currently have plans for a commuter rail line on the Norfolk Southern rail line east of NC 115. Therefore, coordination with Norfolk Southern on commuter rail is not needed.

- The NCDOT Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) and local authorities to ensure compliance with applicable floodplain management ordinances.

See new commitments below.

The following new special commitments are applicable to Section AB.

Rail Division:

- NCDOT will coordinate with Norfolk Southern, when final roadway design plans are available, to obtain an agreement for the proposed sidewalks across the Norfolk Southern right of way.

GeoEnvironmental Section:

- The site of concern (11235 Sam Furr Road) identified in the GeoEnvironmental Phase I Report should be reviewed by the GeoEnvironmental Section once final Right-of-Way plans are complete to determine if Phase II investigations and right-of-way recommendations are necessary before acquisition.

Environmental Analysis Unit – Environmental Coordination and Permitting:

- Survey for Schweinitz’s sunflower will be conducted for the expanded study area between NC 115 and Parr Drive, not included in the 2017 NRTR and 2019 Addendum, prior to right-of-way acquisition.

Hydraulics Unit:

- The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine the status of the project with regard to applicability of NCDOT’S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).
- The project involves construction activities on or adjacent to a FEMA-regulated stream. Therefore, NCDOT will submit sealed as-built construction plans to the NCDOT Hydraulics Unit upon completion of project construction, certifying the drainage structures and roadway embankment located within the 100-year floodplain were built as shown on the construction plans, both vertically and horizontally.

Project Management Team:

- The NCDOT Project Manager will coordinate with NCDOT Work Zone Traffic Control about the necessary level of bicycle and pedestrian access needed during construction.
- Multi-use paths and sidewalks are proposed as part of the project. A municipal agreement with the Town of Huntersville will be required prior to construction of these facilities in accordance with the *Complete Streets Policy* (2019).

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
STIP. No. R-2632AB

Appendices

- A. 2019 R-2632AB CE III
- B. Figures
- C. Relocation Report
- D. Correspondence

Appendix A

Appendix A

Type III Categorical Exclusion Action Classification Form

STIP Project No.	<u>R-2632AB</u>
WBS Element	<u>38824.1.2</u>
Federal Project No.	<u>STP-0073(047)</u>

A. Project Description:

As part of State Transportation Improvement Program (STIP) Project R-2632AB, the North Carolina Department of Transportation (NCDOT) plans to widen NC 73 (Sam Furr Road) between NC 115 (Old Statesville Road) and SR 2693 (Davidson-Concord Road) from two lanes to four lanes with bicycle and pedestrian facilities. The approximately 2.8-mile project would be constructed in the towns of Huntersville and Davidson in Mecklenburg County, as shown in Figure 1 of Appendix B. Right of way acquisition is currently schedule for fiscal year 2020, with construction in fiscal year 2022.

A Categorical Exclusion (CE) was completed in 2009 for project R-2632 for the NC 73 widening from west of US 21 (Statesville Road) to east of Davidson-Concord Road. R-2632 was sectioned into AA and AB for right-of-way and construction. Under R-2632AA, NC 73 was previously widened to four lanes from west of US 21 through the NC 115/NC 73 intersection to Parr Drive. R-2632AA included sidewalks from US 21 to NC 115 and wide outside lanes to accommodate bicycles between NC 115 and Parr Drive. The NC 115/NC 73 intersection improvements were removed from Section AB and completed as R-2632AC. Under R-2632AB, sidewalks will be constructed on NC 73 from NC 115 to Parr Drive. No additional improvements are proposed from NC 115 to Parr Drive.

B. Description of Need and Purpose:

The following conditions demonstrate the need for the project:

- The current year (2017) annual average daily traffic (AADT) along NC 73 ranges from 18,400 vehicles per day (vpd) to 20,000 vpd. In 2040, NC 73 is expected to carry between 39,600 vpd and 46,000 vpd. Population and employment growth will increase travel demand along NC 73, with most sections of the roadway forecasted to increase in traffic volumes by approximately 130 percent in 2040.
- NC 73 is currently congested during peak commuting hours with a volume-to-capacity (v/c) ratio of 0.67 for AM peak and 0.56 for PM peak hours. Without the proposed improvements, the corridor will have a v/c ratio of 0.89 and 0.75 for AM and PM peak hours, respectively. With the proposed improvements, the v/c ratio will be 0.52 for AM peak and 0.63 for PM peak.
- The corridor currently operates at Level of Service (LOS) E during AM and PM peak hours. Without the proposed improvements, the corridor will operate at LOS E in

2040 during AM and PM peak hours. With the proposed improvements, the corridor is expected to operate at LOS C during AM and PM peak hours.

- The R-2632AB project corridor lacks bicycle and pedestrian accommodations. The Charlotte Regional Transportation Planning Organization (CRTPO) Comprehensive Transportation plan recommends improvements to bicycle and pedestrian facilities.

The purpose of the project is to reduce congestion on NC 73 between NC 115 and Davidson-Concord Road, and to provide bicycle and pedestrian accommodations.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements:

A best-fit curb and gutter widening is proposed for STIP Project R-2632AB. Two twelve-foot lanes in each direction and a thirty-foot raised median is proposed for the project. Bicycle and pedestrian accommodations would be provided by ten-foot multi-use paths in each direction between Parr Drive and Davidson-Concord Road. Sidewalks would be constructed from NC 115 to Parr Drive, where roadway widening was previously constructed under STIP Project R-2632AA.

Reduced conflict intersections (with U-turn bulbs) are proposed at Parr Drive, Jamesburg Drive, New Birth Drive, Willow Breeze Lane, Westmoreland Road, Mayes Road, and Davidson-Concord Road. Left turns would be allowed from NC 73 to the cross-streets; however, most access of cross-streets would be restricted to right-in/right-out after construction.

June Washam Road would be realigned to intersect with Davidson-Concord Road north of the existing intersection to avoid conflicting with the proposed NC 73/Davidson-Concord Road reduced conflict intersection, and to not preclude construction of a quadrant intersection in the future.

The posted speed limit is currently 45 miles per hour on NC 73 between NC 115 and Parr Drive and 55 mph between Parr Drive and Davidson-Concord Road. The proposed design speed is 50 mph, with a posted speed limit of 45 miles per hour for the entire project corridor.

Proposed improvements are shown in Figure 2 in Appendix B.

- E. Special Project Information: (Provide a description of relevant project information, which may include: vicinity map, costs, alternative analysis (if any), traffic control and staging, and resource agency/public involvement).

The preliminary cost estimate for the project is provided in Table 1.

Table 1: Preliminary Project Costs

Right-of-Way¹	\$5,225,000
Utilities²	\$3,578,559
Construction Cost³	\$27,400,000
Total Cost	\$36,203,559

¹Source: NCDOT Right-of-Way Estimate, March 2019

²Source: NCDOT Utility Estimate, February 2019

³Source: NCDOT Preliminary Construction Estimate, January 2019

A summary of anticipated impacts for the Preferred Alternative is shown in Table 2.

Table 2: Preliminary Impacts

Relocations	Residential	1
	Business	0
	Other	0
Minority/Low-Income Populations (Disproportionate Impacts)		0
Community Resource Impacts		0
Section 4(f) Impacts		0
Section 6(f) Impacts		0
Impacts to Noise Receptors		5
Streams (linear feet) ¹		710.3
Wetlands (acres) ¹		<0.01
Federally Protected Species ²	Rusty-patched bumble bee	No Effect
	Smooth coneflower	No Effect
	Schweinitz's sunflower	Unresolved
	Carolina heelsplitter	No Effect
	Northern long-eared bat	May Affect – Not Likely to Adversely Affect, In Compliance with Final 4(d) Rule
	Michaux's sumac	No Effect
Hazardous Materials Sites		1 (low)
Floodplain Impacts (acres) ¹		1.3
Prime Farmland Impacts (acres) ¹		48.8
Access Impacts		Median proposed
Bicycle and Pedestrian Impacts		Facilities would be constructed - benefit

¹ Impacts based on preliminary design slope stakes plus 25 feet.

² Due to study area expansion, survey for Schweinitz's sunflower has not been conducted between NC 115 and Parr Drive. This survey will be done prior to right-of-way acquisition.

2009 CE

A Categorical Exclusion (CE) was prepared and signed in 2009 for R-2632, which included both R-2632AA and R-2632AB. R-2632AA extended along NC 73 from US 21 to NC 115. In 2009, R-2632AB was not funded. Impacts to the human and natural environmental were committed to be re-assessed when the project was funded. This document serves as the update to the 2009 CE and addresses improvements related to the R-2632AB project.

Alternatives

No-Build Alternative

No improvements would be made with the No-Build alternative. Based on 2040 traffic analysis, congestion would worsen along the corridor with AM and PM Peak hours operating at a Level of Service (LOS) E (see Table 3 below). The No-Build alternative does not meet the project's purpose and need and is therefore not recommended.

Build Alternatives

One best-fit widening alternative was analyzed. Projected LOS for this alternative is shown below in Table 3.

Table 3: LOS for R-2632AB

2017 Existing		2040 No-Build		2040 Build	
AM	PM	AM	PM	AM	PM
D	E	E	E	C	C

The NC 115 and NC 73 intersection was improved as part of R-2632AA. The Davidson-Concord Road intersection is the only other signalized intersection in the study area and was the only intersection where alternatives were evaluated.

The intersection alternatives would not adversely impact waters of the U.S, threatened and endangered species, historic architecture or archaeological resources, or community resources (e.g., churches, schools, parks, etc.). Based on a comparison of traffic benefits and potential right-of-way impacts, a reduced conflict intersection was selected. LOS and delay for this intersection's alternatives are shown in Table 4 below.

Table 4: LOS and Delay for Davidson-Concord Road Intersection Alternatives

		Reduced Conflict	NE Quad	SW Quad	CFI
AM	LOS	C	D	D	C
	Delay(sec)	23.08	43.47	51.79	34.82
PM	LOS	C	D	C	C
	Delay(sec)	25.48	50.00	32.10	26.60

Stakeholder Coordination

Numerous meetings were held with stakeholders during project development. These meetings are listed below:

- Presentations to the NC 73 Council of Planning in September 2017, February 2018, October 2018, and January 2019 (by conference call).
- Meetings with officials from the Town of Huntersville and Town of Davidson in March 2018 and October 2018.
- Internal scoping meeting held August 8, 2017.
- External scoping meeting held September 20, 2018.

These meetings allowed local stakeholders to provide input and feedback on typical sections, intersection alternatives, bicycle and pedestrian facilities, and consistency with local plans and proposed developments.

Public Involvement Summary

Public meetings were held on January 28 and 29, 2019 for the project and the adjacent STIP Project R-5706. Three hundred and sixty-two citizens participated in both meetings. During the meetings, participants asked questions of the project team and the viewed digital maps of both R-2632AB and R-5706. The public comment period was open until February 13, 2019. Comments were submitted at the meetings, by mail, by email, or through the “Contact Us” tool on the project website. For the R-2632AB project, nine comment forms, seventeen emails, two phone calls, and one letter were received.

A newsletter was distributed to the project mailing list on August 15 providing updates the project schedule and design, answered frequently asked questions, and announced the selection for the Least Environmentally Damaging Practicable Alternative for R-5706.

Local officials meetings were held prior to both public meetings.

A summary of common concerns and questions are listed below:

- Traffic impacts related to the conversion of NC 73 and Davidson-Concord Road to a reduced conflict intersection.
- Property access and travel time delays associated with the introduction of a median and u-turns.
- What bicycle and pedestrian facilities would be provided and how these would tie into existing networks?
- What effect the project would have on stormwater and drainage?

Technical Reports

The following technical reports and summaries were prepared for the project and can be found in the project file:

- Cultural Resource Findings – March 2016, September 2017, December 2018, April 2019
- Natural Resources Technical Report – July 2017
- Northern Long-Eared Bat Biological Assessment Memorandum – July 2017

- Internal and External Scoping Meeting summaries - August 2017 and September 2018
- Traffic Forecast – September 2017
- Preliminary Hydraulic Technical Report and Preliminary Design Report – November 2017
- Air Quality correspondence – September 2018
- Freshwater Mussel Biological Assessment Memorandum – September 2018
- Indirect and Cumulative Effects Report – October 2018
- Traffic Noise Report – December 2018
- GeoEnvironmental Phase I Memorandum – April 2019
- Traffic Noise Report Addendum – April 2019
- Community Impact Assessment – May 2019
- Maintenance of Traffic Correspondence – June 2019
- Natural Resources Technical Report Addendum – June 2019
- Traffic Impact Study – June 2019
- Public Comment Summary Memorandum - August 2019

F. Project Impact Criteria Checklists:

<u>Type III Actions</u>		Yes	No
If the proposed improvement is identified as a Type III Class of Action answer all questions. • The Categorical Exclusion will require FHWA approval. • If any questions are marked “yes” then additional information will be required for those question in Section G.			
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Does the project impact anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as 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 checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	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 checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

G. Additional Documentation as Required from Section F

Response to Question #1 – Potential Effects on Listed Species

On April 2, 2015 the United States Fish and Wildlife Service (USFWS) published their final ruling designating the northern long-eared bat (NLRB) as Threatened with an Interim 4(d) Rule under the Endangered Species Act. The Final 4(d) Rule was announced on January 14, 2016 and became effective on February 16, 2016. Under the Final 4(d) Rule. In western North Carolina, including Mecklenburg County, incidental take of northern long-eared bat without a permit is prohibited within hibernation sites, within ¼ mile of a known hibernation site, and within a 150-foot radius of a known, occupied maternity roost during the pup season (June 1 – July 31).

The NCDOT Biological Surveys Group conducted the appropriate habitat assessment on July 17, 2017. NCDOT has reviewed the USFWS Asheville Field office website (https://www.fws.gov/asheville/htmls/project_review/NLEB_in_WNC.html) for consistency with NCNHP records. This project is located entirely outside of the red highlighted areas (12-digit HUC) that the USFWS Asheville Field Office has determined to be representative of an area that may require consultation. A review of NCNHP records on April 24, 2019 indicates no known occurrence of this species within 1.0 mile of the study area. NCDOT has determined that the proposed action does not require separate consultation on the

grounds that the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R. § 17.40(o) and effective February 16, 2016. NCDOT may presume its determination is informed by best available information and consider Section 7 responsibilities fulfilled for NLEB.

Additional field review will be needed to assess the presence of Schweinitz's sunflower in the expanded study area between NC 115 and Parr Drive, not included in the 2017 Natural Resources Technical Memorandum or 2019 Addendum. The remainder of the study area was reviewed and determined to not contain threatened and endangered species.

Response to Question #7 – Direct, Indirect and Cumulative Effects

The Community Impact Assessment (CIA) found the project would have minimal long-term impacts to the surrounding communities, aside from changes to access created through construction of a proposed median. The project may cause temporary delays during construction. Travel time impacts may affect school bus transportation and emergency management services transportation more than other travelers, but NCDOT plans to coordinate with local EMS and schools prior to and during construction.

The project will not alter travel patterns, reduce travel times, affect access to properties in the area, or open areas for development or redevelopment. Due to its minimal transportation impact-causing activities, this project will neither influence nearby land uses nor stimulate growth.

Response to Question #10 – Buffer Rules

No State-regulated buffers are located within the project study area. The proposed improvements intersect Surface Water Improvement and Management (SWIM) and Post-Construction Buffers, regulated by Mecklenburg County, the Town of Huntersville, and the Town of Davidson, for Ramah Creek and unnamed tributaries to Ramah Creek.

Response to Question 15 - Hazardous Materials and/or Landfills

The GeoEnvironmental Phase I Report identified one site of concern within the study area; based on current design, some acquisition may be required at this site. RV Boat and Storage of Lake Norman/Action Cleanup and Restoration is located across NC 73 from Parr Drive at 11235 Sam Furr Road. Chemicals and fueling are presumably in use. Low monetary and scheduling impacts are anticipated due to this site.

Response to Question #16 – Effects to Floodways and Base Floodplain Elevation

Ramah Creek crosses NC 73 between New Birth Drive and Willow Breeze Lane. The project is likely to encroach upon the floodway and floodplain of the Creek. The Preliminary Hydraulic Technical Report recommended replacing the existing 78-inch corrugated metal pipe (CMP) with a 1 @ 7' x 7' RCBC. While structure recommendations are made in the Preliminary Hydraulic Technical Report with the intention of producing no increases in base flood elevation, effects to base flood evaluation cannot be confirmed until final Hydraulic Design is complete.

Response to Question #22 – Access Control

Control of access does not currently exist on NC 73 and is not proposed as part of R-2632AB except at the U-turn bulbs where full control of access will be purchased, which will prohibit connection of driveways to the bulbs.

Some concerns were raised during the public comment period about the effect the introduction of a median and U-bulb turns would have on property access and travel times.

Response to Question #28 – Traffic Noise

Introduction

In accordance with Title 23 Code of Federal Regulations Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (Title 23 CFR 772) and the North Carolina Department of Transportation *Traffic Noise Policy*, each Type I highway project like this must be analyzed for predicted traffic noise impacts. In general, Type I projects include projects that construct a highway on new location; add through-lanes to an existing highway; provide a substantial horizontal or vertical alteration to an existing highway; add or relocate interchange lanes or ramps to complete an existing partial interchange; or build new or substantially alter existing weigh stations, rest stops, ride-share lots or toll plazas.

Traffic Noise Impacts.

Traffic noise impacts are determined through implementing the current Traffic Noise Model (TNM[®]) Version 2.5 and following procedures detailed in 23 CFR 772 (*Procedures for Abatement of Highway Traffic Noise and Construction Noise*) and the NCDOT *Traffic Noise Policy*. The maximum number of receptors predicted to become impacted by future traffic noise due to the Build Alternative is shown in Table 5. 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 due to the Build Alternative**

Alternative	Traffic Noise Impacts			
	Residential (NAC B)	Places of Worship, Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Build Alternative	5	0	0	5

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

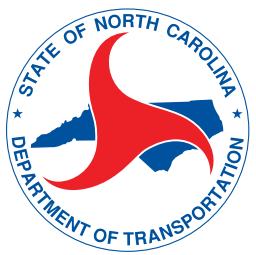
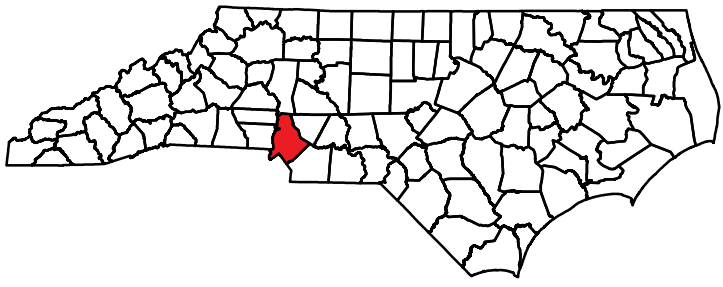
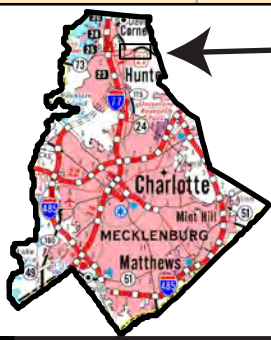
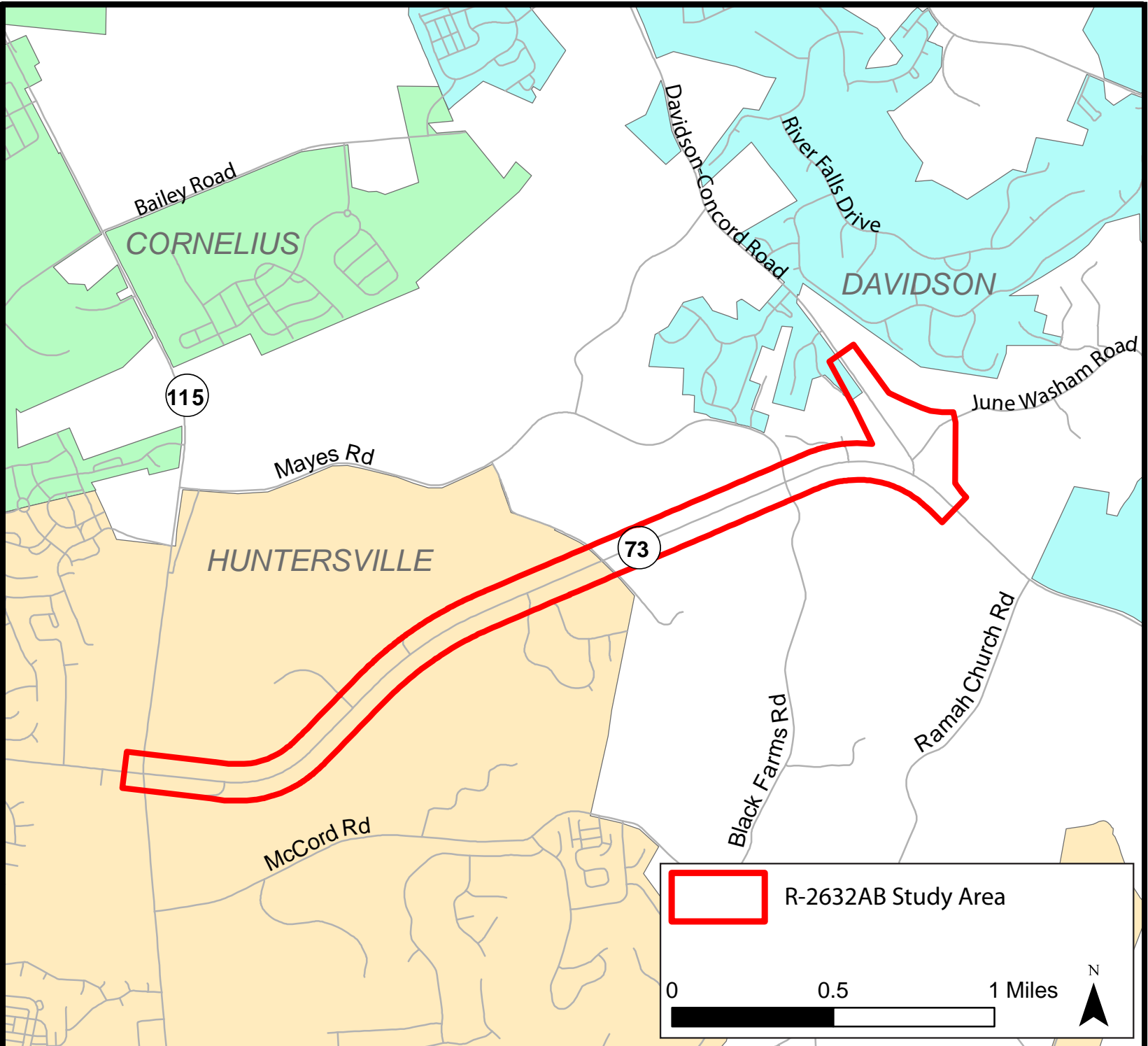
Noise Barriers

Traffic noise abatement was considered for all impacted receptors. However, due to the isolated nature of several receptors and the presence of driveways along NC 73, noise abatement would not be feasible and reasonable, and none is likely to be constructed. This completes the requirements for traffic noise analysis under 23 CFR 772 and the NCDOT Traffic Noise Policy. No additional noise studies will be necessary unless warranted by a substantial change in the project design and/or forecasted traffic volumes.

Response to Question #29 – Farmland Soils

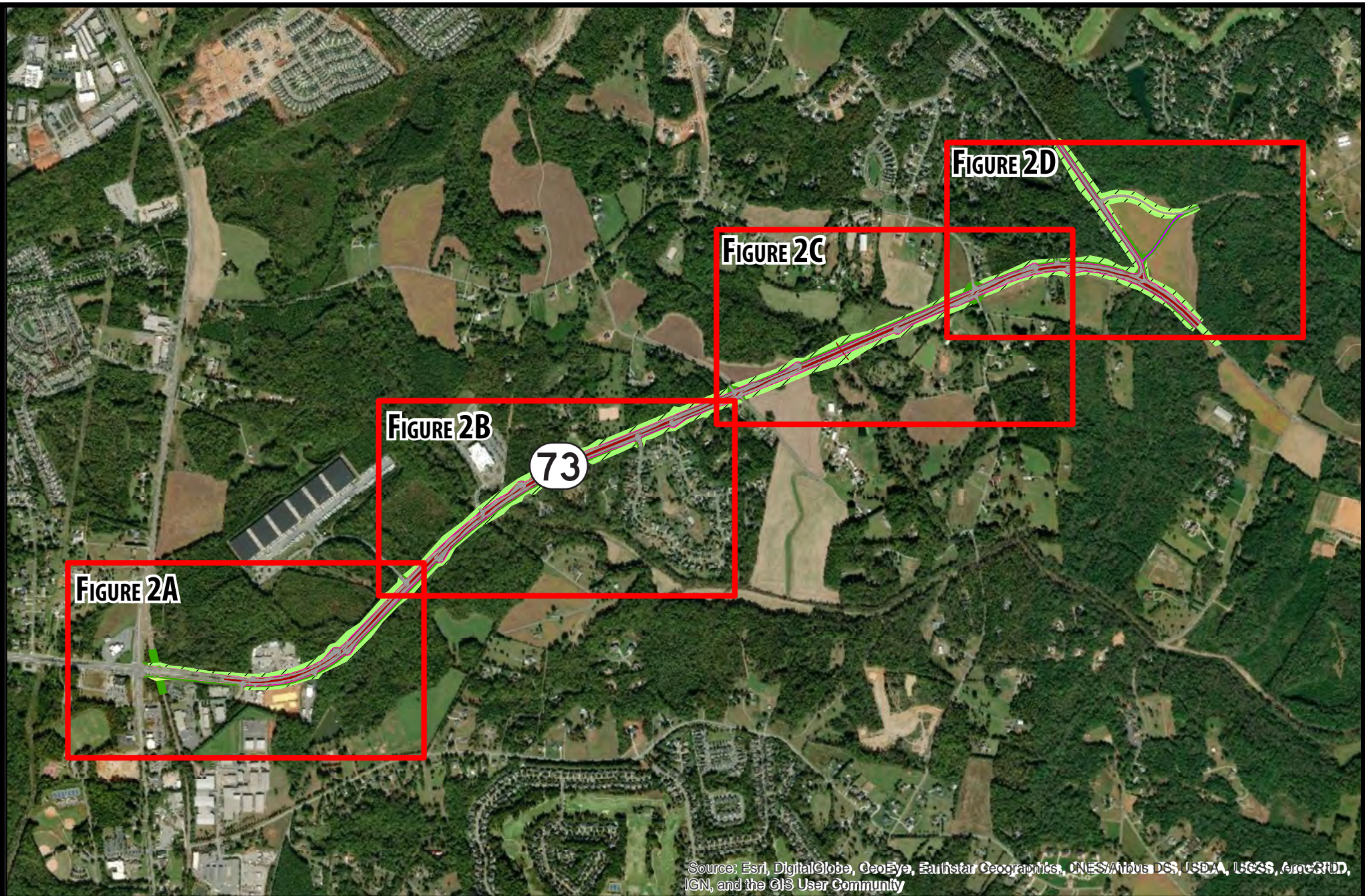
A preliminary screening of farmland conversion impacts in the project area has been completed and a total score of 38 out of 160 points was calculated for the R-2632AB project site. Since the total site assessment score does not exceed the 60-point threshold established by NRCS, farmland conversion impacts may be anticipated, but are not considered notable.

Appendix B



Project Vicinity Map
 N.C. 73 Widening from N.C. 115 (Old Statesville Road)
 to S.R. 2693 (Davidson-Concord Road)
 TIP No: R-2632AB
 WBS #: 38824.1.2
 Mecklenburg County
 August 2019

Figure 1

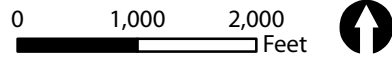


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



PROPOSED IMPROVEMENTS
 NC 73 WIDENING FROM NC 115 (OLD STATESVILLE ROAD)
 TO SR 2692 (DAVIDSON-CONCORD ROAD)
 TIP No: R-2632AB | WBS #: 38824.1.2
 AUGUST 2019
 FIGURE 2 - MAP KEY

 FIGURE NUMBER



0 250 500 Feet



115

OLD STATESVILLE ROAD









73

PARR DRIVE

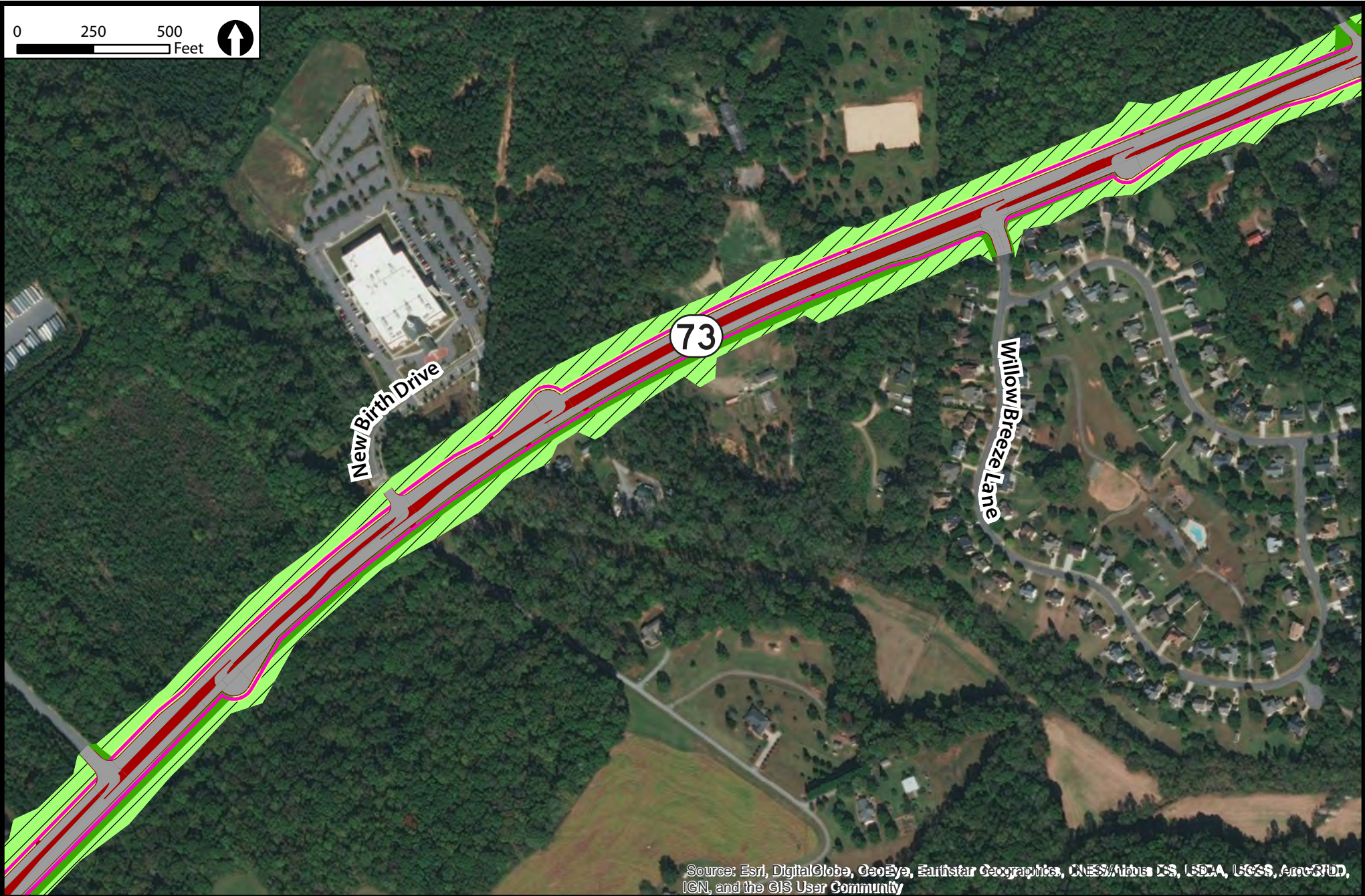
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PROPOSED IMPROVEMENTS
NC 73 WIDENING FROM NC 115 (OLD STATESVILLE ROAD)
TO SR 2692 (DAVIDSON-CONCORD ROAD)
TIP No: R-2632AB | WBS #: 38824.1.2
AUGUST 2019
FIGURE 2A

-  PROPOSED EDGE OF PAVEMENT
-  PROPOSED MEDIAN AND CONCRETE BARRIER
-  PROPOSED MULTI-USE PATHS
-  PROPOSED SIDEWALKS
-  EXISTING ROADWAY TO BE REMOVED
-  EXISTING RIGHT-OF-WAY
-  PROPOSED RIGHT-OF-WAY
-  PROPOSED CONSTRUCTION EASEMENT









0 250 500 Feet



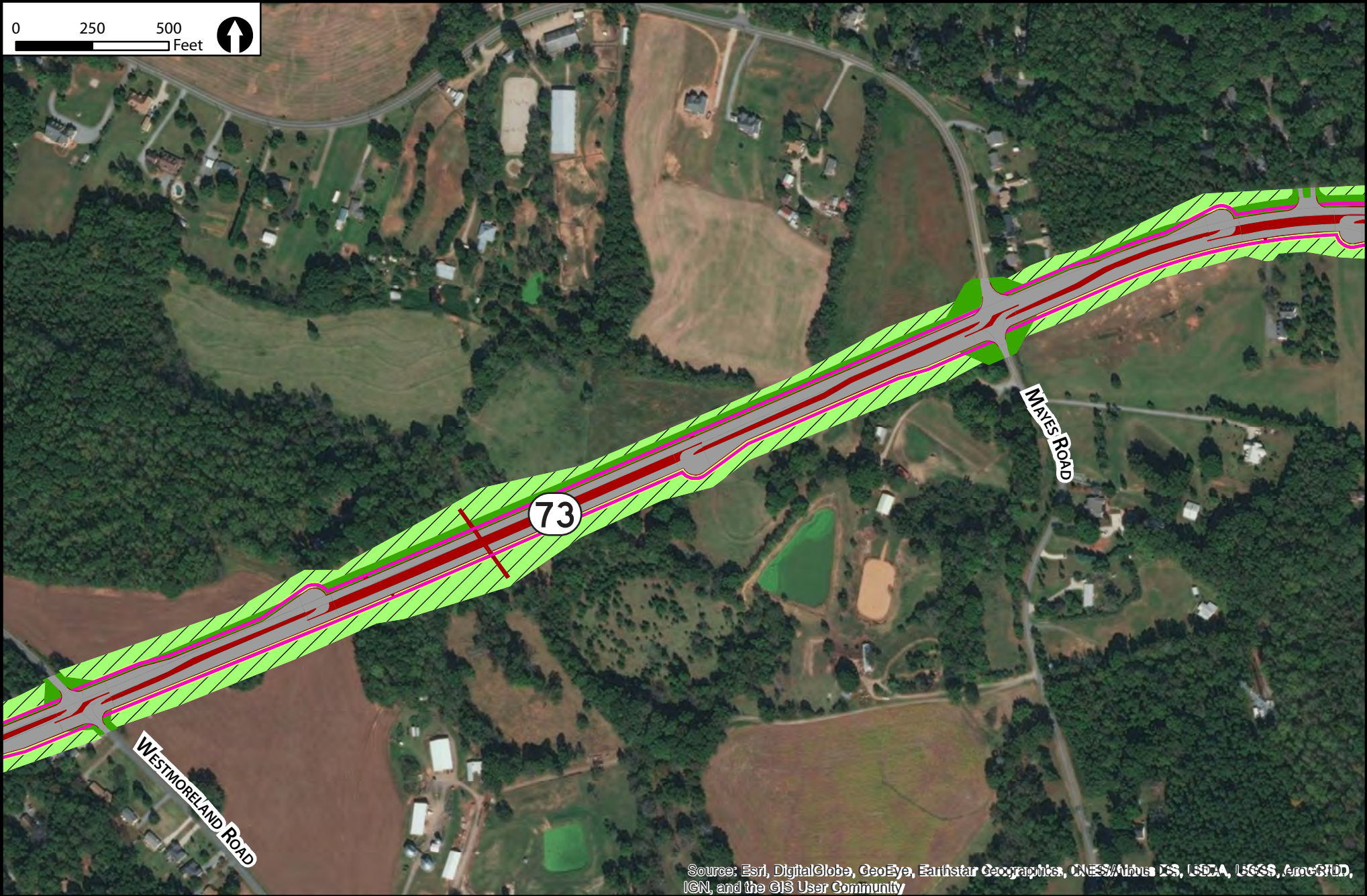
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



PROPOSED IMPROVEMENTS
 NC 73 WIDENING FROM NC 115 (OLD STATESVILLE ROAD)
 TO SR 2692 (DAVIDSON-CONCORD ROAD)
 TIP No: R-2632AB | WBS #: 38824.1.2
 AUGUST 2019
 FIGURE 2B

- | | | | |
|---|--------------------------------------|---|--------------------------------|
|  | PROPOSED EDGE OF PAVEMENT |  | EXISTING ROADWAY TO BE REMOVED |
|  | PROPOSED MEDIAN AND CONCRETE BARRIER |  | EXISTING RIGHT-OF-WAY |
|  | PROPOSED MULTI-USE PATHS |  | PROPOSED RIGHT-OF-WAY |
|  | PROPOSED SIDEWALKS |  | PROPOSED CONSTRUCTION EASEMENT |







0 250 500 Feet

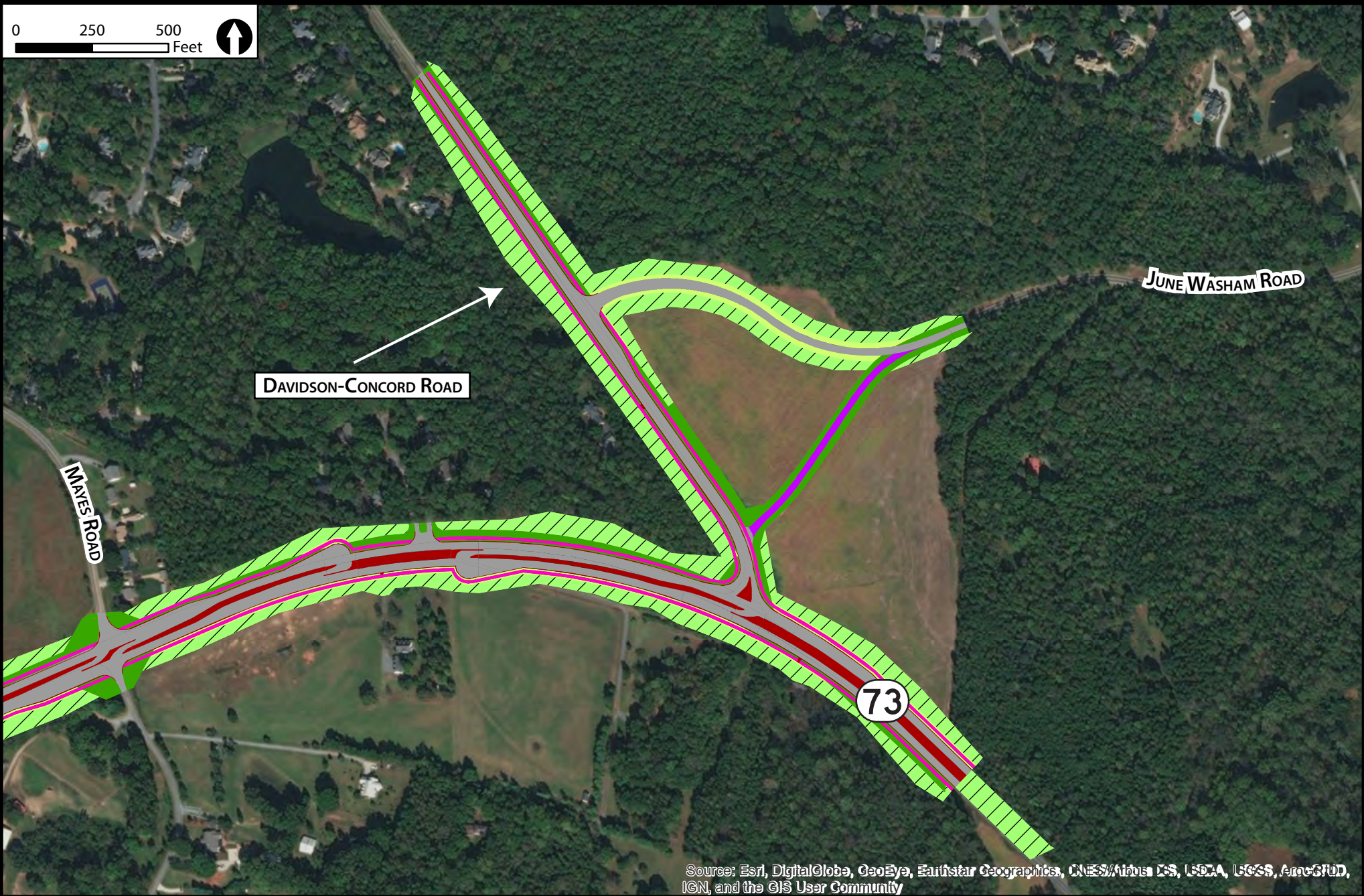
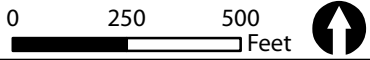


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



PROPOSED IMPROVEMENTS
 NC 73 WIDENING FROM NC 115 (OLD STATESVILLE ROAD)
 TO SR 2692 (DAVIDSON-CONCORD ROAD)
 TIP No: R-2632AB | WBS #: 38824.1.2
 AUGUST 2019
 FIGURE 2C









- | | | | |
|---|--------------------------------------|---|--------------------------------|
|  | PROPOSED EDGE OF PAVEMENT |  | EXISTING ROADWAY TO BE REMOVED |
|  | PROPOSED MEDIAN AND CONCRETE BARRIER |  | EXISTING RIGHT-OF-WAY |
|  | PROPOSED MULTI-USE PATHS |  | PROPOSED RIGHT-OF-WAY |
|  | PROPOSED SIDEWALKS |  | PROPOSED CONSTRUCTION EASEMENT |

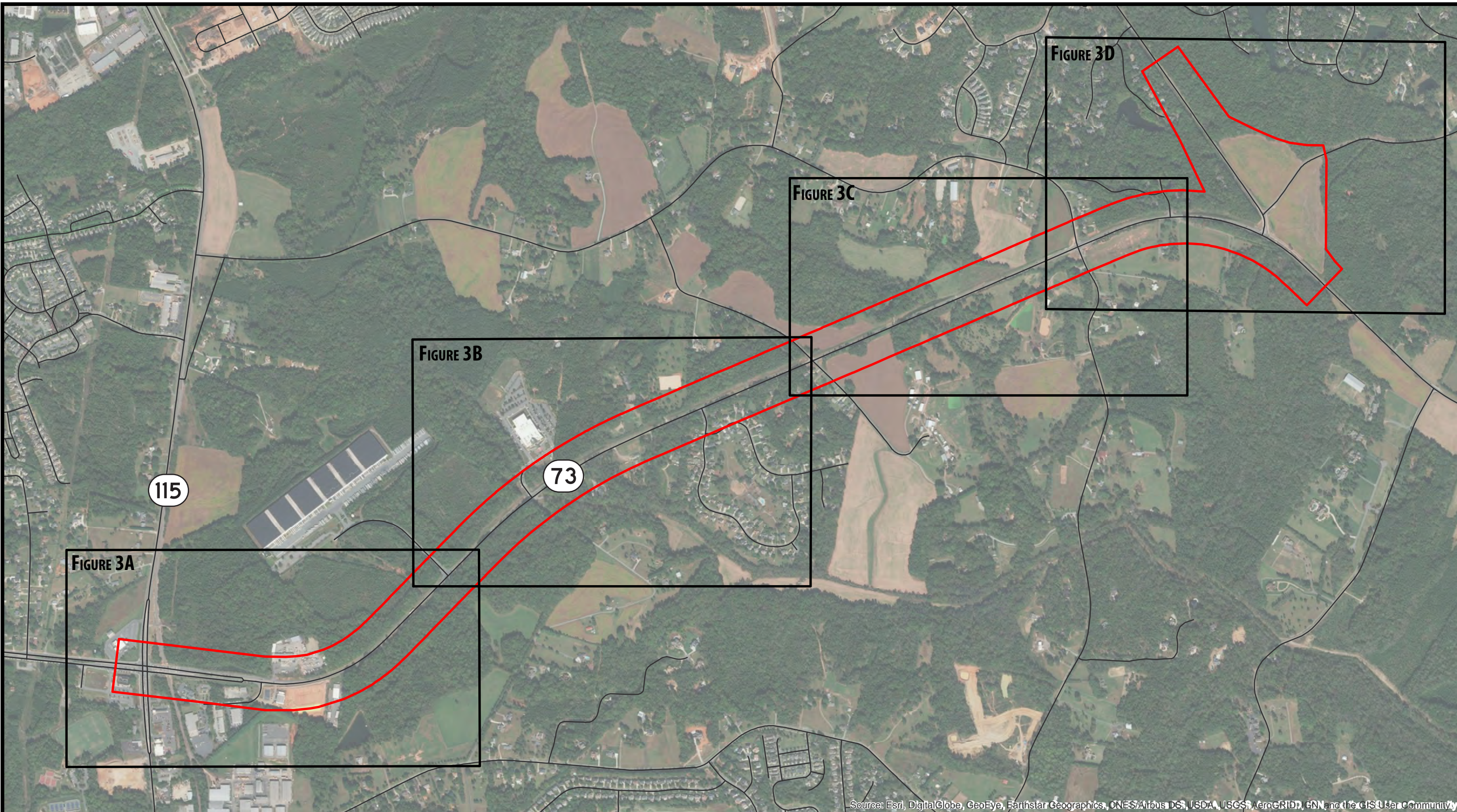


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

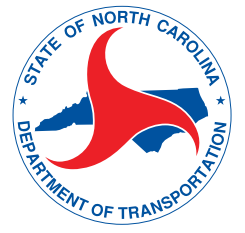


PROPOSED IMPROVEMENTS
 NC 73 WIDENING FROM NC 115 (OLD STATESVILLE ROAD)
 TO SR 2692 (DAVIDSON-CONCORD ROAD)
 TIP No: R-2632AB | WBS #: 38824.1.2
 AUGUST 2019
 FIGURE 2D



	PROPOSED EDGE OF PAVEMENT		EXISTING ROADWAY TO BE REMOVED
	PROPOSED MEDIAN AND CONCRETE BARRIER		EXISTING RIGHT-OF-WAY
	PROPOSED MULTI-USE PATHS		PROPOSED RIGHT-OF-WAY
	PROPOSED SIDEWALKS		PROPOSED CONSTRUCTION EASEMENT

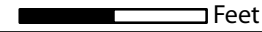



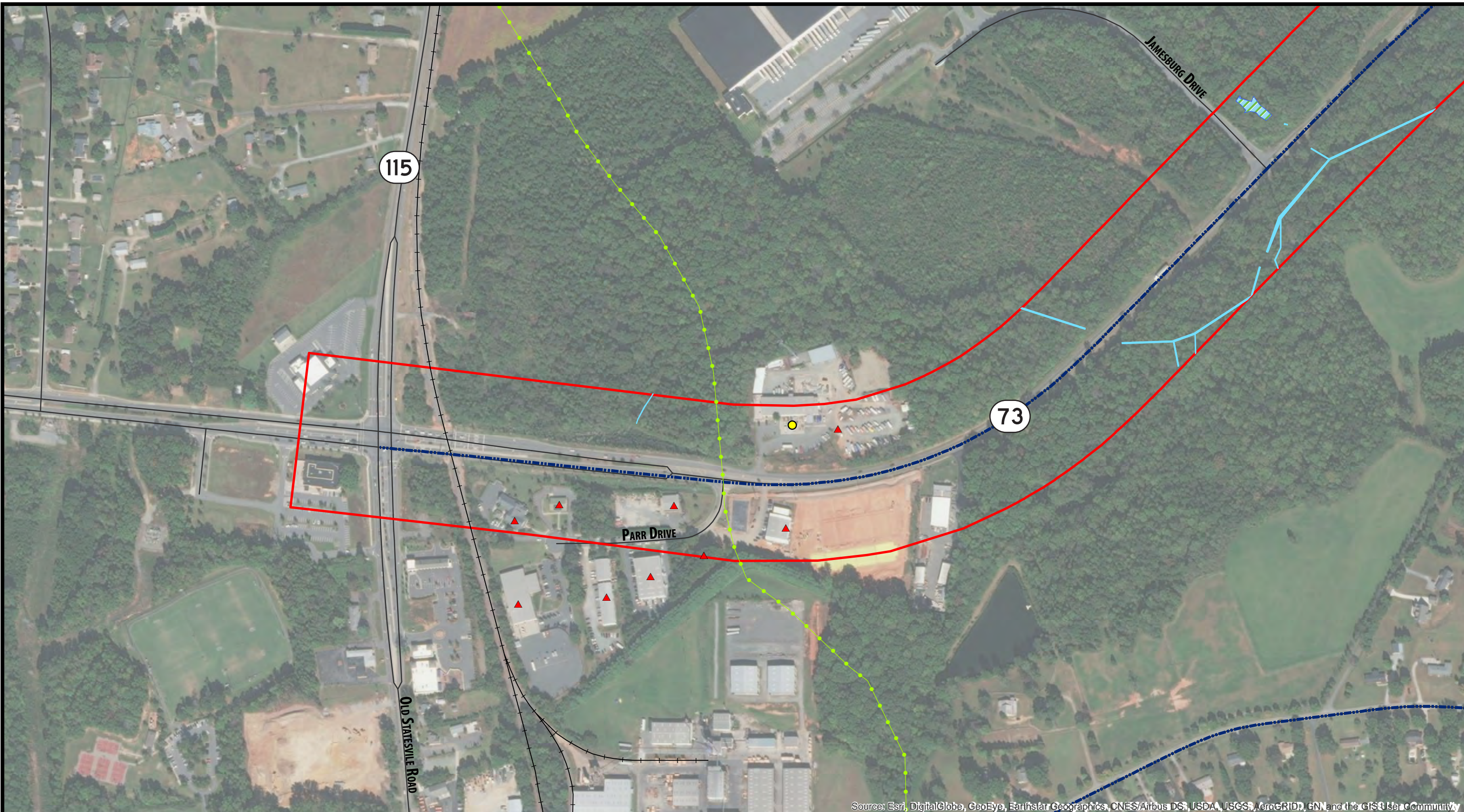
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



ENVIRONMENTAL FEATURES MAP
 STIP No. R-2632AB | WBS No. 38824.1.2
 MECKLENBURG COUNTY
 AUGUST 2019
 FIGURE KEY

 Figure Number
 Study Area

 0 500 1,000
 Feet 



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



ENVIRONMENTAL FEATURES MAP

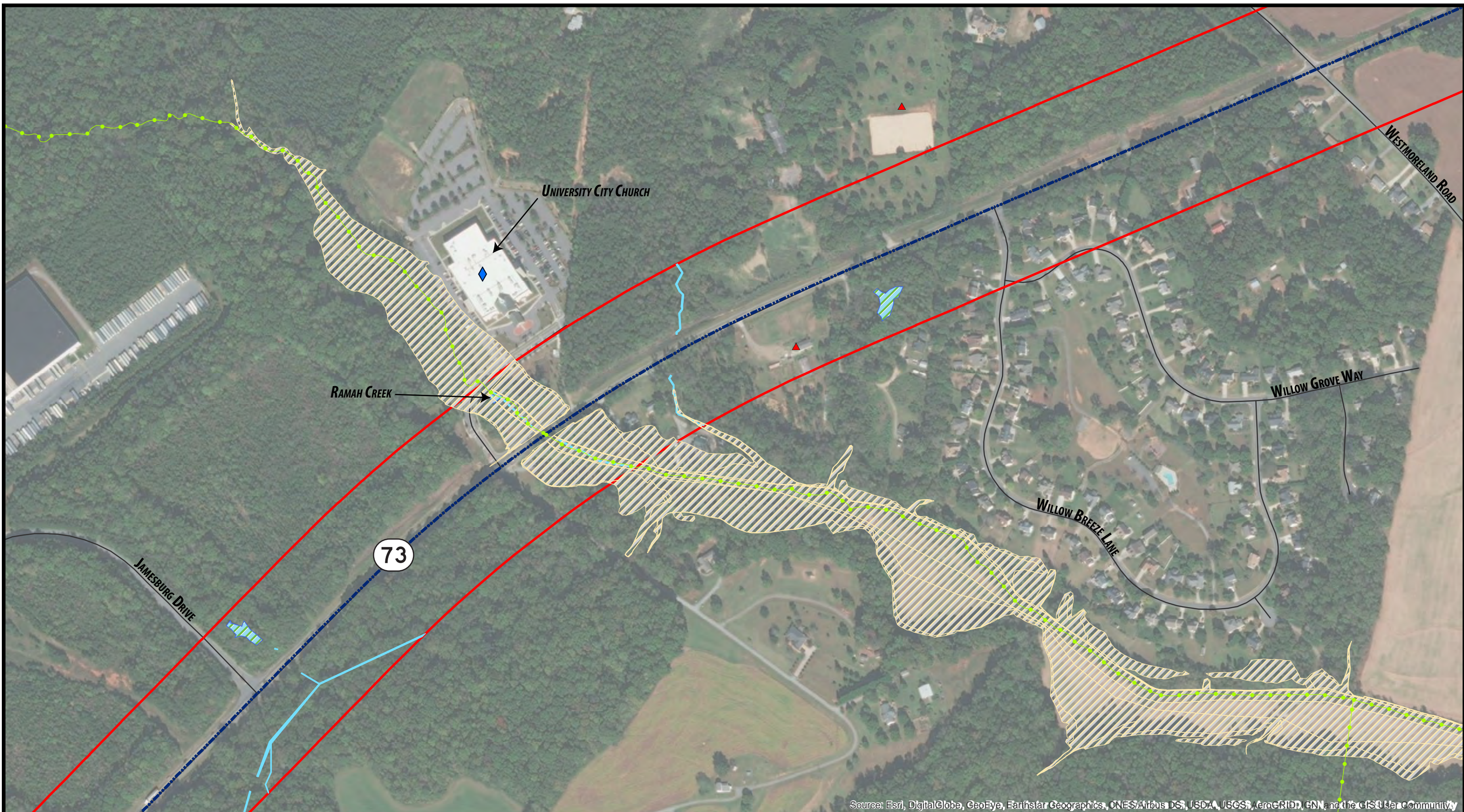
STIP No. R-2632AB | WBS No. 38824.1.2

MECKLENBURG COUNTY

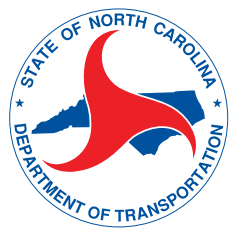
AUGUST 2019

FIGURE 3A

Study Area	Place of Worship	Roads	Streams
Business Locations	Proposed Bikeways	Railroad	Wetlands
Potential HazMat	Proposed Greenways/ Multi-Use Paths	Floodplain	0 220 440 Feet

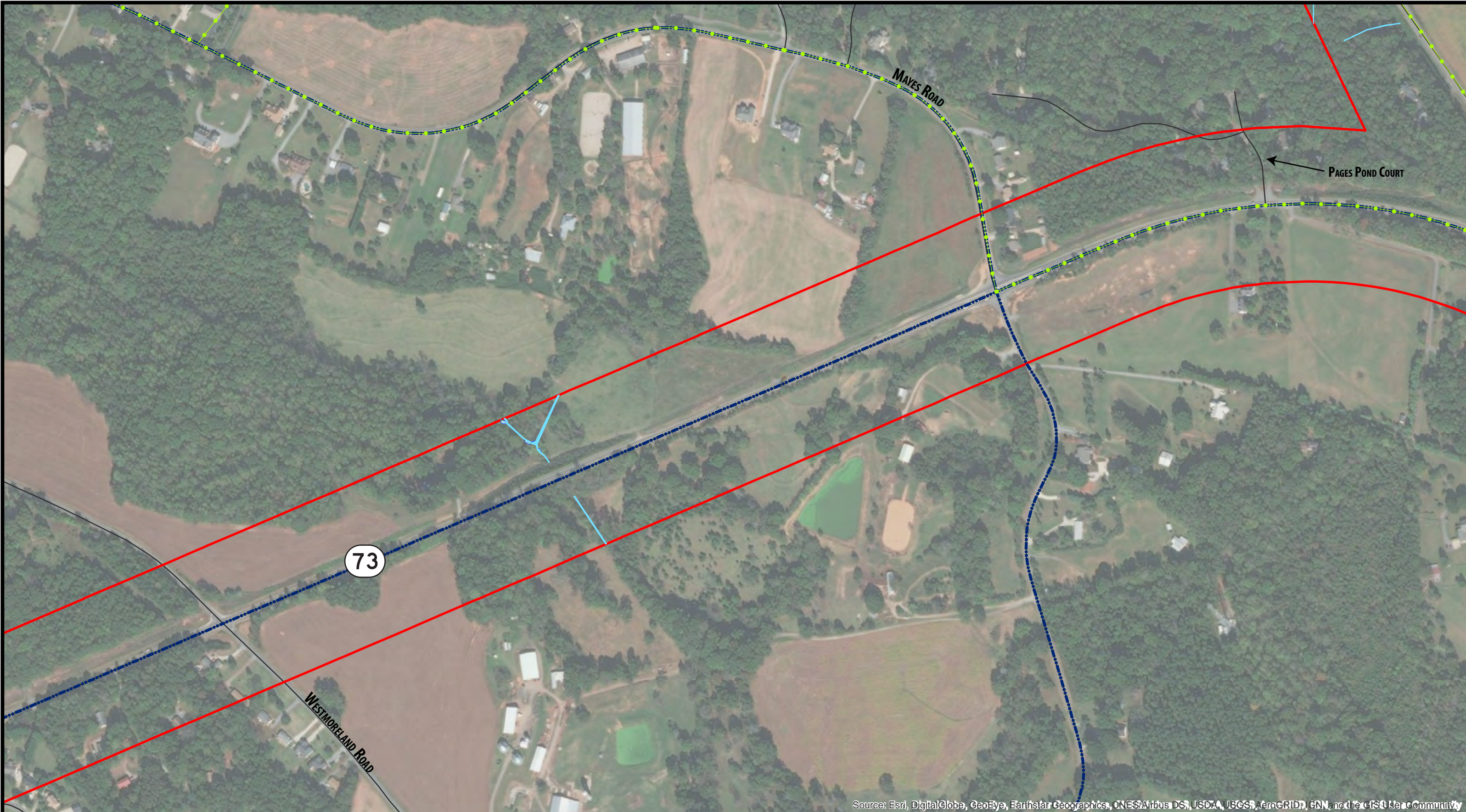


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



ENVIRONMENTAL FEATURES MAP
 STIP No. R-2632AB | WBS No. 38824.1.2
 MECKLENBURG COUNTY
 AUGUST 2019
 FIGURE 3B

Study Area	Place of Worship	Roads	Streams
Business Locations	Proposed Bikeways	Railroad	Wetlands
Potential HazMat	Proposed Greenways/ Multi-Use Paths	Floodplain	0 220 440 Feet



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



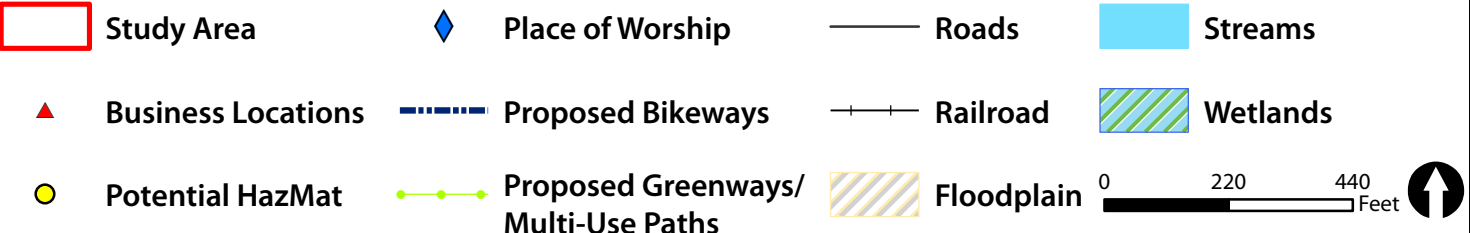
ENVIRONMENTAL FEATURES MAP

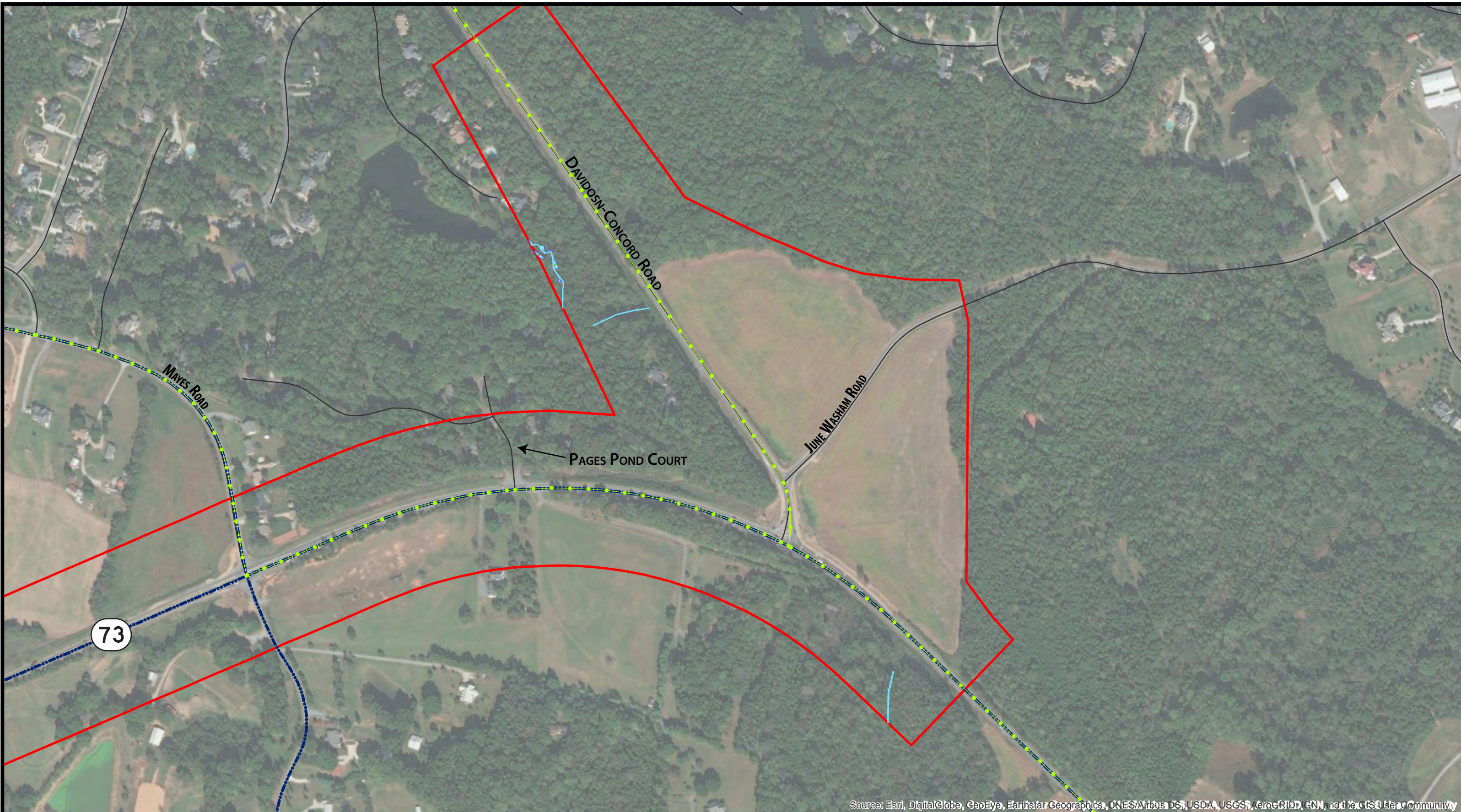
STIP No. R-2632AB | WBS No. 38824.1.2

MECKLENBURG COUNTY

AUGUST 2019

FIGURE 3C





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



ENVIRONMENTAL FEATURES MAP
 STIP No. R-2632AB | WBS No. 38824.1.2
 MECKLENBURG COUNTY
 AUGUST 2019
 FIGURE 3D

Study Area	Place of Worship	Roads	Streams
Business Locations	Proposed Bikeways	Railroad	Wetlands
Potential HazMat	Proposed Greenways/ Multi-Use Paths	Floodplain	0 220 440 Feet

Appendix C

EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	38824.1.2	COUNTY:	Mecklenburg	Alternate Widen NC 73
T.I.P. No.:	R-2632 AB			
DESCRIPTION OF PROJECT:	NC 73 from NC 115 (Old Statesville Road) to SR 2693 (Davidson-Concord Road) in Mecklenburg County			

ESTIMATED DISPLACEDS					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	1	0	1	0	0	0	0	0	1	
Businesses	0	0	0	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners		Tenants		For Sale For Rent	
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	0
					20-40M	0	150-250	0	20-40M	0
					40-70M	0	250-400	0	40-70M	0
					70-100M	0	400-600	0	70-100M	0
					100 UP	1	600 UP	0	100 UP	470
					TOTAL	1		0		470

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
x		6. Source for available housing (list).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 18 to 24 Months

REMARKS (Respond by number)

3. Businesses will remain available as much of the project area is Commercial/Residential.

6. MLS, Newspaper, Realtor, Real Estate Publications & Internet.

8. As required by Law and in accordance with the Uniform Relocation Act.

11. Northern Mecklenburg County has Public Housing.

12. Based on current market, Housing and Storefront Business Locations should be available.

14. MLS, Newspaper, Realtor, Real Estate Publications & Internet

Note: DSS Dwelling Availability was obtained from "Realtor.com" for Huntersville, Mecklenburg County as the one Relocatee is located in Huntersville.

<p>Right of Way Agent</p>	<p>3/22/19</p> <p>Date</p>	<p>Relocation Coordinator</p>	<p>03/22/2019</p> <p>Date</p>
---------------------------	----------------------------	-------------------------------	-------------------------------

Appendix D

17-08-0014



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED 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.:	R-2632AB	County:	Mecklenburg
WBS No.:	38824.1.2	Document Type:	CE
Fed. Aid No.:	STP-0073(047)	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> Widen NC 73 (Sam Furr Rd) from east of NC 115 to SR 2693 (Davidson-Concord Rd).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

Date of field visit: n/a

Description of review activities, results, and conclusions:

Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on September 5, 2017. Based on this review there are no NR, DE, LL, or SL in the Area of Potential Effects (APE). There are two previously evaluated properties in the APE: a house numbered MK2446, and the William and Kate Mayes House (MK2448). Both of these houses were determined ineligible for National Register listing in 2007 and appear not to have gained new significance since then. Two other houses, one built around 1945, the other built 1965, do not meet minimum criteria for National register consideration. No survey required. In November 2018 the study area was expanded. There is one property over 50 years of age in the expanded area. This c. 1920 house is in an abandoned state. It is set facing NC 115. The house appears to have been part of a farmstead at one point with evidence of outbuilding; however, there is no longer farmland associated with this property. The proposed widening of NC 73 will impact a portion of the parcel but not any of the buildings. No historic properties affected.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OR AFFECTED**

Stelby Reap
NCDOT Architectural Historian

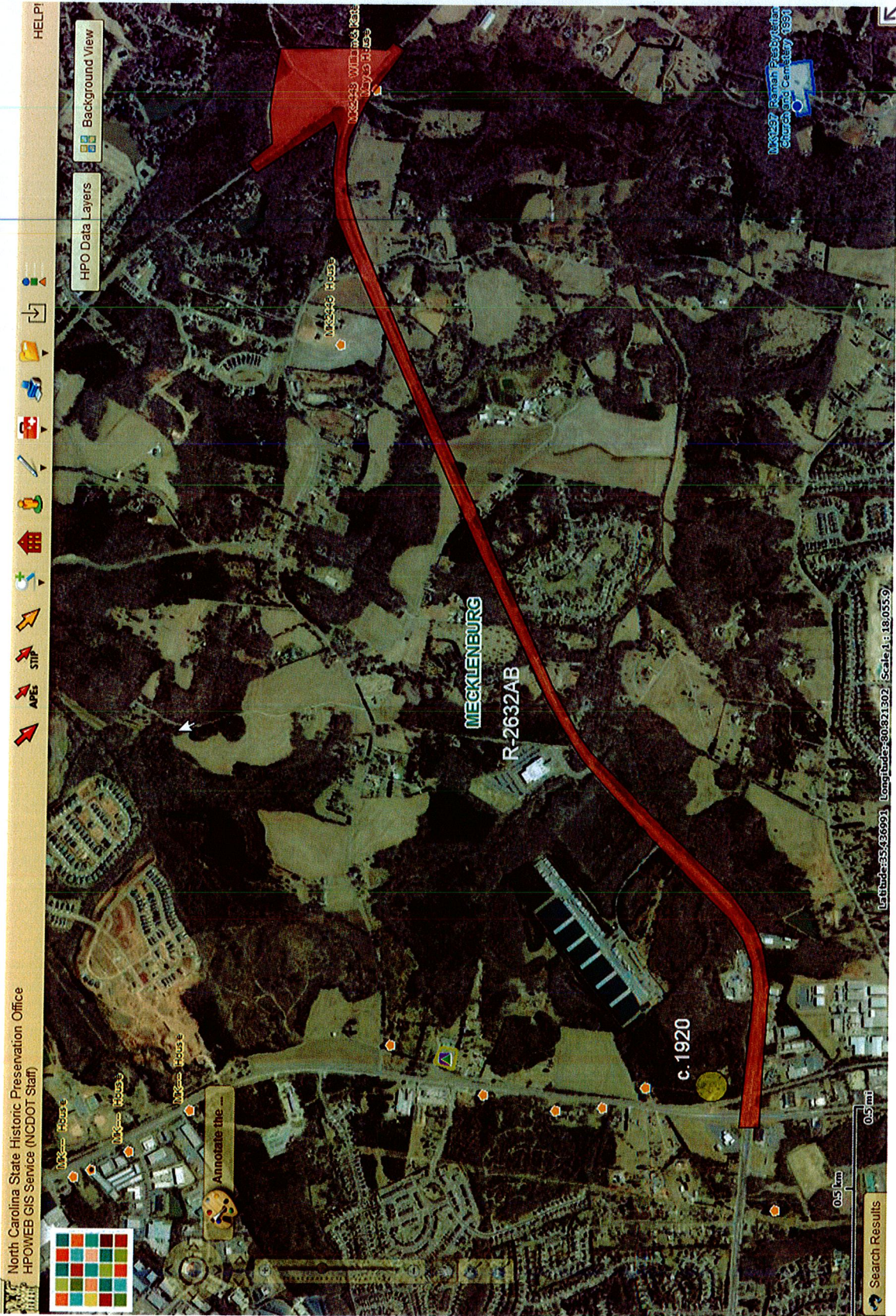
March 6, 2019
Date



c.1920 house



c. 1920 house in association with the site of the widening



17-08-0014**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: R-2632AB **County:** Mecklenburg
WBS No: 38824.3.2 **Document:** Federal CE
F.A. No: STP-0073(047) **Funding:** State Federal

Federal Permit Required? Yes No **Permit Type:** Not Specified

Project Description: NCDOT's Division 10 proposes to widen NC 73 (Sam Furr Road) from a two-lane undivided facility to a four-lane divided facility, from just east of NC 115 to SR 2693 (Davidson-Concord Road) in Mecklenburg County. The Study Area will be centered along NC 73 measures approximately 2.67 miles long by 600 feet wide. Overall, the Study Area will encompass about 191.8 acres, inclusive of the existing roadway and any development.

SUMMARY OF CULTURAL RESOURCES REVIEW***Brief description of review activities, results of review, and conclusions:***

This project was accepted on Friday, August 25, 2017. A map review and site file search was conducted at the Office of State Archaeology (OSA) on Monday, August 28, 2017. An archaeological survey has already been conducted along this stretch of NC 73 (Sam Furr Road) (see TIP# R-2632), with thirteen (13) archaeological sites having been recorded within a one (1) mile radius of the project area. Digital copies of HPO's maps (Cornelius Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Wednesday, September 6, 2017. There are two (2) known historic architectural resources (MK2446 and MK2448 [William & Kate Mayes House]) located within or adjacent to the Study Area; however, intact archaeological deposits associated with these resources would not be anticipated within the footprint of the proposed project. 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.

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 that may require a Federal permit. Permanent and/or temporary utility and/or drainage easements as well as additional ROW will also be necessary. The size and shape of the Study Area have been drawn in a way to capture any possible impacts beyond the NCDOT's existing 100-foot ROW along NC 73. 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 Study Area that would require our attention. However, there is an archaeological site (31MK594/594**) located at the corner of SR 2693 (Davidson-Concord Road) and June Washam Road that is listed as "Unassessed" in the Office of State Archaeology's (OSA) database system. Further evaluations of the site's assemblage and discussions with a representative of OSA suggest a lack of overall stratigraphic integrity, with a

17-08-0014


majority of historic materials recovered from the surface. Based on the description of the proposed project, activities will take place beyond the NCDOT's existing ROW along NC 73 but will most likely avoid the location of Site 31MK594/594**. From an environmental perspective, the Study Area falls within a sparsely populated agricultural/wooded area north of Charlotte in the Piedmont physiographic region of North Carolina. The Study Area is composed of numerous soil types, most of which are severely eroded and/or have been impacted by modern development (e.g. Cecil sandy clay loam, 2-8% slopes, eroded [CeB2] and Cecil sandy clay loam, 8-15% slopes, eroded [CeD2]). Although small pockets of nearly level, moderately well-drained soils are present, the preservation of intact archaeological resources would not be anticipated under such environmental conditions. The Office of State Archaeology (OSA) has reviewed several projects within the vicinity of NC 73 for environmental compliance, including utility upgrades (ER 13-2625), mitigation sites (ER 17-0777), and the initial proposed widening of the road itself (ER 07-0265). Archaeological surveys were called for in areas of known historic properties and favorable topographical situations; however, intensive survey work avoided areas of sloping and eroded terrain and frequently flooded soils. More importantly though, the NC 73 corridor as well as the intersection of SR 1693 (Davidson-Concord Road) and June Washam Road have already been subjected to archaeological investigations (see TIP# R-2632A [Gosser et al. 2007] and TIP# R-2632 [Abbott 1991]). Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed various transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). Based on the limited nature and scopes of those projects, archaeological surveys were not recommended. Despite a wider Study Area than previously surveyed, additional archaeological investigations are not deemed necessary; consultation with a representative of OSA was held on Monday, August 28, 2017 to further validate such a recommendation. Based on the results of the previous surveys, there is a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. 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, 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.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



 NCDOT ARCHAEOLOGIST

September 6, 2017

Date

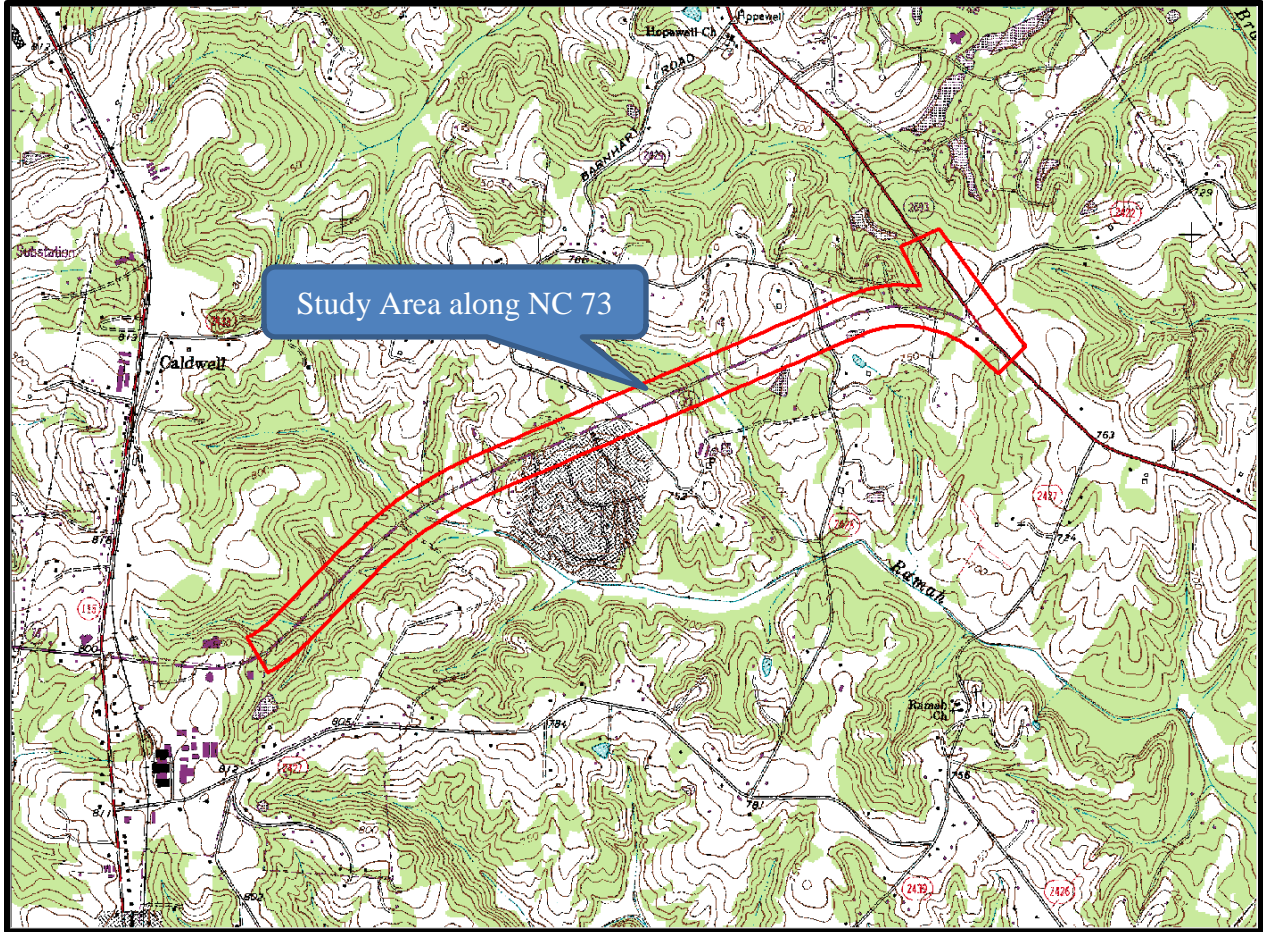
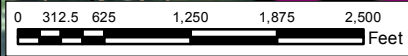
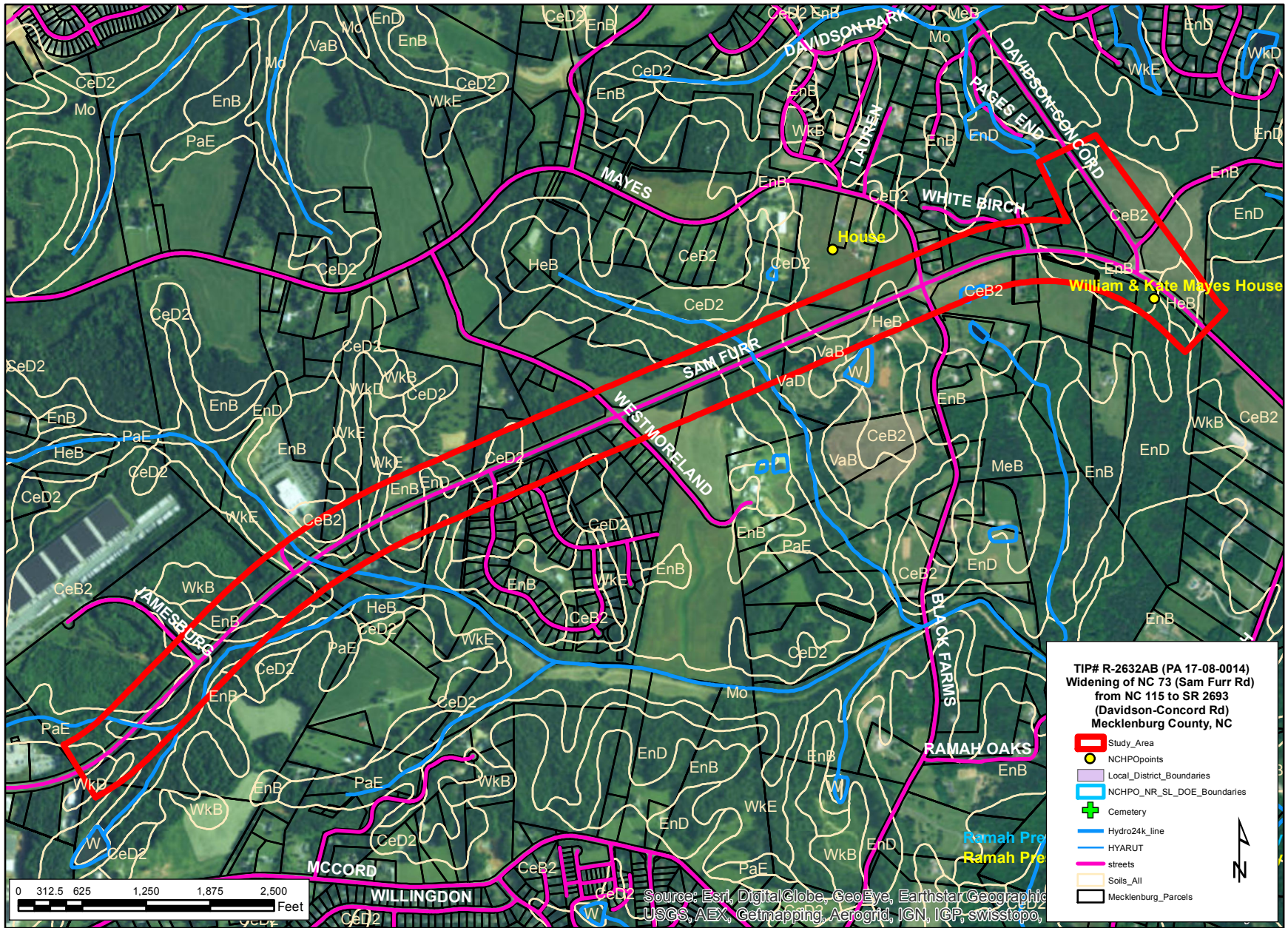


Figure 1: Cornelius, NC (USGS 1993).



Map labels include: DAVIDSON PARK, PAGES END, DAVIDSON CONCORD, MAYES, WHITE BIRCH, SAM FURR, WESTMORELAND, BLACK FARMS, RAMAH OAKS, JAMESBURG, MCCORD, WILLINGTON, House, William & Kate Mayes House, Ramah Pre, Ramah Pre.

17-08-0014**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.: **R-2632AB (RESUBMIT)** *County:* **Mecklenburg**
WBS No.: **38824.3.2** *Document:* **Federal CE**
F.A. No.: **STP-0073(047)** *Funding:* State Federal

Federal Permit Required? Yes No *Permit Type:* **Not Specified**

Project Description: NCDOT's Division 10 proposes to widen NC 73 (Sam Furr Road) from a two-lane undivided facility to a four-lane divided facility, from just east of NC 115 to SR 2693 (Davidson-Concord Road) in Mecklenburg County. The Study Area will be centered along NC 73 and measures about 2.67 miles long by 600 feet wide. Overall, the Study Area will encompass about 191.8 acres, inclusive of the existing roadway and any development. **Since the initial submittal and review of this project, the Study Area has been expanded to include three (3) additional areas, totaling 61.4 acres. These areas include: 1) an extension of the Study Area west to the intersection of Old Statesville Road and NC 73 (36.4 acres), 2) an extension of the Study Area north along Davidson-Concord Road (11.8 acres), and 3) a triangular extension encompassing June Washam Road (13.2 acres). This form only covers the proposed expansion areas for the Study Area and will serve as an addendum to the original PA form completed in September 2017.**

SUMMARY OF CULTURAL RESOURCES REVIEW***Brief description of review activities, results of review, and conclusions:***

The review for the expanded Study Area was accepted on Thursday, December 13, 2018. Based on the previous review and background search conducted for the initial submittal of this project, an additional map review and site file search at the Office of State Archaeology (OSA) was deemed not necessary. As noted before, an archaeological survey has already been conducted along NC 73 (Sam Furr Road) from its intersection with Old Statesville Road to its intersection with Davidson-Concord Road (see TIP# R-2632). In addition, thirteen (13) archaeological sites have been recorded within a one (1) mile radius of the project area, with two of those sites (31MK594 and 31MK609) located in the expanded Study Area around June Washam Road. Digital copies of HPO's maps (Cornelius Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were again reviewed on Friday, December 14, 2018. There are no known historic architectural resources located within or adjacent to the expanded Study Area locations for which intact archaeological deposits would be anticipated within the footprint of the proposed project. 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 expanded Study Area.

17-08-0014***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 still a Federally funded project that may require a Federal permit. Permanent and/or temporary utility and/or drainage easements as well as additional ROW will still be necessary. The size and shape of the expanded Study Area locations have been drawn in a way to capture any possible impacts beyond the NCDOT's existing ROW. 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 expanded Study Area that would require our attention. However, there are two (2) archaeological sites (Site 31MK594 located at the corner of Davidson-Concord Road and June Washam Road and Site 31MK609 located about 750 feet east of that same intersection) now fully encompassed by the expanded Study Area. Site 31MK594 was listed as "Unassessed" in the Office of State Archaeology's (OSA) database system; however, further evaluation of the site's assemblage and discussions with a representative of OSA suggest a lack of overall stratigraphic integrity, with a majority of historic materials recovered from the surface. Site 31MK609 has been categorized as a prehistoric isolated find within a rather large area (11 acres) with good surface visibility. From an environmental perspective, the expanded Study Area locations consist of small developed parcels as well as agricultural/wooded terrain, all within the Southern Piedmont physiographic region of North Carolina. Similar to the overall Study Area, the areas of expansion consist of numerous soil types, most of which are severely eroded, sloped, or have been impacted by modern development (e.g. Cecil sandy clay loam, 2-8% slopes, eroded [CeB2], Cecil sandy clay loam, 8-15% slopes, eroded [CeD2], and Wilkes loam, 15-25% slopes [WkE]). OSA has not reviewed any additional projects within the vicinity of NC 73 for environmental compliance since its initial review. Those projects included utility upgrades (ER 13-2625), mitigation sites (ER 17-0777), and the initial proposed widening of NC 73 itself (ER 07-0265). Archaeological surveys were recommended for areas with known historic properties and favorable topographical situations; however, intensive survey work avoided areas of sloping and eroded terrain and frequently flooded soils. More importantly though, the NC 73 corridor as well as the intersection of SR 1693 (Davidson-Concord Road) and June Washam Road have already been subjected to archaeological investigations (see TIP# R-2632A [Gosser et al. 2007] and TIP# R-2632 [Abbott 1991]), covering most, if not all, of the expanded Study Area locations.

Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed numerous transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). Based on the limited nature and scopes of most of these projects (i.e. within existing ROW), archaeological surveys were not recommended. Archaeological surveys, however, were recommended and conducted for other stretches of NC 73 slated for widening (i.e. TIP# R-5706A [PA 17-09-0005] and TIP# R-5706B [PA 17-09-0006]). While archaeological sites were documented along the NC 73 corridor, none was deemed eligible for the NRHP. Although the Study Area has expanded, additional archaeological investigations are still not deemed necessary. For the previous review of this project, consultation with a representative of OSA was held on Monday, August 28, 2017 to validate the original "no survey" recommendation based on the conditions of the archaeological sites and artifact assemblage data. Such a recommendation should still hold true despite the presence of the two (2) archaeological sites near the intersection of Davidson-Concord Road and June Washam Road. Based on the results of previous surveys in and adjacent to the expanded Study Area, there should still be a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current expanded Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. 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, 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.

17-08-0014

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED

Paul J Mohler
NCDOT ARCHAEOLOGIST

December 17, 2018

Date

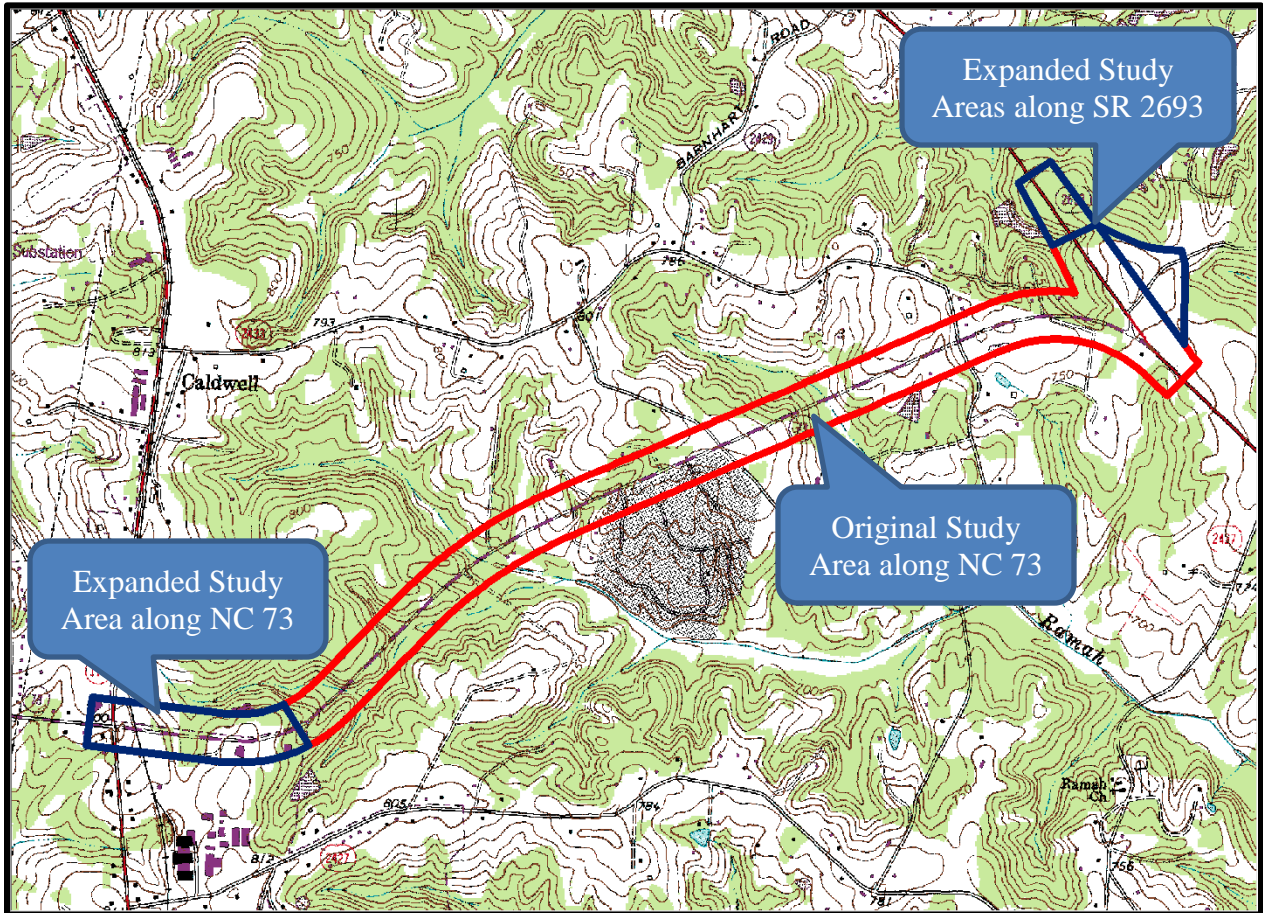
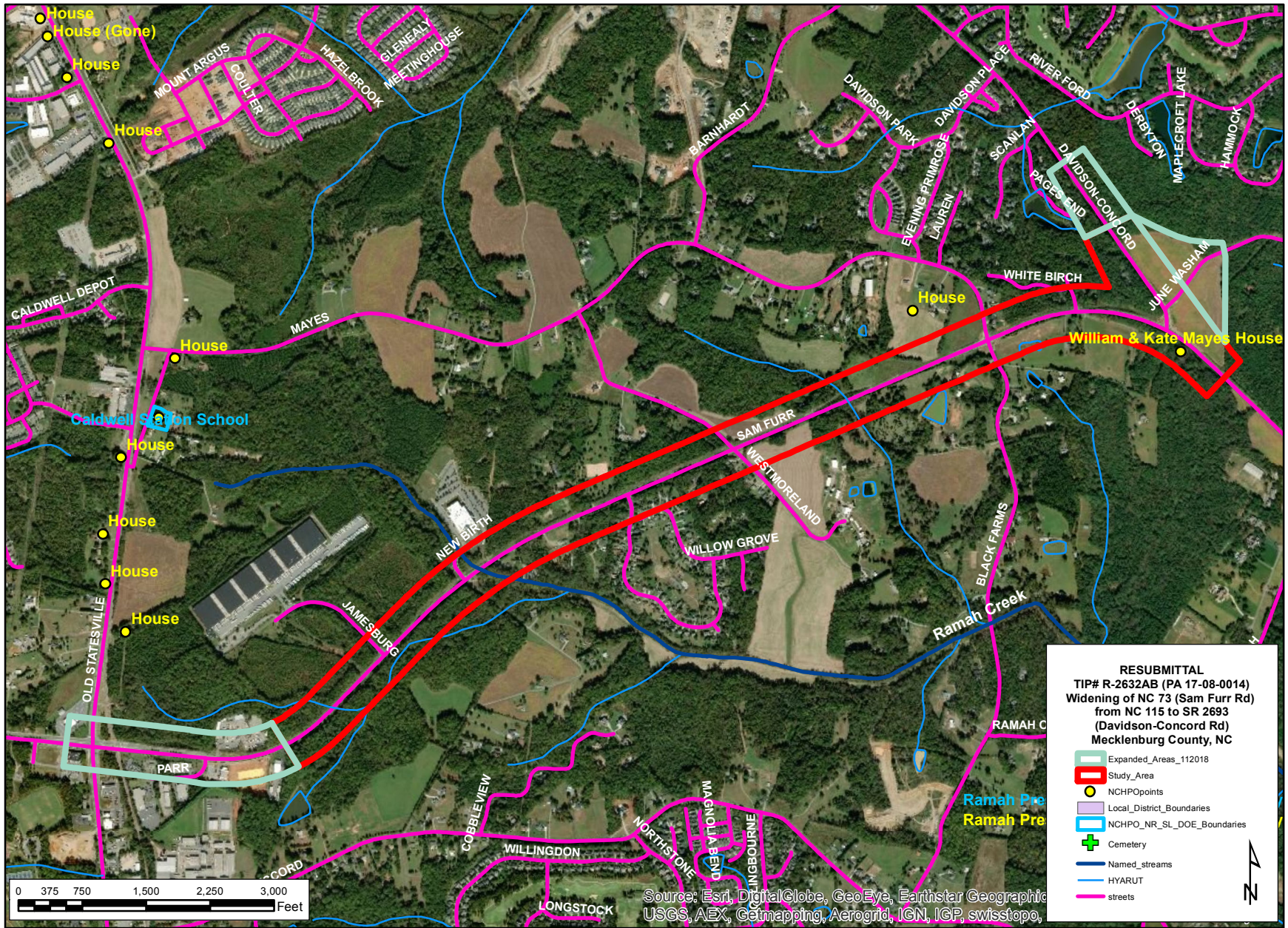


Figure 1: Cornelius, NC (USGS 1993).





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

July 17, 2017

TO: Bill Barrett, Environmental Program Consultant
Environmental Coordination & Permitting Group - Western Region, EAU

CC: Tracy Walter, Project Engineer
Project Development Unit

FROM: Chris Manley, Environmental Program Consultant
Biological Surveys Group, EAU

SUBJECT: *Streamline Section 7 Consultation for the Northern Long-Eared Bat* associated with improvements to NC 73 from I-77 to US 21 and NC 115 to SR 2693 (Davidson-Concord Road) in Mecklenburg County, **TIP No. R-2632 AB.**

The North Carolina Department of Transportation (NCDOT, Division 10) proposes to improve to NC 73 from I-77 to US 21 and NC 115 to SR 2693, in Mecklenburg County, TIP No. R-2632 AB.

The project has been reviewed for effects on the northern long-eared bat (NLEB). As of May 4, 2015, NLEB is listed by the U.S. Fish and Wildlife Service (USFWS) as "Threatened" under the Endangered Species Act of 1973. As of July 17, 2017, NLEB is listed by USFWS (http://www.fws.gov/raleigh/species/cntylist/nc_counties.html) as "Probable/Potential" in Cabarrus County. USFWS also established a final rule under the authority of section 4(d) of the Endangered Species Act that provides measures for the conservation of NLEB. The USFWS has tailored the final 4(d) rule to prohibit the take of NLEB from certain activities within areas where they are in decline. This incidental take protection applies only to known NLEB occupied maternity roost trees and known NLEB hibernacula. Effective February 16, 2016, incidental take resulting from tree removal is prohibited if it 1) occurs within a ¼ mile radius of known NLEB hibernacula; or 2) cuts or destroys known occupied maternity roost trees, or any other trees within a 150-foot radius from the known maternity tree during the pup season (June 1-July 31).

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT
1598 MAIL SERVICE CENTER
RALEIGH NC 27699-1598

TELEPHONE: 919-707-6000
FAX: 919-212-5785
WEBSITE: NCDOT.GOV

Location:
CENTURY CENTER, BUILDING B
1020 BIRCH RIDGE DRIVE
RALEIGH NC 27610

According to the North Carolina Natural Heritage Program (NHP) Biotics Database, most recently updated April 2017, **the nearest NLEB hibernacula record is 75 miles northwest of the project (EO ID 34299) and no known NLEB roost trees occur within 150 feet of the project area.** EO 34299 represents the Linville siterns site with multiple observations from 2001 to 2009.

NCDOT has also reviewed the USFWS Asheville Field office website (http://www.fws.gov/asheville/htmls/project_review/NLEB_in_WNC.html) for consistency with NHP records. This project is located entirely outside of the red highlighted areas (12-digit HUC) that the USFWS Asheville Field Office has determined to be representative of an area that may require consultation.

For the proposed action, NCDOT has committed to the conservation measures listed below:

- 1) No alterations of a known hibernaculum's entrance or interior environment if it impairs an essential behavioral pattern, including sheltering northern long-eared bats (January 1 through December 31);
- 2) No tree removal within a 0.25 mile radius of a known hibernacula (January 1 through December 31); and
- 3) No cutting or destroying a known, occupied maternity roost tree, or any other trees within a 150-foot radius from the known, occupied maternity tree during the period from June 1 through and including July 31.

NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R. § 17.40(o) and effective February 16, 2016. NCDOT may presume its determination is informed by best available information and consider Section 7 responsibilities fulfilled for NLEB.

If you need any additional information, please contact Chris Manley at 919-707-6135.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

September 6, 2018

Memorandum to: Bill Barrett, Environmental Senior Specialist
EAU, Environmental Coordination and Permitting Group

From: Matt Haney, Environmental Senior Specialist
EAU, Biological Surveys Group

Subject: Freshwater Mussel Survey Report for the Proposed
Widening of NC 73 from east of NC 115 to SR 2693
(Davidson-Concord Rd), Mecklenburg County. TIP # R-
2632AB. WBS # 38824.1.2.

The North Carolina Department of Transportation proposes to widen NC 73 from east of NC 115 to SR 2693 (Davidson-Concord Rd) in Mecklenburg County. This project crosses Ramah Creek and several unnamed tributaries (UT) to Ramah Creek, which are in the Yadkin-Pee Dee River Basin. From the project, Ramah Creek flows approximately 5.1 river miles until converging with Clarke Creek. The federally endangered Carolina Heelsplitter (*Lasmigona decorata*) is listed by the U.S. Fish and Wildlife Service (USFWS) as potentially occurring in Mecklenburg County.

The Carolina Heelsplitter was historically known from several locations within the Catawba and Yadkin-Pee Dee River systems in North Carolina. The species is now known only from a handful of streams in these systems. The species exists in very low abundances, usually within 6 feet of shorelines, throughout its known range. The general habitat requirements for the Carolina Heelsplitter are shaded areas in large rivers to small streams, often burrowed into clay banks between the root systems of trees, or in runs along steep banks with moderate current. The more recent habitat where the Carolina Heelsplitter has been found is in sections of streams containing bedrock with perpendicular crevices filled with sand and gravel, and with wide riparian buffers.

Ramah Creek is not classified as a 303d stream. The closest NPDES facility (Willowbrook Subdivision WWTP, Permit No. NC0073539) is approximately 0.6 river mile downstream from this project along Ramah Creek.

Prior to conducting a habitat assessment, a review of the NC Natural Heritage Program database was conducted (January 24, 2018) to determine if there were any records of rare mussels within the proposed project study area or receiving waters. **This review indicated that there are no known occurrences of Carolina Heelsplitter in**

Ramah Creek. The closest known occurrence of Carolina Heelsplitter is over 31 river miles away in Goose Creek (EO ID 21454, found in 1996).

Habitat assessments of Ramah Creek and its UT's were conducted by NCDOT biologists Jared Gray (Permit No. 18-ES00314) and Matt Haney on January 25, 2018. Ramah Creek was approximately 1-3 ft. wide. The depth ranged from 1-6 in. The streambanks were approximately 1.5-5 ft. high and exhibited signs of erosion. The substrate consisted of sand and gravel.

The UT's to Ramah Creek ranged in width from 1-4 ft. The depth of these UT's ranged from 1-8 in. The streambanks for these UT's ranged from 1.5-19.5 ft. high and exhibited signs of channelization, severe erosion and incision. The substrates for these UT's consisted of sand, silt, clay and gravel. The riparian buffer width for these UT's ranged from narrow to wide. No live mussels or mussel shells were observed during the habitat assessment. Furthermore, none of the waterbodies crossed by this project provide habitat for Carolina Heelsplitter.

Due to the distance to known records of Carolina Heelsplitter, degraded habitat in Ramah Creek and its UT's, and no target species being found during the habitat assessment, this project will have no effect on this species.

Biological Conclusion for Carolina Heelsplitter: No Effect



STATE OF NORTH CAROLINA
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ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

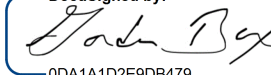
4/1/2019

MEMORANDUM TO: Teresa Ellerby, Project Manager, Project Management Team --
Divisions 11, 12, 13, & 14

FROM: Gordon Box, PG
GeoEnvironmental Project Manager
GeoEnvironmental Section
Geotechnical Engineering Unit

TIP NO: R-2632AB
WBS: 38824.1.2
COUNTY: MECKLENBURG
DIVISION 10
DESCRIPTION: NC 73 FROM NC 115 TO SR 2693 (DAVIDSON-CONCORD ROAD)

SUBJECT: **GeoEnvironmental Phase I Report**

DocuSigned by:

0DA1A1D2E9DB479...

The GeoEnvironmental Section of the Geotechnical Engineering Unit performed a Phase I field investigation on March 20, 2019 for the above referenced project to identify geoenvironmental sites of concern. The purpose of this report is to document sites of concern within the project study area that are or may be contaminated. These sites of concern should be included in the environmental planning document in an effort to assist the project stakeholders in reducing or avoiding impacts to these sites. Sites of concern may include, but are not limited to, underground storage tank (UST) sites, dry cleaning facilities, hazardous waste sites, regulated landfills and unregulated dumpsites.

Findings

One (1) site of concern were identified within the proposed study area. We anticipate low monetary and scheduling impacts resulting from these sites. See the following table and figure for details.

Please note that discovery of additional sites not recorded by regulatory agencies and not reasonably discernible during the project reconnaissance may occur. The GeoEnvironmental Section should be notified immediately after discovery of such sites so their potential impact(s) may be assessed.

Sites of concern identified in this report should be reviewed by the GeoEnvironmental Section once the Final Right of Way plans are complete to determine if Phase II Investigations and Right of Way Recommendations are necessary prior to right of way being acquired.

If there are questions regarding the geoenvironmental issues, please contact me, at (919) 707-6859.

cc:

John Pilipchuk, LG, PE, State Geotechnical Engineer

Brian Hanks, PE, State Structures Engineer

Dale Burton, PE, PLS, State Locations and Surveys Engineer

Carl Barclay, PE, State Utilities Manager

Rick Baucom, PE, Division Construction Engineer

Kenny Hill, Division Right of Way Agent

Eric Williams, PE, Geotechnical Regional Manager

Kevin Miller, PG, Regional Geological Engineer

Steve Grimes, ROW Unit, Negotiations, State Negotiator

row-notify@ncdot.gov

roadwaydesign@ncdot.gov

hydraulics_notify@ncdot.gov

[File](#)

(01) Property Name:
RV Boat and Storage of Lake Norman/Action
Cleanup and Restoration
11235 Sam Furr Rd
Huntersville, NC

Property Owner:
DONCO PROPERTIES LLC
11235 SAM FURR RD SUITE 101
Huntersville, NC

UST Owner:
NA

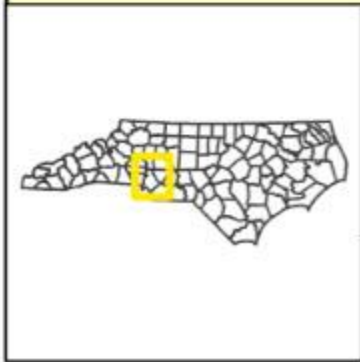
Facility ID: NA
Incident Type/Number: NA
UST Number: NA



Anticipated Impacts: Low

This parcel is the site of an RV service center and restoration facility located along the northern side of Sam Furr Rd. Chemicals and fueling are presumably in use.

Appendix A Location of GeoEnvironmental Sites of Concern



Project 38824.1.2 (TIP # R-2632AB)
NC 73 Widening from NC 115 (Old Statesville Rd.)
to SR 2693 (Davidson-Concord Rd.)
Mecklenburg County

2,600 1,300 0 2,600 Feet

NC Department of Transportation
Geotechnical Engineering Unit
GeoEnvironmental Section





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Memorandum

To: Meeting Attendees

From: Tracy Walter – NCDOT

Date: August 24, 2017

Subject: NC 73 Widening from NC 115 to Davidson-Concord Road in Mecklenburg County (R-2632AB) and NC 73 Widening from Davidson-Concord Road to US 29 in Mecklenburg and Cabarrus Counties (R-5706)

An Internal Scoping meeting was held for the subject projects on August 8, 2017 at 10:00 AM in the PDEA Large Conference Room at the NCDOT Century Center. Meeting attendees are listed below and a summary of the meeting follows.

Tracy Walter	NCDOT Central Project Delivery
Pat Tuttle	NCDOT – Location and Surveys
Kevin Moore	NCDOT – Central Project Delivery
Missy Pair	NCDOT – Noise and Air
Laura Sutton	NCDOT – Central Project Delivery
Brian Lopez	NCDOT – Bicycle and Pedestrian
Bill Zerman	NCDOT – Central Project Delivery
Matthew York	NCDOT – Hydraulics
Bryan Lopez	NCDOT – Bicycle and Pedestrian
Herman Huang	NCDOT – Community Studies
Jim Harris	NCDOT – Rail
Carla Dagnino	NCDOT – Environmental Analysis
Bill Barrett	NCDOT – Environmental Analysis
Jim Mason	NCDOT – Environmental Analysis
Stuart Basham*	NCDOT – Division 10
Loretta Barren*	FHWA
Andy Bailey	NCDOT CRTPO (TPB)
Reuben Crummy	NCDOT CRMPO (TPB)
Nicole Bennett	WSP
Brock Laforty	WSP
Adam Karagosian	WSP
Jennifer Starnes	WSP
Jason Gorrie*	WSP

Charles Heafner*	WSP
Katharine Mather*	WSP
Sandy Smith	Axiom
Allison Keith	Axiom

**via telephone*

Tracy Walter opened the meeting, gave a brief description of the project, and asked for introductions. He then handed the meeting off to WSP to present the PowerPoint slides (attached). The main points of the PowerPoint include:

- Project History
- Project Descriptions
- Existing Conditions
- Human Environment Information
- Natural Environment Information
- Draft Purpose and Need
 - The Purpose and Need for each project has not been finalized since the traffic forecasts have not been completed to date. The following statement for each project was presented at the meeting, with the yellow highlighted sections indicating missing traffic information.
 - § The Charlotte Regional Transportation Organization's and Cabarrus-Rowan Metropolitan Transportation Organization's Transportation Plans articulate a desire for NC 73 to operate at Level of Service (LOS) D or better. The projected traffic volume for 2040 is projected to exceed the capacity of the roadway and operate at LOS F. NC 73 is currently (2016) operating at LOS D and is projected to operate at LOS F in 2040. On average, drivers experience 45.1 seconds of delay during the morning peak and 46.6 seconds of delay during the afternoon peak. This delay is projected to increase to 202.2 seconds of delay during the morning peak and 209.5 seconds of delay during the afternoon peak by 2040.
 - § The purpose of the project is to reduce congestion and improve traffic operations along NC 73 by achieving at least a LOS D by the project design year. Another desirable outcome is to enhance pedestrian and bicycle mobility.
- Tentative Project Schedule
- Individual Units Input

During the presentation, it was decided to use the new Board of Transportation approved 2018-2027 STIP to determine the ROW and LET schedules for both of these projects rather than the Live STIP which was used for the PowerPoint presentation. The BOT approved STIP designates both projects to have schedule for ROW in 2020 and LET in 2022.

After the presentation for each project, representatives who were present from each of the units provided comments:

R-2632AB

FHWA

- There was a discussion as to whether consultation would be the appropriate approach to satisfy NEPA rather than a new Categorical Exclusion since the 2009 CE for R-2632 also included evaluation of R-2632AB. It was subsequently determined that following the new CE process is acceptable.

Division 10

- No comment.

Central Project Delivery

- Recommended a divided section with a 30-foot wide raised median or 46-foot depressed media
- A 55 mph design speed can be used with a shoulder section and raised median.
- A 45 mph design speed must be used if the design includes curb and gutter and not a shoulder section.

Noise and Air

- WSP is scoped to do the Traffic Noise analysis. A Draft Work Plan must be submitted.
- The Noise Policy is different for state funded project vs. federally funded projects.
- Standard Air Quality statement to be included.

Community Studies

- No comment

Natural Environment

- Carla asked if and when a merger meeting would be conducted. Merger Team coordination would occur for R-2632AB after the External Scoping Meeting which has not yet been scheduled.

Bicycle and Pedestrian

- Bike and Ped typically recommends a multi-use side path for this type of project but plans to consult with the Towns and CRTPO before making a recommendation.

Location and Survey

- Mapping for the project has been requested.

Rail

- Recommended matching the section from R-2632AA and strongly suggested not touching the rail immediately west of R-2632AB (just east of NC 115)

CRTPO

- The CRTPO Comprehensive Transportation Plan was adopted in March 2017.
- The NC 73 team comprised of the towns, the Division, CRTPO and CRMPO meets quarterly. It was recommended that they be contacted regarding both R-2632AB and R-5706.
- The NC 73 team has been discussing interim improvements for the NC 73 corridor.

CRMPO

- The Cabarrus-Rowan MPO Comprehensive Transportation Plan was adopted in March 2017.

R-5706

FHWA

- No comment.

Division 10

- No comment.

Central Project Delivery

- Same recommendation as for R-2632AB (55 mph design speed, shoulder section with 30 ft. raised median or 46 ft. depressed median).

Noise and Air

- WSP is not currently scoped to do the Traffic Noise and Air Quality analyses. These tasks will be included as part of WSP's next task order, which will also include functional/preliminary design and SEPA EA preparation.
- Standard Air Quality statement to be included.

Community Studies

- No comment

Natural Environment

- Jim Mason pointed out that the Environmental Constraints Map presented during the meeting has a different project study area than the study area included in the NRTR. The NRTR includes a refined project study area that reduces the review area at and along the Y Lines. The NRTR assessed the correct project study area so no additional field surveys or revisions to the NRTR will be necessary.

Bicycle and Pedestrian

- Bike and Ped typically recommends a multi-use side path for this type of project but plans to consult with the Towns and CRTPO before making a recommendation.

Location and Survey

- Mapping for the project has been requested.

Rail

- No comment

CRTPO

- The Metropolitan Transportation Plans for CRTPO and CRMPO are being updated and will be completed in May 2018.
- The NC 73 Group assessment of future growth and planning is considering speed limit.

CRMPO

- Same comment as CRTPO.



MEMO

TO: Meeting Attendees
FROM: Adam Karagosian
SUBJECT: Meeting to discuss NC 73 Intersections (R-2632AB and R-5706A)
DATE: October 19, 2018

Attendees

Theresa Ellerby (NCDOT PMU)
Stuart Basham (NCDOT Division 10)
Mike Reese (NCDOT)
Bill Cox (Huntersville)
Jack Simoneau (Huntersville)
Stephen Trott (Huntersville)
Travis Johnson (Davidson)
Jason Burdette (Davidson)
Tyler Beardsley (Cornelius)
Aaron Tucker (Cornelius)
Brock LaForty (WSP)
Jennifer Starnes (WSP)
Adam Karagosian (WSP)

A meeting was held at Huntersville Town Center at 10:00 AM on October 2, 2018 to discuss the typical sections and intersections in the R-2632AB and R-5706A projects (NC 73 between NC 115 and Poplar Tent Road).

Adam Karagosian of WSP presented a powerpoint presenting the typical sections for R-2632AB and R-5706 and design concepts prepared for the NC 73/Davidson-Concord Road intersection and the NC/73 Poplar Tent Road intersection.

Typical Sections

- There were no specific comments regarding the typical sections.
- Cost-Sharing for multi-use path: Bill Coxe explained that the NCDOT Complete Streets Policy is undergoing internal review and is expected to go to the Transportation Board in February. Cost-sharing policy is expected to be clarified based on the policy review. Theresa Ellerby indicated NCDOT will coordinate with the Towns regarding cost-sharing when more information is available. Stuart Basham explained that current cost share is population based.

Davidson-Concord Road

- Adam presented four concepts that have been considered at this intersection, as well as traffic and human and natural environment impact information for each.
- NCDOT favors a Superstreet at this intersection that can be easily converted in the future to a Quadrant intersection in the southwest quad, the northeast quad, or both depending on future development plans and the future Prosperity Church extension.
- Stuart pointed out that the Prosperity Church Road Extension is not in the current MTP. Bill stated that the Lake Norman Transportation Commission is currently analyzing the Prosperity Church Road Extension alignment as part of a larger area study
- Jack indicated that the property in the southwest quadrant has as an approved rezoning plan (the Huntersville East development). Jack requested that WSP provide our SW Quad concept overlain on the Huntersville East plan for his information. Jack will provide WSP with the plan.
- Travis Johnson indicated that conversations have taken place with developers regarding the property in the northeast quadrant but there are no solid plans for development at this time. Travis asked if multi-use paths are included along the NE Quad roadway. Jennifer Starnes stated they are not included in the concept.
- Jennifer noted that a potential relocation of June Washam Road would be a two-lane roadway with turn lanes.
- All attendees agreed that the Superstreet design is acceptable with the long term possibility of converting the intersection to a quadrant(s).

Poplar Tent Road

- Adam presented three concepts that have been considered at this intersection, as well as traffic and human and natural environment impact information for each.
- NCDOT favors a Quadrant intersection in the southwest quad. This matches the concept in the Town of Huntersville Small Area Plan.
- A shift of the Renaissance Road realignment shown in the concept will be analyzed to move the connection with the quadrant road to the north. Mike Reese mentioned that any tie-in of the Renaissance Road to the quad roadway cannot impact queuing on the quad.
- Dual lefts from the NC 73 to the quad were discussed (concepts currently includes one left turn lane here). This would require adding another lane to the quad presented in the concept. WSP will look into adding a 16' island on the quad to accommodate a future additional lane.
- The Town of Huntersville agreed that a SW Quad is acceptable.



Other Intersections

- Bill Coxe indicated that the Ramah Church Road intersection will be signalized in the near future and turn lanes would be added.
- Bill asked if the traffic analysis considered Ramah Church Road and the existing signal at Bradford Park. Brock LaForty stated that he thought the intersections would have super street treatment but would have to confirm with WSP's traffic group.
- Bill indicated that the Town would like a left over at Jamesburg Road.
- Bill indicated that the Town is studying a thoroughfare crossing of NC 73 at Parr Drive.

Action Items

- WSP to overlay the SW Quad design on the Huntersville East plans and provide a map to Huntersville.
- WSP to provide a copy of the presentation to Davidson.