

## Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	U-5711
WBS Element	50160.1.1
Federal Project No.	N/A

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 1712 (Pineview Street) from west of Sylvan Drive to US 220 Business in Randolph County. The proposed project is located within the town limits of Asheboro, North Carolina (**Figure 1**).

The project proposes to widen SR 1712 (Pineview Street) from two lanes to three lanes with a center two-way left-turn lane and replace the existing culvert east of Bank Street. The proposed project is included in the 2024-2033 State Transportation Improvement Program (STIP) as U-5711 and is scheduled for construction in fiscal year 2024; right-of-way is in progress.

B. Description of Need and Purpose:

The purpose of the proposed project is to improve mobility and travel conditions along SR 1712 (Pineview Street) within the project limits and improve access to the local area, by providing increased storage for left-turn movements.

C. Categorical Exclusion Action Classification:

**Type I(A) - Ground Disturbing Action**

D. Proposed Improvements:

26. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints listed in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

A Minimum Criteria Determination Checklist (MCDC) was signed on August 30, 2016, for the proposed project. Due to the potential for federal funding, a Categorical Exclusion (CE) is being prepared.

**Existing Conditions:** The pavement width along SR 1712 (Pineview Street) is 22 feet with grassed shoulders on both sides.

**Alternatives:**

The No-Build Alternative was considered but was eliminated because it offers no improvements to the traffic operations in the project area. This alternative will not improve traffic flow nor improve mobility in the area. Therefore, the No-Build Alternative was eliminated from further consideration.

One build alternative to widen SR 1712 (Pineview Street) from two lanes to a three-lane facility was studied (**Figures 2A-2D**). In addition, the proposed improvements include replacement of the existing culvert east of Bank Street.

The proposed typical section along SR 1712 (Pineview Street) includes two 11-foot travel lanes, one in each direction; one 12-foot center two-way left turn lane; and 2-foot paved shoulders along the outside travel lanes. The proposed typical section at the rail crossing includes a 4-foot concrete monolithic island along SR 1712 (Pineview Street) on either side of the rail crossing.

The proposed structure replacement along SR 1712 (Pineview Street) is a double-barrel, 12-foot by 7-foot reinforced concrete box culvert with top edge bevel and wing walls. The culvert dimensions are based on preliminary design information and are set by hydraulic requirements.

Traffic will be detoured offsite for approximately 75 days while the culvert along SR 1712 (Pineview Street) is being replaced (**Figure 3**). The offsite detour is anticipated to result in a moderate disruption to traffic as vehicles are detoured along Bank Street, Commerce Place, and US 220 Business for approximately one mile.

**Estimated Cost (based on 2023 prices):**

Construction Cost - \$7,900,000

**Estimated Traffic:**

Year 2020: 6,835 vehicles per day

Year 2040: 8,400 vehicles per day

**Accidents:** The NCDOT Traffic Safety Unit evaluated a five-year period and identified a total of 37 accidents occurring on SR 1712 (Pineview Street) from the Asheboro Water Plant driveway to U.S. 220 Business and at the SR 1712 (Pineview Street) and U.S. 220 Business intersection. No fatal crashes occurred in the study area. Crashes are often the visible result of deficiencies in the capacity and safety characteristics of a transportation facility and contribute to delays, congestion, and driver frustration.

The most common crash patterns along this section of roadway, and at the SR 1712 (Pineview Street) and U.S. 220 Business intersection, included rear-end, slow, or stopped collisions and running off the road to the right. These accident types accounted for 78% (27) of the total collisions along SR 1712 (Pineview Street) and at the SR 1712 (Pineview Street) and U.S. 220 Business intersection. This pattern is typical of congested conditions on roadways with little to no control of access and is common in stop-and-go conditions. The addition of a center two-way left-turn lane provides storage for left-turning vehicles, removing them from the through travel lane and potentially reducing these accident types.

**Cultural Resources:**

Historic Architecture: A review of the State Historic Preservation Office (HPO) data and relevant background reports was undertaken by NCDOT and reveals no identified historic sites in the Area of Potential Effects (APE). Properties over fifty years of age were identified within the APE and visually surveyed and from this survey it was determined that all are unremarkable and/or have diminished integrity and do not warrant further evaluation. The area is characterized by mid to late 20<sup>th</sup> century development including two-story townhouses, brick ranch houses and modular houses. There are no National Register listed or eligible properties and no survey is required. Additional coordination with the NCDOT Environmental Analysis Unit confirmed that the No Survey Required determination is still valid. A copy of this correspondence is included in the **Appendix**.

Archaeology: A map review and site file search were conducted by NCDOT at the Office of State Archaeology. There are no National Register of Historic Places (NRHP) eligible or listed archaeological sites within the APE or adjacent to the project area. Previous large scale archaeological reviews resulted in finding many sites nearby on similar landforms, though the

closest, 31Rd1343/1343\*\* is considered not eligible for the NRHP. No archaeological survey is recommended. Additional coordination with the NCDOT Environmental Analysis Unit confirmed that the No Survey Required determination is still valid. A copy of this correspondence is included in the **Appendix**.

**Pedestrian and Bicycle Accommodations:** The project study area does not have bicycle or pedestrian accommodations. A meeting was held with NCDOT's Integrated Mobility Division and Environmental Policy Unit on August 15, 2023, to discuss Complete Streets for the proposed project. Based upon the meeting, projects that pre-date the 2019 Complete Streets policy update fall under legacy policy documents. Since a MCDC was completed for this project in 2016, IMD noted that the 2019 policy update to Complete Streets does not apply to this project and a formal Complete Streets request is not required.

**Railroad Consideration:** A single-track, at-grade rail crossing owned and operated by Norfolk Southern Railway (NS) runs through the project area. It is located on the NS Greensboro to Asheboro rail line known as their M-line. Four trains per day travel through this crossing on SR 1712 (Pineview Street) at a speed of 25 mph. There is a substantial amount of slow-moving rail traffic through this crossing due to the siding north of the crossing that provides rail service to customers, including switching rail cars in and out of businesses. A non-mountable concrete monolithic island is proposed along SR 1712 (Pineview Street) on either side of the rail crossing. The concrete island is required by NCDOT Rail Division and provides channelization at the rail crossing, creating a barrier in the center two-way turn-lane which minimizes the opportunity for passing at the rail crossing.

**Design Information:** The roadway will be designed as an Urban Major Collector utilizing the R-R-R Guide with a 40 mile per hour (mph) design speed. Design exceptions required include shoulder width, crest vertical curve K, vertical stopping sight distance, and superelevation.

**Environmental Considerations:** Water resources in the study area are part of the Cape Fear River basin [US Geological Survey (USGS) Hydrologic Unit 03030003] and the Yadkin River basin (USGS Hydrologic Unit 03040103). Two streams were identified in the study area (**Figure 4**). There are no potential jurisdictional wetlands present in the study area.

**Stream Impacts in the Cape Fear and Yadkin River Basins**

Map ID	Permanent Surface Water Impacts (acre)	Temporary Surface Water Impacts (acre)	Existing Channel Impacts Permanent (feet)	Existing Channel Impacts Temporary (feet)
SA (Site 2) (RCBC)	0.02	<0.01	77	10
SB (Site 1) (36" RCP)	<0.01	<0.01	44	5
<b>TOTAL:</b>	<b>0.02</b>	<b>&lt;0.01</b>	<b>121</b>	<b>15</b>

The amount of water resource impacts within the study area, described above, represents the maximum extent of potential fill in Waters of the United States.

**Tribal and Local Coordination:** NCDOT sought input from the Catawba Indian Nation. A copy of the response is included in the **Appendix**.

The Randolph County School Transportation Director noted that the proposed project would have a high impact on the three school buses that make a total of six trips per day through the corridor if the road were closed for up to a year. However, moderate and temporary impacts to school bus

routes are anticipated from the project as SR 1712 (Pineview Street) is anticipated to be closed for approximately 75 days.

The City of Asheboro Police Chief noted that there may be a moderate impact on emergency service response times during construction, but that a detour can be used.

**Relocations:** There are no relocations associated with the proposed project.

**Public Involvement:** A landowner notification letter was sent to all property owners located within the study area. No comments were received in response to distribution of the notification letter.

A public meeting was held on January 16, 2018, at the Randleman Community Center in Randleman, North Carolina. The purpose of the meeting was to involve the public in the project planning process by providing the public the opportunity to review project maps, ask questions, provide comments, and informally discuss the project with the project team. Participants viewed maps that depicted the proposed project and typical section. A project postcard announcing the public meeting was mailed to 46 residents and business owners within the study area prior to the public meeting. Approximately 10 members of the public registered their attendance at the public meeting, and a total of three comments were received at the public meeting or during the comment period following the meeting. The comments included requests for project information or were in support of the proposed project.

Prior to the public meeting, a meeting was held with local officials on the same day and at the same location as the public meeting. The meeting was held to provide information about the proposed project to the local officials and obtain input from them regarding the proposed project.

The Asheboro Fire Department noted that the biggest concern for emergency services within the project area is the intersection of Bank Street and SR 1712 (Pineview Street). The intersection includes ditches on either side of the roadway that create a concern for tractor-trailer trucks which may get stuck while making turns onto Bank Street. The proposed project will widen SR 1712 (Pineview Street) to three lanes and the SR 1712 (Pineview Street)/Bank Street intersection has been designed to accommodate the turning radius of a tractor-trailer truck.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)			
<p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &amp;/or 30; &amp;/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> <li><i>If any question 1-7 is checked "Yes" then NCDOT certification for <b>FHWA approval is required</b>.</i></li> <li><i>If any question 1-31 is checked "Yes" then additional information will be required in Section G.</i></li> </ul>			
PROJECT IMPACT THRESHOLDS (FHWA signature required if any of the questions 1-7 are marked "Yes")		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any question 8-31 is checked "Yes" then additional information will be required in Section G.			
<u>Other Considerations</u>		Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<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	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F:

**Response to Question 8:** The USFWS Information, Planning, and Consultation (IPaC) system lists Atlantic pigtoe (*Fusconaia masoni*) as a federally protected species that could potentially be affected by activities in this location. A mussel survey targeting this species was conducted and results presented in a Freshwater Mussel Survey Report for the proposed project. The biological conclusion for the Atlantic pigtoe is **"May Affect, Not Likely to Adversely Affect."**

The U.S. Fish and Wildlife Service (USFWS) has revised the previous programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), U.S. Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is **"May Affect, Likely to Adversely Affect."** The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Randolph County, where STIP U-5711 is located.

The USFWS has issued a programmatic conference opinion (PCO) in conjunction with the FHWA, USACE, and NCDOT for the tricolored bat (TCB) (*Perimyotis subflavus*) in eastern North Carolina. The PCO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. NCDOT, FHWA, and USACE have agreed to three conservation measures (listed in the PCO) which will avoid/minimize take to TCBs. These conservation measures apply to all counties in Divisions 1-8. The programmatic determination for TCB for the NCDOT program is **May Affect, Likely to Adversely Affect**. Once the TCB is officially listed, the PCO will become the programmatic biological opinion (PBO) by formal request from FHWA and USACE. The PBO

will ensure compliance with Section 7 of the Endangered Species Act for approximately five years (effective through December 31, 2028) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Randolph County, where STIP U-5711 is located.

**Response to Question 15:** A field investigation to identify geoenvironmental sites of concern (underground storage tank sites, dry cleaning facilities, hazardous waste sites, regulated landfills, and unregulated dumpsites) was conducted and identified five (5) sites of concern within the study area. The five sites included in the table below are anticipated to present a low to medium geoenvironmental impact to the project (**Figure 5**).

#### **GeoEnvironmental Sites of Concern**

<b>Property Name</b>	<b>Facility ID</b>	<b>Address</b>	<b>Anticipated Impact</b>
Vacant Store Building	N/A	2432 N. Fayetteville Street	Low
Vacant Building/Lot	N/A	2439 N. Fayetteville Street	Low
Vacant Building	0-019844	2445 N. Fayetteville Street	Low
Universal Fiber Systems, LLC	0-018739	749 Pineview Road	Low
Starpet Subsidiary Inc.	N/A	801 Pineview Road	Medium

Three potentially contaminated parcels located at the eastern end of the proposed project corridor were investigated and revealed no UST's and no contamination. These included Parcel #46 (2445 N. Fayetteville Street), Parcel #50 (2439 N. Fayetteville Street), and Parcel #51 (2432 N. Fayetteville Street). All necessary right-of-way for the proposed project has been acquired or the State has legal right of physical possession of that right-of-way.

# PROJECT COMMITMENTS

**Widen SR 1712 (Pineview Street) from west of Sylvan Drive to US 220 Business in Asheboro**

**STIP Number: U-5711**

**Randolph County**

**Federal Aid Number: N/A**

**WBS: 50160.1.1**

## COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

### **Construction Office - Covanta Environmental Solutions Fence**

In the northwest quadrant of the SR 1712 (Pineview Street) and U.S. 220 Business intersection, a six foot chain-link fence spanning 500 feet has been installed across the front of Covanta Environmental Solutions property running parallel to SR 1712 (Pineview Street). NCDOT has noted on the design plans that the fence must not be disturbed.

## COMMITMENTS FROM PERMITTING

No commitments developed during project permitting.

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


**SR 1712 (Pineview St.) from West of Sylvan St. to US 220 Business in Asheboro  
50160.1.1**




Categorical Exclusion Approval:

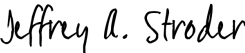
STIP Project No.	<u>U-5711</u>
WBS Element	<u>50160.1.1</u>
Federal Project No.	<u>N/A</u>

**Prepared By:**

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Date	Aileen S. Mayhew, P.E. Mott MacDonald

	<small>DocuSigned by:</small> 
<u>                    </u>	<small>BFF6487E14D5436...</small>
Date	Sabrina N. Raynor Mott MacDonald

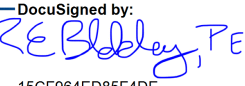
**Prepared For:**

	<small>DocuSigned by:</small> 
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Date	Jeffrey A. Stroder, P.E., Division Project Engineer North Carolina Department of Transportation, Highway Division 8

**Reviewed By:**

	<small>DocuSigned by:</small> 
<u>                    </u>	<small>D6E074CECE6B44E...</small>
Date	Art C. King, Division Environmental Officer North Carolina Department of Transportation, Highway Division 8

- |                                     |                  |   |
|-------------------------------------|------------------|---|
| <input checked="" type="checkbox"/> | <b>Approved</b>  | <ul style="list-style-type: none"><li>• If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.</li></ul>  |
| <input type="checkbox"/>            | <b>Certified</b> | <ul style="list-style-type: none"><li>• If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.</li><li>• If classified as Type III Categorical Exclusion.</li></ul> |

	<small>DocuSigned by:</small> 
<u>                    </u>	<small>16CF064ED96F4DE...</small>
Date	Reuben Blakley, P.E., Division Engineer North Carolina Department of Transportation, Highway Division 8

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

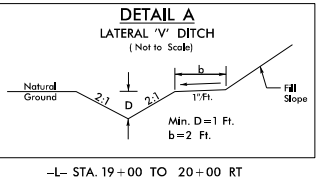
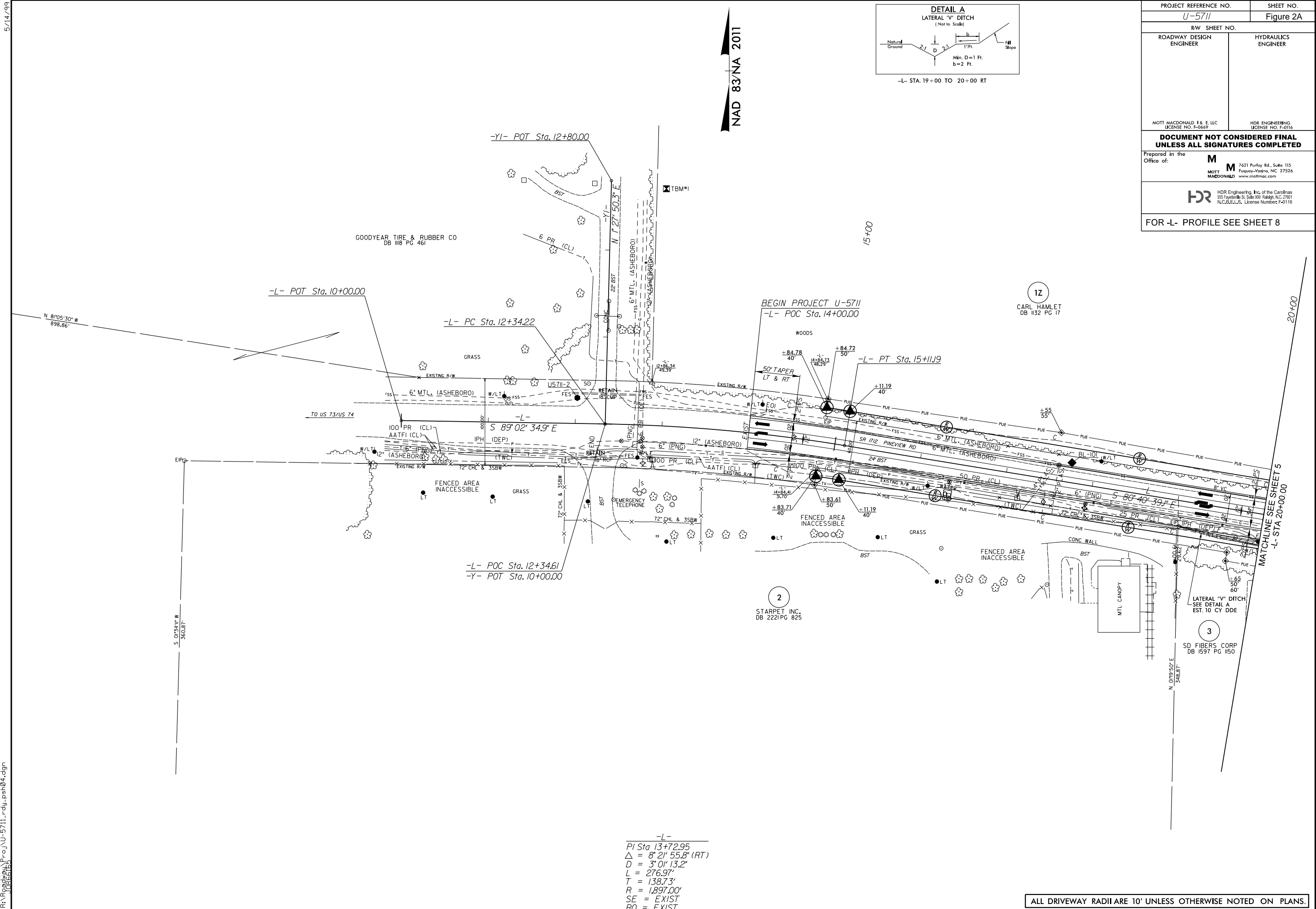
<u>                    </u>	<u>N/A</u>
Date	for Yolonda K. Jordan, Division Administrator Federal Highway Administration

# FIGURES



5/14/99

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JUN06/99



PROJECT REFERENCE NO. <i>U-5711</i>		SHEET NO. Figure 2A	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
MOTT MACDONALD, I & E, LLC LICENSE NO. F-0669		HDR ENGINEERING LICENSE NO. F-0116	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>			
Prepared in the Office of:		<b>M</b> <b>M</b> MOTT MACDONALD 7621 Purfoy Rd., Suite 115 Fuquay-Varina, NC 27526 www.mottmac.com	
<b>HDR</b>		HDR Engineering, Inc. of the Carolinas 55 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number F-0116	
FOR -L- PROFILE SEE SHEET 8			

-L-  
PI Sta 13+72.95  
Δ = 8' 21' 55.8" (RT)  
D = 3' 01' 13.2"  
L = 276.97'  
T = 138.73'  
R = 1,897.00'  
SE = EXIST  
RO = EXIST

ALL DRIVEWAY RADII ARE 10' UNLESS OTHERWISE NOTED ON PLANS.

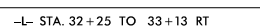
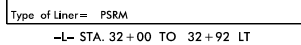
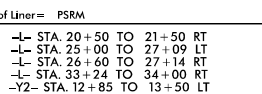
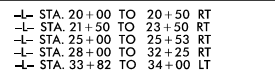


Diagram illustrating the intersection of Pineview Rd. and Y2-Sylvan Dr. showing traffic volumes for the 2020/2040 period.

**Intersection Details:**

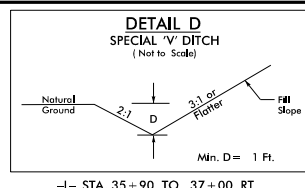
- Northbound (Top):**
  - Left Lane: 120 / 200
  - Right Lane: -100 / 100
- Southbound (Bottom):**
  - Left Lane: -100 / 100
  - Right Lane: 100 / 100
- Eastbound (Right):**
  - Volume: 6300 / 7600
- Westbound (Left):**
  - Volume: 6840 / 8400

**Labels:**

- Y2-SYLVAN DR.** (Vertical Road)
- PINEVIEW RD.** (Horizontal Road)
- EST. 2020/2040 TRAFFIC VOLUMES** (Caption)

FOR -L- PROFILE SEE SHEET 8  
FOR -Y2- PROFILE SEE SHEET 10

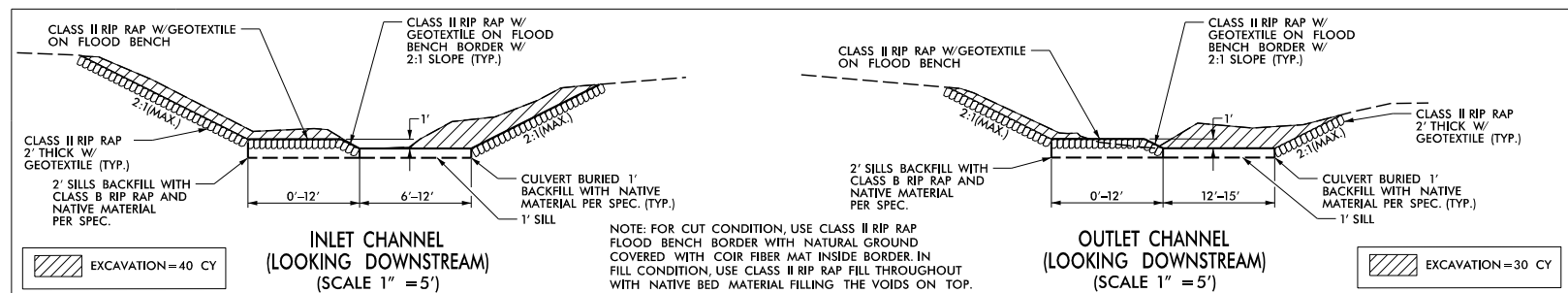




The diagram shows the intersection of Pineview Rd. and Y-3 Bank St. Traffic volumes are provided for the years 1970 and 2040 (Estimated).

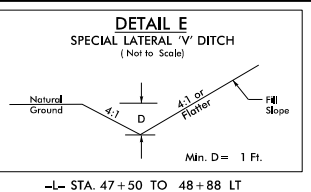
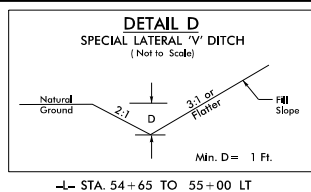
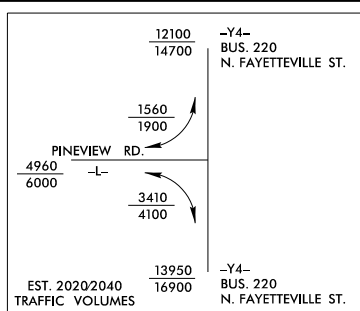
Direction	1970 Volume	2040 Volume
Northbound (Left Turn)	1660	320
Northbound (Through/Right Turn)	2000	400
Southbound (Left Turn)	6300	4960
Southbound (Through/Right Turn)	7600	6000

PROJECT REFERENCE NO.	SHEET NO.
<i>U-5711</i>	Figure 2C
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
MOTT MACDONALD P & E, LLC LICENSE NO. F-0669	HDR ENGINEERING LICENSE NO. F-0116
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	
Prepared in the Office of:	<b>M</b>  <b>MOTT MACDONALD</b> 7621 Purley Rd., Suite 115 Fayetteville, NC 27526 www.mottmac.com
<b>HDR</b> HDR Engineering, Inc. of the Carolinas 555 Fayetteville St., Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	
FOR -L- PROFILE SEE SHEETS 8 & 9 FOR -Y3- PROFILE SEE SHEET 10	

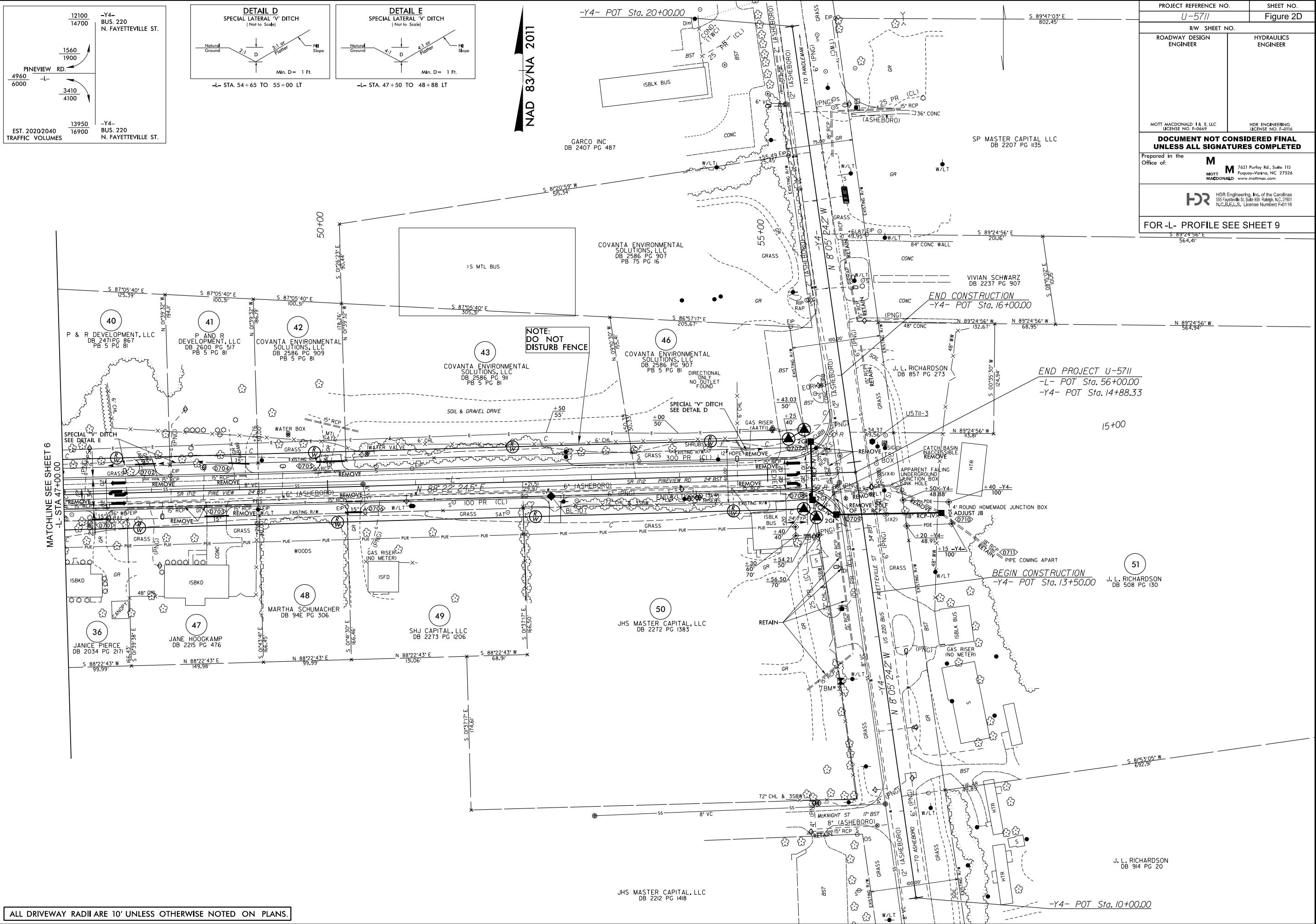


ALL DRIVEWAY RADII ARE 10' UNLESS OTHERWISE NOTED ON PLANS.

5/14/99



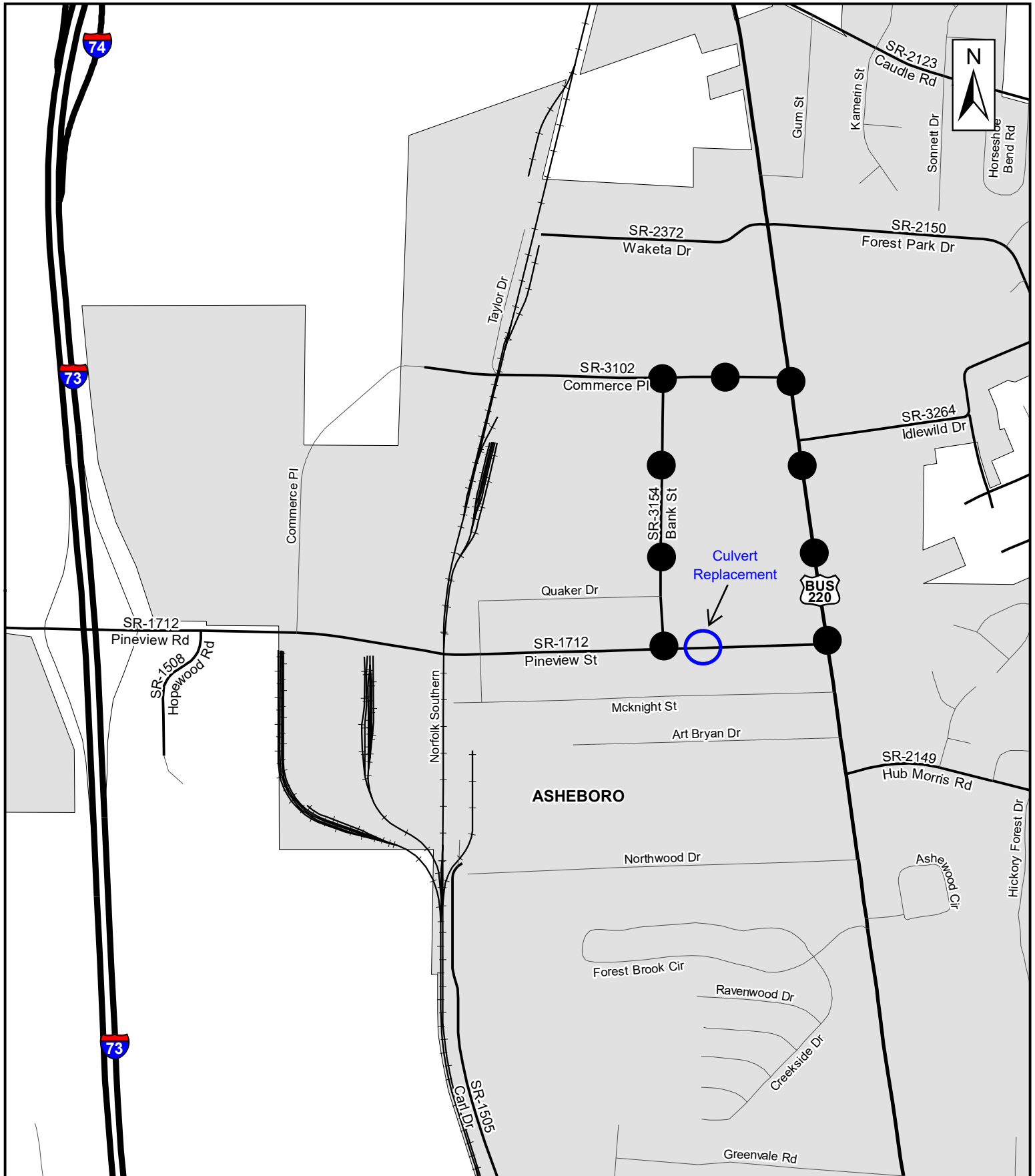
NAD 83/NA 2011



PROJECT REFERENCE NO.		SHEET NO.
U-5711		Figure 2D
R/W SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
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<div>M</div> <div>MOTT MACDONALD</div> <div>7621 Purfoy Rd., Suite 115 Fuquay-Varina, NC 27526 www.mottmac.com</div>		
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FOR -L- PROFILE SEE SHEET 9		
S 89°24'56" E 564.41'		

ALL DRIVEWAY RADII ARE 10' UNLESS OTHERWISE NOTED ON PLANS.

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JHB



North Carolina Department of Transportation  
Division of Highways

U-5711

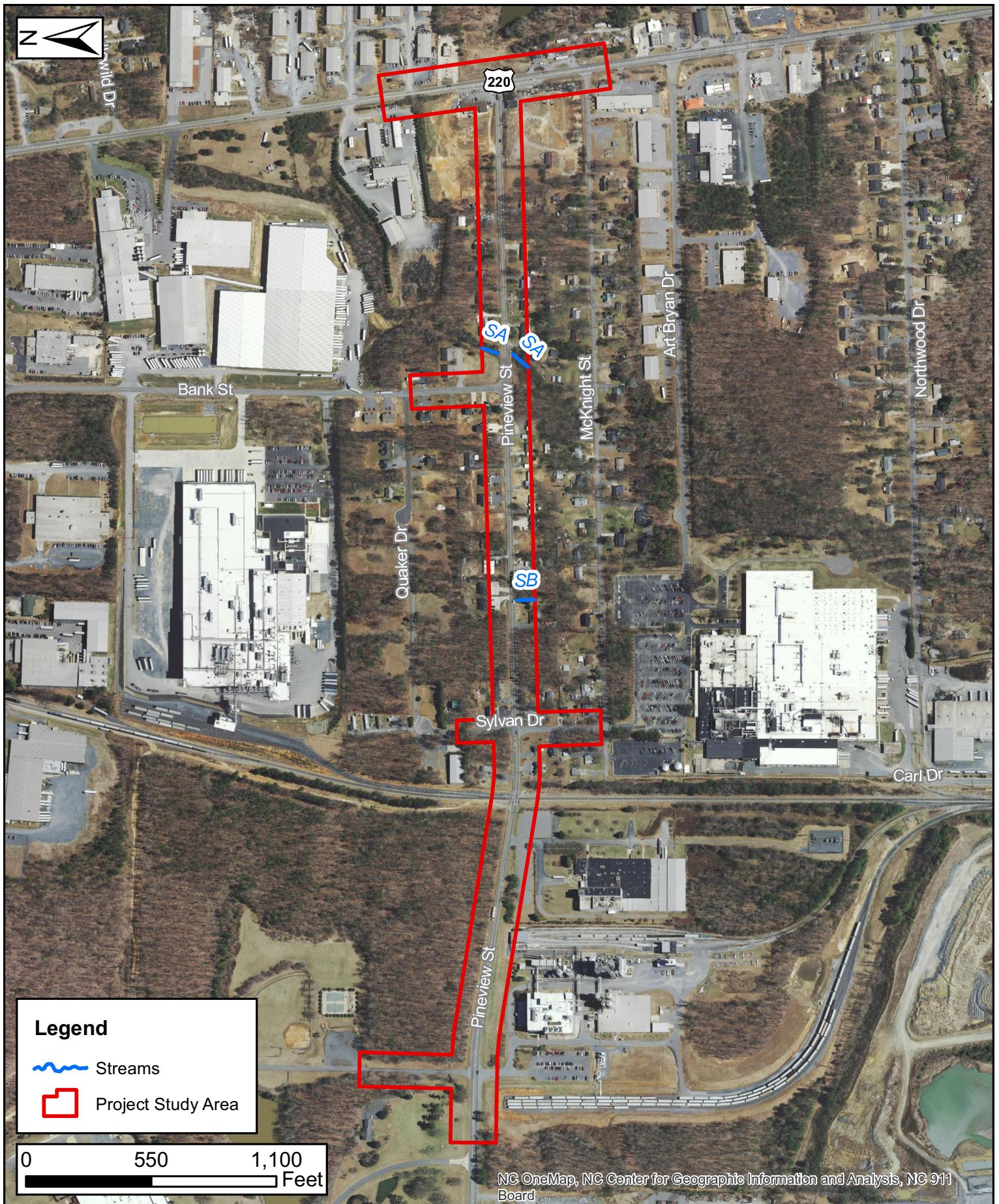
Widen SR 1712 (Pineview Street)  
from west of Sylvan Drive to US 220 Business

Asheboro, Randolph County

Detour Route

Figure 3





**Figure 4: Jurisdictional Features Map**  
TIP U-5711  
Widening of SR 1712 (Pineview Street)  
Asheboro, Randolph County, NC







# APPENDIX

16-08-0027

**UPDATE**

## 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

<b>Project No:</b>	U-5711	<b>County:</b>	Randolph
<b>WBS No.:</b>	50160.1.1	<b>Document Type:</b>	Federal CE
<b>Fed. Aid No:</b>		<b>Funding:</b>	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Permit Type(s):</b>	
<b>Project Description:</b> Widen SR 1712 (Pineview Street) from west of Sylvan Street to US 220 Business in Asheboro.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**Description of review activities, results, and conclusions:**

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on September 20, 2023. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined on the following maps. Properties over fifty years of age were identified within the APE and visually surveyed through Google Maps Street View, and from this survey it was determined that all are unremarkable and/or have diminished integrity and do not warrant further evaluation. The area is characterized by mid to late 20<sup>th</sup> century development including two-story townhouses, brick ranch houses and modular houses. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be 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:**

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Randolph County survey, Randolph County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

### SUPPORT DOCUMENTATION

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

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

*Kate Husband*

NCDOT Architectural Historian

*September 20, 2023*

Date

16-08-0027



## 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: **U-5711** County: **Randolph**  
 WBS No: **50160.1.1** Document: **MCC**  
 F.A. No: **N/A** Funding: ☒ State ☐ Federal  
 Federal Permit Required? ☐ Yes ☒ No Permit Type: **n/a**

**Project Description:** REVISED October 2023: minor expansion of APE, regulation coverage.

NCDOT proposes improvements along a section of SR 1712 (Pineview Street), U-5711 from US 220 Business to west of Sylvan Street, about thousand feet past the railroad tracks. The project involves widening of SR 1712 from two lanes to an improved three lane facility. For purposes of this review, some additional width for shoulders, bike lanes or sidewalks that may be included with this project will also be considered. While on the same alignment, the construction will have a wider footprint. The Area of Potential Effects (APE) of the improvements may be up to 4000 feet (~0.75 miles) and 110 wide, centered on the existing roadway.

This revised archaeological review form replaces the original, dated August 2016. In September 2023, NCDOT Division and Team Management indicated that minor expansions at certain crossroads may have exceeded the previously described APE. Additionally, consideration for potential federal actions through funding was requested. Both factors are addressed in this new form, however, the resulting recommendation regarding archaeology remains the same.

This project is state funded and there are no other federal involvement, such as specific USACE permits, anticipated. Therefore, the state G.S. 121-12(a) of applies for cultural resources review, which focuses on impacts to properties listed on the National Register of Historic Places. However, in anticipation of any potential change in the project funding, Section 106 of the National Historic Preservation Act (NHPA) is also considered, should it be necessary.

### SUMMARY OF CULTURAL RESOURCES REVIEW

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

No design mapping was available in 2016. Developed design mapping was provided as part of this revised review in 2023, with minor bump outs at intersecting roads. The APE has been refined with these minor expansions.

The project was viewed on aerial and topographic mapping. The project area along SR 1712 has a mixture of residential lots, roadside businesses, parking lots, industrial complexes and a rail crossing. Some wooded areas and large empty or fallow lots are present, undeveloped and also graded, are adjacent to SR 1712. Virtual driveby viewing was accomplished using both Google and Bing mapping. There are no obvious cemeteries that would be affected by this project. Much of the the project APE has been disturbed by the

16-08-0027

existing transportation facility and other modern development, however there are portions that may contain intact soils along the road's margins.

The Office of State Archaeology was visited to review archaeological mapping and to reference any known archaeological surveys. Archaeological reviews in the nearby vicinity have been considered. Of particular interest is ER 01-9270, NCDOT's archaeological survey and investigation for US 220 Business, covers the far eastern intersection of this project (Bib # 5369, Idol, Bruce S. and Paul A. Webb 2005). Site 31Rd1343/1343\*\* is described as a small Native American lithic and a nail likely associated with a twentieth century house on that location, mapped 60 meters north of SR 1712 outside of the APE. The report recommends the site as not eligible for the National Register of Historic Places. No other archaeological sites have been recorded inside or in close proximity to the APE.

For this undertaking, widening of an existing transportation facility, SR 1712, where soils have been altered by construction of the roadway, development and infrastructure. Some new soil disturbances will occur at the margins of the project on landforms that may contain archaeological sites as shown in the US 220 Business archaeological survey conducted for NCDOT and noted earlier.

There are no National Register of Historic Places (NRHP) eligible or listed archaeological sites within the APE or adjacent to the project area. Previous large scale archaeological reviews resulted in finding many sites nearby on similar landforms, though the closest, 31Rd1343/1343\*\* is considered not eligible for the NRHP. Since there are no NRHP archaeological sites known or affected, the project should be considered compliant with G.S. 121-12(a). Further, should it be necessary to consider changes from state to federal funding for the project, no archaeological survey is recommended for Section 106 of the NHPA due to the relatively small expansion overlapping existing facilities, graded soils, and utility-modified margins. No archaeological survey is recommended for this undertaking as currently proposed.

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

The scale and nature of the project is limited to widening improvements of a section of existing SR 1712, Pineview Street. Widening will occur that will affect soils that are relatively intact and also terrain that has been landscaped, graded, and paved for urban development. Review of background archaeological information and examination of mapping as well as a virtual drive-by suggests a moderate possibility for the presence of archaeological sites. Since this is a state funded project with no USACE permits or other federal involvement, G.S. 121-12(a) applies, however, the same conclusion is reached for Section 106. Only one site is recorded in the immediate vicinity of the APE, and that site, which is outside of the project area, is not eligible for the NRHP. Since there are no known archaeological sites that are listed or eligible for listing on the NRHP, no further archaeological survey is recommended. Therefore, this state-funded project with no federal action should be considered compliant with G.S. 121-12(a). Should the funding source or federal involvement be required, the same conclusion applies for Section 106 consideration. Further, should archaeological remains be encountered during construction, contact this office for further unanticipated discovery guidance.

**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**

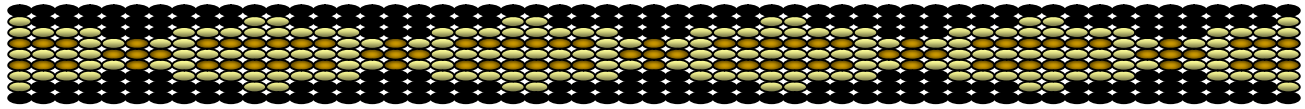
  
 NCDOT ARCHAEOLOGIST

10/13/2023

Date

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

Office 803-328-2427



November 29, 2023

Attention: Jeffrey Stroder  
NC Department of Transportation  
121 Dot Drive  
Carthage, NC 28327

Re. THPO #	TCNS #	Project Description
2024-193-5		Proposed widening of Pineview Street from west of Sylvan Drive to US 220 Business in Asheboro, Randolph Co., NC STIP Project U-5711

Dear Mr. Stroder,

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](mailto:Caitlin.Rogers@catawba.com).

Sincerely,

Wenonah G. Haire  
Tribal Historic Preservation Officer