

## Type III Categorical Exclusion Action Classification Form

|                     |               |
|---------------------|---------------|
| STIP Project No.    | <b>I-5974</b> |
| WBS Element         | 44993.1.1     |
| Federal Project No. | NHP-0095(046) |

### A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to improve the interchange of I-95 at US 701 and NC 96 (Exit 90) in Four Oaks, Johnston County as shown in Figure 1. The project is included in the State Transportation Improvement Program (STIP) as project number I-5974. The proposed project will accommodate future projected traffic volumes along the I-95 corridor by improving mobility and traffic flow at the interchange, as well as upgrading the vertical and horizontal clearances under the bridge for a future planned I-95 widening.

### B. Description of Need and Purpose:

Bridge No. 67, which carries US 701 over I-95, was constructed in 1957 and is functionally obsolete. The bridge was raised approximately two feet in 2009 to meet vertical clearance needs and the deck is currently supported on jack stands.

The interchange design is substandard, including a short deceleration lane and sharp curve in an off-ramp loop, closely spaced intersections, and complicated traffic movements to access intersecting facilities. Currently, the southbound I-95 on and off-ramps intersect US 301 approximately 300 feet west of the US 701 intersection. The I-95 southbound loop off-ramp to US 301/US 701 has a deceleration lane of approximately 150 feet that enters a sharp curve. The I-95 northbound off-ramp ties into NC 96 (Devils Racetrack Road) in a T-intersection, forcing drivers to execute a left turn to continue to the intersection with US 701 approximately 250 feet to the west. To access northbound I-95, drivers must leave US 701 and travel approximately 700 feet via Devils Racetrack Road (SR 1009) to reach the ramp terminal.

The purpose of the proposed project is to bring Johnston County Bridge No. 67 and the interchange configuration up to current design standards to alleviate driver confusion at the interchange. Further, the proposed project will accommodate future projected traffic volumes along the I-95 corridor by improving mobility and traffic flow at the interchange, as well as upgrading the vertical and horizontal clearances under the bridge for a future planned I-95 widening.

### C. Categorical Exclusion Action Classification:

**Type III**

### D. Proposed Improvements:

### E. Special Project Information:

#### **Alternatives**

Four alternatives, including a No Build Alternative and three Build Alternatives, were proposed for the project.

#### No Build Alternative

The No Build Alternative would not provide any substantial improvements to the interchange in the study area. The No Build Alternative would not enhance mobility, nor would it improve traffic flow or safety in the area. Therefore, the No Build Alternative would not meet the purpose and need for the project and

was removed from further consideration. However, the No Build Alternative will be carried forward in the environmental analyses of project alternatives to serve as the baseline to compare the other alternatives.

### Alternative 1

Alternative 1 would replace the existing interchange with a diamond interchange located to the north of the existing bridge over I-95. US 301 and Wilkins Road (SR 1235) would be realigned and intersect at a roundabout and a second roundabout would be constructed for the southbound I-95 ramp terminals. The northbound ramp terminals would also meet at a roundabout on the east side of I-95. The project would extend north and replace the existing CSX railroad bridge while re-aligning US 301/701. NC 96 (Devils Racetrack Road) and Devils Racetrack Road (SR 1009) would also be realigned to the east intersecting with each other approximately 1,000 feet east of the interchange. Hillsboro Road (SR 1226) would then be realigned and extended to intersect Devils Racetrack Road (SR 1009). The current entrance to May-Craft Fiberglass Products would be eliminated and a new entrance provided along Hillsboro Road (SR 1226). Figure 2 shows the proposed design of Alternative 1, including the proposed replacement of the railroad bridge (Johnston County Bridge No. 37) and realignment of US 301. The railroad bridge replacement and realignment of US 301 would be implemented in all alternatives although it is only shown on Figure 2.

### Alternative 2

Alternative 2 replaces the existing interchange with a compressed diamond and locates the new interchange south of the existing bridge over I-95. The ramp terminals for both north and southbound I-95 are traditional intersection alignments, allowing for full turning movements from the interstate. US 301 and Wilkins Road (SR 1235) would be realigned, shifting further to the west and meeting at a traditional intersection. The project would extend north over the existing CSX railroad bridge while realigning US 301/701 NC 96 (Devils Racetrack Road) and Devils Racetrack Road (SR 1009) would also be realigned, intersecting approximately 1,000 feet east of the interchange. Hillsboro Road (SR 1226) would then be realigned and extended to intersect Devils Racetrack Road (SR 1009). The current entrance to May-Craft Fiberglass Products would be eliminated and a new entrance provided along Hillsboro Road (SR 1226). Figure 3 shows the proposed design of Alternative 2.

### Alternative 3

Alternative 3 would replace the existing interchange to the south of the existing bridge with a half cloverleaf interchange form. US 301 would be realigned to the west of its existing locations. The I-95 southbound on- and off-ramps would intersect with US 301 in the same location. Wilkins Road (SR 1235) would be eliminated due to the placement of the southbound off-ramp. To the east, the I-95 northbound on- and off-ramps would intersect US 701 and the slightly realigned NC 96 (Devils Racetrack Road) in the same location. The project would extend north over the existing CSX railroad bridge while re-aligning US 301/US 701. Devils Racetrack Road (SR 1009) would be realigned to intersect US 701 approximately 1,000 feet east of the new interchange. Hillsboro Road (SR 1226) would then be realigned and extended to intersect Devils Racetrack Road (SR 1009). The current entrance to May-Craft Fiberglass Products would be eliminated and a new entrance provided along Hillsboro Road (SR 1226). Figure 4 shows the proposed design of Alternative 3.

In a meeting held December 10, 2018, NCDOT, US Army Corps of Engineers (USACE), and NC Division of Water Resources (NCDWR) representatives met to discuss the proposed alternatives for the project and a summary of the meeting is included in Appendix A. During the meeting the merits of each Alternative were discussed and Alternative 1 was selected as the Preferred Alternative.

**Mountain to Sea Trail and East Coast Greenway:** The Mountain to Sea Trail (MST) is currently co-located with the Buffalo Creek Greenway in Smithfield and then continues south and east on US 301, using the US 701 over I-95 bridge to Devils Racetrack Road as a temporary route for trail users to cross I-95. The East Coast Greenway (ECG) is currently located on US 301 south of Smithfield and at the interchange it currently continues down US 301 onto Boyette Road. Because neither route is permanent, Section 4(f) of the Department of Transportation Act of 1966 does not apply. However, NCDOT met with North Carolina Department of Parks and Recreation (NCDPR) and ECG representatives on July 26, 2019

to discuss the temporary route and a more permanent route for the MST and ECG. NCDOT noted that STIP Project B-6044 proposes replacing the I-95 bridges over Black Creek (Bridge Nos 500082 and 500085) and over the Neuse River (Bridge Nos 500100 and 500101). After discussing the proposed design for the I-5974 project and reviewing the location of the existing greenway, the participants agreed that the best option would be to continue discussion of accommodating a greenway under the I-95 bridge over the Neuse River as part of B-6044 and allowing the present design of the I-5974 project to move forward.

There was one public meeting held on February 28, 2019. The meeting was an open house format and no formal presentation was given. A total of 127 people signed in during this meeting. The most frequent comments provided from the public meeting were a dislike of roundabouts throughout the project. In addition, there were a few concerns about the proposed changes to property access and how the changes will affect businesses. The public meeting summary is attached in Appendix A.

Resource agencies were given the opportunity to provide comments on the project on October 9, 2018. Comments were received from the following agencies: The NCDOT Division of Bicycle and Pedestrian Transportation, NC Division of Parks and Recreation, NC Division of Water Resources (NCDWR), the North Carolina Wildlife Resources Commission (NCWRC), USACE, US Environmental Protection Agency (EPA), and the US Fish and Wildlife Service. NCDWR noted streams that were in the project area and their concern towards erosion and sediment impacts from the project. NCDWR also noted that the Neuse River Basin Riparian Buffer was within the project area and that impacts should be minimized and avoided. NCWRC noted that the Devil's Race Track mitigation site was within the project area and that impacts towards it should be avoided. NCWRC also noted that the portion of Black Creek located in the study area is utilized by anadromous fish species. No work is being done in Black Creek as part of this project; therefore, there are no anadromous fish spawning areas within the project. USACE noted different drainages, soils, and floodplains within the study area. All other agencies had no comments or recommendations regarding the proposed project. The comments concerning the project are attached in the Appendix.

F. Project Impact Criteria Checklists:

| <b>F3. Type III Actions</b>   |  |                                     |                                     |
|---|--|-------------------------------------|-------------------------------------|
| Proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C) answer questions below.  |  |                                     |                                     |
| <ul style="list-style-type: none"> <li>• <i>NCDOT will certify the Categorical Exclusion for FHWA approval.</i></li> <li>• <i>If any questions are marked "Yes" then additional information will be required for those questions in Section G.</i></li> </ul> |  |                                     |                                     |
|   |  | Yes                                 | No                                  |
| 1   | Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)? | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2   | Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3   | Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 4   | Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 5   | Does the project involve substantial residential or commercial displacements or right of way acquisition?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|                                     |   |                                     |                                     |
|-------------------------------------|---|-------------------------------------|-------------------------------------|
| 6                                   | Does the project include a determination under Section 4(f)?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 7                                   | Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 8                                   | Does the project impact anadromous fish spawning waters?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 9                                   | Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 10                                  | Does the project impact Waters of the United States in any of the designated mountain trout streams?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 11                                  | Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 12                                  | Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 13                                  | Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 14                                  | Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 15                                  | Does the project require work encroaching and adversely effecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 16                                  | Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Areas of Environmental Concern (AEC)?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <u>Type III Actions (continued)</u> |   | Yes                                 | No                                  |
| 17                                  | Does the project require a US Coast Guard (USCG) permit?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 18                                  | Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 19                                  | Does the project involve Coastal Barrier Resource Act (CBRA) resources?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 20                                  | Does the project impact federal lands (e.g. US Forest Service (USFS), US Fish and Wildlife Service (USFWS), etc.) or Tribal (Trust) Lands?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 21                                  | Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 22                                  | Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 23                                  | Will maintenance of traffic cause substantial disruption?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 24                                  | Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 25                                  | Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, TVA, Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|    |  |                                     |                                     |
|----|--|-------------------------------------|-------------------------------------|
| 26 | Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 27 | Is the project considered a Type I under the NCDOT's Noise Policy?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 28 | Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?          | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 29 | Is the project in an Air Quality non-attainment or maintenance area for a National Ambient Air Quality Standard (NAAQS)?             | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 30 | Are there other issues that arose during the project development process that affected the project decision?                         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

1. The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Johnston County, where STIP Project I-5974 is located. This level of incidental take is authorized from the effective date of a final listing determination through December 31, 2020 (the USFWS, FHWA, USACE, and NCDOT are coordinating to reinitiate Section 7 to extend the PBO beyond this date).

The Natural Resources Technical Report (2018) listed the biological conclusion for the dwarf wedgemussel, Tar River spiny mussel, and yellow lance as Unresolved. In addition, a review of USFWS IPaC (May 2020) lists the Neuse River waterdog (*Necturus lewisii*) and Atlantic pigtoe (*Fusconaia masoni*) as proposed threatened and the Carolina madtom (*Noturus furiosus*) as proposed endangered. Surveys for these six species will be conducted prior to construction.

7. Based on NCDOT's Indirect Screening Matrix Evaluation, approved on November 27, 2018, a Land Use Scenario Assessment (LUSA) is not warranted for this project. When the project is considered in the context of other past, present, and future actions, the anticipated cumulative effect of this project will be minimal. Any direct natural environment impacts of the project would be addressed through avoidance, minimization, or mitigation measures consistent with programmatic agreements with the natural resource agencies during the permitting processes. Current and future developments will be required to follow local, state, and federal guidelines and permitting regulations, as appropriate. NCDOT will coordinate with the USACE during the permitting process, and will implement any required mitigation measures, as necessary.
9. The subject project is within the Neuse River basin and is therefore subject to the Neuse River buffer rules.
11. There are approximately 1.6 acres of wetlands, 1,311 feet of streams, and 0.9 acre of surface water impacts when using the slope stake limits plus an additional 25 feet. Figure 5 shows the jurisdictional features and impacts. The USACE has the final discretion on whether an Individual Section 404 permit is required.

14. Based on the GeoEnvironmental prescoping memorandum, there are seven Underground Storage Tanks (USTs), Landfills and Other Potentially Contaminated Sites of Concern. There are five USTs, one auto repair site, and one herbicide site. All of the sites of concern have a low anticipated impacted.
21. The project is the reconfiguration of an existing interchange on I-95 at US 701/NC 96 and associated approach improvements including improvements to NC 96, US 301, and Devils Racetrack Road in Johnston County. The proposed design would replace the existing interchange with a diamond interchange located to the north of the existing bridge over I-95.
27. The source of this traffic noise information is *Traffic Noise Report - I-95 US 701/NC 96 (Exit 90) Interchange Improvements, Johnston County, STIP Project I-5974*, by Ramey Kemp Associates, June 2020.

#### Traffic Noise Impacts

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

*Predicted Traffic Noise Impacts\**

| <b>Traffic Noise Impacts</b> |                     |  |                    |       |
|------------------------------|---------------------|--|--------------------|-------|
| Alternative                  | Residential (NAC B) | Places of Worship/Schools, Parks, etc. (NAC C & D) | Businesses (NAC E) | Total |
| Build Condition              | 11                  | 0  | 0                  | 11    |

\*Per TNM<sup>®</sup>2.5 and in accordance with 23 CFR Part 772

#### Traffic Noise Abatement Measures

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

Noise abatement would not be feasible for this project. This is due to two reasons. First, noise abatement would not be feasible for isolated impacts since a minimum of two impacts could not be benefited by noise abatement measures. Second, no control of access is proposed for portions of the project along US 301 and US 701, meaning that most noise-sensitive land uses will have direct access connections to these roadways, and most intersections will adjoin the project at grade. The traffic noise analysis for this project confirmed that the physical breaks in potential noise barriers that would occur due to the uncontrolled right of way access would prohibit any noise barrier from providing the minimum required traffic noise level reductions at predicted traffic noise impacts, as defined by the noise abatement measure feasibility criteria of the NCDOT Traffic Noise Policy. For these reasons, noise abatement would not be feasible.

Based on this preliminary study, traffic noise abatement is not recommended, and no noise abatement measures are proposed. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project's design concept or scope.

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Categorical Exclusion. NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.

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

## NCDOT PROJECT COMMITMENTS

STIP Project No. I-5974  
I-95 at US 701/NC 96 Interchange Replacement  
Johnston County  
Federal Aid Project No. NHP-0095(046)  
WBS Element 44993.1.1

### **NCDOT – Division Environmental Officer**

The Neuse River Basin Buffer Rules apply to this project.

### **NCDOT – Biological Surveys Group**

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Johnston County, where STIP Project I-5974 is located. This level of incidental take is authorized from the effective date of a final listing determination through December 31, 2020 (the USFWS, FHWA, USACE, and NCDOT are coordinating to reinstate Section 7 to extend the PBO beyond this date).

The Natural Resources Technical Report (2018) listed the biological conclusion for the dwarf wedgemussel, Tar River spiny mussel, and yellow lance as Unresolved. In addition, a review of USFWS IPaC (May 2020) lists the Neuse River waterdog (*Necturus lewisii*) and Atlantic pigtoe (*Fusconaia masoni*) as proposed threatened and the Carolina madtom (*Noturus furiosus*) as proposed endangered. Surveys for these six species will be conducted prior to construction. Mussel and amphibian?? surveys will be required prior to permitting.

### **NCDOT – Geoenvironmental Section**

Phase I ESA will be required before acquisition of right of way.

### **NCDOT Congestion Management**

Prior to construction, NCDOT will complete an Interchange Access Review/Request report to FHWA for approval.


### **NCDOT Division 4**

NCDOT Division 4 will continue to coordinate with the NC Department of Parks and Recreation regarding the location of the Mountains to Sea Trail as part of STIP Project B-6044.

H. Categorical Exclusion Approval:

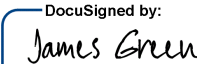
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|---------------------|----------------------|
| STIP Project No.    | <u>I-5974</u>        |
| WBS Element         | <u>44993.1.1</u>     |
| Federal Project No. | <u>NHP-0095(046)</u> |

**Prepared By:**

|             |  |
|-------------|--|
| 6/12/2020   | <small>DocuSigned by:</small><br> |
| <u>Date</u> | <u>Kat Bukowy, AICP</u><br>HNTB North Carolina, P.C.   |


**Prepared For:** North Carolina Department of Transportation, Highway Division 4

**Reviewed By:**

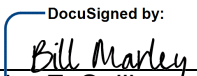
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| 6/15/2020   | <small>DocuSigned by:</small><br>   |
| <u>Date</u> | <u>James Lake Green, PE, PLS, Project Manager</u><br>North Carolina Department of Transportation, Highway Division 4 |

**Approved**

**Certified** If classified as Type III Categorical Exclusion.

|             |  |
|-------------|--|
| 6/12/2020   | <small>DocuSigned by:</small><br> |
| <u>Date</u> | <u>Kevin Bower, PE, Division Engineer</u><br>North Carolina Department of Transportation, Highway Division 4         |

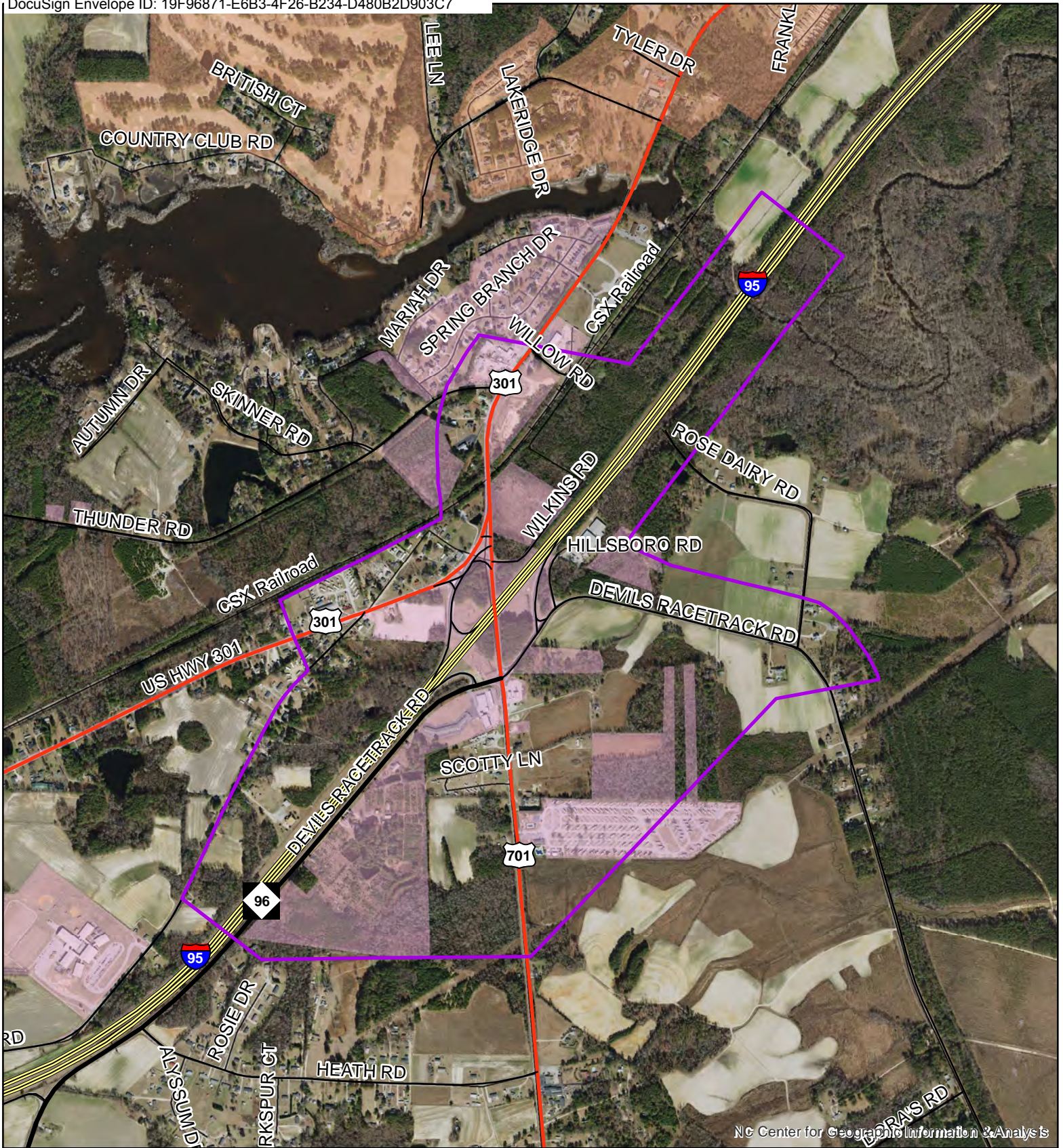
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

|             |  |
|-------------|--|
| 6/12/2020   | <small>DocuSigned by:</small><br> |
| <u>Date</u> | <u>for John F. Sullivan III, PE, Division Administrator</u><br>Federal Highway Administration                        |

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



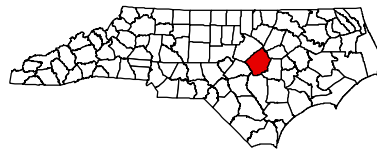
# FIGURES



NC Center for Geographic Information & Analysis

**Legend**

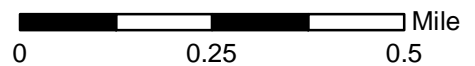
- I-5974 Study Area
- Interstate
- US Route
- NC Route
- Road
- Railroad
- Four Oaks
- Smithfield

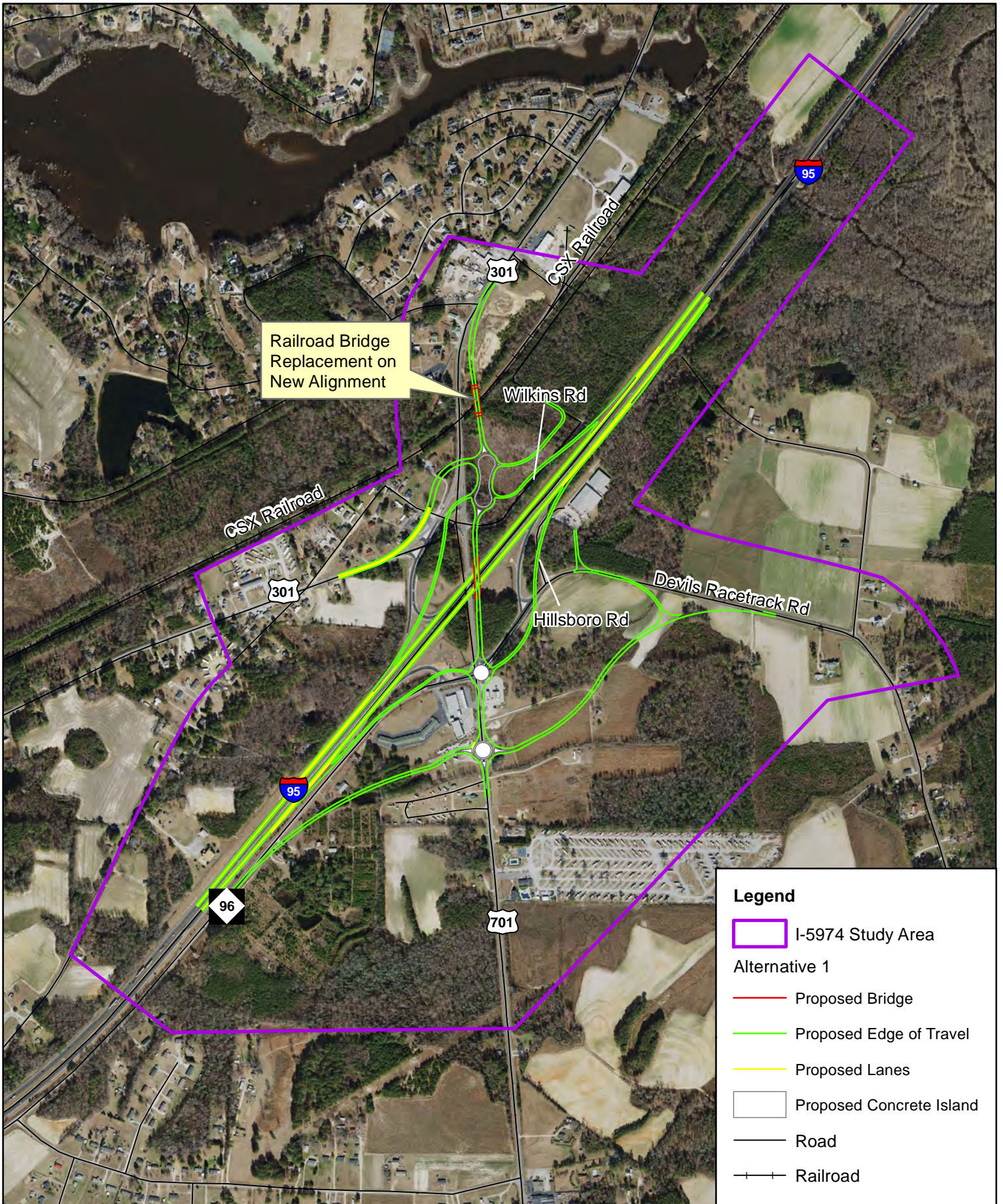


**Study Area Map**








STIP Project I-5974

Replacement of the I-95/US 701/  
NC 96 (Exit 90) Interchange  
Four Oaks, Johnston County





**Legend**

-  I-5974 Study Area
- Alternative 1
  -  Proposed Bridge
  -  Proposed Edge of Travel
  -  Proposed Lanes
  -  Proposed Concrete Island
  -  Road
  -  Railroad

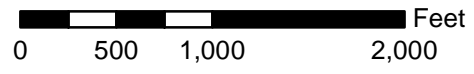
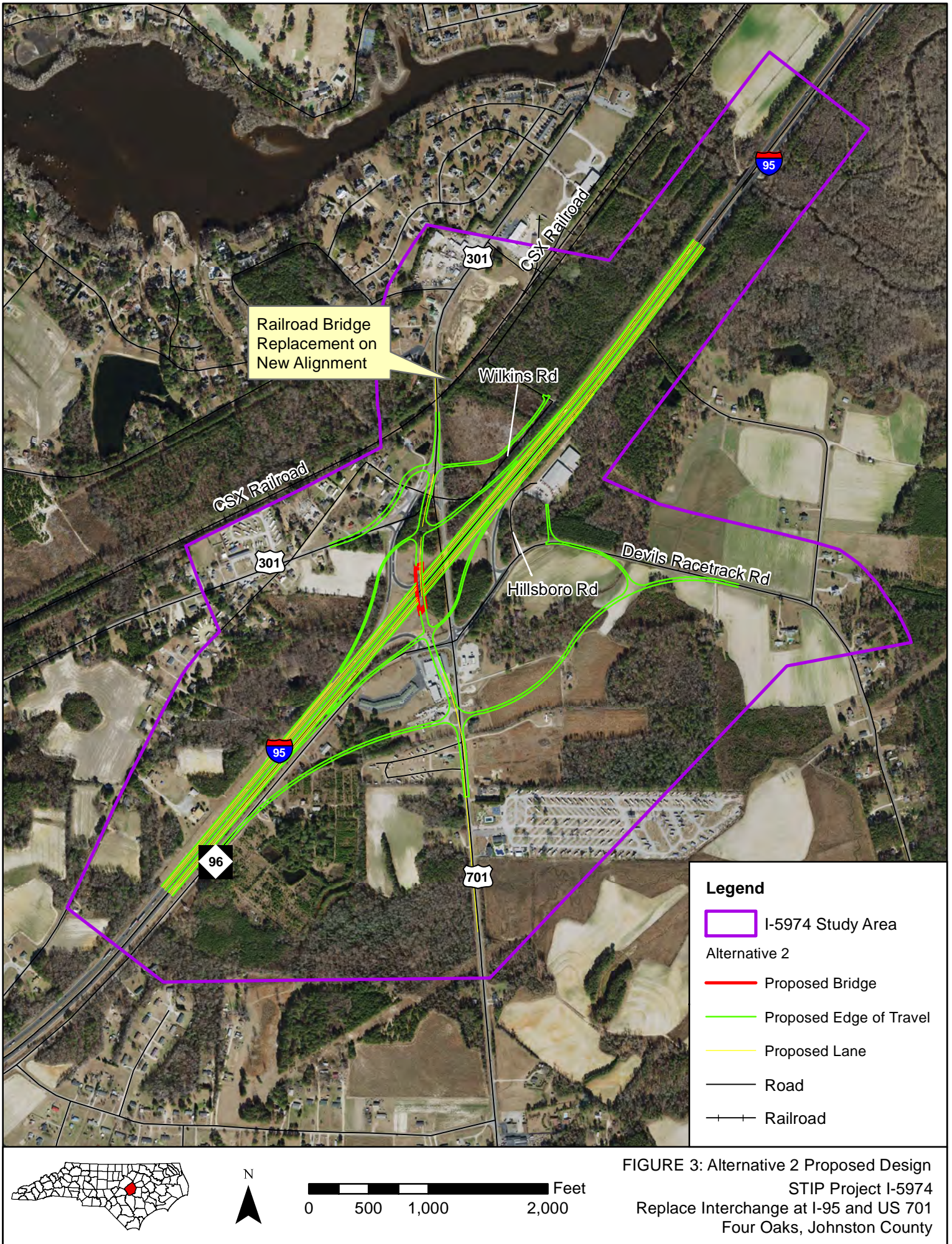


FIGURE 2: Alternative 1 Proposed Design  
STIP Project I-5974  
Replace Interchange at I-95 and US 701  
Four Oaks, Johnston County



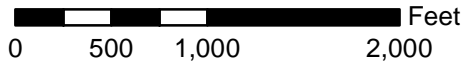
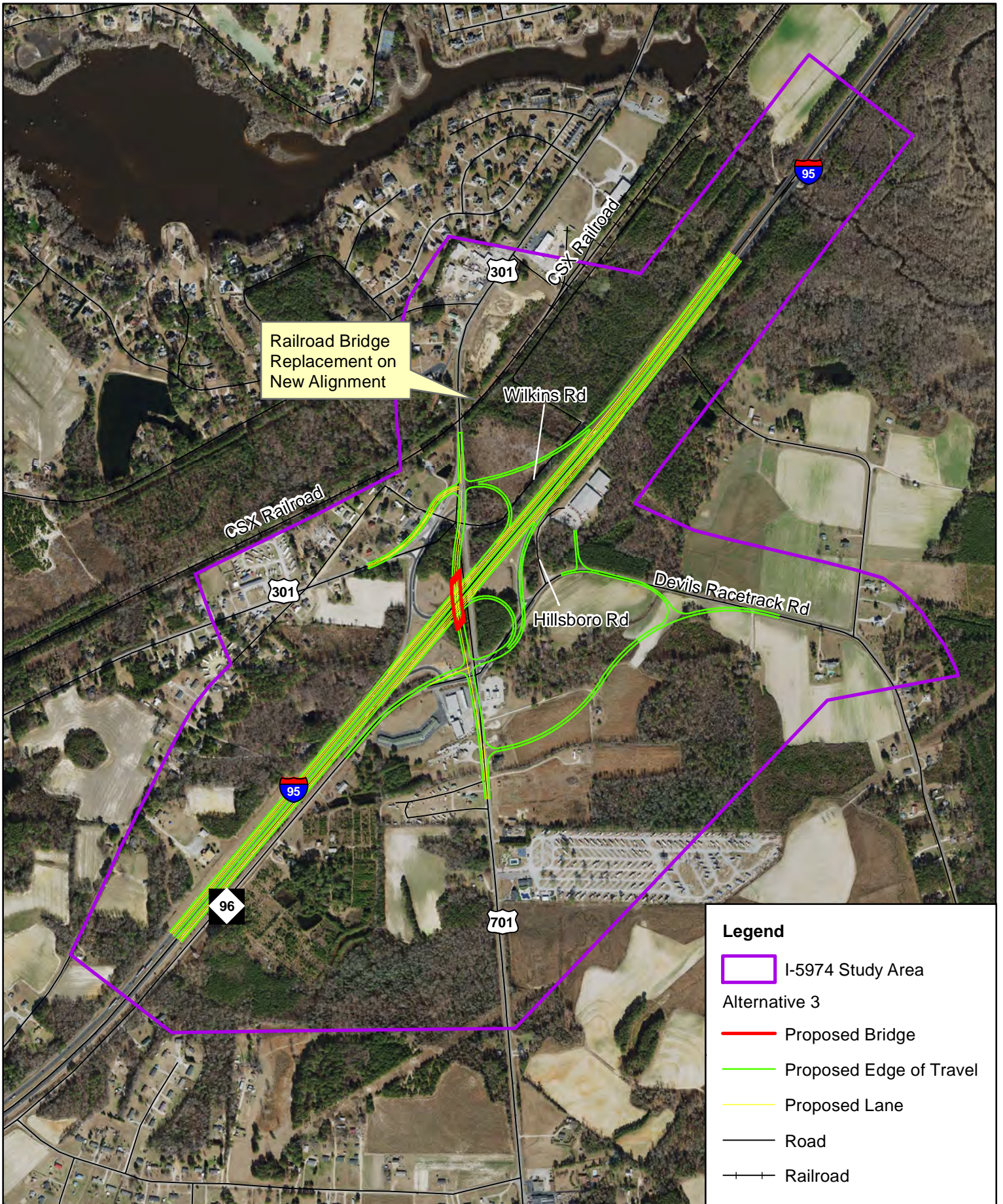




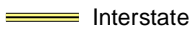
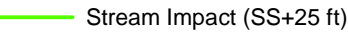

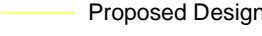

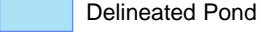


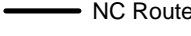
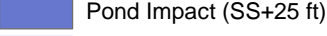

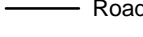
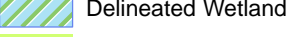


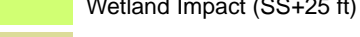


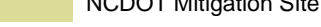
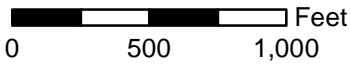
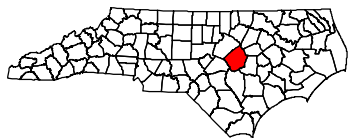
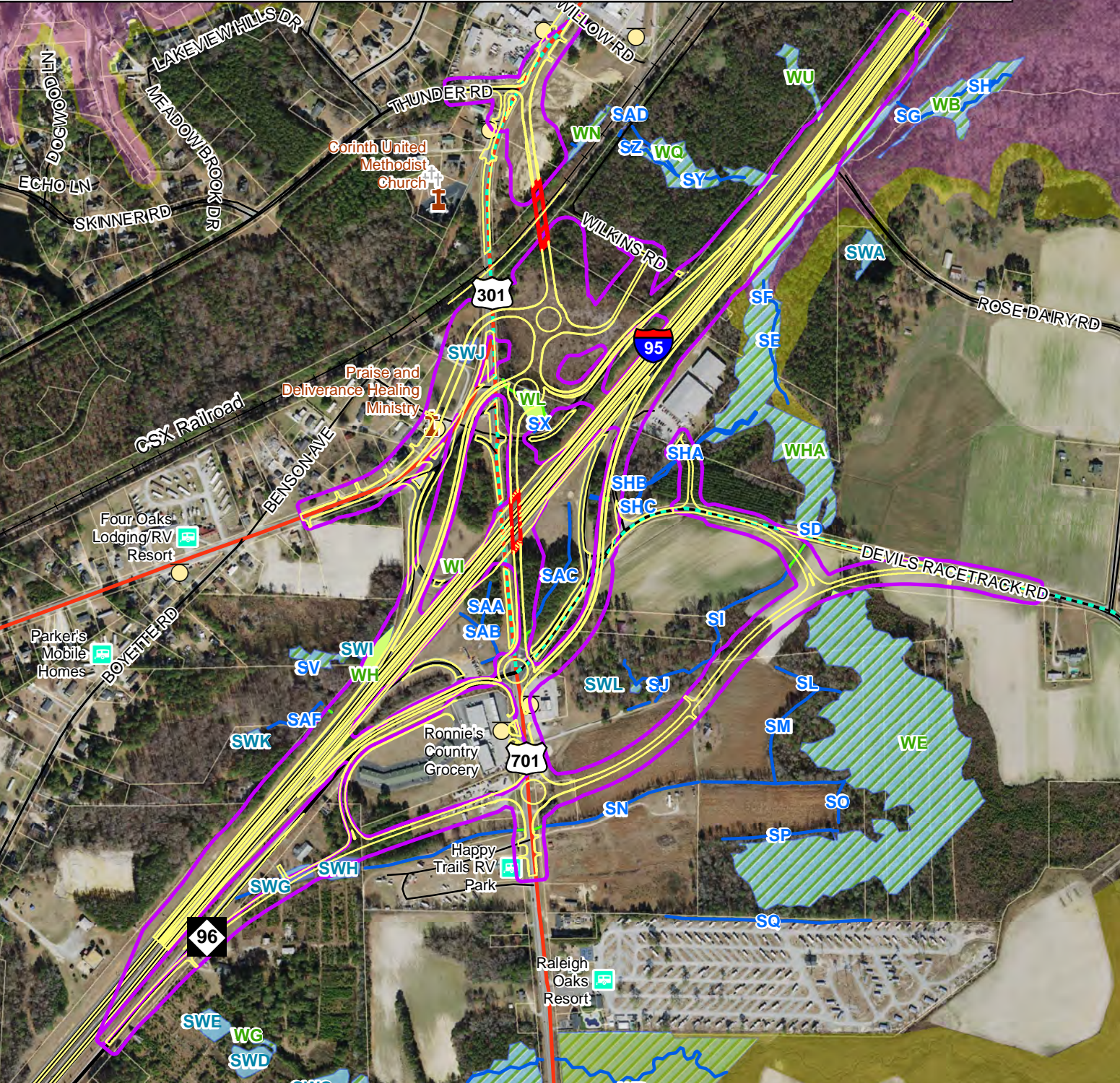


FIGURE 4: Alternative 3 Proposed Design  
STIP Project I-5974  
Replace Interchange at I-95 and US 701  
Four Oaks, Johnston County

**Legend**

- |  |  |  |   |
|--|--|--|---|
|  Build Alternative (SS+25 ft) |  Parcel                  |  Delineated Stream           | <b>FEMA</b>   |
|  Proposed Bridge             |  Interstate             |  Stream Impact (SS+25 ft)  |  100-year Floodplain |
|  Proposed Design             |  US Route               |  Delineated Pond           |  500-year Floodplain |
|  Mobile Home/RV Park         |  NC Route               |  Pond Impact (SS+25 ft)    |   |
|  UST - Low Risk              |  Road                   |  Delineated Wetland        |   |
|  Cemetery                    |  Mountains to Sea Trail |  Wetland Impact (SS+25 ft) |   |
|  Church                      |  Railroad               |  NCDOT Mitigation Site     |   |



**Figure 5: Jurisdictional Features**

STIP Project I-5974  
 Replace Interchange at I-95 and US 701  
 Four Oaks, Johnston County

# **APPENDIX A**

18-05-0018



## 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

|   |   |                        |  |
|---|---|------------------------|--|
| <b>Project No:</b>  | I-5974  | <b>County:</b>         | Johnston   |
| <b>WBS No.:</b>   | 44993.1.1   | <b>Document Type:</b>  | Federal CE   |
| <b>Fed. Aid No:</b>   | NHP-  | <b>Funding:</b>        | <input type="checkbox"/> State <input checked="" type="checkbox"/> Federal |
| <b>Federal Permit(s):</b>   | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <b>Permit Type(s):</b> | USACE  |
| <b><u>Project Description:</u></b><br>Construct Interchange I-95 at US 701 and NC 26. |   |                        |  |

### 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:** June 19, 2018

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

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on June 5, 2018. Based on this review, there is a survey site (David Smith House I JT0251) within the Area of Potential Effects, which follows the boundary of the study area. Properties over fifty years of age that are unsurveyed are also within the APE. A survey to evaluate these structures was required and performed on June 19, 2018. It was determined that the only property requiring further evaluation was the David Smith House I (JT0251). On June 21, 2018, an updated study area was provided and it was determined that the property does not fall within the APE. There are no National Register listed or eligible properties. If design plans change, additional review will be required.

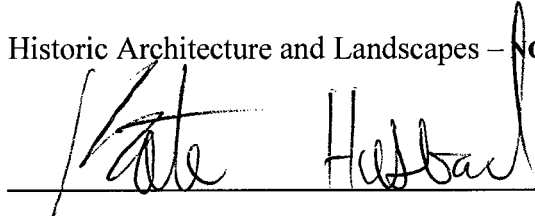


**SUPPORT DOCUMENTATION**

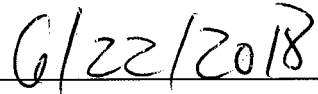
Map(s)     Previous Survey Info.     Photos     Correspondence     Design Plans

**FINDING BY NCDOT ARCHITECTURAL HISTORIAN**

Historic Architecture and Landscapes — **NO HISTORIC PROPERTIES PRESENT OF AFFECTED**



NCDOT Architectural Historian



Date



**UPDATED Study Area. Survey Site Property Falls Outside APE.**

**Intensive Archaeological Survey and Evaluation of the APE for the Proposed Interchange  
Construction on I-95 and US 701/NC 96  
Johnston County, North Carolina  
STIP Project No. I-5974  
WBS No. 44993.1.1(PA 18-05-0018)**

**MANAGEMENT SUMMARY**

Environmental Services, Inc., (ESI) of Raleigh, North Carolina conducted an intensive archaeological investigation and evaluation of the Area of Potential Effects (APE) for the proposed interchange on I-95 at US 701 and NC 96 in Johnston County, North Carolina (TIP No. I-5974; PA 18-05-0018). This investigation was conducted for the North Carolina Department of Transportation (NCDOT) to fulfill the requirements of Section 106 of the *National Historic Preservation Act* (NHPA; 1966, as amended) and is administered under the 2007 *Programmatic Agreement for Minor Transportation Projects* (Revised 2015) between the Federal Highway Administration (FHWA), NCDOT, the Advisory Council on Historic Preservation (ACHP), and the North Carolina State Historic Preservation Office (SHPO).

The APE for the project, as determined by the NCDOT Archaeology Group, corresponds with the overall project study corridor boundaries, incorporating any proposed right-of-way and construction easement limits that may encompass areas of potential ground-disturbing activities. The project area and APE totals approximately 632 acres, inclusive of all existing roadways and development.

Background research was conducted at the North Carolina Office of State Archaeology (OSA). Field methods used during the investigation included pedestrian inspection and shovel testing. Shovel tests were typically excavated at 30- and 15-meter intervals; however, in some cases additional shovel tests were excavated at closer intervals or judgmentally to encompass smaller landforms. No shovel tests were excavated in wetlands/hydric areas, disturbed soils, landscaped residential or commercial areas, or on slopes greater than 15 percent. All shovel tests measured approximately 30 centimeters in diameter and were dug to one meter, the water table, or sterile subsoil. Field investigations occurred between January 9 and April 10, 2019, and were conducted by Terri Russ (Principal Investigator), Melissa McKay (Field Director), Becky Sponseller, Nick Henderson, Thomas Evans, Nichole Wagner, Kyle Obermiller, and Conor McKearney.

As a result of the investigation, 42 new archaeological sites were recorded. Based on preliminary observations, one site, ESI-47 (temporary site number pending assignment of site trinomial by the OSA), may be eligible for the National Register of Historic Places (NRHP). One cemetery was also recorded (ESI-30). While not considered eligible for the NRHP, preservation by avoidance is recommended for this area. The remaining archaeological sites are recommended *Not Eligible* for the NRHP.

Two excavation units were placed at sites ESI-41 and ESI-47 in order to determine if the sites retained intact subsurface deposits or exhibited stratigraphic separation of cultural materials. Both

sites yielded sub-plow zone ceramic sherds and lithic materials. Results of these investigations are summarized below.

A 1-x-1 meter test excavation unit (EU2) was excavated at Site ESI-41. The majority of this site is represented by artifacts recovered from the surface of a plowed agricultural field. However, a small portion of the site extends west into a wooded area on a small ridge adjacent to a stream. Shovel testing in this area yielded nine lithic artifacts and approximately 10 to 15 prehistoric ceramic sherds from five shovel tests. Excavation of the 1-x-1 meter unit yielded a low density of artifacts, which included approximately 16 prehistoric ceramic sherds and 10 pieces of lithic debitage. Artifacts were recovered up to approximately 40 centimeters below surface. Analysis is currently ongoing; however, due to low artifact density, this site is unlikely to yield significant information pertaining to the prehistoric Woodland period occupation of the area.

Shovel testing at Site ESI-47 recovered approximately 97 lithic artifacts and 12 prehistoric ceramic sherds from 11 shovel tests (as well as from the surface of two treefalls near a positive shovel test). A 1-x-2 meter test excavation unit (EU1) was excavated at Site ESI-47 between the shovel tests that produced the most artifacts. Excavation of the unit yielded over 775 lithic artifacts (mostly debitage) recovered up to a depth of approximately 75 centimeters below surface, and approximately 98 prehistoric ceramic sherds recovered up to approximately 55 centimeters below surface. One small triangular (Woodland) projectile point was recovered from the first stratum of the unit. Artifact analysis has not yet been completed, but based on preliminary observations, it is likely that this site has the potential to yield significant information pertaining to the prehistoric Woodland period occupation of the area.

Site ESI-47 appears to represent an occupation spanning the Woodland period. The large quantity of lithic materials suggests tool fabrication and/or maintenance activities. Lithic debitage ranged from higher-quality metavolcanic materials to quartz (possibly obtained locally). Ceramics exhibited a variety of surface treatments; preliminary observations suggest most were fabric impressed and tempered with sand and grit. Analysis is ongoing to determine whether multiple temporal components are represented at the site.

While no subsurface features were observed, shovel testing and test unit excavation indicated a range of depth of recovery for materials (from surface to 75 centimeters below surface), which suggests that portions of the site retain the potential for intact subsurface features or artifact concentrations undisturbed by modern agricultural activities. The recovery of small fragments charcoal from Stratum II of the test unit indicates the potential for other, similarly well-preserved materials at the site.

Any future archaeological investigations at this site should be directed toward determining the seasonality and intensity of occupation of the site (does this site represent a single occupation or multiple seasonal encampments for the exploitation of a particular food resource?) as well as refining the temporal span of site occupation. This site appears to have the potential to provide significant information on prehistoric occupations in the area, and the presence of charcoal could provide refinement of the temporal chronology for the ceramic series in this region.

In summary, this site appears to have the potential to yield significant information pertaining to the prehistoric Woodland occupation of the area and may be eligible for the NRHP. ESI is currently working on the artifact analysis and report preparation for this project.



**Project Area Showing Site Locations**



Site ESI-47



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

DATE: October 23, 2018

TO: Kat Bukowy, AICP  
Project Manager, HNTB North Carolina

FROM: Bryan Lopez  
Transportation Planner DBPT

SUBJECT: Bicycle and Pedestrian Information for I-5974

The Division of Bicycle and Pedestrian Transportation has reviewed the subject TIP and has the following comments.

No local plans or proposals relevant to bicycle and pedestrian facilities were identified. However, local agencies should still be engaged to determine site-specific needs based on local knowledge / observation.

No bicycle or pedestrian facility recommendations at this time.

The Division of Bicycle and Pedestrian Transportation appreciates the opportunity to comment on this project. Please contact us if additional information is needed.

REFERENCES

Johnston County CTP

[https://connect.ncdot.gov/projects/planning/pages/CTP-Details.aspx?study\\_id=Johnston County](https://connect.ncdot.gov/projects/planning/pages/CTP-Details.aspx?study_id=JohnstonCounty)

NCDOT Pedestrian Policy

[https://www.ncdot.gov/divisions/bike-ped/Documents/bikeped\\_Ped\\_Policy.pdf](https://www.ncdot.gov/divisions/bike-ped/Documents/bikeped_Ped_Policy.pdf)

NCDOT Bicycle Policy

[https://www.ncdot.gov/divisions/bike-ped/Documents/bikeped\\_laws\\_Bicycle\\_Policy.pdf](https://www.ncdot.gov/divisions/bike-ped/Documents/bikeped_laws_Bicycle_Policy.pdf)

NCDOT Complete Streets Policy

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
DIVISION OF BICYCLE AND PEDESTRIAN  
TRANSIT  
1552 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1552

*Telephone:* (919) 707-2606  
*Fax:* (919) 715-4421  
*Customer Service:* 1-877-368-4968  
  
*Website:* [www.ncdot.gov](http://www.ncdot.gov)

*Location:*  
FOURTH FLOOR, ROOM 420  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27601

<http://www.completestreetsnc.org/>

Bicycle & Pedestrian Project Development & Design Guidance

<https://connect.ncdot.gov/projects/BikePed/Pages/Guidance.aspx>





Division of Parks and Recreation  
NC Department of Natural and Cultural Resources

Governor Roy Cooper

Secretary Susi H. Hamilton

October 10, 2018

Kat Bukowy, AICP  
Project Manager  
HNTB North Carolina, P.C.  
343 E. Six Forks Road, Suite 200  
Raleigh, NC 27609

Dear Ms. Bukowy:

I am responding to your request for review regarding NCDOT STIP # I-5974, Improvements to the I-95 Interchange with US 701 in Johnston County, NC. Based on the projects as proposed, the North Carolina Division of Parks and Recreation (DPR) has no objections and therefore no comments.

Please let me know if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin Williamson".

Justin Williamson  
Environmental Review Coordinator  
North Carolina Division of Parks and Recreation  
(919) 707-9329 / [justin.williamson@ncparks.gov](mailto:justin.williamson@ncparks.gov)



NORTH CAROLINA  
Environmental Quality

ROY COOPER  
Governor

MICHAEL S. REGAN  
Secretary

LINDA CULPEPPER  
Interim Director

October 11, 2018

## MEMORANDUM

To: Kat Bukowy, Project Manager, AICP

From: Rob Ridings, NC Division of Water Resources, Transportation Permitting Branch

Subject: Scoping comments on proposed NCDOT improvements to interchange of I-95, US 701, US 301 and NC 96 in Johnston County, TIP No. I-5974.

Reference your correspondence dated October 9, 2018 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for impacts to streams, tributaries, buffers and/or jurisdictional wetlands in the project area. More specifically, impacts to:

| Stream Name | River Basin | Stream Classifications | Stream Index Number | 303(d) Listing? |
|-------------|-------------|------------------------|---------------------|-----------------|
| Black Creek | Neuse       | C; NSW                 | 27-45-(14)          | No              |
| Holts Lake  | Neuse       | B; NSW                 | 27-45-(12)          | No              |
| Miry Branch | Neuse       | C; NSW                 | 27-47               | No              |
| Neuse River | Neuse       | WS-V; NSW              | 27-(41.7)           | No              |

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Resources requests that NCDOT consider the following environmental issues for the proposed project:

### **Project Specific Comments:**

1. All the above-mentioned streams and their tributaries are class NSW (nutrient sensitive) waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to all streams and tributaries. Post-construction stormwater BMPs should, to the MEP, be selected and designed to reduce nutrients.
2. This project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0233. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in



accordance with 15A NCAC .02B .0295. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, coordinated with the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification.

### General Project Comments:

1. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
2. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through BMPs as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Tool box manual*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission’s Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. North Carolina Division of Mitigation Services may be available for assistance with wetland mitigation.
4. In accordance with the Environmental Management Commission’s Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 300 linear feet to any perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available for assistance with stream mitigation.
5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
6. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Resource Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.



8. The NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.
10. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. To meet the requirements of NCDOT's NPDES permit NCS000250, please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.
12. Sediment and erosion control measures should not be placed in wetlands or streams.
13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters. To meet the requirements of NCDOT's NPDES permit NCS000250, please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.
15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Nationwide Permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills. Concrete shall be handled in accordance with the NPDES Construction General Permit NCG010000.



17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.
19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 4085/Nationwide Permit No. 6 for Survey Activities.
21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.



26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

Thank you for requesting our input at this time. The NCDOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Rob Ridings at 919-707-8786.





## ☒ North Carolina Wildlife Resources Commission ☒

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Gordon Myers, Executive Director

### MEMORANDUM

**TO:** Kat Bukowy, AICP  
Project Manager, HNTB

**FROM:** Travis Wilson, Highway Project Coordinator  
Habitat Conservation Program

**DATE:** October 26, 2018

**SUBJECT:** Response to the start of study notification regarding fish and wildlife concerns for the proposed interchange improvements at I-95 and US 701 in Four Oaks, Johnston County North Carolina. TIP project: I-5974

This memorandum responds to a request for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

The Devil's Race Track mitigation site is located within the project study area, impacts to this compensatory mitigation site should be avoided. Also, the portion of Black Creek located in the study area is utilized by anadromous fish species, WRC request an in water work moratorium of Feb 15 to June 30 for Black Creek. At this time we do not have any additional concerns related to this project; however, to help facilitate document preparation and the review process our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

NC Natural Heritage Program  
Dept. of Environment & Natural Resources  
1601 Mail Service Center  
Raleigh, NC 27699-1601.  
[WWW.ncnhp.org](http://WWW.ncnhp.org)

and,

NCDA Plant Conservation Program

P. O. Box 27647  
Raleigh, N. C. 27611  
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.
3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.
5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).
6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.
7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.
8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.
9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 707-0370.



**From:** [Alsmeyer, Eric C CIV USARMY CESAW \(US\)](#)  
**To:** [Kat Bukowy](#)  
**Cc:** [Green, James C](#); [Coggins, Tony C](#); [James Byrd](#); [Roy Tellier](#)  
**Subject:** RE: NCDOT STIP I-5974 Start of Study Notification; AID SAW-2018-02033.  
**Date:** Monday, October 29, 2018 3:57:16 PM  
**Attachments:** [image004.png](#)  
[image001.jpg](#)  
[Eric Alsmeyer.vcf](#)

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Kat: This is in response to your October 9, 2018 Start of Study email, below, for STIP I-5974, improvements to the I-95 interchange with US 701 in Four Oaks, Johnston County. Thank you for the opportunity to comment.

My comments:

The study area is centered on the I-95/US 701 interchange, which is generally on the ridge between the Holts Lake and Neuse River drainages. Black Creek, including Holts Lake, crosses the study area, and several unnamed headwater tributaries start within the study area. As noted on the environmental features map, there are two FEMA floodplains within the northeast portion of the study area, one on a tributary that parallels I-95, and one on Black Creek/Holts Lake. The National Wetland Inventory (NWI) map shows palustrine forested within the floodplain of Black Creek, and two emergent wetlands in the headwaters of a drainage just southeast of I-95, as well as some of the ponds and tributaries within the study area. The County soils maps show areas of potential hydric Rains, Bibb, Lynchburg, Dogue, Altavista, Wagram, Blanton, Toisnot, and Wehadkee soils at varying locations within the project limits.

GIS mapping shows no occurrences of Federally endangered or threatened species directly within the project area. Critical habitat for the endangered Atlantic sturgeon occurs in the Neuse River approximately ½ mile from the study area. There are no known historic properties listed or eligible for listing on the National Register of Historic Places in the study area. Archaeological investigations will likely be required.

A NC Division of Mitigation Services easement (Devils Crossroads site) occurs on the east side of US 701 within the southern boundary of the study area. This site is shown on the environmental features map as an NCDOT Mitigation Site.

A field visit for the Corps to review the jurisdictional determination by ESI will be conducted on November 8, 2018.

Please reply or call if you have any questions or if I may serve you in any other way.

The Wilmington District is committed to providing the highest level of support to the public. To help us ensure we continue to do so, please complete the Customer Satisfaction Survey located at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=136:4:0](http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0).

Eric Alsmeyer



---

**From:** Kat Bukowy [mailto:kbukowy@HNTB.com]

**Sent:** Tuesday, October 9, 2018 12:55 PM

**To:** Matthews, Monte K CIV USARMY CESA W (US) <Monte.K.Matthews@usace.army.mil>; Alsmeyer, Eric C CIV USARMY CESA W (US) <Eric.C.Als Meyer@usace.army.mil>; gary\_jordan@fws.gov; bill.marley@dot.gov; brian.strong@ncparks.gov; somerville.amanetta@epa.gov; rob.ridings@ncdenr.gov; travis.wilson@ncwildlife.gov; fritz.rohde@noaa.gov

**Cc:** Green, James C <jcgreen@ncdot.gov>; Coggins, Tony C <tcoggins@ncdot.gov>; James Byrd <jabyrd@HNTB.com>; Roy Tellier <rtellier@HNTB.com>

**Subject:** [Non-DoD Source] NCDOT STIP I-5974 Start of Study Notification

Good afternoon,

On behalf of Jake Green, North Carolina Department of Transportation (NCDOT) Division 4 Project Engineer (cc'd), HNTB has begun the project development and environmental and engineering studies for the improvements to the I-95 interchange with US 701 (STIP Project I-5974) in Four Oaks, Johnston County.

We would appreciate any information you may have that would be helpful in evaluating potential environmental impacts of the project. Your comments will be used in the preparation of a federally funded Categorical Exclusion, prepared in accordance with the National Environmental Policy Act.

Please respond by October 23<sup>rd</sup> so that your comments can be incorporated into the project documentation. Copies of the environmental features map and scoping data sheets are attached.

If you have any questions regarding the project please feel free to contact myself or James Byrd, Project Manager, at 919.424.0437 or [jabyrd@hntb.com](mailto:jabyrd@hntb.com).

Regards,

Kat Bukowy

**Kat Bukowy, AICP**

Project Manager

**Direct** (919) 424-0441 **Fax** (919) 546-9421

**HNTB North Carolina, P.C.**

343 E. Six Forks Road, Suite 200, Raleigh, NC 27609 | [Blockedwww.hntb.com](http://Blockedwww.hntb.com)

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**From:** [Somerville, Amanetta](#)  
**To:** [Kat Bukowy](#); [James Byrd](#)  
**Cc:** [Militscher, Chris](#); [Somerville, Amanetta](#)  
**Subject:** RE: NCDOT STIP I-5974 Start of Study Notification  
**Date:** Tuesday, October 23, 2018 4:14:19 PM  
**Attachments:** [image002.png](#)

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Dear Ms. Bukowy:

The U.S. Environmental Protection Agency (EPA) Region 4 appreciates the opportunity to provide comments on the October 9, 2018 start of study request for I-5974 - replace the existing interchange at I-95 and US 701, in Johnston County, North Carolina. Based on the provided information the proposed project does not appear to represent a significant impact to the environment. However, the EPA offers the following technical comments:

- Based upon GIS analysis of the National Wetlands Inventory, there are freshwater emergent wetlands located in the proposed project area. Measures to avoid and minimize any impacts to jurisdictional wetlands should be considered and documented in the proposed CE. The EPA recommends that any contractor working on-site should use best management practices and should address any potential impacts to off-site streams and waterways. The EPA also recommends that site grading, excavation, and construction plans should include implementable measures to prevent erosion and sediment runoff from the project site during and after construction.

- The proposed roadway replacement will increase impervious surface area, thereby increasing stormwater runoff during times of precipitation. A stormwater prevention plan for the project area should be included in the future environmental impact analysis. The site grading, excavation, and construction plans should include implementable measures to prevent erosion and sediment runoff from the various project sites during and after construction.

Thank you for the opportunity to provide comments on this project. If you have any questions, please feel free to contact me from the information below.

### **Links to online resources used in this analysis**

EPA ATTAINS, Water Quality Assessment and TMDL Information:

[https://ofmpub.epa.gov/waters10/attains\\_index.home](https://ofmpub.epa.gov/waters10/attains_index.home)

EPA Best Management Practices: <https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#constr>

### ***Amanetta Somerville***

U.S. Environmental Protection Agency Region 4  
61 Forsyth Street SW. Atlanta, Ga 30303  
National Environmental Policy Act Program Office  
Resource Conservation and Restoration Division  
Phone: 404-562-9025  
E-mail: [somerville.amanetta@epa.gov](mailto:somerville.amanetta@epa.gov)

---

**From:** Kat Bukowy [mailto:kbukowy@HNTB.com]  
**Sent:** Tuesday, October 9, 2018 12:55 PM  
**To:** 'monte.k.matthews@usace.army.mil' <monte.k.matthews@usace.army.mil>;  
eric.c.alsmeyer@usace.army.mil; gary\_jordan@fws.gov; bill.marley@dot.gov;  
brian.strong@ncparks.gov; Somerville, Amanetta <Somerville.Amanetta@epa.gov>;  
rob.ridings@ncdenr.gov; travis.wilson@ncwildlife.gov; fritz.rohde@noaa.gov  
**Cc:** Green, James C <jcgreen@ncdot.gov>; Coggins, Tony C <tcoggins@ncdot.gov>; James Byrd  
<jabyrd@HNTB.com>; Roy Tellier <rtellier@HNTB.com>  
**Subject:** NCDOT STIP I-5974 Start of Study Notification

Good afternoon,

On behalf of Jake Green, North Carolina Department of Transportation (NCDOT) Division 4 Project Engineer (cc'd), HNTB has begun the project development and environmental and engineering studies for the improvements to the I-95 interchange with US 701 (STIP Project I-5974) in Four Oaks, Johnston County.

We would appreciate any information you may have that would be helpful in evaluating potential environmental impacts of the project. Your comments will be used in the preparation of a federally funded Categorical Exclusion, prepared in accordance with the National Environmental Policy Act.

Please respond by October 23<sup>rd</sup> so that your comments can be incorporated into the project documentation. Copies of the environmental features map and scoping data sheets are attached.

If you have any questions regarding the project please feel free to contact myself or James Byrd, Project Manager, at 919.424.0437 or [jabyrd@hntb.com](mailto:jabyrd@hntb.com).

Regards,

Kat Bukowy

**Kat Bukowy, AICP**

Project Manager

**Direct** (919) 424-0441 **Fax** (919) 546-9421

**HNTB North Carolina, P.C.**

343 E. Six Forks Road, Suite 200, Raleigh, NC 27609 | [www.hntb.com](http://www.hntb.com)

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**From:** [Jordan, Gary](#)  
**To:** [Kat Bukowy](#)  
**Subject:** Re: [EXTERNAL] NCDOT STIP I-5974 Start of Study Notification  
**Date:** Wednesday, October 10, 2018 2:18:34 PM  
**Attachments:** [image001.png](#)  
[image001.png](#)

---

The USFWS does not have any specific concerns or comments on this project. Thank you for the opportunity to review.

**Gary Jordan**

Fish and Wildlife Biologist, Liaison to NCDOT

US Fish and Wildlife Service

**P.O. Box 33726**

**Raleigh, NC 27636-3726**

Phone: 919-856-4520 x.32

Fax: 919-856-4556

Email: [gary\\_jordan@fws.gov](mailto:gary_jordan@fws.gov)

*NOTE: This email correspondence and any attachments to and from this sender are subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.*

On Tue, Oct 9, 2018 at 12:57 PM Kat Bukowy <[kbukowy@hntb.com](mailto:kbukowy@hntb.com)> wrote:

Good afternoon,

On behalf of Jake Green, North Carolina Department of Transportation (NCDOT) Division 4 Project Engineer (cc'd), HNTB has begun the project development and environmental and engineering studies for the improvements to the I-95 interchange with US 701 (STIP Project I-5974) in Four Oaks, Johnston County.

We would appreciate any information you may have that would be helpful in evaluating potential environmental impacts of the project. Your comments will be used in the preparation of a federally funded Categorical Exclusion, prepared in accordance with the National Environmental Policy Act. Please respond by October 23<sup>rd</sup> so that your comments can be incorporated into the project documentation. Copies of the environmental features map and scoping data sheets are attached.

If you have any questions regarding the project please feel free to contact myself or James Byrd, Project Manager, at 919.424.0437 or [jabyrd@hntb.com](mailto:jabyrd@hntb.com).

Regards,

Kat Bukowy

**Kat Bukowy, AICP**

Project Manager

**Direct** (919) 424-0441    **Fax** (919) 546-9421

**HNTB North Carolina, P.C.**

343 E. Six Forks Road, Suite 200, Raleigh, NC 27609 | [www.hntb.com](http://www.hntb.com)



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May 11, 2020

**MEETING SUMMARY****Meeting Date:** December 10, 2018**Time:** 10:00 to 11:00 a.m.**Place:** NCDOT Division 4, 509 Ward Boulevard, Wilson and Conference Call**Subject:** Discuss and explain proposed alternatives with a goal of reaching a Preferred Alternative**Meeting Attendees:**

| <b>Name</b>    | <b>Agency</b>      | <b>Email address</b>           | <b>Phone</b>     |
|----------------|--------------------|--------------------------------|------------------|
| Eric Alsmeyer* | USACE              | eric.c.alsmeyer@usace.army.mil | 919.554.4884 x23 |
| Rob Ridings*   | NCDEQ – NCDWR      | rob.ridings@ncdenr.gov         | 919.707.8786     |
| Jake Green     | NCDOT – Division 4 | jcgreen@ncdot.gov              | 252.640.6420     |
| John Thomas    | NCDOT – Division 4 | jthomas29@ncdot.gov            | 919.389.4391     |
| Chad Coggins   | NCDOT – Division 4 | tccoggins@ncdot.gov            | 252.640.6427     |
| Ronnie Keeter  | NCDOT – Division 4 | rkeeter@ncdot.gov              | 252.640.6400     |
| Matt Clarke    | NCDOT – Division 4 | wmclarke@ncdot.gov             | 252.610.6419     |
| Eric Midkiff*  | Calyx Engineers    | emidkiff@calyxengineers.com    | 919.858.1820     |
| James Byrd     | HNTB               | jabyrd@hntb.com                | 919.424.0437     |
| Roy Tellier    | HNTB               | rtellier@hntb.com              | 919.424.0428     |
| Kat Bukowy     | HNTB               | kbukowy@hntb.com               | 919.424.0441     |

\*Attended by phone

A meeting was held to discuss the alternatives for State Transportation Improvement Program (STIP) Project No. I-5974, improvements to the I-95 and US 701 interchange in Four Oaks, Johnston County. After introductions, each alternative configuration and its impacts to streams, wetlands, and floodplains were reviewed. The alternatives were shown via WebEx.

The Measures of Effectiveness for each of the alternatives were also discussed. Alternative 1 provides the greatest network mobility and the least amount of delay.

USACE (Eric Alsmeyer) asked why the peanut roundabout was not used on Alternative 2. HNTB (Roy Tellier) responded that designing a peanut roundabout in this location would be difficult to construct. Shifting the alignment to the west would impact the Corinth Baptist Church and cemetery. Division 4 also discussed the complexity of the proposed bridges for Alternatives 2 and 3 and the increased cost to construct.

USACE also asked why the control-of-access on US 701, in Alternatives 2 and 3, extended down past Ronnie's Country Store. HNTB explained that it is because of the proximity of the I-95 off ramp. The control of access fencing prevents left turns. USACE noted that this control of access eliminates access to Ronnie's Country Store. HNTB further explained that new access to properties has not been investigated at this stage. Division 4 (Jake Green) also noted that the future I-95 widening may eliminate NC 96 and therefore any access provided from it.

USACE noted that the biggest difference between Alternatives 1 and 3 were the take of Ronnie's Country Store. If the store could be given access it would not need to be a take. Division 4 pointed out additional negatives associated with Alternative 3, including:

- The take of the properties (approximately 50 acres) in the northwest quadrant of I-95 and US 701 due to the elimination of Wilkins Road.
- Alternative 3 has a higher network delay and does not operate as well as Alternative 1
- The additional structure cost, because the required bridge would be longer and on a curve.
- Elimination of Ronnie's Country Store or changing the access may impact the low income community in the surrounding area, particularly those who may walk to the store.

Following the discussion of the additional negative impacts associated with Alternative 3, USACE and NCDWR agreed that Alternative 1 is the Preferred Alternative.

#### Stream Impacts

The impacts described during the meeting were from the Merger Screening packet and had not been updated to the WET file received on December 7, 2018. Table 1 shows the potential impacts of each alternative on streams in the project study area based on the PJD site visit. Impacts were calculated using slope stake limits plus an additional 40-foot offset. The most notable differences are to Streams SAC and SV, which were extended within the alternative footprints, resulting in an increase in potential impacts.

**Table 1. Characteristics of Potential Jurisdictional Streams and Potential Impacts**

| Map ID           | Length in Study Area (ft.) | Classification | Compensatory Mitigation Required | River Basin Buffer | Impacts (ft) <sup>1</sup> |              |              |
|------------------|----------------------------|----------------|----------------------------------|--------------------|---------------------------|--------------|--------------|
|                  |                            |                |                                  |                    | Alt 1                     | Alt 2        | Alt 3        |
| SA <sup>2</sup>  | 2,029                      | Perennial      | Yes                              | Subject            | 280                       | -            | 236          |
| SB               | 124                        | Intermittent   | Undetermined                     | Not Subject        | 74                        | -            | -            |
| SE               | 603                        | Perennial      | Yes                              | Subject            |                           | -            | 40           |
| SF               | 33                         | Intermittent   | Undetermined                     | Not Subject        |                           | -            | -            |
| SG               | 735                        | Perennial      | Yes                              | Subject            |                           | -            | -            |
| SH               | 292                        | Intermittent   | Undetermined                     | Not Subject        |                           | -            | -            |
| SI               | 1,349                      | Intermittent   | Undetermined                     | Subject            | 262                       | 338          | 206          |
| SJ               | 249                        | Intermittent   | Undetermined                     | Not Subject        |                           | -            | -            |
| SK               | 142                        | Perennial      | Yes                              | Not Subject        |                           | -            | -            |
| SN               | 2,552                      | Intermittent   | Undetermined                     | Subject            | 254                       | 266          | 129          |
| SR               | 4,151                      | Perennial      | Yes                              | Subject            |                           | -            | -            |
| ST               | 214                        | Intermittent   | Undetermined                     | Subject            |                           | -            | -            |
| SU               | 1,002                      | Perennial      | Yes                              | Subject            |                           | -            | -            |
| SV <sup>3</sup>  | 70                         | Intermittent   | Undetermined                     | Not Subject        | 44                        | 133          | 39           |
| Black Creek      | 1,136                      | Perennial      | Yes                              | Subject            |                           | -            | -            |
| SX               | 428                        | Perennial      | Yes                              | Not Subject        | 428                       | 106          | 121          |
| SY               | 785                        | Intermittent   | Undetermined                     | Subject            |                           | -            |              |
| SZ               | 395                        | Intermittent   | Undetermined                     | Not Subject        |                           | -            |              |
| SAC <sup>3</sup> | 893                        | Intermittent   | Undetermined                     | Subject            | 773                       | 705          | 1,061        |
| SAD              | 92                         | Intermittent   | Undetermined                     | Not Subject        |                           | -            | -            |
| SAE              | 27                         | Intermittent   | Undetermined                     | Not Subject        |                           | -            | -            |
| SAF              | 428                        | Intermittent   | Undetermined                     | Not Subject        | 38                        | 78           | 38           |
| <b>Total</b>     | <b>17,802</b>              |                |                                  | <b>Total</b>       | <b>2,433</b>              | <b>1,627</b> | <b>2,064</b> |



May 11, 2020

<sup>1</sup>Impacts based on functional design slope stake limits plus 40 feet.

<sup>2</sup>Stream SA and SAH in the WET file are the same stream.

<sup>3</sup>During the PJD field visit, Streams SAC and SV were extended, accounting for new and additional impacts.

DRAFT

# PROPOSED IMPROVEMENTS TO THE I-95 / US 701 INTERCHANGE

## JOHNSTON COUNTY

STIP Project I-5974

WBS 44993.1.1

July 26, 2019

### MEETING SUMMARY

Attendees:

| Name                | Organization  | Email  | Phone        |
|---------------------|---|--|--------------|
| Jake Green          | NCDOT – Division 4  | <a href="mailto:jcgreen@ncdot.gov">jcgreen@ncdot.gov</a>               | 252.640.6420 |
| Matt Clarke         | NCDOT – Division 4  | <a href="mailto:wmclarke@ncdot.gov">wmclarke@ncdot.gov</a>             | 252.640.6419 |
| Joseph Furstenberg* | NCDOT – Division of Bicycle and Pedestrian Transportation | <a href="mailto:jcfurstenberg@ncdot.gov">jcfurstenberg@ncdot.gov</a>   | 919.707.2603 |
| Smith Raynor        | NCDPR   | <a href="mailto:smith.raynor@ncparks.gov">smith.raynor@ncparks.gov</a> | 919.707.9305 |
| Bill Marley*        | FHWA  | <a href="mailto:bill.marley@dot.gov">bill.marley@dot.gov</a>           | 919.747.7028 |
| Sarah Sanford       | East Coast Greenway                                       | <a href="mailto:sarah@greenway.org">sarah@greenway.org</a>             |              |
| James Byrd          | HNTB  | <a href="mailto:jabyrd@hntb.com">jabyrd@hntb.com</a>                   | 919.424.0437 |
| Roy Tellier         | HNTB  | <a href="mailto:rtellier@hntb.com">rtellier@hntb.com</a>               | 919.424.0428 |
| Kat Bukowy          | HNTB  | <a href="mailto:kbukowy@hntb.com">kbukowy@hntb.com</a>                 | 919.424.0441 |

\*attended via phone

The purpose of the meeting was to establish whether or not there is a need to accommodate either the Mountains to Sea Trail (MST) or the East Coast Greenway (ECG) as part of State Transportation Improvement Program (STIP) Project I-5974, improvements to the I-95 and US 701 interchange.

In the vicinity of the project, the ECG is currently located on US 301 south of Smithfield and at the interchange it currently continues down US 301 onto Boyette Road.

The MST is currently colocated with the Buffalo Creek Greenway in Smithfield and then continues south and east on US 301, using the US 701 over I-95 bridge to Devils Racetrack Road. This is a temporary route for hikers/bicyclists to cross I-95.

NCDPR explained that the MST is one of nine State trails that were authorized by the NC General Assembly. These trails are partnerships and the Division of Parks and Recreation works with land managers to fund, design, and maintain off-road trails.

HNTB explained the current proposed design for the improvements to the US 701 over I-95 interchange. NCDPR asked if a Complete Streets analysis had been performed for the project. NCDOT indicated that it had not because the improvements are localized to the interchange as opposed to a corridor. HNTB noted that the proposed bridge over I-95 width is 40 feet out-to-out. A standard parapet is currently planned, but if the bridge is to accommodate pedestrians this would be adjusted to steel bars. NCDPR

noted that there is a requirement for a barrier between traffic and trail users. Examples of barrier include curb and gutter, grass median between the trail and the roadway, etc.

NCDOT asked NCDPR what kind of funding the MST has. NCDPR explained that the MST has an active "Friends" organization and partners for design, funding, and development. For example, the Clayton section of the MST was funded by the Town of Clayton.

NCDOT noted that it had received authorization to move forward with STIP Project B-6044, the replacement of the I-95 bridges over Black Creek (Bridge Nos 500082 and 500085) and over the Neuse River (Bridge Nos 500100 and 500101). Construction of the new bridges is anticipated in the next five years and planning and design will begin in the next month or two.

NCDOT asked if there were any particular accommodations that need to be made for either trail. NCDPR indicated that no motorized access is allowed on State trails. In this area it is expected that the trail will accommodate both pedestrians and bicyclists. There is not a width requirement for the MST. While there is no surface type requirement, if the MST and ECG were to collocate on a trail the surface would need to be compacted if gravel or dirt or be asphalt. The ECG has a recently updated design guide that will be provided to the group.

NCDOT asked if land managers [for the MST] are private property owners. NCDPR stated that they only purchase property or easements from willing sellers. The majority of land is in easement. NCDPR would like to investigate the option of having an easement within NCDOT right of way. NCDOT noted that this could be possible, however NCDOT will not maintain the trail. NCDOT would require an agreement with a MST land manager that the manager, could be a non-profit organization or municipality, would be responsible for maintenance.

NCDOT asked NCDPR and ECG what is most important to them for their trail. ECG's priority is having safe protected infrastructure for bicyclists and pedestrians. NCDPR's priority is also getting access across the interstate and establishing a corridor for the trail.

NCDOT noted that in addition to the I-95 bridges, the US 301 bridge over the Neuse River is also anticipated for replacement.

After discussing the proposed design for the I-5974 project and reviewing the location of the current greenway the participants agreed that the best option would be to continue discussion of accommodating a greenway under the I-95 bridge over the Neuse River as part of B-6044 and allowing the present design of the I-5974 project to move forward.

Action Items:

- Sarah Sanford will provide the ECG design guidance. *Provided on July 26, 2019.*
- NCDOT will continue discussing the location and possibility of greenway accommodation as part of B-6044 with NCDPR.
- HNTB will contact NCDPR for GIS shapefiles of the current and proposed MST.
- HNTB will continue to progress toward 25 percent designs for STIP Project I-5974, without additional bicycle or pedestrian accommodations.

**STIP PROJECT No. I-5974  
IMPROVEMENTS TO I-95/U.S. 701/N.C. 96  
INTERCHANGE  
JOHNSTON COUNTY, NC**

**Local Officials Informational Meeting and Public Meeting Summary**

**April 11, 2019**

- Project:** STIP Project Number I-5974  
Proposed Replacement of the I-95/U.S. 701/N.C. 96 Interchange  
Johnston County  
WBS # 44993.1.1
- Date:** Thursday, February 28, 2019  
Local Officials Informational Meeting 2:30 p.m. to 3:30 p.m.  
Public Meeting 4:00 p.m. to 7:00 p.m.
- Place:** Four Oaks Middle School, 1475 Boyette Road, Four Oaks

**Local Officials Informational Meeting**

The local officials informational meeting (LOIM) was held from 2:30 p.m. to 3:30 p.m. The meeting was attended by four officials:

- Sharon Fogleman, Johnston County Public Schools - Transportation Services
- Sherrie Turnagen, Johnston County Public Schools - Transportation Services
- Durwood Stephenson, US 70 Corridor Commission
- Deputy Jeff Caldwell, Johnston County Sheriff's Office

Roy Tellier, HNTB, opened the meeting with an introduction to the proposed project and then led an informal presentation of the designs using maps laid out on a table. Local officials were then invited to speak with members of the project team.

**Public Meeting**

Following the LOIM, a public meeting was held from 4:00 pm. to 7:00 p.m. The meeting was open house format and no formal presentation was given. A total of 127 people signed in during this meeting. Sign in sheets and meeting materials are included in Appendix A.

Attendees were invited to take a handout; view displays that included crash data, project schedule, project location, and typical sections; review maps of the proposed design; speak with the project team and; and provide comments on the project. Eight (8) individuals submitted written comments either during the meeting or by mail or email after the meeting and during the comment period, which ended March 15, 2019. Some individuals submitted multiple comments during the comment period, however, they were counted as a single comment.

Written comments, included in Appendix B, fell into six general categories or themes. Note that some commenters touched on more than one theme; therefore, the total number of comment themes mentioned is 10. Table 1 shows the comment themes and the frequency of mentions.

**Table 1. Comment Themes**

| <b>Comment Themes</b>   | <b>Frequency of Mention*</b> |
|---|------------------------------|
| Dislike of “excessive roundabouts”  | 6 (32%)                      |
| Concerns about access to property   | 3 (16%)                      |
| Concerned about emergency vehicle response times, ability to navigate roundabouts | 1 (5%)                       |
| Concerns about impact to existing buffer by existing property                     | 1 (5%)                       |
| Concerns about property value   | 1 (6%)                       |
| Concerns about property acquisition   | 1 (5%)                       |
| Concerns about impacts to businesses  | 1 (5%)                       |
| Concerns regarding CMV’s maneuvering  | 1 (5%)                       |
| Adding additional lighting  | 1 (5%)                       |
| Adding flashing lights at Devil’s Racetrack                                       | 1 (5%)                       |
| Like Design   | 1 (5%)                       |
| Design Suggestions  | 1 (5%)                       |

\*Due to rounding, the percentages do not sum to 100.

The most frequent comments provided were the dislike of roundabouts throughout the project. In addition, there were a few concerns about the proposed changes to property access and how the changes will affect businesses.