

Type III Categorical Exclusion Action Classification Form

STIP Project No.	I-5987
WBS Element	47533.1.1
Federal Project No.	NHP-0095(056)

A. Project Description:

The proposed project is included in the North Carolina Department of Transportation's (NCDOT) approved Fiscal Year (FY) 2018-2027 and 2020-2029 State Transportation Improvement Program (STIP) as Project I-5987. The NCDOT and Federal Highway Administration (FHWA) propose to widen 18.7 miles of I-95 to an eight-lane freeway from US 301 (Exit 22) in Robeson County to I-95 Business/US 301 (Exit 40) in Cumberland County. Although most of the planned construction will occur between Exit 22 in Robeson County and Exit 40 in Cumberland County, some work will occur beyond those interchanges to provide a transition back to the existing highway cross section outside of the project area. See Figure 1 for a vicinity map showing the location of the project study area.

B. Description of Need and Purpose:

The purpose of improving this section of I-95 is to help relieve congestion, improve mobility, and improve the resiliency of this corridor to storm events, such that it can continue to serve as a primary East Coast route through the project design year of 2040.

Improvements will be required to accommodate projected future traffic volumes and ensure the highway operates at an acceptable level of traffic service, particularly during the peak hour. Traffic volumes along the I-95 corridor are expected to increase considerably by 2040, creating conditions in which operations degrade and average speeds are below the posted speed limit. Currently, the number of vehicles using the section of I-95 between Exit 22 in Robeson County and Exit 40 in Cumberland County ranges between 45,400 vehicles per day (vpd) to 57,600 vpd. The current Level of Service (LOS) is C or better throughout the corridor.

Future traffic volumes (2040 No Build) are expected to range between 62,000 vpd to 90,000 vpd between Exit 22 and Exit 40. Without improvements, operations along the I-95 corridor between Exits 22 and Exit 40 are anticipated to degrade significantly by year 2040. This includes much of the study area south of the proposed Fayetteville Outer Loop operating between LOS C and LOS D between 6:00 a.m. and 8:00 p.m. There are several segments anticipated to operate at LOS E for two hours each day.

Widening I-95 to eight lanes as well as interchange reconstruction are proposed to provide the additional capacity needed to help relieve congestion and have the corridor within the project area operate at LOS B between 6:00 a.m. and 8:00 p.m.

In addition to improving traffic conditions, sections of I-95 within the project limits have experienced significant storm related flooding resulting in total closure of the interstate for multiple days. Roadway and bridge improvements will be needed to make the corridor more resilient to future flood events.

C. Categorical Exclusion Action Classification:

Type III

D. Proposed Improvements:

The proposed project will add two through travel lanes in each direction and increase the total number of lanes on this section of I-95 from four to eight. Although most of the planned construction will occur between Exit 22 in Robeson County and Exit 40 in Cumberland County, some work will occur beyond those interchanges to provide a transition back to the existing highway cross section outside of the project area. Existing bridges at interchanges, overpasses, and stream crossings will be replaced as necessary to accommodate the widened roadway. Drainage culverts will be upgraded or replaced as necessary. As well, improvements to interchanges are also proposed to address outdated design features or to accommodate the planned through lane additions on the main roadway.

The majority of the I-95 widening will occur within the existing right-of-way, although additional right-of-way will need to be acquired where interchanges are being re-configured at Exits 25, 31, and 33. Additional right-of-way will also need to be acquired along cross streets in order to replace existing grade separations at Powersville Road (SR 1529), McDuffie Crossing Road (SR 1758), Great Marsh Church Road (SR 1006), McRainey Road (SR 1726), and Parkton Tobermory Road (SR 1723). Finally, additional right-of-way acquisition could be expected where parallel service roads may be relocated. As currently designed, these additional acquisitions would be needed to shift Cedar Grove Church Road (SR 1760) to the west and Oakland Road (SR 1980) to the east. See Figures 2A through 2J for location and illustration of the major elements of work.

E. Special Project Information:

Alternatives

In addition to the recommended improvements, the following alternatives to the proposed widening were considered:

- No-Build Alternative
- Alternate Modes of Transportation Alternative
- Transportation System Management Alternative

The No-Build Alternative does not propose any changes to I-95 within the study area aside from projects that are currently under construction or programmed in the 2020-2029 State Transportation Improvement Program. The No-Build Alternative would neither increase the traffic carrying capacity of I-95 within the entire study area nor modernize infrastructure on a large enough scale needed to maintain the integrity of the corridor so that it can continue to serve as a primary East Coast transportation

route through the project design year of 2040. Since the No-Build Alternative does not fulfill the primary purposes of the project or address the area transportation needs, it is not recommended.

The Alternate Modes of Transportation Alternative would include increasing ridership and freight on mass transportation modes like buses, railroads, and airplanes to reduce the number of vehicles that would use I-95 daily. While this option could reduce congestion on I-95, it would not provide nearly the same level of congestion reduction as the recommended alternative. As well, the Alternate Modes of Transportation Alternative would not modernize the infrastructure needed to support the remaining buses, trucks, and automobiles that would still use I-95. Since the Alternate Modes of Transportation Alternative does not fulfill the primary purposes of the project or address the area transportation needs, it is not recommended.

The Transportation System Management (TSM) Alternative includes operational or physical improvements to increase available capacity of a roadway within the existing right-of-way with minimum capital expenditures and without reconstructing or adding additional through lanes to the existing road. Operational changes are largely administrative in nature while physical improvements are typically more capital intensive. Examples of operational changes include traffic law enforcement, speed restrictions, and access control. Physical improvements would include striping, signing, and minor realignments. TSM improvements are best suited for areas with capacity or safety deficiencies in specific locations. The capacity issues and antiquated infrastructure are widespread through the project area and require more intensive solutions than those provided by TSM. For these reasons the Transportation System Management Alternative would not satisfy the project purpose or fulfill the transportation need and is not recommended.

Interchange Modifications

Exit 22 (I-95/US 301) – The existing interchange configuration in this location is a diverging diamond that was modernized within the past 10 years. Alterations to this interchange will be minimal and include minor ramp widening and extensions necessary to transition the I-95 mainline from the proposed eight lanes north of the interchange to six lanes south of Exit 22, eventually reducing to four lanes at Exit 20.

Exit 25 (I-95/US 301) – The existing interchange configuration in this location is a partial clover that provides ingress and egress between US 301 and I-95 via ramps and loops located in the southwest and northeast quadrants of the interchange. Currently, the US 301 bridge over I-95 at Exit 22 is skewed and limits the acceleration and deceleration lengths on the loops and ramps. Four options were considered to modernize the interchange as described below and illustrated on Figures 3A through 3D:

- Option 1 – This option would retain the current partial clover configuration, but would manage traffic at the ramp/loop terminals and surrounding roadways via two proposed roundabouts on either side of the I-95 mainline. This option, while minimizing construction impacts to the surrounding area, was ultimately rejected due to likely extended closure of the portion of US

301 needed to construct the new bridge over I-95. Additionally, both roundabouts would need to accommodate five road/ramp junctions and were not desirable from an operations perspective.

- Option 2 – This option would convert the current partial clover configuration to a diamond configuration. It would manage the ramps, US 301, and local roadways (Russ Road and Bucket Road) using two roundabouts on either side of the I-95 mainline. This option was rejected due to undesirable operations at the proposed roundabouts, each of which would need to accommodate five road/ramp junctions.
- Option 3 – This option would convert the current partial clover configuration to a diamond configuration. It would manage the ramps and US 301 using two roundabouts on either side of the I-95 mainline. Russ Road (SR 1942) would be re-routed and directly reconnected to US 301 east of the roundabout that would manage northbound ingress and egress to and from I-95. Under Option 3, Bucket Road (SR 1767) would be re-routed on new location west of the I-95 ramps and connected directly to US 301 west of the proposed roundabout on the west side of I-95. While this option provides a shorter access route to US 301 for some residents on Bucket Road, it would require relocating a residence and incur impacts to a wetland system that could be avoided by providing access from Bucket Road to US 301 in another way. For these reasons, Option 3 was rejected.
- Option 4 (recommended) – This option would convert the current partial clover configuration to a diamond configuration. It would manage the ramps and US 301 using two roundabouts on either side of the I-95 mainline. Russ Road (SR 1942) would be re-routed and directly reconnected to US 301 east of the roundabout that would manage northbound ingress and egress to and from I-95. On the west side of I-95, Bucket Road (SR 1767) would not be re-connected directly to US 301. Instead, access to US 301 from Bucket Road would be via Rozier Church Road (SR 1765), an approximate 1.5 miles difference from what currently exists. The proposed roundabout on the west side of I-95 would manage southbound ingress and egress to and from I-95. Each of the roundabouts would accommodate 4 road/ramp connections. Since each of the roundabouts would be easier for motorists to navigate than the other alternatives, and right of way and wetland takings are reduced by eliminating direct access to US 301 from Bucket Road, Option 4 was selected as the preferred option.

Exit 31 (I-95/NC 20) – The existing interchange configuration in this location is a compressed diamond. The proposed improvements retain the compressed diamond to minimize impacts to existing development. A large cemetery is located in the southwest quadrant of the interchange and the remaining quadrants contain mixed retail and business development. The proposed project would replace the existing bridges that carry I-95 over Broad Street (NC 20) to accommodate the additional lanes that will be added to I-95. The ramps will be lengthened to better accommodate travel speeds on I-95. Currently, the ramp terminals are controlled by traffic signals. The signalized intersections will be replaced with roundabouts to manage ingress and egress between Broad Street and I-95. Concrete traffic islands are proposed at the approaches to each of the proposed roundabouts to better manage access from surrounding retail establishments.

Exit 33 (I-95/US 301) – The existing interchange configuration in this location is a diamond interchange with unsignalized intersections at the ramp terminals with US 301. The proposed improvements retain the basic diamond configuration, but will replace the bridge that carries US 301 over I-95 to accommodate the proposed additional lanes on I-95. The bridge will be replaced south of the current bridge to minimize the amount of closure time on US 301 during project construction. The current intersections that manage ingress and egress between I-95 and US 301 will be replaced by roundabouts on the east and west sides of mainline I-95. In the northeast quadrant of the existing interchange, Oakland Road (SR 1980) has direct access to the northbound I-95 entrance ramp. The proposed interchange will eliminate direct ramp access from Oakland Road by relocating Oakland Road on new location to provide direct access to US 301 just east of the roundabout east of mainline I-95.

I-95/I-295 (Fayetteville Outer Loop) – Although not part of Project I-5987, a new interchange with I-95 is currently under construction that will connect to the Fayetteville Outer Loop. The freeway to freeway trumpet interchange that is under construction will accommodate the proposed additional lanes recommended on I-95 under Project I-5987. The only work expected under I-5987 will be minimal work to reconnect ramps and loops after the additional through lanes are constructed. Impacts resulting from this interchange have already been documented in previous NEPA documents prepared for the Fayetteville Outer Loop.

Exit 40 (I-95/I-95 Business/US 301) and Exit 41 (I-95/NC 59) – Currently, these interchanges operate together along with the interchange at I-95 Business and Chickenfoot Road (NC 59) to provide full directional ingress and egress between I-95, I-95 Business/US 301, and Chickenfoot Road. The proposed improvements retain the basic configuration of both interchanges at Exits 40 and 41. At Exit 40, the bridges that carry I-95 over I-95 Business will be retained and widened to accommodate the proposed additional lanes on I-95. Minimal resurfacing is anticipated to tie to the existing ramps. At Exit 41, minimal ramp work is expected to accommodate I-95 as it tapers from the proposed eight lanes at Exit 40 back to four lanes just north of Exit 41.

Potential Section 4(f) Resources

Four resources were identified within the project study area that would potentially be protected under Section 4(f) of the Department of Transportation Act. These include two publicly-owned parks and two properties managed by the US Fish and Wildlife Service – Pee Dee National Wildlife Refuge. Each property was identified in advance of preparing functional designs. As currently designed, no right of way will be acquired from these properties and no impacts are expected.

The following properties were identified and have been avoided by current design plans:

- French Park – This facility is located on the west side of I-95 just north of Exit 20 at the southernmost extend of proposed improvements to I-95. French Park is owned and operated by the City of Lumberton and provides a playground, walking trail, wooded park, picnic tables, and a paved parking lot. Access to the

park is provided on North Roberts Road (NC 211). French Park is identified on Figure 2A.

- Tom Blanks Park – This facility is located on the west side of I-95 between the NCDOT truck weigh station and Exit 25. Tom Blanks Park is owned and operated by the Robeson County Parks and Recreation Department and provides a single baseball/softball field, bleachers, playground, picnic shelter, and unpaved parking area. It is open to the public during daylight hours. Access to the park is provided from US 301 near Magnolia School. Tom Blanks Park is identified on Figure 2B.
- USFWS Easement 1 – This easement is located just north of Little Marsh Swamp adjacent to I-95 on the west side. The same easement, which surrounds the Southern Comfort Air Ranch and runway, is adjacent to existing NCDOT right of way for I-95 on both the east and west sides just north of the airport facility. It is managed by the US Fish and Wildlife Service as part of the Pee Dee National Wildlife Refuge. Current designs for the proposed project stay within the existing NCDOT right-of-way in this area and will not require new right-of-way purchase or construction easement from this property. This easement can be seen on Figures 2G and 2H.
- USFWS Easement 2 – This easement is located between Parkton Tobermory Road (SR 1723) and Buckhorn Swamp and is adjacent to existing NCDOT right-of-way for I-95 on both the east and west sides of the highway. It is managed by the US Fish and Wildlife Service as part of the Pee Dee National Wildlife Refuge. Current designs for the proposed project stay within NCDOT right-of-way in this area and will not require new right-of-way purchase or construction easement from this property. This easement can be seen on Figure 2H located just north of Parkton Tobermory Road (SR 1723).

Wetlands and Streams

Water resources in the study area are part of the Cape Fear and Lumber River basins [U.S. Geological Survey (USGS) Hydrologic Units [03040203, 03030004 and 03030005]. A total of twenty-seven jurisdictional wetlands were identified within the study area. A review of the anticipated project impacts to these resources is provided in the table below.

Calculated Wetland Impacts

Map ID	NCWAM Classification	Hydrologic Classification	Area in Study Area (ac.)	Impacts (ac.) ¹
WA	Bottomland Hardwood	Riparian	3.24	2.20
WC	Bottomland Hardwood	Riparian	2.54	1.60
WD	Riverine Swamp Forest	Riparian	6.67	4.72
WE	Bottomland Hardwood	Riparian	1.15	0.35
WF	Floodplain Pool	Riparian	6.66	3.25
WG	Floodplain Pool	Riparian	0.01	< 0.01
WH	Basin Wetland	Non-Riparian	0.29	0.28
WI	Bottomland Hardwood	Riparian	1.02	0.49
WJ	Bottomland Hardwood	Riparian	2.54	1.18
WK	Bottomland Hardwood	Riparian	9.13	1.53
WL	Bottomland Hardwood	Riparian	5.42	0.43
WM	Headwater Forest	Riparian	9.34	3.39
WN	Floodplain Pool	Riparian	0.27	0.03
WO	Floodplain Pool	Riparian	3.00	0.44
WV	Bottomland Hardwood	Riparian	1.14	0.17
WZ	Floodplain Pool	Riparian	0.56	0.03
Total				20.09

¹ ac = acres. Calculated impacts are based on slope stake limits of the preliminary design plus 25 feet.

A total of twenty-three jurisdictional streams (mitigable) and 16 tributary waters of the U.S. (non-mitigable) were identified in the study area. All jurisdictional streams in the study area have been designated as warm water streams for the purposes of stream mitigation. A review of the anticipated project impacts to these resources is provided in the table below.

Calculated Stream Impacts

Map ID	Class ¹	Compensatory Mitigation	Impacts (lf) ²
Big Marsh Swamp	Perennial	Mitigable	307.5
Brisson Branch	Perennial	Mitigable	299.2
Buckhorn Swamp	Perennial	Mitigable	123.2
Cold Camp Creek	Perennial	Mitigable	171.5
Cowpen Branch	Perennial	Mitigable	431.3
Gray's Creek	Perennial	Mitigable	12.9
Horsepen Branch	Perennial	Mitigable	147.4
Little Marsh Swamp	Perennial	Mitigable	316.6
Mercer Branch	Perennial	Mitigable	133.7
SJ	Perennial	Mitigable	696.9
SK	Perennial	Mitigable	109.8
SL	Perennial	Mitigable	74.5
SM	Perennial	Mitigable	130.5
SN	Perennial	Mitigable	154.8
SO	Perennial	Mitigable	37.5
SP	Perennial	Mitigable	101.3
SQ	Intermittent	Mitigable	212.4
SR	Intermittent	Mitigable	37.6
SS	Intermittent	Mitigable	184.4
Tenmile Swamp	Perennial	Mitigable	249.9
Total (Mitigable)			3,932.9
TAA	Trib WoUS	Non-Mitigable	9.7
TBB	Trib WoUS	Non-Mitigable	504.8
TC	Trib WoUS	Non-Mitigable	1,063.5
TJ	Trib WoUS	Non-Mitigable	116.4
TM	Trib WoUS	Non-Mitigable	43.7
TP	Trib WoUS	Non-Mitigable	107.5
TR	Trib WoUS	Non-Mitigable	1.5
TS	Trib WoUS	Non-Mitigable	163.2
TU	Trib WoUS	Non-Mitigable	2.5
TX	Trib WoUS	Non-Mitigable	124.3
Total (Non-Mitigable)³			2,137.1

¹ Trib WoUS = Tributary waters of the U.S.

² If = Linear feet. Calculated impacts are based on slope stake limits of the preliminary design plus 25 feet.

³ Impacts to Long Branch (Trib WoUS, non-mitigable) were not included in this report because this resource will be previously disturbed under NCDOT Project U-2519 (Fayetteville Outer Loop). Impacts have already been accounted for in this project's NEPA documentation.

No streams in the study area have been designated as an Outstanding Resource Water (ORW). There are no designated High Quality Waters (HQW) or water supply watersheds (WS-I or WS-II) within or within 1.0 mile downstream of the study area. The North Carolina 2018 Final 303(d) list of impaired waters does not identify any stream within the study area as an impaired water.

Noise Analysis

The source of this traffic noise information is the Traffic Noise Report I-95 from US 301 (Exit 22) to I-95 Business/US 301 (Exit 40), by Ramey Kemp and Associates dated November, 2019.

Summary

A traffic noise evaluation was performed that identified three noise barriers that preliminarily meet feasibility and reasonableness criteria found in the NCDOT Traffic Noise Policy. A more detailed analysis will be completed during project final design. Noise barriers preliminarily found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors. Conversely, noise barriers that preliminarily were not considered feasible and reasonable may meet the established criteria and be recommended for construction. This evaluation was conducted in accordance with the highway traffic noise requirements of Title 23 CFR Part 772.

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Categorical Exclusion (CE).

Traffic Noise Impacts

The maximum number of receptors in the proposed project alternative predicted to become impacted by future traffic noise is shown in the table below. The table includes those receptors expected to experience traffic noise impacts either by 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 by Alternative*

Traffic Noise Impacts				
Alternative	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Build	92	2	6	100

* Per TNM 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 in each alternative. Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise.

Noise Barriers

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. The following table summarizes the results of the evaluation.

Preliminary Noise Barrier Evaluation Results

NSA	Noise Barrier Location	Length / Height¹ (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminarily Feasible and Reasonable (“Likely”) for Construction²
1	NW1-1 East of I-95, south of Exit 22, in southeast quadrant of US 301 interchange.	540/12	6,299	2	3,150/1,500	No ³
2	NW2-1 West of I-95, south of Exit 22 parallel to Dawn Drive.	2,280/19	43,441	31	1,401/1,500	Yes
3	NW3-1 East of I-95, north of Exit 22 between Edinborough Road and Powers Road	1,140/14	15,781	3	5,261/1,500	No ³
4	NW4-1 West of I-95, north of Exit 22 adjacent to Robeson Community College	1,020/14	13,921	4	3,481/1,500	No ³
8	NW8-1 West of I-95, north of Exit 25 along Sun Road.	1,020/10	10,441	7	1,492/1,500	Yes
10	NW10-1 West of I-95, south of Great Marsh Church Road, along Cedar Grove Church Road	900/12	10,919	4	2,730/1,500	No ³

NSA	Noise Barrier Location	Length / Height¹ (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminarily Feasible and Reasonable (“Likely”) for Construction²
11	NW11-1 East of I-95, parallel to the I-95 northbound off-ramp at Exit 31.	960/16	15,479	2	7,740/1,500	No ³
19	NW19-1 East of I-95, just north of Parkton Tobermory Road.	1,200/16	19,499	13	1,500/1,500	Yes
19	NW19-2 East of I-95, north of Parkton Tobermory Road.	960/11	10,200	2	5,100/1,500	No ³
20	NW20-1 West of I-95, just north of Parkton Tobermory Road.	780/13	9,840	4	2,460/1,500	No ³
24	NW24-1 West of I-95, just north of Roslin Farm Road.	1,387/13	18,486	3	6,162/1,500	No ³
25	NW25-1 East of I-95, north of Exit 40.	2,340/18	43,199	12	3,600/1,500	No ³

¹Average wall height. Actual wall height at any given location may be higher or lower.

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

³Barrier is not reasonable due to the quantity per benefited receptor exceeding the allowable quantity per benefited receptor.

Public and Stakeholder Involvement

Start of Study Notification – December 4, 2018:

Start of Study Notifications were sent via US Mail and email that contained general project information and mapping. Recipients were asked to provide comments on the proposed project. Recipients of the Start of Study Notifications included local and elected officials in Robeson and Cumberland Counties, the City of Lumberton, the Towns of Hope Mills and St. Pauls, the Fayetteville Area Metropolitan Planning Organization, the Lumber River Council of Governments, the Catawba Cultural Preservation Project, the Coharie Tribe, and the Lumbee Tribe of North Carolina.

In addition, the Start of Study Notification was provided to federal and state regulatory and resource agencies including the US Environmental Protection Agency, the US Fish and Wildlife Service, the US Army Corps of Engineers, the US Coast Guard, and the North Carolina State Clearinghouse.

The Catawba Cultural Preservation Project had no immediate concerns, but requested notification if Native American artifacts and/or human remains are located during the ground disturbance phase of the project.

Other comments received included various requests for general information to be included in the environmental documentation for the project, identification of potential permit requirements, general preferences for stormwater treatment, and recommendations on minimization techniques that could be applied in later design phases and the construction phase of the project.

Agency Introduction Meeting – January 15, 2019:

A meeting was held at the NCDOT Division 6 office in advance of field review to familiarize US Army Corps of Engineers and NC Division of Water Resources staff with general project information. The Agency Introduction Meeting included a presentation that included a project overview, discussion of the need for and purpose of the proposed project, known environmental features, proposed typical sections, and the project schedule and funding.

Newsletter – April 2019:

NCDOT distributed approximately 3,400 copies of an informational newsletter to citizens and local officials with properties or interest in the project study area. The newsletter provided an overview of the project proposal, an explanation of the project purpose, preliminary schedule information, and a general explanation of the project development process. Recipients were also invited to submit comments via letter, email, or telephone call to the project team.

Public and Local Officials Meetings – July 22 and 23, 2019:

Public meetings were held at Robeson Community College and Gray's Creek Elementary School on consecutive evenings from 4:00 until 7:00 p.m. Each public meeting was preceded by a local officials' meeting. The public meetings were informal and provided an opportunity to review project maps and displays and meet one on one with members of the project team to exchange information about topics of interest related to the project and its potential impacts. Across the two days of meetings, approximately 220 people attended. A total of 20 comments were received at the meeting and during the comment period (through August 23, 2019).

The most frequent topics expressed by citizens and local officials included the following:

- General support for improving I-95 in the project area;
- Existing and future road noise and potential abatement measures;
- Existing flooding and potential increased/changed drainage patterns due to the proposed changes to I-95;
- Individual property concerns including right-of-way impacts and property access during project construction;
- Potential dedicated truck lanes on I-95;

- Local access and traffic safety concerns at interchanges proposed to be modified;
- Notification of future activities on the proposed project.

Project Cost Estimates

Several cost estimates were produced for the proposed project, including those for utility relocations, right-of-way acquisition, and construction costs. A review of these costs in comparison to the STIP cost estimates is provided below.

	NCDOT STIP*	I-5987 Project Estimates
Preliminary Engineering	\$1,010,000	N/A
Utility Relocation	\$1,000,000	\$4,034,000
Right of Way	\$32,000,000	\$2,096,952
Construction	\$413,750,000	\$386,500,000
TOTAL	\$447,760,000	\$392,630,952

*Cost estimates based on 2020-2029 Final Board of Transportation Approved STIP

F. Project Impact Criteria Checklists:

Type III Actions		Yes	No
If the proposed improvement is identified as a Type III Class of Action answer all questions.			
<ul style="list-style-type: none"> • The Categorical Exclusion will require FHWA approval. • If any questions are marked "yes" then additional information will be required for those question in Section G. 			
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely effecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

G. Additional Documentation as Required from Section F

Question 1 - Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?

As of June 27, 2018, the United States Fish and Wildlife Service (USFWS) lists nine federally protected species, under the Endangered Species Act (ESA) for Robeson and Cumberland Counties. One additional species, Atlantic pigtoe, was proposed for listing on October 11, 2018 for Cumberland County. However, it has not been officially listed yet. For each species, a determination of the presence or absence of habitat is included below along with the Biological Conclusion rendered based on survey results in the study area.

ESA federally protected species listed for Robeson and Cumberland Counties

Scientific Name	Common Name	County	Federal Status	Habitat Present	Biological Conclusion
<i>Alligator mississippiensis</i>	American alligator	Cumberland /Robeson	T (S/A)	Yes	Not Required
<i>Notropis mekistocholas</i>	Cape Fear shiner	Cumberland	E	Undetermined	No Effect
<i>Picoides borealis</i>	Red-cockaded woodpecker	Cumberland /Robeson	E	Yes	No Effect
<i>Mycteria americana</i>	Wood stork	Robeson	T	Yes	May Affect, Not Likely to Adversely Affect
<i>Neonympha mitchellii francisci</i>	Saint Francis' satyr butterfly	Cumberland	E	No	No Effect
<i>Schwalbea americana</i>	American chaffseed	Cumberland	E	Yes	No Effect
<i>Rhus michauxii</i>	Michaux's sumac	Cumberland /Robeson	E	Yes	No Effect
<i>Lindera melissifolia</i>	Pondberry	Cumberland	E	Yes	No Effect
<i>Lysimachia asperulaefolia</i>	Rough-leaved loosestrife	Cumberland	E	Yes	No Effect
<i>Fusconaia masoni</i>	Atlantic pigtoe	Cumberland	PT	No	Not Required At This Time

E - Endangered

T - Threatened

T(S/A) - Threatened due to similarity of appearance

PT – Proposed Threatened

Wood Stork:

The Biological Conclusion for the Wood stork (*Mycteria americana*) is May Affect, Not Likely to Adversely Affect. Suitable habitat for the Wood stork is present in the study area in the form of wetlands, swamps and canals; however, no individuals or nests were observed during site visits conducted July 7 and 21, August 4, 11, and 18, 2018. A review of NCNHP records updated on September 24, 2019 indicates no known occurrences within 1.0 mile of the study area. Per Division 6 coordination with USFWS, the biological conclusion for Wood stork in areas with habitat is May Affect, Not Likely to Adversely Affect.

Atlantic Pigtoe:

A Biological Conclusion for the Atlantic pigtoe (*Fusconaia masoni*) is not required at this time. Habitat for the Atlantic pigtoe is not present within the study area. All streams are slow moving swamp fed systems with silt and detritus for substrate instead of clean, coarse sand and gravel as required by the Atlantic pigtoe. A review of NCNHP records on September 24, 2019 indicates no known occurrences within 1.0 mile of the study area. A

search of the USFWS IPaC data base indicated that the Atlantic pigtoe is not listed within the study area. Based on these findings and no documented occurrences, this project will have no effect on the Atlantic pigtoe.

Question 12 - Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?

Under the current Section 404 permitting requirements, it is expected the project will require an Individual Permit (IP). In general, the USACE Wilmington District issues an IP for projects that result in 0.5 acre or more of fill to Waters of the US or 300 linear feet or more of stream impacts or if the project is considered by the agency to be a major action. This permit requires a full public interest review, including public notices and coordination with involved agencies, interested parties, and the general public. The final decision regarding the type of permit required to construct the project rests with the USACE.

The proposed project did not follow the formal NEPA/Section 404 Merger Process during project development due to the nature of the proposed improvements. Most of the proposed widening is contained within the current right of way limits, although limited additional right-of-way will need to be acquired where interchanges are being modernized at Exits 25, 31, and 33. Additional right-of-way will also need to be acquired along cross streets in order to replace existing grade separations at Powersville Road (SR 1529), McDuffie Crossing Road (SR 1758), Great Marsh Church Road (SR 1006), McRainey Road (SR 1726), and Parkton Tobermory Road (SR 1723). The overpasses are considered functionally obsolete and the pier locations of the existing structures cannot accommodate the proposed widened I-95 cross section. Finally, additional right-of-way acquisition could be expected where parallel service roads may be relocated. As currently designed, these additional acquisitions would be needed to shift Cedar Grove Church Road (SR 1760) to the west and Oakland Road (SR 1980) to the east.

Coordination with agency stakeholders began with the distribution of Start of Study letters, continued with a formal Agency Introduction Meeting, and has continued further with field meetings to determine location of wetlands and streams in the project area. Minimization of unavoidable impacts will continue to be considered as designs for the project advance to right-of-way plans.

Question 14 - Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?

Although no architectural survey is required for the project and archaeological surveys concluded the project will not adversely impact any significant or potentially significant archaeological resources, the Catawba Indian Nation asked to be notified if Native American artifacts and/or human remains are located during the ground disturbance phase of the project. The Catawba Indian Nation had no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project.

Question 15 - Does the project involve hazardous materials and/or landfills?

The NCDOT GeoEnvironmental Section identified twenty-four (24) sites of concern within the project study area. Low monetary and scheduling impacts are anticipated if any of the sites are impacted by the final project design.

Question 16 - Does the project require work encroaching and adversely effecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?

The proposed project is anticipated to impact floodways and 100-year floodplain. As such, appropriate special coordination commitments are included on the greensheets.

Question 18 - Does the project require a U.S. Coast Guard (USCG) permit?

None of the area streams crossed by I-95 within the project area are navigable. Appropriate information has been submitted to USCG from FHWA to claim jurisdiction over the bridges to be replaced over waterways.

Question 24 - Will maintenance of traffic cause substantial disruption?

The project involves constructing two additional lanes in each direction as well as multiple interchange re-configurations. Additionally, multiple grade separations will be replaced. Traffic maintenance will likely cause periodic disruption that will be minimized through developing work zone traffic control plans and coordinating with localities as design continues. Use of off-site detours is not anticipated for extended periods of time, however, further design needs to be completed to provide a more definitive assessment.

Question 27 - Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?

Two existing reinforced concrete box culverts are recommended to be enlarged and replaced at the south end of the project near Exit 20 (NC 211/North Roberts Avenue). The culverts carry Meadow Branch and Fivemile Branch beneath I-95, Dawn Drive, and Kahn Drive. The property owner at the ends of each culvert are identified as the City of Lumberton and the culverts are located within the 100-year floodplain. Outreach to the City of Lumberton has been made, and a determination of whether the properties were purchased using Hazard Mitigation Grant funds is forthcoming. NCDOT Division 6 will continue to coordinate with the City of Lumberton and other stakeholders as hydraulic design continues.

Question 28 - Is the project considered a Type I under the NCDOT's Noise Policy?

The project meets the conditions as a Type I project under the NCDOT Noise Policy. As such, a noise evaluation has been conducted and mitigation measures have been identified (See Special Project Information in Section E).

Question 29 - Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?

Farmland soils eligible for protection under FPPA are present within the project footprint. Based on the current functional design slope stakes plus 25 feet (minus areas lying within the Fayetteville Urbanized area and within the future I-295 Fayetteville Outer Loop right-of-way), 21.0 acres of prime farmland and 13 acres of farmland of statewide importance are expected to be impacted.

A preliminary screening of farmland conversion impacts in the project area has been completed (NRCS Form CPA-106 for corridor projects, Part VI only) and a total score of 29 out of 160 points was calculated for the I-5987 project site. Since the total site assessment score does not exceed the 60-point threshold established by NRCS, farmland conversion impacts may be anticipated, but are not considered notable.

H. Project Commitments

**Robeson and Cumberland Counties
I-95 Widening from Exit 22 to Exit 40
Federal-Aid Project No. NHP-0095(056)
WBS No. 47533.1.1
STIP No. I-5987**

Division 6 – Catawba Indian Nation Coordination

The Catawba Cultural Preservation Project had no immediate concerns, but requested notification if Native American artifacts and/or human remains are located during the ground disturbance phase of the project.

Division 6 – Town of Saint Pauls and Other Local Stakeholder Coordination

The Division will continue appropriate coordination with the Town of St. Pauls and other relevant stakeholders as hydraulic design for the project continues. Results of modeling relevant to changes in drainage due to the project will be shared with local stakeholders.

Division 6 – Robeson and Cumberland Counties Work Zone Traffic Control Plan Coordination

In order to minimize and/or mitigate known multi-modal congestion issues that have historically affected emergency response and area schools when I-95 traffic is detoured along alternate routes in the area, NCDOT Division 6 will coordinate directly with local emergency management and local schools transportation officials in the development of work zone traffic control plans.

NCDOT Hydraulics Unit – Floodplain Mapping Coordination

The NCDOT Hydraulics Unit will coordinate with the North Carolina Floodplain Mapping Program (FMP), the delegated state agency for administering FEMA's National Flood Insurance Program, to determine the status of the project with regard to the applicability of NCDOT's Memorandum of Agreement with the FMP or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

Division 6 – As-Built Construction Plans

The Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction certifying that the drainage structures and roadway embankments that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Division 6 – Powersville Road Bicycle Accommodations

In accordance with the NCDOT Complete Streets Policy Guidance (August 2019), the Powersville Road replacement structure and approach should be designed to accommodate bicycle facility improvements identified in the adopted Lumberton CTP, including a minimum 4-foot paved shoulder and 54-inch bridge railings.

I. Categorical Exclusion Approval

STIP Project No.	I-5987
WBS Element	47533.1.1
Federal Project No.	NHP-0095(056)

Prepared By:

11/12/2019

DocuSigned by:

Brian Yamamoto

Date

Brian F. Yamamoto, PE, Senior Project Development Engineer
NV5 Engineers and Consultants

1A81574A9D1A402

Prepared For:

NCDOT Division 6

Reviewed By:

11/12/2019

DocuSigned by:

James J. Reiko

Date

James J. Reiko, Project Development and Environmental Analysis Engineer
NCDOT Division 6

1A81574A9D1A402

NCDOT certifies that the proposed action qualifies as a Type III Categorical Exclusion.

11/13/2019

DocuSigned by:

Gregory Burns

Date

Greg Burns, PE, Division Engineer
NCDOT Division 6

1A81574A9D1A402

FHWA Approval:

11/14/2019

DocuSigned by:

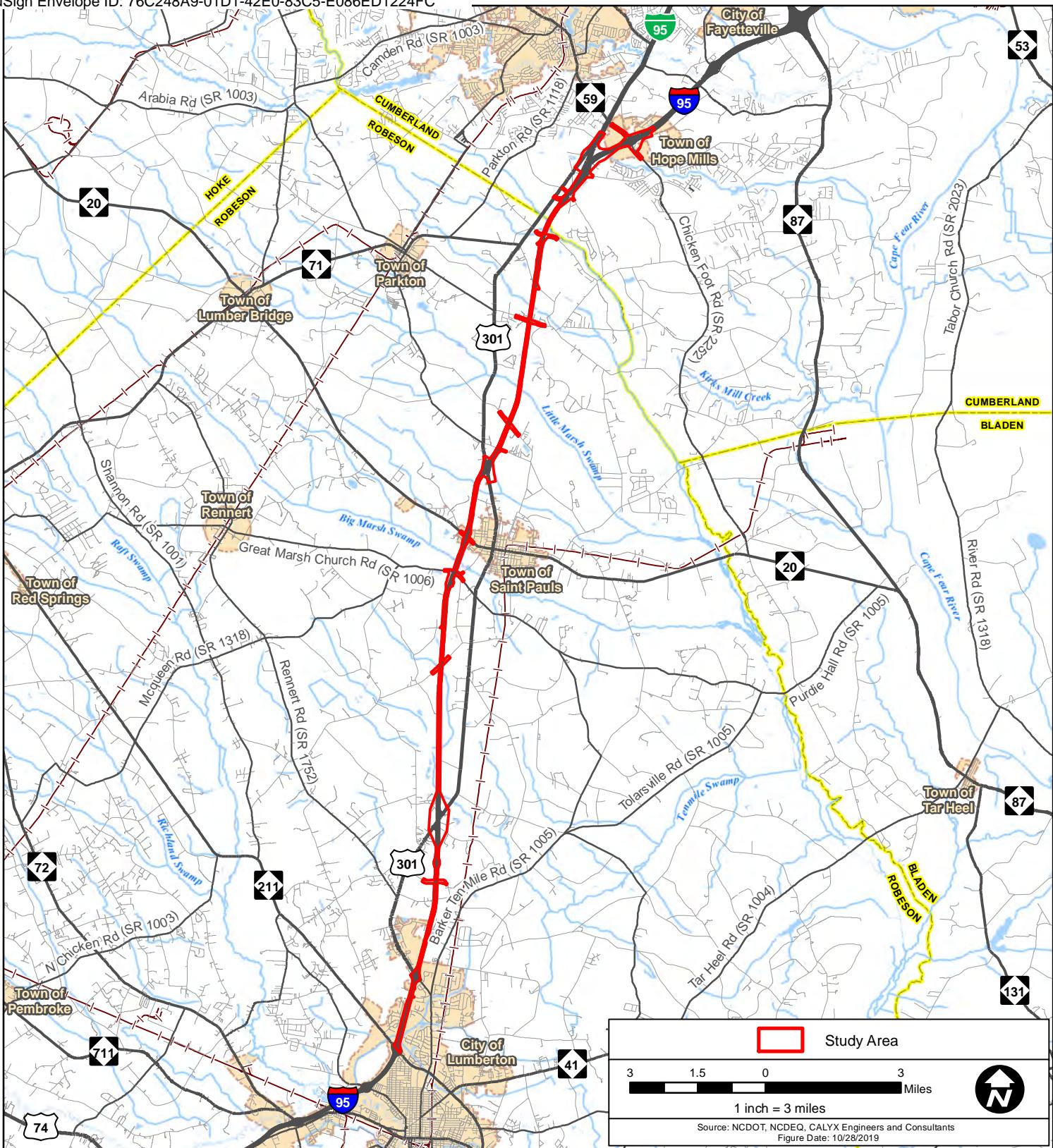
John F. Sullivan Jr.

Date

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

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Appendix A



Robeson and Cumberland Counties



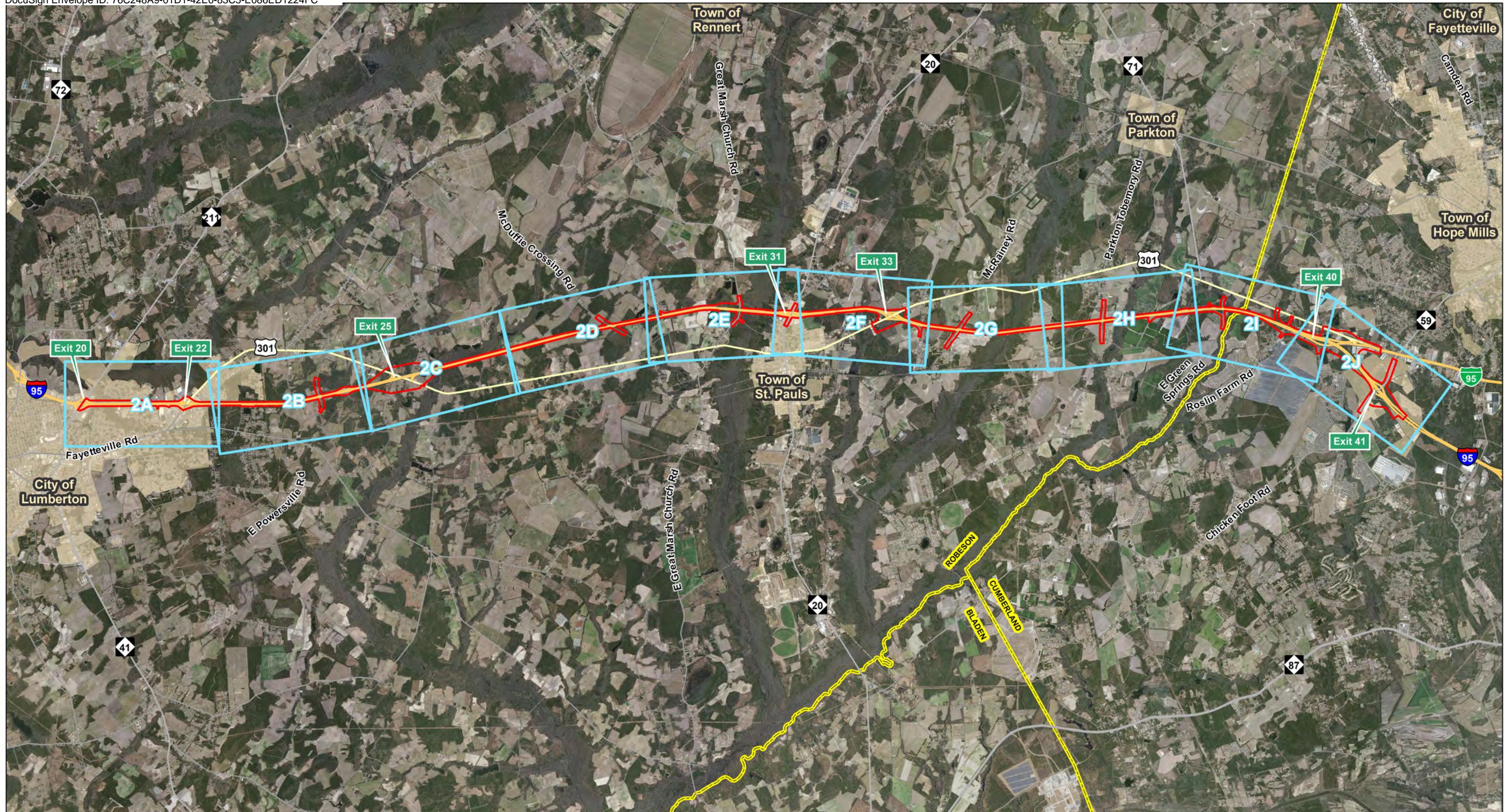
The logo features a circular design with the words "THE STATE OF NORTH CAROLINA" at the top and "1776" at the bottom. In the center is a red and blue stylized bird or plane-like figure.

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION 6

I-95 Widening from
US 301 (Exit 22) in Robeson County to
I-95 Business (Exit 40) in Cumberland County.

STIP Project I-5987
Robeson and Cumberland Counties

Figure 1 - Project Vicinity



- Map Index
- Preliminary Study Area
- Interstate
- US Route
- NC Route
- Major Road
- Local Road

- Municipal Boundary
- County Boundary



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION 6

1.5 0.75 0 1.5 Miles
1 inch = 1.5 miles

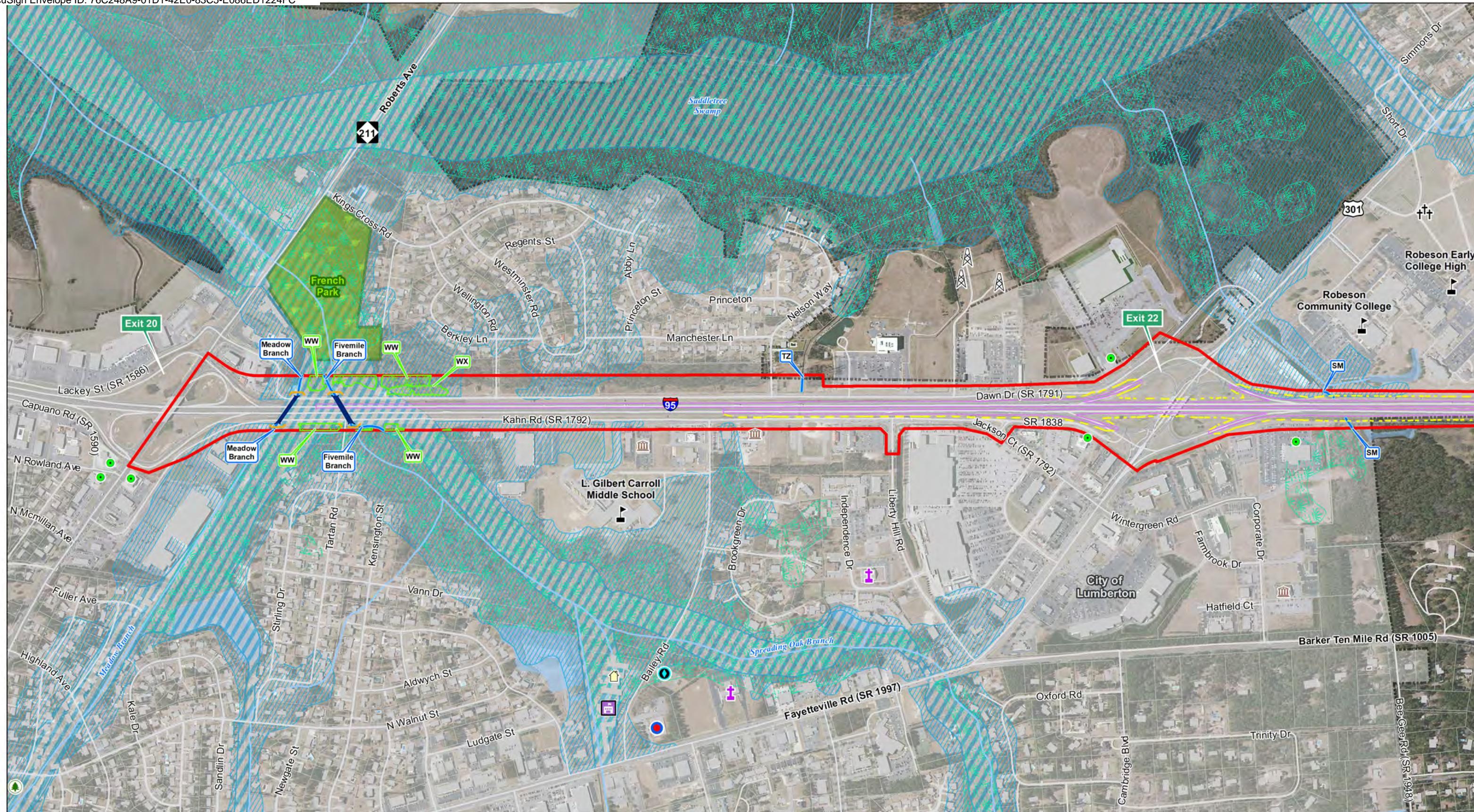
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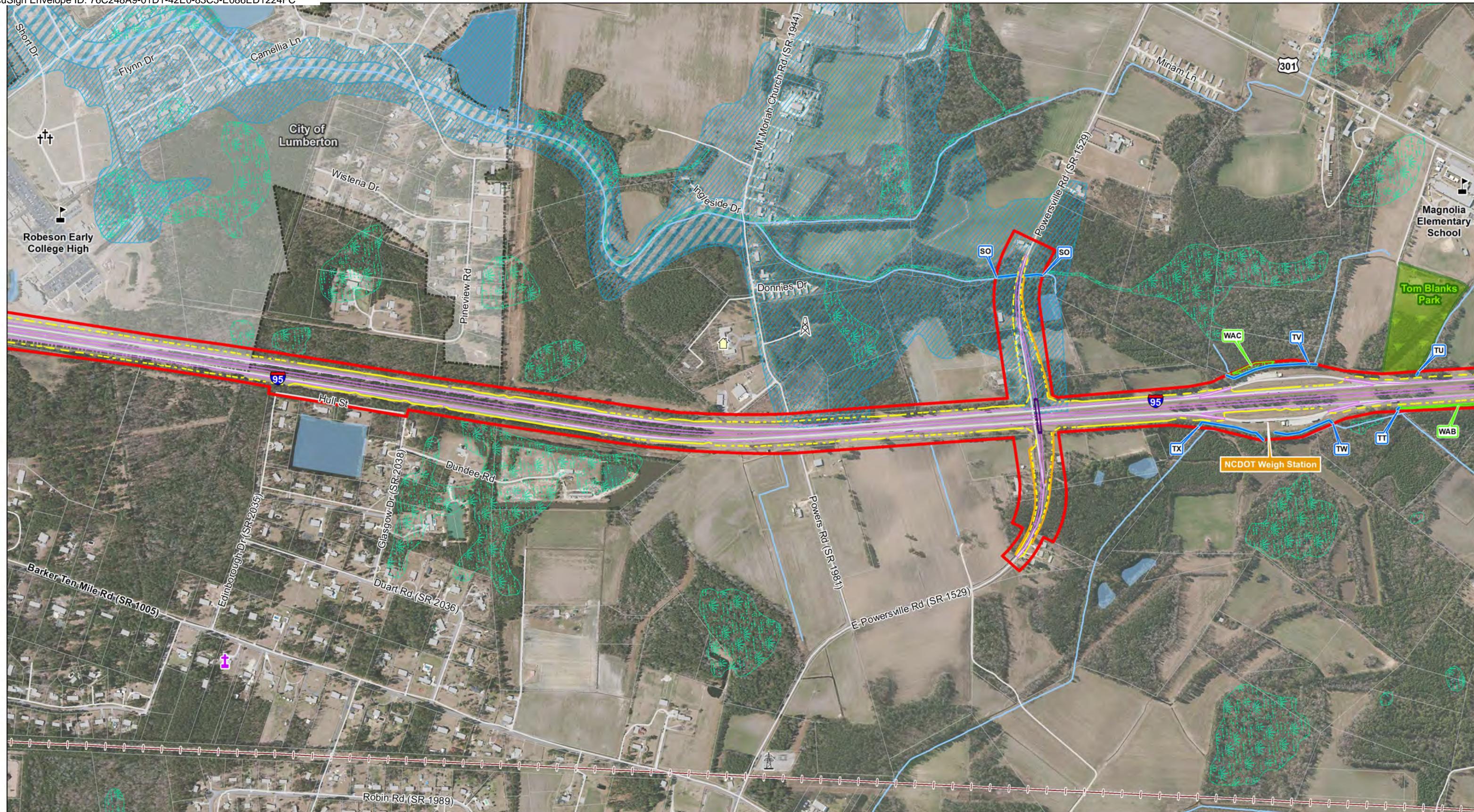


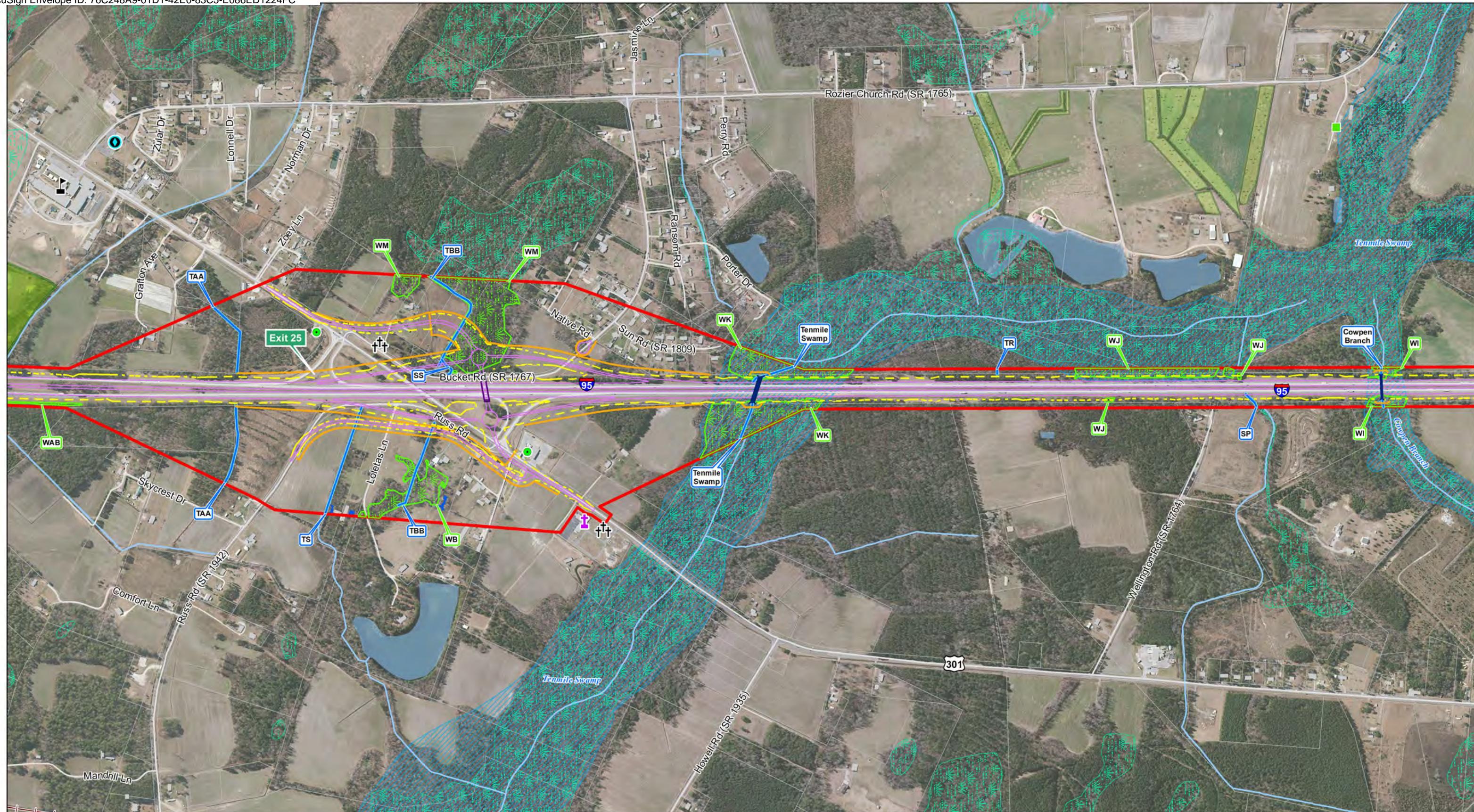
I-95 Widening from
US 301 in Robeson County (Exit 22) to
I-95 Business (Exit 40) in Cumberland County.

STIP Project I-5987
Robeson and Cumberland Counties

Figure 2 - Environmental Features Index







Preliminary Study Area

 Assisted Living Facility

Government Facility

NPDES Stormw

Delineated

Stream Flood

34

Big Marsh Swamp

The logo for the North Carolina Department of Transportation Division 6. It features a circular design with a blue outer ring containing the text "STATE OF NORTH CAROLINA" at the top and "DEPARTMENT OF TRANSPORTATION" at the bottom. Inside the ring is a red stylized graphic of a road or bridge. The word "QUARTER" is written vertically along the left side of the inner circle.

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION 6

I-95 Widening from
US 301 in Robeson County (Exit 22) to
I-95 Business (Exit 40) in Cumberland County.

Proposed Edge of Travel

 Cemetery

National Guard

Public Water

NCDEQ S

100-2

Our Floodplain

National Register

DEPARTMENT OF TRANSPORTATION
DIVISION 6

STEP 5: Call 1-800-522-5707

— Proposed Slope Stakes

† Church

Park

A Communication

Delineated

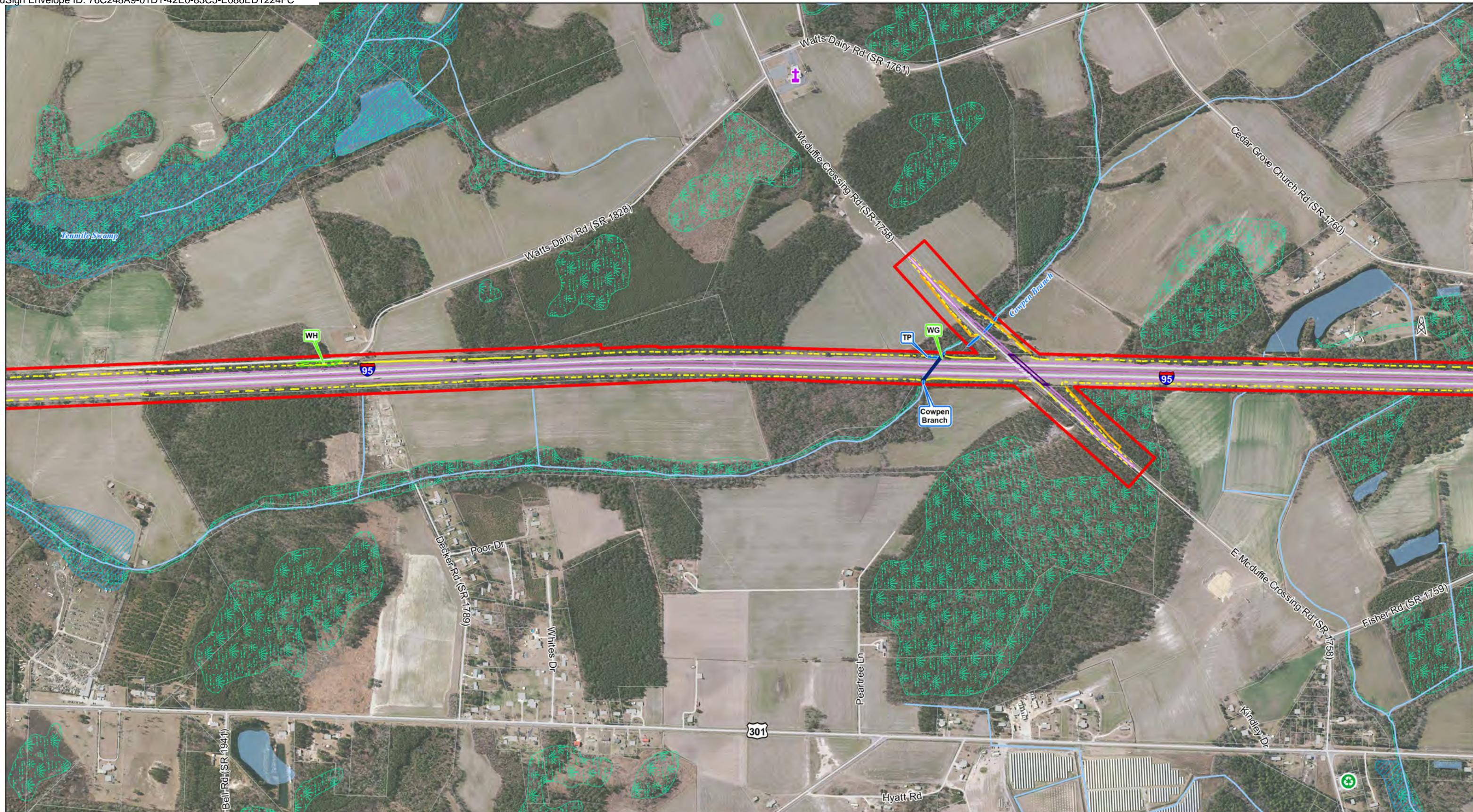
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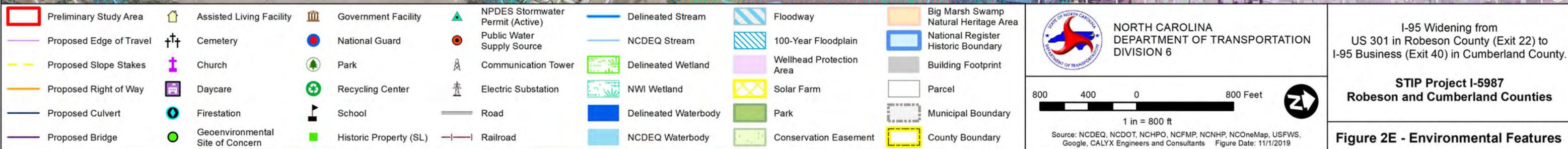
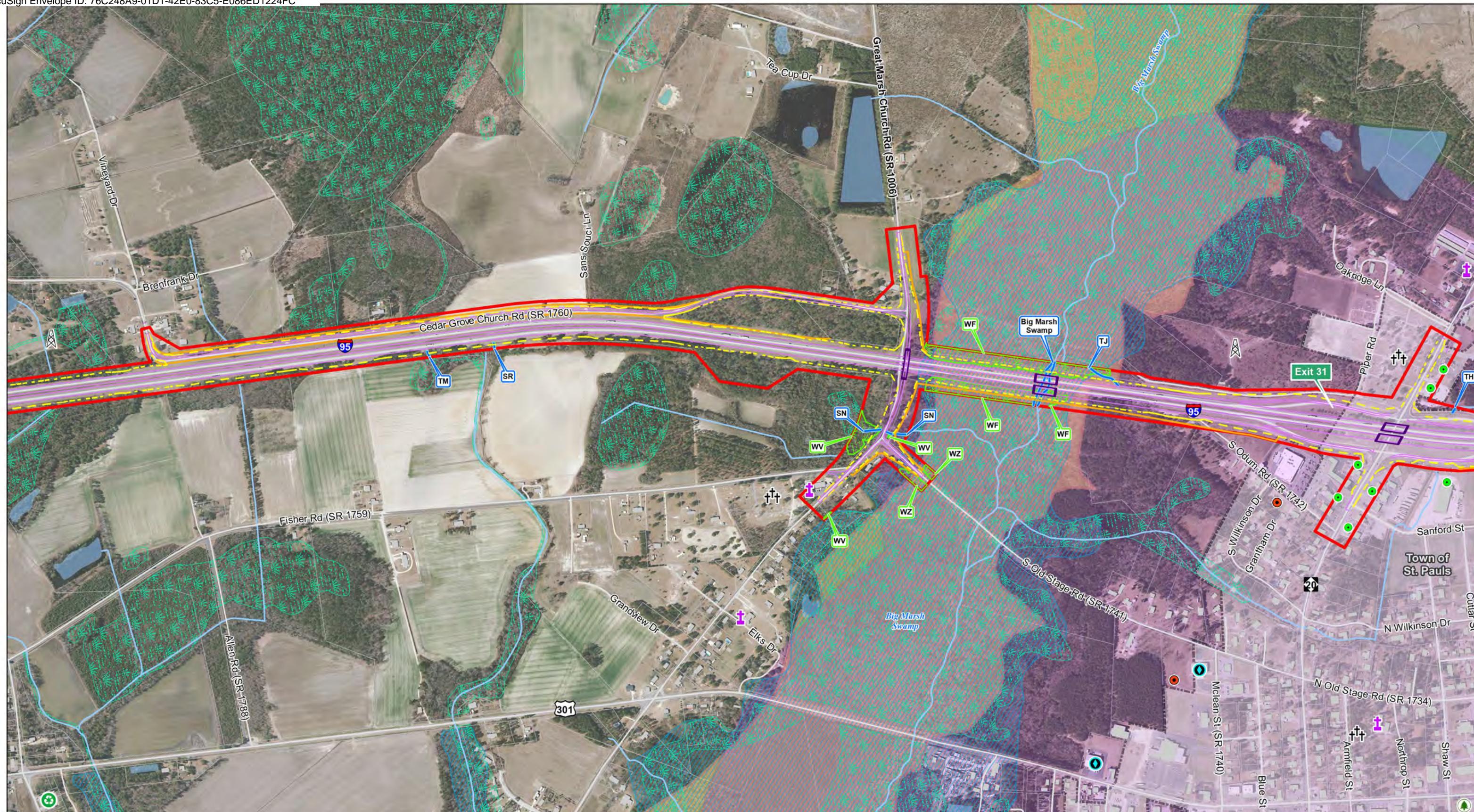
and Protection

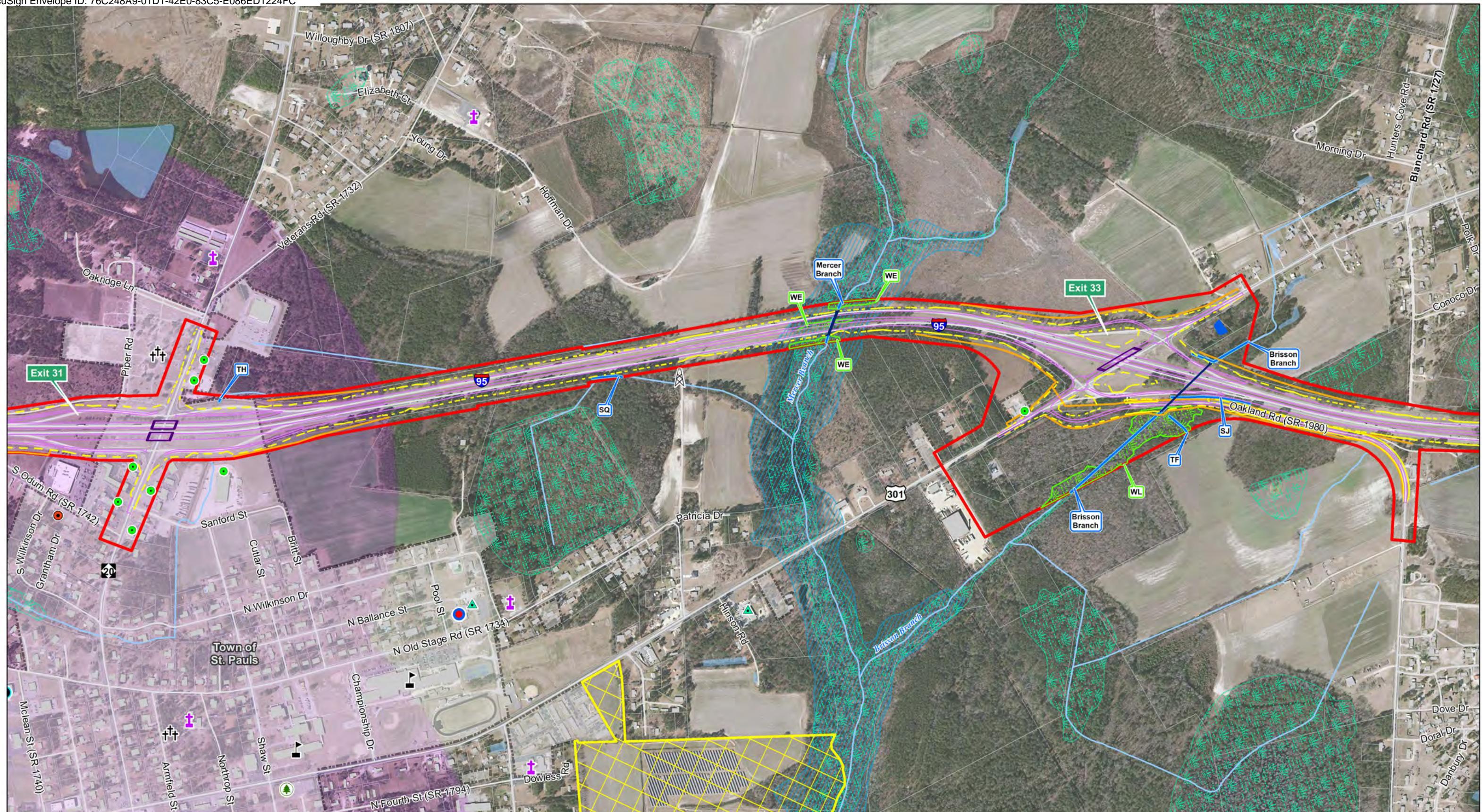
Banding : Octoprint

Source: NCDEQ, NCDOT, NCHPO, NCFMP, NCNHP, NCONeMap, USFWS,
Google, CAIYX Engineers and Consultants. Figure Date: 11/1/2019.

Figure 2C - Environmental Features







I-95 Widening from US 301 in Robeson County (Exit 22) to I-95 Business (Exit 40) in Cumberland County.

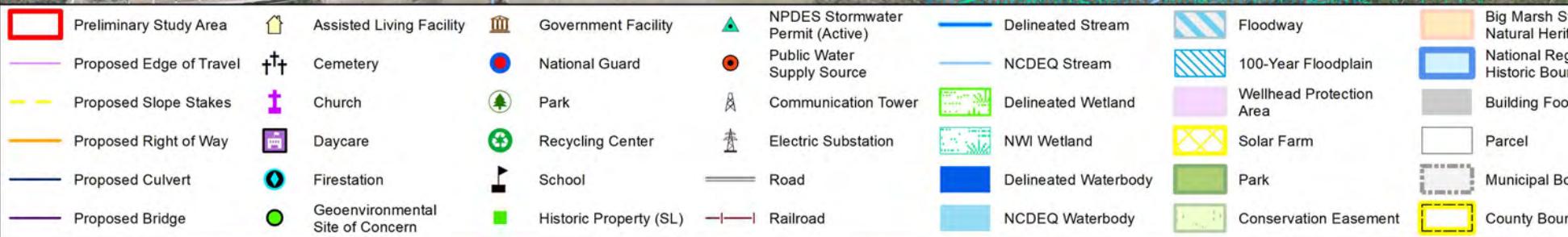
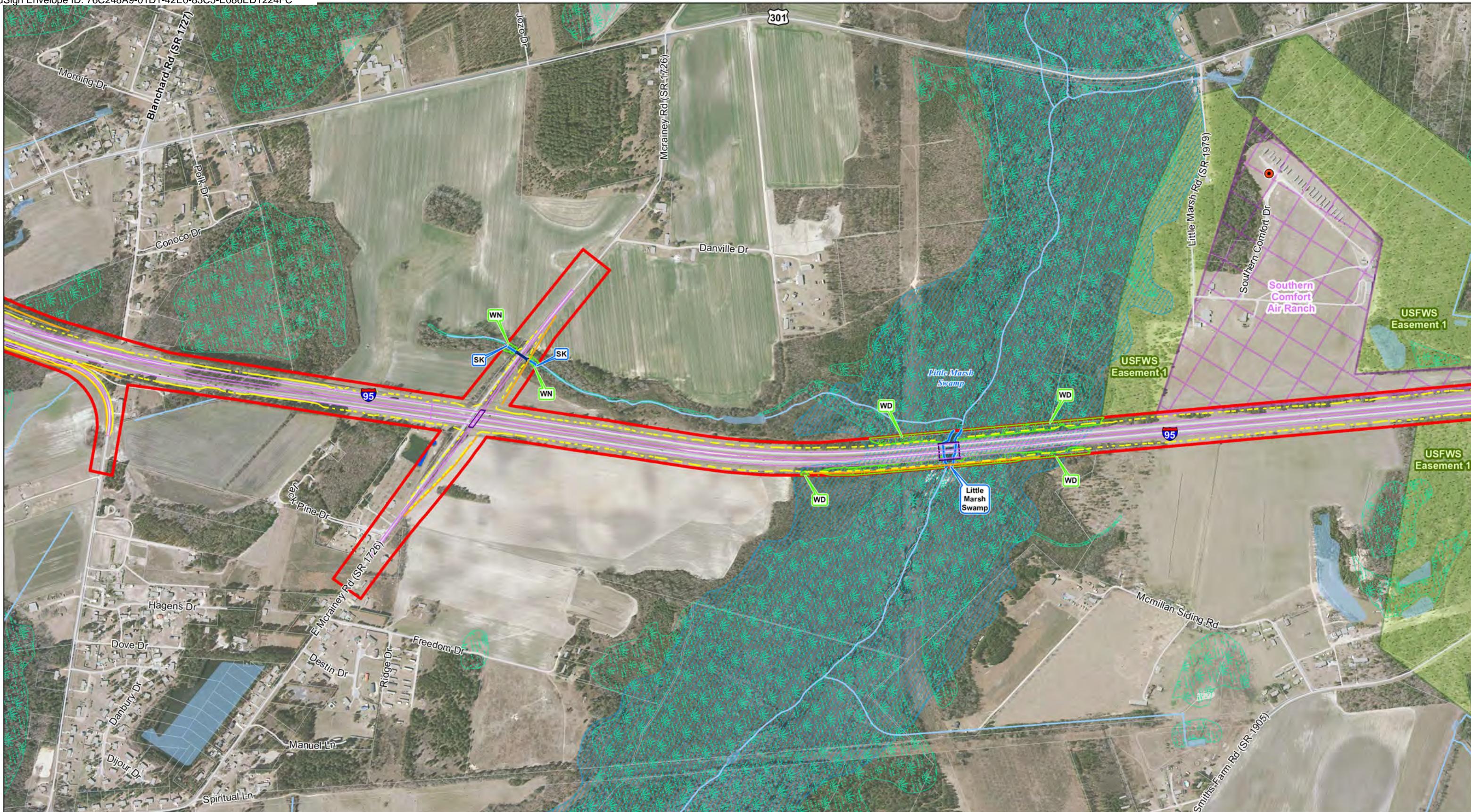
STIP Project I-5987
Robeson and Cumberland Counties

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 6

800 400 0 800 Feet
1 in = 800 ft

Source: NCDEQ, NCDOT, NCHPO, NCFMP, NCNHP, NCOneMap, USFWS, Google, CALYX Engineers and Consultants **Figure Date:** 11/1/2019

Figure 2F - Environmental Features



NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION 6

800 400 0 800 Feet
1 in = 800 ft

Source: NCDEQ, NCDOT, NCHPO, NCFMP, NCNHP, NCOneMap, USFWS, Google, CALYX Engineers and Consultants
Figure Date: 11/1/2019

I-95 Widening from
US 301 in Robeson County (Exit 22) to
I-95 Business (Exit 40) in Cumberland County.
STIP Project I-5987
Robeson and Cumberland Counties

Figure 2G - Environmental Features

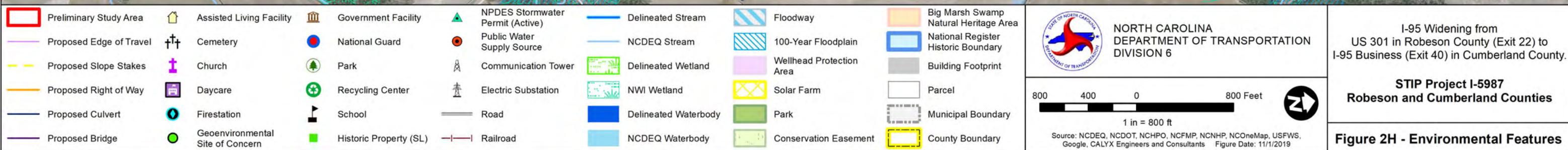
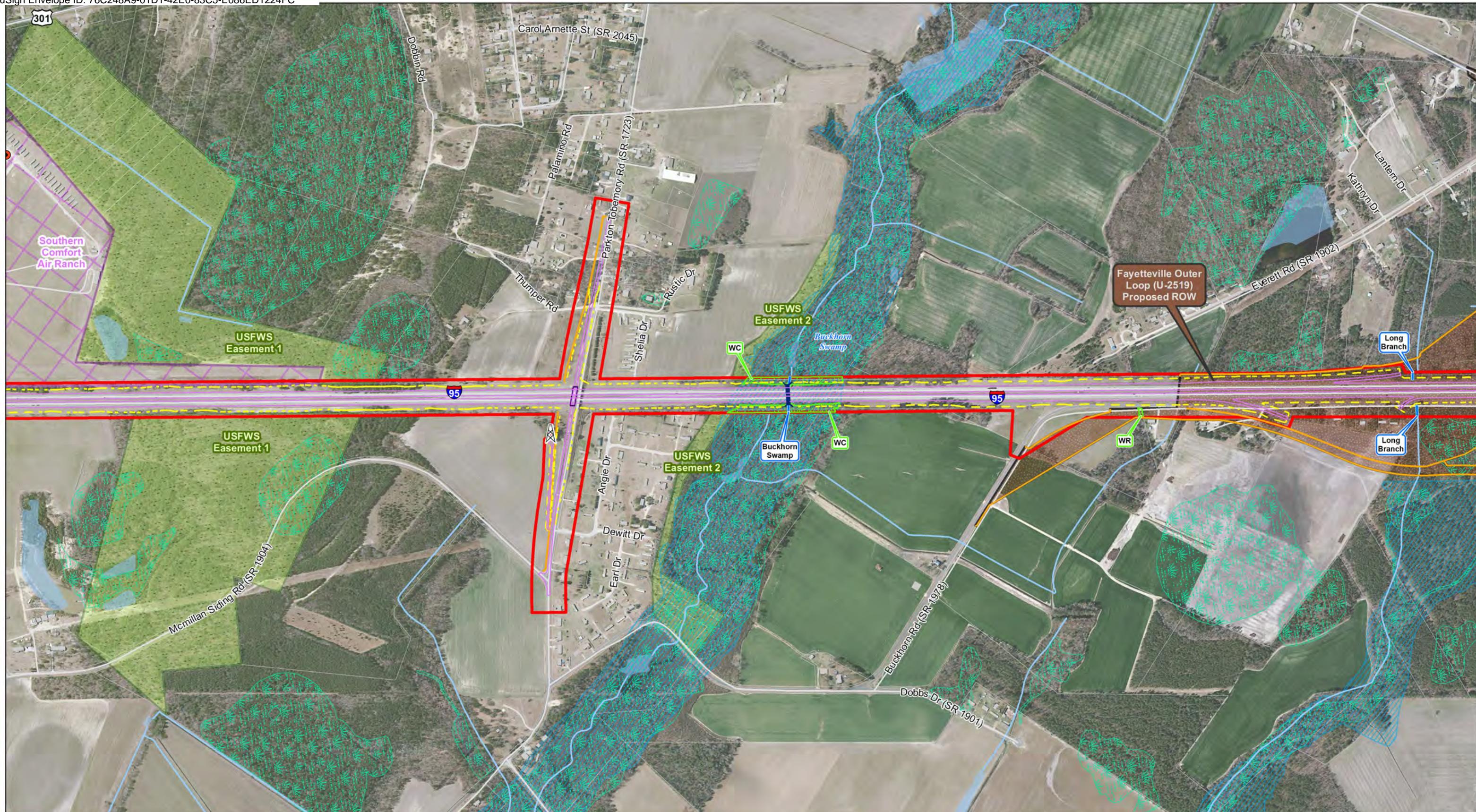
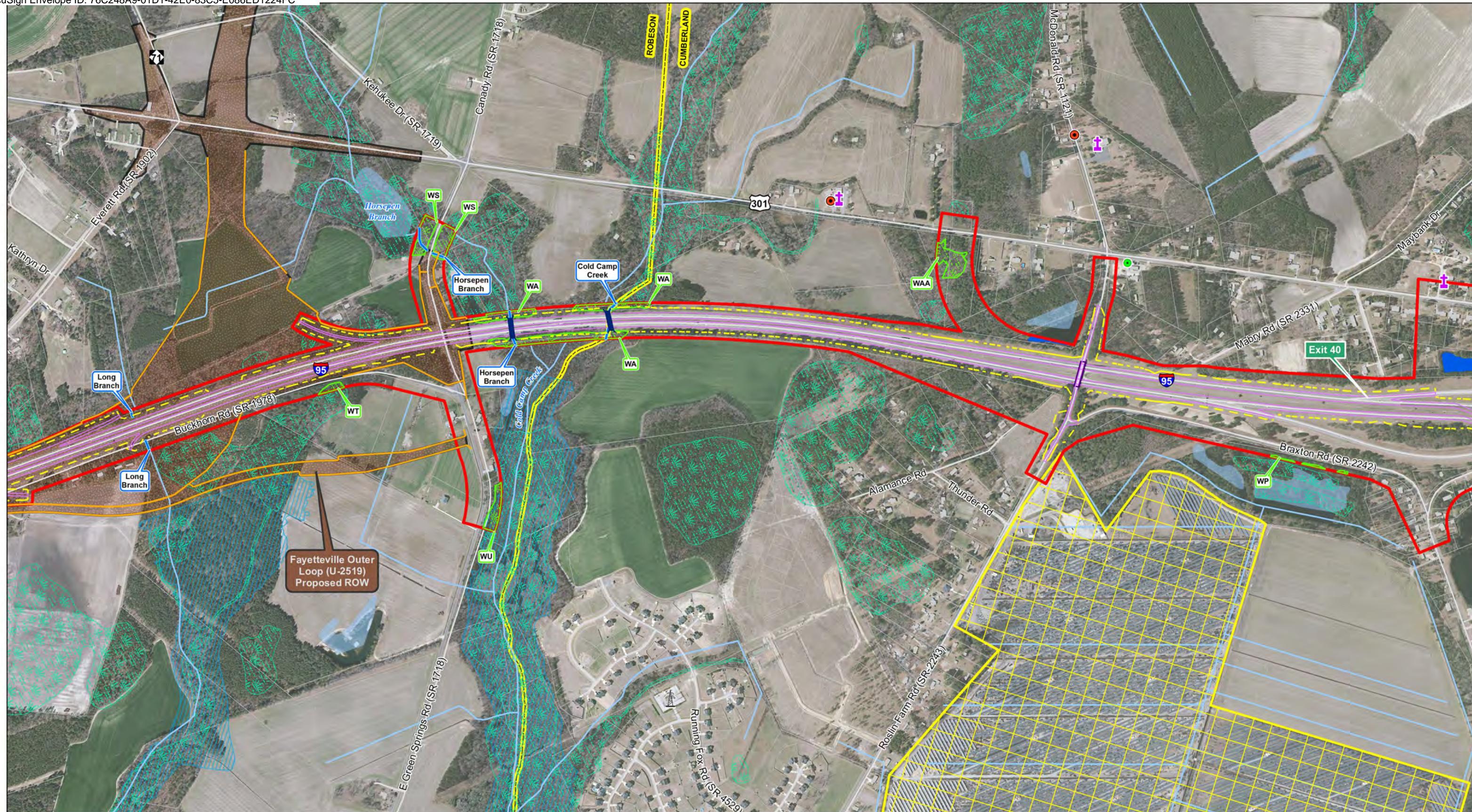
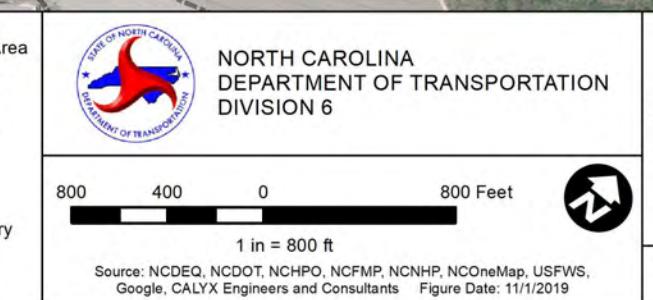
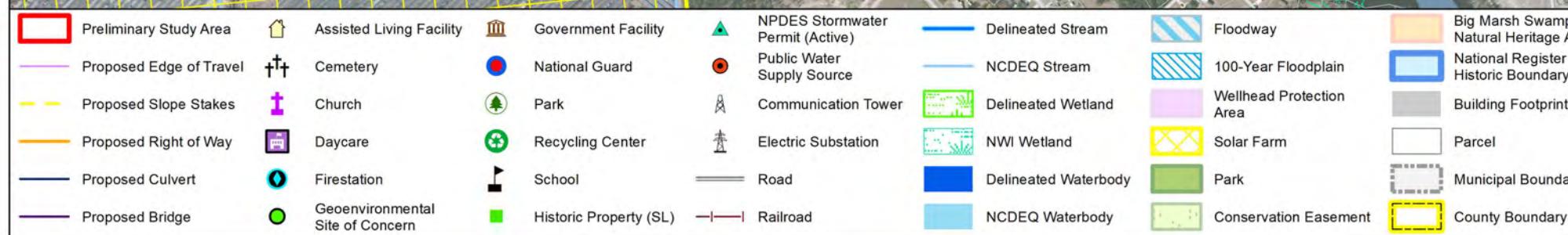
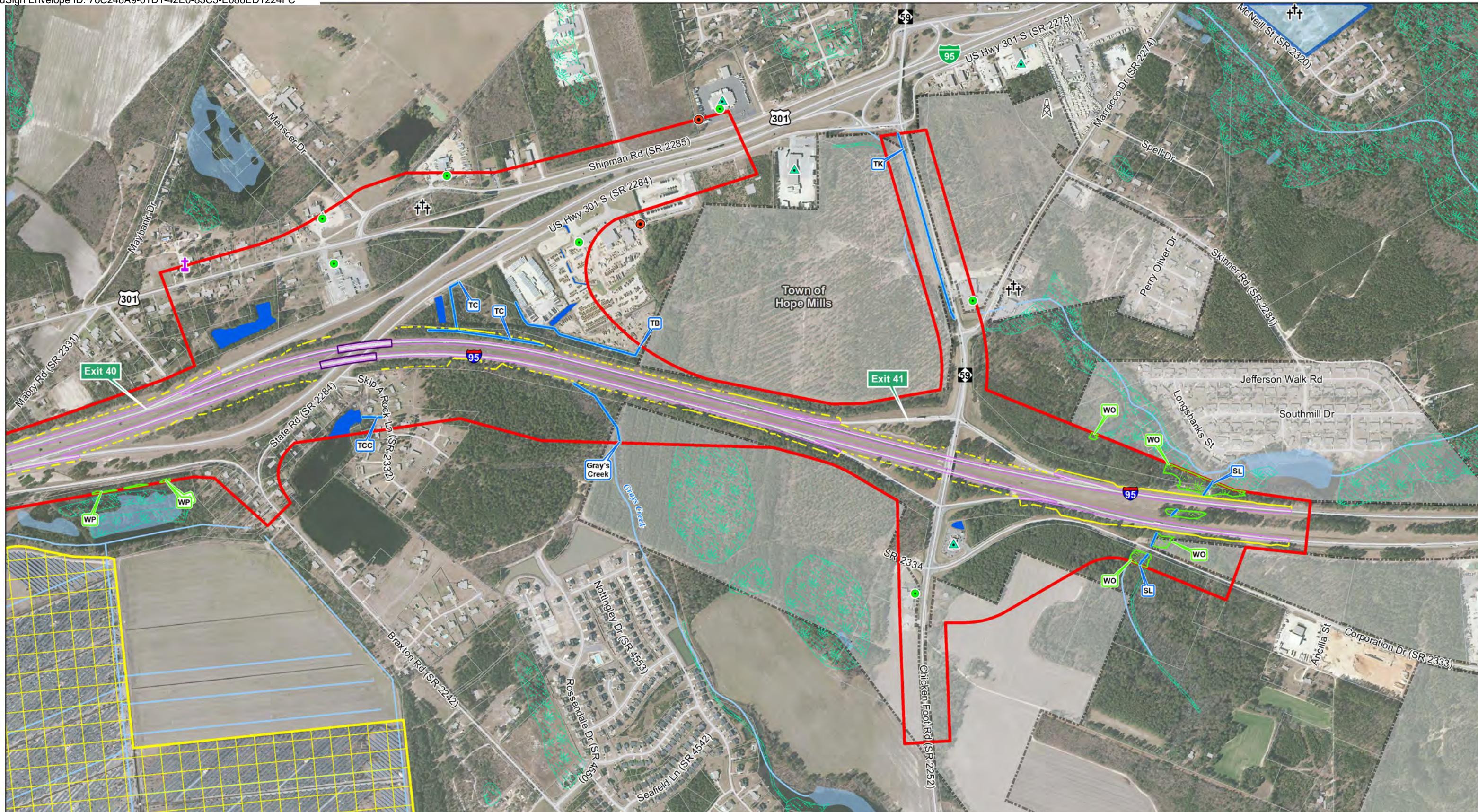


Figure 2H - Environmental Features



**Figure 2J - Environmental Features**





Interchange Concepts Evaluated at Exit 25 (U.S. 301)

I-95 Widening from US 301 (Exit 22) in Robeson County to I-95 Business (Exit 40) in Cumberland County

STIP Project I-5987 Robeson and Cumberland Counties

- Study Area
- Proposed Edge of Travel and Lane Lines
- Proposed Bridge
- Proposed Concrete Island
- Delineated Stream
- Delineated Wetland
- Delineated Pond
- Parcel

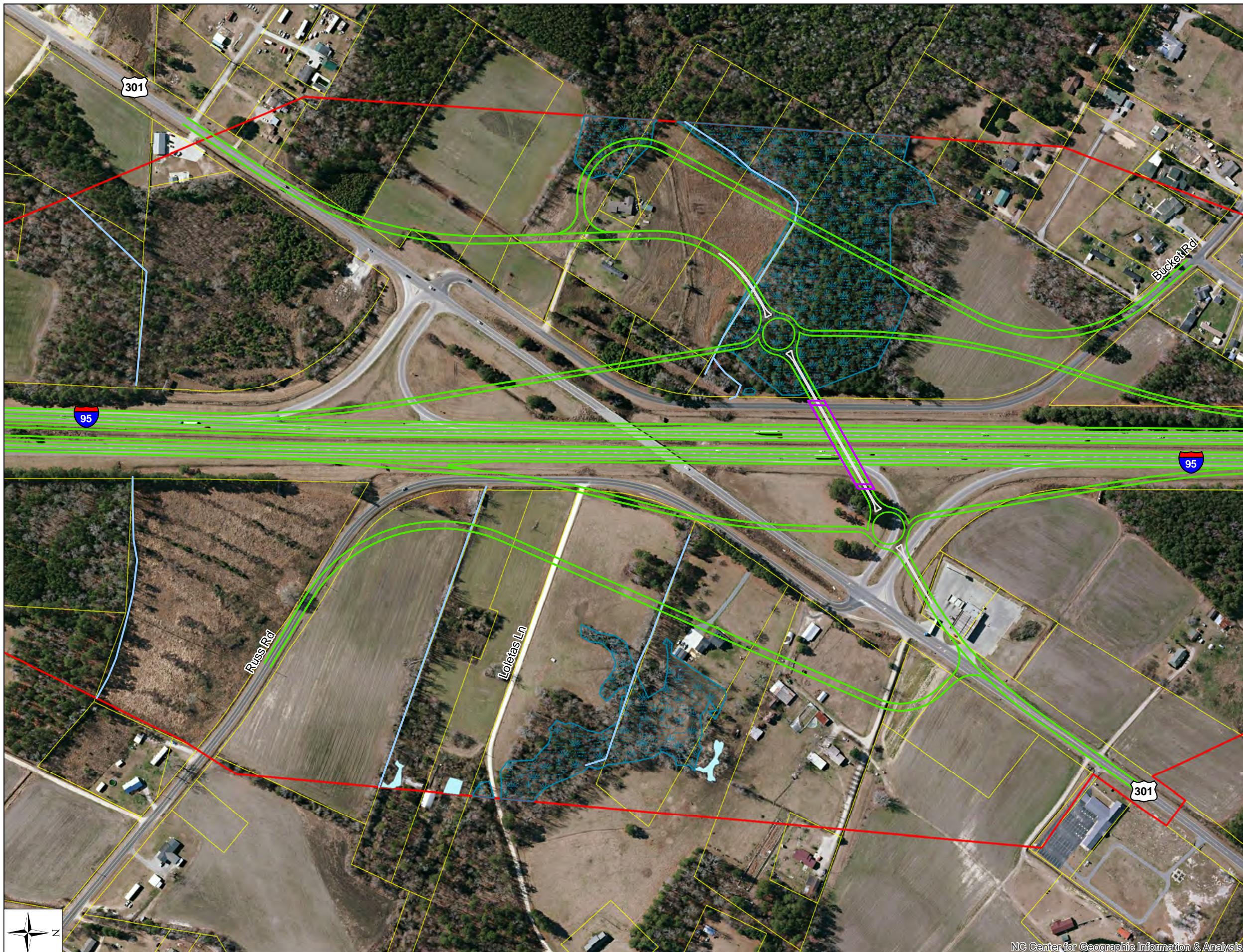
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1 inch = 300 feet



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 6

Figure 3B

Diamond Interchange with Five-Leg Roundabouts



Interchange Concepts Evaluated at Exit 25 (U.S. 301)

I-95 Widening from US 301 (Exit 22) in Robeson County to I-95 Business (Exit 40) in Cumberland County

STIP Project I-5987 Robeson and Cumberland Counties

- Study Area
- Proposed Edge of Travel and Lane Lines
- Proposed Bridge
- Delineated Stream
- Delineated Wetland
- Delineated Pond
- Parcel

300 150 0 300 Feet
1 inch = 300 feet



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION 6

Figure 3C

Diamond Interchange with Four-Leg Roundabouts





Interchange Concepts Evaluated at Exit 25 (U.S. 301)

I-95 Widening from US 301 (Exit 22) in Robeson County to I-95 Business (Exit 40) in Cumberland County

STIP Project I-5987 Robeson and Cumberland Counties

- Study Area
- Proposed Edge of Travel and Lane Lines
- Proposed Bridge
- Proposed Concrete Island
- Delineated Stream
- Delineated Wetland
- Delineated Pond
- Parcel

300 150 0 300 Feet
1 inch = 300 feet



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION 6

Figure 3D

Diamond Interchange with Four-Leg Roundabouts and Cul-de-Sac

Appendix B

18-10-0036



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	I-5987	County:	Cumberland and Robeson
WBS No.:	47533.1.1	Document Type:	
Fed. Aid No:	Not provided in review request	Funding:	State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE
Project Description: Widen I-95 from US 301 in Robeson County (Exit 22) to I-95 Business in Cumberland County (Exit 40) (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions: HPOWeb reviewed on 15 November 2018 and 22 March 2019 and yielded one SS, one SL, and no NR, DE, or LD properties in the Area of Potential Effects (APE). Cumberland and Robeson Counties current GIS mapping, aerial photography, and tax information indicated a partly developed APE of woodland and wetland and, cultivated fields, with above-ground resources dating from the late-nineteenth century to the 2010s (viewed 15 November 2018 and 22 March 2019). Of 233 resources, approximately 77% are residential in use, the remainder are commercial, plus several churches and cemeteries. Approximately 72% of all resources pre-date 1970 and are unexceptional examples (many are also altered) of their types. In 2016 HPO determined the previously recorded Robeson House (RB0675) not eligible for listing in the National Register of Historic Places, a finding that remains valid. The APE intersects the undeveloped eastern edge of a large parcel on which stands the study-listed Dr. Stephen B. Rozier House (RB0529), well outside the APE and beyond likely project impact with broad swaths of wetland and woodland intervening. The study area also contains seventeen bridges in Robeson County (built between 1959 and 2015) and five in Cumberland County (built between 1959 and 1980), all of which are not NR eligible as they are neither aesthetically nor technologically significant. Four cemeteries are located within the study area and, while not NR-eligible, should be afforded the usual protection during construction: Adams Cemetery (between US 301 and SR 2285 (Shipman Road), Cumberland County Parcel ID: 0413-81-1246), cemetery (W. Broad Street, Robeson County PIN: 030836153200), Jason Odom Cemetery (W. Broad Street, Robeson County PIN: 030836247900), and Oak Ridge Cemetery (W. Broad Street, Robeson County PIN: 030836537200). Google Maps "Street View" confirmed the absence of critical historic structures and landscapes in the APE (viewed 15 November 2018 and 22 March 2019).

No architectural survey is required for the project as currently defined.

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

The APE equates with the study area established for the project, including the revisions of January 2019. The comprehensive Cumberland County architectural survey (1970s) as well as later studies for both Cumberland and Robeson Counties recorded no resources in the APE apart from the two noted above. County GIS/tax materials and other visuals clearly illustrate the absence of significant architectural and landscape resources. No National Register-listed properties are located within the APE.

**Should the project limits of any other aspect of the design change,
please notify NCDOT Historic Architecture as additional review may be necessary.**

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

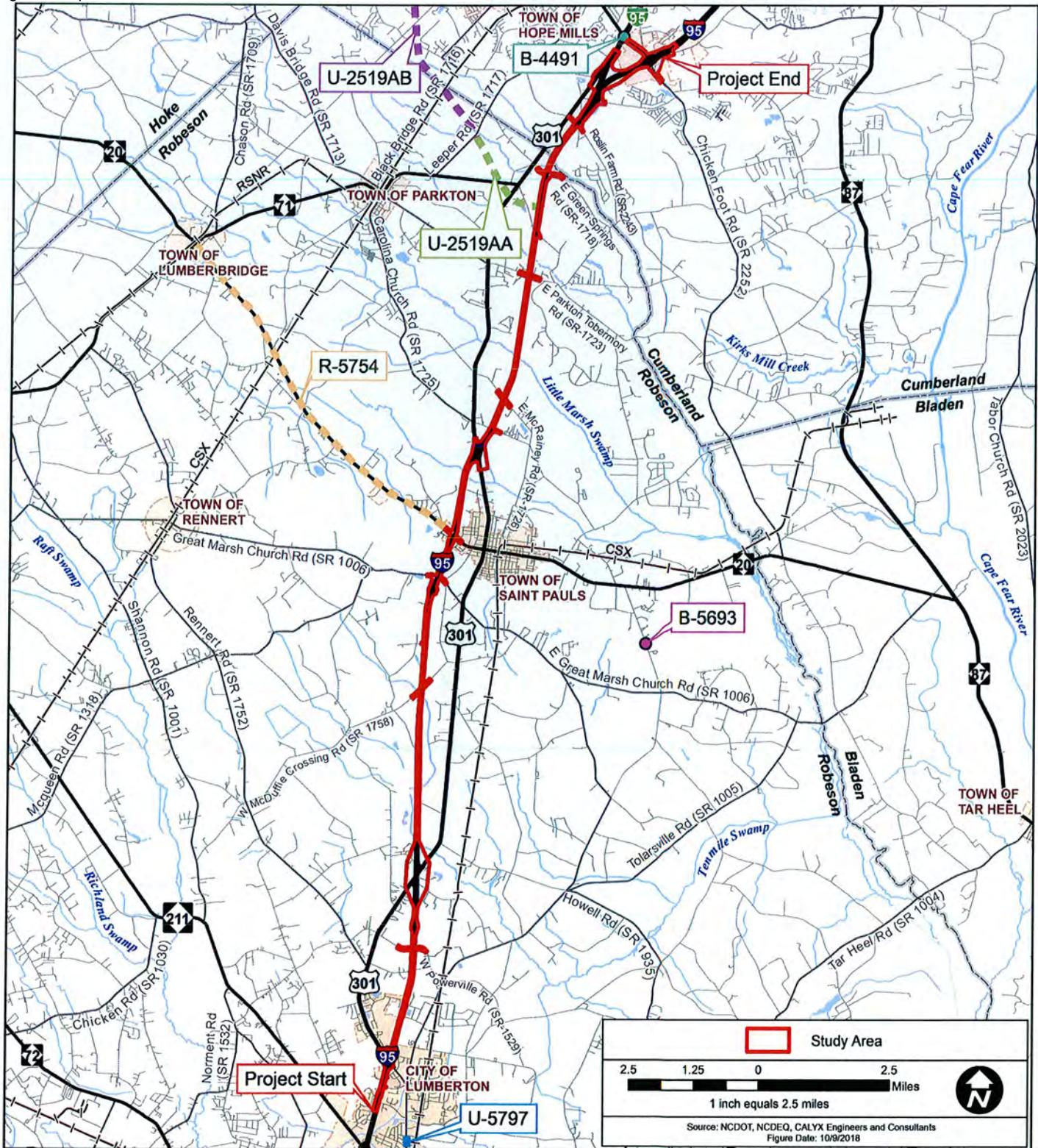
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

 NCDOT Architectural Historian

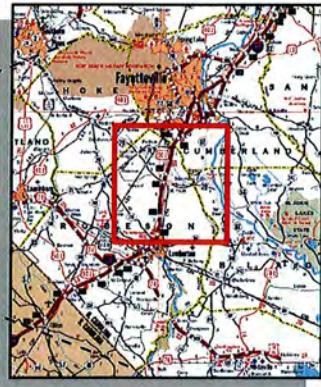
 Date

I-5987, Cumberland and Robeson Counties
WBS No. 47533.1.1
PA Tracking No. 18-10-0036

Page 2 of 2



Robeson and
Cumberland Counties



NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION 6

I-95 Widening from
US 301 in Robeson County (Exit 22) to
I-95 Business (Exit 40) in Cumberland County.

STIP Project I-5987
Robeson and Cumberland Counties

Project Vicinity

Tracking No. 18-10-0036

18-10-0036

**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT OR AFFECTED FORM**



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

PROJECT INFORMATION

<i>Project No.:</i>	I-5987	<i>County:</i>	Cumberland/ Robeson
			FEDERAL CATEGORICAL
<i>WBS No.:</i>	47533	<i>Document:</i>	EXCLUSION
<i>F.A. No.:</i>		<i>Funding:</i>	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
<i>Federal Permit Required?</i>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>Permit Type:</i> USACE

Project Description:

Widen Interstate 95 (I-95) from NC 50 (Chickenfoot Rd.) (Exit 41) in Cumberland County to NC 211 (N. Roberts Ave.) (Exit 20) in Robeson County. The project will widen I-95 from 4- to 8-lanes by adding one lane towards the median and one on the outside in each direction. The Area of Potential Effects (A.P.E.) is approximately 35 kilometers (22 miles) long and has a variable width. The A.P.E. generally extends 60 meters (200 ft.) from the I-95 centerline on each side. The width of the survey area varies at interchanges and overpasses to include realignment of service roads and ramps and replacement of bridges.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

- There are no National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects.
- No subsurface archaeological investigations are required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no National Register Eligible or Listed ARCHAEOLOGICAL SITES present or affected by this project. *(Attach any notes or documents as needed)*

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

The archaeological survey report is in progress. Please see attached management summary of the field results.

SUPPORT DOCUMENTATION

*"NO NATIONAL REGISTER ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES PRESENT OR AFFECTED
form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.*

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

Other: Management summary

Signed:

CALEB SMITH

11/6/2019

NCDOT ARCHAEOLOGIST

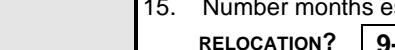
Date

Appendix C

EIS RELOCATION REPORT

North Carolina Department of Transportation RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	47533.1.1	COUNTY	Robeson/Cumberland	Alt. 1	Of 1							
T.I.P. No.:	I-5987	F.A.PROJECT	NHP-0095(056)									
DESCRIPTION OF PROJECT:		I 95 FROM US 301 to I-95 Bus./301 Exit 40										
ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	2	0	2	2	0	0	0	2	0			
Businesses	0	0	0	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE				
Farms	0	0	0	0	Owners		Tenants		For Sale	For Rent		
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	3	\$ 0-150	0
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	11	150-250	0
Yes	No	Explain all "YES" answers.			40-70M	2	250-400	0	40-70M	36	250-400	2
	X	1. Will special relocation services be necessary?			70-100M	0	400-600	0	70-100M	39	400-600	3
	X	2. Will schools or churches be affected by displacement?			100 UP	0	600 UP	0	100 UP	162	600 UP	21
X		3. Will business services still be available after project?			TOTAL	2	0		251			26
		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by Number)							
	X	5. Will relocation cause a housing shortage?			3) Business services will remain available.							
		6. Source for available housing (list). Local survey, Internet searches.			8) Last Resort Housing guidelines should be a consideration. Where warranted, Last Resort Housing will be applied in Accordance with the Uniform Relocation Act.							
	X	7. Will additional housing programs be needed?			11) Need for public housing not anticipated but available through local agencies.							
X		8. Should Last Resort Housing be considered?			12) Based on available housing, no shortage of DSS housing is anticipated.							
	X	9. Are there large, disabled, elderly, etc. families?			13) Any deficiency with housing within financial means will be mitigated as appropriate with guidelines of the Uniform Act.							
	X	10. Will public housing be needed for project?			14) No businesses are displaced on this segment.							
X		11. Is public housing available?			NOTES: Small cemetery located on parcel 25 affected by R/W. Cell Tower on parcel 92 in close proximity to R/W. Approximately 14 billboards located on project. Convenience store located on parcel 80 will have impacts to canopy. Tanks, however, are not located near proposed R/W. It is not anticipated the convenience store will require full reloc.							
X		12. Is it felt there will be adequate DSS housing available during relocation period?										
	X	13. Will there be a problem of housing within financial means?										
X		14. Are suitable business sites available (list source).										
		15. Number months estimated to complete RELOCATION?			9-12 months							
					8/20/19							
					Date		Relocation Coordinator					
					Date							