

HOW THIS IMPACT SUMMARY MATRIX IS ORGANIZED

Due to the number of Detailed Study Alternatives for the project end to end, they could not all fit across one sheet of paper. Therefore, the impact summary matrix table was divided into two parts, as shown on the right.

Part 1 covers the Detailed Study Alternatives from south of Walnut Street through Ligon Street.

Part 2 covers the Hillsborough Street and Wade Avenue interchange area and the relocation options for the Reedy Creek Greenway (which would be displaced with the Hillsborough Street and Wade Avenue interchange area Detailed Study Alternatives).



PART 1

U-2719 – I-440 Improvements Environmental Assessment IMPACT SUMMARY TABLE – PART 1 – SOUTH OF WALNUT ST TO LIGON ST

Resource	DETAILED STUDY ALTERNATIVES – Alternatives from south of Walnut St to Ligon St									
	From south of Walnut St to I-40 Interchange	Jones Franklin Rd Interchange	Athens Dr Grade Separation		Melbourne Rd Interchange		Western Blvd Interchange	Ligon St Grade Separation		
		Upgrade Existing Partial Clover	Bridge in Place	Bridge to North	Bridge in Place	Bridge to North	Double Crossover Diamond	Bridge to North	Bridge to South	Extend Existing Traffic Culvert
COSTS (2017 dollars)										
Construction Costs (millions \$)	\$ 85.0 ¹	\$ 26.0	\$ 2.4	\$ 2.5	\$ 6.6	\$ 6.9	\$ 43.9 ²	\$ 4.7	\$ 5.2	\$ 0.8
Right-of-Way Costs (millions \$)	\$ 0.0	\$ 19.3	\$ 0.8	\$ 2.0	\$ 2.1	\$ 2.8	\$ 2.8	\$ 23.4 ³	\$ 21.7 ³	\$ 14.9 ³
Utility Costs (millions \$)	\$ 0.0	\$ 2.4	\$ 0.5	\$ 0.4	\$ 0.3	\$ 0.3	\$ 1.1	\$ 0.2	\$ 0.2	\$ 0.0
Total Costs (millions \$)	\$ 85.0	\$ 47.7	\$ 3.6	\$ 4.9	\$ 8.9	\$ 10.0	\$ 47.8	\$28.2	\$ 27.1	\$ 15.7
RANGE OF TOTAL COSTS	The ranges below are for the project end to end (includes data from Summary Table Parts 1 and 2) \$ 450.4 to \$ 475.3									
LAND USE										
Compatible with Local Land Use and Transportation Plans	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No ⁴
RELOCATIONS										
Residential Relocations	0	23	0	5	3	6	1	10	0	0
Business Relocations	0	7	0	0	0	0	0	7	8	7
RANGE OF IMPACTS	The ranges below are for the project end to end (includes data from Summary Table Parts 1 and 2) Residential relocations – 27 to 46 Business relocations – 15 to 16									
MITIGATION	NCDOT will conduct the property acquisition and relocation process in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the North Carolina Relocation Assistance Act.									

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	From south of Walnut St to I-40 Interchange	Jones Franklin Rd Interchange	Athens Dr Grade Separation		Melbourne Rd Interchange		Western Blvd Interchange	Ligon St Grade Separation		
		Upgrade Existing Partial Clover	Bridge in Place	Bridge to North	Bridge in Place	Bridge to North	Double Crossover Diamond	Bridge to North	Bridge to South	Extend Existing Traffic Culvert
COMMUNITY RESOURCES										
Public Parks	0	Lake Johnson minor impact	0	0	Kaplan Park minor impact	Kaplan Park minor impact	0	0	0	0
Greenways	0	Future Walnut Ck greenway accommodated	0	0	0	0	Multi-use path replaced	0	0	0
Private Recreational Facilities	0	0	0	0	0	0	0	0	0	0
K-12 Schools	0	Learn with the Best Private School displaced	0	0	0	0	0	0	0	0
Universities and Colleges	0	0	0	0	0	0	0	0	NCSU research building displaced	0
Shopping Centers	0	0	0	0	0	0	K-Mart parking lot minor impact.	0	0	0
MITIGATION	NCDOT will conduct the property acquisition and relocation process in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the North Carolina Relocation Assistance Act.									
MOBILITY AND ACCESS CHANGES										
Permanent Impacts	The proposed project end to end would enhance mobility along I-440 and the local road network near the interchanges. Pedestrian and bicycle mobility will be improved with proposed sidewalks and bicycle lanes on cross streets.									
Temporary Impacts	Project construction would temporarily impact mobility and access in the project area during the construction period. In addition, at Athens Dr and Melbourne Rd, the Bridge in Place Alternative at each location would require temporary bridge closure and detour route (9-12 months) during construction.									
MITIGATION	A goal of the project is to keep two lanes of traffic open in each direction on I-440 to the extent feasible during construction. NCDOT will coordinate with the Wake County Public School System, transit agencies, and emergency response providers regarding detour routes and associated route changes that may be necessary during construction. NCDOT also will coordinate with the NC State Fairgrounds (including NC Department of Agriculture and Consumer Services), Carter-Finley Stadium, NC State University, Wolfpack Club, PNC Arena, Gale Force Sports (Division of Carolina Hurricanes), NC State Highway Patrol, and City of Raleigh Police Department regarding traffic flow during construction for major events at venues west of I-440 that generate major traffic on I-440.									
VISUAL RESOURCES										
Visual Impacts	0	0	0	0	0	0	0	Minor change in views due to new bridge	Minor change in views due to new bridge	0
Other aesthetic considerations	Noise walls determined feasible and reasonable during final design will change views to/from the roadway. Noise walls constructed of brick, which is an enhancement to the NCDOT standard noise wall, are located along the other sections of I-440. Median planters, which also existing along other sections of I-440, could enhance the appearance of this section of I-440.									
MITIGATION	Enhanced noise wall treatments and installation of median planters are dependent on cost-sharing participation by the City of Raleigh. Cost-sharing agreements would be finalized during final design.									

PART 1

U-2719 – I-440 Improvements Environmental Assessment IMPACT SUMMARY TABLE – PART 1 – SOUTH OF WALNUT ST TO LIGON ST

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	From south of Walnut St to I-40 Interchange	Jones Franklin Rd Interchange	Athens Dr Grade Separation		Melbourne Rd Interchange		Western Blvd Interchange	Ligon St Grade Separation		
		Upgrade Existing Partial Clover	Bridge in Place	Bridge to North	Bridge in Place	Bridge to North	Double Crossover Diamond	Bridge to North	Bridge to South	Extend Existing Traffic Culvert
HISTORIC RESOURCES IMPACTS										
# of Historic Resources in Area	0	0	0	0	0	0	0	2		
Historic Resources with “No Effect”	0	0	0	0	0	0	0	0		
Historic Resources with “No Adverse Effect”	0	0	0	0	0	0	0	Oak Grove Cemetery & Berry O’Kelly School Historic District		
Historic Resources with “Adverse Effect”	0	0	0	0	0	0	0			
MITIGATION	During final design of the Selected Alternative, the design near Berry O’Kelly School Historic District will be reviewed to ensure any applicable conditions are met to maintain the No Adverse Effect determinations. If the Build Bridge to North Alternative or Existing Traffic Culvert Alternative is selected, during final design, the design near the Oak Grove Cemetery will be reviewed to ensure any applicable conditions are met to maintain the No Adverse Effect determination. If Build Bridge to South Alternative is selected, additional coordination and consultation between NCDOT, FHWA, NCHPO, and property owners must occur to explore ways to avoid and minimize impacts to Oak Grove Cemetery and include measures to mitigate adverse effects in a Memorandum of Agreement.									
SECTION 4(f)/6(f)(3) RESOURCES IMPACTS										
Section 4(f) Resources with anticipated <i>de minimis</i> Impact ⁵	0	Lake Johnson Park	0	0	Kaplan Park	Kaplan Park	0	0		
Section 6(f) Resource Impacts	0	0	0	0	0	0	0	0	Oak Grove Cemetery	0
MITIGATION	Continue coordination with the City of Raleigh during final design for the areas at Lake Johnson Park and Kaplan Park. Continue coordination with City of Raleigh and Meredith College during final design for the Reedy Creek Greenway relocation. Continue coordination with the NC Museum of Art during final design for the area at Museum Park.									

PART 1

U-2719 – I-440 Improvements Environmental Assessment

IMPACT SUMMARY TABLE – PART 1 – SOUTH OF WALNUT ST TO LIGON ST

Resource	DETAILED STUDY ALTERNATIVES – Alternatives from south of Walnut St to Ligon St									
	From south of Walnut St to I-40 Interchange	Jones Franklin Rd Interchange	Athens Dr Grade Separation		Melbourne Rd Interchange		Western Blvd Interchange	Ligon St Grade Separation		
		Upgrade Existing Partial Clover	Bridge in Place	Bridge to North	Bridge in Place	Bridge to North	Double Crossover Diamond	Bridge to North	Bridge to South	Extend Existing Traffic Culvert
TRAFFIC NOISE										
Total # of Impacted Receptors	Noise impacts are predicted to occur at 496-504 receptors, depending on the combination of Detailed Study Alternatives end to end.									
TRAFFIC NOISE MITIGATION	Ten noise barriers are recommended as preliminarily feasible and reasonable for any combination of Detailed Study Alternatives end to end, which would benefit (ie, achieve 5 decibels or more of noise reduction) at approximately 508-514 receptors.									
Construction Noise Impacts	Temporary speech interference for passers-by and individuals living or working near the project. Temporary sleep disruption and impacts to general peace and usage of noise-sensitive areas.									
CONSTRUCTION NOISE MITIGATION	Low-cost and easily implemented construction noise control measures should be incorporated into the project plans and specification to the extent possible.									
AIR QUALITY IMPACTS										
Transportation Conformity	The I-440 project is in Wake County, which the EPA has determined is in attainment of the NAAQS for all criteria pollutants.									
Mobile Source Air Toxics (MSATs)	A quantitative assessment of MSATs for the project concluded MSATs are anticipated to decrease by approximately 88 percent in the project's analysis area between 2012 and 2035 under both the Build Scenario and the No-Build Scenario. Current tools and science are not adequate to quantify the health impacts from MSATs.									
UTILITIES IMPACTS										
Utility Relocation/ Replacement	None	Electric Telephone Gas Water Sewer	Electric Telephone Gas Sewer	Electric Telephone Gas Sewer	Electric Gas Water	Electric Gas Water	Electric Gas Water Sewer	Electric Gas	Electric Gas	None
Railroad Crossings	0	0	0	0	0	0	0	0	0	0
MITIGATION	Coordinate temporary and permanent changes in utility lines with each of the utility providers to minimize service disruptions.									
HAZARDOUS MATERIALS IMPACTS										
Hazardous Materials Sites Impacted	0	0	0	0	0	0	0	1 Low Risk	1 Low Risk	1 Low Risk
MITIGATION	A more detailed field reconnaissance will be conducted by NCDOT for the Selected Alternative.									

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		Upgrade Existing Partial Clover	Bridge in Place	Bridge to North	Bridge in Place	Bridge to North	Double Crossover Diamond	Bridge to North	Bridge to South	Extend Existing Traffic Culvert
FLOODPLAINS/FLOODWAYS AND WATER QUALITY IMPACTS										
Floodplain and Floodway Crossings	0	Walnut Creek	0	0	0	0	0	0	0	0
# of Major Culverts/Pipes (>72" diameter)	0	2	0	0	1	1	3	0	0	0
MITIGATION	The effect of all the Detailed Study Alternatives end to end can be mitigated through proper sizing and design of hydraulic structures (culverts, bridges, and channel stabilization). A detailed hydrologic and hydraulic analysis will be conducted for the Selected Alternative. An erosion and sedimentation control plan will be prepared during final design in accordance with NCDOT guidance and best management practices.									
JURISDICTIONAL RESOURCES IMPACTS ⁶										
Lakes/Ponds (sq ft) (Perm & Temp)	0	38,333	0	0	3,311	3,311	0	0	0	0
Wetlands (sq ft) (Perm & Temp)	0	958	0	0	3,180	3,180	0	0	0	0
PERMANENT STREAM IMPACTS										
Perennial Streams (linear ft)	0	367	0	0	113	113	376	51	236	51
Intermittent Streams (linear ft)	0	0	0	0	305	305	0	123	74	74
Total Permanent Impacts (linear ft)	0	367	0	0	418	418	376	174	310	125
TEMPORARY STREAM IMPACTS										
Perennial Streams (linear ft)	0	66	0	0	137	137	125	0	64	0
Intermittent Streams (linear ft)	0	165	0	0	0	0	0	0	0	0
Total Temporary Impacts (linear ft)	0	231	0	0	137	137	125	0	64	0

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NEUSE RIVER RIPARIAN BUFFER IMPACTS (Zone 1 plus Zone 2)										
Zone 1 (sq ft)	0	101,763	0	0	47,922	47,922	47,056	14,490	26,246	9,698
Zone 2 (sq ft)	0	43,679	0	0	25,774	25,774	28,374	16,482	19,251	9,395
Total Zone 1 + Zone 2 (sq ft)	0	145,442	0	0	73,696	73,696	75,430	30,972	45,497	19,093
RANGE OF IMPACTS	The ranges below are for the project end to end (includes data from Summary Table Parts 1 and 2) Range of Wetland Impacts (acres) – 0.1 for all alternatives (Temporary + Permanent) Range of Lake/Pond Impacts (acres) - 0.97 for all alternatives (Temporary + Permanent) Range of Total Permanent Stream Impacts (linear ft) - 1,826 – 2,145 Range of Total Temporary Stream Impacts (linear ft) - 821 – 973 Range of Total Riparian Buffer Impacts (sq ft) - 415,193 – 466,045 (9.5 – 10.7 acres (Zone 1 + Zone 2))									
MITIGATION	Obtain a Section 404 permit from the US Army Corps of Engineers. Obtain a Section 401 Water Quality Certification and written authorization for buffer impacts from the NC Dept of Environmental Quality Division of Water Resources. Final design efforts will continue to examine ways to avoid and minimize impacts to Waters of the US and Neuse River Riparian Buffers. Strict adherence to Best Management Practices will assist in minimizing project impacts.									
PROTECTED SPECIES IMPACTS										
Michaux’s sumac	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
Red-cockaded woodpecker	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
Northern long-eared bat	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect
Bald eagle	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact
MITIGATION	The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the FHWA, USACE, and NCDOT for the northern long-eared bat in eastern North Carolina (which includes Wake County). NCDOT will coordinate with the US Fish and Wildlife Service in accordance with the PBO.									

1. This construction cost under the From South of Walnut Street to I-40 Interchange Alternative includes the mainline widening for the entire project.
2. Construction costs at Western Blvd include cost of tunneling to construct the culvert system under the interchange.
3. Right of way costs at Ligon St include the displacement of seven businesses in Brickhaven Rd under all the Detailed Study Alternatives.
4. Raleigh and NC State University want to extend Ligon St to Blue Ridge Road and allow buses to use Ligon St. The Extend Existing Traffic Culvert would not accommodate buses.
5. *De minimis* impacts to Lake Johnson Park and Kaplan Park are from a permanent drainage easement. *De minimis* impacts to Museum Park due to new right of way needed along I-440 for all Detailed Study Alternatives and a permanent drainage easement needed under the Hillsborough St and Wade Ave interchange Two Flyovers Alternative. Impacts to Reedy Creek Greenway are *de minimis* since the greenway would be replaced.
6. Impacts to jurisdictional resources calculated using a 25-foot buffer around the estimated construction limits. Lakes/ponds and wetlands impacts include permanent and temporary impacts together due to small areas of impact.

PART 2

U-2719 – I-440 Improvements Environmental Assessment IMPACT SUMMARY TABLE – PART 2 – HILLSBOROUGH ST/WADE AVE INTERCHANGE AREA AND REEDY CREEK GREENWAY RELOCATION

Resource	DETAILED STUDY ALTERNATIVES – Alternatives from south of Walnut St to Ligon St					
	Hillsborough St/Wade Ave Interchange Area			Reedy Creek Greenway Relocation for Meredith College Main Campus		
	One Flyover	Two Flyovers	Slight Detour	Next to One Flyover	Next to Two Flyovers	Next to Slight Detour
COSTS (2017 dollars)						
Construction Costs (millions \$)	\$ 64.3	\$ 68.7	\$ 65.3	\$ 0.9	\$ 1.0	\$ 1.0
Right-of-Way Costs (millions \$)	\$ 183.9	\$ 180.3	\$ 173.4	Included in One Flyover Cost	Included in Two Flyovers Cost	Included in Slight Detour Cost
Utility Costs (millions \$)	\$ 1.9	\$ 1.8	\$ 2.0	Included in One Flyover Cost	Included in Two Flyovers Cost	Included in Slight Detour Cost
Total Costs (millions \$)	\$ 250.0	\$ 250.8	\$ 240.6	\$ 0.9	\$ 1.0	\$ 1.0
RANGE OF TOTAL COSTS	The ranges below are for the project end to end (includes data from Summary Table Parts 1 and 2) \$ 450.4 to \$ 475.3					
LAND USE						
Compatible with Local Land Use and Transportation Plans	Yes	Yes	Yes	Yes	Yes	Yes
RELOCATIONS						
Residential Relocations	1	0	1	0	0	0
Business Relocations	1 NCSU University Club	1 NCSU University Club	1 NCSU University Club	0	0	0
RANGE OF IMPACTS	The ranges below are for the project end to end (includes data from Summary Table Parts 1 and 2) Residential relocations – 27 to 46 Business relocations – 15 to 16					
MITIGATION	NCDOT will conduct the property acquisition and relocation process in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the North Carolina Relocation Assistance Act.					
COMMUNITY RESOURCES						
Public Parks	Museum Park minor impact	Museum Park minor impact	Museum Park minor impact	0	0	0
Greenways	Reedy Creek Greenway minor impact	Reedy Creek Greenway minor impact	Reedy Creek Greenway minor impact	0	0	0
Private Recreational Facilities	Displacement of NCSU Golf Practice Facility and NC State University Club facilities	Displacement of NCSU Golf Practice Facility and NC State University Club facilities	Displacement of NCSU Golf Practice Facility and NC State University Club facilities	0	0	0
K-12 Schools	0	0	0	0	0	0

PART 2

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	Hillsborough St/Wade Ave Interchange Area			Reedy Creek Greenway Relocation for Meredith College Main Campus		
	One Flyover	Two Flyovers	Slight Detour	Next to One Flyover	Next to Two Flyovers	Next to Slight Detour
Universities and Colleges	Substantial ROW needed from Meredith College and NC State University	Substantial ROW needed from Meredith College and NC State University	Substantial ROW needed from Meredith College and NC State University, but less than the other alternatives	0	0	0
Shopping Centers	0	0	0	0	0	0
MITIGATION	NCDOT will conduct the property acquisition and relocation process in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the North Carolina Relocation Assistance Act.					
MOBILITY AND ACCESS CHANGES						
Permanent Impacts	The proposed project end to end would enhance mobility along I-440 and the local road network near the interchanges. Pedestrian and bicycle mobility will be improved with proposed sidewalks and bicycle lanes on cross streets (except Wade Ave).					
Temporary Impacts	Project construction would temporarily impact mobility and access in the project area during the construction period. In addition, at Athens Dr and Melbourne Rd, the Bridge in Place Alternative at each location would require temporary bridge closure and detour route (9-12 months) during construction.					
MITIGATION	A goal of the project is to keep two lanes of traffic open in each direction on I-440 to the extent feasible during construction. NCDOT will coordinate with the Wake County Public School System, transit agencies, and emergency response providers regarding detour routes and associated route changes that may be necessary during construction. NCDOT also will coordinate with the NC State Fairgrounds (including NC Department of Agriculture and Consumer Services), Carter-Finley Stadium, NC State University, Wolfpack Club, PNC Arena, Gale Force Sports (Division of Carolina Hurricanes), NC State Highway Patrol, and City of Raleigh Police Department regarding traffic flow during construction for major events at venues west of I-440 that generate major traffic on I-440.					
VISUAL RESOURCES						
Visual Impacts	Little change in views to/ from the pedestrian bridge	More change in views to/ from pedestrian bridge compared to other alternatives	Little change in views to/ from the pedestrian bridge	0	0	0
Other aesthetic considerations	Noise walls determined feasible and reasonable during final design will change views to/from the roadway. Noise walls constructed of brick, which is an enhancement to the NCDOT standard noise wall, are located along the other sections of I-440. Median planters, which also existing along other sections of I-440, could enhance the appearance of this section of I-440.					
MITIGATION	Enhanced noise wall treatments and installation of median planters are dependent on cost-sharing participation by the City of Raleigh. Cost-sharing agreements would be finalized during final design.					
HISTORIC RESOURCES IMPACTS						
# of Historic Resources in Area	3	3	3	1	1	1
Historic Resources with “No Effect”	Capital City Lumber Royal Baking Co. Meredith College	Capital City Lumber Royal Baking Co. Meredith College	Capital City Lumber Royal Baking Co. Meredith College	Meredith College	Meredith College	Meredith College
Historic Resources with “No Adverse Effect”	Meredith College	Meredith College	Meredith College	Meredith College	Meredith College	Meredith College
Historic Resources with “Adverse Effect”	0	0	0	0	0	0

PART 2

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	Hillsborough St/Wade Ave Interchange Area			Reedy Creek Greenway Relocation for Meredith College Main Campus		
	One Flyover	Two Flyovers	Slight Detour	Next to One Flyover	Next to Two Flyovers	Next to Slight Detour
MITIGATION	During final design of the Selected Alternative, the designs near Oak Grove Cemetery, Berry O’Kelly Schools Historic District and Meredith College will be reviewed to ensure any applicable conditions are met to maintain the No Adverse Effect determinations.					
SECTION 4(F)/6(F)(3) RESOURCES IMPACTS						
Section 4(f) Resources with anticipated <i>de minimis</i> Impact ⁵	Reedy Creek Greenway Museum Park	Reedy Creek Greenway Museum Park	Reedy Creek Greenway Museum Park	This is a replacement option for Reedy Creek Greenway impacts	This is a replacement option for Reedy Creek Greenway impacts	This is a replacement option for Reedy Creek Greenway impacts
Section 6(f) Resource Impacts	0	0	0	0	0	0
MITIGATION	Continue coordination with the City of Raleigh during final design for the areas at Lake Johnson Park and Kaplan Park. Continue coordination with City of Raleigh and Meredith College during final design for the Reedy Creek Greenway relocation. Continue coordination with the NC Museum of Art during final design for the area at Museum Park.					
TRAFFIC NOISE						
Total # of Impacted Receptors	Noise impacts are predicted to occur at 496-504 receptors, depending on the combination of Detailed Study Alternatives end to end.					
TRAFFIC NOISE MITIGATION	Ten noise barriers are recommended as preliminarily feasible and reasonable for any combination of Detailed Study Alternatives end to end, which would benefit (ie, achieve 5 decibels or more of noise reduction) at approximately 508-514 receptors.					
Construction Noise Impacts	Temporary speech interference for passers-by and individuals living or working near the project. Temporary sleep disruption and impacts to general peace and usage of noise-sensitive areas.					
CONSTRUCTION NOISE MITIGATION	Low-cost and easily implemented construction noise control measures should be incorporated into the project plans and specification to the extent possible.					
AIR QUALITY IMPACTS						
Transportation Conformity	The I-440 project is in Wake County, which the EPA has determined is in attainment of the NAAQS for all criteria pollutants.					
Mobile Source Air Toxics (MSATs)	A quantitative assessment of MSATs for the project concluded MSATs are anticipated to decrease by approximately 88 percent in the project’s analysis area between 2012 and 2035 under both the Build Scenario and the No-Build Scenario. Current tools and science are not adequate to quantify the health impacts from MSATs.					
UTILITIES IMPACTS						
Utility Relocation/ Replacement	Electric Telephone Gas Water Sewer	Electric Telephone Gas Water Sewer	Electric Telephone Gas Water Sewer	Included in One Flyover Cost	Included in Two Flyovers Cost	Included in Slight Detour Cost
Railroad Crossings	1	1	1	0	0	0
MITIGATION	Coordinate temporary and permanent changes in utility lines with each of the utility providers to minimize service disruptions.					

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	One Flyover	Two Flyovers	Slight Detour	Next to One Flyover	Next to Two Flyovers	Next to Slight Detour
HAZARDOUS MATERIALS IMPACTS						
Hazardous Materials Sites Impacted	0	0	0	0	0	0
MITIGATION	A more detailed field reconnaissance will be conducted by NCDOT for the Selected Alternative.					
FLOODPLAINS/FLOODWAYS AND WATER QUALITY IMPACTS						
Floodplain and Floodway Crossings	1	1	1	0	0	0
# of Major Culverts/ Pipes (>72” diameter)	2	3	2	0	0	0
MITIGATION	The effect of all the Detailed Study Alternatives end to end can be mitigated through proper sizing and design of hydraulic structures (culverts, bridges, and channel stabilization). A detailed hydrologic and hydraulic analysis will be conducted for the Selected Alternative. An erosion and sedimentation control plan will be prepared during final design in accordance with NCDOT guidance and best management practices.					
JURISDICTIONAL RESOURCES IMPACTS ⁶						
Lakes/Ponds (sq ft) (Perm & Temp)	0	0	0	0	0	0
Wetlands (sq ft) (Perm & Temp)	0	0	0	0	0	0
PERMANENT STREAM IMPACTS						
Perennial Streams (linear ft)	465	550	466	0	0	0
Intermittent Streams (linear ft)	75	75	75	0	0	0
Total Permanent Impacts (linear ft)	540	625	541	0	0	0
TEMPORARY STREAM IMPACTS						
Perennial Streams (linear ft)	304	391	304	0	0	0
Intermittent Streams (linear ft)	24	25	25	0	0	0
Total Temporary Impacts (linear ft)	328	416	329	0	0	0
NEUSE RIVER RIPARIAN BUFFER IMPACTS (Zone 1 plus Zone 2)						
Zone 1 (sq ft)	48,628	62,098	48,839	1,030	779	2,851
Zone 2 (sq ft)	36,748	46,194	37,012	2,953	4,738	3,801

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	Hillsborough St/Wade Ave Interchange Area			Reedy Creek Greenway Relocation for Meredith College Main Campus		
	One Flyover	Two Flyovers	Slight Detour	Next to One Flyover	Next to Two Flyovers	Next to Slight Detour
Total Zone 1 + Zone 2 (sq ft)	85,376	108,292	85,851	3,983	5,517	6,652
RANGE OF IMPACTS	The ranges below are for the project end to end (includes data from Summary Table Parts 1 and 2)					
	Range of Wetland Impacts (acres) – 0.1 for all alternatives (Temporary + Permanent)					
	Range of Pond Impacts (acres) - 0.97 for all alternatives (Temporary + Permanent)					
	Range of Total Permanent Stream Impacts (linear ft) - 1,826 – 2,145					
	Range of Total Temporary Stream Impacts (linear ft) - 821 – 973					
	Range of Total Riparian Buffer Impacts (sq ft) - 415,193 – 466,045 (9.5 – 10.7 acres) (Zone 1 + Zone 2)					
MITIGATION	Obtain a Section 404 permit from the US Army Corps of Engineers. Obtain a Section 401 Water Quality Certification and written authorization for buffer impacts from the NC Dept of Environmental Quality Division of Water Resources. Final design efforts will continue to examine ways to avoid and minimize impacts to Waters of the US and Neuse River Riparian Buffers. Strict adherence to Best Management Practices will assist in minimizing project impacts.					
PROTECTED SPECIES IMPACTS						
Michaux’s sumac	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
Red-cockaded woodpecker	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
Northern long-eared bat	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect	May Effect/ Likely to Adversely Effect
Bald eagle	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
MITIGATION	The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the FHWA, USACE, and NCDOT for the northern long-eared bat in eastern North Carolina (which includes Wake County). NCDOT will coordinate with the US Fish and Wildlife Service in accordance with the PBO.					

1. This construction cost under the From South of Walnut Street to I-40 Interchange Alternative includes the mainline widening for the entire project.
2. Construction costs at Western Blvd include cost of tunneling to construct the culvert system under the interchange.
3. Right of way costs at Ligon St include the displacement of seven businesses in Brickhaven Rd under all the Detailed Study Alternatives.
4. Raleigh and NC State University want to extend Ligon St to Blue Ridge Road and allow buses to use Ligon St. The Extend Existing Traffic Culvert would not accommodate buses.
5. *De minimis* impacts to Lake Johnson Park and Kaplan Park are from a permanent drainage easement. *De minimis* impacts to Museum Park due to new right of way needed along I-440 for all Detailed Study Alternatives and a permanent drainage easement needed under the Hillsborough St and Wade Ave interchange Two Flyovers Alternative. Impacts to Reedy Creek Greenway are *de minimis* since the greenway would be replaced.
6. Impacts to jurisdictional resources calculated using a 25-foot buffer around the estimated construction limits. Ponds and Wetlands impacts include permanent and temporary impacts together due to small areas of impact.

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D

APPENDIX

AGENCY CORRESPONDENCE

D.1. Merger Team Concurrence Forms

Section 404/NEPA Merger Project Team Meeting Agreement Concurrence Point No. 1 - Purpose and Need

Project No./TIP No./Name/Description:

Federal Project Number: IMENHS-0440(10); WBS Number 35869.1.2

TIP Number: U-2719

Description: I-440 Improvements from US 1 south of Walnut Street (SR 1313) to north of Wade Avenue (SR 1728), Wake County

Purpose and Need of Proposed Project:

The purpose of the project is to improve traffic flow and operational efficiency and enhance mobility on this segment of I-440. The overall needs for the project are described below.

- * The project section of I-440 consists of four through lanes, forming a "bottleneck," with six through lanes to the north and south. The four through lanes in the project section regularly experience congestion. Traffic volumes are forecasted to increase in the future.
- * The roadway and interchanges in this section of I-440 have substandard design elements such as poor sight lines, narrow shoulders and medians, and short acceleration/deceleration lanes.
- * Pavement, structures, and interchanges along the project segment are in need of rehabilitation.

The Project Team concurred on this date of 30 Aug 2012 with the purpose of and need for the proposed project as stated above.

USACE Eric G. Atley NCDOT Shirley Wright

USEPA Chen D. Z. USFWS Mary Jordan

NCDWQ Robert R. Kibbey NCWRC S. W.

NCDCK Renee Whitfield-Cole FHW Felix D. S.
CMAA Chia J.

Section 404/NEPA Merger Project Team Meeting Agreement Concurrence Point No. 2 – Detailed Study Alternatives

Project No./TIP No./Name/Description:

Federal Project Number: IMSNH5-0440(10); WBS Number 35869.1,2

TIP Number: U-2719

Description: I-440 Improvements from US 1 south of Walnut Street (SR 313) to north of Wade Avenue (SR 1728), Wake County

Detailed Study Alternatives for the Proposed Project:

The following are the Detailed Study Alternatives for the various elements of the project:

<p>Mainline Best Fit Alignment</p> <p>I-40 Interchange Widen I-40 Only Southwest Quadrant Flyover</p> <p>Jones Branch Road Interchange Braided Partial Clover</p> <p>Athens Drive grade separation Replace Bridge in Place Replace Bridge to North</p>	<p>Melkayne Road half Interchange Replace Bridge in Place Replace Bridge to North</p> <p>Western Boulevard Interchange Double Crossover Diamond</p> <p>Ligon Street grade separation Traffic Culvert Two-Lane Bridge</p> <p>Hillsborough Street/Wade Avenue Interchanges: One Flyover Two Flyovers Slight Detour</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

The Project Team concurred on this date of 3/12/15 with the Detailed Study Alternatives for the proposed project as stated above.

USACE Eric Chen

NCDOT John Williams

Cynthia F. Van Der Wiele
USFWS

Cynthia F. Van Der Wiele
2015.03.24 12:22:44 -04'00'

USFWS Harry Jordan

NCDWQ Robert R. R. R.

NCWRC E. J. H.

NCDCR Renee Medhill-Early

FHWA Phil Quinn

CAMPO Ch. L.

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D

APPENDIX

AGENCY CORRESPONDENCE

D.2. Historic Resources Eligibility and Effects Determinations



North Carolina Department of Cultural Resources

State Historic Preservation Office

Ramona M. Bartos, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

August 13, 2012

MEMORANDUM

TO: Leza Mundt and Jill Gurak
Office of Human Environment
NCDOT Division of Highways

FROM: Ramona M. Bartos

File for Ramona M. Bartos

SUBJECT: Proposed Widening of I-440/US 1 from South of SR 1313 (Walnut Street) to North of SR 1728 (Wade Avenue), U-2719, Wake County, ER 12-1317

On July 26, 2012, we received notification from the State Clearinghouse concerning the above project.

There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

We have conducted a search of our maps and files and located the following structures of historical or architectural importance within the general area of this project:

- ◆ Meredith College Campus (WA 2502) Determined Eligible in 2004 and State Study List;
- ◆ Method Historic District (WA 4073), State Study List;
- ◆ Agricultural Building of the Berry O'Kelly School (WA 3481), Local Landmark; and,
- ◆ Saint James African Methodist Episcopal Church (WA 3482), Local Landmark.

We recommend that a qualified architectural historian identify and evaluate any structures over fifty (50) years of age within the project area, and report the findings to us. The last comprehensive architectural survey of Raleigh was completed in 1991, although more recent thematic and targeted area surveys may provide additional information.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr, NC DOT, mfurr@ncdot.gov
State Clearinghouse



North Carolina Department of Cultural Resources

State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Klutz

Office of Archives and History
Deputy Secretary Kevin Cherry

February 4, 2014

MEMORANDUM

TO: Megan Privett
Office of Human Environment
NCDOT Division of Highways

FROM: Ramona M. Bartos

Rev. for Ramona M. Bartos

SUBJECT: Historic Structures Survey Report, I-440 Beltline Improvements from Walnut Street to Wade Avenue, U-2719, Wake County, ER 12-1317

Thank you for your letter of December 20, 2013, transmitting the Historic Structures Survey Report for the above-referenced undertaking. We have reviewed the report and offer the following comments.

We concur that the **Royal Baking Company (WA2503) remains eligible for listing** in the National Register of Historic Places (NRHP) under Criterion A with the boundary as listed.

We concur that the **Berry O'Kelly School Historic District (WA6527)**, including the St. James AME Church (WA3482), Berry O'Kelly School Gymnasium (WA6479), Berry O'Kelly School Agricultural Building (WA3481) as contributing elements, **is eligible for listing** under Criterion A for its importance in the areas of education, ethnic heritage, and community development; Criterion C for the architecture of its surviving features, and under Criterion B for its association with Berry O'Kelly. The boundaries as shown appear appropriate.

We concur that the **Oak Grove Cemetery (WA6649) is eligible for listing** in the NRHP under Criteria A, C and D. A study of the cemetery could yield significant information concerning African-American mortuary customs and grave markers, especially if it was done in conjunction with the other African American cemeteries in Raleigh (Oberlin, City Cemetery, Mount Hope). Please note that the Table at the beginning of the description of Oak Grove Community Cemetery (page 54) shows the cemetery is eligible under criteria A, B & C, but the text says A, C and D. The boundaries appear appropriate.

We concur that the **Method Historic District (WA4073) is not eligible** for listing in the NRHP for the reasons outlined in the report.

We are unable to concur that **Capitol City Lumber Company (WA6450)** is not eligible for listing in the NRHP. Because the description does not explain physical changes to the pre-1964 buildings and give the dates of those changes, the discussion of integrity is incomplete. When were exterior materials replaced or covered with new? How was fenestration changed and when? To what degree was the interior altered? It seems that this information could be gleaned through interviews and examination of documentary photos. Without more information, the extent and effect of the changes to the historic buildings are not clear. Further, the limited history seems to support the significance of the operation (supported “the local boom in post-war constructions when buildings materials were in short supply”; is the only surviving locally-owned lumber yard), but the evaluation of potential eligibility under Criterion A states that the company’s association with Raleigh’s post-war growth and industry are unexceptional. This property needs further investigation to reconcile these discrepancies.

Given that the **NCSU University Club (WA4626)** is fifty years old, we wonder why it is evaluated under Criterion Consideration G. While we would agree that the property overall and particularly the clubhouse does not appear to have sufficient integrity for eligibility, the integrity discussion does not address the numerous positive aspects of this property and that it may be of significance under Criteria A and C. Without contexts for recreation and architecture, a proper evaluation of its eligibility is not possible.

There is not enough information for a proper evaluation of the **Hillsdale Forrest Neighborhood (WA6526)**, especially Phase I. Based on the few photos provided, Phase I of the neighborhood, begun in 1962, appears to be rather intact. Construction dates from Wake County tax records would indicate whether there are too many noncontributing resources for the area to be eligible for the National Register. Without a better historic context, the statement that Hillsdale Forrest is “one of many residential subdivisions in Cary developed in the 1960s and 1970s as a result of the expansion of RTP” has little meaning. How many such neighborhoods are there from the early 1960s and how many are largely intact? Being one of many does not make the area ineligible. How does Phase I of the neighborhood one stack up in comparison to the others? If there are many such neighborhoods in Cary, eligibility would depend on a very high degree of integrity. Minus an expanded context and the author’s comparing and contrasting Phase I of Hillsdale Forrest to the other 1960s neighborhoods, there is not enough information to make a final determination.

We look forward to your consideration of our above comments and welcome discussion of any points needing clarification. We will await the separate report on Meredith College once the access issues are resolved.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation’s Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or renee.gledhill-earley@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT



North Carolina Department of Cultural Resources State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

September 26, 2014

MEMORANDUM

TO: Megan Privett
Human Environment Unit
NC Department of Transportation

FROM: Renee Gledhill-Earley
Environmental Review Coordinator

SUBJECT: Addendum to Historic Structures Survey Report, I-440 Beltline Improvements, U-2719,
Raleigh, Wake County, ER 12-1317

Thank you for your August 26, 2014, letter transmitting the above referenced addendum to the Historic Structures Survey Report for the above-referenced undertaking. We have reviewed the addendum and offer the following comments.

We concur that the **Capital City Lumber Company (WA6461)** is eligible for listing in the National Register of Historic Places under Criterion A for its strong associations with the post-World War II growth and development of Raleigh. The boundary as described appears appropriate.

We also concur that the **Hillsdale Forest Neighborhood (WA6526)** and **North Carolina State University Club (WA4626)** are not eligible for listing in the National Register for the reasons outlined in the report.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact me at 919-807-6579 or renee.gledhill-earley@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT

mfurr@ncdot.gov



North Carolina Department of Cultural Resources State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

May 21, 2015

MEMORANDUM

TO: Mary Pope Furr
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley
Environmental Review Coordinator

Renee Gledhill-Earley

SUBJECT: Historic Structures Architectural Report for Meredith College Campus, I-440 Improvements from Walnut Street to Wade Avenue, U-2719, Wake County, ER 12-1317

Thank you for your letter of April 24, 2015, transmitting the above-referenced report. Having reviewed the evaluation of the Meredith College Campus, we offer the following comments.

Despite the abbreviated access provided to the author, the photographic coverage and detailed building entries are impressively thorough. There is also a good college history and education context. However, the institutional architecture and landscape architecture contexts do not appear to adequately support the National Register evaluation and proposed boundaries.

The proposed boundaries are large, encompassing approximately 115 acres containing 34 primary buildings, with 16 built between 1966 and 1997, yet no argument for eligibility under Criteria Consideration G is presented. We doubt that a case for eligibility under Criterion C for architectural significance could be made as none of the post-1965 buildings appears to be exceptionally significant.

It is possible that a case for such large boundaries could be made based on landscape architecture significance, without claiming Criteria Consideration G, if the master landscape plan was developed in 1964, but there is little information about that plan beyond statements that Bell orchestrated the campus's gradual expansion. (Note: A pre-1965 date for the master plan is implied in comments about the amphitheater and lake, but the history of the campus states that the new master plan was announced in 1968.) No evidence or documentation of the master plan and its implementation is cited. Was the plan created prior to 1966 and was the post-1965 campus expansion done according to that plan? There is a bigger question that also must be answered: Is the plan significant simply because it was designed by Richard C. Bell? If the plan was designed after 1965, Criteria Consideration G would have to be supported for this area of significance as well.

Unstated in the report, the boundaries delineate a discontinuous district, with the 1966 equine center occupying the separated area to the north, across Wade Avenue. The report makes no case for the significance of this area, beyond stating that Bell and architect Ligon B. Flynn collaborated on its development and that horseback riding was popular with students.

In light of these unanswered questions and the high number of unexceptional and large post-1965 buildings beyond the historic core of the campus, we concur that **Meredith College is eligible for listing in the National Register of Historic Places** under Criterion A for its role in the history of women's education in North Carolina and Criterion C for design/construction and landscape architecture, but that the appropriate boundaries should remain those of the 2004 determination of eligibility, with an extension to the south and southeast to pull in the entrance drive and the 1964 amphitheater and lake.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCOBBY
GOVERNOR

ANTHONY J. TAYLOR
SECRETARY

May 28, 2015

Ms. Renee Gledhill-Barley
Historic Preservation Office
Department of Cultural Resources
4617 Mail Service Center
Raleigh, NC 27699-4617

Dear Ms. Gledhill-Barley:

**ER 12-1317, TIP # U-2719, Eligibility Evaluation for Meredith College Campus
(WA2502), Wake County**

Thank you for your letter of May 21, 2015 with your comments on the eligibility evaluation of the Meredith College Campus. While your office agrees with our consultant that the campus is eligible for the National Register of Historic Places under Criteria A and C, you did not concur with the boundaries recommended in the report. For planning purposes, I would like to clarify the boundaries you suggested in your response and ask that they be incorporated into your GIS system so that all parties are utilizing the appropriate boundaries. In your letter you proposed that the boundaries remain those of the 2004 determination of eligibility, with extensions to include the entrance drive, lake, and amphitheater. Currently on your GIS system, the 2004 boundaries bisect several campus buildings so I recommend the following boundary, derived from driving and walking paths to eliminate that confusion and incorporate only pre-1965 buildings in the campus core.

MAILING ADDRESS:
NC Department of Transportation
Project Development and Engineering Division
1500 Mail Service Center
Raleigh, NC 27699-1500

TELEPHONE: 919-767-6000
FAX: 919-767-4204

WEBSITE:
www.ncdot.gov/transportation/development/engdiv
mailto:engdiv@ncdot.gov

LOCATION:
CINCINNATI DRIVE, RALEIGH, NC
1500 MAIL SERVICE CENTER
RALEIGH, NC 27699



Please let me know if you have any further comments on this proposed boundary.

Sincerely,

A handwritten signature in cursive script, reading "Mary Pope Furr".

Mary Pope Furr
NCDOT Historic Architecture

Cc: John Williams, NCDOT, PDEA
Derrick Weaver, NCDOT PDEA
Craig Barfield, Meredith College

Federal Aid #: IMSNHS-044(10)

TIP#: U-2719

County: Wake

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: I-440 Beltline Improvements from Walnut Street in Cary to Wade Avenue in Raleigh

On 5/2/2017 representatives of the:

- ☒ North Carolina Department of Transportation (NCDOT)
☒ Federal Highway Administration (FHWA)
☒ North Carolina State Historic Preservation Office (HPO)
☐ Other

Reviewed the subject project and agreed on the effects findings listed within the table on the reverse of this signature page.

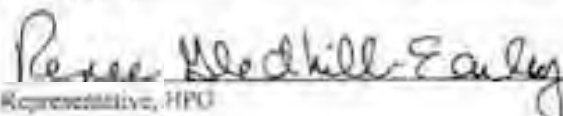
Signed:


 Representative, NCDOT

5/2/2017
 Date


 FHWA, for the Division Administrator, or other Federal Agency

5/2/2017
 Date


 Representative, HPO

5/2/17
 Date

Federal Aid #: IMSNHS-044(10)

TIP#: U-2719

County: Wake

Property and Status	Alternative	Effect Finding	Reasons
Oak Grove Cemetery DE - Criteria A,C,D	Extended culvert	No adverse effect	Some earthwork required near the cemetery but no construction within the boundaries and does not alter the setting
	Bridge north	No adverse effect	Bridge would be farther north than existing culvert, some earthwork required near the cemetery but no construction within the boundaries and does not alter the setting, NCDOT would work with community and HPO on aesthetic treatments to bridge
	Bridge south	Adverse Effect	Visual impacts and potential noise impacts. Bridge closer to cemetery, some earthwork required near the cemetery but no construction within the boundaries, NCDOT would work with community and HPO on aesthetic treatments to bridge
Berry O'Kelly School HD NR - Criteria A,B,C	All alternatives	No adverse effect	Addition of lanes and increased height of I-440 over railroad requires retaining wall, noise wall, and drainage structures along boundary of property, but not within. Temporary construction easement required to build the structures but no impacts to eligible resources within district. Noise wall will reduce current noise levels by 10-12 db. NCDOT will coordinate with community on appearance of back of noise wall (possible public art installation)
Capitol City Lumber Company DE - Criterion A	All alternatives	No effect	No construction within the boundaries and does not alter the setting
Royal Baking Company NR - Criterion A	All alternatives	No effect	No construction within the boundaries and does not alter the setting
Meredith College Campus DE - Criteria A,C	All alternatives	No effect	Addition of lanes and greenway rerouting requires work along the edges of the campus property but does not require construction impacts within the historic boundary and does not alter the setting

Initialed: NCDOT MPJ FHWA MPJ HPO BSE

FHWA intends to use the HPO's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f): N/A

E


APPENDIX

NOTIFICATION REPORTS

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:		35889.1.2		COUNTY	Wake	Alternate 1 of 14		Alternate		
T.I.P. No.:		U-2719		WIDEN I-440 ONLY						
DESCRIPTION OF PROJECT: I-440 Widening										
ESTIMATED DISPLACEDS					INCOME LEVEL					
Type of Displacement	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	0	0	0	0	0	0	0	0	0	
Businesses	0	0	0	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE	
Farms	0	0	0	0	Owners		Tenants		For Sale	
Non-Profit	0	0	0	0	0-20K		20-40K		40-70K	
ANSWER ALL QUESTIONS					15-25K					25-35K
Yes	No	Explain all "YES" answers.			35-50K					50 UP
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?			60-70K					70-100K
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?			100 UP					1242
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?			TOTAL					0
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by number)					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?			1. An ample supply of similar businesses will remain available.					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Source for available housing (list).			8. N.E.J., Newspaper, private real estate market.					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?			9. As required by law.					
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?			11. Wake County and Raleigh City public housing along with Section 8.					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?			12. DSS housing will be available or built if necessary.					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?			14. Same as #9 above.					
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?			NOTE: No Relocation involved. This is a negative EIS report.					
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?								
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?								
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).								
		15. Number months estimated to complete relocation?			0					

 Vicky Agnew State of North Carolina		3/17/17 Date		 Relocation Coordinator		3/23/17 Date	
FORM 15-E							

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	35869 1.2	COUNTY	Wake	Alternate	2	of	14	Alternate
T.I.P. No.:	U-2719	JONES FRANKLIN ROAD						
DESCRIPTION OF PROJECT: I-440 Widening								

ESTIMATED DISPLACED					INCOME LEVEL				
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP
Residential	5	18	23	8	0	0	0	5	18
Businesses	2	5	7	1	VALUE OF DWELLING		DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners		Tenants		For Rent
Non-Profit	0	0	0	0	0-20K	20-40K	40-70K	70-100K	100 UP

ANSWER ALL QUESTIONS					VALUE OF DWELLING				
Yes	No	Explain all "YES" answers.			0-20K	20-40K	40-70K	70-100K	100 UP
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?			0-20K	20-40K	40-70K	70-100K	100 UP
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools and churches be affected by displacement?			0-20K	20-40K	40-70K	70-100K	100 UP
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?			0-20K	20-40K	40-70K	70-100K	100 UP
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so,			0-20K	20-40K	40-70K	70-100K	100 UP

5. Will relocation cause a housing shortage?

6. Source for available housing (list).

7. Will additional temporary programs be needed?

8. Should Last Resort Housing be considered?

9. Are there large, disabled, elderly, etc. families?

10. Will public housing be needed for project?

11. Is public housing available?

12. Is it felt there will be adequate DSS housing available during relocation period?

13. Will there be a problem of housing with financial means?

14. Are suitable business sites available (see source)?

15. Number months estimated to complete relocation: 18-24 months

16. Remarks (respond by number):

17. Remarks (respond by number):

18. Remarks (respond by number):

19. Remarks (respond by number):

20. Remarks (respond by number):

21. Remarks (respond by number):

22. Remarks (respond by number):

23. Remarks (respond by number):

24. Remarks (respond by number):

25. Remarks (respond by number):

26. Remarks (respond by number):

27. Remarks (respond by number):

28. Remarks (respond by number):

29. Remarks (respond by number):

30. Remarks (respond by number):

31. Remarks (respond by number):

32. Remarks (respond by number):

33. Remarks (respond by number):

34. Remarks (respond by number):

35. Remarks (respond by number):

36. Remarks (respond by number):

37. Remarks (respond by number):

38. Remarks (respond by number):

39. Remarks (respond by number):

40. Remarks (respond by number):

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:		35882 1.2		COUNTY	Wake	Alternate 3 of 14		Alternate	
T.I.P. No.:		U-2719		ATHENS DRIVE BRIDGE IN PLACE					
DESCRIPTION OF PROJECT: I-440 Widening									
ESTIMATED DISPLACEDS					INCOME LEVEL				
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP
Residential	0	0	0	0	0	0	0	0	0
Businesses	0	0	0	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE
Farms	0	0	0	0	Owners	Tenants	For Sale	For Rent	
Non-Profits	0	0	0	0	0-20K	20-40K	40-70K	70-100K	100 UP
ANSWER ALL QUESTIONS					0-20K	20-40K	40-70K	70-100K	100 UP
Yes	No	Explain all "YES" answers			20-40K	40-70K	70-100K	100 UP	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?			40-70K	70-100K	100 UP		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?			100-150K	150-200K	200-250K	250-300K	300 UP
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?			300-400K	400-500K	500-600K	600-700K	700 UP
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			700-800K	800-900K	900-1000K	1000-1100K	1100 UP
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?			TOTAL	0	0	1260	318
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Source for available housing (list).			REMARKS (respond by number)				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?			1. No ample supply of similar businesses will remain available.				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?			2. A.M.S., Newspapers, private real estate market.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?			3. As required by law.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?			11. Wake County and Raleigh city public housing along with private.				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?			12. DSS housing will be available or built if necessary.				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing housing available during relocation period?			14. Same as above.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?			NOTE: No Relocation Involved. This is a negative EIS report.				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).							
		15. Number months estimated to complete relocation?			0				


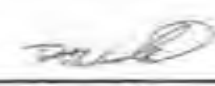
	3/17/97		3/17/97
Project Manager	Date	Relocation Coordinator	Date

FRM152

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:		35869 1.2		COUNTY:	Wake	Alternate 4 of 14		Alternate				
T.I.P. No.:		U-2719		ATHENS DRIVE BRIDGE NORTH								
DESCRIPTION OF PROJECT: I-440 Widening												
ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees:	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	4	1	5	2				1	4			
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	0-20K	0	40-160	0	0-20K	0	10-160	0
ANSWER ALL QUESTIONS Explain all "YES" answers.					20-40K	0	160-250	0	20-40K	0	160-250	0
					40-70K	0	250-400	0	40-70K	4	250-400	0
					70-100K	0	400-600	0	70-100K	14	400-600	2
					100 UP	4	600 UP	1	100 UP	1242	600 UP	316
					TOTAL	4		1		1260		316
<input type="checkbox"/> 1. Will special relocation services be necessary? <input type="checkbox"/> 2. Will schools or churches be affected by displacement? <input checked="" type="checkbox"/> 3. Will business services still be available after project? <input type="checkbox"/> 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. <input type="checkbox"/> 5. Will relocation cause a housing shortage? <input type="checkbox"/> 6. Source for available housing (list). <input type="checkbox"/> 7. Will additional housing programs be needed? <input checked="" type="checkbox"/> 8. Should Low Rent Housing be considered? <input type="checkbox"/> 9. Are there large, disabled, elderly, etc. families? <input type="checkbox"/> 10. Will public housing be needed for project? <input checked="" type="checkbox"/> 11. Is public housing available? <input checked="" type="checkbox"/> 12. Is it felt there will be adequate DSS housing housing available during relocation period? <input type="checkbox"/> 13. Will there be a problem of housing within financial means? <input checked="" type="checkbox"/> 14. Are suitable business sites available (list source). <input type="checkbox"/> 15. Number months estimated to complete RELOCATION? 12-18					REMARKS (respond by number)							
					2. An ample supply of similar businesses will remain available.							
					6. M.E. Newspapers, Drive near stadium market.							
					8. As required by law.							
					11. Wake County and Raleigh city public housing along with Section 8.							
12. DSS housing will be available or built if necessary.												
14. Same as #6 above.												

	3/17/17		3/17/17
Project Manager	Date	Relocation Coordinator	Date

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:		35869 1.2		COUNTY	Wake	Alternate 5 of 14		Alternate						
T.I.P. No.:		U-2719		MELBOURNE ROAD BRIDGE IN PLACE										
DESCRIPTION OF PROJECT: I-440 Widening														
ESTIMATED DISPLACED					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP					
Residential	2	1	3	1	0	0	0	1	2					
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	0-20K	0	10-150	0	0-20K	0				
ANSWER ALL QUESTIONS Yes No Explain all "YES" answers.					20-40K	0	150-250	0	20-40K	0	150-250	0		
					40-70K	0	250-400	0	40-70K	4	250-400	0		
					75-100K	0	400-600	0	75-100K	14	400-600	2		
					100 UP	2	600 UP	1	100 UP	1242	600 UP	316		
					TOTAL	2		1		1280		316		
REMARKS (Respond by Number): 1. An ample supply of similar businesses and homes available. 2. M.S. Newspapers provide real estate market. 3. As required by law. 11. Wake County and Raleigh city public housing along with Section 8. 12. DSS housing will be available to host if necessary. 14. Same as #9 above.					1. An ample supply of similar businesses and homes available. 2. M.S. Newspapers provide real estate market. 3. As required by law. 11. Wake County and Raleigh city public housing along with Section 8. 12. DSS housing will be available to host if necessary. 14. Same as #9 above.									
					1. An ample supply of similar businesses and homes available.					1. An ample supply of similar businesses and homes available.				
					2. M.S. Newspapers provide real estate market.					2. M.S. Newspapers provide real estate market.				
					3. As required by law.					3. As required by law.				
					11. Wake County and Raleigh city public housing along with Section 8.					11. Wake County and Raleigh city public housing along with Section 8.				
					12. DSS housing will be available to host if necessary.					12. DSS housing will be available to host if necessary.				
					14. Same as #9 above.					14. Same as #9 above.				
					1. An ample supply of similar businesses and homes available.					1. An ample supply of similar businesses and homes available.				
					2. M.S. Newspapers provide real estate market.					2. M.S. Newspapers provide real estate market.				
					3. As required by law.					3. As required by law.				
					11. Wake County and Raleigh city public housing along with Section 8.					11. Wake County and Raleigh city public housing along with Section 8.				
					12. DSS housing will be available to host if necessary.					12. DSS housing will be available to host if necessary.				
					14. Same as #9 above.					14. Same as #9 above.				
					1. An ample supply of similar businesses and homes available.					1. An ample supply of similar businesses and homes available.				
					2. M.S. Newspapers provide real estate market.					2. M.S. Newspapers provide real estate market.				

Right of Way Agent		Date		Relocation Coordinator		Cost	
3/17/17							
FRM15-E							

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:		35869 1.2		COUNTY	Wake	Alternate		6	of	14	Alternate
T.I.P. No.:		U-2719		MELBOURNE ROAD BRIDGE NORTH							
DESCRIPTION OF PROJECT: I-440 Widening											

ESTIMATED DISPLACEDS					INCOME LEVEL							
Type of Displaceds	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	2	4	6	2	0	0	0	3	3			
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	0-20K	0	15-160	0	0-20K	0	20-150	0
					20-40K	0	150-265	0	20-40K	0	150-250	0
					40-70K	0	250-400	0	40-70K	4	250-400	0
					75-100K	0	400-600	0	75-100K	14	400-600	2
					100 UP	2	600 UP	4	100 UP	1242	600 UP	316
					TOTAL	2		4		1260		318

ANSWER ALL QUESTIONS
Explain all "YES" answers.

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

REMARKS (Respond by Number)

3. An ample supply of similar businesses will remain available.

6. MLE, newspapers, private real estate market.

8. As required by law.

11. Wake County and Raleigh city public housing along with (list):

12. DSS housing will be available or just if necessary.

14. Same as #8 above.

	3/17/17		3/22/17
Right of Way Agent	Date	Relocation Coordinator	Date

FORM 15-E

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:		35859 1.2		COUNTY	Wake		Alternate 7 of 14		Alternate			
T.J.P. No.:		U-2719		WESTERN BLVD DOUBLE CROSS								
DESCRIPTION OF PROJECT:		I-440 Widening										
ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacement	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	1	0	1	0	0	0	0	0	1			
Businesses	0	0	0	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenants		For Sale For Rent			
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	0	\$ 0-150	0
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	0	150-250	0
Yes	No	Explain all "YES" answers.										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?										
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Source for available housing (list).										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?										
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?										
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?										
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?										
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list address).										
		15. Number months estimated to complete relocation? 12-18										
					REMARKS (respond by number)							
					3. An ample supply of similar businesses will remain available.							
					4.							
					6. M.B. Homebased, professional estate market.							
					8. As required by law.							
					11. Wake County and Raleigh city public housing along with Section 4.							
					12. DSS housing will be available or built if necessary.							
					14. Same as #6 above.							

 Right of Way Agent		3/27/92 Date		 Relocation Coordinator		1/28/91 Date	
FRM15-E							

EIS RELOCATION REPORT



North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.J.S. ☐ CORRIDOR ☐ DESIGN[illegible]

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:		35869.1.2		COUNTY:	Wake		Alternate		9 of 14		Alternate	
T.I.P. No.:		U-2719		LIGON STREET BRIDGE SOUTH								
DESCRIPTION OF PROJECT: I-440 Widening												
ESTIMATED DISPLACEDS						INCOME LEVEL						
Type of Displaceds	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	0	0	0	0	0	0	0	0	0			
Businesses	4	4	8	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners	Tenants	For Sale		For Rent			
Non-Profit	0	0	0	0	0-20K	0	40-150	0	0-25M	0	10-150	
ANSWER ALL QUESTIONS					20-40K	0	150-250	0	20-40M	0	150-250	
Yes	No	Explain all "YES" answers.			40-70K	0	250-400	0	40-70M	4	250-400	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?			70-100K	0	400-600	0	70-100M	14	400-600	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?			100 UP	0	600 UP	0	100 UP	1242	600 UP	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?			TOTAL	0		0		1260	318	
<input type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by number)							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?			1. For project 35869.1.2, I-440 widening, 1-4. 2. 1000-1500 sq ft. 3. 1000-1500 sq ft. 4. 1000-1500 sq ft. 5. 1000-1500 sq ft. 6. 1000-1500 sq ft. 7. 1000-1500 sq ft. 8. 1000-1500 sq ft. 9. 1000-1500 sq ft. 10. 1000-1500 sq ft. 11. 1000-1500 sq ft. 12. 1000-1500 sq ft. 13. 1000-1500 sq ft. 14. 1000-1500 sq ft. 15. 1000-1500 sq ft.							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Source for available housing (list)			16. 1000-1500 sq ft. 17. 1000-1500 sq ft. 18. 1000-1500 sq ft. 19. 1000-1500 sq ft. 20. 1000-1500 sq ft. 21. 1000-1500 sq ft. 22. 1000-1500 sq ft. 23. 1000-1500 sq ft. 24. 1000-1500 sq ft. 25. 1000-1500 sq ft.							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?			26. 1000-1500 sq ft. 27. 1000-1500 sq ft. 28. 1000-1500 sq ft. 29. 1000-1500 sq ft. 30. 1000-1500 sq ft. 31. 1000-1500 sq ft. 32. 1000-1500 sq ft. 33. 1000-1500 sq ft. 34. 1000-1500 sq ft. 35. 1000-1500 sq ft.							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?			36. 1000-1500 sq ft. 37. 1000-1500 sq ft. 38. 1000-1500 sq ft. 39. 1000-1500 sq ft. 40. 1000-1500 sq ft. 41. 1000-1500 sq ft. 42. 1000-1500 sq ft. 43. 1000-1500 sq ft. 44. 1000-1500 sq ft. 45. 1000-1500 sq ft.							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?			46. 1000-1500 sq ft. 47. 1000-1500 sq ft. 48. 1000-1500 sq ft. 49. 1000-1500 sq ft. 50. 1000-1500 sq ft. 51. 1000-1500 sq ft. 52. 1000-1500 sq ft. 53. 1000-1500 sq ft. 54. 1000-1500 sq ft. 55. 1000-1500 sq ft.							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?			56. 1000-1500 sq ft. 57. 1000-1500 sq ft. 58. 1000-1500 sq ft. 59. 1000-1500 sq ft. 60. 1000-1500 sq ft. 61. 1000-1500 sq ft. 62. 1000-1500 sq ft. 63. 1000-1500 sq ft. 64. 1000-1500 sq ft. 65. 1000-1500 sq ft.							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?			66. 1000-1500 sq ft. 67. 1000-1500 sq ft. 68. 1000-1500 sq ft. 69. 1000-1500 sq ft. 70. 1000-1500 sq ft. 71. 1000-1500 sq ft. 72. 1000-1500 sq ft. 73. 1000-1500 sq ft. 74. 1000-1500 sq ft. 75. 1000-1500 sq ft.							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing housing available during relocation period?			76. 1000-1500 sq ft. 77. 1000-1500 sq ft. 78. 1000-1500 sq ft. 79. 1000-1500 sq ft. 80. 1000-1500 sq ft. 81. 1000-1500 sq ft. 82. 1000-1500 sq ft. 83. 1000-1500 sq ft. 84. 1000-1500 sq ft. 85. 1000-1500 sq ft.							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?			86. 1000-1500 sq ft. 87. 1000-1500 sq ft. 88. 1000-1500 sq ft. 89. 1000-1500 sq ft. 90. 1000-1500 sq ft. 91. 1000-1500 sq ft. 92. 1000-1500 sq ft. 93. 1000-1500 sq ft. 94. 1000-1500 sq ft. 95. 1000-1500 sq ft.							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source)			96. 1000-1500 sq ft. 97. 1000-1500 sq ft. 98. 1000-1500 sq ft. 99. 1000-1500 sq ft. 100. 1000-1500 sq ft. 101. 1000-1500 sq ft. 102. 1000-1500 sq ft. 103. 1000-1500 sq ft. 104. 1000-1500 sq ft. 105. 1000-1500 sq ft.							
<input type="checkbox"/>	<input type="checkbox"/>	15. Number months estimated to complete relocation?			106. 1000-1500 sq ft. 107. 1000-1500 sq ft. 108. 1000-1500 sq ft. 109. 1000-1500 sq ft. 110. 1000-1500 sq ft. 111. 1000-1500 sq ft. 112. 1000-1500 sq ft. 113. 1000-1500 sq ft. 114. 1000-1500 sq ft. 115. 1000-1500 sq ft.							

 Regis of Wake Agent		3/5/87 Date	 Project Engineer	3/5/87 Date
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FORM 15-E

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN[illegible]

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:		35869.1.2		COUNTY	Wake	Alternate 11 of 14		Alternate	
T.I.P. No.:		U-2719		WADE-HILLSBOROUGH ONE FLYOVER					
DESCRIPTION OF PROJECT:		I-440 Widening							

ESTIMATED DISPLACED					INCOME LEVEL					
Type of Displaced	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	0	1	1	0	0	0	0	0	1	
Businesses	1	0	1	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	20-40M	0	40-60M	0
					20-40M	0	40-60M	0	60-80M	0
					80-100M	0	100-150M	0	150-250M	0
					150 UP	0	250-400	0	400-600	0
					TOTAL	0	1	1260	800 UP	316

ANSWER ALL QUESTIONS		EXPLAIN ALL "YES" ANSWERS	
Yes	No		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so indicate size, type, estimated number of employees, minorities, etc.	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Source for available housing (list).	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing without financial means?	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).	
		15. Number months estimated to complete relocation? 12-18	

REMARKS (respond by number)	
3. An ample supply of similar businesses will remain available. 4. N.C. State Family Club, Midway, Club (2-3) room, 4 bedrooms. 5. M.L.S. Newspaper, private real estate market. 6. As required by law. 11. Wake County and Raleigh city public housing along with Section 8. 12. DSS housing will be available or built if necessary. 14. Same as #9 above.	

	3/15/17		3/15/17
Project Manager	Date	Relocation Coordinator	Date

FRW15-E

EIS RELOCATION REPORT



North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	35889.1.2	COUNTY:	Wake	Alternate	12	of	14	Alternate
T.I.P. No.:	U-2719	WADE-HILLSBOROUGH TWO FLYOVERS						
DESCRIPTION OF PROJECT: I-440 Widening								

ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	0	0	0	0	0	0	0	0	0			
Businesses	1	0	1	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	0-25M	0	\$ 0-150	0
0					20-40M	0	160-260	0	25-40M	0	160-210	0
					40-70M	0	250-400	0	40-70M	4	250-400	0
					75-100M	0	400-600	0	75-100M	14	400-600	2
					100 UP	0	600 UP	0	100 UP	1242	600 UP	316
					TOTAL	0		0		1260		316

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

REMARKS (respond by number)	
3. An ample supply of similar businesses will remain available.	
4. N.C. State Faculty Club, Medium, Club, 12-20 emp. 8 minorities.	
6. M.E. newspaper, private real estate market.	
8. As required by law.	
11. Wake County and Raleigh city public housing along with Section 8.	
12. DSS housing will be available or built if necessary.	
14. Same as #9 above.	



	3/17/97		3/23/97
Project Manager	Date	Relocation Coordinator	Date

FORM 15-E

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:		35869 1.2		COUNTY	Wake		Alternate 13 of 14		Alternate	
T.I.P. No.:		U-2719		WADE-HILLSBOROUGH DETOUR						
DESCRIPTION OF PROJECT: I-440 Widening										
ESTIMATED DISPLACEDS					INCOME LEVEL					
Type of Displacement	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	0	1	0	1	0	0	0	0	1	
Businesses	1	0	1	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners	Tenants	For Sale		For Rent	
Non-Profit	0	0	0	0	0-20K	20-40K	40-60K	60-80K	80-100K	100 UP
ANSWER ALL QUESTIONS					0-20K	20-40K	40-60K	60-80K	80-100K	100 UP
Yes	No	Explain all "YES" answers.				20-40K	40-60K	60-80K	80-100K	100 UP
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?				60-70K	70-80K	80-100K	100 UP	100 UP
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?				70-80K	80-100K	100 UP	100 UP	100 UP
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?				100 UP	100 UP	100 UP	100 UP	100 UP
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.				TOTAL	0	1	1260	316
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?				REMARKS (respond by number)				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Source for available housing (list).				3. An ample supply of similar businesses will remain available.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?				4. N.C. State Faculty Club, Medium Club, 12/70 emp. 8 apartments.				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?				6. M.B. Newspapers, private real estate market.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?				8. As required by law.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?				11. Wake County and Raleigh city public housing along with Section 8.				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?				12. DSS housing will be available or built if necessary.				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?				13. Same as #9 above.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?								
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).								
		15. Number months estimated to complete relocation? 12-18								

 State of New Agency		 Relocation Coordinator	
Date: 3/1/77		Date: 3/1/77	