

North Carolina Department of Transportation  
**PROJECT ENVIRONMENTAL CONSULTATION FORM**  
**I. D. No. B-3159**

**I. GENERAL INFORMATION**

- a. **Consultation Phase:** Construction
- b. **Project Description:** Replacement of Bridge No. 27 on NC 8 (Winston Road) over US 29-64-70/1-85 Business Loop, Davidson County
- c. **Federal Project:** STPNHS-0052(31)  
**WBS Number:** 3833.1.1
- d. **Document Type:** Categorical Exclusion                      6/13/14  
Date

**II. CONCLUSIONS**

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

**III. CHANGES IN PROPOSED ACTION AND ENVIRONMENTAL CONSEQUENCES**

**Proposed Design**

In the northwest quadrant of the interchange, NCDOT will provide a stub-out for the future access of 7<sup>th</sup> Street that will align with the on/off ramp in the northeast quadrant. NCDOT is currently in negotiations with the developers of the Norlex Shopping Center regarding right-of-way disposal in the northwest quadrant of the interchange. The developer of the Norlex Shopping Center will construct the tie-in to 7<sup>th</sup> Street along with driveway access into the shopping center as terms of the right-of-way disposal agreement. During construction, traffic from 7<sup>th</sup> Street will use Hames Street to 9<sup>th</sup> Street to access NC 8. In the event the right-of-way disposal agreement is not reached, NCDOT will construct the tie-in to 7<sup>th</sup> Street.

**Traffic Noise Abatement**

The CE identified two noise walls as feasible and reasonable. Following the completion of the CE, additional noise abatement analysis was conducted.

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Only one noise wall is proposed for construction. The noise wall is located in the southeast quadrant of the interchange, south of US 29-64-70/I-85 Business behind the residences along Lou Lane. The proposed noise wall will be approximately 975 feet in length and range between 9 to 17 feet in height.

**Historic Architecture**

The CE stated no historic architectural survey was required for the project. This finding was based on the original scope of the project, which was to only replace Bridge Number 27 carrying NC 8 over US 29-64-70/I-85 Business. However, there are two National Register-listed historic districts and several buildings over 50 years old in the area of potential effect for the proposed interchange improvements.

Historic architectural surveys were conducted in March 2014 within the area of potential effect for the interchange improvements. Other than the two National Register-listed historic districts, no properties eligible for the National Register of Historic Places were found in the project's area of potential effects. The State Historic Preservation Office concurred with this finding at a meeting held on January 13, 2015.

The National Register of Historic Places lists two historic districts within the project area, Erlanger Mill Village Historic District and Lexington Residential Historic District. The Erlanger Mill Village Historic District is located on the north side of US 29-64-70/I-85 Business, west of NC 8 and encompasses a collection of 302 primary resources, the majority of which were constructed between 1913 and 1929. The historic district is roughly 85 acres. It was added to the National Register of Historic Places in 2008.

The southern boundary of the Erlanger Mill Historic District runs along the north side of the southbound lanes of US 29-64-70/I-85 Business, within the existing right of way. Work proposed within the portion of the historic district within the existing right of way is limited to replacement of a drainage pipe. It was determined the proposed project would have "no adverse effect" on the historic district with the condition that an existing stone headwall, located south of the intersection of West 7<sup>th</sup> Street and Hames Street, is not disturbed or altered. The State Historic Preservation Office concurred with this finding at a meeting held on December 17, 2014.

The Lexington Residential Historic District is located on the south side of US 29-64-70/I-85 Business, west of NC 8. The district encompasses 804 contributing buildings in a predominantly residential section of Lexington. They were built between about 1854 and 1957, and include notable examples of Queen Anne and Bungalow / American Craftsman style architecture. It was added to the National Register of Historic Places in 2007.

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The proposed project will require the acquisition of vacant land within the Lexington Residential Historic District. No buildings within the historic district would be affected by the proposed work. It was determined the proposed project would have “no adverse effect” on the historic district with the condition that a landscape plan compatible with utility requirements is developed for the southwest quadrant of the US 29-64-70/I-85 Business interchange with NC 8. The State Historic Preservation Office concurred with this finding at a meeting held on August 8, 2014.

**Section 4(f) Resources**

The Erlanger Mills Village and Lexington Residential Historic Districts are both protected by Section 4(f) of the USDOT Act of 1966, as amended. Section 4(f) specifies that publicly owned land from a public park, recreation area, wildlife and waterfowl refuge, and all historic sites of national, state, and local significance may be used for federal projects only if there is no feasible and prudent alternative to the use of such land and the project includes all possible planning to minimize harm to 4(f) lands resulting from such use.

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended existing Section 4(f) legislation to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This revision provides that if a transportation use of Section 4(f) property results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

The proposed use of land from the Erlanger Mill Village and Lexington Residential Historic Districts is considered a *de minimis* impact because the project will have “no adverse effect” on the historic properties. Under Section 6009(a) of SAFTEA-LU, Section 4(f) does apply in this case, because this project will have a *de minimis* impact on the historic properties. The State Historic Preservation Office has concurred with this *de minimis* finding under Section 4(f) (See concurrence form attached to this document).

**Water Resources**

Jurisdictional features within the project limits include one unnamed tributary (UT) of Michael Branch. This feature was not described in the CE. No surface waters within one mile of the project are listed on the 2014 Final 303(d) List of Impaired Waters.

**Federally Protected Species**

As of July 24, 2015, the U.S. Fish and Wildlife Service (USFWS) lists two protected species for Davidson County: northern long-eared bat (*Myotis*

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*septentrionalis*) and Schweinitz's sunflower (*Helianthus schweinitzii*). Bog turtle (*Glyptemys muhlenbergii*) is no longer listed for this county. A Biological conclusion of "No Effect" was rendered for Schweinitz's sunflower at the time of the CE approval due to lack of habitat. This biological conclusion remains valid.

Northern long-eared bat was added to this county after the CE was completed. The project area was investigated for potential habitat for the northern long-eared bat in October 2014 and August 18, 2015. No evidence of bats was observed and it was determined available habitat for the northern long-eared bat in the project area is very poor.

Although available habitat is poor, a tree clearing moratorium will be observed between May 15<sup>th</sup> and August 15<sup>th</sup> (see project commitments).

Due to the lack of evidence of bats during the bridge examination, the lack of caves or mines in the project vicinity, the distance to known occurrences of the northern long-eared bat and the poor potentially suitable roosting/foraging habitat in the project area, a Biological Conclusion of "May Affect, Not Likely to Adversely Affect" was rendered for this species. The US Fish and Wildlife Service concurred with this finding in a letter dated September 10, 2015.

**IV. LIST OF ENVIRONMENTAL COMMITMENTS**

See the attached list of environmental commitments (green sheet).

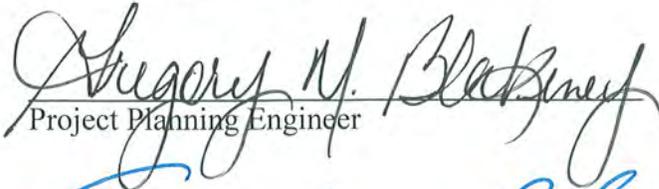
**V. COORDINATION**

PDEA personnel have discussed current project proposals with others. Please note who was coordinated with and the date. This section is to be filled out by the project manager and does not require signatures.

Design Engineer:	<u>Abigail Vogt</u>	<u>8/26/15</u> Date
FHWA Engineer:	<u>Felix Davila</u>	<u>9/2/15</u> Date
NES-PM:	<u>Jim Mason</u>	<u>8/21/15</u> Date

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VI. NCDOT CONCURRENCE

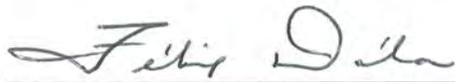
  
Project Planning Engineer

9/15/15  
Date

  
Manager, Project Development and Environmental  
Analysis Branch

9/15/15  
Date

VII. FHWA CONCURRENCE

*For*   
Federal Highway Administration  
Division Administrator

9/16/15  
Date

## PROJECT COMMITMENTS:

Davidson County  
Bridge No. 27 on NC 8 (Winston Road)  
over US 29/US 64/US 70/I-85 Business Loop  
Federal Aid Project No. STPNHS-0052(31)  
W.B.S. No. 38331.1.1  
T.I.P. No. B-3159

All standard procedures and measures, including NCDOT's Best Management Practices for Protection of Surface Waters, Guidelines for Best Management Practices for Bridge Demolition and Removal, will be implemented, as applicable, to avoid or minimize environmental impacts. The following special commitments have been agreed to by NCDOT. Status and/or changes in project commitments are denoted by *italics*.

### **Division 9 Construction:**

In order to allow Emergency Management Services (EMS) time to prepare for possible travel delays due to road construction, the NCDOT Resident Engineer will notify the Director of the Davidson County EMS at (336) 242-2270 of the bridge removal 30 days prior to road closure.

*This project commitment will be implemented if road closure is required during construction.*

In order to allow Davidson County Schools time to prepare for possible travel delays, due to road construction, the NCDOT Resident Engineer will notify the Transportation Director at (336) 479-0084 (City Schools) / (336) 242-5569 (County Schools) of the bridge removal 30 days prior to road closure.

*This project commitment will be implemented if road closure is required during construction.*

**Roadway Design Unit, Structures Management Unit, and Division 9 Construction:** B-3159 is a pilot project for the NCDOT Enhancement Program. Coordination with the City of Lexington must be maintained as the guidelines and cost participation are currently still being developed.

*Coordination has been completed.*

### **Human Environment Section (Traffic Noise & Air Quality Group) and Roadway Design Unit:**

Further evaluations for noise barriers must be completed prior to final design.

*A design noise report has been prepared for the project and signed on August 7, 2015 (Addendum signed August 10, 2015). One noise wall is now proposed. It will be in the*

*southeast quadrant of the interchange, south of US 29-64-70/ I-85 Business, behind the residences along Lou Lane.*

**Human Environment Section (Archaeology Group):**

Due to the expansion of the right-of-way into areas that are potentially less disturbed by modern urban development, archaeological surveys will be required. Surveys will be completed prior to let.

*Archaeological field surveys were conducted on August 8<sup>th</sup> & 12<sup>th</sup> of 2014. There are no National Register eligible or listed archaeological sites present or affected by this project.*

**Human Environment Section (Historic Architecture Group), Roadway Design, Roadside Environmental Unit and Division 9 Construction:**

*A landscape plan will be provided for the southwest quadrant of the interchange, which is the northern portion of the historic district. The landscaping plan must be compatible with the utility requirements in the area.*

**Roadway Design and Division 9 Construction:**

*The existing stone headwall, located south of the West 7<sup>th</sup> Street and Hames Street intersection, a contributing resource to the National Register-listed Erlanger Mill Village Historic District. This headwall is not to be disturbed or altered during project construction is not to be disturbed or altered during project construction.*

**Division 9 Construction:**

*In order to minimize the impacts to potential roosting habitat for the federally protected Northern long-eared bat, a tree-clearing moratorium will be observed between May 15<sup>th</sup> and August 15<sup>th</sup>.*

# Appendix A

## Figures



**Figure 1: Vicinity Map of Project**

STATE PROJECT: 5255/5284 (R/W)  
 F.A. PROJECT: U.I.645(6) (R/W)  
 COUNTY: DAVIDSON  
 SCALE: 1" = 100'  
 REQUESTING PARTY: HULL-NORLEX, LLC

**AREAS TO BE DISPOSED**

AREA 1 = 47,991.05 SQ.FT. (1.1017 AC)  
 AREA 2 = 1283.14SQ.FT. (0.0295 AC)  
 TOTAL AREA OF DISPOSAL = (1.1312 AC)

EXIST. R/W TO BE CONVERTED TO PUE  
 PUE AREA = 2174.90 SQ.FT. (0.0499 AC)

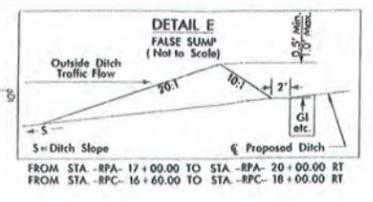
EXIST. R/W TO BE CONVERTED TO PDE  
 PDE AREA = 1017.13 SQ.FT. (0.02335 AC)

EXIST. R/W TO BE CONVERTED TO DUE  
 DUE AREA = 381.99 SQ.FT. (0.0088 AC)

**NOTE:**

THIS IS NOT AN ACTUAL SURVEY. IT IS A DRAWING DEPICTING THE DISPOSAL LIMITS AS APPROVED BY THE SURPLUS R/W DISPOSAL AND C/A REVIEW COMMITTEE.

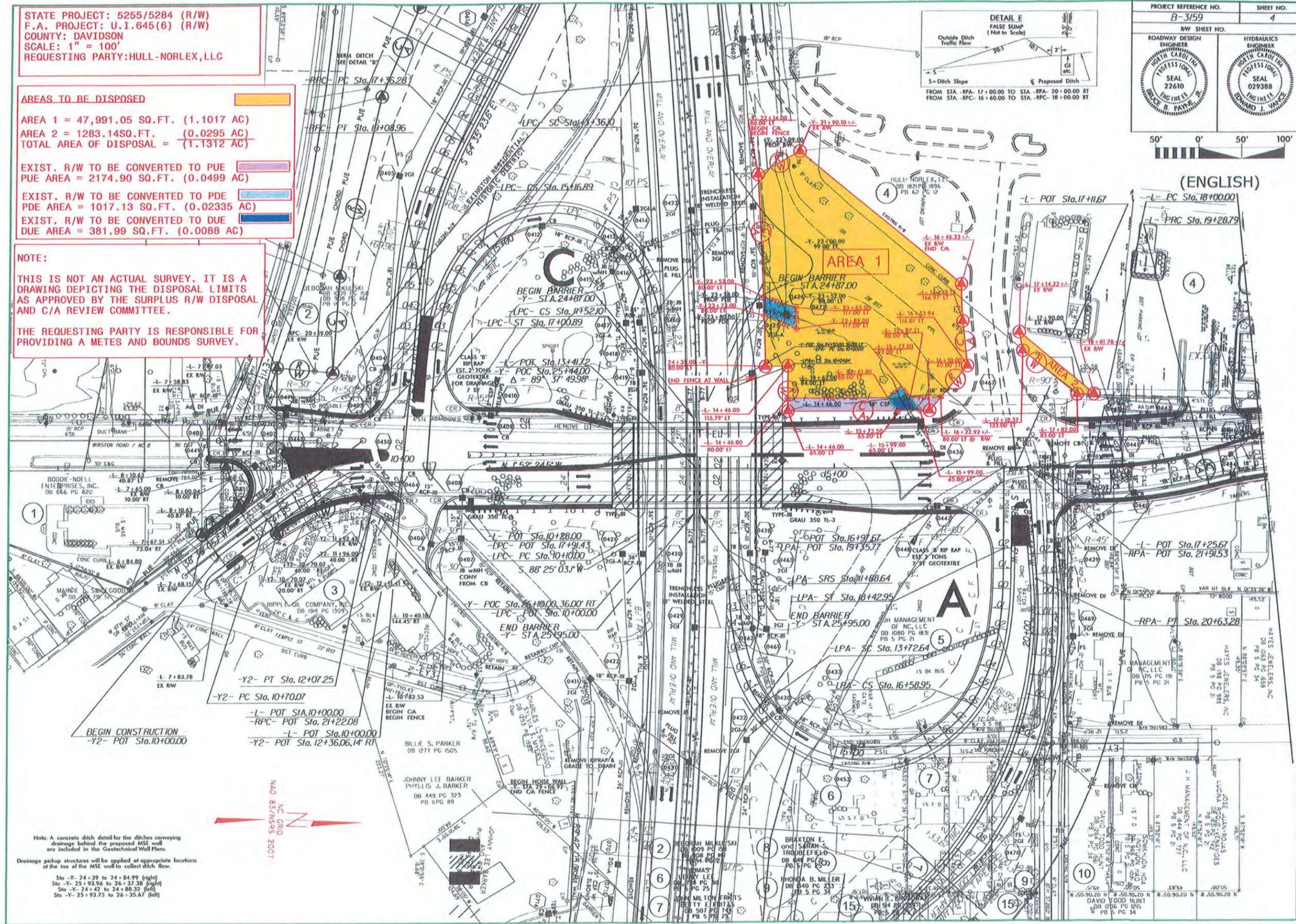
THE REQUESTING PARTY IS RESPONSIBLE FOR PROVIDING A METES AND BOUNDS SURVEY.



PROJECT REFERENCE NO. B-3159	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER [Signature]	HYDRAULICS ENGINEER [Signature]
PROFESSIONAL SEAL 22610 EDWARD J. PATRICK	PROFESSIONAL SEAL 029388 EDWARD J. PATRICK



(ENGLISH)



Note: A concrete ditch detail for the ditches conveying drainage behind the proposed MSE wall are included in the Geotechnical Wall Plans.  
 Drainage pickup structures will be applied at appropriate locations at the toe of the MSE wall to collect ditch flow.

Sta -Y- 24+39 to 24+84.99 (right)  
 Sta -Y- 25+93.96 to 26+37.38 (right)  
 Sta -Y- 24+42 to 24+88.32 (left)  
 Sta -Y- 25+93.73 to 26+35.67 (left)

NAD 83/NSRS 2007

# **Appendix B**

**Reference Letters**

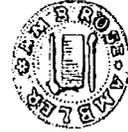
**&**

**Reports**

10-03-0178



**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.

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**PROJECT INFORMATION**

Project No: **B-3159** County: **Davidson**  
 WBS No: **38331.1.1** Document: **CE**  
 F.A. No: **STPNHS-0052(31)** Funding:  State  Federal  
 Federal Permit Required?  Yes  No Permit Type: **na**

**Project Description:** NCDOT intends to replace Bridge No. 27 on US 52/NC 8 over the US 29-64-70/I-85 Business Loop. Preliminary plans for the project were obtained by the Archaeology Group; these plans date to January 2014 and indicate an overall project area and Area of Potential Effect (APE) of approximately 33.2 acres, inclusive of all existing and proposed right-of-way as well as proposed cut-and-fill and construction limits. Of this area, approximately 7.65 acres are located beyond existing right-of-way and required survey.

**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:***

As noted on the Survey Required Form and based on updated background research in July 2014 at the Office of State Archaeology, no previously identified archaeological sites are recorded within the APE. Furthermore, no previous archaeological investigations have been carried out in the project vicinity, which includes developed areas with established housing tracts and businesses. The project limits do, however, include extensive areas outside the existing right-of-way in areas that are not fully covered by urban development, and these areas include habitable landform areas. In addition, the project area encroaches on two previously established historic districts, the ca. 1913 NRHP-listed Erlanger Mill Village Historic District [North Carolina State Historic Preservation Office (HPO)# DV0865] and the late nineteenth- to early twentieth-century NRHP-Listed Lexington Residential Historic District (HPO# DV0992). Archaeological potential associated with these overlapping districts was considered, and an archaeological reconnaissance survey was recommended, leading to the intensive survey reported in this document.

On August 8th and 12th, 2014, Coastal Carolina Research (CCR) archaeologists J. Eric Deetz, M.A., RPA (principal investigator); Lindsay Flood, M.A., RPA; and Amanda Stamper visited the project area to conduct archaeological survey. The entire APE was considered, but only the portions of the APE outside existing right-of-way areas were intensively surveyed. Areas that were wet, disturbed, or steeply sloped were visually inspected but not shovel tested. The survey consisted of pedestrian inspection and shovel tests at 15-m intervals (n=35). No archaeological resources appearing potentially eligible for the NRHP were recorded within APE.

The USDA soil survey mapping for Davidson County suggest that the soils in the area of Bridge No. 27 should be composed largely of Cecil sandy loam, 2-8 percent slopes (CcB) and Urban land complex (Ur). Soils encountered during shovel testing were consistent with those indicated on the soil maps. A typical shovel test in areas not appearing obviously disturbed had a brown or dark yellowish brown silty clay loam topsoil or plow zone over a mottled strong brown or yellowish red silty clay subsoil.

Two precontact Native American isolated finds were identified during the survey. Isolated Find 31DV746 was located in the open field in the southwest quadrant of the APE, south of Business 85 and west of Route 8. The find consisted of a weathered rhyolite indeterminate biface fragment. The other isolated find, 31DV747 included two items from a single shovel test located in a wooded area in the northeast quadrant of the APE, north of Business 85 and east of White Street. The items include a bifacial thinning flake and an early stage biface made of an indeterminate metavolcanic material. The isolated finds recorded by the survey have little potential to yield further information due to the lack identifiable temporal or cultural associations or archaeological contexts. They are recommended ineligible for the National Register of Historic Places.

An above-ground (non-archaeological) resource was also noted within the APE in an area of existing right-of-way at the intersection of W. Seventh Street and Hames Street (in the northwestern quadrant of the project area). This resource (HPO# DV1784), consisting of a stone-faced headwall for a culvert and a stone-lined drainageway, was subsequently documented by CCR in an evaluation report prepared for the NCDOT Historic Architecture Group (Van den Hurk 2014). The headwall/drainageway resource was recommended as a contributing resource of the Erlanger Mill Village Historic District (HPO# DV00865).

No further archaeological investigations are recommended for the replacement of Bridge No. 27 as proposed. Should the project change further investigation may be necessary. The project as described should be considered to be compliant with Section 106 and NCGS121-12a.

References Cited:

Van den Hurk, Jeroen

2014 *Replace Bridge No. 27 on US 52/NC8 Over the US 29-64-70/I-85 Business Loop, Davidson County, North Carolina: In-Depth Architectural Evaluation.* Coastal Carolina Research/CCRG, Inc.. Prepared for the North Carolina Department of Transportation (NCDOT). Copies available from NCDOT, Raleigh.

References Used in Attachments:

ArcGIS Image Service

2014 ESRI World Imagery. Electronic document, [http://services.arcgisonline.com/ArcGIS/rest/services/world\\_imagery/Mapserver](http://services.arcgisonline.com/ArcGIS/rest/services/world_imagery/Mapserver), accessed August 11, 2014.

**SUPPORT DOCUMENTATION**

See attached:  Map(s)  Previous Survey Info  Photos  Correspondence  
 Other: NRCS web soil survey information (<http://websoilsurvey.nrcs.usda.gov/app/>)

Signed:



October 1, 2014

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NCDOT ARCHAEOLOGIST II

Date



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

October 27, 2014

MEMORANDUM

TO: Kate Husband  
Office of Human Environment  
NCDOT Division of Highways

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*  
Environmental Review Coordinator

SUBJECT: Replacement of Bridge 27 over US 29-64-70/I-85 Business Loop, B-3159, Lexington,  
Davidson County, ER 14-0744

Thank you for your memorandum transmitting the Historic Structures Survey Report for the above-referenced undertaking. We have reviewed the report and offer the following comments.

We concur with the report findings that **the headwall and channelized section of the unnamed tributary of Michael Branch are contributing elements in the National Register -listed Erlanger Mill Village Historic District (DV0865)**. The stone bridge toward the western end of the channel and a retaining wall leading to the bridge from the south were recorded as a contributing structure in the original historic district nomination. This report makes it clear that the historic resource is actually much larger and the stone-lined channel extends from the bottom of Hames Street to a point south of 96 7<sup>th</sup> Street on the historic district map.

Please confirm the status of the stone retaining walls on the south side of US29-64-70/I-85 (F, G, and H on page 23 site plan). These appear to be located within the National Register-listed Lexington Residential Historic District. However, their location in the district is not discussed in the report.

The above comments are made in accord with Section 106 of the National Historic Preservation Act and the regulations of the Advisory Council on Historic Preservation. If you have any questions concerning them, please contact me at 919-807-6579.

cc: Mary Pope Furr, NCDOT

[mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)

10-03-0178



## HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS FORM

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

### PROJECT INFORMATION

<b>Project No.:</b>	B-3159	<b>County:</b>	Davidson
<b>WBS No.:</b>	38331.1.1	<b>Document Type:</b>	CE
<b>Fed. Aid No.:</b>	STPNHS-0052(31)	<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Permit Type(s):</b>	N/A
<b><u>Project Description:</u></b> Replace Bridge No. 27 over US 29-64-70/I-85 Business Loop on US 52/NC 8.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<b><u>Description of review activities, results, and conclusions:</u></b> Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on March 19, 2014. A survey was required and conducted on March 27, 2014 as there are several properties over fifty years of age within the APE as well as two historic districts: the NR listed Lexington Residential Historic District (DV992) and the NR listed Erlanger Mill Village Historic District (DV865). Continued on the following forms is the evaluation of the northeast section of the APE, which contains mid-twentieth century homes, and the evaluation of the Lexington By-Pass Historic District, which was proposed in 2005. As a result of this evaluation, Bridge No. 27 is not eligible for National Register listing. Below are the effects for the two NR listed properties within the APE. If design plans change, additional assessment of the effects will need to be considered for the following properties. *FHWA intends to use the SHPO's concurrence as a basis for a "de minimis" finding for the following properties pursuant to Section 4(f).*
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### ASSESSMENT OF EFFECTS

<b>Property Name:</b>	Lexington Residential Historic District	<b>Status:</b>	National Register Listed
<b>Survey Site No.:</b>	DV992	<b>PIN:</b>	
<b>Effects</b> <input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<b><u>Explanation of Effects Determination:</u></b> There will be no adverse effect under the condition that a landscape plan will be created for the southwest corner of the interchange, which is the northern portion of the historic district. The landscaping plan must be compatible with utility requirements in that area (August 8, 2014 effects meeting).			
<b><u>List of Environmental Commitments:</u></b> Landscape plan compatible with utility requirement.			

**ASSESSMENT OF EFFECTS**

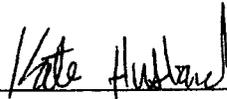
<b>Property Name:</b>	Erlanger Mill Village Historic District	<b>Status:</b>	National Register Listed
<b>Survey Site No.:</b>	DV865	<b>PIN:</b>	
<b>Effects</b>			
<input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<b><u>Explanation of Effects Determination:</u></b>			
There will be no adverse effect under the condition that the existing headwall , a contributing resource to the historic district located south of the intersection of W. 7 <sup>th</sup> ST. and Hames St., is not altered and remains extant, and all repairs/retrofitting to the pipe are made from the headwall back (December 17, 2014 effects meeting)			
Due to the location of the headwall and distance from the existing road, noise walls will not be constructed along the historic district.			
<b><u>List of Environmental Commitments:</u></b>			

**SUPPORT DOCUMENTATION**

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

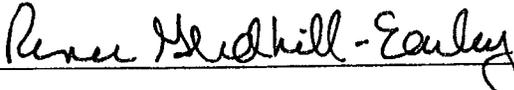
**FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE**

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS


1-13-15

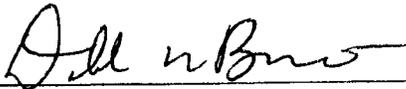
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NCDOT Architectural Historian Date


1-13-15

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State Historic Preservation Office Representative Date


1-13-15

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Federal Highway Administration Representative Date



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Asheville Field Office  
160 Zillicoa Street  
Asheville, North Carolina 28801

September 10, 2015

Mr. Richard W. Hancock  
North Carolina Department of Transportation  
Project Development and Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

Subject: Endangered Species Concurrence for the Proposed Replacement of Bridge No. 27 on NC 8 (Winston Road) over US 29-64-70/I-85 Business Loop, Davidson County, North Carolina. Federal Aid Project No. STPNHS-0052(31), TIP No B-3159.

Dear Richard:

As requested by the North Carolina Department of Transportation (NCDOT) in your letter of August 12, 2015, we have reviewed the natural resources information and biological conclusion with regard to the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*) for the subject project. We provide the following comments in accordance with the provisions of section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543) (Act).

The NCDOT proposes to replace Bridge No. 27 over US 29-64-70/I-85 Business Loop on US 50/NC 8 in Davidson County. Approximately 1.5 acres of trees will be cleared to construct the bridge and these acres provide marginal summer roost habitat for the NLEB. A search for mines and caves was conducted in the project footprint and within a quarter mile of the project and none were found. The existing bridge was inspected for signs of bat use and none was found.

Based on the negative surveys for wintering habitat and the commitment by NCDOT to cut trees between August 15<sup>th</sup> and May 15<sup>th</sup> of any year we agree that replacing Bridge No 27 is "not likely to adversely affect" northern long-eared bat. In view of this, we believe the requirements under Section 7(c) of the Act are fulfilled. However, obligations under Section 7 of the Act must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or critical habitat in a manner not previously considered, (2) this action is subsequently modified in a manner that was not considered in this review, or (3) a new species is listed or critical habitat is determined that may be affected by the identified action.

If you have questions about these comments, please contact Ms. Marella Buncick of our staff at 828/258-3939, Ext. 237. In any future correspondence concerning this project, please reference our Log No. 4-2-15-422.

Sincerely,

-- original signed --

Janet Mizzi  
Field Supervisor