

North Carolina Department of Transportation

NEPA/SEPA Consultation Form

STIP Project No.	<u>I-5879</u>
WBS Element	<u>53079.1.1</u>
Federal Aid Project No.	<u>NHP-0095(6)24</u>

A. Project Description, Location, and Purpose:

North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) project I-5879 proposes to improve the I-95 interchange at SR 1528 (Carthage Rd.) (Exit 19) in Lumberton, Robeson County. The proposed project will improve the interchange and associated bridge to meet current American Association of State Highway Transportation Officials (AASHTO) and NCDOT standards and allow for the I-95 widening project for the area (STIP project I-6064). The I-5879 project will be Let through a Design-Build contract with NCDOT STIP project I-6064, which proposes to improve interchanges, widen I-95 to eight lanes, and elevate some vertical grades between I-74 (Exit 13) and US 301/Fayetteville Road (Exit 22). The environmental impacts of I-6064, including improvements to the Exit 19 interchange, are summarized in a Type III Categorical Exclusion (CE) Classification Form signed on December 29, 2020.

As part of the I-5879 project:

- The overpass bridge (#770148) will be replaced.
- The on- and off-ramps will be realigned to meet current AASHTO standards
- The culvert carrying Carthage Rd. over Fivemile Branch will be rehabilitated
- SR 1590 (Capuano Street) and SR 1586 (Lackey Street) will be realigned to sever direct connections to the ramps and allow for ramp realignments.
- Roundabouts will be installed at the eastern and western intersections of the I-95 ramps and Carthage Road. The eastern roundabout will include Capuano Street to minimize project impacts.
- Pedestrian and bicycle accommodations will be added through the project area

B. Consultation Phase: (Check one)

- Right-of-Way
- Construction
- Other: Design-Build Let

C. NEPA/SEPA Class of Action Initially Approved as:

- FHWA Class II (CE) 11/15/2018

Additional Notes: **Type III CE**

D. Changes in Proposed Action & Environmental Consequences:

Design Changes

After the I-5879 CE was finalized in November 2018, the project was incorporated into the NCDOT STIP project I-6064, which proposed to improve interchanges, widen I-95 to eight lanes, and elevate some vertical grades between I-74 (Exit 13) and US 301/Fayetteville Road (Exit 22) in Robeson County. During the planning process for I-6064, some modifications were made to the designs for Exit 19 (I-5879). These changes include

- A new alignment for Lackey St. that travels around the west and north sides of the Community Stop Convenience Store and through an empty lot to return to an alignment similar to its existing alignment next to the I-95 southbound off ramp
- A multi-use path was added on the south side of Carthage Rd. between Lackey St. and Velcord Dr.
- Addition of sidewalks to the northwest corner of the Jennings Cotton Mill at Carthage Rd. and Velcord Dr.
- Minor adjustments to roads and driveways

Jurisdictional Features

NCDOT STIP project I-5879 will be Let and permitted with project I-6064. Under the current Section 404 permitting requirements, it is expected the combined projects will require an Individual Permit (IP) from the U.S. Army Corps of Engineers (USACE) and an Individual Water Quality Certification from the North Carolina Department of Environmental Quality Division of Water Resources. In general, the USACE issues an IP for projects that result in 0.5 acre or more of fill to Waters of the US or 300 linear feet or more of stream impacts or if the project is considered by the agency to be a major action. This permit requires a full public interest review, including public notices and coordination with involved agencies, interested parties, and the general public. The final decision regarding the type of permit required to construct the project rests with the USACE.

Based on designs at the time of the I-6064 CE (December 2020), the combined impacts of the I-6064 and I-5879 projects were estimated at 960 linear feet of streams and 5.37 acres of wetlands. It is anticipated that these impacts will be refined by the Design-Build team as designs are finalized.

Historic Architecture

Since the signing of the I-5879 CE in November 2018, the designs for I-5879 were modified to impact the historic property associated with the Jennings Cotton Mill and Jennings Cotton Mill School/Store, which are eligible for the National Register. Jennings Cotton Mill and the Jennings Cotton Mill School/Store are located east of I-95 near the Exit 19 interchange at Carthage Road on the south side of Carthage Road. The proposed design will add sidewalks and likely move a utility pole in the northwest corner of the boundary for this historic property at Carthage Rd. and Velcord Dr. The property will be affected by acquisition of right of way, a temporary construction easement, and a permanent utility easement. Two trees are within the easement. NCDOT, NC State Historic Preservation Office (HPO), and FHWA agreed there will be *No Adverse Effect* to this historic property with commitments for tree protection during construction, and FHWA used HPO's concurrence on this finding to reach a *de minimis* finding under Section 4(f) of USDOT regulations for these impacts during the planning process for I-6064.

Northern Long-Eared Bat

In 2020, the US Fish and Wildlife Service (USFWS) revised the previous programmatic biological opinion (PBO) in conjunction with FHWA, USACE, and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this PBO covers all of Divisions 1-8, NLEBs are currently only known to occur in 19 counties but may potentially occur in 11 additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs; however, these conservation measures only apply to the 30, currently known/potential counties shown on Figure 2 of the PBO at this time. Robeson County is shown as a potential county on Figure 2 of the PBO. The following conservation measures apply to the I-5879 project:

- NCDOT has agreed to avoid tree clearing within 150 feet of known maternity roost trees during the time frame of May 1 – June 30, thus reducing the probability of killing non-volant young.
- NCDOT has also agreed to avoid tree clearing when air temperatures are <40° F at individual project sites where a total of 1.0 acre or more of tree clearing will occur, thus reducing the probability of killing a NLEB which may be in short-term torpor.

The programmatic determination for NLEB for the NCDOT program is *May Affect, Likely to Adversely Affect*. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Robeson County, where I-5879 is located. The reporting requirement from the previous version of the PBO is no longer applicable, but the conservation measures apply to this project.

Other Threatened and Endangered Species

During the planning process for STIP project I-6064, updated field surveys for terrestrial species were conducted. The biological conclusion for the wood stork (*Mycteria americana*) was updated to *May Affect, Not Likely to Adversely Affect*. Suitable habitat for the wood stork is present in the study area in the form of wetlands, swamps and canals; however, no individuals were observed during a site visit conducted on June 23, 2020. A review of NCNHP records updated on July 22, 2020 indicates no known occurrences within 1.0 mile of the study area. Per Division 6 coordination with U.S. Fish and Wildlife Service (USFWS), the biological conclusion for the wood stork is *May Affect, Not Likely to Adversely Affect*. The biological conclusions for Michaux's sumac (*Rhus michauxii*) and the red-cockaded woodpecker (*Picoides borealis*) remain *No Effect*.

In addition, the monarch butterfly (*Danaus plexippus*) was listed as a candidate species in Robeson County on December 17, 2020.

Noise Impacts

An updated Traffic Noise Report was developed during the planning process for the I-6064 project and finalized in December 2020. The analysis found that, for the design year 2040 build condition, 102 residences; 16 places of worship, schools, or parks; 6 businesses were predicted to be impacted due to traffic noise along the entire I-6064 project length. In the I-5879 project area, no potential noise barriers were found to be preliminarily feasible and reasonable.

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

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

Public and Stakeholder Involvement

The signed I-5879 CE was submitted to the North Carolina State Environmental Clearinghouse for review and comment. Responses and comments were received from Department of Environmental Quality, NCDOT, Department of Agriculture, Division of Emergency Management, Natural Heritage Program, and Commission of Indian Affairs. The comments included information about permits that may be applicable, the presence of underground storage tanks and petroleum-release incidents in the area, nearby STIP projects, and coordination with the Lumbee Tribe of North Carolina. Subsequently, coordination with the Lumbee Tribe of North Carolina was conducted in January and February 2019. The I-5879 CE and archeological report were shared with the Tribal Administrator.

During the planning process for I-6064, additional public and stakeholder outreach was conducted through Start of Study letters, agency and stakeholder meetings, newsletters, and public meetings. The following stakeholders were involved in these outreach efforts:

- City of Lumberton Officials
- Robeson County Officials
- Lumber River Council of Governments,
- Catawba Cultural Preservation Project
- Lumbee Tribe of North Carolina
- U.S. Environmental Protection Agency
- USFWS
- USACE
- U.S. Coast Guard
- U.S. Forest Service
- National Park Service (NPS)
- North Carolina State Clearinghouse
- NC Division of Water Resources
- NC Division of Parks and Recreation
- General Public

These outreach meetings and the comments received are detailed in the I-6064 CE and incorporated here by reference. Specific commitments that resulted from this outreach include:

- NCDOT will notify the Catawba Cultural Preservation Project if Native American artifacts and/or human remains are located during the ground disturbance phase of the project
- NCDOT will continue coordination with the Federal Highway Administration, NPS, and North Carolina Division of Parks and Recreation to satisfy Section 7(a) of the Wild and Scenic Rivers Act and the requirements of the North Carolina Natural and Scenic Rivers Act

Conclusion:

The above NEPA documentation has been reevaluated (as required by either 23 CFR 771 or by NC General Statute Chapter 113A Article 1). The current proposed action is essentially the same as the original proposed action reviewed in the 2018 CE. Proposed changes and updated impacts are noted in Section D, and additional commitments are noted on the Green Sheet. 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.

E. Coordination

NCDOT personnel have discussed the current project parameters with qualified NCDOT representatives and FHWA (where applicable). The NCDOT Project Manager, Scott Pridgen, hereby verifies the involvement of the following staff and the incorporation of their technical input:


Design Engineer:	Susan C. Lancaster, PE	8/17/21
Environmental Specialist:	Terry Burhans, PWS, CPSS	8/17/21
FHWA (if applicable):	Loretta Barren	8/17/21
Other:	Name	Date

F. Consultation Approval for NCDOT Project I-5878

Prepared By:

8/17/2021

Date

DocuSigned by:


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Emaly N. Simone, Environmental Planner
 Environmental Planner, Michael Baker International


Prepared For:

NCDOT, Division 6

Reviewed By:

8/17/2021

Date

DocuSigned by:


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James J. Rerko, PWS
 Project Development and Environmental Analysis Engineer, NCDOT

Approved In adherence with 23 CFR 771 (NEPA) or NC General Statute Chapter 113A Article 1 (SEPA), NCDOT approves this Consultation.

or

Certified NCDOT staff certifies if FHWA signature was previously required or where changes have resulted in FHWA signature being required.

8/17/2021

Date

DocuSigned by:

Steve D. Kendall, PE

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Steve D. Kendall, PE
Division Project Development Engineer, NCDOT

FHWA Approved: FHWA signature required for Type I(B) CE, Type II(B) CE, Type III CE, FONSI or ROD.

8/17/2021

Date

DocuSigned by:

Jareda W Bauer

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

G. Project Commitments (as of August 17, 2021)

Robeson County
Interchange Improvements at I-95 Exit 19 (Carthage Rd.)
Federal Project No. NHP-0095(6)24
WBS No. 53079.1.1
TIP No. I-5879

In addition to the standard Section 404 Individual Permit Conditions, any Section 404 Special Conditions, Regional Conditions, State Consistency Conditions, use of the most protective sediment and erosion-control best management practices in NCDOT's Guidelines for Best Management Practices for Protection of Surface Waters, General Certifications, and Section 401 Conditions of Certification the following special commitments have been agreed to by NCDOT:

Division 6 Construction, Resident Engineer's Office – Offsite Detour

In order to have time to adequately reroute school buses, NCDOT will contact Public Schools of Robeson County Transportation at (910) 739-4743 at least one month prior to road closure.

Robeson County Sheriff's Department will be contacted at (910) 671-3100 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

Robeson County Emergency Management will be contacted at (910) 671-3150 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

Robeson County South East Area Transit System (SEATS) will be contacted at (910) 618-5679 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

City of Lumberton Emergency Services will be contacted at (910) 671-3800 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

Division 6 Construction, Resident Engineer's Office – Business and Agricultural Access

To the extent feasibly possible, NCDOT will maintain access to business and agricultural parcels during construction and communicate with property owners about changes in, or limitations to, property access.

Division 6 Construction, Resident Engineer's Office – Construction Noise

NCDOT will make all reasonable efforts to minimize construction noise exposure to sensitive receptors.

Division 6 Construction, Resident Engineer's Office – FEMA Coordination

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the NCDOT Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Hydraulic Unit – Letters of Map Revision

The NCDOT Hydraulic Unit will coordinate with FEMA to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for this project. If required, the Division will submit sealed as-built construction plans to the Hydraulic Unit upon project completion certifying the project was built as shown on the construction plans.

Division 6 Division Planning Engineer – Bicycle/Pedestrian Access During Construction

The Division Project Planning Engineer will coordinate with NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the necessary level of bicycle/pedestrian accommodation during construction.

Division 6 Project Manager Engineer, Right-of-Way Agent, and Resident Engineer's Office - Coordination with Other Projects

NCDOT will coordinate right-of-way, utilities, hydraulics, traffic control, permitting, and construction of I-5879 with NCDOT STIP project I-6064.

Division 6, Division Environmental Officer – Mitigation

The Division Environmental Officer will coordinate with the NC Department of Environmental Quality Division of Mitigation Services to arrange for stream and wetland mitigation of project impacts.

Traffic Control – Traffic Management Plan

The NCDOT Transportation Management Plan will include advertisements of any closures and detour routes, as well as detour signage to mitigate construction related travel time and congestion impacts on emergency services.

Division 6 Construction, Resident Engineer's Office – Northern Long-eared Bat Compliance

NCDOT will avoid tree clearing within 150 feet of known maternity roost trees during the time frame of May 1 – June 30, thus reducing the probability of killing non-volant young. NCDOT will also avoid tree clearing when air temperatures are <40° F at individual project sites where a total of 1.0 acre or more of tree clearing will occur, thus reducing the probability of killing a northern long-eared bat, which may be in short-term torpor.

Division 6, Environmental Coordination and Permitting, Environmental Policy Unit, Aesthetic Engineering Section, Design-Build Team – Section 7(a) of Wild and Scenic Rivers Act Compliance

If design changes during the Design-Build process result in impacts to the Lumber River, NCDOT will coordinate with the National Park Service in Accordance with the Wild and Scenic Rivers Act.

Division 6, Environmental Coordination and Permitting, Environmental Policy Unit, Aesthetic Engineering Section, Design-Build Team – North Carolina Natural and Scenic Rivers Act of 1971 (G.S. 143B-135.140)

If design changes during the Design-Build process result in impacts to the Lumber River, NCDOT will coordinate with the North Carolina Division of Parks and Recreation in accordance with the North Carolina Natural and Scenic Rivers Act.

Division 6, Division Environmental Officer, Design-Build Team – Catawba Indian Nation Coordination

If Native American artifacts and/or human remains are located during the ground disturbance phase of the project, NCDOT will notify the Catawba Cultural Preservation Project.

Division 6, Project Planning Engineer, Design-Build Team – City of Lumberton and Other Local Stakeholder Coordination

NCDOT will continue appropriate coordination with the City of Lumberton and other relevant stakeholders as design for the project continues. Specific items for further coordination include aesthetic considerations for the bridge carrying Carthage Road over I-95.

Division 6, Project Planning Engineer, Design-Build Team – Detour Routes and Signalization

Division 6 will assess any additional impacts that may result from temporary signals, detour routes, or Intelligent Transportation System (ITS) improvements in a separate environmental analysis as needed.

Division 6, NCDOT Design-Build Unit, NCDOT Cultural Resources Unit – Tree Protection

NCDOT, HPO, and FHWA agreed there will be no adverse effect to the Jennings Cotton Mill historic property with commitments for tree protection during construction. FHWA used HPO's concurrence on this finding to reach a *de minimis* finding under Section 4(f) of USDOT regulations. NCDOT will ensure the two trees in the northwest corner of the Jennings Cotton Mill historic property are protected through construction of the project.

Division 6, NCDOT Design-Build Unit, NCDOT Cultural Resources Unit – Effects Meeting

If changes to the designs on the Jennings Cotton Mill historic property change, a new effects meeting will be required.



MEETING SUMMARY

To: Meeting Participants

From: Brian Yamamoto, NV5

Date: December 22, 2020

Re: Lumber River Bridge Replacement Meeting Summary; Project ID: I-6064, I-95 Widening from Exit 13 (I-74) to Exit 22 (US 301/Fayetteville Road) in Robeson County near Lumberton.

An interagency review meeting was held via teleconference on December 8, 2020. The purpose of the meeting was to review functional bridge design information with the NC Division of Parks and Recreation (NCDPR) and Federal Highway Administration (FHWA) representatives and determine appropriate commitments to carry forward in National Environmental Policy Act (NEPA) documentation as the project moves forward into more detailed hydraulic and structural design. The FHWA has determined a Categorical Exclusion (CE) is appropriate documentation for the proposed widening project. The CE is proposed to be completed by December 2020 in order to meet the proposed Design Build let date of June 2021. Due to the need for a timely completion of the CE, it is important to identify how coordination will take place to ensure compatibility with the Natural and Scenic Rivers Act of 1971 (G.S. 143B-135.140 through G.S. 143B-135.172) as administered by NCDPR through the Lumber River State Park Master Plan as details of bridge design and construction methodology are developed in the Design Build process.

MEETING PARTICIPANTS

Chris Anderson	NV5	Dave Head	NCDPR
Loretta Barren	FHWA	Colin Mellor	NCDOT OEP
Jon Blanchard	NCDPR	Nick Mountcastle	NV5
Scott Crocker	NCDPR	Brian Strong	NCDPR
Lane Garner	NCDPR	Brian Yamamoto	NV5
Christine Gears	NCDPR		

PROJECT DISCUSSION

After introductions, Brian Yamamoto provided a summary of the project background. NCDOT STIP Project I-6064 proposes to widen approximately 9.0 miles of I-95 between Exit 13 and Exit 22 in Lumberton, Robeson County. The project will widen the interstate from a total of four to eight lanes, along with interchange and resiliency improvements. Within the project limits, I-95 crosses the Lumber River which has been designated as a State Natural and Scenic River and a North Carolina Paddle Trail. The crossing currently consists of dual bridges that need to be replaced to accommodate the proposed highway widening and elevation. A summary of the existing bridge geometrics, proposed replacement concept, and meeting discussion follows:

Existing Bridges over the Lumber River

- I-95 currently crosses the Lumber River using dual structures each approximately 380 feet long.
- The bridge carrying northbound I-95 traffic (770146) is approximately 34 feet wide. The bridge carrying southbound I-95 traffic (770147) is approximately 81 feet wide. The two structures are separated by approximately 15 feet.
- Both bridges have a recent history of flooding causing closure of I-95 for substantial periods of time.
- Each the northbound and southbound bridge consists of 8 spans at 48 feet length.



- Depending on the varying water level in the Lumber River, each bridge typically has 3-4 bents in the river. The bents supporting the northbound lanes are supported by 5 octagonal piles on each bent. The southbound lanes are supported by four drilled shafts on each bent.
- Drainage from the bridge is currently allowed to drop directly into the Lumber River from the bridge deck.

Proposed Bridge over the Lumber River

- The proposed structure is a single bridge approximately 500 feet long.
- The proposed bridge varies between approximately 162 feet wide and 174 feet wide and will carry eight 12-foot travel lanes, the Carthage Road southbound entrance ramp, a portion of the northbound exit ramp, 13-foot inside shoulders, and 14-foot outside shoulders.
- The proposed structure will be elevated by approximately 12 feet so that I-95 can more quickly return to service following major storm events.
- As shown on the conceptual design, the proposed structure would reduce the number of bents in the Lumber River to two, however, the number and type of piles is not known at this level of functional design. As further hydraulic and structural design continues, the span arrangement and number of bents could change.
- Drainage from the proposed bridge will likely be routed to either end of the bridge, allowing filtration of water before entry into the Lumber River.

Discussion of Conceptual Design and Suggestions for Future Design Consideration

- NCDPR asked about the proposed retaining walls leading up to the new bridge at the Lumber River. Some concern was expressed about additional fill material being placed in the floodway and potential hindrance of wildlife passage at this location. A visualization was provided to show the general location/appearance of these walls and it was explained the use of retaining walls would enable NCDOT to construct the bridge and roadway improvements while minimizing impacts that would otherwise occur with earth slopes. It was also noted the proposed new bridge would increase the open space beneath the bridge carrying I-95 over the Lumber River by approximately 120 feet and should therefore improve wildlife passage over existing conditions.
- NCDPR indicated the Lumber River is designated as both a North Carolina Natural & Scenic River and US Wild & Scenic River. As such, the National Park Service (NPS) will also need to review the proposed improvements to ensure compliance with Section 7(a) of the Wild and Scenic Rivers Act. Brian Yamamoto said the project team has also been in discussion with NPS during project development. NCDOT is currently developing a commitment to include in the CE document regarding future coordination with NPS. NCDPR indicated a similar commitment would be beneficial to ensure the project is consistent with objectives identified in the Lumber River State Park Master Plan.
- NCDPR noted they typically coordinate with NPS on projects that involve a Wild & Scenic River. Since this project is still early in the design phase, NCDPR and NPS will continue discussion with NCDOT and FHWA as more detailed bridge and roadway designs are developed.
- A question was asked about whether the Lumber River's designation as Wild & Scenic would result in a higher-level environmental document being required than a CE. Brian Yamamoto noted the CE template contains a section on Wild & Scenic Rivers and coordination on this topic will be documented appropriately. As such, it is anticipated a CE will provide sufficient environmental documentation for the I-6064 project.
- NCDPR noted a Master Plan for the Lumber River State Park was recently completed. FHWA asked whether this plan identifies any existing or proposed park or paddle trail facilities in the vicinity of I-95. NCDPR stated the nearest resource is McMillian's Beach (accessed via McMillan's Beach Road) just west of Exit 19 (Carthage Road). This site is shown as a Potential Future Launch Point in the Lumber River Master Plan. Additional proximate resources include McNeil's Bridge Access Area (located along Kenric Drive) and Stephens Municipal Park (located along Riverside Drive), both of which are designated as Formal Launch Points. As currently proposed, NCDOT Project I-6064 would not require new right of way from or impact the access to any of these resources along the Lumber River.
- NCDPR stated a primary objective of the Lumber River State Park Master Plan was to identify opportunities to improve accessibility of this paddle trail for recreational use. Although most of the Lumber River State Park property is not located in the vicinity of I-95/Lumberton, NCDPR holds management authority over the entire river in North Carolina.

- NCDPR asked about potential changes to the surrounding flood regime as a result of the proposed improvements, particularly upstream from I-95. NCDOT noted extensive project-level hydraulics modeling has been conducted to evaluate hydraulic effects and minimal upstream impacts to the flood regime are anticipated from the highway project. Minimization to the flood regime has been achieved through improving the structure openings at the Lumber River and its major tributaries.
- NCDPR asked about the proposed multimodal accommodations and whether the City of Lumberton had been included in stakeholder involvement opportunities. NV5 responded that coordination efforts have been ongoing with the City and new bicycle/pedestrian facilities are being included in the project in accordance with the Lumberton Comprehensive Transportation Plan (CTP). In the vicinity of the Lumber River crossing, this includes a proposed 10-foot multiuse path along the new bridge carrying Carthage Road across I-95 at Exit 19. The increased height and span length of the proposed new bridge over the Lumber River could also accommodate a future greenway crossing beneath I-95 at this location.

Action Items

- NCDPR will provide FHWA, NCDOT, and NV5 a copy of the completed Lumber River State Park Master Plan.
- A commitment regarding continued coordination between NCDOT, FHWA, and NCDPR will be included in the I-6064 CE document. A draft of this commitment will be circulated to meeting attendees for comment before the CE is finalized.
- Since the Lumber River is also a designated Wild & Scenic River, continued coordination with NPS will be pursued as the project progresses.

CORRECTIONS & OMISSIONS: This summary is the writer's interpretation of the events, discussions, and transactions that took place during the meeting. If there are any additions and/or corrections, please inform Ms. Christy Huff (chuff@ncdot.gov) or Mr. Brian Yamamoto (brian.yamamoto@nv5.com) in writing within 10 days.

cc: File 2019217.01



MEETING SUMMARY

To: Meeting Participants

From: Brian Yamamoto, NV5

Date: December 22, 2020

Re: Lumber River Bridge Replacement Meeting Summary; Project ID: I-6064, I-95 Widening from Exit 13 (I-74) to Exit 22 (US 301/Fayetteville Road) in Robeson County near Lumberton.

An interagency review meeting was held via teleconference on December 2, 2020. The purpose of the meeting was to review functional bridge design information with National Park Service and Federal Highway Administration representatives and determine appropriate commitments to carry forward in National Environmental Policy Act (NEPA) documentation as the project moves forward into more detailed hydraulic and structural design. The Federal Highway Administration (FHWA) has determined a Categorical Exclusion (CE) is appropriate documentation for the proposed widening project. The CE is proposed to be completed by December 2020 in order to meet the proposed Design Build let date of June 2021. Due to the need for a timely completion of the CE, it is important to identify how coordination will take place to ensure compliance with the Wild and Scenic Rivers Act as details of bridge design and construction methodology are developed in the Design Build process.

MEETING PARTICIPANTS

Chris Anderson	NV5	Christy Huff	NCDOT Division 6
Jennifer Back	NPS	Bob Kopetsky	NCDOT Aesthetics
Anita Barnett	NPS	Colin Mellor	NCDOT OEP
Loretta Barren	FHWA	Nick Mountcastle	NV5
Jeff Duncan	NPS	Brian Yamamoto	NV5

PROJECT DISCUSSION

After introductions, Brian Yamamoto provided a summary of the project background. NCDOT STIP Project I-6064 proposes to widen approximately 9.0 miles of I-95 between Exit 13 and Exit 22 in Lumberton, Robeson County. The project will widen the interstate from a total of four to eight lanes, along with interchange and resiliency improvements. Within the project limits, I-95 crosses the Lumber River which has been designated as Wild and Scenic. The crossing currently consists of dual bridges that need to be replaced to accommodate the proposed highway widening and elevation. A summary of the existing bridge geometrics, proposed replacement concept, and meeting discussion follows:

Existing Bridges over the Lumber River

- I-95 currently crosses the Lumber River using dual structures each approximately 380 feet long.
- The bridge carrying northbound I-95 traffic (770146) is approximately 34 feet wide. The bridge carrying southbound I-95 traffic (770147) is approximately 81 feet wide. The two structures are separated by approximately 15 feet.
- Both bridges have a recent history of flooding causing closure of I-95 for substantial periods of time.
- Each the northbound and southbound bridge consists of 8 spans at 48 feet length.
- Depending on the varying water level in the Lumber River, each bridge typically has 3-4 bents in the river. The bents supporting the northbound lanes are supported by 5 octagonal piles on each bent.



The southbound lanes are supported by four drilled shafts on each bent.

- Drainage from the bridge is currently allowed to drop directly into the Lumber River from the bridge deck.

Proposed Bridge over the Lumber River

- The proposed structure is a single bridge approximately 500 feet long.
- The proposed bridge varies between approximately 162 feet wide and 174 feet wide and will carry eight 12-foot travel lanes, the Carthage Road southbound entrance ramp, a portion of the northbound exit ramp, 13-foot inside shoulders, and 14-foot outside shoulders.
- The proposed structure will be elevated by approximately 12 feet so that I-95 can more quickly return to service following major storm events.
- As shown on the conceptual design, the proposed structure would reduce the number of bents in the Lumber River to two, however, the number and type of piles is not known at this level of functional design. As further hydraulic and structural design continues, the span arrangement and number of bents could change.
- Drainage from the proposed bridge will likely be routed to either end of the bridge, allowing filtration of water before entry into the Lumber River.

Discussion of Conceptual Design and Suggestions for Future Design Consideration

- NPS reminded participants of its mandate under Section 7(a) of the Wild and Scenic Rivers Act to protect and enhance Wild and Scenic rivers and avoid direct and adverse effects on free-flowing river conditions, water quality, and Outstandingly Remarkable Values (ORVs) such as recreation, fish and wildlife, scenery, and botany.
- NPS indicated draining stormwater to one end of the bridge or the other and allowing filtration before entering the Lumber River would improve existing conditions that currently allow stormwater to drain directly from the roadway into the river.
- NPS indicated reducing the piers as shown on the functional design would be a betterment to be considered among other potential impacts of the new bridge and asked if the bents could be removed from the river channel completely. NV5 responded it may or may not be possible to completely span the river channel but revising the span length can be considered during structural design as the project is further developed by a Design Build team.
- NPS observed that the functional design increases the overall bridge length to span more of the area beyond the river's banks and noted this would improve the opportunity for wildlife to pass beneath I-95.
- FHWA noted approval of a Categorical Exclusion (CE) would not be contingent upon completing compliance with Section 7(a) of the Wild and Scenic Rivers Act since much is still unknown about span length, bent locations, piers, and construction methodology, but asked if there were commitments that could be included in the CE to progress the project toward compliance with WSR Act. NPS responded that a commitment to continue coordination with NPS under the WSR should be included in the document and that project construction should not proceed until compliance with Section 7 of the Wild and Scenic Rivers Act is achieved.
- NPS stated that as the project design moves forward engineers should continue to consider improving free flow of the Lumber River, improve and protect water quality, consider structural aesthetics, and protect the ORVs as defined for the Lumber River.
- NPS asked about past public involvement efforts and potential future stakeholder involvement opportunities. NV5 responded a virtual public meeting was held in September 2020 that generated some comments regarding recreational opportunities in the Lumber River. Future stakeholder involvement will be developed in association with the Design Build process moving forward.

Action Items

- The NCDOT and its consultant will develop draft commitment language to be reviewed by FHWA and NPS for inclusion in the Categorical Exclusion.
- Since the Lumber River is a designated Paddle Trail, coordination with the NC State Parks will be pursued and documentation shared with FHWA.

CORRECTIONS & OMISSIONS: This summary is the writer's interpretation of the events, discussions, and transactions that took place during the meeting. If there are any additions and/or corrections, please inform Ms. Christy Huff (chuff@ncdot.gov) or Mr. Brian Yamamoto (brian.yamamoto@nv5.com) in writing within 10 days.

cc: File 2019217.01



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

Governor Roy Cooper

Secretary Susi H. Hamilton

Brian Yamamoto, PE, NV5
3300 Regency Parkway, Suite 100
Cary, NC 27518
RE: NCDOT Project I-6064 - Lumber River crossing

December 15, 2020

The Lumber River is a state-managed, federally designated National Wild & Scenic River. It is also a NC Natural & Scenic River and was designated in 1989. As a NC Natural & Scenic River, it is part of Lumber River State Park and classified as a State Trail within the NC State Parks System. The Lumber River State Park Master Plan ensures State and local protection of the River's outstanding resource values and was utilized by the National Park Service in 1998 to prove the River met the four criteria necessary for a state-managed river designation under Section 2(a)(ii) of the National Wild & Scenic Rivers Act.

In accordance with Section 2(a)(ii) of the Federal Wild & Scenic Rivers Act, NC State Parks is the state-level managing authority tasked with protecting the free-flowing conditions and outstanding resource values of the river. North Carolina's Natural & Scenic Rivers Act of 1971 (*§ 143B-135-172*) protects the natural and scenic conditions of the River and requires evaluation by the General Assembly for any water resources project that may have a "direct and adverse effect" on a state-listed Natural & Scenic River.

Per the State and Federal Acts noted above, NCDOT is the state agency responsible for ensuring compliance with the conditions documented in each Act. One of these conditions includes coordination with the NPS and State Parks to obtain a Section 7 determination for the project. Under the Wild & Scenic Rivers Act regulations, the Section 7 determination is required before the USACE will issue the necessary permits for the project.

As the state-level managing agency, State Parks will coordinate with NPS as well, and with any necessary agencies to assist with natural resource concerns that may arise.

Sincerely,

Christine Gears
Environmental Review Coordinator
NC Division of Parks and Recreation
Phone: (919) 707-8188



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

Governor Roy Cooper

Secretary Susi H. Hamilton

CC:

Liz Hair sarah.e.hair@usace.army.mil

Joanne Steenhuis joanne.steenhuis@ncdenr.gov

Shannon Deaton shannon.deaton@ncwildlife.org

Jeff Duncan jeff_duncan@nps.gov



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Raleigh ES Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726
December 17, 2020

Gregory W. Price
NC Department of Transportation
558 Gillespie Street
Fayetteville, NC 28302

Dear Mr. Price:

This letter is in response to your letter of December 16, 2020 which provided the U.S. Fish and Wildlife Service (Service) with the biological conclusion of the North Carolina Department of Transportation that the proposed widening of I-95 from I-74/US 74 (Exit 13) to US 301/Fayetteville Road (Exit 22) in Robeson County (STIP No. I-6064) may affect, but is not likely to adversely affect the federally threatened wood stork (*Mycteria americana*). The following response is provided in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

According to information provided, a survey for wood storks was conducted at the project site on June 23, 2020. No wood storks or nests were observed. Based on the survey results and other available information, the Service concurs with your conclusion that the proposed action may affect, but is not likely to adversely affect the wood stork. We believe that the requirements of Section 7(a)(2) of the ESA have been satisfied. We remind you that obligations under Section 7 consultation 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 in this review; (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 determined that may be affected by this identified action. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520 (Ext. 32).

Sincerely,

Pete Benjamin
Field Supervisor

Electronic copy:

Liz Hair, USACE, Wilmington, NC
Travis Wilson, NCWRC, Creedmoor, NC



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



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

PROJECT INFORMATION

Project No: I-6064 *County:* Robeson
WBS No: 49067.1.1 *Document:* Federal Categorical Exclusion
F.A. No: *Funding:* State Federal

Federal Permit Required? Yes No *Permit Type:* USACE

Project Description: Widen Interstate 95 from Interstate 74 (Exit 13) to US 301 (Exit 22) through Lumberton in Robeson County. The project will widen I-95 from 4- to 6- or 8-lanes. the study area is approximately 16 kilometers (10 miles) long with a variable width. NOTE: This is an update of the June 2020 form. It includes an addendum by Caleb Smith describing the indirect effects of an increased flood zone due to improvements to the I-95 bridge over the Lumber River.

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. (Attach any notes or documents as needed.)
- No subsurface archaeological investigations were 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.

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

See attached June 2020 archaeological survey report by Melissa McKay/Environmental Services, Inc. and August 2020 addendum by Caleb Smith about possible indirect impacts from an increased flood zone.

SUPPORT DOCUMENTATION

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

Other:

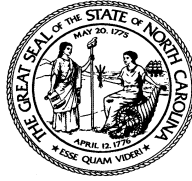
Signed:

CALEB SMITH

9/29/2020

NCDOT ARCHAEOLOGIST

Date



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

October 27, 2020

MEMORANDUM

To: Shelby Reap, Architectural Historian sreap@ncdct.gov
NCDOT/AE/Historic Architecture Group

From: Renee Gledhill-Earley
Environmental Review Coordinator *RGEE for Ramona M. Bartos*

Re: Widen I-95 from I-74/US 74 to US 301/Fayetteville Road, STIP I-6064, Lumberton,
Robeson County, ER 20-0481

Thank you for your August 22, 2020, letter providing additional information in response to our concurrence and questions on June 22, 2020. We have reviewed the additional information and offer the following comments.

We concur that:

- Tanglewood Historic District (RB0737) is likely eligible under Criterion C for Architecture, and under Criterion A for Community Planning and Development.
- Hilly Branch Baptist Church (RB0725) is eligible under Criterion C.
- Back Swamp Baptist Church (RB0728) is eligible under Criterion C.
- McNeill-Bennett Family Cemetery (RB0733) is likely not eligible under any criterion.

These comments are made in accord with G.S. 121-12(a) and Executive Order XVI. If you have questions regarding them, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr, NCDOT mfurr@ncdot.gov



U.S. Department
of Transportation
**Federal Highway
Administration**

North Carolina Division

December 3, 2020

310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601
(919) 856-4346
(919) 747-7030
www.fhwa.dot.gov/ncdiv

In Reply Refer To:
HDA-NC

Renee Gledhill-Earley
Environmental Review Coordinator
State Historic Preservation Office
109 E Jones St MSC 4617
Raleigh, NC 27699

Re: NCDOT I-6064 Project, Section 106 Effects Findings

Dear Ms. Gledhill-Earley:

The Federal Highway Administration, North Carolina Division (FHWA) is serving as the lead agency for compliance with Section 106 of the National Historic Preservation Act (NHPA) for the North Carolina Department of Transportation (NCDOT) I-6064 project, which proposes improvements to Interstate 95 near Lumberton, NC. The I-6064 project proposes to widen I-95 and elevate the vertical grade of parts of the roadway for about nine miles between I-74 (Exit 13) and US 301/Fayetteville Road (Exit 22) in Lumberton. The proposed project will add two through travel lanes in each direction and increase the total number of lanes on this section of I-95 from four to eight. The project will also modernize interchanges and elevate vulnerable sections of the interstate to enhance resiliency against future rainstorm events. Existing bridges at interchanges, overpasses, and river crossings will be replaced, as necessary, to accommodate the widened and/or elevated roadway.

Previous correspondence between your office and NCDOT established the Area of Potential Effects (APE) for the I-6064 project and identified historic properties within the APE. Identification efforts resulted in three historic properties and one historic district that were determined eligible for National Register of Historic Places (NRHP) within the original APE. In coordination with NCDOT and its qualified consultant (NV5), FHWA has taken into account the effects of its undertaking on historic properties and afforded the North Carolina Historic Preservation Office an opportunity to comment on its findings in a virtual meeting held on December 2, 2020. The following individuals attended the meeting:

- Renee Gledhill-Earley (NC HPO)
- Loretta Barren (FHWA)
- Donnie Brew (FHWA)
- Seth Wilcher (FHWA)
- Chris Anderson (NV5)

- Mary Pope Furr (NCDOT)
- Christy Huff (NCDOT)
- Jamie Lancaster (NCDOT)
- Shelby Reap (NCDOT)
- James Renko (NCDOT)
- Nick Mountcastle (NV5)
- Brian Yamamoto (NV5)

During the meeting, Renee Gledhill-Earley represented the North Carolina HPO and concurred with the following:

Hilly Branch Baptist Church (RB0725)

This historic property no longer falls within a revised APE. No design changes are proposed at the nearby Exit 13 interchange, which was the original impetus for considering potential effects to this historic property.

Back Swamp Baptist Church (RB0728)

This historic property no longer falls within a revised APE. No design changes are proposed at the nearby Exit 13 interchange, which was the original impetus for considering potential effects to this historic property.

Jennings Mill (RB0693)

The proposed design for I-6064 will add sidewalks and likely move a utility pole in the northwest corner of the boundary for this historic property. The property will be affected by acquisition of right-of-way, a temporary construction easement, and a permanent utility easement. There are two trees within the easement. NCDOT, HPO, and FHWA agreed there will be no adverse effect to this historic property with commitments for tree protection during construction, and FHWA will use the HPO's concurrence on this effects finding to reach a *de minimis* finding under Section 4(f) of USDOT regulations.

*** Note: Similar effects were previously determined for the I-5879 project, an intersection improvement in anticipation of I-6064. This previous consultation resulted in a finding of no adverse effect and a de minimis conclusion from FHWA under Section 4(f). ***

Tanglewood Historic District (RB0737)

A noise study for I-6064 is not yet complete; however, early indications are that a noise wall will likely be constructed within the NCDOT existing right-of-way adjacent to the Tanglewood Historic District, near the I-95 service road – Capuano Road. No trees will be removed for the construction of the noise wall, and no visual intrusions will be introduced to the historic district. There will be no effect to the Tanglewood Historic District resulting from the noise wall, if it is constructed.

The I-6064 project will raise Roberts Street, which will in turn raise Rowland Avenue. The house located at 401 N. 36th St. is within the boundary for the Tanglewood Historic District, and there will be a temporary construction easement along the parcel line of the property. No construction will impact the fire hydrant located adjacent to the property. Driveway access to the house will be maintained during construction. NCDOT, HPO, and FHWA agreed there is no adverse effect to the Tanglewood Historic District as a result of these construction activities.

The FHWA NC Division office requests your concurrence with the effects findings detailed above, as discussed during the December 2, 2020 virtual meeting. If you have any additional comments or concerns regarding the undertaking within 30 days of receipt of this letter, please contact me at: seth.wilcher@dot.gov. If no response is received within 30 days, we will assume you have no comments or concerns regarding the undertaking and are in agreement with our above determinations, in accordance with 36 CFR 800.5(c)(1).

Sincerely,



Seth Wilcher
Preconstruction and Environment Specialist

I concur with the FHWA's effects findings as described in this letter and discussed in the December 2, 2020 virtual meeting. Further, I understand that the finding of no adverse effect will be used in support of a de minimis determination by FHWA for the project under Section 4(f) of USDOT regulations.

Renee Gledhill-Earley 12-3-2020
Renee Gledhill-Earley, NC Historic Preservation Office Date

From: [Brian Yamamoto](#)
To: [Duncan, Jeffrey R](#); [Barren, Loretta \(FHWA\)](#); [Back, Jennifer](#); [Barnett, Anita](#)
Cc: [Huff, Christy](#); [Nick Mountcastle](#)
Subject: RE: [EXTERNAL] I-95 improvements from Exit 13 to Exit 22 in Robeson County near Lumberton - Lumber River Bridge
Date: Sunday, December 06, 2020 1:18:50 PM

Thanks Jeff,

If I am understanding you correctly, the commitment in the CE documentation will now read something like this:

Division 6, Environmental Coordination and Permitting, Environmental Policy Unit, Aesthetic Engineering Section – Section 7(a) of Wild and Scenic Rivers Act Compliance

The NCDOT will continue coordination with the National Park Service for the proposed replacement of Bridge Numbers 770146 and 770147 carrying I-95 across the Lumber River just south of Exit 19 in accordance with the Wild and Scenic Rivers Act as hydraulic and structural design continue through the development of final Roadway Design Plans. Appropriate measures to preserve and protect the Outstandingly Remarkable Values (ORVs) as defined for the Lumber River will be developed in coordination with the National Park Service for the bridge replacement when more detailed information is available for the bridge design including bent locations, pile types, and construction methodology. NCDOT will provide the Bridge Survey and Hydraulic Design Report, Structure Design Plans, and a Field Analysis performed by a Registered Landscape Architect to document the potential effect of the proposed structure on the Lumber River's Free-Flowing condition and the ORVs on which the segment of the Lumber River within the project limits gained its Scenic designation.

Brian Yamamoto, PE | Senior Project Development Engineer | [NV5](#)
3300 Regency Parkway, Suite 100 | Cary, NC 27518
P: 919.858.1865 | C: 919.606.9716
brian.yamamoto@NV5.com

[Electronic Communications Disclaimer](#)

From: Duncan, Jeffrey R <Jeff_Duncan@nps.gov>
Sent: Friday, December 4, 2020 2:29 PM
To: Brian Yamamoto <Brian.Yamamoto@nv5.com>; Barren, Loretta (FHWA) <Loretta.Barren@dot.gov>; Back, Jennifer <Jennifer_Back@nps.gov>; Barnett, Anita <Anita_Barnett@nps.gov>
Cc: Huff, Christy <chuff@ncdot.gov>; Nick Mountcastle <Nick.Mountcastle@nv5.com>
Subject: Re: [EXTERNAL] I-95 improvements from Exit 13 to Exit 22 in Robeson County near Lumberton - Lumber River Bridge

Looks fine overall. You might insert the word "compliance" and/or "Section 7(a) Determination" in the title to make it clear that NPS must make a positive S7 finding before construction can commence.

Thanks!! Jeff

Jeffrey R. Duncan, PhD.

Regional Aquatic Ecologist

[Science and Natural Resources Management](#)

[Fisheries and Aquatic Resources](#)

National Park Service, Interior Region 2 - South Atlantic Gulf

100 West Martin Luther King, Jr. Blvd. Suite 215

Chattanooga, TN 37402

Ph: (423) 987-6127

I am a current participant of the NPS GOAL Leadership Academy. Ask me about the program!

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From: Brian Yamamoto <Brian.Yamamoto@nv5.com>

Sent: Thursday, December 3, 2020 4:26 PM

To: Barren, Loretta (FHWA) <Loretta.Barren@dot.gov>; Duncan, Jeffrey R <Jeff_Duncan@nps.gov>; Back, Jennifer <Jennifer_Back@nps.gov>; Barnett, Anita <Anita_Barnett@nps.gov>

Cc: Huff, Christy <chuff@ncdot.gov>; Nick Mountcastle <Nick.Mountcastle@nv5.com>

Subject: [EXTERNAL] I-95 improvements from Exit 13 to Exit 22 in Robeson County near Lumberton - Lumber River Bridge

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Hey all,

Resulting from our coordination meeting yesterday regarding the replacement of the existing bridges that carry I-95 over the Lumber River as a part of the overall project to improve I-95 near Lumberton, we agreed that it would be prudent to commit to further coordination in regards to compliance with Section 7 of the Wild and Scenic Rivers Act in the upcoming Categorical Exclusion documentation for the project. You had asked NCDOT to draft a commitment for your review that would be included in the upcoming CE documentation. We propose the following and submit for your review:

Division 6, Environmental Coordination and Permitting, Environmental Policy Unit, Aesthetic Engineering Section – Section 7 of Wild and Scenic Rivers Act Coordination

The NCDOT will continue coordination with the National Park Service for the proposed replacement of Bridge Numbers 770146 and 770147 carrying I-95 across the Lumber River just south of Exit 19 in accordance with the Wild and Scenic Rivers Act as hydraulic and structural design continue through the development of final Roadway Design Plans. Appropriate measures to preserve and protect the Outstandingly Remarkable Values (ORVs) as defined for the Lumber River will be developed in coordination with the National Park Service for the bridge replacement when more detailed information is available for the bridge design including bent locations, pile types, and construction methodology. NCDOT will provide the Bridge Survey and Hydraulic Design Report, Structure Design Plans, and a Field Analysis performed by a Registered Landscape Architect to document the potential effect of the proposed structure on the Lumber River's Free-Flowing condition and the ORVs on which the segment of the Lumber River within the project limits gained its Scenic designation.

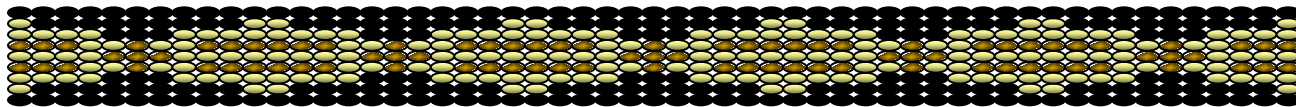
Let me know if this is in line with what you all were thinking after the meeting. Thanks.

Brian Yamamoto, PE | Senior Project Development Engineer | [NV5](#)
3300 Regency Parkway, Suite 100 | Cary, NC 27518
P: 919.858.1865 | C: 919.606.9716
brian.yamamoto@NV5.com

[Electronic Communications Disclaimer](#)

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

Office 803-328-2427
Fax 803-328-5791



March 19, 2020

Attention: Christy Huff
NC Department of Transportation
P.O. Box 1150
Fayetteville, NC 28302

Re. THPO #	TCNS #	Project Description
2020-193-142		Proposed widening of I-95 to eight lanes from I-74/US 74 to US 301/Fayetteville Road in Lumberton, Robeson Co. I-6064

Dear Ms. Huff,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer