

## Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

TIP Project No.	B-4414
WBS Element	38358.1.2
Federal Project No.	N/A

A. Project Description:

This project replaces Beaufort County Bridge No. 060043 on US 264 over Pungo Swamp. The bridge will be replaced on the existing alignment. Traffic will be detoured offsite during construction. The project is shown in Figure 1.

The replacement structure will be a three-span girder bridge approximately 155-feet long providing an average clear deck width of 40-feet. The bridge will include two 12-foot travel lanes and 8-foot offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately 1.5-feet higher than the existing bridge.

Project construction on US 264 will extend approximately 425-feet from the west end of the new bridge and 418-feet from the east end of the new bridge. The approaches will be widened to provide 12-foot travel lanes with 8-foot shoulders (11-feet with guardrail) including 2-foot paved.

Traffic will be detoured offsite during construction. The proposed detour includes SR 1611 (Jones Bridge Road) and SR 1609 (Free Union Church Road).

B. Description of Need and Purpose:

The purpose of the project is to replace a structurally deficient bridge. NCDOT records indicates Bridge 060043 was built in 1925 and has a sufficiency rating of 42.29 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to a superstructure appraisal of 4 out of 9 and functionally obsolete due to a deck geometry appraisal of 4 out of 9 according to Federal Highway Administration (FHWA) standards.

C. Categorical Exclusion Action Classification: TYPE 1A

D. Proposed Improvements:

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117 (e)(1-6).

E. Special Project Information:

The total project cost is estimated to be \$2,350,000 for Construction.

**Offsite Detour** - Beaufort County Emergency Services, along with Beaufort County Schools Transportation, have indicated that the detour is acceptable. NCDOT Division 2 has indicated that Bridge 060159 on SR 1611 (Jones Bridge Road) will be replaced, and SR 1611 and SR 1609 (Free Union Church Road) will be widened and resurfaced along the proposed detour route.

**Design** – Minor Arterial using Regional Tier Guidelines  
 Design Speed – 60 mph  
 No Design Exceptions Required

**Pedestrian and Bicycle Accommodations** – The bridge is not located on a designated bike route nor is there any indication of significant bike or pedestrian usage. Sidewalks are not on existing bridge. Neither permanent nor temporary bicycle or pedestrian accommodations are required for this project; however, based on comments provided by NCDOT indicating potential for pedestrian and bicycle traffic due to the proximity of Northside High School and Northeast Elementary School, 8-foot offsets are provided on the proposed bridge. Bicycle safe railing will be provided.

**Public Coordination** – A local officials meeting was held on Tuesday, April 30, 2019, at Northside High School. The purpose of the meeting was to present project information and receive feedback. Meeting attendees suggested that NCDOT place a message board near the bridge prior to closure to inform drivers that the bridge would soon be closed. The attendees believed that a postcard sent to nearby residents informing them of the closure would be beneficial.

F. Project Impact Criteria Checklists:

<u>Type I &amp; II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked “yes” then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked “yes” then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of “may affect not likely to adversely affect” for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Does the project impact anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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G. Additional Documentation as Required from Section F

**Question #1 – US Fish and Wildlife Service**

The US Fish and Wildlife service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (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 Division 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is “May Affect, Likely to Adversely Affect”. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Division 1-8, which includes Beaufort County, where TIP B-4414 is located.

**Question #8 - Endangered Species Act**

A review of NCNHP records, updated April 2019, indicates one known occurrence of the West Indian manatee within 1.0 mile of the project study area. Based on nearby occurrences and the presence of suitable habitat, the proposed project will have a MAY AFFECT, NOT LIKELY TO ADVERSELY AFFECT for this species. NCDOT will adhere to “*Guidelines for Avoiding Impacts to the West Indian Manatee: Precautionary Measures for Construction Activities in North Carolina Waters*” for this project.

**Question #10 – Buffer Rules**

Streamside riparian zones within the study area are protected under provisions of the Tar-Pamlico River Buffer Rules administered by NCDWR. Pungo Swamp, SB and SC are subject to buffer rule protection. Potential impacts to protected stream buffers will be determined once a final alignment and design have been determined.

**Question #16 – Floodway and Floodplains**

Beaufort County is a participant in the Federal Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). The project is within a **Flood Hazard Zone, designated as Zone AE, for which the 100-year base flood elevations and corresponding regulatory floodway have been established.** Pungo Swamp is a FEMA mapped stream studied by the North Carolina Floodplain Mapping Program by Detailed methods. The bridge is located on DFIRM Panel 6664. No structures will be adversely affected by the water surface elevations from the proposed project.

**Question # 17 – Coastal Area Management Act**

Pungo Swamp, located within the study area, is an Area of Environmental Concern that falls under the jurisdiction of the Coastal Area Management Act. A CAMA permit will be required prior to commencement of construction.

H. Project Commitments

**US 264  
Bridge No. 060043 over Pungo Swamp  
Beaufort County  
Federal Project No. N/A  
WBS No. 38358.1.2  
TIP No. B-4414**

**NCDOT Hydraulics Design Unit - FEMA Coordination**

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

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 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.

**Division Construction – West Indian Manatee**

NCDOT will adhere to “*Guidelines for Avoiding Impacts to the West Indian Manatee: Precautionary Measures for Construction Activities in North Carolina Waters*” for this project.

**NCDOT Hydraulics Design Unit – Buffer Rules**

The Tar-Pamlico River Basin Rule applies to this project.

**Division Construction – Wetlands and Streams**

Wetlands will be cleared by hand. Turbidity curtains will be utilized for in-water work.

**Division Construction, Public Involvement Group – Postcard**

A postcard will be sent to residents notifying of road closure and the off-site detour prior to closure.

**Environmental Coordination & Permitting (ECAP) – CAMA**

A CAMA permit will be required prior to the commencement of construction.

**Division Construction, Resident Engineer’s Office – Offsite Detour**

In order to have time to adequately reroute school buses, Beaufort County Schools will be contacted at least one month prior to road closure at (252) 946-6209.

Beaufort County Emergency Services will be contacted at least one month prior to road closure to make the necessary temporary reassignments to primary response units at (252) 946-2046.

I. Categorical Exclusion Approval

TIP Project No.	<b>B-4414</b>
WBS Element	<b>38358.1.2</b>
Federal Project No.	<b>N/A</b>

**Prepared By:**

7/31/2019 | 5:07 AM

Date

DocuSigned by:

*Stacy Oberhausen*

Stacy B. Oberhausen, PE, CPM  
TGS Engineers

**Prepared For:**

Structures Management Unit  
North Carolina Department of Transportation

**Reviewed By:**

7/30/2019 | 4:03 PM

Date

DocuSigned by:

*Philip S. Harris, III*

Philip S. Harris, III, PE  
Environmental Analysis Unit Head  
North Carolina Department of Transportation



**Approved**

If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.



**Certified**

If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

7/30/2019 | 5:23 PM

Date

DocuSigned by:

*Kevin Fischer*

Kevin Fischer, PE, Assistant State Structures Engineer  
Structures Management Unit  
North Carolina Department of Transportation

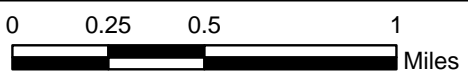
FHWA Approved:

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

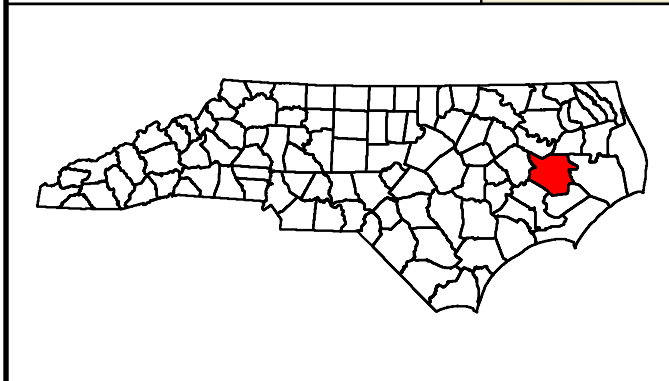
Date


N/A

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



ESRI World Street Basemap




**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**  
 DIVISION OF HIGHWAYS  
 PROJECT DEVELOPMENT &  
 ENVIRONMENTAL ANALYSIS BRANCH

**VICINITY MAP**  
**Beaufort County, NC**  
**Replace Bridge No. 43 on US 264**  
**over Pungo Creek**  
**B-4414**

Date: 1-8-2015  
  
**Figure 1**





**15-02-0001*****Brief description of review activities, results of review, and conclusions:***

Bridge No. 43 is located west of Belhaven and northeast of Bath in the northern portion of Beaufort County, North Carolina. The project area is plotted in the southwest corner of the Pantego USGS 7.5' topographic quadrangle (Figure 1).

A map review and site file search was conducted at the Office of State Archaeology (OSA) on February 19, 2015. Two previously recorded archaeological sites (31BF248 and 31BF256) are recorded within the APE, while another seven sites (31BF228–31BF231, 31BF247, 31BF249, and 31BF253) are identified within a mile of the bridge. According to the North Carolina State Historic Preservation Office online data base (HPOWEB 2015), there are no known historic architectural resources within the APE that may yield intact archaeological deposits. Topographic maps, USDA soil survey maps, aerial photographs (NC One Map), historic maps (North Carolina maps website) and Google Street View application were examined for information on environmental and cultural variables that may have contributed to prehistoric or historic settlement within the project limits and to assess the level of ground disturbance. An archaeological field investigation was carried out on March 11, 2015, to evaluate the project area.

Bridge No. 43 and US 264 cross Pungo Creek from the northeast to the southwest. The stream drains to the east into the Pungo River. These waterways are part of the Tar-Pamlico drainage basin. The APE resides along a floodplain/marsh with low stream terraces at either end (Figure 2). The area consists of a forested floodplain/marsh and mostly clear residential properties along the eastern terrace and a church property on the western terrace. Previous ground disturbances included buried utilities and channelizing of the creek.

The APE is composed of five soil types according to the USDA soil survey map (see Figure 2). The floodplain/marsh is made up of Muckalee loam (Me), Hyde loam (Hy), and Augusta fine sandy loam (At). These three series are nearly level, very to somewhat poorly drained, and subject to frequent flooding. Usually, these soils are unlikely to yield any significant cultural resources associated with early settlement activities due to being persistently wet. The stream terraces consist of Altavista fine sandy loam (AaA) in the northeast and Seabrook loamy sand (Sb) to the southwest. These series have slope less than 2 percent and are considered moderately well drained. Typically, these soils types would be tested for cultural material since they are considered dry.

A review of the site files shows that the project area was previously surveyed in 1992 by NC DOT archaeologists for the widening of US 264 (TIP R-2601). This investigation resulted in the identification of nine sites (31BF228–31BF231, 31BF247–31BF249, 31BF253, and 31BF256) along US 264 within a mile of the bridge, two (31BF248 and 31BF256) of which fall within the APE. All of the sites except for 31BF248 were determined ineligible for the National Register of Historic Places (NRHP) and required no further work. This includes site 31BF256, which is a historic isolated find. Site 31BF248 on the other hand is reported to consist of the remains of a plank road and boat crossing or bridge as well as a boat landing located on the southside of the current bridge (Figures 3 and 4). During the R-2601 investigation, no historical documentation pertaining to the site was found. Interviews with residents suggested that creek was used to transport goods, but information on an early landing at 31BF248 was not known. The review of the 1957 general reconstruction plans for Project 1050 (US 264) found that the road improvements at that time consisted of widening on existing location and did not indicate the remains of an earlier crossing. Shovel tests were placed as near as possible to the remains but failed to yield artifacts. It is thought that the remains date to the 19th or early 20th century. Avoidance was recommended for Site 31BF248. If the site could not be avoided, then further work was recommended to determine if it's eligible for the National Register.

**15-02-0001**

Lastly prior to fieldwork, a historic map review was conducted. Most early maps from the 18th and 19th centuries provide only general details concerning the region illustrating just major roads, settlements, and drainages. The 1818 Clements and Price map of *The Country Between the Roanoke and Pungo River* is the first map that was reviewed which identifies a bridge at the current project location (Figure 5). This map labels the Pungo Bridge and depicts a road with a similar alignment as US 264 to the north and SR 1718 (Yeatesville Road) to the south. Although this map confirms an early 19th century bridge at or near the current bridge, it does not authenticate that the wooden remains at site 31BF248 are this bridge. The remaining wooden post could be part of a later structure as this route from Bath has been continually in use. Improvements to the route during the 19th century can be seen in J.H. Colton's 1854 map of North Carolina (Figure 6). This map shows the early alignment of US 264 and the community of Pungo Creek, which would later become Yeatesville. The road appears to cross at or near the current crossing. The 1908 Beaufort County Geological map gives a clearer picture of the project area showing the bridge and nearby homes and churches (Figure 7). These buildings are situated well away from the bridge and do not fall within the APE. Subsequent 20th century maps provide no further or useful information. From this review, a bridge within or very near the project area has been in use since 1818. The remains of one of these early bridges appear to be 31BF248, which falls within the project limits. All other historic structures are outside APE and will not be encountered.

The current archaeological field investigation at Bridge No. 43 consisted of a surface inspection and evaluation of the wooden remnants at site 31BF248 (see Figure 2). No subsurface testing was deemed necessary since the project area was previously investigated with test pits during the R-2601 project. Wooden remains were seen mostly below the water surface (Figures 8 and 9). These consist of a series of round post that range from approximately 3 to 6 feet (ca. 1 to 2 m) in length lying horizontally side by side along both banks. The posts appear to be about 4 in (ca. 10 cm) in diameter. Six vertical posts were observed standing in the water near the western bank, while one vertical post was seen on the east side (Figure 10). The size of the vertical post is unclear, but they are slightly larger than the horizontal post. The remains stretch for approximately 50 feet (15 m) along the eastern bank and 32 feet (10 m) along the western bank. The river current has shifted some of the horizontal post downstream, but otherwise the condition of the site seems to be stable and resembles the site description from the R-2601 project report (Figure 11). Conversations with the caretaker at nearby Mt. Zion Church and local property owners did not reveal any new information for site 31BF248. No one knew for sure if the posts were part of an older bridge or part of a dock (for a ferry crossing). The visible posts are not part of any plank road that traversed the region. No plank roads are recorded in the area and the posts present are not typical used for these roads. The history of the crossing is imprecise. As previously noted, the first recorded bridge is in 1818 with the next mention nearly a 100 years later in 1908. The present bridge is reported to have been built in 1925 and rebuilt or refurbished in 1956 (Figure 12). It is suggested that wooden remains could be part of the 1925 bridge as it is aligned with the old alignment (prior to 1957) for NC 264, but this could not be verified. In addition, an exhausted search through periodicals and internet resources could not produce any significant event or purpose at the bridge site. These remains have low research potential, are not associated with a significant event or people, do not show a distinctive design or construction, and do not have a part in the community's cultural tradition or identity. It is also doubtful that these remains are those of the 1818 bridge, but more likely those of an early 20th century bridge. As a result with this uncertainty and lack of significant elements, site 31BF248 is determined not eligible for the NRHP.

The archaeological investigations for the proposed replacement of Bridge No. 43 show that no significant archaeological sites are within the APE. A previous survey has identified sites 31BF248 and 31BF256 within the project limits. Site 31BF256 was previously determined not eligible for the NRHP, while the current investigation recommended 31BF248 as not eligible. No further archaeological work is required for replacement of Bridge No. 43 in Beaufort County. However, additional work will be required should design plans change to encompass property outside of the currently defined APE.

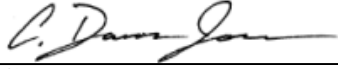
**15-02-0001**

**SUPPORT DOCUMENTATION**

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

Other: **images of historic maps consulted**

Signed:



**C. Damon Jones**  
**NCDOT ARCHAEOLOGIST**

4/2/15

**Date**

15-02-0001



## HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

### PROJECT INFORMATION

<b>Project No:</b>	B-4414	<b>County:</b>	Beaufort
<b>WBS No.:</b>	38358.1.2	<b>Document Type:</b>	PCE or CE
<b>Fed. Aid No:</b>	BRSTP-0264(31)	<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	
<b>Project Description:</b> Replace Bridge No. 43 on US 264 over Pungo Creek.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

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

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on February 4, 2015. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined as 1000' from each end of the bridge and 75' from the centerline each way. South of the bridge is a one-story frame church built 1983; the structure is under 50 years of age and not eligible for National Register listing. North of the bridge are several frame houses and mobile homes dating from 1930s, mid-20<sup>th</sup> Century, and the 1990s. All of the structures are unremarkable and not eligible for National Register listing. Bridge No. 43 is also not eligible based on the NCDOT Historic Bridge Inventory. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.

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

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Beaufort County survey, Beaufort County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present.

### SUPPORT DOCUMENTATION

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

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

*Kate Hubbel*

2/4/2015

NCDOT Architectural Historian

Date

Historic Architecture and Landscapes NO SURVEY REQUIRED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.