

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>B-4751</u>
W.B.S. No.	<u>38523.1.1</u>
Federal Project No.	<u>BRZ-1935(2)</u>

A. Project Description:

The purpose of this project is to replace Gaston County Bridge No. 203 on SR 1935 (Willowside Dr.) over Stanley Creek. Bridge No. 203 is 71 feet long. The replacement structure will be a bridge approximately 100 feet long providing a minimum 30 feet clear deck width. The bridge will include two 11-foot lanes and 4-foot minimum 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 the same as the existing structure.

The approach roadway will extend approximately 166 feet from the southeast end of the new bridge and 149 feet from the northwest end of the new bridge. The approaches will be widened to include a 22-foot pavement width providing two 11-foot lanes. Six-foot shoulders, four-feet which are paved, will be provided on each side (9-foot shoulders where guardrail is included). The roadway will be designed as a Rural Local Route using Sub-Regional Tier guidelines with a 50 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1).

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 203 has a sufficiency rating of 37.7 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to structural evaluation of 2 out of 9 according to Federal Highway Administration (FHWA) standards. The bridge also meets the criteria for functionally obsolete due to deck geometry of 2 out of 9.

The superstructure and substructure of Bridge No. 203 have timber elements that are fifty-three years old. Timber components have a typical life expectancy between 40 to 50 years due to the natural deterioration rate of wood. Rehabilitation of a timber structure is generally practical only when a few elements are damaged or prematurely deteriorated. However, past a certain degree of deterioration, most timber elements become impractical to maintain and upon eligibility are programmed for replacement. Timber components of Bridge No. 203 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities; therefore the bridge is approaching the end of its useful life.

Bridge No. 203 carries 500 vehicles per day with 1,600 vehicles per day projected for the year 2040. The posted weight limit on the bridge is 12 tons for single vehicles and 15 tons for truck-tractor semi-trailers. The bridge is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations.

C. Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
 - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - b. Widening roadway and shoulders without adding through lanes
 - c. Modernizing gore treatments
 - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
 - e. Adding shoulder drains
 - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - g. Providing driveway pipes
 - h. Performing minor bridge widening (less than one through lane)
 - i. Slide Stabilization
 - j. Structural BMP's for water quality improvement

2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
 - a. Installing ramp metering devices
 - b. Installing lights
 - c. Adding or upgrading guardrail
 - d. Installing safety barriers including Jersey type barriers and pier protection
 - e. Installing or replacing impact attenuators
 - f. Upgrading medians including adding or upgrading median barriers
 - g. Improving intersections including relocation and/or realignment
 - h. Making minor roadway realignment
 - i. Channelizing traffic
 - j. Performing clear zone safety improvements including removing hazards and flattening slopes
 - k. Implementing traffic aid systems, signals, and motorist aid
 - l. Installing bridge safety hardware including bridge rail retrofit

3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
 - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
 - b. Rehabilitating or replacing bridge decks

- c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
 - d. Replacing a bridge (structure and/or fill)
4. Transportation corridor fringe parking facilities.
 5. Construction of new truck weigh stations or rest areas.
 6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
 7. Approvals for changes in access control.
 8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
 9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
 10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
 11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
 12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
 13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
 14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information:

The estimated costs, based on 2014 prices are as follows:

Structure	\$ 323,000
Roadway Approaches	162,000
Structure Removal	21,000
Misc. & Mob.	125,000
Eng. & Contingencies	94,000
Total Construction Cost	\$ 725,000
Right-of-way Costs	17,000
Right-of-way Utility Costs	23,000
Total Project Cost	\$ 765,000

Estimated Traffic:

Current	-	500 vpd
Year 2040	-	1600 vpd
TTST	-	1%
Dual	-	4%

Accidents: Traffic Engineering has evaluated a recent three year period and found one accidents occurring in the vicinity of the project. None were associated with the geometry of the bridge or its approach roadways.

Design Exceptions: There are no anticipated design exceptions for this project.

Pedestrian and Bicycle Accommodations: This portion of SR 1935 is not a part of a designated bicycle route nor is it listed in the Transportation Improvement Program (TIP) as a bicycle project. However Stanley Creek is shown as an "Opportunity Corridor" on the Gaston County Carolina Thread Trail Master Plan, SR 1935 serves as a connector route between Old NC 27 Gaston County Bicycle Route 2 (Cherryville-Mt. Holly and Sandy Ford Rd.). The "Opportunity Corridor" is currently not funded and does not have a specific plan for which side the greenway would be on, therefore NCDOT cannot plan for as a part of this project. The NCDOT Division of Bicycle and Pedestrian Transportation indicated the presence of bicyclists and pedestrians crossing the bridge. As a result, 4-foot offsets on each side and bike safe rail will be included in the design. Four-foot paved shoulders should be constructed on either side of the bridge for the length of the project to allow for a future sidewalk on one side of the bridge, if warranted for the future. After coordination with Gaston County and the Gaston County MPO they concur with NCDOT's recommendations.

Bridge Demolition: Bridge No. 203 is constructed entirely of timber and steel and should be possible to remove with no resulting debris in the water based on standard demolition practices.

Alternatives Discussion:

No Build – The no build alternative would result in eventually closing the road which is unacceptable due to the deteriorating condition of the bridge.

Rehabilitation – The bridge was constructed in 1961 and the timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the timber components which would constitute effectively replacing the bridge.

Offsite Detour – Bridge No. 203 will be replaced on the existing alignment. Traffic will be detoured offsite (see Figure 1) during the construction period. NCDOT Guidelines for Evaluation of Offsite Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from the offsite detour. The offsite detour for this project would include SR 1918 (Stanley Lucia Rd.), SR 1934 (Lowland Dairy Rd.), and SR 1923 (Old Highway 27). The majority of traffic on the road is through traffic. The detour for the average road user would result in 4 minutes additional travel time 2.5 miles additional travel. Up to a 12-month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that on the basis of delay alone, the detour is acceptable. Gaston County Emergency Services along with Gaston County Schools Transportation have also indicated that the detour is acceptable. NCDOT Division 12 has indicated the condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concurs with the use of the detour.

Onsite Detour – An onsite detour was not evaluated due to the presence of an acceptable offsite detour.

Staged Construction – Staged construction was not considered because of the availability of an acceptable offsite detour.

New Alignment – Given that the alignment for SR 1935 is acceptable, a new alignment was not considered as an alternative.

Other Agency Comments:

The N.C. Wildlife Resource Commission and U.S. Fish & Wildlife Service in standardized letters provided a request that they prefer any replacement structure to be a spanning structure.

Response: NCDOT will be replacing the existing bridge with a new bridge.

The **Catawba Lands Conservancy** owns property both north and south of Bridge No. 203. They request a No-Build alternative be included on the list of alternatives for this project.

Response: No-build alternate was taken into consideration but due to the deteriorating condition of the bridge the No-Build alternate is not feasible. An On-site Mitigation Evaluation was completed by NCDOT Biologists in July 2011. There is no On-site Mitigation potential for this project.

The **N.C. Division of Water Quality** states that Stanley Creek is a Class WS-IV 303(d) Waters of the State. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDWQ requests that road design plans provide treatment of the storm water runoff best management practices.

Response: NCDOT will comply with all storm water requirements through the Post- Construction Storm water Program under the Department's NPDES Storm water Permit (NCS000250).

The **Army Corps of Engineers** and the **Eastern Band of Cherokee Indians** had no special concerns for this project.

Public Involvement:

A newsletter has been sent to all those living along SR 1935. No comments have been received to date.

Based on the lack of responses to the newsletter, a Public Meeting was determined unnecessary.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions

<u>ECOLOGICAL</u>	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<u> x </u>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	<u> </u>
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<u> x </u>

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|-----|--|--------------------------|--------------------------|
| (4) | If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated? | <u> x </u> | <input type="checkbox"/> |
| (5) | Will the project require the use of U. S. Forest Service lands? | <input type="checkbox"/> | <u> x </u> |
| (6) | Will the quality of adjacent water resources be adversely impacted by proposed construction activities? | <input type="checkbox"/> | <u> x </u> |
| (7) | Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)? | <input type="checkbox"/> | <u> x </u> |
| (8) | Will the project require fill in waters of the United States in any of the designated mountain trout counties? | <input type="checkbox"/> | <u> x </u> |
| (9) | Does the project involve any known underground storage tanks (UST's) or hazardous materials sites? | <input type="checkbox"/> | <u> x </u> |

PERMITS AND COORDINATION

YES NO

- | | | | |
|------|--|--------------------------|--------------------------|
| (10) | If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)? | <input type="checkbox"/> | <u> x </u> |
| (11) | Does the project involve Coastal Barrier Resources Act resources? | <input type="checkbox"/> | <u> x </u> |
| (12) | Will a U. S. Coast Guard permit be required? | <input type="checkbox"/> | <u> x </u> |
| (13) | Could the project result in the modification of any existing regulatory floodway? | <u> x </u> | <input type="checkbox"/> |
| (14) | Will the project require any stream relocations or channel changes? | <input type="checkbox"/> | <u> x </u> |

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

YES NO

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|------|---|--------------------------|--------------|
| (15) | Will the project induce substantial impacts to planned growth or land use for the area? | <input type="checkbox"/> | <u> x </u> |
| (16) | Will the project require the relocation of any family or business? | <input type="checkbox"/> | <u> x </u> |
| (17) | Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population? | <input type="checkbox"/> | <u> x </u> |

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|------|---|--------------------------|--------------------------|
| (18) | If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor? | <u> x </u> | <input type="checkbox"/> |
| (19) | Will the project involve any changes in access control? | <input type="checkbox"/> | <u> x </u> |
| (20) | Will the project substantially alter the usefulness and/or land use of adjacent property? | <input type="checkbox"/> | <u> x </u> |
| (21) | Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness? | <input type="checkbox"/> | <u> x </u> |
| (22) | Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)? | <u> x </u> | <input type="checkbox"/> |
| (23) | Is the project anticipated to cause an increase in traffic volumes? | <input type="checkbox"/> | <u> x </u> |
| (24) | Will traffic be maintained during construction using existing roads, staged construction, or on-site detours? | <u> x </u> | <input type="checkbox"/> |
| (25) | If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility? | <u> x </u> | <input type="checkbox"/> |
| (26) | Is there substantial controversy on social, economic, or environmental grounds concerning the project? | <input type="checkbox"/> | <u> x </u> |
| (27) | Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project? | <u> x </u> | <input type="checkbox"/> |
| (28) | Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places? | <input type="checkbox"/> | <u> x </u> |
| (29) | Will the project affect any archaeological remains which are important to history or pre-history? | <input type="checkbox"/> | <u> x </u> |
| (30) | Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | <u> x </u> |
| (31) | Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? | <input type="checkbox"/> | <u> x </u> |

- (32) Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers? x

F. Additional Documentation Required for Unfavorable Responses in Part E

Response to Question 2: Habitat is present along roadsides for the Schweinitz's sunflower. There is also a section along Stanley Creek near the project study area boundary that provides suitable habitat. An updated survey was conducted on October 1, 2013. No individuals of this species were observed. The NHP database (updated April 2014) does not list any Schweinitz's sunflower populations within one mile of the study area. Based on this information, Schweinitz's sunflower will have No Effect on this project.

A US Fish and Wildlife Service proposal for listing the Northern Long-eared Bat (*Myotis septentrionalis*) as an Endangered species was published in the Federal Register in October 2013. The listing may become effective as soon as October 2014. Furthermore, this species is included in USFWS's current list of protected species for Gaston County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.

Response to Question 13: 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).

G. CE Approval

TIP Project No.	<u>B-4751</u>
W.B.S. No.	<u>38523.1.1</u>
Federal Project No.	<u>BRZ-1935(2)</u>

Project Description:

The purpose of this project is to replace Gaston County Bridge No. 203 on SR 1935 (Willowside Dr.) over Stanley Creek. Bridge No. 203 is 71 feet long. The replacement structure will be a bridge approximately 100 feet long providing a minimum 30 feet clear deck width. The bridge will include two 11-foot lanes and 4-foot minimum 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 the same as the existing structure.

The approach roadway will extend approximately 166 feet from the southeast end of the new bridge and 149 feet from the northwest end of the new bridge. The approaches will be widened to include a 22-foot pavement width providing two 11-foot lanes. Six-foot shoulders, four-feet which are paved, will be provided on each side (9-foot shoulders where guardrail is included). The roadway will be designed as a Rural Local Route using Sub-Regional Tier guidelines with a 50 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1).

Categorical Exclusion Action Classification:

<u> </u>	TYPE II(A)
<u> x </u>	TYPE II(B)

Approved:

<u>6/13/14</u> Date	<u>William F. Lockman</u> Bridge Project Development Engineer Project Development & Environmental Analysis Unit
<u>6-13-14</u> Date	<u>John Williams</u> Project Engineer Project Development & Environmental Analysis Unit
<u>6-13-14</u> Date	<u>Natalie Duckhart</u> Project Planning Engineer Project Development & Environmental Analysis Unit

For Type II(B) projects only:

<u>6-19-14</u> Date	<u>Michael J. Sullivan</u> John F. Sullivan, III, PE, Division Administrator Federal Highway Administration
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PROJECT COMMITMENTS:

**Gaston County
Bridge No. 203 on SR 1935
Over Stanley Creek
Federal Aid Project No. BRZ-1935(2)
W.B.S. No. 38523.1.1
T.I.P. No. B-4751**

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

In order to have time to adequately reroute school busses, Gaston County Schools will be contacted at (704) 866-6182 at least one month prior to road closure.

Gaston County Emergency Services will be contacted at (704) 866-3300 at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

Hydraulic Unit – FEMA Coordination

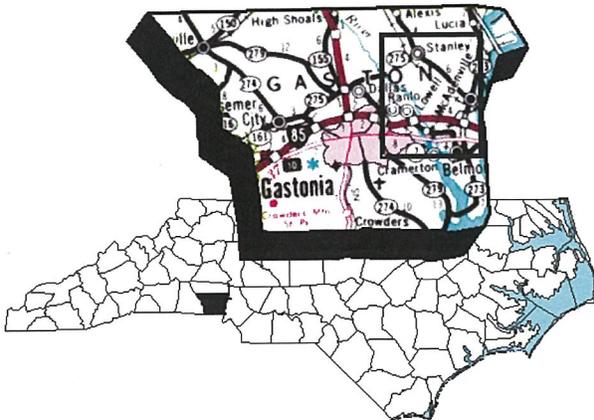
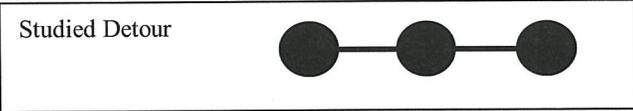
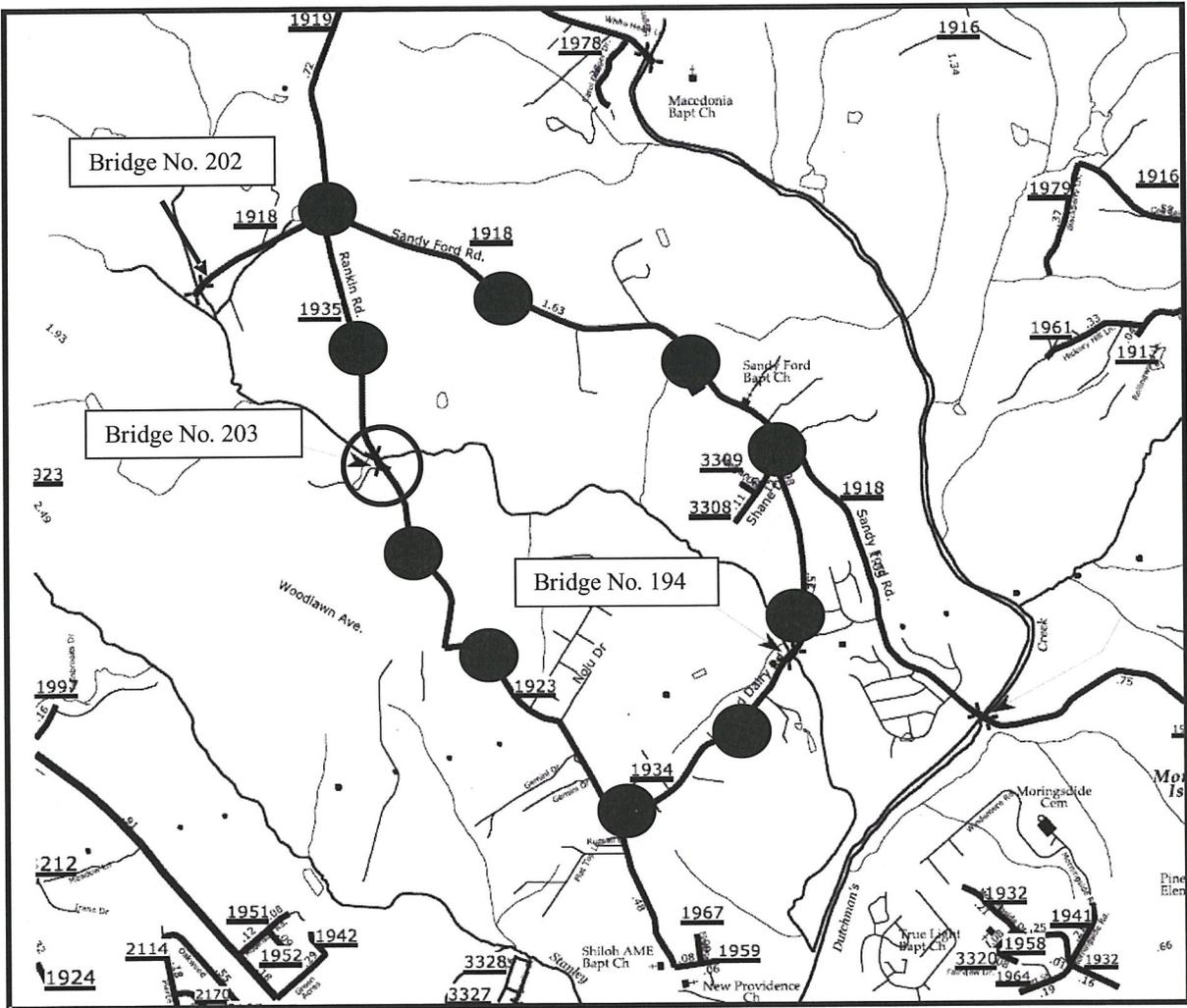
The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

Division Construction-FEMA

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 Twelve Construction, Roadway Design- Bike and Pedestrian Accommodations

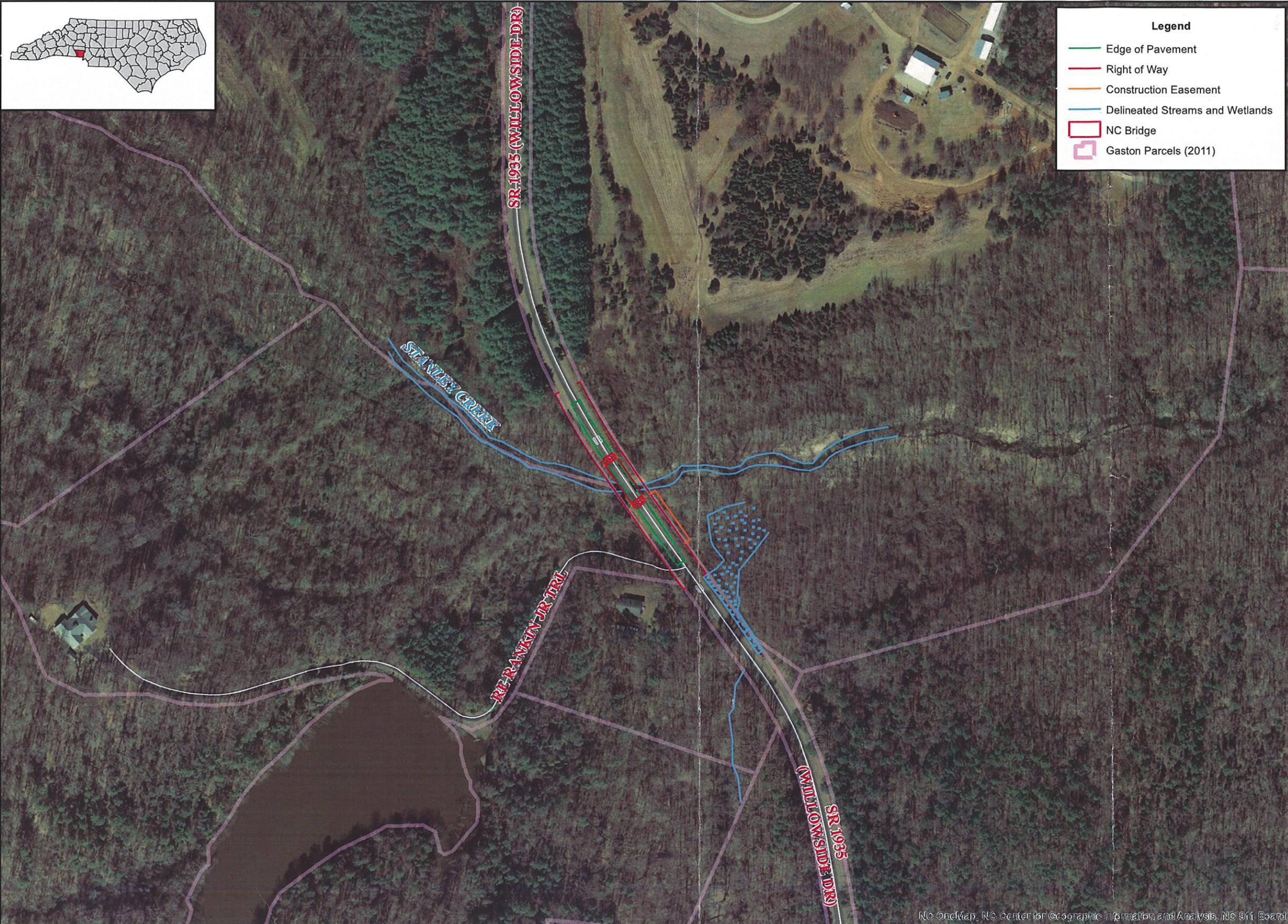
NCDOT Division of Bike and Pedestrian recommend a minimum of 4-foot offsets be reserved on each side of the bridge to accommodate those users safely. Paved shoulders, 4-foot in width, should be constructed on either side of the bridge for the length of the bridge. This will allow space for a future sidewalk on one side of the bridge.



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

**GASTON COUNTY
REPLACE BRIDGE NO. 203 ON SR 1935
OVER STANLEY CREEK
B-4751**

Figure 1



By: J.TORTORELLA



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS UNIT

**ALTERNATE 1 : REPLACE IN PLACE
BRIDGE No. 203 ON SR 1935
(WILLOWSIDE DRIVE OVER
STANLEY CREEK**
GASTON COUNTY
TIP PROJECT B-4751



County:
GASTON

Div: 12	TIP# B-4751
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WBS:
38523.1.1

Date:
MAY 2014

**Figure
2**

11-02-0025

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: B-4751 County: Gaston
 WBS No: 38523 Document:
 F.A. No: Funding: State Federal

Federal (USACE) Permit Required? Yes No Permit Type:

Project Description:

Replace Bridge 203 on SR 1935 over Stanley Creek

SUMMARY OF CULTURAL RESOURCES REVIEW**Brief description of review activities, results of review, and conclusions:**

Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on March 10, 2011. Based on this review, there were no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). There is one house in the APE of this project. According to Gaston County GIS tax data, the house was constructed in 1954. This property does not meet the criteria for National Register eligibility.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

The Gaston County Tax Parcel Data includes year built data along with a current photograph of the property. This data is considered valid for the purposes of determining the likelihood of historic resources being present.

SUPPORT DOCUMENTATION

See attached: Maps

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL**NO SURVEY REQUIRED**


 NCDOT Cultural Resources Specialist

3/10/2011
 Date

11-02-0025

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No:	B-4751	County:	Gaston
WBS No:	38523.1.1	Document:	PCE
F.A. No:	BRZ-1935(2)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal (USACE) Permit Required?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type:	
Project Description: Replace Bridge No. 203 on SR 935 over Stanley Creek. No design information was provided. An aerial photograph shows a study area that includes a 37-meter (120-foot) wide corridor that extends from the bridge for 137 meters (450 feet) in each direction.			

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions: Review included examination of aerial photograph, topographic map, soil survey, and listings of previously recorded sites, previous archaeological surveys, and previous environmental reviews at the Office of State Archaeology. Aerial photograph shows the project area is wooded. There is one residence located in the southwest quadrant. Topographic map (Mt. Holly, N.C.) shows the landforms in all four quadrants are gently sloped floodplains. A small stream joins Stanley Creek near the southwest quadrant. Soil survey shows the soils near the bridge and stream are frequently flooded. Soil on the ridgetoe in southwest quadrant is sloped, and soil on ridgetoe in northwest and northeast quadrants is eroded. There are no previously recorded archaeological sites nearby, and the A.P.E. has not been previously surveyed for archaeological sites. The A.P.E. has not been part of any projects that have been through environmental review.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE: The review indicates the A.P.E. has low to moderate potential for archaeological sites. The topographic features appear to have some potential, but the soil adjacent to the bridge is poorly drained, and the soil on the higher elevations is either steep or eroded.

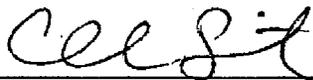
SUPPORT DOCUMENTATION

Map(s), Previous Survey Info, Photos, Correspondence, Notes

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL

NO SURVEY REQUIRED Archaeology Historic Architecture

Caleb Smith



4/1/2011

NCDOT Cultural Resources Specialist

Date