CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	**I-0914B REVISED PCE**
WBS Project No.	**38688.1.1**
Federal Project No.	**IMS-085-4(112)214**

A. Project Description: (Include project scope and location and refer to the attached project location map.)

Pavement rehabilitation (replacement or resurfacing), rehabilitation and/or replacement of project drainage system, replacement of seven (7) structures (Bridge Numbers 900027, 900049, 900050, 900061, 900063, 920048 and 920049), rehabilitation of ten (10) structures (Bridge Numbers 900054, 900055, 900057, 900060, 900064, 900113, 920002, 920010, 920040 and 920051) replace/upgrade guardrail and signing upgrades of I-85 from US 158 (Milepost 213.5) in Vance County to the North Carolina-Virginia State Line in Warren County. The project length is approximately 20.6 miles long. The vicinity map for the project is shown in Figure 1.

This project will require additional right-of-way and easements (permanent and temporary), see the following table.

Section	Easements	Right-of-Way
I-0914BA	1.215 acres	0.570 acres
I-0914BB	0.161 acres	0.155 acres
Total	**1.376 acres**	**0.725 acres**

B. Purpose and Need:

The purpose of this project is to address the deteriorating pavement conditions (infrastructure maintenance), improve operations and safety, and bridge rehabilitation and/or replacement on I-85 in Vance and Warren Counties.

The need for the proposed project is interstate maintenance and upgrade to current standards. All of the bridges have insufficient vertical clearance. The clearance deficits range from two (2) inches to two (2) foot. This project will improve vertical clearance of the bridges, therefore improving the operations and safety of the facility.

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: (Include Environmental Commitments and Permits Required.)

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 will become effective on or before April, 2015. This species is not currently included in USFWS's list of protected species for Vance and Warren Counties. 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.

Environmental Commitments:

See the attached Project Commitments (Green Sheets) for the project.

Permits Required:

This project is subject to Section 401 Water Quality Certification and Section 404 Permitting.

Public Involvement:

NCDOT has scheduled two (2) informal drop-in style Public Meetings, as noted below, to inform the public about the project:

- **February 10, 2015, 5:00pm – 7:00pm**
  H Leslie Perry Library, 205 Breckenridge St, Henderson, NC

- **February 12, 2015, 5:00pm – 7:00pm**
  Norlina Fire Department, 102 Center St, Norlina, NC

Additional components of the Public Involvement Plan for the project are under development.

Jurisdictional Issues within Project Area:

Table 1. Jurisdictional characteristics of water resources in the study area

Map ID	Classification	Compensatory Mitigation Required	River Basin Buffer	Length (feet)	Impacts Within Construction Limits (ft)**
Hydrologic Unit 03010102					
Nutbush Creek	Perennial	Yes	Not Subject	260	25
SA	Intermittent	Yes	Not Subject	0	0
SB	Perennial	Yes	Not Subject	1269	25
SC	Intermittent	Yes	Not Subject	256	45
SD	Perennial	Yes	Not Subject	72	55
SE	Intermittent	Yes	Not Subject	37	40
SF	Intermittent	Yes	Not Subject	32	35
SG	Perennial	Yes	Not Subject	387	45
SH	Perennial	Yes	Not Subject	23	0
SI	Intermittent	Yes	Not Subject	44	0
SJ	Intermittent	Yes	Not Subject	30	40
SK	Intermittent	Yes	Not Subject	184	0
SL	Perennial	Yes	Not Subject	46	20
SM	Intermittent	Yes	Not Subject	51	35
SM	Perennial	Yes	Not Subject	13	0
SN	Perennial	Yes	Not Subject	148	45
SO	Perennial	Yes	Not Subject	10	50
SP	Intermittent	Yes	Not Subject	30	0
SQ	Perennial	Yes	Not Subject	10	0
SR	Intermittent	Yes	Not Subject	15	0
SS	Perennial	Yes	Not Subject	73	0
ST	Perennial	Yes	Not Subject	70	75
SU	Intermittent	Yes	Not Subject	228	228
SV	Intermittent	Yes	Not Subject	87	0
SW	Perennial	Yes	Not Subject	65	0
Anderson Swamp Creek	Perennial	Yes	Not Subject	96	0

Table 1. Jurisdictional characteristics of water resources in the study area (Cont.)

Map ID	Classification	Compensatory Mitigation Required	River Basin Buffer	Length (feet)	Impacts Within Construction Limits (ft)**
SX	Intermittent	Yes	Not Subject	164	45
SY	Perennial	Yes	Not Subject	245	0
SZ	Perennial	Yes	Not Subject	98	0
SAA	Perennial	Yes	Not Subject	152	0
SBB	Intermittent	Yes	Not Subject	169	0
SCC	Intermittent	Yes	Not Subject	300	150
SDD	Intermittent	Yes	Not Subject	38	0
SEE	Intermittent	Yes	Not Subject	83	20
SFF	Intermittent	Yes	Not Subject	46	0
SGG	Intermittent	Yes	Not Subject	71	37
SGG	Perennial	Yes	Not Subject	36	33
SHH	Perennial	Yes	Not Subject	78	60
SII	Perennial	Yes	Not Subject	308	35
SJJ	Perennial	Yes	Not Subject	137	40
SKK	Perennial	Yes	Not Subject	85	40
SLL	Perennial	Yes	Not Subject	51	30
SMM	Intermittent	Yes	Not Subject	39	30
SNN	Perennial	Yes	Not Subject	5	30
SAZ	Perennial	Yes	Not Subject	125	30
SBA	Perennial	Yes	Not Subject	304	30
SBC	Perennial	Yes	Not Subject	56	0
SBD	Perennial	Yes	Not Subject	89	0
Mill Creek	Perennial	Yes	Not Subject	30	0
SBF	Perennial	Yes	Not Subject	49	30
SBG	Perennial	Yes	Not Subject	43	45
SBH	Perennial	Yes	Not Subject	46	46
SBJ	Perennial	Yes	Not Subject	40	0
SBK	Perennial	Yes	Not Subject	150	0
S1	Perennial	Yes	Not Subject	70	45
S2	Intermittent	Yes	Not Subject	100	29
S3	Intermittent	Yes	Not Subject	80	33
S8	Intermittent	Yes	Not Subject	35	10
E11	Non-jurisdictional			29	N/A
Hydrologic Unit 03010106					
SOO	Intermittent	Yes	Not Subject	70	0
SPP	Intermittent	Yes	Not Subject	10	45
SQQ	Perennial	Yes	Not Subject	74	0
SRR	Perennial	Yes	Not Subject	106	0
SSS	Perennial	Yes	Not Subject	153	0
STT	Perennial	Yes	Not Subject	216	0
SUU	Intermittent	Yes	Not Subject	605	0
SVV	Perennial	Yes	Not Subject	103	15
Smith Creek	Perennial	Yes	Not Subject	396	0

Table 1. Jurisdictional characteristics of water resources in the study area (Cont.)

Map ID	Classification	Compensatory Mitigation Required	River Basin Buffer	Length (feet)	Impacts Within Construction Limits (ft)**
SXX	Intermittent	Yes	Not Subject	32	0
SYY	Perennial	Yes	Not Subject	25	0
SZZ	Intermittent	Yes	Not Subject	88	30
SZZ	Perennial	Yes	Not Subject	73	0
SAB	Intermittent	Yes	Not Subject	202	35
SAC	Intermittent	Yes	Not Subject	22	0
Cabin Branch Creek	Perennial	Yes	Not Subject	51	0
SAE	Intermittent	Yes	Not Subject	43	0
SAF	Perennial	Yes	Not Subject	26	40
SAG	Intermittent	Yes	Not Subject	12	0
SAG	Perennial	Yes	Not Subject	52	15
SAH	Perennial	Yes	Not Subject	44	0
SAI	Perennial	Yes	Not Subject	121	25
SAJ	Perennial	Yes	Not Subject	81	15
SAK	Intermittent	Yes	Not Subject	30	0
SAL	Intermittent	Yes	Not Subject	166	5
SAL	Perennial	Yes	Not Subject	70	5
SAM	Intermittent	Yes	Not Subject	140	30
SAN	Perennial	Yes	Not Subject	45	40
Blue Mud Creek	Perennial	Yes	Not Subject	158	50
SAP	Intermittent	Yes	Not Subject	107	25
SAP	Perennial	Yes	Not Subject	125	0
SAQ	Perennial	Yes	Not Subject	80	0
SAR	Perennial	Yes	Not Subject	37	30
SAS	Perennial	Yes	Not Subject	168	50
SAT	Intermittent	Yes	Not Subject	270	270
SAU	Intermittent	Yes	Not Subject	40	0
SAV	Intermittent	Yes	Not Subject	35	45
SAX	Perennial	Yes	Not Subject	34	0
SAY	Perennial	Yes	Not Subject	0	0
SBE	Intermittent	Yes	Not Subject	45	0
S4	Intermittent	Yes	Not Subject	272	0
S5	Perennial	Yes	Not Subject	263	35
S6	Intermittent	Yes	Not Subject	95	40
S7	Intermittent	Yes	Not Subject	36	40
			Total	**11,708**	**2,496**

* Map ID: *= a stream located within the 2013 study area that was not encompassed by, or present in, the 2007 study area.

** Impacts were calculated based on a 25-foot clearing limits outside slope stake lines or 25-foot beyond the construction limits not to exceed Right-of-Way or easement limits of the project.

Table 2. Jurisdictional Wetlands and Impacts within Project Area

*Map ID	NCWAM Classification	Hydrologic Classification	NCDWQ Wetland Rating	Wetland Size In Study Area (acres)	Impacts Within Construction Limits (acres) **
WA	Headwater Wetland	Riparian	23	0.1	0.00
WB	Headwater Wetland	Riparian	15	<0.1	0.011
WC	Non-tidal Freshwater Marsh	Riparian	15	<0.1	0.00
WD	Headwater Wetland	Riparian	23	0.2	0.00
WE	Headwater Wetland	Riparian	50	<0.1	0.00
WF	Bottomland Hardwood Forest	Riparian	27	<0.1	0.00
WG/WH	Bottomland Hardwood Forest	Riparian	24	0.3	0.00
WI	Headwater Wetland	Riparian	35	0.1	0.00
WJ	Non-tidal Freshwater Marsh	Riparian	70	0.4	0.017
WK	Headwater Wetland	Riparian	37	0.2	0.00
WL	Headwater Wetland	Riparian	43	<0.1	0.00
WM	Headwater Wetland	Riparian	28	<0.1	0.00
WN	Headwater Wetland	Riparian	28	<0.1	0.006
WO	Non-tidal Freshwater Marsh	Riparian	76	0.1	0.00
WP	Bottomland Hardwood Forest	Riparian	43	<0.1	0.008
WQ	Bottomland Hardwood Forest	Riparian	33	0.1	0.00
WR	Headwater Wetland	Riparian	20	<0.1	0.00
WS	Non-tidal Freshwater Marsh	Riparian	18	<0.1	0.00
WT	Non-tidal Freshwater Marsh	Riparian	18	<0.1	0.00
WU	Headwater Wetland	Riparian	24	<0.1	0.00
WV	Bottomland Hardwood Forest	Riparian	60	0.1	0.017
WW	Bottomland Hardwood Forest	Riparian	60	0.1	0.048
WX	Headwater Wetland	Riparian	72	0.1	0.00

Table 2. Jurisdictional Wetlands and Impacts within Project Area (Cont.)

*Map ID	NCWAM Classification	Hydrologic Classification	NCDWQ Wetland Rating	Wetland Size In Study Area (acres)	Impacts Within Construction Limits (acres) **
W1	Non-tidal Freshwater Marsh	Riparian	52	<0.01	0.00
W2	Headwater Wetland	Riparian	38	<0.03	0.015
			Total	**3.1 acres**	**0. 122 acres**

* Map ID: *= a wetland located within the 2013 study area that was not encompassed by, or present in, the 2007 study area.

** Wetland impacts were computed based on a 25-foot clearing limits outside slope stake lines or 25-foot beyond the construction limits.

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E. Threshold Criteria

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

ECOLOGICAL		YES	NO
(1)	Will the project have a substantial impact on any unique or important natural resource?		X
(2)	Does the project involve habitat where federally listed endangered or threatened species may occur?		X
(3)	Will the project affect anadromous fish?		X
(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?		X
(5)	Will the project require the use of U. S. Forest Service lands?		X
(6)	Will the quality of adjacent water resources be adversely impacted by proposed construction activities?		X
(7)	Does the project involve waters classified as Outstanding Water Resources (OWR) and/or High Quality Waters (HQW)?		X
(8)	Will the project require fill in waters of the United States in any of the designated mountain trout counties?		X
(9)	Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?		X

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)?		X
(11)	Does the project involve Coastal Barrier Resources Act resources?		X
(12)	Will a U. S. Coast Guard permit be required?		X
(13)	Will the project result in the modification of any existing regulatory floodway?		X

(14)	Will the project require any stream relocations or channel changes?	X	

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES		YES	NO
(15)	Will the project induce substantial impacts to planned growth or land use for the area?		X
(16)	Will the project require the relocation of any family or business?		X
(17)	Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?		X
(18)	If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	X	
(19)	Will the project involve any changes in access control?		X
(20)	Will the project substantially alter the usefulness and/or land use of adjacent property?		X
(21)	Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?		X
(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)?	X	
(23)	Is the project anticipated to cause an increase in traffic volumes?		X
(24)	Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	X	
(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?	X	
(26)	Is there substantial controversy on social, economic, or environmental grounds concerning the project?		X
(27)	Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	X	
(28)	Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places?		X

(29)	Will the project affect any archaeological remains which are important to history or pre-history?		X
(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)?		X
(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?		X
(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
(Discussion regarding all unfavorable responses in Part E should be provided below. Additional supporting documentation may be attached, as necessary.)

(4) **Based on Final Design Plans and the information provided in Part D, Table 2 the anticipated wetland impacts for the project are 0.122 acres. It is anticipated that this value will decrease upon completion of the permit application.**

(14) **All stream relocations and/or channel changes are minor in nature and are the result of slope maintenance. All jurisdictional stream work will be addressed in the permit application for the project.**

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G. CE Approval

TIP Project No. **I-0914B REVISED PCE**
State Project No. **38688.1.1**
Federal-Aid Project No. **IMS-085-4(112)214**

Project Description: (Include project scope and location. Attach location map.)

Pavement rehabilitation (replacement or resurfacing), rehabilitation and/or replacement of project drainage system, replacement of seven (7) structures (Bridge Numbers 900027, 900049, 900050, 900061, 900063, 920048 and 920049), rehabilitation of ten (10) structures (Bridge Numbers 900054, 900055, 900057, 900060, 900064, 900113, 920002, 920010, 920040 and 920051) replace/upgrade guardrail and signing upgrades of I-85 from US 158 (Milepost 213.5) in Vance County to the North Carolina-Virginia State Line in Warren County. The project length is approximately 20.6 miles long. The vicinity map for the project is shown in Figure 1.

Categorical Exclusion Action Classification: (Check one)

_____ TYPE II(A)
__X__ TYPE II(B)

Approved:

11/26/14 — Date
Project Development Unit Manager
Project Development and Environmental Analysis Unit

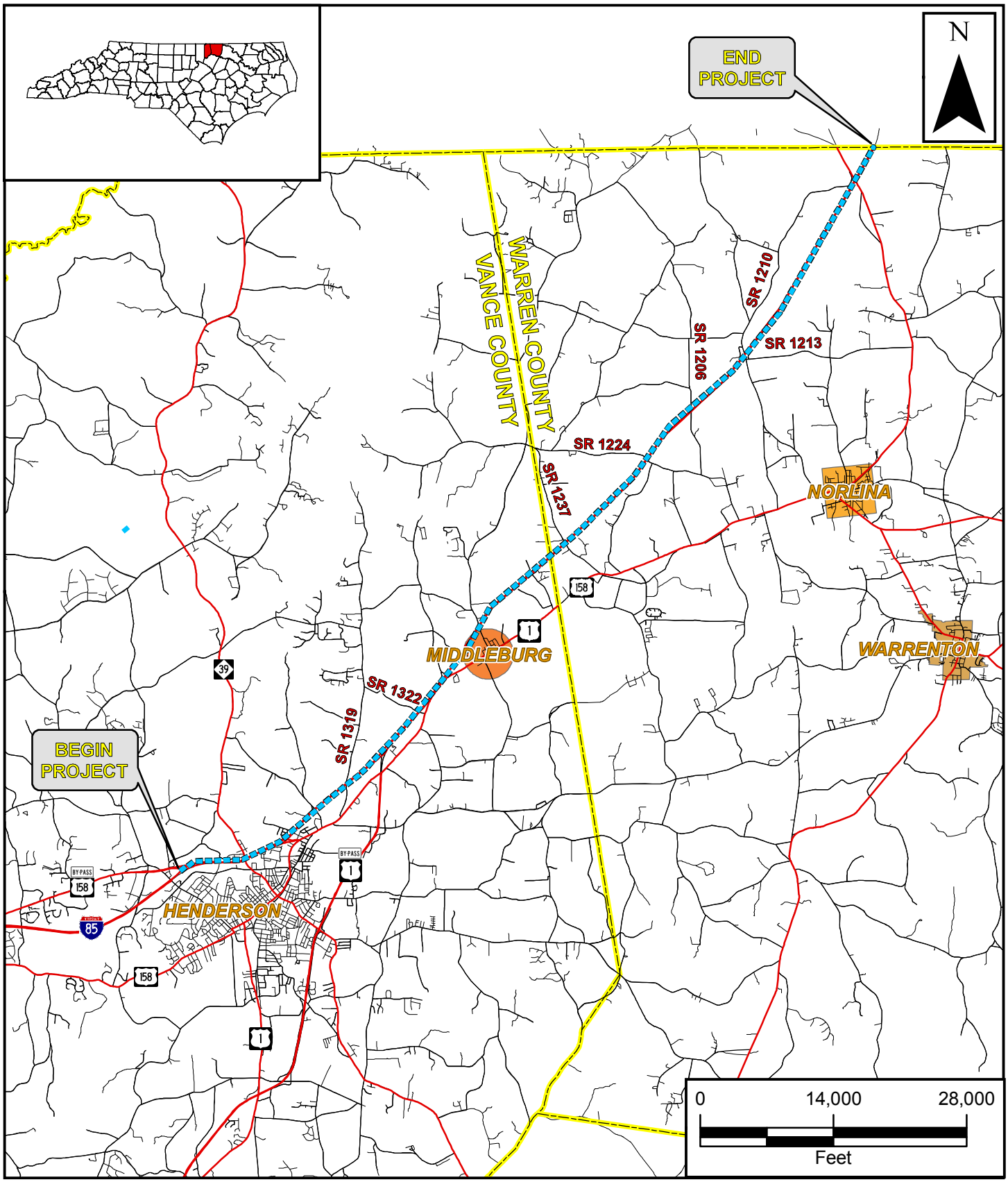
11/26/14 — Date
Project Engineer
Project Development and Environmental Analysis Unit

26 NOVEMBER 2014 — Date
Project Planning Engineer
Project Development and Environmental Analysis Unit

NORTH CAROLINA PROFESSIONAL SEAL 027776 ENGINEER JOHN M. PENNEY

For Type II(B) projects only:

11/26/14 — Date
FOR
Division Administrator
Federal Highway Administration



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

I-85 from US 158 in Vance County to Virginia State Line in Warren County

Vance / Warren Counties
TIP PROJECT I-0914B

County: Vance / Warren	
Div: 5	TIP#I-0914B
WBS:	38688.1.1
Date:	August 2014

Figure 1

PROJECT COMMITMENTS

I-85 PAVEMENT REHABILITATION AND SIGN UPGRADES

From South of US 158 (Milepost 213.5) in Vance County to the
North Carolina-Virginia State Line in Warren County
Vance and Warren Counties, North Carolina

FEDERAL AID PROJECT NO. IMS-085-4(112)214
WBS ELEMENT NO. 38688.1.1
TIP PROJECT NO. I-0914B

Commitments Developed through Project Development and Design

Project Development and Environmental Analysis Unit – Natural Environment Section

- 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 will become effective on or before April, 2015. This species is not currently included in USFWS's list of protected species for Vance and Warren Counties. 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.

This commitment will be implemented prior to and during construction of the project.

Transportation Program Management/Work Zone Traffic Control/Communications Office/ITS and Signals/Division 5 Construction

- Develop and implement a Final Transportation Management Plan (TMP) for the proposed project prior to construction.

This commitment will be addressed with the completion of the TMP after final design and prior to construction of the project. The TMP will be implemented prior to and during to construction of the project.

Transportation Program Management/Work Zone Traffic Control/Division 5 Construction

- Final Work Zone, Traffic Control Plans and Construction Phasing Strategy have been completed and will be implemented prior to construction.

PROJECT COMMITMENTS

This commitment will be implemented during construction of the project.

Project Development & Environmental Analysis Unit- Human Environment Section, Archaeology Group /Roadway Design Unit

- Any changes to the design plans prior to construction will require additional archaeological consultation.

This commitment will be addressed in final design and implemented prior to construction of the project.

Project Development & Environmental Analysis Unit/Hydraulics/Transportation Program Management/Division 5 Construction

- Anticipated impacts to streams are based on the preliminary design. A more exacting quantity of streams impacts will be compiled during final design of the project. Avoidance and minimization measures will be employed in the development of the construction plans with regards to impacts to streams.

This commitment will be addressed in final design, prior to the permit application for the project.

Transportation Program Management/Communications Office/Division 5 Construction

- Prior to and during construction a minimum of four (4) week advance notice of construction activities, including anticipated construction phasing, for each bridge replacement and I-85 pavement rehabilitation (replacement or resurfacing) will be provided to the following entities:

    - Vance County Schools Transportation Department in order to re-route buses;
    - Warren County Schools - Transportation in order to re-route buses;
    - City of Henderson Police, Fire and Rescue Departments;
    - Vance County Sheriff's, Fire and EMS Departments;
    - Warren County Sheriff's Office, Fire and EMS Departments, and;
    - State Highway Patrol.

This commitment will be implemented prior to or during construction of the project.

Project Tracking No. (Internal Use)

11-01-0002

NO SURVEY REQUIRED FORM

PROJECT INFORMATION

Project No:	I-0914B	*County:*	Vance and Warren
WBS No:	38688.1.1	*Document:*	PCE
F.A. No:	IMS-085-4(112)214	*Funding:*	☐ State ☒ Federal

Federal (USACE) Permit Required? ☐ Yes ☒ No *Permit Type:*

Project Description: Pavement rehabilitation and selected structure replacements of I-85 from US 158 (Milepost 213.5) in Vance county to the North Carolina-Virginia State Line in Warren County.

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:
Review of HPO quad maps, historic designations roster, and indexes was undertaken on 25/28 January 2011. Based on this review, there are two properties, WR98 (Christmas-Killian House) and WR167 (Mayfield House) that have parcels adjacent to I-85 where the project will take place. Because the project involves pavement rehabilitation and the work will be confined to the existing right of way, this project will have no impact on these structures which are located on secondary roads away from the I-85 corridor. The area immediately around the I-85 corridor and the bridge replacements is wooded or farmland and there are no historic structures in the immediate vicinity of the project. The three bridges to be replaced, Vance 27, Vance 49 and Vance 50, are all not eligible for the National Register based on the NCDOT Historic Bridge Inventory and there are no historic structures within the APE for the bridge replacements. Because the footprint of the pavement rehabilitation is minimal and the historic properties present are distanced from the I-85 corridor, no survey is required.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:
HPO quad maps recording NR, SL, LD, DE, and SS properties for the Vance and Warren County surveys, Vance and Warren County GIS information and tax information, and Google Maps "Street View" are considered valid for the purposes of determining the likelihood of historic resources being present within the APE.

SUPPORT DOCUMENTATION

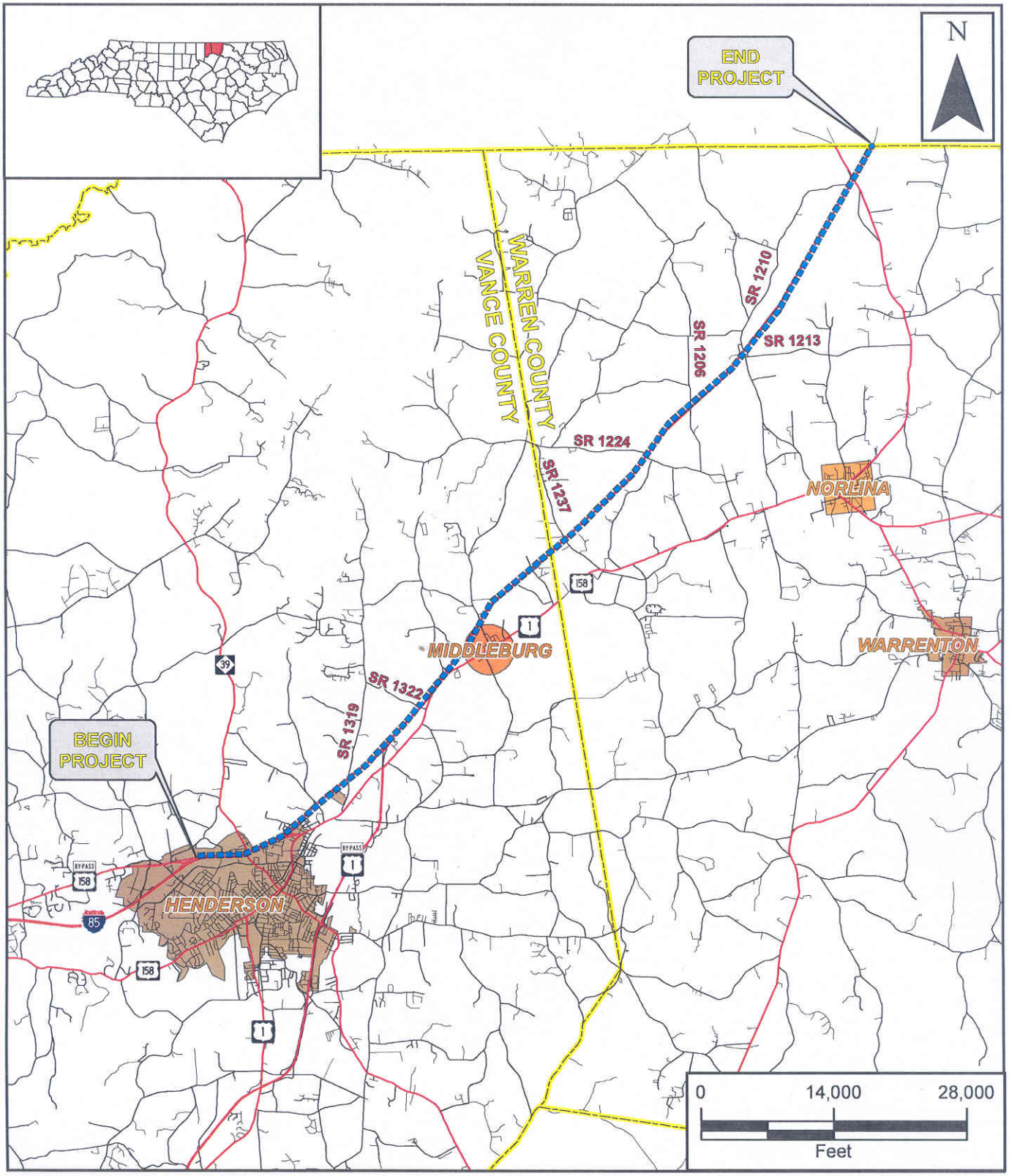
See attached: Maps

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL NO SURVEY REQUIRED

ARCHAEOLOGY HISTORIC ARCHITECTURE (CIRCLE ONE)

Katherine L. Husband 31 January 2011

NCDOT Cultural Resources Specialist Date



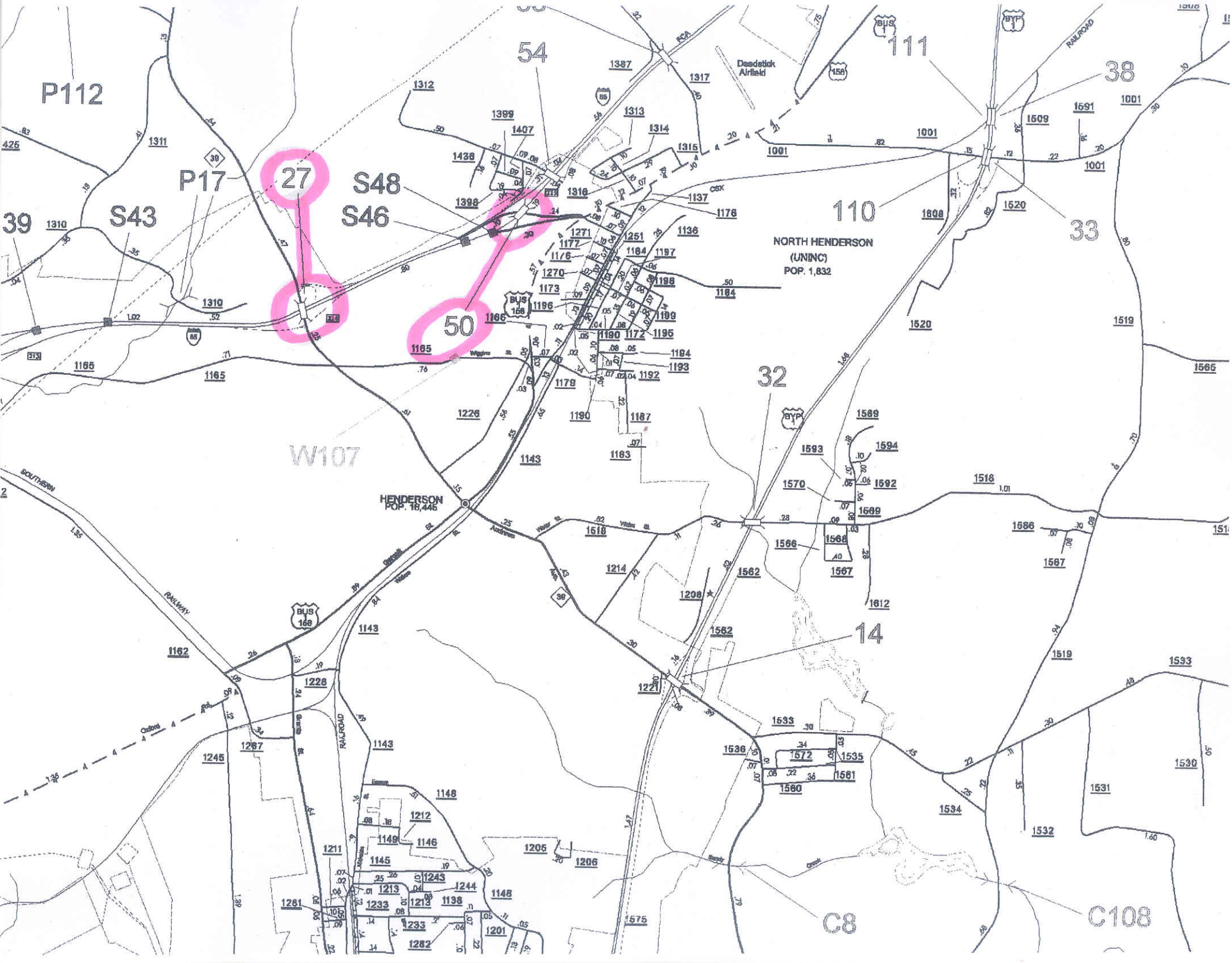
NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH

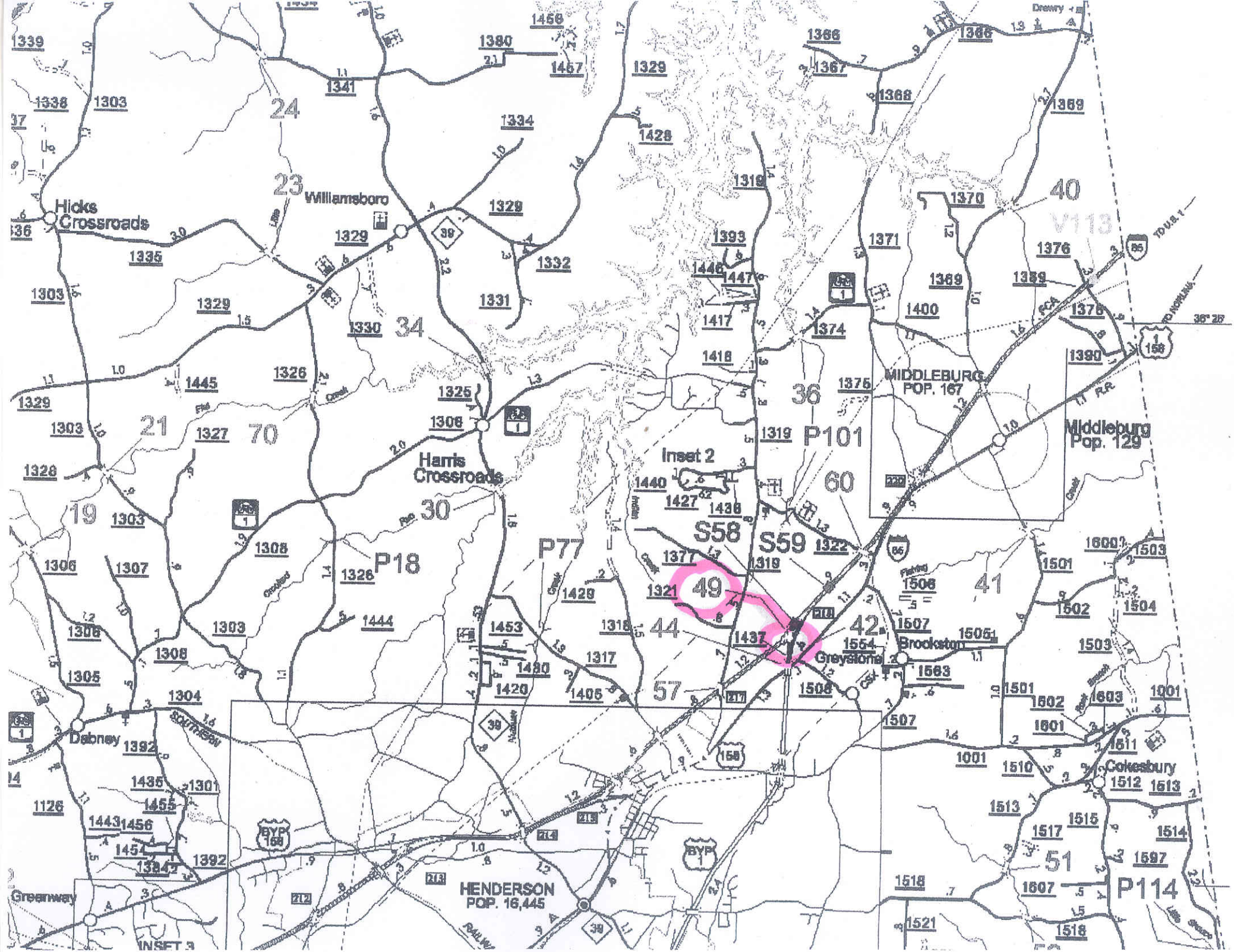
I-85 from US 158 in Vance County to Virginia State line

Vance / Warren Counties
TIP PROJECT I-0914B

County: Vance / Warren	
Div: 5	TIP#I-0914B
WBS:	38688.1.1
Date: November 2008	

Figure 1


P112
P17
S43
S48
S46
27
50
39
54
111
38
110
33
32
14
W107
C8
C108
NORTH HENDERSON
(UNINC)
POP. 1,832
HENDERSON
POP. 16,445
Deadstick
Airfield
RAILROAD
SOUTHERN
RAILWAY
BUS 158
BYP 1


Hicks Crossroads
Williamsboro
Harris Crossroads
Inset 2
MIDDLEBURG POP. 167
Middleburg Pop. 129
Brockston
Greystone
Dabney
Greenway
HENDERSON POP. 16,445
Cokesbury
INSET 3
24
23
34
21
70
19
30
P18
P77
36
P101
60
S58
S59
49
41
42
44
57
40
V113
51
P114

Project Tracking No. (Internal Use)

11-01-0002

NO SURVEY REQUIRED FORM

PROJECT INFORMATION

Project No:	**I-0914B**	*County:*	Vance and Warren
WBS No:	38688.1.1	*Document:*	Minimum Criteria Sheet
F.A. No:	IMS-085-4(112)214	*Funding:*	☐ State ☒ Federal

Federal (USACE) Permit Required? ☐ Yes ☒ No *Permit Type:*

Project Description:
The project includes pavement rehabilitation and the structural replacement of bridges 27, 49, and 50 along I-85 from US 158 in Vance County to the North Carolina-Virginia State Line in Warren County. The archaeological Area of Potential Effects (APE) for the project is the existing right-of-way along I-85, which is typically a 375-foot (114.30 m) wide corridor that encompasses I-85 and extends for approximately 19 miles (30.58 km). The APE and right-of-way also includes all associated on- and off-ramps and road crossings. No easements are present in the plans for road improvements.

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:
The I-85 project area starts at the town of Henderson in Vance County and extends northeast through the central portion of the county and into northwest portion of Warren County. The project area ends at the North Carolina-Virginia State Line. This portion of I-85 is situated on the Henderson, Vicksboro, Middleburg, Warrenton, and Bracey quads (Figure 1–4).

A map review and site file search was conducted at the Office of State Archaeology (OSA) on January 27, 2011. No previously recorded archaeological sites have been identified within the presently defined APE, but three sites are adjacent to the APE. Topographic maps, USDA soil survey maps, aerial photographs (Google and NCDOT), historic maps (North Carolina maps website), and Google;s street view map application were utilized/inspected to gage environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, residential, hydrological, and other erosive type disturbances within the surrounding archaeological APE.

Various landforms make up the project area. The most common are upland flats and terraces next to streams. The majority of streams within the project area drain into the John Kerr Reservoir to the north, which is part of the Roanoke River Basin. Streams at the southern end of the project area drain south and east and are part of the Tar-Pamlico River Basin. In addition, development along this portion of I-85 is mostly rural with agricultural fields and forest except near Henderson where development becomes more urban.

The soils in the APE are part of the Wilkes, Appling, and Wedowee-Louisburg-Pacolet soil associations. The Wilkes soils are characterized as well-drained and situated on gently sloping to steep landforms with a loamy surface layer and a clayey subsoil. The Appling soils are very similar but are situated on gently sloping to sloping landforms. The Wedowee-Louisburg-Pacolet soils are well-drained to excessively-drained on sloping to steep landforms with a loamy or sandy surface layer and a clayey or loamy subsoil. A total of 18 soils types are present within the APE. Fourteen of the 18 soil types are moderately-drained

to well-drained and usually have the potential to yield cultural resources. These soils include Appling sandy loam (AnB and ApB), Cecil sandy loam (CeB), Cecil sandy clay loam (CeB2, CeD2, and CfB2), Durham loamy sand (DuB), Helena sandy loam (HeB, HeC, and HnB), Iredell fine sandy loam (IrB), Louisburg loamy coarse sand (LoB, LoD, and LoE), Louisburg-Ashlar-Wake complex (LoC and LwC), Pacolet sandy loam (PaC, PaD, PaE, and PhC), Pacolet sandy clay loam (PeB2, PeD2, and PpB2), Vance sandy loam (VaB), Wake-Louisburg-Saw complex (WkB), Wedowee sandy loam (WeD, WeE, WoB, WoC, WoD, WwB, and WwC), and Wilkes sandy loam (WkC and WkE). Two soil types are described as poorly-drained within the project area. They include Chewacla silt loam (Cw) and Wehadkee loam (Wh). It is highly unlikely that any significant archaeological sites would be found on these soils. The final two soil types are associated with urban area. They are Appling-Urban land complex (AuB) and Cecil-Urban land complex (CuB). Due to disturbance, it is unlikely for these soils to yield significant cultural material.

The three previously recorded sites adjacent to the APE are 31VA267, 31VA268, and 31VA271. These three sites are located just east of I-85 at Exit 220. All three are historic sites related to farms that date from the 19th through 20th centuries. Previous investigations have recommended these sites as ineligible for the National Register of Historic Places (NRHP). A review of the site files at OSA show that the sites are situated well-outside of the current APE and should not be affected by road improvements.

The earliest maps to depict the project area in detail date from the late 19th century. A great deal of the information gathered from the historic maps concerning possible historic archaeological sites within the project area is irrelevant, since the construction of I-85 has most likely destroyed any potentially significant sites. The location of bridges 27, 50, and 49 were however investigated on the early historic maps (Figures 5 and 6). Historic structures were only identified at the location of bridge 27. These structures appear on Hearn, Perkins, and Davis' Vance County soil map from 1918. An inspection of aerial photographs and the uses of Google's street view map application suggest that construction of Exit 214 on I-85 has potentially eliminated any features that might have been associated with these structures.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:
It is unlikely any significant archeological resources are present within the project's APE. This is primarily due to disturbance by prior road construction and the small scope of the proposed road improvements within the existing right-of-way, which consists of pavement rehabilitation and selected structure replacement. As long as the road improvements occur within the defined APE and replacement of bridges 27, 49, and 50 occur at the same location, no further archaeological work is recommended. If the project impacts subsurface areas beyond the defined APE or outside of the existing right-of-way, further archaeological consultations might be necessary.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL NO SURVEY REQUIRED

ARCHAEOLOGY HISTORIC ARCHITECTURE (CIRCLE ONE)

January 28, 2011

NCDOT Cultural Resources Specialist Date

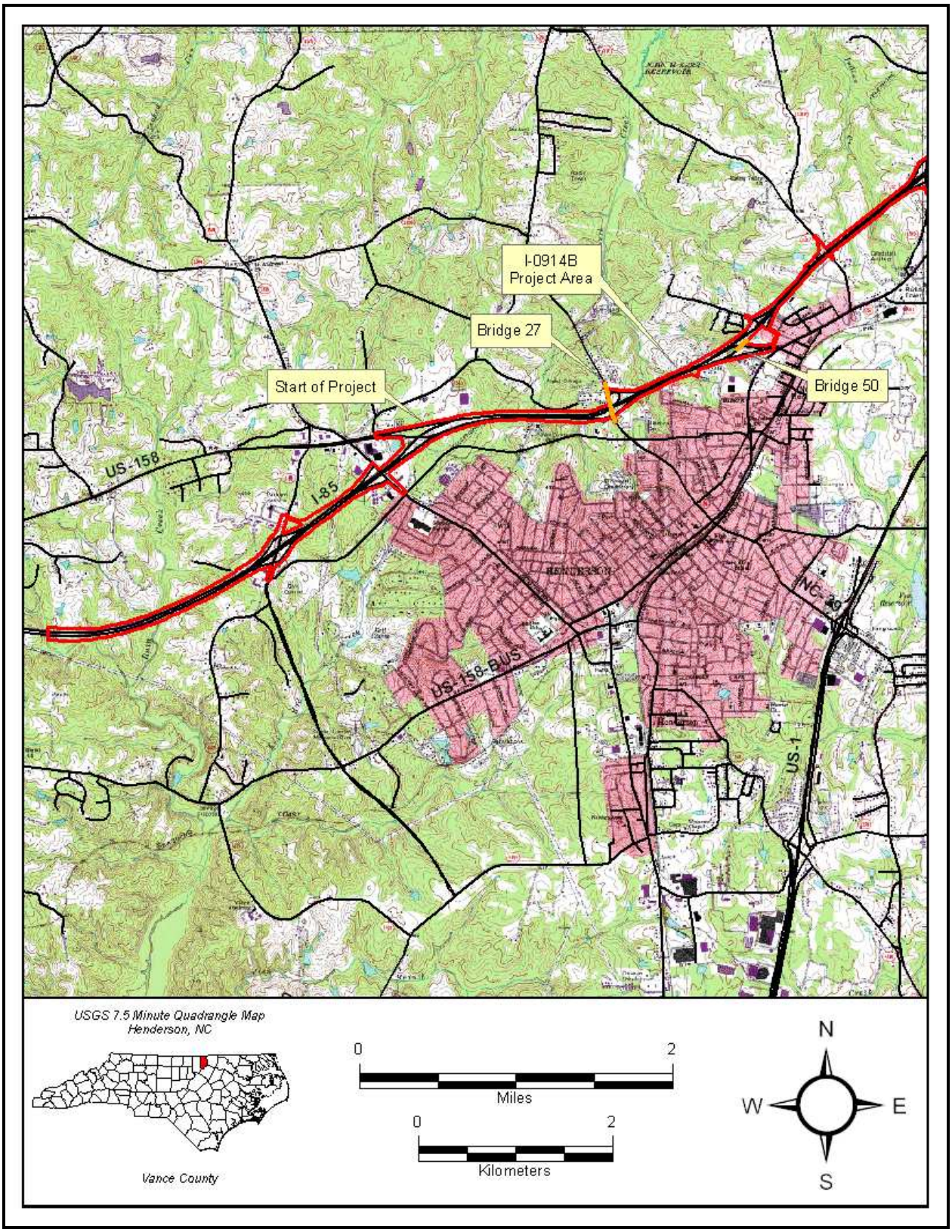


Figure 1. Topographic Setting of Project Area including the location of Bridges 27 and 50, Henderson (USGS 1970; photo revised 1982), NC, USGS 7.5' Topographic Quadrangle.

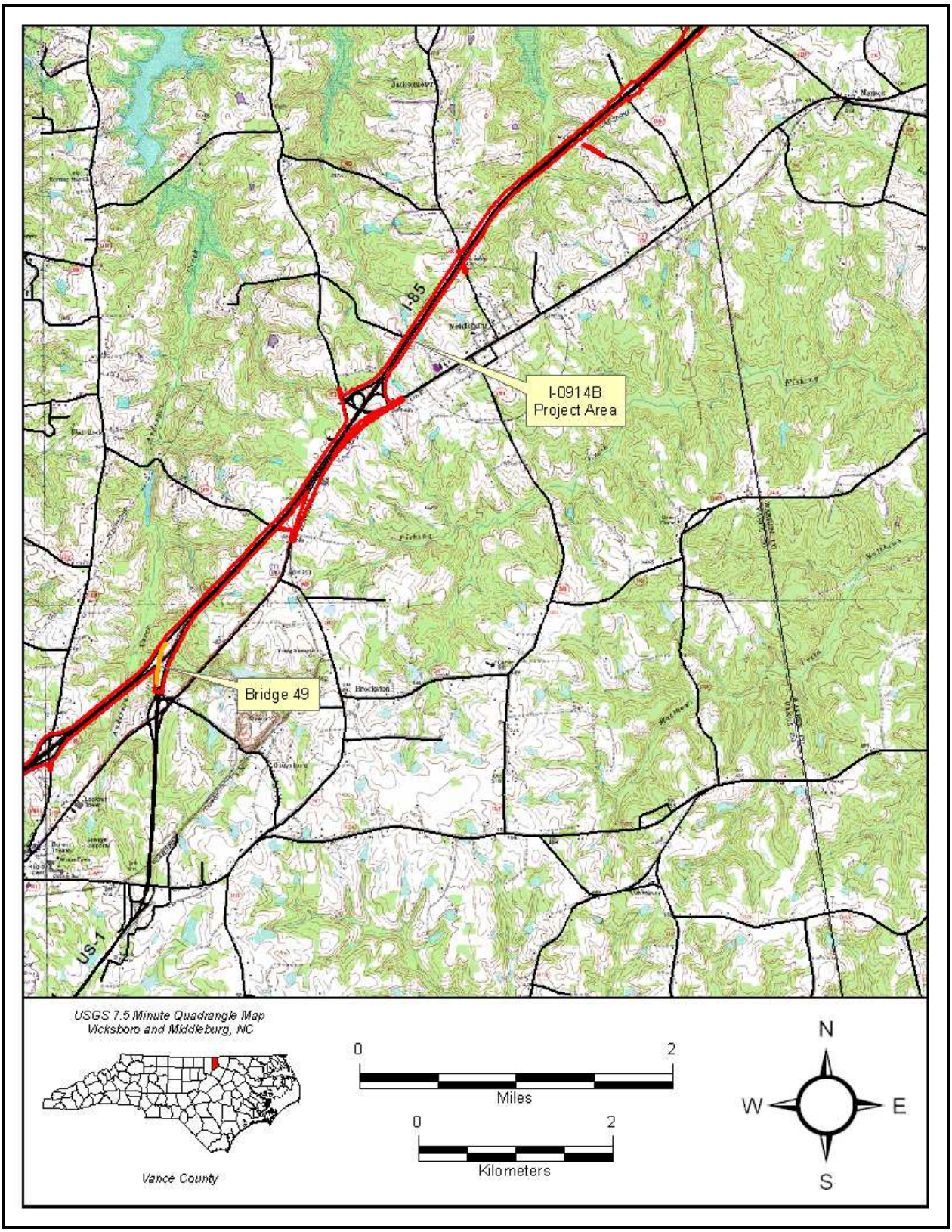


Figure 2. Topographic Setting of Project Area including the location of Bridge 49, Vicksboro (USGS 1970) and Middleburg (USGS 1970; photo revised 1982), NC, USGS 7.5' Topographic Quadrangle.

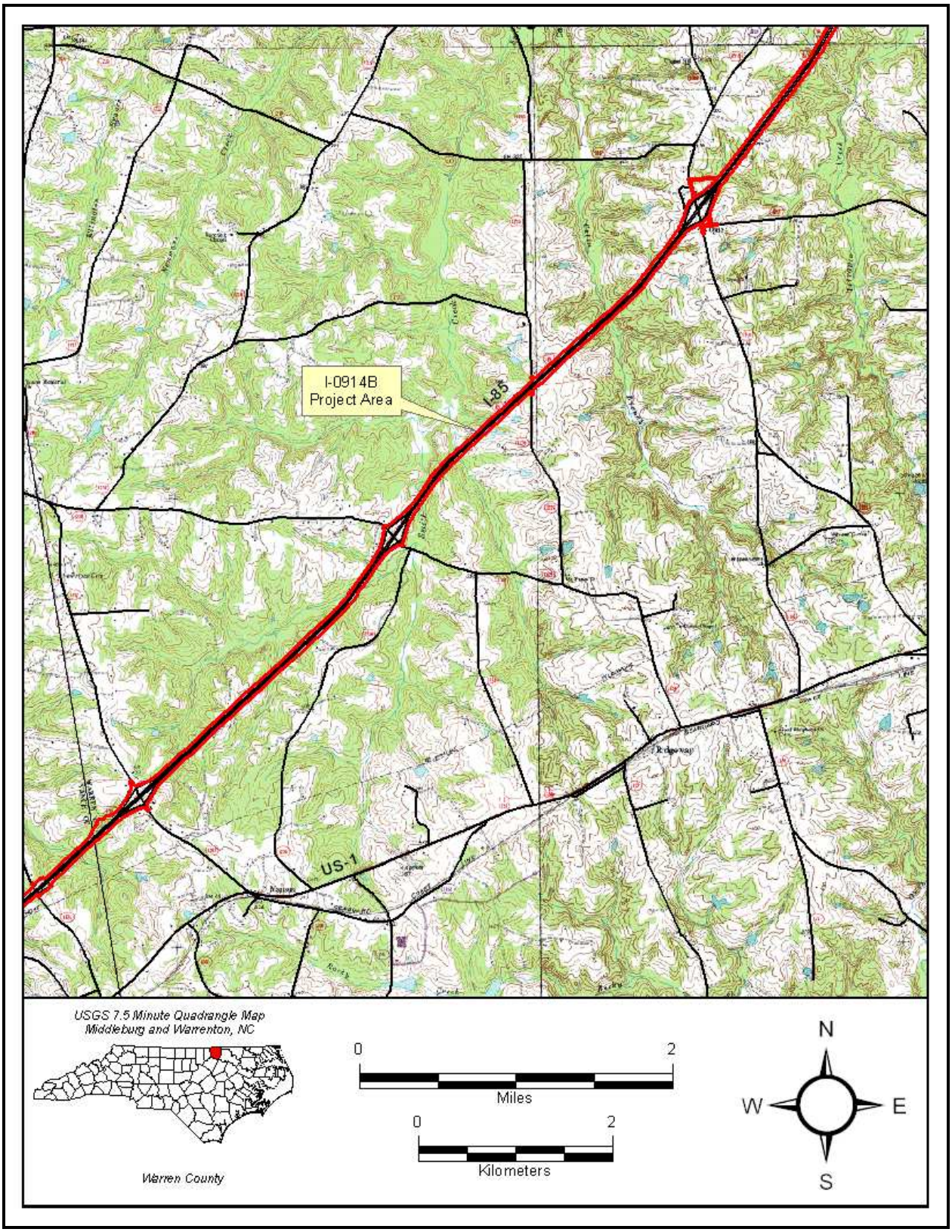


Figure 3. Topographic Setting of Project Area, Middleburg (USGS 1970; photo revised 1982) and Warrenton (USGS 1970), NC, USGS 7.5' Topographic Quadrangle.

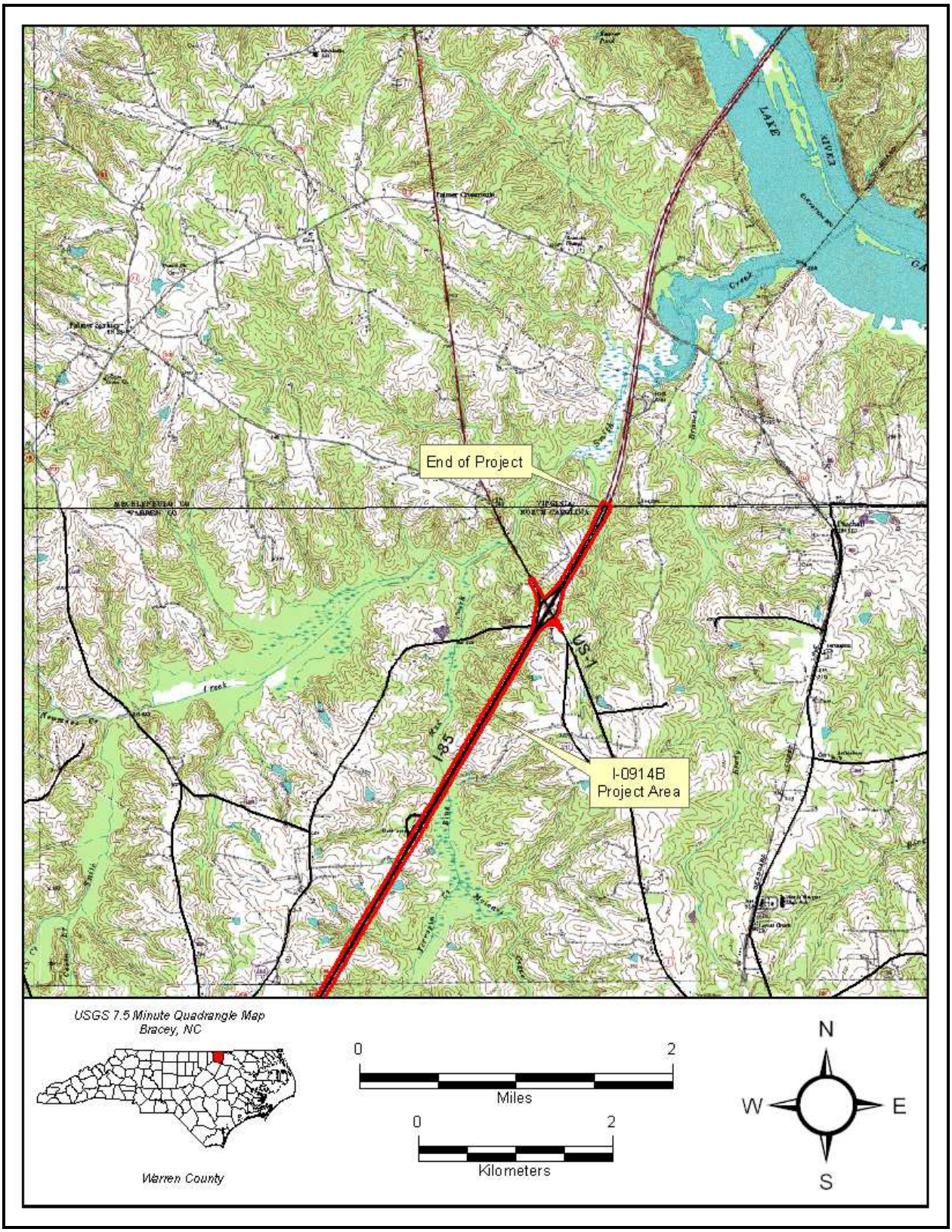


Figure 4. Topographic Setting of Project Area, Bracey (USGS 1968; photo revised 1974; photo inspected 1979), NC, USGS 7.5' Topographic Quadrangle.

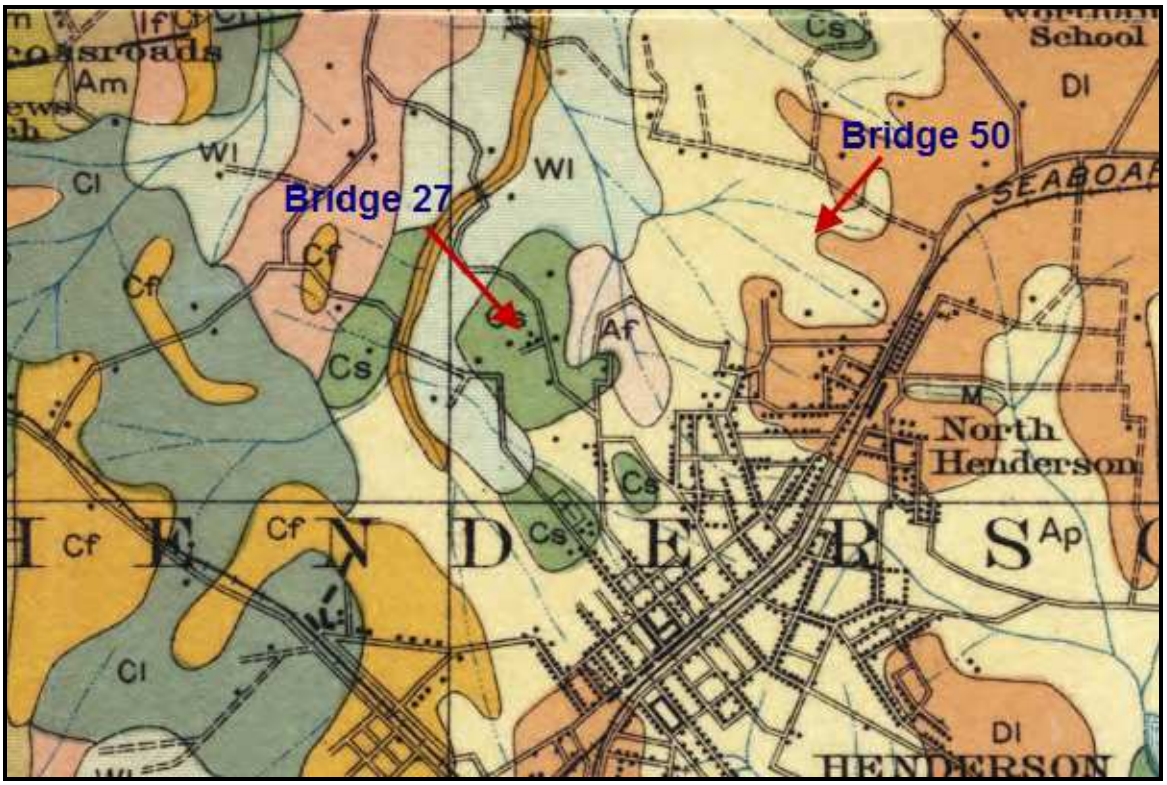


Figure 5. Hearn, Perkins, and Davis' 1918 soil map for Vance County showing the location for Bridges 27 and 50.

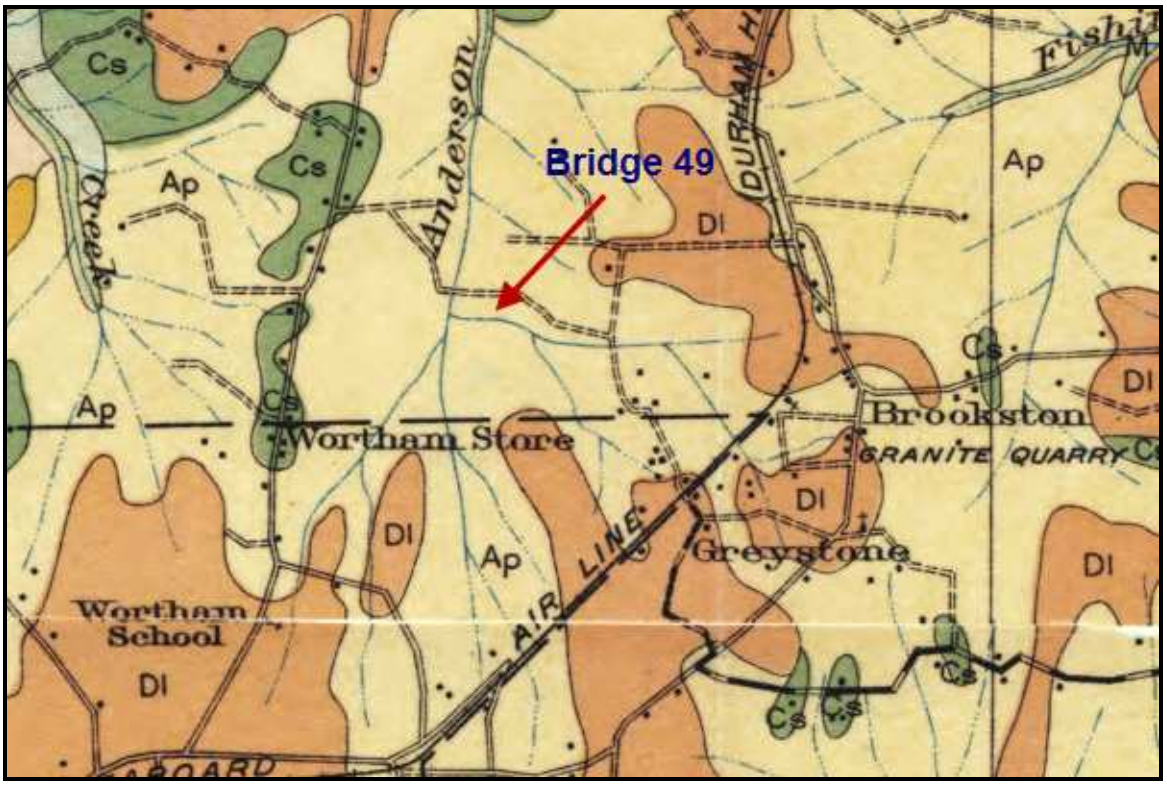


Figure 6. Hearn, Perkins, and Davis' 1918 soil map for Vance County showing the location for Bridge 49.