

## Type III Categorical Exclusion Action Classification Form

STIP Project No.	<b>B-6044</b>
WBS Element	48330.1.1
Federal Project No.	NHPB-0095(054)

### A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge Nos. 082 and 085 over Black Creek and Bridge Nos. 100 and 101 over the Neuse River on I-95, in Johnston County, North Carolina (Figure 1). The I-95 bridges over Black Creek will tie to the improvements on I-95 that are part of STIP Project I-5974. Traffic will be maintained as part of phased construction for B-6044 and no offsite detours are anticipated.

### B. Description of Need and Purpose:

NCDOT Bridge Management Unit Records indicate that Bridge Nos. 100 and 101 have a sufficiency rating of 39 and 38, respectively, out of a possible 100 for a new structure and deemed the bridges structurally deficient. Bridge Nos. 100 and 101 have reinforced concrete elements that are 65 and 67 years old, respectively. Both the superstructure and substructure have experienced an increasing degree of deterioration that are no longer feasible to address through maintenance.

NCDOT Bridge Management Unit Records indicate that Bridge No. 082 has a sufficiency rating of 76.80 out of a possible 100 for a new structure. However, the facility was constructed in 1958 and is considered functionally obsolete. Bridge No. 085 was built in 1955 and has a sufficiency rating of 48.28 out of a possible 100 for a new facility and is considered structurally deficient.

The purpose of the proposed project is to replace the structurally deficient and functionally obsolete bridges on I-95 with new structures that meet current design standards.

### Categorical Exclusion Action Classification:

**Type III**

### C. Alternatives Considered

This project evaluated the No-Build alternative, offsite detour alternative, staged construction alternative, and the onsite detour alternative. The No-Build alternative would not replace the current structures and was evaluated as a baseline for other options.

The estimated Average Daily Traffic (ADT) for I-95 in this location is 45,900 vehicles per day (VPD) in 2024 and 54,400 in 2044. The shortest detour would require taking exit 90 on I-95, heading north on US 701/ US 301 to Smithfield, and taking Brogden Road (SR 1007) to I-95. The detour would require routing traffic through commercial and residential areas with multiple traffic signals and would likely result in consistent substantial traffic delays. For this reason, the offsite detour option was not considered practicable.

Similar to the offsite detour, reducing travel lanes and stage constructing the bridge replacements was not considered practicable. I-95 is a four-lane facility (2 lanes in each direction) in this location. It is not feasible to reduce I-95 to a one-lane facility during construction – traffic backups would substantially impact traffic in this vital passenger and freight corridor.

The NCDOT preferred alternative is to utilize an on-site detour. Temporary bridges will be constructed south of existing I-95. Southbound traffic will be redirected to the existing northbound lane, while northbound traffic will be routed to the temporary bridges over Black Creek and the Neuse River. After the new southbound bridge is completed, southbound traffic will be directed to the new facility. Northbound traffic will remain on the temporary detour bridges while a new, permanent northbound facility is constructed. Upon completion of the new northbound structure, it will accommodate northbound traffic and the temporary bridge will be demolished.

D. Special Project Information:

The impacts associated with the project are shown in Table 1. Impacts are calculated based on slope stake limits plus 25 feet. NCDOT will continue to work to avoid and minimize impacts as the project moves through final design.

**Table 1. Potential Impacts of the Proposed Build Alternative**

Potentially Impacted Resource	Preferred Alternative
Length <sup>1</sup> (miles)	1.1
Delineated Wetland Impacts (acres)	0.2
Delineated Stream Impacts (linear feet) <sup>3</sup>	110
Delineated Pond Impacts (acres)	0
Residential Relocations	0
Business Relocations	0
Federal/State Threatened Endangered Species Habitat Present	Yes
Natural Heritage Program SNHA, Managed Areas and Wetland Mitigations Sites (acres)	0
Prime Farmlands/Farmlands of Statewide Importance (acres)	0
100-Year Floodplain and Floodway Impacts (acres)	0.5
500-Year Floodplain and Floodway Impacts (acres)	1.7
Historic Properties (no.)	0
Recorded Archaeological Sites (no.)	0
Wildlife Refuge/Gamelands (acres)	0
Recreational Areas/Parks (no.)	0
High Quality Waters (HQW, ORW, WS Protected or Critical Areas) (acres)	0
Public Water Supply Wells (100' Buffer) (no.)	0
Cemeteries (no.)	0
Churches (no.)	0
Potential UST/Hazmat Sites (no.)	0
Total Cost <sup>2</sup>	\$35,180,000
<sup>1</sup> The length of the proposed build alternative includes all roadway work required to replace the bridges.	
<sup>2</sup> Costs include proposed cost of right of way, utility relocation, and construction.	
<sup>3</sup> Stream impacts rounded to the nearest 10 feet	

Based on information from NCDOT's Geoenvironmental Unit, there is one listed recycling facility within the project study area. Medium risk was associated with the site. However, as NCDOT is not acquiring right of way from the facility, no effects are anticipated.

Based on anticipated stream and wetland impacts, it is not anticipated that an individual permit will be required. However, the U.S. Army Corps of Engineers will make the final permit determination.

NCDOT coordinated with the US Coast Guard (USCG) with regards to the bridges over Black Creek and the Neuse River. On August 16, 2022, USCG determined that a Coast Guard Bridge Permit will not be required for these structures. The letter states, "The project will be placed in our Coast Guard Authorization Act of 1982 exemption category for the location and structure described above and is valid for five years from the date of this letter. The Coast Guard Authorization Act of 1982 exempts bridge projects from Coast Guard Bridge permits when the bridge project crosses non-tidal waters which are not used, susceptible to use in their natural condition, or susceptible to use by reasonable improvement as a means to transport interstate commerce."

A Natural Heritage Program site, owned by the Triangle Land Conservancy, is located in the southwest quadrant of the I-95 bridges over the Neuse River. By replacing the existing structure in place, no permanent impacts to the site are anticipated.

E. Project Impact Criteria Checklists:

<b>F3. Type III Actions</b>		
<p>Proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C) answer questions below.</p> <ul style="list-style-type: none"> <li>• <i>NCDOT will certify the Categorical Exclusion for FHWA approval.</i></li> <li>• <i>If any questions are marked "Yes" then additional information will be required for those questions in Section G.</i></li> </ul>		
		Yes      No
1	Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input checked="" type="checkbox"/> <input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<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 substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/> <input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/> <input checked="" type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/> <input checked="" type="checkbox"/>
8	Does the project impact anadromous fish spawning waters?	<input checked="" type="checkbox"/> <input type="checkbox"/>
9	Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (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"/>
10	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/> <input checked="" type="checkbox"/>
11	Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/> <input checked="" type="checkbox"/>
12	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/> <input checked="" type="checkbox"/>
13	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/> <input checked="" type="checkbox"/>
14	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input type="checkbox"/> <input checked="" type="checkbox"/>
15	Does the project require work encroaching and adversely effecting 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"/>
16	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Areas of Environmental Concern (AEC)?	<input type="checkbox"/> <input checked="" type="checkbox"/>

<u>Type III Actions (continued)</u>		Yes	No
17	Does the project require a US Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	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"/>
19	Does the project involve Coastal Barrier Resource Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project impact federal lands (e.g. US Forest Service (USFS), US Fish and Wildlife Service (USFWS), etc.) or Tribal (Trust) Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	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, TVA, Tribal Lands, 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"/>
26	Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	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"/>
29	Is the project in an Air Quality non-attainment or maintenance area for a National Ambient Air Quality Standard (NAAQS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

F. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

Question 1. The Department has entered an informal Section 7(a)(2) consultation with National Marine Fisheries Service (NMFS) for the federally endangered Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*). Conservation measures that result from that consultation will be strictly adhered to. NCDOT is subject to a Programmatic Biological Opinion (PBO) of MA-LAA for the northern long-eared bat (*Myotis septentrionalis*) in Highway Divisions 1-8, which encompasses this project. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. A separate PBO of MA-LAA applies to the following Federally listed aquatic species due to proximity to known populations:

Atlantic pigtoe (*Fusconaia masoni*)  
 Carolina madtom (*Noturus furiosus*)  
 Dwarf wedgemussel (*Alasmidonta heterodon*)  
 Neuse River waterdog (*Necturus lewisi*)

Tar River spiny mussel (*Parvaspina steinstansana*)

NCDOT will submit payments in conjunction with the aquatics PBO and fully adhere to the corresponding conservation measures for aquatic species.

Question 8. The reach of Neuse River that lies within the study area has been identified as Critical Habitat for Atlantic sturgeon and a Primary Nursery Area for anadromous fish, notably shad, herring, and striped bass. Division 4 will follow all stream crossing guidelines for anadromous fish, including an in-water work moratorium from February 1 to September 30. NCWRC also recommended an in-water work moratorium from Feb 15 - September 30 for Black Creek that NCDOT will adhere to. Due to the Critical Habitat designation for Atlantic Sturgeon an informal consultation under section 7(a)(2) of the Endangered Species Act is underway with NMFS. Any additional conservation measures that result from this consultation will also be adhered to by NCDOT.

Question 9. Streamside riparian zones within the study area are protected under provisions of the Neuse River Riparian Buffer Rules administered by North Carolina Division of Water Resources (NCDWR). The Neuse River Buffer Rules establish 50-foot buffers adjacent to subject waterbodies and apply to intermittent and perennial streams in the study area, including Black Creek and Neuse River. Please refer to the NRTR for more information.

Question 15.

The floodplains of the Neuse River and Black Creek were mapped in a Detailed Study. Detailed Study methods involve determining specific channel profiles, bridge and culvert opening geometry, and floodplain characteristics using traditional field surveys. The NCDOT Hydraulic Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project based on the anticipated impacts. If required, NCDOT Division 4 will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on the construction plans.

# PROJECT COMMITMENTS

Replace Bridge Nos. 82 and 85 over Black Creek and Bridge Nos. 100 and 101 over the Neuse River on I-95  
T.I.P Number: B-6044  
Johnston County  
Federal Aid Number:  
WBS:48330.1.1

## COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

### Division Environmental Staff - Anadromous Fish

The Neuse River and Black Creek are designated by the North Carolina Wildlife Resources Commission (NCWRC) as an Anadromous Fish Spawning Area. As a result, an in-water construction moratorium will be in effect from February 15 to June 30.

### Division Environmental Staff - Atlantic Sturgeon

NCDOT will conclude Section 7 consultation with National Marine Fisheries Service prior to beginning construction. Any conservation measures agreed to during consultation will be added to the contract.

### Hydraulics - FEMA Floodplain (Hydraulics) Neuse River and Black Creek

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 Office - Future Greenway Construction

NCDOT will allow the future construction of a greenway/multi-use path by others upon approval of plans and encroachment agreements underneath the Neuse River bridges along the right riverbank.

### Division Office - I-95 Bridge Signage

NCDOT will provide signage on the upstream side of the SBL bridge and the downstream side of the NBL bridge. The signage will consist of the road name debossed into the end cap of an interior bent to identify to river paddlers the I-95 crossing.

## COMMITMENTS FROM PERMITTING

No commitments developed during project permitting.

**\*\*\*\*\*END OF PROJECT COMMITMENTS\*\*\*\*\***

Replace Bridges 82 and 85 on I-95 NBL and SBL over Black Creek  
48330.1.1

H. Categorical Exclusion Approval:

STIP Project No.	<u>B-6044</u>
WBS Element	<u>48330.1.1</u>
Federal Project No.	<u>NHPB-0095(054)</u>

**Prepared By:**

10/18/2022	DocuSigned by: <i>Kenneth Gilland</i>
<u>Date</u>	<u>Kenneth Gilland, Transportation Planning Manager HNTB North Carolina, P.C.</u>

**Prepared For:**

Russell Broadwell, PE NCDOT Highway Division 4

**Reviewed By:**

10/18/2022	DocuSigned by: <i>Chad Coggins</i>
<u>Date</u>	<u>Chad Coggins, Project Development and Environmental Engineer NCDOT Highway Division 4</u>

**Approved**

**Certified** • If classified as Type III Categorical Exclusion.

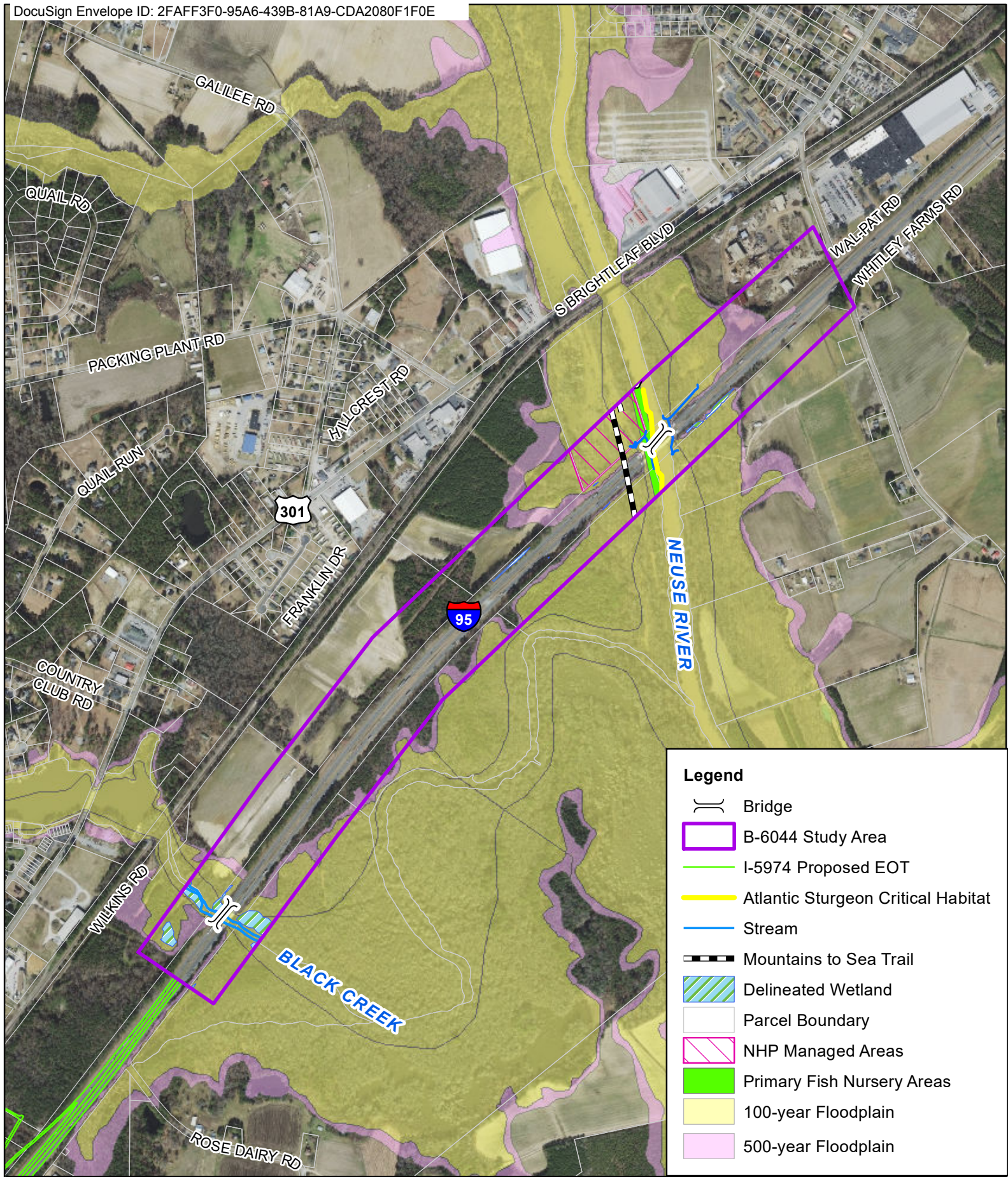
10/18/2022	DocuSigned by: <i>Russell E. Broadwell</i>
<u>Date</u>	<u>Russell E. Broadwell, P.E. Project Engineer North Carolina Department of Transportation</u>

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













10/18/2022	DocuSigned by: <i>Bill Marley</i>
<u>Date</u>	<u>for John F. Sullivan, III, PE, Division Administrator Federal Highway Administration</u>

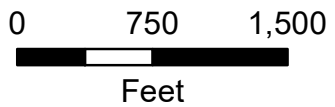
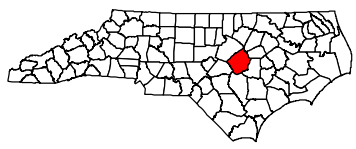
*Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).*





**Legend**

-  Bridge
-  B-6044 Study Area
-  I-5974 Proposed EOT
-  Atlantic Sturgeon Critical Habitat
-  Stream
-  Mountains to Sea Trail
-  Delineated Wetland
-  Parcel Boundary
-  NHP Managed Areas
-  Primary Fish Nursery Areas
-  100-year Floodplain
-  500-year Floodplain



**Environmental Features Map**

B-6044  
 Replace Bridges on I-95  
 over Black Creek and Neuse River  
 Johnston County



WG

WA

WF

- Project Study Area
- 2022 Addendum
- Potential Wetland Waters
- Potential Intermittent Stream
- Potential Perennial Stream
- STIP I-5974 Wetland\*
- STIP I-5974 Perennial Stream\*

\*Features part of previous delineation; USACE approval 11/8/2018.

0 150 300  
Feet

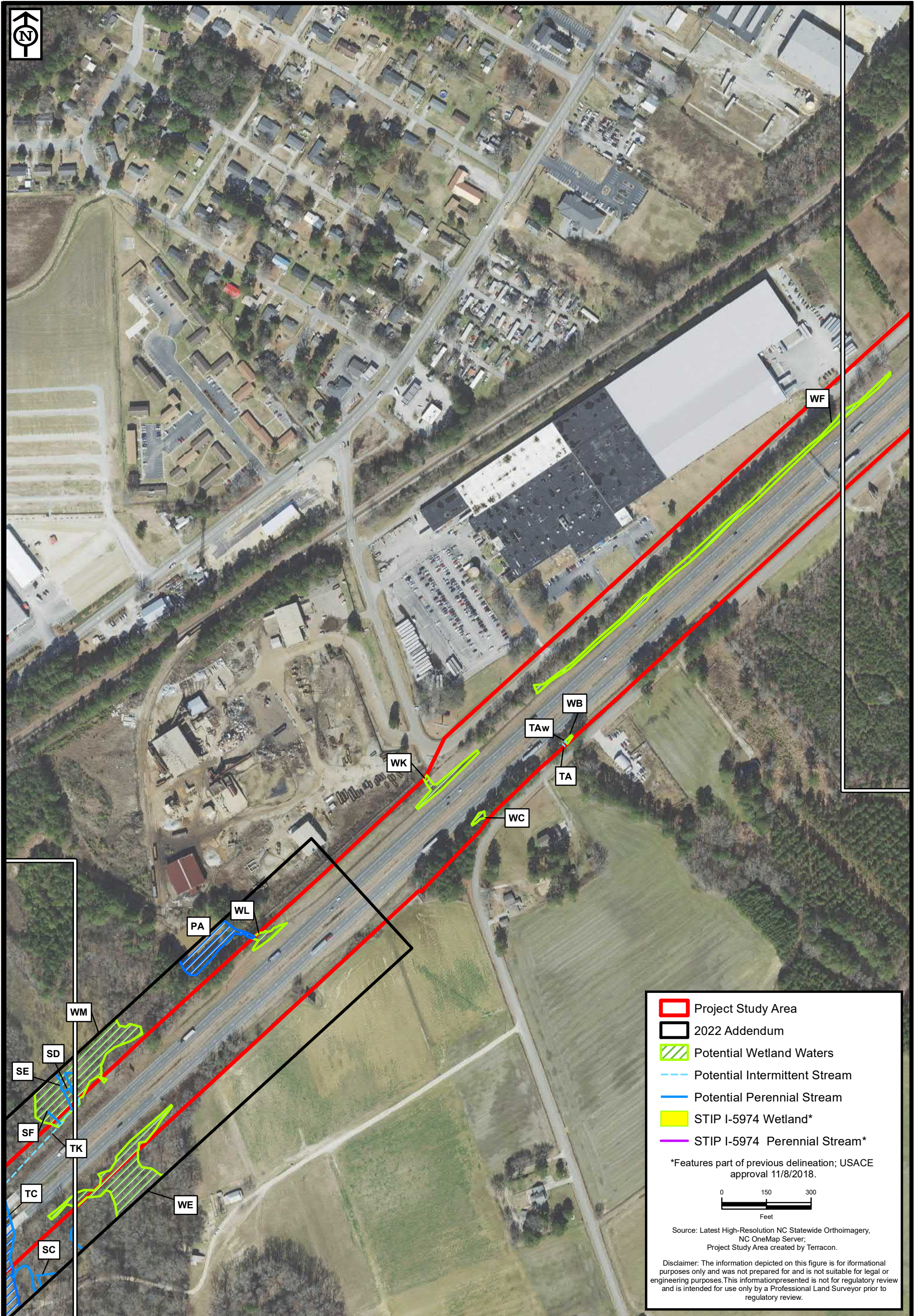
Source: Latest High-Resolution NC Statewide Orthoimagery, NC OneMap Server; Project Study Area created by Terracon.

Disclaimer: The information depicted on this figure is for informational purposes only and was not prepared for and is not suitable for legal or engineering purposes. This information presented is not for regulatory review and is intended for use only by a Professional Land Surveyor prior to regulatory review.



Jurisdictional Features Map  
**B-6044 - Interstate 95 over the Neuse River**  
 Johnston County, North Carolina

Project:	70227111
Date:	July 2022
Drwn/Chkd:	KT,MM/RT
Figure:	4a



**Legend**

- Project Study Area
- 2022 Addendum
- Potential Wetland Waters
- Potential Intermittent Stream
- Potential Perennial Stream
- STIP I-5974 Wetland\*
- STIP I-5974 Perennial Stream\*

\*Features part of previous delineation; USACE approval 11/8/2018.

0 150 300  
Feet

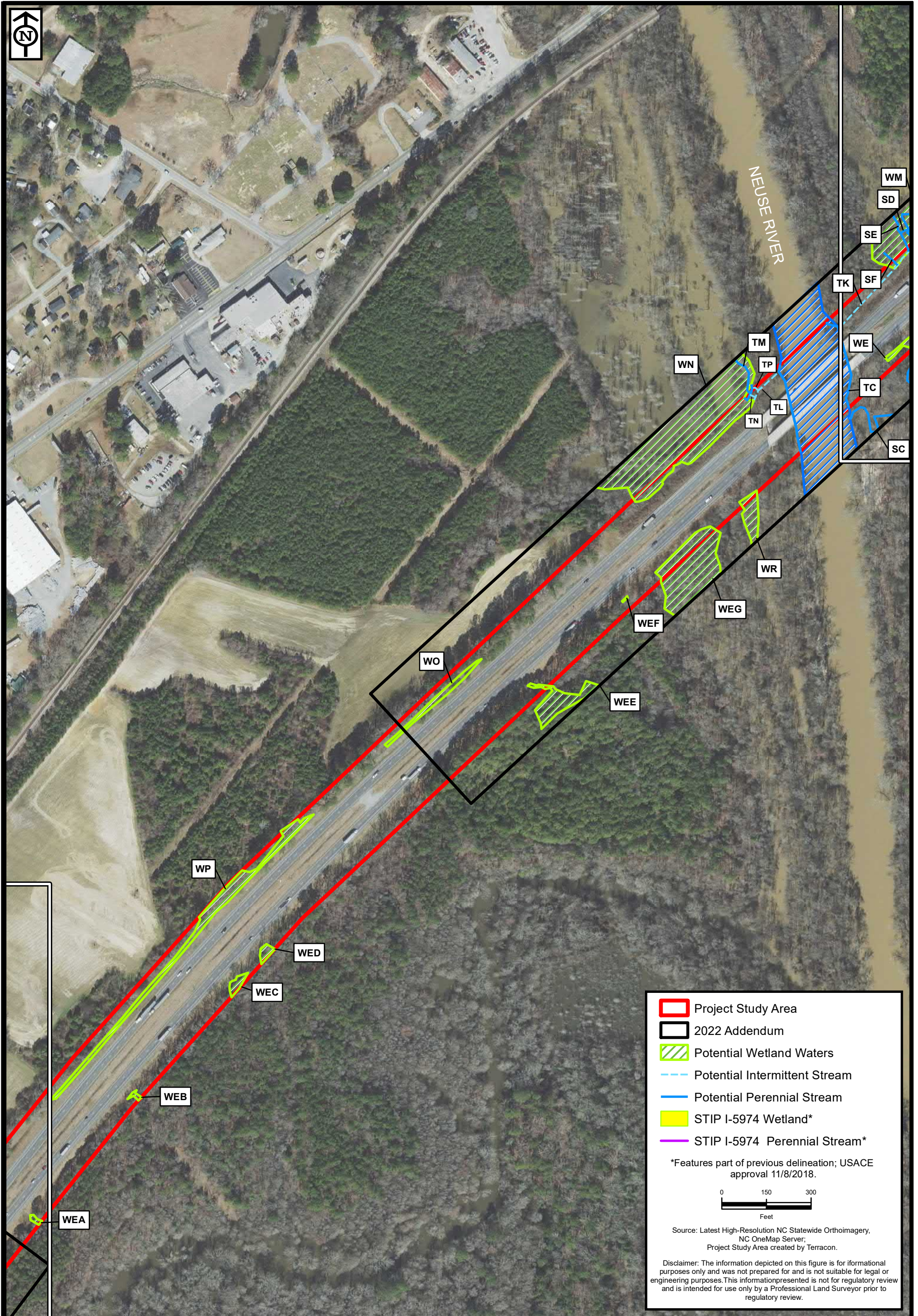
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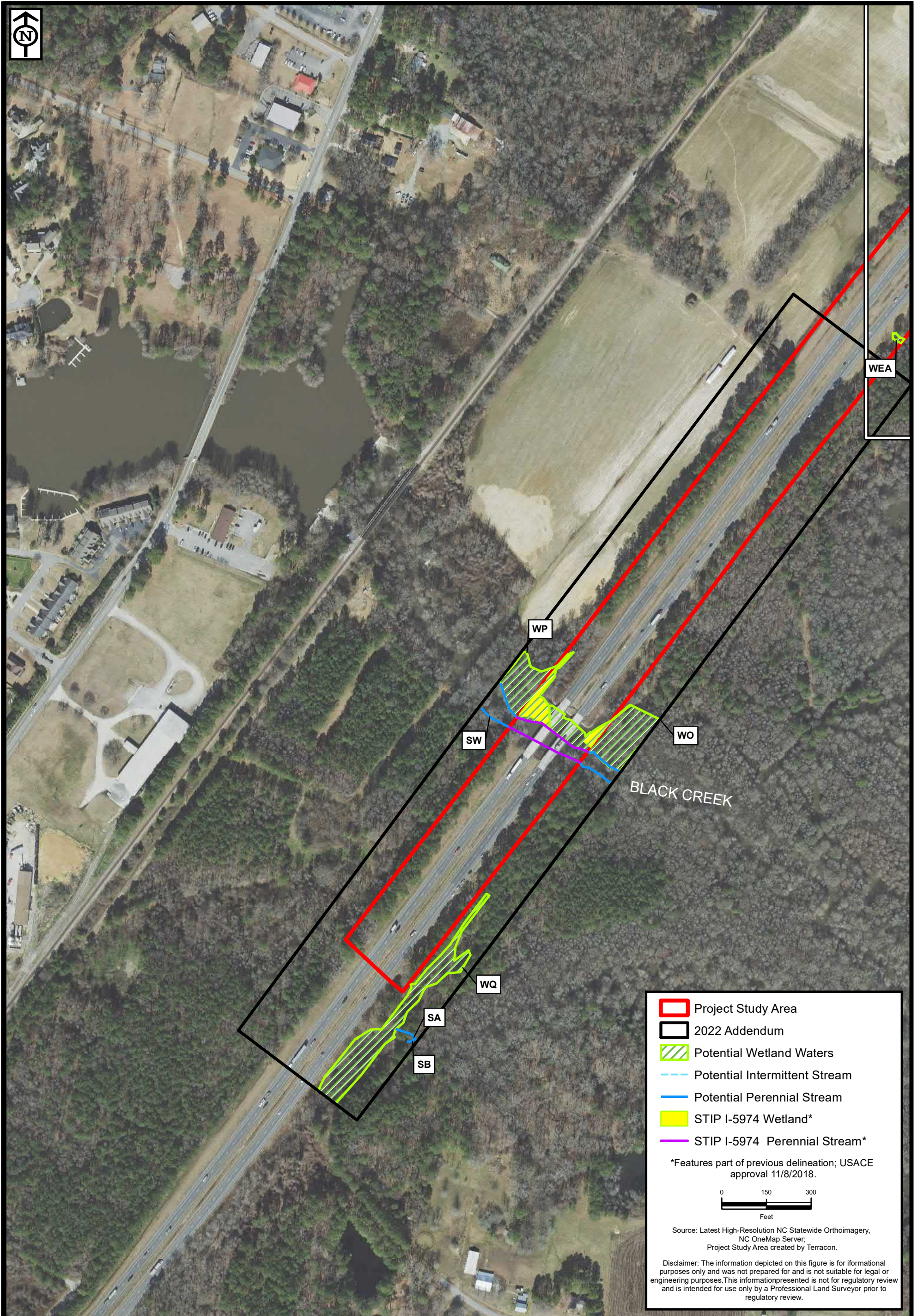
Jurisdictional Features Map  
**B-6044 - Interstate 95 over the Neuse River**  
 Johnston County, North Carolina

Project:	70227111
Date:	July 2022
Drwn/Chkd:	KT,MM/RT
Figure:	4b



Jurisdictional Features Map  
**B-6044 - Interstate 95 over the Neuse River**  
 Johnston County, North Carolina

Project:	70227111
Date:	July 2022
Drwn/Chkd:	KT,MM/RT
Figure:	4c



Project Study Area  
 2022 Addendum  
 Potential Wetland Waters  
 Potential Intermittent Stream  
 Potential Perennial Stream  
 STIP I-5974 Wetland\*  
 STIP I-5974 Perennial Stream\*

\*Features part of previous delineation; USACE approval 11/8/2018.

0      150      300

Feet

Source: Latest High-Resolution NC Statewide Orthoimagery, NC OneMap Server; Project Study Area created by Terracon.

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Jurisdictional Features Map  
**B-6044 - Interstate 95 over the Neuse River**  
 Johnston County, North Carolina

Project:	70227111
Date:	July 2022
Drwn/Chkd:	KT,MM/RT
Figure:	4d

**18-09-0100****NO ARCHAEOLOGICAL SURVEY REQUIRED FORM**

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

**PROJECT INFORMATION**

*Project No.:* **B-6044 Br. Nos. 82 & 85**    *County:* **Johnston**  
*WBS No.:* **48330.1.1**    *Document:* **Ce Or Mcc**  
*F.A. No.:* **(NHPB)**    *Funding:*     State     Federal

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

***Project Description:*** NCDOT proposes to replace Bridge Nos. 82 and 85 on I-95 over Black Creek in Johnston County northeast of Four Oaks. Both major highway bridges would be replaced. The project length based on a provided study area is 0.6 miles (3200 feet) with a width of 500 feet, all from a centerpoint between the two subject bridges. This effectively describes the functional archaeological APE for the project, allowing several possible designs and construction methods.

This is a federally funded and permitted undertaking and therefore falls under Section 106 of the National Historic Preservation Act for archaeological review.

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

The bridges to be replaced are located along I-95 which involved massive amounts of earthmoving during the original construction. The surroundings are forested soils, with Black Creek being part of the drainage for the artificial Holts Lake about 1000 feet west of I-95. The majority of the APE, especially immediately adjacent to the highway, can be considered at least somewhat or entirely altered, lessening the archaeological integrity of any resources that might otherwise be present.

USGS mapping (Four Oaks) and aerial photography was studied (see Figures 1 and 2). Google and Bing street view tools were used and confirm the altered nature of the APE during highway construction.

According to USGS mapping and GIS resources (data layer created by NCDOT archaeologist Paul J. Mohler), no cemetery is present at the APE.

Historic maps were examined to determine if any late historic structures, roads or other notations were present to help establish the a context of the recent past, especially farms, industry, land and transportation features which might offer hints to the presence of archaeological sites. Nothing was notable on the 1911 Soil Map of Johnston County (MC.056.1911h) with the exception of the highway not being present for another half a century. Likewise, 1960s aerial photography showed little of interest, only that the highway had been constructed.

The Office of State Archaeology was visited to review archaeological mapping and to reference any known archaeological surveys and sites. This helps establish an archaeological context for comparison. One environmental review is nearby, PA 18-05-0018 TIP # I-5974, the next interchange south of these two bridges which will likely require a survey due to the size. PA 18-09-0104, or I-5972, an interchange with I-95 and US 70 business to the north of the current project underwent limited survey work for a new location road. Other environmental reviews by the OSA include a mitigation site, the Atlantic Coast Pipeline, and the general I-95 corridor. Archaeological sites have been found in the general and nearby vicinity but usually on better landforms and nothing very close to the current APE.

**18-09-0100**

For this undertaking, a double bridge replacement on a major interstate highway, most of the expected impacts will overlap the existing construction footprint from the original effort. Expectations are low that an intact, significant archaeological site would be affected during the bridge construction in the APE where soils disturbances area notable. No archaeological survey is recommended for this undertaking as currently proposed. For archaeological review, the two bridge replacements should be considered compliant with Section 106.

***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 bridge replacements are located along an existing major highway. It is unlikely that archaeological remains are present, especially in the wet soils adjacent to the bridges, and if so, that they would be intact and significant. For archaeological review, this federally funded and permitted undertaking should be considered compliant with Section 106.

**SUPPORT DOCUMENTATION**

See attached:  Map(s)     Previous Survey Info     Photos     Correspondence  
 Photocopy of County Survey Notes    Other:

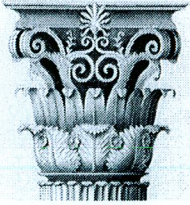
**FINDING BY NCDOT ARCHAEOLOGIST**

*NO ARCHAEOLOGY SURVEY REQUIRED*

  
NCDOT ARCHAEOLOGIST

**11/13/2018**  
Date

18-09-0100



## 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-6044	<b>County:</b>	Johnston
<b>WBS No.:</b>	48330.1.1	<b>Document Type:</b>	
<b>Fed. Aid No:</b>		<b>Funding:</b>	State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	X Yes    No	<b>Permit Type(s):</b>	USACE
<b><u>Project Description:</u></b> Replace Bridge Numbers 82 and 85 on I-95 over Black Creek (no off-site detour specified in review request).			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS:** HPOWeb reviewed on 16 October 2018 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Johnston County current GIS mapping, aerial photography, and tax information indicated an APE of predominantly cultivated fields and woodland (viewed 16 October 2018). Several pre-1970 resources are unexceptional (some are also altered) examples of their types; the APE intersects large parcels at the SW and NE on which stand early-twentieth-century buildings approximately 650 feet and more from I-95, screened from the road and the existing bridges, and beyond likely project impact. Constructed respectively in 1958 and 1955, Bridge Numbers 82 and 85 are not eligible for the National Register according to the NCDOT Historic Bridge Inventory as they are neither aesthetically nor technologically significant. Google Maps "Street View" confirmed the absence of critical architectural or landscape resources in the APE (16 October 2018).

**No architectural survey is required for the project as currently defined.**

**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:** The APE equates with the study area provided in the review request (see attached). The comprehensive county architectural survey and update (1980; 2003-2004), as well as later studies, record no resources in the APE. County GIS/ tax materials and other visuals illustrate the absence of significant architectural and landscape resources in the APE. No National Register-listed properties are located in the APE.

**Should any aspect of the project design change, please notify  
NCDOT Historic Architecture as additional review may be necessary.**

### SUPPORT DOCUMENTATION

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

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

*Vanessa E. Patrick*  
\_\_\_\_\_  
NCDOT Architectural Historian

*17 October 2018*  
\_\_\_\_\_  
Date