

MINIMUM CRITERIA DETERMINATION CHECKLIST

STIP Project No. U-3618
W.B.S. Project No. 35775.1.3

Project Location: The Carey Road Extension project is located in Lenoir County, North Carolina. The eastern terminus of the project is located within the city limits of Kinston.

Project Description: The North Carolina Department of Transportation (NCDOT) proposes to extend existing Carey Road (SR 1571), from the existing intersection of US 258, Paul's Path Road (SR 1001), and Hull Road (SR 1557) eastward to the existing intersection of Carey Road and Rouse Road (SR 1572). The project proposes the construction of a four-lane, median-divided facility with 5-foot bicycle lanes and sidewalks on both sides of the road. The proposed project is included in the 2018-2027 State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for state fiscal years 2019 and 2020, respectively.

In order to avoid creating a five-leg intersection, Hull Road will be terminated with a cul de sac near its current intersection with US 258. Hull Road will be realigned to connect with the proposed Carey Road Extension to the north. A cul de sac will also be constructed on Daly Waldrop Road (SR 1554) just east of US 258. A bridge will be constructed over the Global TransPark (GTP) rail spur.

The total estimated cost for the project included in the 2018-2017 STIP is \$13,341,000 which includes \$2,640,000 for right of way acquisition and utility relocation costs and \$10,701,000 for construction cost. The current total cost estimate for the recommended alternative is \$23,600,000 which includes \$1,900,000 for right of way acquisition and utility costs and \$21,700,000 for construction cost.

Purpose and Need: The primary purpose of the proposed action is to provide a direct local link between US 258 and the northern portion of downtown Kinston. The Carey Road Extension project, in conjunction with using existing area roads such as Paul's Path Road, Carey Road, and Plaza Boulevard, will provide a direct local east-west connection between US 258 and northern downtown Kinston.

The primary need for the proposed action is that no direct local east-west link currently exists between US 258 and areas to the west and the north of downtown Kinston. As noted in the City of Kinston's Comprehensive Transportation Plan (CTP) (August 2007), there is currently no direct local east-west connection between the northern portion of downtown Kinston along N. Queen Street (NC 58) and the residential and commercial developments located directly west of the city. Traversing between these areas requires an indirect route on existing east-west and north-south roadways, including US 258 or Paul's Path Road, Hull Road or Dobbs Farm Road (SR 1573), Rouse Road, Carey Road, and Plaza Boulevard (SR 1571).

In addition to addressing the primary need of the project, the potential exists for additional benefits as a result of the proposed project. The project will provide improved transportation access between the northern portion of the City of Kinston and developments immediately to the west. It will provide bicycle and pedestrian accommodations in the area, and will also improve emergency response and community safety.

Anticipated Permit or Consultation Requirements: The project is expected to impact approximately 1.48 acres of wetlands (1.14 acres of riparian and 0.34 acres of non-riparian). The project will also impact approximately 245 linear feet of streams (1 crossing).

Due to the anticipated impacts to jurisdictional wetlands and streams, a Section 404 Individual Permit (IP) and a Section 401 Water Quality Certification (WQC) will likely be applicable. Other required 401 certifications may include a General Certification (GC) 3893 for temporary construction access and dewatering. The United States Army Corps of Engineers (USACE) holds the final discretion as to the type of permit that will be required in order to authorize project construction.

Streamside riparian zones within the project study area are protected under provisions of the Neuse River Buffer Rules administered by the North Carolina Division of Water Resources (NCDWR) (15A NCAC 02B .0233). The project will require a Buffer Authorization from NCDWR for buffer impacts subject to the Neuse River Basin Buffer Rules. Approximately 0.58 acres of stream buffer, 0.33 acres of Zone 1 and 0.25 acres of Zone 2, will be impacted.

Lenoir County is not a designated coastal county for North Carolina. There will be no impacts to Coastal Area Management Act (CAMA) Areas of Environmental Concern (AECs) as a result of the project.

Floodplains: The proposed project is located within a 100-year floodplain. Lenoir County is a participant in the National Flood Insurance Program. The NCDOT Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP) to determine the status of the project with regard to the 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).

The proposed project involves construction activities on or adjacent to a FEMA-regulated stream. The proposed crossing of Taylors Branch is located within the flood limits of the FEMA Limited Detail Study for Taylors Branch. Any modifications to the existing stream or landscape may result in changes to the existing flood boundaries. Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying the drainage structure and roadway embankment located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Environmental Commitments: The list of project commitments (greensheet) is located at the end of the checklist.

Bicycle and Pedestrian Accommodations: The project currently proposes the construction of bicycle lanes (5-foot) and sidewalks (5-foot) on both sides of the proposed Carey Road Extension. Per the NCDOT Pedestrian Policy Guidelines (updated April 16, 2001), the municipality will need to formally request the construction of the sidewalks and enter into a cost share and maintenance agreement with NCDOT prior to the project final field inspection. The percentage of cost share is based on population and is shown in the table below:

Municipal Population	Cost of Sidewalk Construction Participation	
	DOT	LOCAL
> 100,000	50%	50%
50,000 to 100,000	60%	40%
10,000 to 50,000	70%	30%
< 10,000	80%	20%

The current population of Kinston is close to 22,000 people; therefore, the city will be responsible for 30% of the construction cost of the sidewalks. As per the NCDOT Pedestrian Policy Guidelines, the cost of the sidewalks on the bridge over the railroad will not be included in the cost share.

Estimated Traffic: A traffic forecast for the project was completed in March 2013. The average annual daily traffic forecasted for Carey Road Extension in 2040 ranges between 8,400 vehicles per day (vpd) and 14,000 vpd.

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

Alternatives Discussion: The No-Build Alternative were considered but were eliminated because it offers no improvements to the project area. This alternative will not provide residents of Kinston more direct east-west connectivity.

Two detailed study alternatives (DSAs) were evaluated for the proposed Carey Road Extension, Alternative 2, a southern alignment, and Alternative 3, a northern alignment. Two realignment options for Hull Road were evaluated. Hull Road realignment option 1 proposed a cul-de-sac on Hull Road just east of US 258 and tying into Carey Road Extension. Hull Road realignment option 2 proposed the construction of a cul de sac on Hull Road and Daly Waldrop road just east of US 258 and tying into US 258 just south of Daly Waldrop Road. A bridge over the GTP rail spur and an at-grade crossing were also evaluated.

Alternative 2, the southern alignment, was selected as the recommended alternative after considering overall environmental impacts between the two DSAs and public comments received at and after the public meeting on October 2017. Addressing public concerns, the realignment of Hull Road was shifted several hundred feet to the west, closer to US 258, and will tie into the proposed Carey Road Extension. A cul de sac will be constructed on Hull Road and Daly Waldrop road just east of US 258. A bridge will constructed over the GTP rail spur. Alternative 2 has fewer impacts to wetlands and streams than Alternative 3.

Public Involvement:

A public meeting was held on Tuesday, October 10, 2017 from 4 p.m. to 7 p.m. at the Global TransPark Center of Excellence in Kinston. Design maps of the project alternatives were shown to the public for their input. Forty-six people attended the public meeting and a total of 16 comments were received at and after the meeting during the official comment period which ended on October 27, 2017.

Prior to the meeting, NCDOT mailed 350 newsletters to people near the project informing them of the public meeting. NCDOT also created and maintained a project website which provided information about the project and materials to be presented at the public meeting. NCDOT also activated a toll-free project hotline phone number to call for project information and/or updates.

Agency Coordination and Comments:

A start of study letter was sent out on March 21, 2012 to inform federal, state, and local agencies that NCDOT had begun studying the proposed improvements of the subject project and to request their comments. NCDOT received comments from the City of Kinston's Planning Director encouraging bike and pedestrian paths to be studied and implemented along the extension of Carey Road.

An external scoping meeting was held on November 7, 2013 to discuss the project history and share pertinent information with NCDOT staff, local agency partners, and state and federal resource and permitting agencies. A scoping letter and informational packet was sent out prior to the meeting on October 3, 2017. NCDOT received a letter from the State Historic Preservation Office (HPO) dated November 5, 2013 recommending that a comprehensive archaeological survey be conducted as they considered it likely that archaeological sites exist within the proposed study area. HPO also recommended that an architectural historian evaluate two properties to determine if they are eligible for listing in the National Register of Historic Places (NRHP).

An NCDOT architectural historian conducted a study of potential historic properties within the project Area of Potential Effects (APE) in May 2014 and found none of the properties to be NRHP-eligible. HPO reviewed the study and agreed with the conclusion.

NCDOT conducted an internal map review and file search at the Office of State Archaeology (OSA) on May 6, 2014 and also determined that an archaeological survey is required. An archaeological survey and evaluation was conducted by AECOM for NCDOT in August 2017. No archaeological sites eligible for or listed on the NRHP were found to be present in the project's APE and no further archaeological investigations are warranted.

NCDOT presented the Recommended Alternative to the Lenoir County Transportation Committee on January 10, 2018 to give them an opportunity to review the proposed plans, ask questions and provide comments. The Lenoir County Commissioners adopted a resolution in support of the Recommended Alternative on January 16, 2018.

NCDOT also presented the Recommended Alternative to Kinston's City Council and they also adopted a resolution in support of the Recommended Alternative on February 19, 2018.

PART A: MINIMUM CRITERIA

Item 1 to be completed by the Engineer

- | | YES | NO |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|
| 1. Is the proposed project listed as a type and class of activity which would qualify as a Non-Major Action under the Minimum Criteria rules? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If the answer to number 1 is “no”, then the project does not qualify as a minimum criteria project. A state environmental assessment is required.

If “yes”, under which category?

Category #26 – Implementation of any project which qualifies as a “categorical exclusion” under the National Environmental Policy Act by one of the Agencies of the U.S. Department of Transportation.

If either category #8, #12(i) or #15 is used, complete Part D of this checklist.

PART B: MINIMUM CRITERIA EXCEPTIONS

Items 2-4 to be completed by the Engineer

- | | YES | NO |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|
| 2. Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact to human health or the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Is the proposed activity of such an unusual nature or does the proposed activity has such widespread implications, that an uncommon concern for its environmental effects has been expressed to the Department? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Items 5-8 to be completed by Division Environmental Officer

- | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|
| 5. Does the proposed activity have a significant adverse effect on wetlands; surface waters such as rivers, streams, and estuaries; parklands; prime or unique agricultural lands; or areas of recognized scenic, recreational, archaeological, or historical value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Will the proposed activity endanger the existence of a species on the Department of Interior’s threatened and endangered species list? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or groundwater impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Is the proposed activity expected to have a significant adverse effect on long-term recreational benefits of shellfish, finfish, wildlife, or their natural habitats? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If any questions 2 through 8 are answered “yes”, the proposed project may not qualify as a Minimum Criteria project. As state environmental assessment (EA) may be required. For assistance, contact:

Manager, Environmental Analysis Unit
 1548 Mail Service Center
 Raleigh, NC 27699-1598
 (919) 707-6000
 Fax: (919) 212-5785

PART C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS

Items 9-12 to be completed by Division Environmental Officer

		YES	NO
9.	Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.	Does the action require placement of temporary or permanent fill in waters of the United States?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11.	Does the project require the placement of a significant amount of fill in high quality or relatively rare wetland ecosystems, such as mountain bogs or pine savannahs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12.	Is the proposed action located in an Area of Environmental Concern, as defined in the coastal Area Management Act?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Items 13-15 to be completed by the Engineer

13.	Does the project require stream relocation or channel changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Cultural Resources

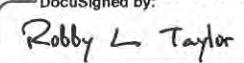
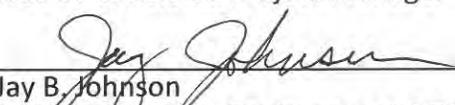
14.	Will the project have an “effect” on property or site listed on the National Register of Historic Places?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15.	Will the proposed action require acquisition of additional right of way from publicly owned parkland or recreational areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Questions in PART C are designed to assist the Engineer and the Division Environmental Officer in determining whether a permit or consultation with a state or federal resource agency may be required. If any questions in PART C are answered “YES”, follow the appropriate permitting procedures prior to beginning project construction.

PART D: (To be completed when either category #8, 12 (i) or #15 of the rules are used.)

- 22. Project length: 2 miles
- 23. Right of Way width: 120 feet
- 24. Total Acres of Disturbed Ground Surface: 36 acres
- 25. Total Acres of Wetland Impacts: 1.48 acres
- 26. Total Linear Feet of Stream Impacts: 245 feet
- 27. Project Purpose: Provide a direct local link between US 258 and the northern portion of downtown Kinston.

Reviewed by:

<u>3/14/2018</u> Date	 _____ Karen B. Taylor, P.E. AECOM Technical Services of North Carolina, Inc.
<u>3/14/2018</u> Date	<small>DocuSigned by:</small>  _____ Robby L. Taylor NCDOT Division 2 Project Manager
<u>3/14/2018</u> Date	 _____ Jay B. Johnson NCDOT Division 2 Environmental Officer

PROJECT COMMITMENTS:

**Lenoir County
Carey Road Extension (SR 1571)
W.B.S. No. 35775.1.3
T.I.P. No. U-3618**

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.

Neuse River Buffer Rules

Proposed roadway improvements for the project will require meeting diffuse flow stormwater requirements of the Neuse River Buffer Rules.

Sidewalks

Construction of sidewalks throughout the project is pending on a municipal agreement between NCDOT and the City of Kinston for cost share and maintenance.

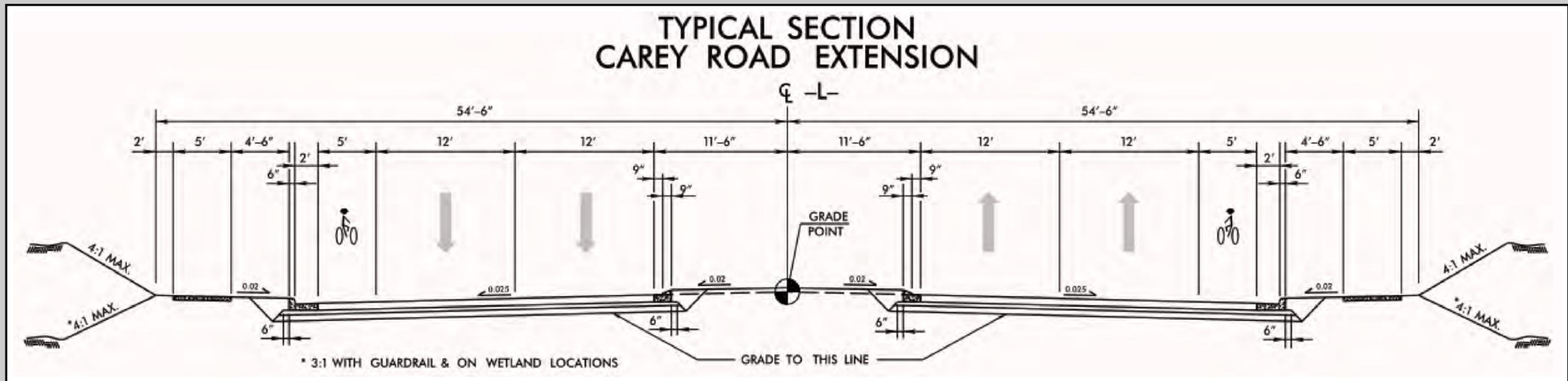
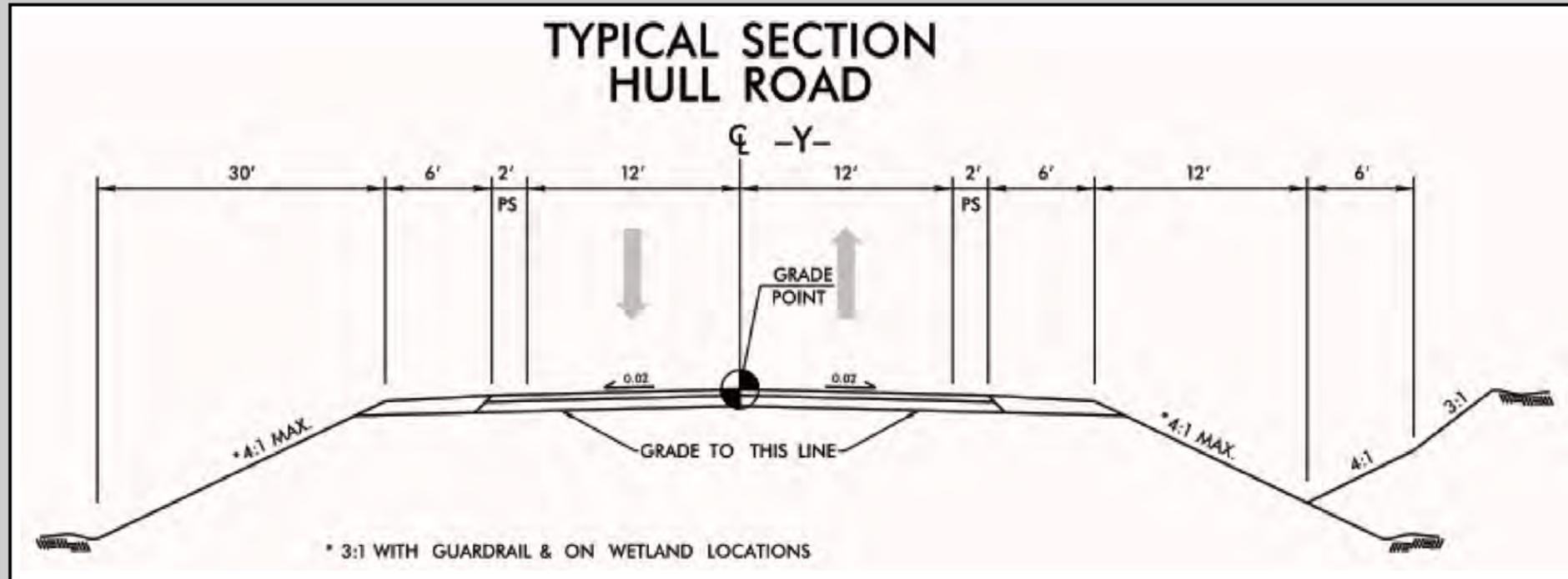
Division 2, Resident Engineer – Kinston

The US Fish and Wildlife Service (USFWS) has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Division 1-8, which includes Lenoir County, where U-3618 is located. The Resident Engineer will report the acreage of NLEB habitat removal to USFWS.

Carey Road Extension
STIP Project No. U-3618

Figure 2:
Typical Sections

February 2018



Carey Road Extension STIP Project No. U-3618

Vicinity Map
Figure 1

February 2018

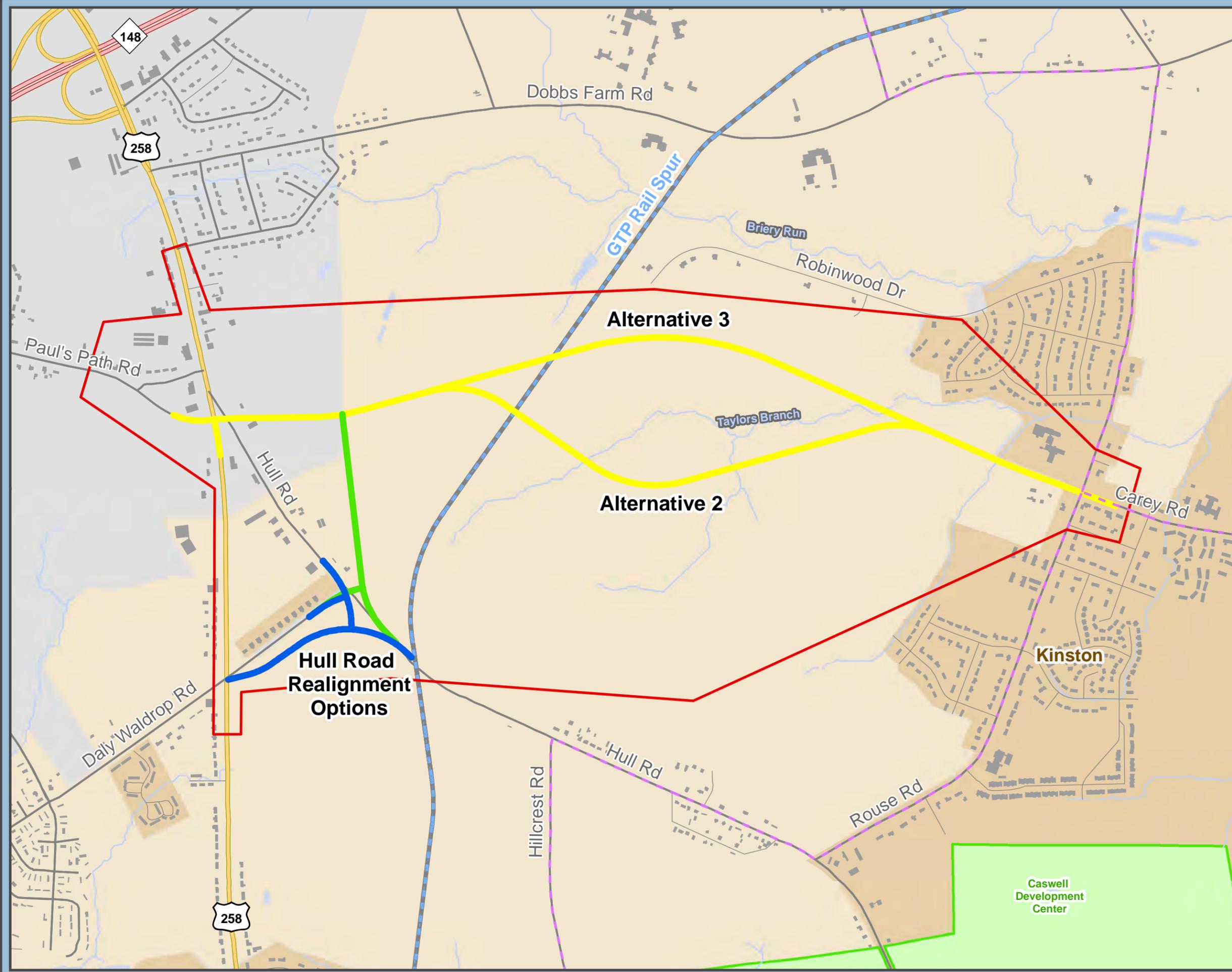
Legend

- Study Area
- Carey Road Extension Alternatives
- Hull Road Realignment Option 1
- Hull Road Realignment Option 2
- Bike Route
- Railroad
- US Highway
- NC Highway
- State Road
- Local Road
- Stream
- Waterbody
- Building Footprints
- Caswell Development Center
- Global TransPark (GTP)
- Kinston Municipal Area
- Kinston ETJ
- Unincorporated County

0 1,000 Feet



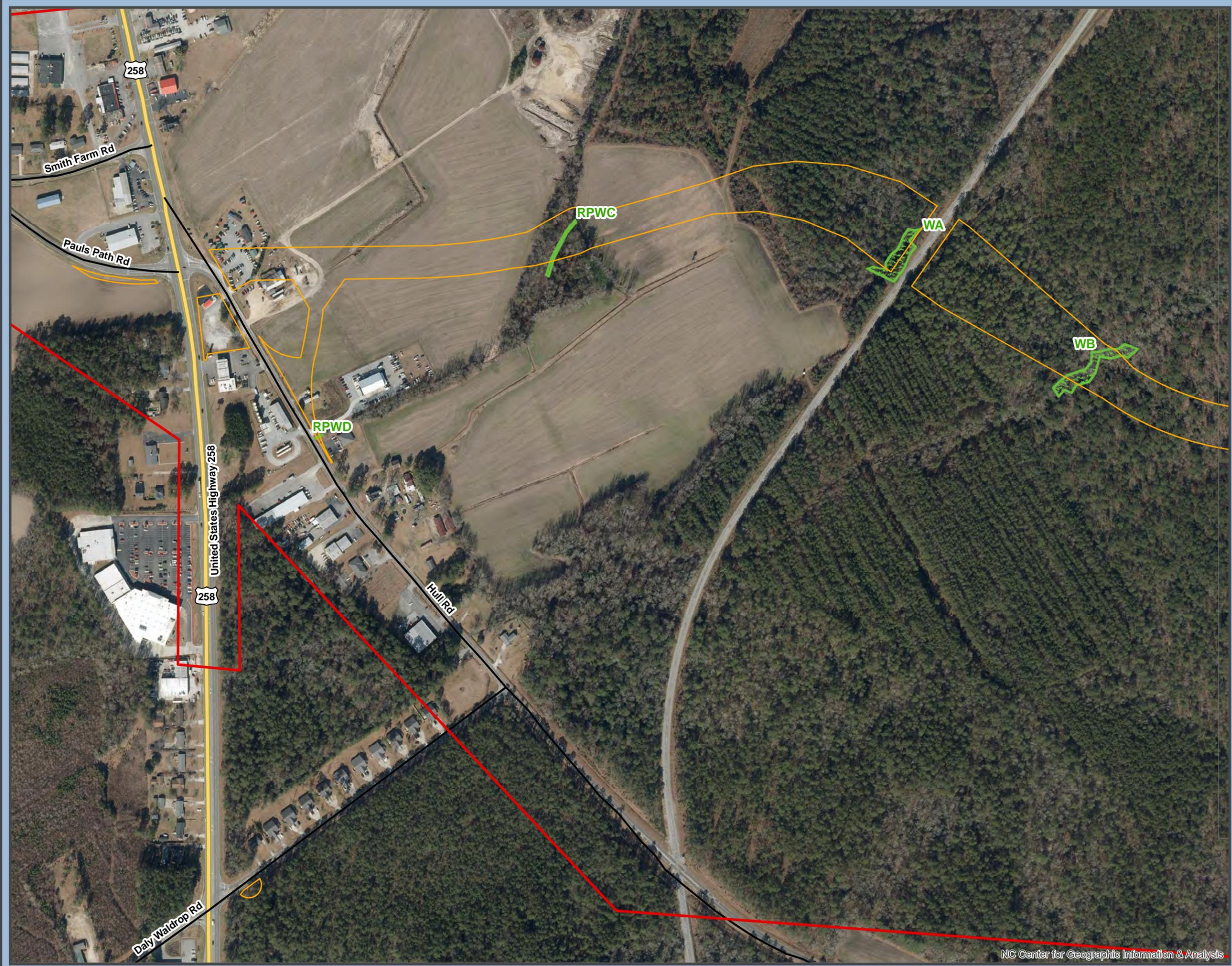
This map is for reference only.
Sources: CGIA, NCDOT, NCDENR,
Craven County, NCDCM, NCEM, Lenoir County,
Pitt County, Kinston Planning Department,
NCOneMap, NCWRC, NCSHPO, EPA, USFWS,
USDA, NRCS, DWQ, ESRI and URS.



Carey Road Extension STIP Project No. U-3618

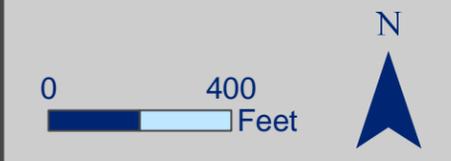
Figure 3:
Wetlands and Streams

February 2018



Legend

- Project Study Area
- ROW Limits
- US Highway
- Secondary Route
- Delineated Wetland



This map is for reference only.
Sources: CGIA, NCDOT, NCDENR,
Craven County, NCDCM, NCEM, Lenoir County,
Pitt County, Kinston Planning Department,
NCOneMap, NCWRC, NCSHPO, EPA, USFWS,
USDA, NRCS, DWQ, ESRI and URS.



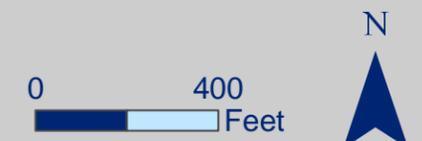
Carey Road Extension STIP Project No. U-3618

Figure 3:
Wetlands and Streams

February 2018

Legend

-  Project Study Area
-  ROW Limits
-  Secondary Route
-  Local Road
-  Delineated Stream
-  Delineated Wetland



This map is for reference only.
Sources: CGIA, NCDOT, NCDENR,
Craven County, NCDCM, NCEM, Lenoir County,
Pitt County, Kinston Planning Department,
NCOneMap, NCWRC, NCSHPO, EPA, USFWS,
USDA, NRCS, DWQ, ESRI and URS.





North Carolina Department of Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

November 5, 2013

MEMORANDUM

TO: Richard W. Hancock, P.E., Manager
Project Development and Environmental Analysis Unit
NCDOT Division of Highways

FROM: Ramona M. Bartos *RMB for Ramona M. Bartos*

SUBJECT: Carey Road Extension on New Location from US 258 at Paul's Path Road (SR 1001) and Hull Road (SR 1557) to Rouse Road (SR 1572) at Carey Road (SR 1571), Kinston, U-3618, Lenoir County, ER 13-2518

We have received the project data sheet for the proposed extension and offer the following comments.

One archaeological site, 31LR205, is recorded within the western portion of the study area. Recorded during the Crescent Road survey, it is a prehistoric site evaluated as not eligible for the National Register of Historic Places. A section of the area surveyed for Crescent Road cuts through the study area, running approximately from the end of SR 1554 to an area near Robinwood. Two additional prehistoric sites are in this area, just outside the study area boundary. They are 31LR203 and 31LR204, and they too were evaluated as not eligible.

We consider it likely that additional archaeological sites exist within the proposed study area, particularly within the eastern portion.

We recommend that a comprehensive survey be conducted by to identify and evaluate the significance of archaeological remains that may be damaged or destroyed by the proposed project. Potential effects on unknown resources must be assessed prior to the initiation of construction activities.

Two copies of the resulting archaeological survey report, as well as one copy of the appropriate site forms, should be forwarded to us for review and comment as soon as they are available and well in advance of any construction activities.

The results of the recent Lenoir County architectural survey show the presence of two houses of architectural or historical interest in the Area of Potential Effects.

Enzel Sullivan House (LR0899)
Poole-Smith House (LR0883)

An architectural historian for the North Carolina Department of Transportation should evaluate these properties to determine if they are eligible for listing in the National Register of Historic Places.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or renee.gledhill-earley@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED 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

Project No:	U-3618	County:	Lenoir
WBS No.:	35775.1.2	Document Type:	
Fed. Aid No:	STP-0224(14)	Funding:	State X Federal
Federal Permit(s):	X Yes No	Permit Type(s):	Noted on request: "To be determined"
<u>Project Description:</u> Extension of Carey Road (SR 1571) from Rouse Road (SR 1572) to US 258 on new location (no off-site detour planned).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or **affected** by this project. (Attach any notes or documents as needed.)

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 9 May 2014 and yielded six SS, and no NR, DE, SL, or LD properties in the Study Area (see attached map for boundary). The Area of Potential Effects (APE) for historic architectural resources corresponds to the Study Area and encompasses all alternatives and construction activities as currently defined. Lenoir County current GIS mapping, aerial photography, and tax information revealed a Study Area/APE composed mostly of woodland and cultivated fields with concentrations of residential and commercial properties at its periphery (near the Rouse and Carey Roads intersection at the east and the Hull Road/US 258 vicinity at the west) (viewed 9 May 2014). The presence in the APE of the six previously recorded properties, plus a commercial building and a church dating to the early-twentieth century and approximately 18 residential and commercial resources dating to the mid-twentieth century indicated the need for field investigation. While awaiting forthcoming plans and additional design information, survey proceeded in the spring of 2015, and most resources were eliminated from further investigation. Three resources warranted closer scrutiny and NR-eligibility evaluation. The resultant technical report (June 2016) addresses the Poole-Smith House (LR0883), the Enzel Sullivan House and Outbuildings (LR0889), and the Rouse House and Outbuildings (LR1599). The study concluded that none of the resources is NR-eligible as each has suffered loss of

historical integrity through structural change, decay or demolition of component elements, and changes to setting. HPO has reviewed the study and agreed with the conclusions (see attached correspondence).

No additional resources of concern are located in the APE, so a finding of "no historic properties present or affected" will satisfy both Section 106 and GS 121-12(a) compliance requirements.

Should any aspect of the project design change, including the addition of an off-site detour with improvements, please notify NCDOT Historic Architecture as additional review may be necessary.

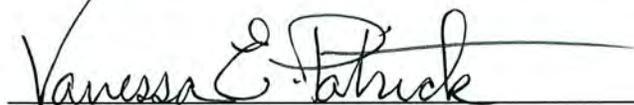
SUPPORT DOCUMENTATION

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

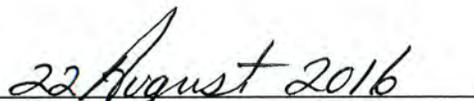
Technical report and photographs on file at
NCDOT – Historic Architecture
and on TIP "Project Store" (\\dot\dfsroot01).

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

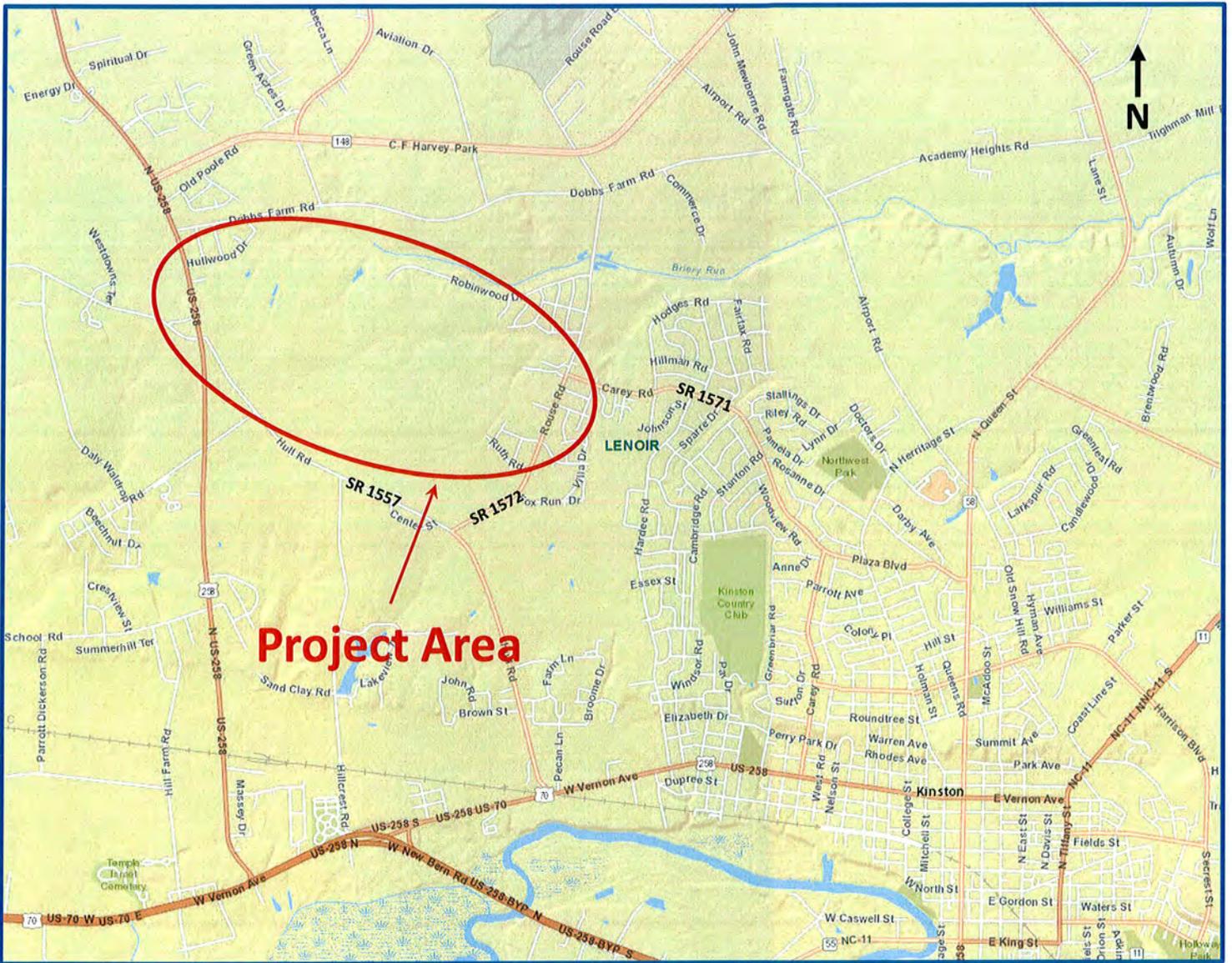
Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OR AFFECTED**



NCDOT Architectural Historian


Date

U-3618, Lenoir County
WBS No. 35775.1.2
Tracking No. 14-04-0019



U-3618

Carey Road (SR 1571) Extension
WBS No. 35775.1.2

Lenoir County

Base map: HPOWeb, nts



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

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

August 8, 2016

MEMORANDUM

TO: Vanessa Patrick
Human Environment Unit
NC Department of Transportation

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, Extension of Carey Road (SR1571) from
Rouse Road (SR1572) to US 258, U-3618, Kinston, PA 14-04-0019, Lenoir County,
ER 13-2518

Thank you for your July 7, 2016 memorandum transmitting the above-referenced report. We have reviewed the report and offer the following comments.

We concur with the determination that the properties **are not eligible for listing** in the National Register of Historic Places.

- Poole-Smith House (LR0883)
- Enzel Sullivan House and Outbuildings (LR0889)
- Rouse House and Outbuildings (LR1599)

The physical integrity of the Poole-Smith House has been compromised due to later additions and alterations. The integrity of the setting of the Poole-Smith House has been lost as a result of modern development and the loss of the pack house.

The physical integrity of the Enzel Sullivan House has been compromised due to later additions and alterations. The integrity of the setting of the Enzel Sullivan House has been lost as a result of modern development.

In addition to his being a later, secondary dwelling associated with an earlier farmstead, the physical integrity of the Rouse House and Outbuildings has been compromised due to later additions and alterations. The integrity of the setting of the Rouse House and Outbuildings has been lost as a result of demolition of the earlier dwelling house and the relocation of historic outbuildings.

Additional comments:

In figure 1, the counties surrounding Lenoir County are incorrectly labeled. This figure should be revised as follows: Nash County should be labeled Pitt County; Wilson County should be labeled Craven County; Wayne County should be labeled Jones County; Harnett County should be labeled Duplin County; the Sampson and Wake County labels should be eliminated from the figure; the un-labeled county to the west should be labeled Wayne County; and the un-labeled county to the north should be labeled Greene County.

A site plan showing the buildings on the Enzel Sullivan House property would be helpful.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number

cc: Mary Pope Furr, NCDOT

mfurr@ncdot.gov

14-04-0019**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: **U-3618** County: **Lenoir**
 WBS No: **35775.1.2** Document: **CE**
 F.A. No: **STP-0224(14)** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **TBD**

Project Description: The NCDOT proposes to extend Carey Road (SR 1571) on new location from US 258 at Paul's Path Road (SR 1001) and Hull Road (SR 1557) east to Rouse Road (SR 1572) at Carey Road (SR 1571) in Kinston, Lenoir County. At this time, there are two (2) Draft Corridors (i.e. alternatives); LEDPA has not been chosen yet. Project length measures about 1.86 miles (9,821 feet). Proposed width for the draft corridors is about 300 feet. Options for realigning Hull Road (SR 1557), which would also affect property along Daly Waldrop Road (SR 1554), are being considered as well. The proposed width for these additional corridors is about 100 feet. Overall, the Area of Potential Effects (APE) will measure approximately 4,758,930 square feet or about 109.25 acres of new location.

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: SURVEY REQUIRED**Brief description of review activities, results of review, and conclusions:**

An internal map review and site file search was conducted at the Office of State Archaeology (OSA) on Tuesday, May 6, 2014. Comprehensive archaeological surveys within the larger Study Area for the Carey Road (SR 1571) Extension have been conducted, but have not focused on the actual footprint of the currently proposed project. More importantly, though, the Office of State Archaeology (OSA) has reviewed the Carey Road Extension project, offering the following comments in their correspondence of November 5, 2013: "One archaeological site, 31LR205, is recorded within the western portion of the study area. Recorded during the Crescent Road survey, it is a prehistoric site evaluated as not eligible for the National Register of Historic Places. A section of the area surveyed for Crescent Road cuts through the study area, running approximately from the end of SR 1554 to an area near Robinwood. Two additional prehistoric sites are in this area, just outside the study area boundary. They are 31LR203 and 31LR204, and they too were evaluated as not eligible. We consider it likely that additional archaeological sites exist within the proposed study area, particularly within the eastern portion. We recommend that a comprehensive survey be conducted to identify and evaluate the significance of archaeological remains that may be damaged or destroyed by the proposed project. Potential effects on unknown resources must be assessed prior to the initiation of construction activities."

Digital copies of HPO's maps (Falling Creek and Kinston Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were previously reviewed on Tuesday, May 20, 2014 and most recently on Tuesday, July 14, 2015. Although there is one (1) known historic architectural resource (the Elite Fabrication Welding property along Hull Road [SR 1557]) located within the Study Corridors, intact archaeological deposits associated with this resource are not anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and historic orthophotography were utilized and inspected to gauge environmental factors that may

14-04-0019

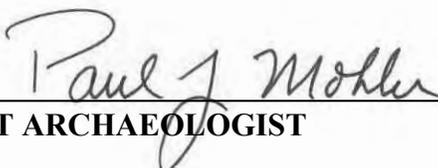
have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

Both State and Federal funds are to be used on this project, which will require a Federal permit as well as permanent construction easements (i.e. ROW along new location corridor). At this time, we are in compliance with NC GS 121-12a since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Area of Potential Effects (APE) that would require our attention. All proposed project activities are to take place within the proposed APE, which is entirely on new location so there will be environmental impacts beyond what is currently owned/maintained by the NCDOT. None of the property traversed by the proposed corridors is currently owned by the NCDOT; however, a section of the forested area located in the middle of the proposed corridors is owned by the State of North Carolina and is under lease to the Stoney Creek Hunting Preserve. From an environmental perspective, the APE consists of the nearly level uplands of the Inner Coastal Plain near the break between the South and North Coastal Regions, and is composed of various soil types. Aside from the restrictive qualities of Johnston (Js), Stallings (St), Torhunta (To), and Woodington (Wn) soils (i.e. somewhat poorly drained to very poorly drained), the well-drained and moderately well-drained soils that make up the rest of the APE, especially within the eastern half, have the potential to contain intact archaeological deposits, consistent with the environmental and geological setting of documented archaeological sites in the vicinity. Current soil conditions and the extensive APE would suggest that specific sections within the proposed corridors should be the focus of any formal archaeological investigations. Based on the information provided, an archaeological survey is, therefore, recommended for the proposed project. Once LEDPA has been chosen, a visual inspection of the entire Area of Potential Effects (APE) should be conducted, followed then by systematic archaeological excavations within areas of moderate to high archaeological probability (i.e. well-drained to moderately well-drained soils). Should the description of this project change or design plans be made available prior to construction, additional consultation regarding archaeology will be required.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST – *SURVEY REQUIRED*

	July 14, 2015
NCDOT ARCHAEOLOGIST	Date

PROPOSED FIELDWORK COMPLETION DATE	To Be Determined Based on When LEDPA is Chosen
------------------------------------	---------------------------------------------------

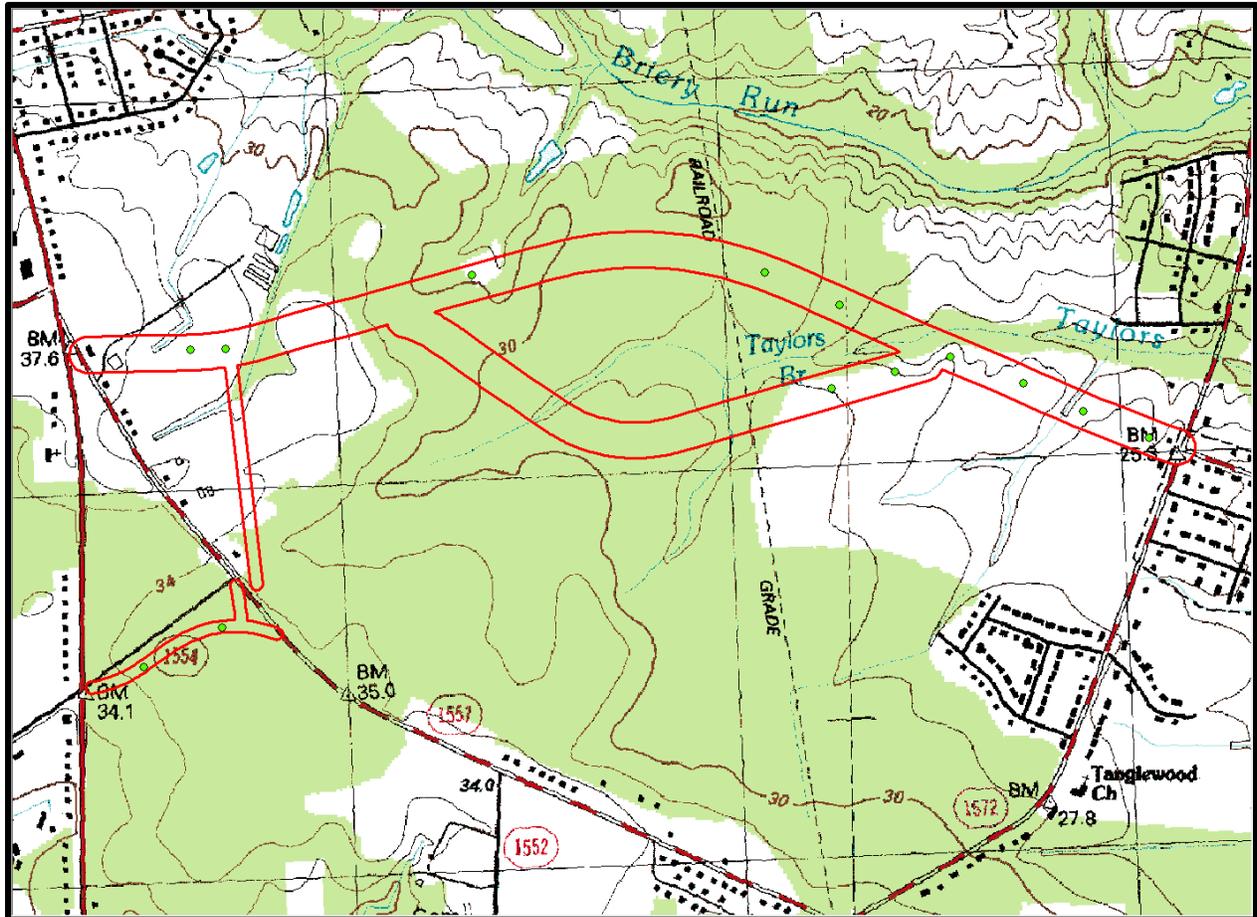
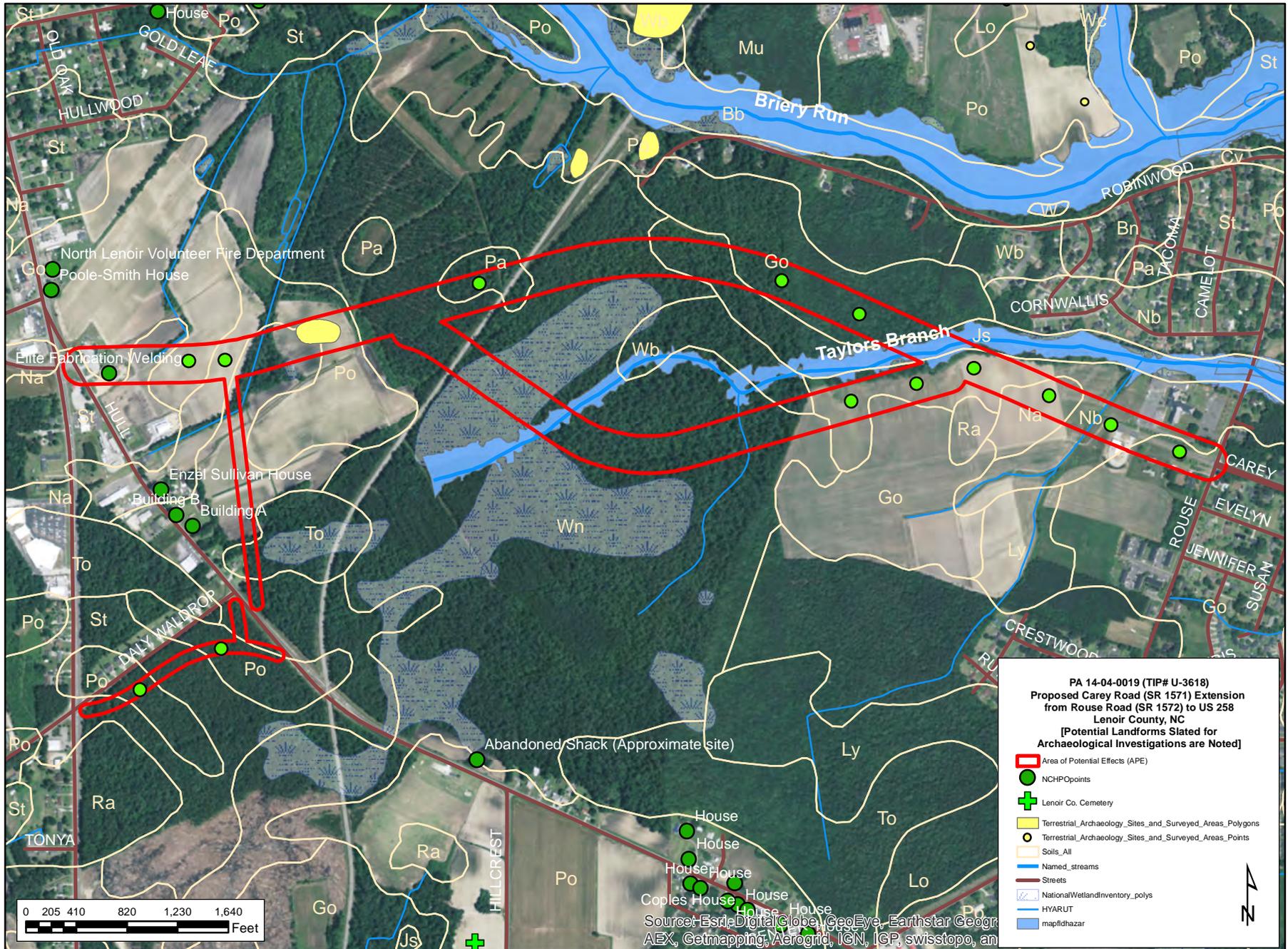


Figure 1: Falling Creek, NC (USGS 1983) and Kinston, NC (USGS 1983) with Potential Landforms Slated for Archaeological Investigations Noted.





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



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

PROJECT INFORMATION

Project No: **U-3618** County: **Lenoir**
 WBS No: **35775.1.2** Document: **CE**
 F.A. No: **STP-0224(14)** Funding: State Federal

Federal Permit Required? Yes No Permit Type: **401/404**

Project Description:

NCDOT's Division 2 is proposing to extend existing Carey Road (SR 1571) on new location from the intersection of US 258 with Paul's Path Road (SR 1001) and Hull Road (SR 1557) east to Rouse Road (SR 1572) at Carey Road (SR 1571) in Kinston, Lenoir County (Figure 1). The proposed project entails two draft corridors (alternatives), and two options to realign Hull Road. A preferred alternative remained unconfirmed at the time of archaeological survey. The Area of Potential Effects (APE) is approximately 1.86 miles (2.99 kilometers) long and the width for the draft corridors varies from 100 to 400 feet. The narrower portions of the APE are part of intersection realignments near Daly Waldrop Road (SR 1554) and Hull Road (SR 1557). The APE expands to 400 feet in the areas east and west of a railroad grade to accommodate a larger construction area. The APE for the project covers approximately 111.9 acres (45.3 hectares).

SUMMARY OF ARCHAEOLOGICAL FINDINGS

A map review and state file search was conducted at the Office of State Archaeology (OSA) on May 6, 2014 by the NCDOT (Mohler 2015, 2017a). Within the general vicinity of the project, archaeological surveys and testing projects for Crescent Road/C.F. Harvey Parkway as well as the North Carolina Global TransPark (GTP) have been conducted (Bamann and Lautzenheiser 2004; Lautzenheiser 1993; Mohler 2017b; O'Connell 1998). NCDOT personnel performed a survey for Crescent Road in the late 1990s that partially intersects the current project. The NCDOT survey identified over 50 archaeological sites (O'Connell 1998), one of which (31LR205) is located within the boundaries of the current Carey Road Extension project. In addition, sites 31LR203 and 31LR204 are in close proximity to the project, but lie just outside of it. All three of these sites were recommended as not eligible for the National Register of Historic Places (NRHP) (O'Connell 1998). Examination of the files at the NC-HPO revealed no NRHP eligible sites within the boundaries of the APE. In addition, topographic maps, historic maps, USDA soil survey maps, and aerial photographs were inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

The current Phase I archaeological survey failed to identify any archaeological sites within the APE. Shovel testing in and around the mapped vicinity of 31LR205 failed to produce artifacts. 31LR205 was previously recommended as not eligible for the NRHP. Although 31LR205 was not relocated, the current data supports the earlier recommendation of ineligible for the NRHP.

The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

- There are no National Register listed or eligible ARCHAEOLOGICAL SITES present within the project's area of potential effects. (Attach any notes or documents as needed)**
- No subsurface archaeological investigations were required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.**
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.**
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.**

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

The project's Study Area, between US 258 and Carey Road (SR 1571) in Kinston, Lenoir County, was subjected to an intensive archaeological survey (Figure 2). The Area of Potential Effects (APE) measured approximately 1.86 miles (2.99 kilometers) long. The APE covers approximately 111.9 acres (45.28 hectares). The APE crosses agricultural fields and small areas of forest, typically associated with low, wet areas and stream or drainage crossings. In August 2017, AECOM completed shovel testing at 30-meter intervals to survey for potential archaeological resources that might be impacted by the proposed undertaking. No newly identified archaeological sites were encountered. One previously-recorded archaeological site, 31LR0205, was previously mapped in the western portion of the project. The recent shovel test survey in the mapped area of the site did not recover any artifacts. Although the location of the site was not re-established, the site was previously recommended as ineligible for NRHP (O'Connell 1998).

SURVEY AREA DESCRIPTIONS

The project was divided into six areas (Figure 2), each of which was sequentially numbered west-to-east (Figure 2, Table 1). Transects in each area were spaced 30 meters (~98 feet) apart and assigned letters A through D from north to south. STP numbering ran from east to west within each survey area. No TUs or radial STPs were deemed necessary in any of the project areas.

Table 1. Summary Details for Survey Areas of the U-3618 Project.

Survey Area	Area (acres)	STPs @ 30m	Radial STPs	Total STPs	Comments
1	4.2	6	0	6	Negative results
2	10.9	34	0	34	Negative results (site 31LR205 mapped within area, but not relocated)
3	33.4	125	0	125	Negative results
4	28.7	66	0	66	Negative results
5	13.3	24	0	24	Negative results
6	21.4	32	0	32	Negative results
GRAND TOTAL	111.9	287	0	287	

Area 1. Area 1 began west of the intersection of US 258 and Paul's Path Road (SR 1001), and spanned both sides of Paul's Path Road (SR 1001) (Figure 3). Area 1 extended east for 270 meters (889.24 feet) and encompassed 1.69 hectares (4.2 acres). The western portion of the area included a level, standing corn field at the southern extent of the APE, which persisted to the intersection of US 258 (Figure 4). The

northern extent of this section of the APE was situated along Paul's Path Road, and its associated road berm (Figure 5). From the intersection with US 258, the APE spurred south and encompassed US 258. The area terminated in a paved parking lot, east of Hull Road (SR 1557).

Soils within this segment were mapped as moderately well drained Goldsboro series soils at the segment's western extent and poorly drained Stallings series soils at the eastern extent of the segment. Six STPs were excavated at 30-meter (98.4-foot) intervals within the cornfield, and revealed uniform stratigraphy of a sandy loam Ap horizon overlaying subsoil. No archaeological sites were identified.

Area 2. Area 2 began in a paved parking lot, east of Hull Road (SR 1557), and extended approximately 720 meters (~2,362 feet) east, totaling 4.41 hectares (10.9 acres). From the paved parking lot, the APE extended east, transitioning into a level soy field (Figure 6). From the western soy field, the APE crossed a wooded drainage, where the study area was crosscut by a series of drainage channels. Saturated ground surfaces were observed within this portion of the APE. East of the wooded drainage, the APE continued east through a level soy field, the recorded location of site 31LR205 (Figure 7), which was previously recommended as ineligible for the NRHP. Area 2 terminated east of a farm lane, at the western extent of a planted pine grove (Figure 8). Soils within Area 2 were mapped as moderately well drained Goldsboro and somewhat poorly drained Stallings series soils, west of the wooded drainage. The portion of the APE that encompassed 31LR205 was mapped as somewhat poorly drained Stallings and somewhat excessively drained Pocalla series soils.

A total of 34 STPs were excavated at 30-meter (98.4-foot) intervals within Area 2. Seven potential STP locations fell within the paved parking lot and graded work area at the western end of Area 2. STPs excavated within the level soy field exhibited nearly uniform stratigraphy. A variable E horizon was present throughout Area 2; stratigraphy was typified by STP A8, which identified three strata. Stratum I extended to 18 cm (0.59 feet) below ground surface (b.g.s.) and was a dark gray (10YR4/1) loamy sand Ap horizon. Stratum II extended to 28 cm (0.91 feet) and was a light gray (10YR7/1) loamy sand E horizon overlaying subsoil. Five STP locations were not excavated within the wooded drainage due to disturbances from deep channel cuts and push piles throughout that portion of Area 2. STPs were excavated at 30-meter (98.4-foot) intervals throughout the boundary of previously recorded site 31LR205, and did not identify any artifacts within the site boundary. No additional archaeological sites were identified within Area 2.

Area 3. Area 3 began within a wooded pine forest and extended approximately 1,520 meters (~4,986 feet) east, and encompassed 13.51 hectares (33.4 acres). The APE within Area 3 was part of the northern alternative route for the Carey Road (SR 1571) extension. The APE trended in an easterly direction, through a level forest with dense underbrush (Figure 9). The western portion of Area 3 expanded to a 400 foot wide APE, to accommodate a wider construction zone near a northeast-to-southwest trending railroad. From the railroad tracks, the APE trended in a southeasterly direction to the area's eastern terminus at the boundary of an agricultural field. Near the eastern terminus, soils became very poorly drained, and drainage channels crosscut the APE (Figure 9). Soils within the western extent of Area 3 were mapped as poorly drained Woodington loamy sand and moderately well drained Pactolus loamy sand. The eastern extent of Area 3 was mapped as very poorly drained Johnston soils and moderately well drained Goldsboro loamy sand.

A total of 125 STPs were excavated at 30-meter (98.4-foot) intervals within Area 3 (Figures 8, 10, and 11). As many as four transects were excavated in areas where the APE expanded near the rail road grade. STPs exhibited variable stratigraphy within Area 3, and identified areas with moderately to very poorly drained soils. In areas of moderately drained soils, STPs revealed a deflated A horizon overlaying a loamy sand E horizon, over an oxidized subsoil. Very poorly drained soils exhibited oxidized strata. No archaeological sites were identified.

Area 4. Area 4 began within a densely wooded pine forest and extended approximately 1,375 meters (~4,515 feet) east, and encompassed 11.61 hectares (28.7 acres). The APE within Area 4 was part of the southern alternative route for the Carey Road (SR 1571) extension. The APE trended southeast to east, through a level pine forest with dense underbrush. The APE expanded to 400 feet near an existing railroad to accommodate a wider construction zone. Saturated ground surfaces were encountered for the entire western half of this section. The eastern wooded portion of the APE exhibited poorly drained soils (Figure 12), and transitioned into a soy field where more moderately to well drained soils were encountered. The area terminated in the east at the northwestern terminus of Area 5. Soils within the wooded section of Area 4 were mapped as poorly drained Woodington loamy sand, and the agricultural field at the eastern extent of the area was mapped as well drained Norfolk loamy sand.

A total of 66 STPs were excavated at 30-meter (98.4-foot) intervals within Area 4 (Figures 8, 13, and 11). No STPs were excavated at the western extent of the area due to saturated surfaces and poorly drained soils. STPs excavated within the wooded portion of the area revealed poorly drained soils and oxidized profiles. STPs excavated in the soy field at the eastern extent of Area 4 revealed uniform stratigraphy, typified by STP B43, which identified three strata. Stratum I extended to 20 cm (0.65 feet) bgs and was a brown (10YR4/3) sandy loam Ap horizon. Stratum II extended to 26 cm (0.85 feet) and was a light gray loamy sand E horizon overlaying a light yellowish brown (10YR6/4) loamy sand subsoil. No archaeological sites were identified.

Area 5. Area 5 began in a level soy field (Figure 14), south of the Area 3 terminus, and extended southeast for approximately 835 meters (~2,740 feet) and encompassed 5.44 hectares (13.43 acres). At the southern extent of the soy field, the APE crossed a drainage culvert and continued through a grassy, graded, fallow field. STPs excavated within the field yielded mottled soil profiles, indicative of subsurface disturbances. From the fallow field, the APE trended southeast over Carey Road (SR 1571), with a fire department at the southern edge of the APE, and the driveway and parking lot for the First Baptist Church at the northern portion of the APE (Figure 15). Pedestrian reconnaissance was conducted throughout the remainder of the APE, due to notable subsurface disturbances. Area 5 terminated south of the intersection of Rouse Road (SR1572) and Carey Road (SR 1571). The majority of soils in Area 5 were mapped as well drained Norfolk sandy loam, with well drained Goldsboro sandy loam at the southernmost extent of the APE.

A total of 24 STPs were excavated at 30-meter (98.4-foot) intervals within Area 5 (Figures 11 and 16). No STPs were excavated in areas of obvious disturbance. STPs excavated within the soy field revealed uniform stratigraphy and identified three strata, typified by STP B2. Stratum I extended to 13 cm (0.46 feet) bgs and was a grayish brown (10YR5/2) loamy sand Ap horizon. Stratum II extended to 18 cm (0.59 feet) bgs and was a light gray (10YR7/1) loamy sand E horizon, overlaying a yellowish brown (10YR5/6) sandy loam subsoil. No archaeological sites were identified.

Area 6. Area 6 began in a level soy field, extending south from the western portion of Area 2 (Figure 17). The APE was 30.48 meters (100 feet) wide throughout the entirety of Area 6. From the soy field, the APE trended south through a densely wooded forest, adjacent to Hull Road (SR 1557). The APE spurred west and north to accommodate revisions and expansions to nearby intersections (Figure 18). Soils within the soy field were mapped as somewhat poorly drained Stallings loamy sand. The wooded portions of the APE were mapped as variable areas of very poorly drained Torhunta loam, somewhat poorly drained Stallings loamy sand, and somewhat excessively drained Pocalla loamy sand.

A total of 32 STPs were excavated within Area 6 (Figures 3 and 19). STPs located east of Hull Road (SR 1557) were excavated at 30-meter (98.4-foot) intervals and included the entirety of transect A. Stratigraphy within the soy field revealed the same Ap-E-Bt soil sequence encountered in Area 2. The wooded area at the southernmost extent of the APE revealed poorly drained soil profiles. Transect B began west of Hull Road in a level, forested lot, covering the southernmost bypass area of the APE. STPs

were excavated at 40-meter (131.23-foot) intervals, and revealed poorly drained soils throughout Transect B. STP C1 was excavated along the north-south segment of this section, near the intersection of Hull Road and Daly Waldrop Road. No archaeological sites were identified within Area 6.

REFERENCES CITED:

Bamann, Susan, and Loretta Lautzenheiser

- 2004 *Archaeological Survey, North Carolina Global TransPark, Permit Area Outside Study Area 1, Lenoir County, North Carolina*. Coastal Carolina Research, Inc., Tarboro, North Carolina. Prepared for Global TransPark Authority, Kinston, North Carolina. Manuscript on file, North Carolina Office of State Archaeology, Raleigh.

Lautzenheiser, Loretta

- 1993 *Archaeological Survey of Proposed North Carolina Global TransPark, Kinston, North Carolina*. Coastal Carolina Research, Inc., Tarboro, North Carolina. Manuscript on file, North Carolina Office of State Archaeology, Raleigh.

Mohler, Paul J.

- 2015 Archaeological Survey Required Form for Project # U-3618, Project Tracking # 14-04-0019. North Carolina Department of Transportation, Raleigh. Manuscript on file, North Carolina Department of Transportation, Environmental Analysis Unit, Archaeology Group, Raleigh.

- 2017a North Carolina Department of Transportation Scope of Work, Intensive Archaeological Survey and Evaluation TIP# U-3618, Proposed Extension of Carey Road (SR 1571) from US 258 at Paul's Path Rd (SR 1001) and Hull Rd (SR 1557) East to Rouse Rd (SR 1572) at Carey Rd (SR 1571)]Lenoir County, PA 14-04-0019, WBS# 35775.1.2]. North Carolina Department of Transportation, Raleigh. Manuscript on file, North Carolina Department of Transportation, Environmental Analysis Unit, Archaeology Group, Raleigh.

- 2017b No National Register of Historic Places Eligible or Listed Archaeological Sites present Form: R-5703, WBS# 46375.1.1, PA 15-12-0011, C.F. Harvey Parkway, Lenoir County. North Carolina Department of Transportation, Raleigh. Manuscript on file, North Carolina Department of Transportation, Environmental Analysis Unit, Archaeology Group, Raleigh.

O'Connell, Megan

- 1998 *Archaeological Report: Proposed Crescent Road from US 70 to NC 58 North of Kinston, TIP No. R-2719*. North Carolina Department of Transportation, Raleigh. Manuscript on file, North Carolina Office of State Archaeology, Raleigh.

FIGURE LIST:

Figure 1. General Location of Carey Road (SR1571) Extension Project, Lenoir County, North Carolina.

Figure 2. Map of Survey Areas in Project APE.

Figure 3. Survey Coverage maps (1 of 7).

Figure 4. Area 1 Overview from Paul's Path Road (SR 1001), View Southeast.

Figure 5. Area 1, Paul's Path Road (SR 1001) and Road Berm at Northern APE, View North.

Figure 6. Area 2 Overview in Soy Field, View East from STP B5.

Figure 7. Site 31LR0205 Overview, View Southeast from STP A17.

Figure 8. Survey Coverage maps (2 of 7).

Figure 9. Area 3 Eastern Terminus, dense underbrush and drainage channels, View Northwest.

Figure 10. Survey Coverage maps (3 of 7).

Figure 11. Survey Coverage maps (4 of 7).

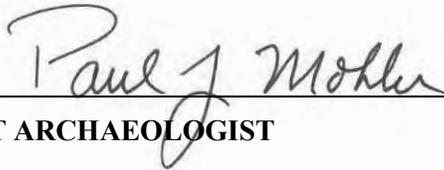
- Figure 12. Area 4 Overview of Dense underbrush and Wetland Vegetation, View West from STP B31.
 Figure 13. Survey Coverage maps (5 of 7).
 Figure 14. Area 5 Overview of Soy Field, View East from STP C3.
 Figure 15. Area 5 Carey Road (SR1571) Overview of Disturbances, View Northwest.
 Figure 16. Survey Coverage maps (6 of 7).
 Figure 17. Area 6 Overview of Soy Field, View North from STP A13.
 Figure 18. Area 6, Intersection of Hull Road (SR1557) and Daly Waldrop Road (SR1554), View Northeast.
 Figure 19. Survey Coverage maps (7 of 7).

CONCLUSIONS:

AECOM conducted an archaeological survey and evaluation for the proposed extension of Carey Road (SR 1571) in Lenoir County. One previously recorded site, 31LR205, was mapped within the project area; this site has previously been recommended as not eligible for the NRHP (O'Connell 1998). The current survey failed to identify any archaeological sites, and shovel testing in the mapped vicinity of 31LR205 did not produce cultural materials. No archaeological sites eligible for or listed on the NRHP are present within the U-3618 APE. No further archaeological investigations are warranted for this project. If the project expands and impacts subsurface areas beyond the defined Study Area, further archaeological studies may be necessary.

SUPPORT DOCUMENTATION

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



August 29, 2017

NCDOT ARCHAEOLOGIST

Date

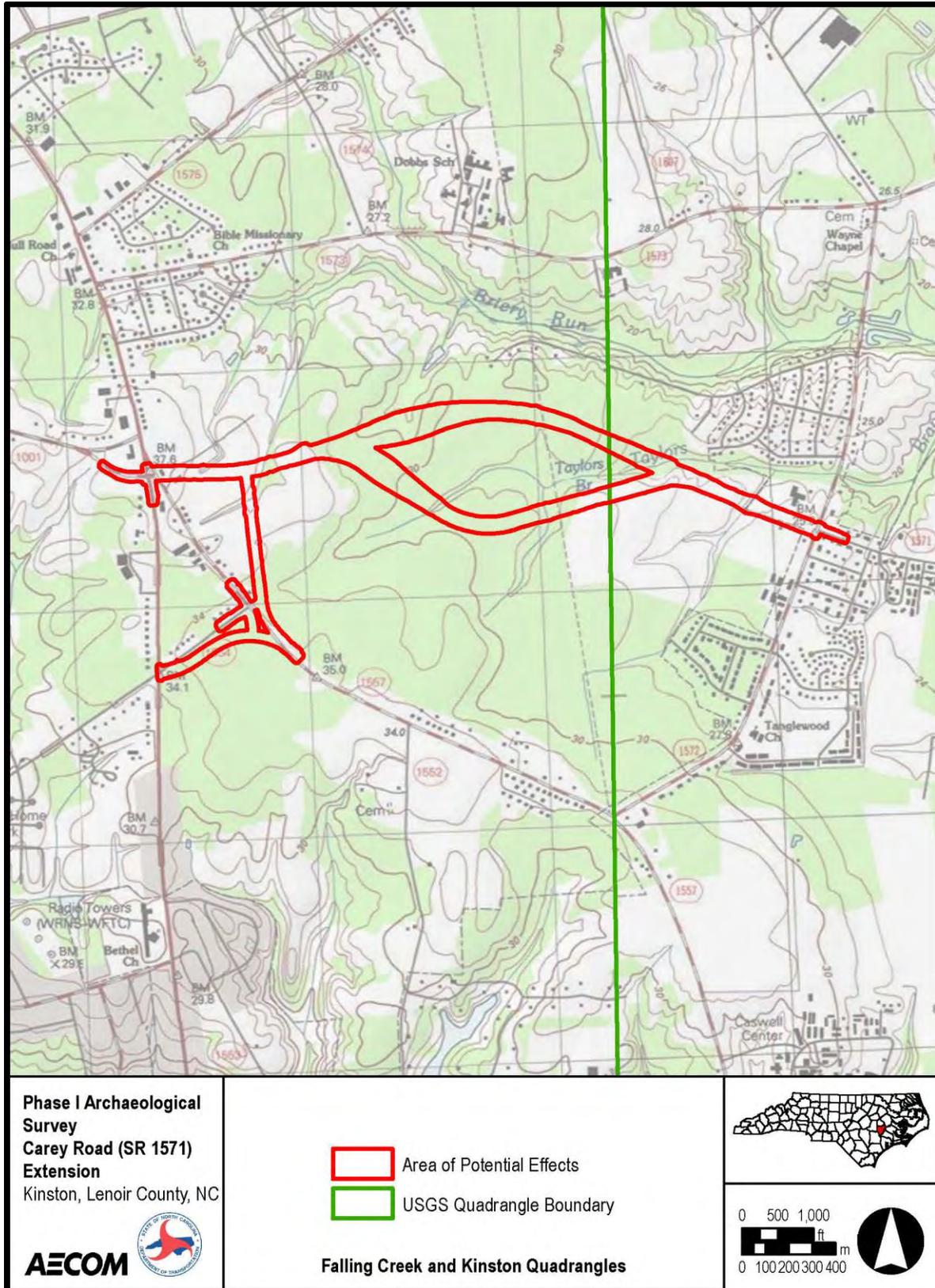


Figure 1. General Location of Carey Road (SR1571) Extension Project, Lenoir County, North Carolina.

"NO NATIONAL REGISTER ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES PRESENT"
form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.

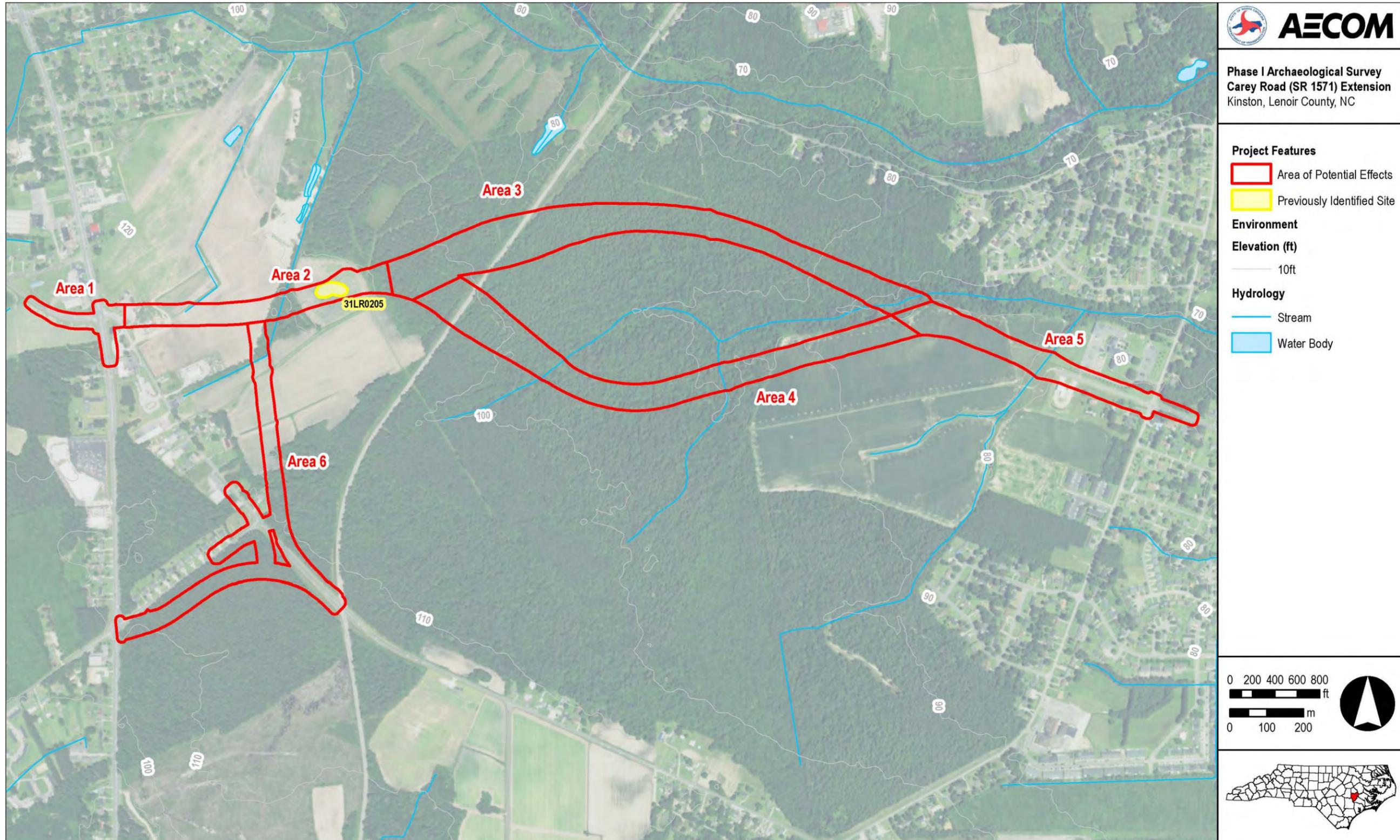


Figure 2. Map of Survey Areas in Project APE.

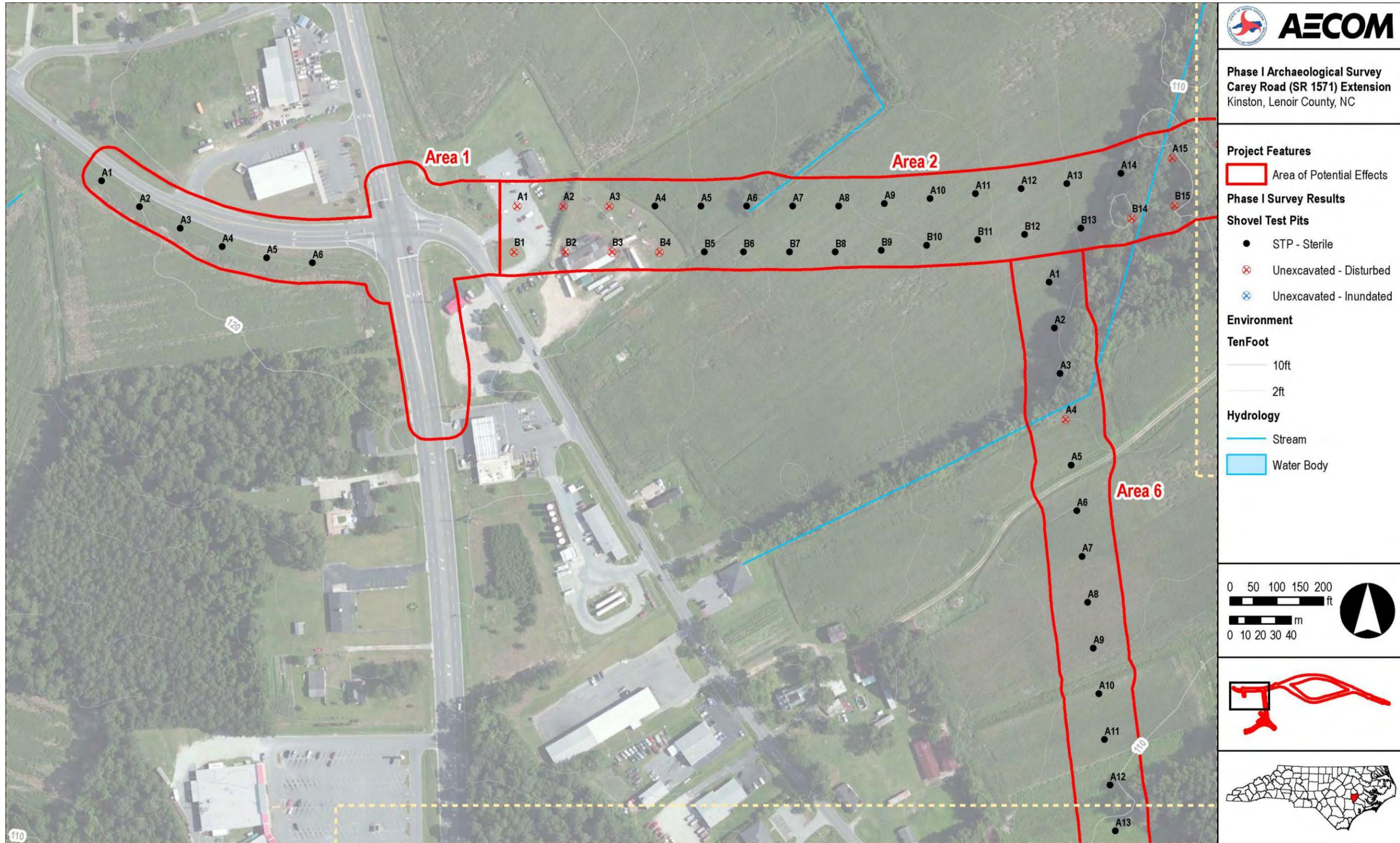




Figure 4. Area 1 Overview from Paul's Path Road (SR 1001), View Southeast.



Figure 5. Area 1, Paul's Path Road (SR 1001) and Road Berm at Northern APE, View North.



Figure 6. Area 2 Overview in Soy Field, View East from STP B5.



Figure 7. Site 31LR0205 Overview, View Southeast from STP A17.



Figure 8. Survey Coverage maps (2 of 7).



Figure 9. Area 3 Eastern Terminus, dense underbrush and drainage channels, View Northwest.



Figure 10. Survey Coverage maps (3 of 7).

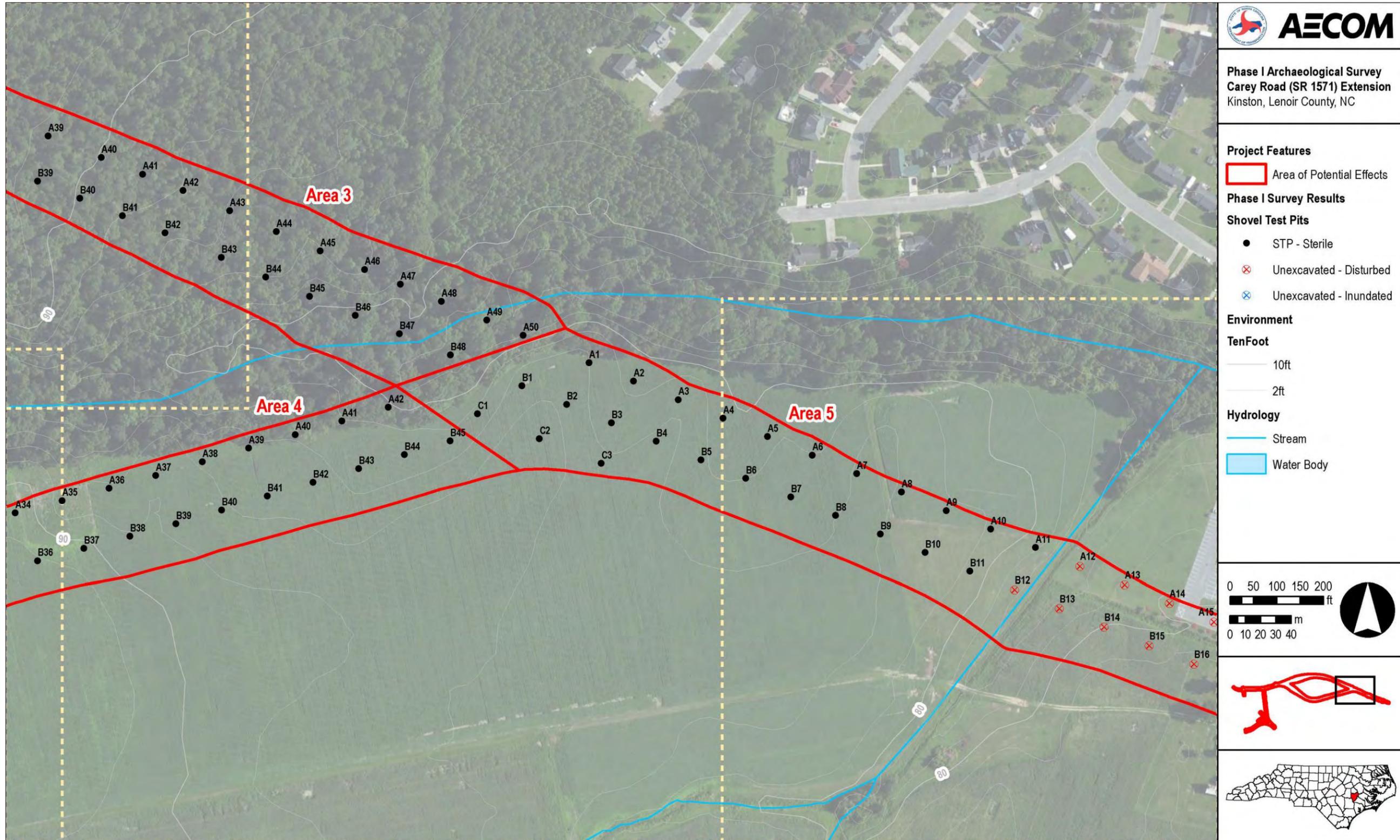




Figure 12. Area 4 Overview of Dense underbrush and Wetland Vegetation, View West from STP B31.



Figure 13. Survey Coverage maps (5 of 7).



Figure 14. Area 5 Overview of Soy Field, View East from STP C3.



Figure 15. Area 5 Carey Road (SR1571) Overview of Disturbances, View Northwest.

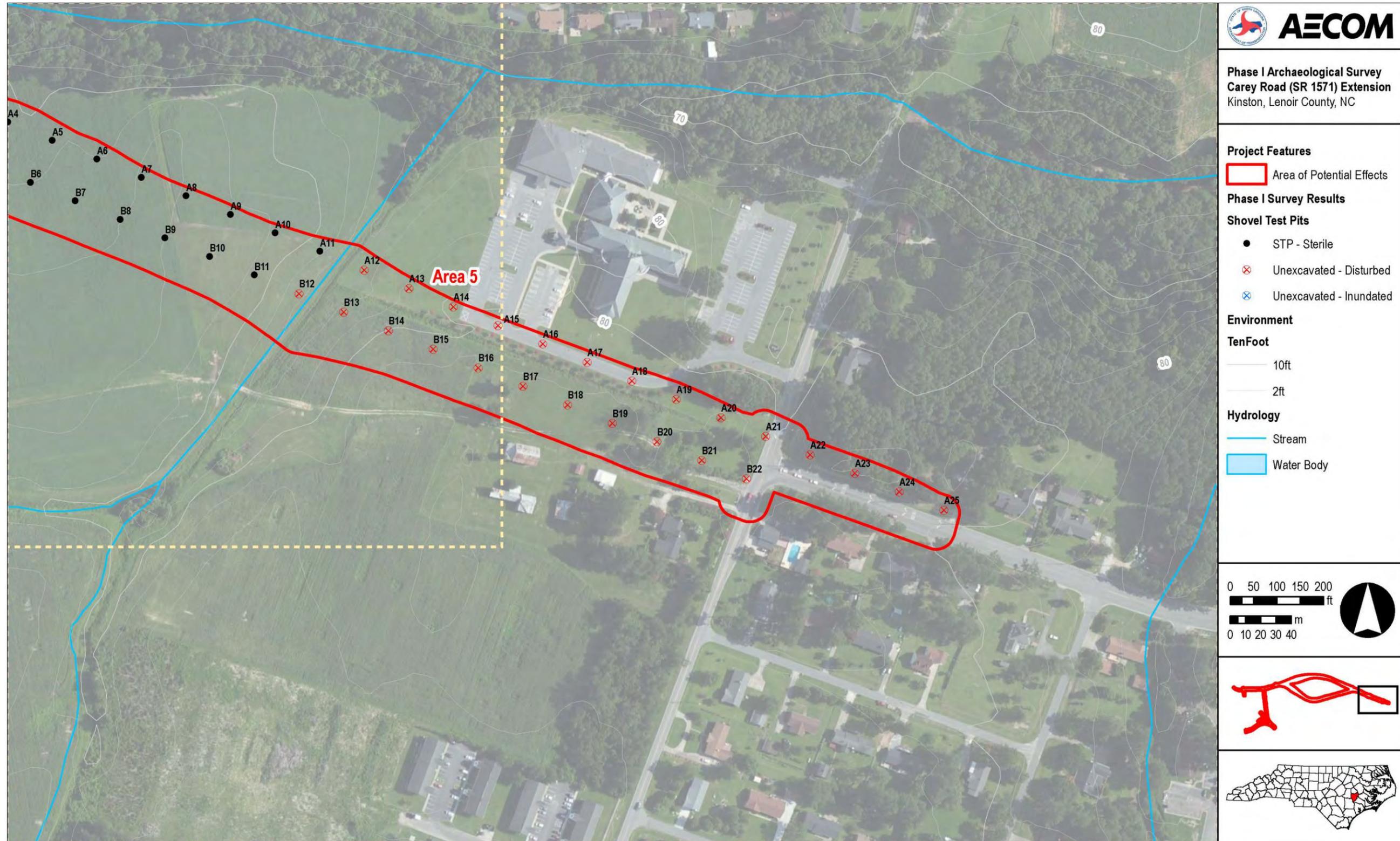


Figure 16. Survey Coverage maps (6 of 7).



Figure 17. Area 6 Overview of Soy Field, View North from STP A13.



Figure 18. Area 6, Intersection of Hull Road (SR1557) and Daly Waldrop Road (SR1554), View Northeast.

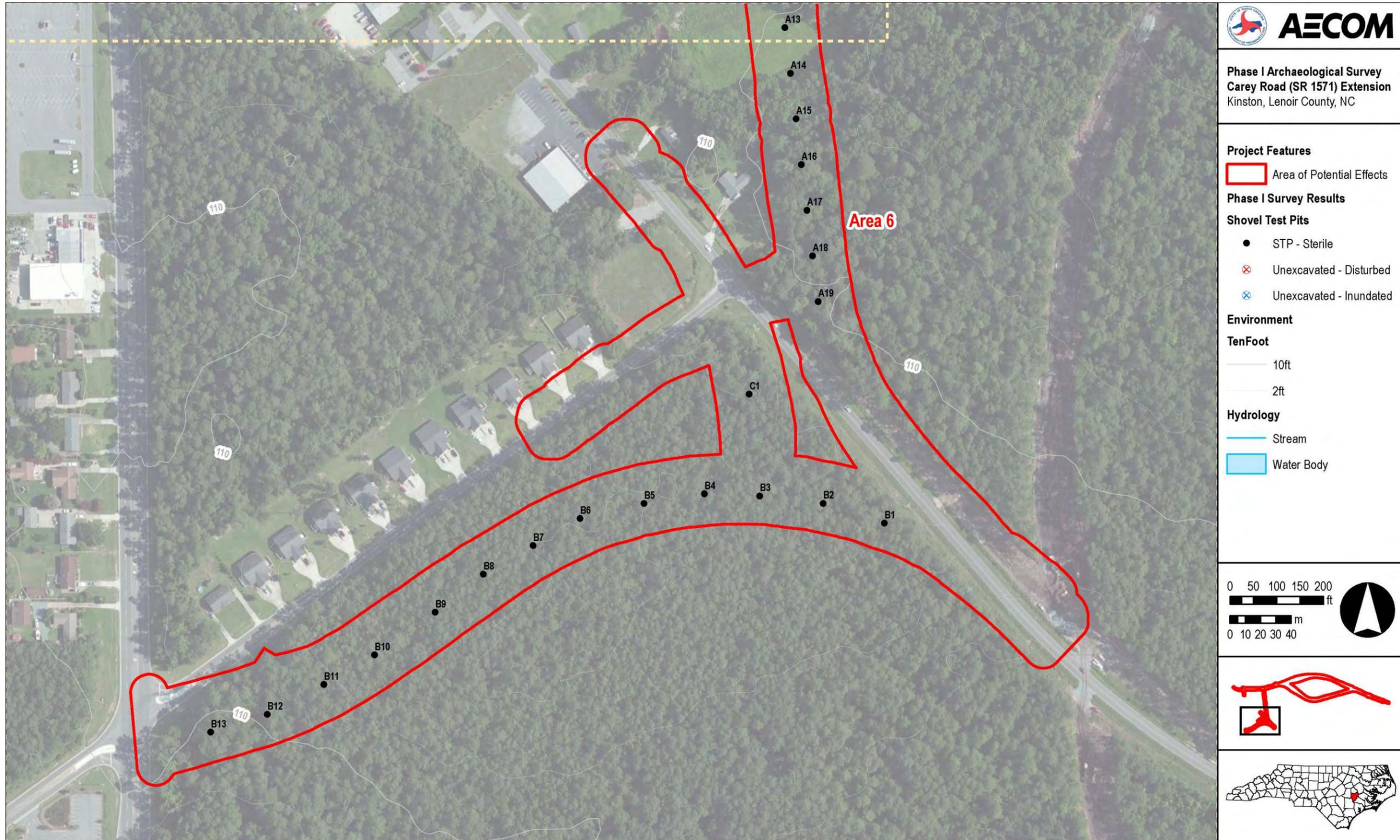


Figure 19. Survey Coverage maps (7 of 7).

14-04-0019**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: **U-3618** County: **Lenoir**
 WBS No: **35775.1.3** Document: **CE**
 F.A. No: **STP-0224(14)** Funding: State Federal

Federal Permit Required? Yes No Permit Type: **USACE (Not Specified)**

Project Description: The NCDOT proposes to extend Carey Road (SR 1571) on new location from US 258 at Paul's Path Road (SR 1001) and Hull Road (SR 1557) east to Rouse Road (SR 1572) at Carey Road (SR 1571) in Kinston, Lenoir County. At this time, there are two (2) Draft Corridors (i.e. alternatives); LEDPA has not been chosen yet. Project length measures about 1.86 miles (9,821 feet). Proposed width for the draft corridors is about 300 feet. Options for realigning Hull Road (SR 1557), which would also affect property along Daly Waldrop Road (SR 1554), are being considered as well. The proposed width for these additional corridors is about 100 feet. Overall, the Area of Potential Effects (APE) will measure approximately 4,758,930 square feet or about 109.25 acres of new location. **The alignment for the Hull Road realignment has been revised to address concerns that were raised at a Public Meeting in October 2017. The revised alignment has been shifted several hundred feet to the west and closer to US 258. This form only covers the revised realignment for Hull Road and does not replace any previous forms generated for this project.**

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

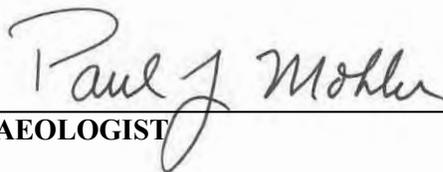
This project was accepted on Monday, February 12, 2018. A map review and site file search was conducted at the Office of State Archaeology (OSA) on Tuesday, February 13, 2018. In August 2017, an archaeological survey was conducted within the original Study Area for this project. No archaeological sites were recorded as a result of that survey. Digital copies of HPO's maps (Falling Creek Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Tuesday, February 13, 2018. There are two (2) known historic architectural resources (the Elite Fabrication Welding building [LR1524] and the Enzel Sullivan House [LR0899]) located within or adjacent to the Study Area; however, intact archaeological deposits associated with these known resources would not be anticipated within the footprint of the proposed project. Both properties were determined not eligible for the NRHP as part of the architectural studies for TIP# U-2928 (Global Transpark railway improvements). In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and historic orthophotography were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the Study Area.

14-04-0019***Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:***

Both State and Federal funds are to be used on this project, which will require a Federal permit as well as permanent construction easements (i.e. ROW along new location corridor). At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Study Area that would require our attention. Based on the size and orientation of the Study Area, activities will take place beyond that which is maintained by the NCDOT. From an environmental perspective, the expanded Study Area can be classified as agricultural and consists entirely of one (1) soil type: Stallings loamy sand (St), a somewhat poorly drained soil type typically located on nearly level uplands and stream terraces. As part of the original review for this project, the preservation of archaeological materials within this soil type was considered to be poor. The original survey did conduct excavations within this soil type; no archaeological sites were documented within this soil series. The Office of State Archaeology (OSA) has reviewed several projects within the vicinity of this proposed realignment for environmental compliance, in particular the Crescent Road Connector (TIP# R-2719) and the widening of US 258 (TIP# U-2542). Both transportation projects required comprehensive archaeological surveys, neither of which resulted in any archaeological sites recorded in the immediate vicinity of the expanded Study Area for the Hull Road realignment. Other transportation-related improvements within the vicinity of the expanded Study Area have been reviewed by the NCDOT's Archaeology Group as part of the group's Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). These PA-level projects include C.F. Harvey Parkway (PA 15-12-0011 [TIP# R-5703]), bridge replacement projects (PAs 11-12-0005, 12-04-0007, and 13-09-0052 [TIP# B-4565]), secondary road improvements (PA 09-09-0005), and the Kinston Riverwalk Greenway (PA 15-01-0014 [TIP# EB-3314D]). Similar to OSA's recommendations, NCDOT's Archaeology Group required an archaeological survey for several of these projects based on what was being proposed, the areas to be impacted, and the presence of previously recorded archaeological sites. As a result of these investigations, nine (9) archaeological sites were documented, none of which were deemed eligible for the NRHP. However, based on the nature of the proposed project, current soil conditions and land use, and results from the previous investigation, there is a low probability for prehistoric and/or historic archaeological material to be present within the expanded Study Area. Therefore, it is believed that the expanded Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

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**


February 13, 2018

NCDOT ARCHAEOLOGIST**Date**

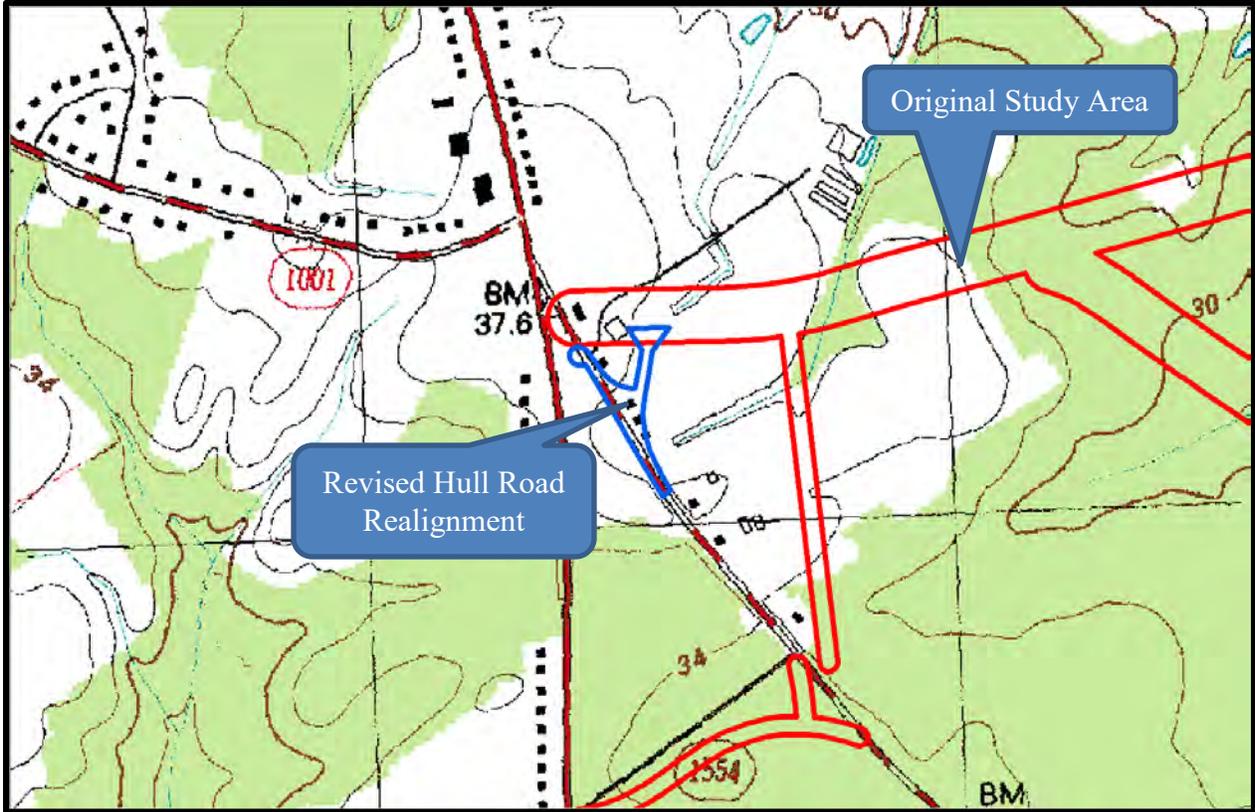
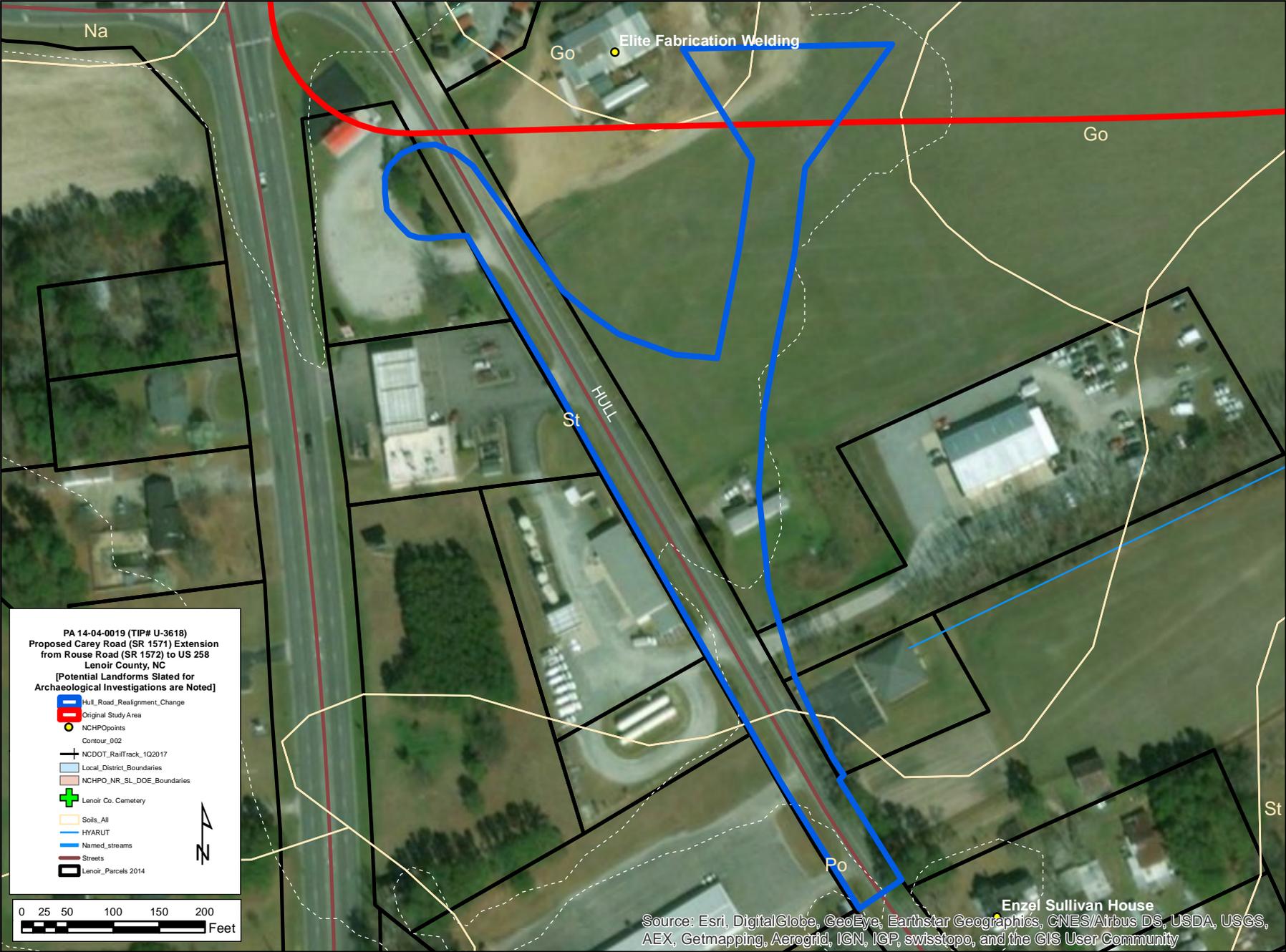


Figure 1: Falling Creek, NC (USGS 1983).



**RESOLUTION IN SUPPORT OF EXTENDING CAREY ROAD (SR 1571) TO US 258,
PAULS PATH ROAD (SR 1001) IN KINSTON/LENOIR COUNTY BY THE N.C.
DEPARTMENT OF TRANSPORTATION**

WHEREAS, the extension of CAREY ROAD (SR 1571) To US 258, PAULS PATH ROAD (SR 1001) in Kinston, NC to provide a direct local link between US 258 and the northern portion of downtown Kinston; and

WHEREAS, there is no direct local east/west link that exists between US 258 and areas to the west and the northern portion of downtown Kinston; and

WHEREAS, the proposed 2.0-mile long project would be an extension of existing Carey Road (SR 1571), from the existing intersection of US 258, Paul's Path Road (SR 1001), and Hull Road (SR 1557) eastward to the existing intersection of Carey Road and Rouse Road (SR 1572); and

WHEREAS, the project would be a four-lane, median-divided facility with Five-foot bicycle lanes and possibly sidewalks (pending municipal agreements); and

WHEREAS, the Lenoir County Transportation Committee approved and supports the NC Department of Transportation's preferred Alternative Two/Option Three, with a bridge at the NC GTP railroad crossing; and

WHEREAS, Alternative Two takes the extension through a southern alignment. This alternative has the least environmental impacts with respect to the other proposed alternatives and options; and

WHEREAS, the North Carolina Department of Transportation is requesting support of the Lenoir County Board of Commissioners on the preferred alternative and option proposed.

NOW, THEREFORE, BE IT RESOLVED that the Lenoir County Board of Commissioners do hereby support an extension of Carey Road (SR 1571) To US 258, Pauls Path Road (SR 1001) in Kinston, NC to provide a direct local link between US 258 and the northern portion of downtown, Kinston N.C.



ATTEST:

Nickie J. King
Clerk to the Board

Craig Hill

Craig Hill, Chairman
Lenoir County Board of Commissioners

Date: 1-16-18

M: Davis
S: Best
UNANIMOUS

RESOLUTION IN SUPPORT OF NCDOT
STIP PROJECT U-3618 THE EXTENSION OF CAREY ROAD (SR 1571)
TO US 258 NORTH, PAULS PATH ROAD (SR1001) IN KINSTON/LENOIR COUNTY

WHEREAS, the proposed 2.0-mile long project would be an extension of the existing Carey Road (SR 1571) , from the existing intersection of US 258, Paul's Path Road (SR 1001) and Hull Road (SR 1557) eastward to the existing intersection of Carey Road and Rouse Road (SR 1572); and

WHEREAS, the project would be a four-lane, median-divided facility with five foot bicycle lanes and possible sidewalks (pending municipal agreements); and

WHEREAS, Alternative Two/Option Three with a bridge at the NC GTP rail crossing takes the extension through a southern alignment. This alternative has the least environmental impacts with respect to the other proposed alternatives and options; and

WHEREAS, The North Carolina Department of Transportation is requesting support of the Kinston City Council members on the preferred alternative and option proposed.

NOW, THEREFORE, BE IT RESOLVED that the Kinston City Council do hereby support NCDOT STIP Project U-3168, an extension of Carey Road (SR 1571) to US 258, Pauls Path Road (SR 1001) in Kinston, NC to provide a direct local link between US 258 and the northern portion of downtown Kinston, N.C.

Adopted this 19th day of February, 2018.



Monique Hicks
Monique Hicks, City Clerk