



LYNX Blue Line Extension

Northeast Corridor

Light Rail Project

Contract #: 08-477

WBS #: 6.09

ARCHAEOLOGICAL IDENTIFICATION SURVEY

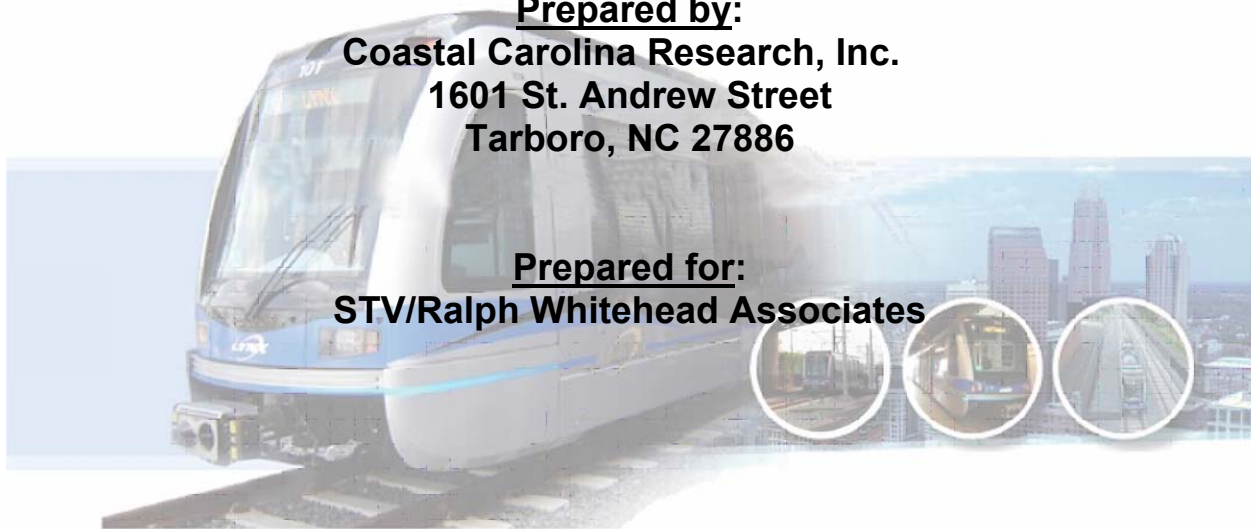
ADDENDUM # 1

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STV/Ralph Whitehead Associates



Rev. 00 – FINAL

**Project #: 2513745
December 29, 2009**

**ARCHAEOLOGICAL IDENTIFICATION SURVEY OF THE
PROPOSED LYNX BLUE LINE EXTENSION, LIGHT RAIL
PROJECT, CHARLOTTE AREA TRANSIT SYSTEM,
MECKLENBURG COUNTY, NORTH CAROLINA**

ADDENDUM 1

ER # 01-7527

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DECEMBER 29, 2009

ARCHAEOLOGICAL IDENTIFICATION SURVEY OF THE PROPOSED LYNX BLUE LINE EXTENSION, LIGHT RAIL PROJECT, CHARLOTTE AREA TRANSIT SYSTEM, MECKLENBURG COUNTY, NORTH CAROLINA

ADDENDUM 1 ER # 01-7527

MANAGEMENT SUMMARY

Coastal Carolina Research, Inc. (CCR), conducted a supplemental archaeological identification survey to account for the newly identified alignment revisions and expanded park-and-ride lot and garage locations for the proposed LYNX Blue Line Extension Northeast Corridor Light Rail project in Charlotte, Mecklenburg County, North Carolina. These project changes reflect the refinements in design identified during Preliminary Engineering.

The proposed LYNX Blue Line Extension project, located between the Charlotte center city and the Mecklenburg / Cabarrus County line, extends approximately 10.6 miles following North Tryon Street and the North Carolina Railroad (NCR) rights-of-way (ROW). The southern portion of the corridor is located in an urban setting of Charlotte. The corridor also passes through the North Charlotte and University City activity centers, which are characterized by extensive commercial development. The proposed Locally Preferred Alternative generally follows existing disturbed right-of-ways and includes one option for the transition to North Tryon Street (the Sugar Creek Design Option). The proposed project includes six walk-up and seven park-and-ride stations.

The current archaeological identification survey report was prepared as an addendum to the broader *Archaeological Identification Survey of the Proposed Lynx Blue Line Extension, Light Rail Project, Charlotte Area Transit System, Mecklenburg County, North Carolina* (Gosser et al. 2009) and does not include the detailed background information found in that report. The Area of Potential Effects (APE) for the current archaeological identification survey addendum includes approximately 29.94 non-contiguous acres to account for:

1. the location of the proposed Vehicle Light Rail Maintenance Facility, north of North Brevard Street between Parkwood Avenue and 23rd Street (approximately 0.91 acres);
2. the location of the proposed 25th Street Station north of North Brevard Street and 25th Street intersection (approximately 0.60 acres);
3. the realignment of the proposed 36th Street Station. The previously proposed alignment will be utilized by the Norfolk Southern railroad, and the new alignment and station will be moved to the south of the existing rail line (0.26 acres);
4. an expanded proposed park-and-ride lot location at the Sugar Creek Station (Sugar Creek Station Park-and-Ride Option 1), north of the railroad right-of-way, south of Raleigh Street, and west of East Sugar Creek Road (approximately 2.7 acres);

5. a proposed park-and-ride garage location at the Sugar Creek Station (Sugar Creek Station Park-and-Ride Option 2) (approximately 3.89 acres)
6. a proposed modification of the northwest corner of Orchard Trace Lane for an added turn lane (approximately 0.63 acres);
7. an expanded proposed park-and-ride lot location at the University City Blvd. Station, north of North Tryon Street/US-29 (approximately 10.75 acres);
8. a newly proposed Light Rail Alternative segment extending from North Tryon Street/US-29 east onto the UNC Charlotte campus and reconnecting to the proposed Light Rail Alternative north of Cameron Boulevard and west of the proposed UNC Charlotte Station (approximately 8.7 acres); and
9. areas previously not surveyed for the expanded proposed I-485/N. Tryon Station park-and-ride garage (approximately 1.5 acres).

The purpose of this identification survey addendum was to determine if archaeological resources that are listed in, eligible for, or potentially eligible for the National Register of Historic Places (NRHP) are located within the APE. The archaeological survey was conducted for STV/Ralph Whitehead Associates and the Charlotte Area Transit System/City of Charlotte in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966, the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800, and Section 4(f) of the Department of Transportation Act. The scope of the investigations was consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. The archaeological report conforms to the report guidelines by the North Carolina Office of State Archaeology of the State Historic Preservation Office.

Shovel testing at between 30 m and 60 m intervals was conducted within the APE except where areas of disturbance or areas of low, wet floodplain were encountered. No previously recorded archaeological sites or newly identified sites were recorded within the current APE. No new or previously recorded sites on or eligible for the NRHP will be affected by the project, and no further archaeological research is recommended.

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1. INTRODUCTION

Coastal Carolina Research, Inc. (CCR), conducted a supplemental archaeological identification survey to account for the newly identified alignment revisions and expanded park-and-ride lot and garage locations for the proposed LYNX Blue Line Extension Northeast Corridor Light Rail project in Charlotte, Mecklenburg County, North Carolina (Figure 1-1). These project changes reflect the refinements in design identified during Preliminary Engineering.

The proposed LYNX Blue Line Extension project, located between the Charlotte center city and the Mecklenburg / Cabarrus County line, extends approximately 10.6 miles following North Tryon Street and the North Carolina Railroad (NCRR) rights-of-way. The southern portion of the corridor is located in an urban setting of Charlotte. The corridor also passes through the North Charlotte and University City activity centers, which are characterized by extensive commercial development. The proposed Locally Preferred Alternative generally follows existing disturbed right-of-ways and includes one option for the transition to North Tryon Street (the Sugar Creek Design Option). The proposed project includes six walk-up and seven park-and-ride stations.

The current archaeological identification survey report was prepared as an addendum to the broader *Archaeological Identification Survey of the Proposed Lynx Blue Line Extension, Light Rail Project, Charlotte Area Transit System, Mecklenburg County, North Carolina* (Gosser et al. 2009) and does not include the detailed background information found in that report. The Area of Potential Effects (APE) for the current archaeological identification survey addendum includes approximately 29.94 non-contiguous acres to account for:

1. the location of the proposed Vehicle Light Rail Maintenance Facility, north of North Brevard Street between Parkwood Avenue and 23rd Street (approximately 0.91 acres);
2. the location of the proposed 25th Street Station north of North Brevard Street and 25th Street intersection (approximately 0.60 acres);
3. the realignment of the proposed 36th Street Station. The previously proposed alignment will be utilized by the Norfolk Southern railroad, and the new alignment and station will be moved to the south of the existing rail line (0.26 acres);
4. an expanded proposed park-and-ride lot location at the Sugar Creek Station (Sugar Creek Station Park-and-Ride Option 1), north of the railroad right-of-way, south of Raleigh Street, and west of East Sugar Creek Road (approximately 2.7 acres);
5. a proposed park-and-ride garage location at the Sugar Creek Station (Sugar Creek Station Park-and-Ride Option 2) (approximately 3.89 acres)
6. a proposed modification of the northwest corner of Orchard Trace Lane for an added turn lane (approximately 0.63 acres);
7. an expanded proposed park-and-ride lot location at the University City Blvd. Station, north of North Tryon Street/US-29 (approximately 10.75 acres);
8. a newly proposed Light Rail Alternative segment extending from North Tryon Street/US-29 east onto the UNC Charlotte campus and reconnecting to the

- proposed Light Rail Alternative north of Cameron Boulevard and west of the proposed UNC Charlotte Station (approximately 8.7 acres); and
9. areas previously not surveyed for the expanded proposed I-485/N. Tryon Station park-and-ride garage (approximately 1.5 acres).

The purpose of this identification survey addendum was to determine if archaeological resources that are listed in, eligible for, or potentially eligible for the National Register of Historic Places (NRHP) are located within the APE. The archaeological survey was conducted for STV/Ralph Whitehead Associates and the Charlotte Area Transit System/City of Charlotte in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966, the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800, and Section 4(f) of the Department of Transportation Act. The scope of the investigations was consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. The archaeological report conforms to the report guidelines by the North Carolina Office of State Archaeology of the State Historic Preservation Office.

Prior to initiating fieldwork on the UNC Charlotte campus, CCR applied for and obtained an Archaeological Resources Protection Act (ARPA) permit from the North Carolina Office of State Archaeology (Permit # 84 Dated August 22, 2008). An extension to the permit was obtained to undertake work through July 31, 2010 (Extension Date June 5, 2009; Appendix B). The ARPA permit allows archaeological fieldwork consisting of surface collection, systematic shovel testing, and excavation of test units at each site.

The field survey for the proposed project changes occurred on different dates as noted below:

- The survey of the Light Rail Alternative alignment change and the UNC Charlotte campus alignment change was conducted between July 28 and July 29, 2009 (four person days);
- The field survey for the 36th Street Station was conducted on July 13, 2009 (two person days);
- The field survey for the additional parcel (Raleigh Street) for the Sugar Creek Station park-and-ride lot (Sugar Creek Station Park-and-Ride Option 1) was conducted on August 14, 2009 (two person days);
- The field survey for the Vehicle Light Maintenance Facility, the 25th Street Station, the Orchard Trace Lane intersection, and additional survey for the I-485/N. Tryon Station parking garage was conducted between September 21 and September 22, 2009 (three person days);
- The fieldwork for the expanded University City Blvd. Station park-and-ride lot was conducted between October 12 and October 13, 2009 (four person days); and
- The fieldwork for the proposed park-and-ride garage at Sugar Creek Station (Sugar Creek Station Park-and-Ride Option 2) was conducted between November 3 and November 4, 2009 (four person days).

Loretta Lautzenheiser, Registered Professional Archaeologist (RPA) was the Project Manager and Dennis C. Gosser (RPA) was the Principal Investigator. Kevin McKinney, Loretta Lautzenheiser, Bill Hall, and Susan Bamann assisted in the field.

2. PROJECT SETTING

The overall project physiographical, geological, and hydrological description is detailed in Gosser et al. (2009). The current study areas include developed land primarily between the Parkwood Station and the Orchard Trace/North Tryon St./US-29 intersection, and then locally throughout the remainder of the current study area. Little Sugar Creek crosses the APE near the proposed 25th Street Station, while Toby Creek crosses the UNC Charlotte portion of the APE. Soils within the project area include Enon sandy loam (2 to 8 percent slopes), Mecklenburg fine sandy loam (2 to 8 percent slopes), Monacan loam, Wilkes loam (4 to 15 percent slopes), as well as Urban land (including Cecil-Urban land). Vegetation within the project area consists of mixed hardwood and pine secondary growth on the uplands and slopes, and wetland grasses and shrubs on the floodplains.

3. METHODS

Background research methods as well as the criteria used to assess archaeological sites for possible inclusion on the NRHP are detailed in Gosser et al. (2009). The archaeological survey involved full consideration of the APE. Areas that were steeply sloped, wet, disturbed, and/or within drainages were examined but not shovel tested. Subsurface survey methods were most commonly employed due to the lack of surface visibility in most areas. In those areas that were not disturbed, sloped, or wet, shovel tests were placed at 30-m to 60-m intervals depending on the terrain. Shovel tests were approximately 30 cm (1 foot) in diameter and were excavated into sterile subsoil. Fill from the shovel tests was screened through 6.35-mm (1/4-inch) hardware cloth. Soil texture was recorded and soil color was described using general descriptions and Munsell Color Charts. Digital photographs were used to document the project area and areas of interest.

4. RESULTS AND RECOMMENDATIONS

4.1 Vehicle Light Maintenance Facility

The proposed Vehicle Light Maintenance Facility (VLMF) (Figure 1-2) is located north of North Brevard Street within the current Norfolk Southern Intermodal facility. The property is within the North Carolina Railroad right-of-way (NCRROW). The area has been developed and paved, as is currently used as a parking and staging facility for Norfolk Southern. No new or previously recorded sites on or eligible for the NRHP will be affected by the proposed VLMF. Therefore, there will be no effect on archaeological resources.

4.2 25th Street Station

The proposed 25th Street Station (Figure 1-2) is located north of North Brevard Street, adjacent to 25th Street and abutting the Norfolk Southern Intermodal facility. This station

location would replace the 27th Street Station that was previously surveyed. A portion of the area previously surveyed as part of the 27th Street Station location was determined to be disturbed. The area to the west of the previously surveyed area was revisited during the current study and also determined to be disturbed. No new or previously recorded sites on or eligible for the NRHP will be affected by the proposed 25th Street Station. Therefore, there will be no effect on archaeological resources.

4.3 36th Street Station Relocation

The proposed 36th Street Station (Figure 1-3) and approaches will be moved to the east, and the previously defined area will be utilized by the Norfolk Southern railroad. The revised location was visited on July 13, 2009, by Loretta Lautzenheiser. The area is currently used as rail beds, paved parking, and building locations. The area appears to have been thoroughly disturbed. No new or previously recorded sites on or eligible for the NRHP will be affected by the proposed 36th Street Station relocation. Therefore, there will be no effect on archaeological resources.



Location of Proposed 36th Street Station. View to West.

4.4 Expanded Sugar Creek Station Park-and-Ride Lot Option 1

The expanded proposed park-and-ride lot (Option 1) at Sugar Creek Station (Figure 1-3) is located on a vacant lot west of East Sugar Creek Road and south of Raleigh Street. The approximately 2.7-acre parcel has been partially developed as a graded gravel parking lot along the eastern boundary. In addition, a modern storage building is also present in the southeast corner of the lot. The southern boundary of the lot, which abuts the railroad right-of-way, has also been modified. A utility line easement also parallels the southern boundary of the lot. A small forested area along the western boundary of the lot contains pushed piles of modern debris and erosional channels.



Location of Newly Proposed Sugar Creek Station Park-and-Ride Option 1. View to Northeast.

Areas not significantly disturbed were shovel tested at approximately 30-m intervals (eight total tests). The recorded soil profile throughout the parcel consisted of eroded reddish yellow (5YR 6/8) silty clay either on the surface or just below the surface (Appendix C). No archaeological resources were recovered from shovel tests and no new or previously recorded sites on or eligible for the NRHP will be affected by

the newly-proposed park-and-ride lot. Therefore, there will be no effect on archaeological resources.

4.5 Sugar Creek Station Park-and-Ride Option 2

Sugar Creek Station Park-and-Ride Option 2 is a proposed parking garage option located to the south of the NCRROW, east of Sugar Creek Road, and north of North Davidson Street. The approximately 3.89-acre parcel has been partially developed on the west and east and contains eroded, non-paved surfaces in the central portion. Five shovel tests were excavated within the central portion of the parcel and in the southeastern corner (Appendix C). No archaeological resources were recovered from shovel tests and no new or previously recorded sites on or eligible for the NRHP will be affected by the proposed parking garage. Therefore, there will be no effect on archaeological resources.

4.6 Turn Lane at the Intersection of Orchard Trace Lane/North Tryon Street/US-29

The proposed LYNX Blue Line Extension alignment is within the North Tryon Street ROW between Old Concord Road and the “weave.” A turn lane is proposed for the northwest corner of Orchard Trace Lane (Figure 1-4) and the area was surveyed during the current project. The area appears to have been disturbed, however, three shovel tests were excavated to confirm the subsurface soil profile (Appendix C). No archaeological resources were recovered from shovel tests and no new or previously recorded sites on or eligible for the NRHP will be affected by the proposed changes to the Orchard Trace Lane intersection. Therefore, there will be no effect on archaeological resources.

4.7 Expanded University City Blvd. Station Park-and-Ride Lot

The expanded proposed park-and-ride lot at University City Blvd. Station (Figure 1-4) is located north of North Tryon Street/US-29 on undeveloped land west of Stetson Drive. The approximately 10.8-acre parcel is bounded on the north by the northern extent of the Duke Power easement. Previous survey work immediately south of the current study area noted disturbance as well as several dilapidated modern structures.

Shovel testing at 30-m intervals was undertaken within non-disturbed, non-sloped, and non-wet areas (Appendix C). No new or previously recorded sites on or eligible for the NRHP will be affected by the proposed park-and-ride lot. Therefore, there will be no effect on archaeological resources.

4.8 Revised UNC Charlotte Alignment

The revised UNC Charlotte alignment extends from North Tryon Street/US-29, south onto the UNC Charlotte campus before heading north of Cameron Boulevard and west of the proposed UNC Charlotte Station (Figure 1-5). Shovel testing at 30-m intervals was undertaken within non-disturbed, non-sloped, and non-wet areas (Appendix C).

The results indicated disturbed areas primarily paralleling North Tryon Street/US-29 and to the north of Cameron Boulevard, and low, wet areas paralleling Toby Creek. Additionally, the Toby Creek floodplain had been recently inundated. No archaeological resources were recorded within the APE. One modern dumping area (consisting of tin

cans and modern debris) and a concrete structure were observed south of the APE and south of North Tryon Street/US 29. No new or previously recorded sites on or eligible for the NRHP will be affected by the newly-proposed light rail segment extending from North Tryon Street, south onto the UNC Charlotte campus project. Therefore, there will be no effect on archaeological resources.

4.9 Expanded I-485/ N. Tryon Station Park-and-Ride Garage

A five-story park-and-ride garage is proposed for the I-485/N. Tryon Station (Figure 1-5) in an area south of North Tryon Street/US-29 that was previously surveyed. Small portions of the design footprint extend beyond the limits of the previous survey; these areas were investigated as part of the current study.



I-485/N. Tryon Street Park-and-Ride Location.
View to the Northeast.

A proposed access road extending from the park-and-ride garage northeast to North Tryon Street/US-29 includes a remnant of a paved roadway on predominantly disturbed and eroded land. Modern brick, concrete, wood, glass, and additional building materials

were noted on the surface throughout the area. One concrete right-of-way marker (set in place) was noted. Shovel testing in the area confirmed the disturbed and eroded nature of the area (Appendix C). No archaeological resources were recovered from shovel tests and no new or previously recorded sites on or eligible for the NRHP will be affected by the proposed changes to the I-485/N. Tryon Station park-and-ride garage. Therefore, there will be no effect on archaeological resources.

4.10 Recommendations

No new or previously recorded sites on or eligible for the NRHP will be affected by the nine newly-proposed components of the LYNX Blue Line Extension. There will be no effect on archaeological resources.

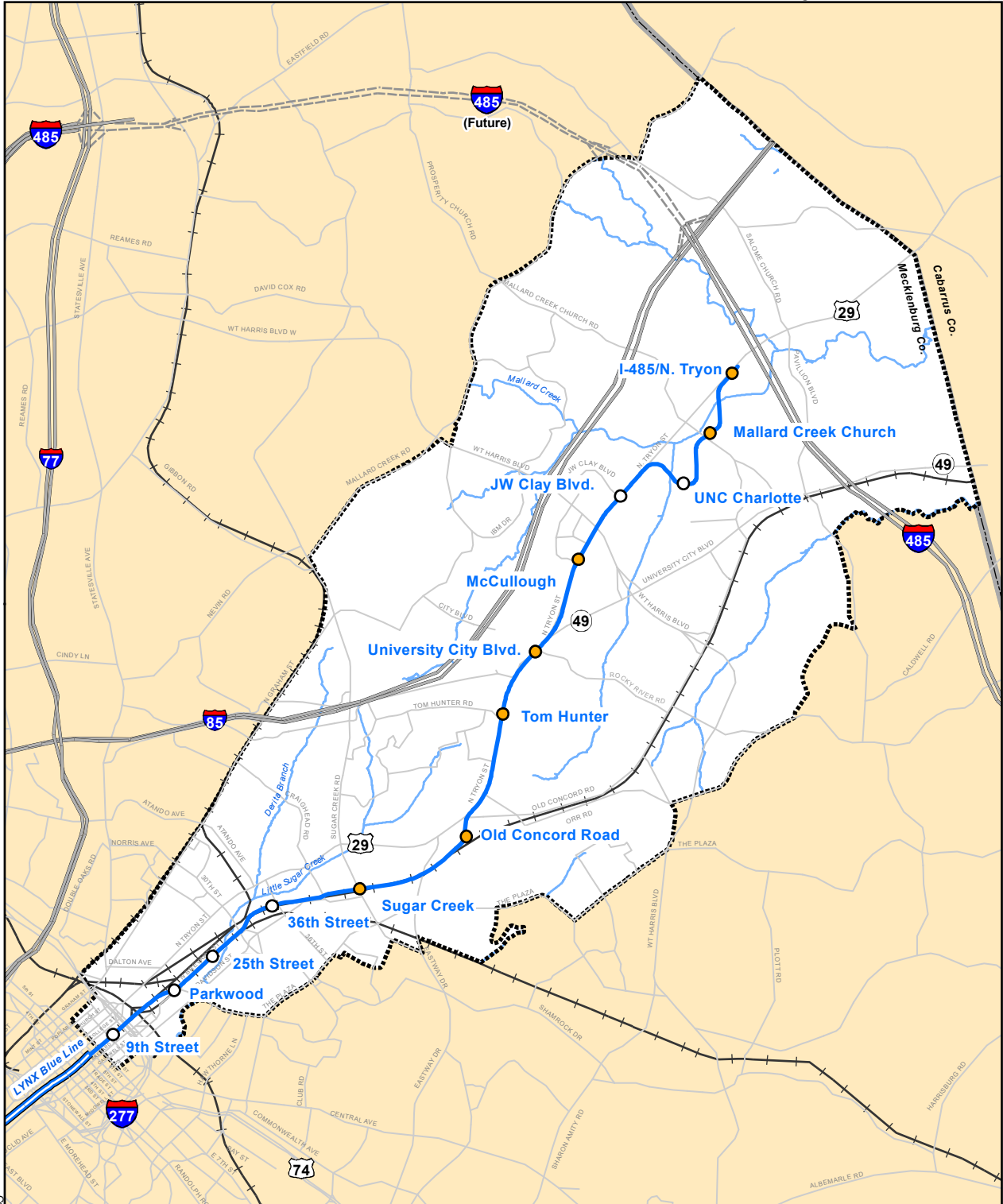
5. REFERENCES CITED

Gosser, Dennis, Bill Hall, and Loretta Lautzenheiser

2009 *Archaeological Identification Survey of the Proposed LYNX Blue Line Extension, Light Rail Project, Charlotte Area Transit System, Mecklenburg County, North Carolina*. Manuscript on file, Coastal Carolina Research, Inc., Tarboro, North Carolina.



**Figure 1-1
Project Location Map**



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Legend		
Northeast Corridor Limits	LYNX Blue Line	Railroads
Proposed Light Rail Alternative	Highway	County Line
Design Option	Major Roads	
Proposed Stations	Highway (Future)	
Proposed Stations with Park-and-Ride	Streams	

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Mile

Data Source: CATS, City of Charlotte GIS, and Mecklenburg County GIS

09/28/09



**Figure 1-2
Locations for the Vehicle Light Rail Maintenance Facility and the 25th Street Station.**

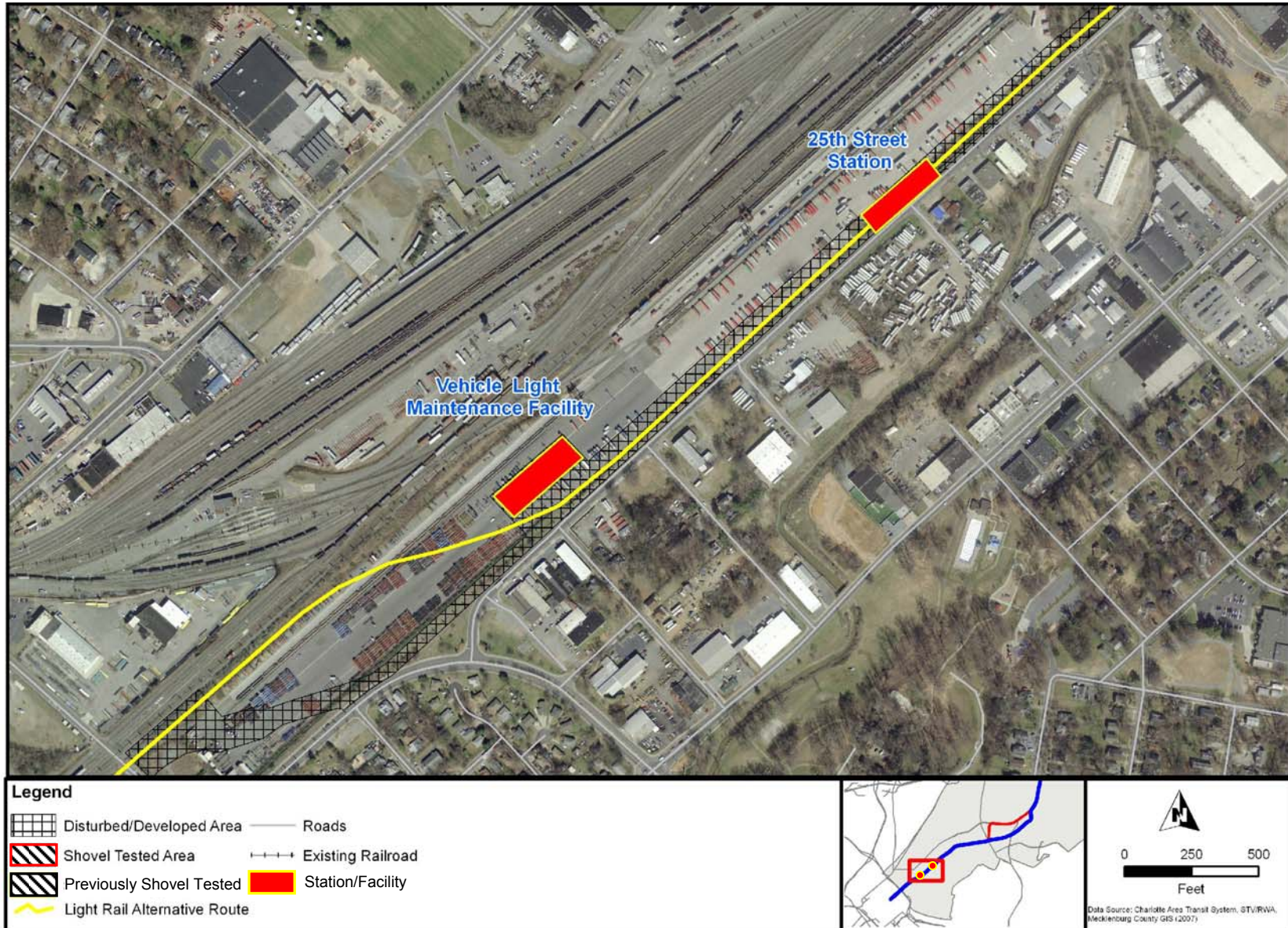




Figure 1-3
Locations for the 36th Street Station and the Sugar Creek Station
Park-and-Ride Option 1 and Park-and-Ride Option 2.



Figure 1-4

Locations for the Orchard Trace Lane Improvements and the University City Blvd. Park-and-Ride Lot Expansion.

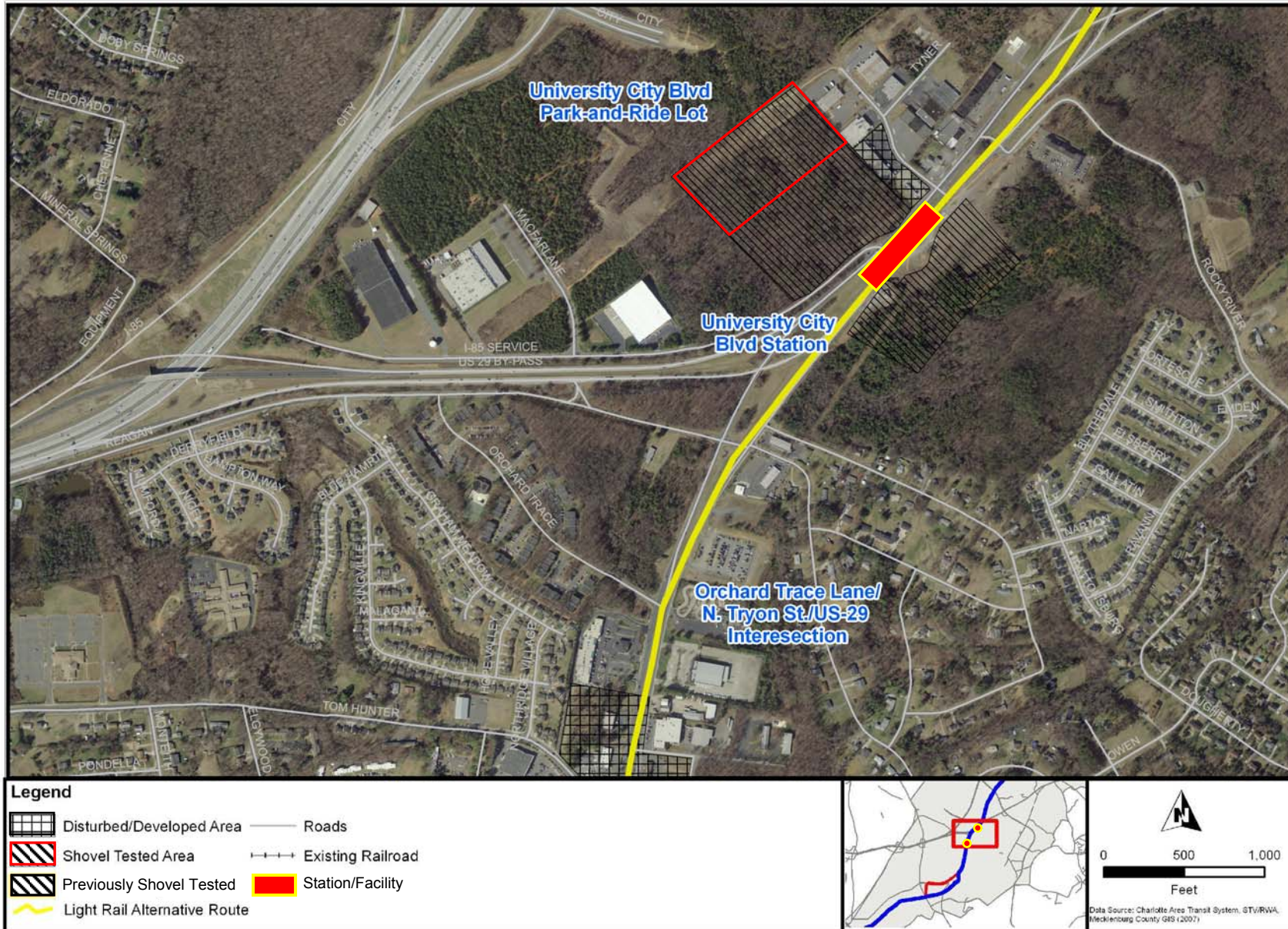
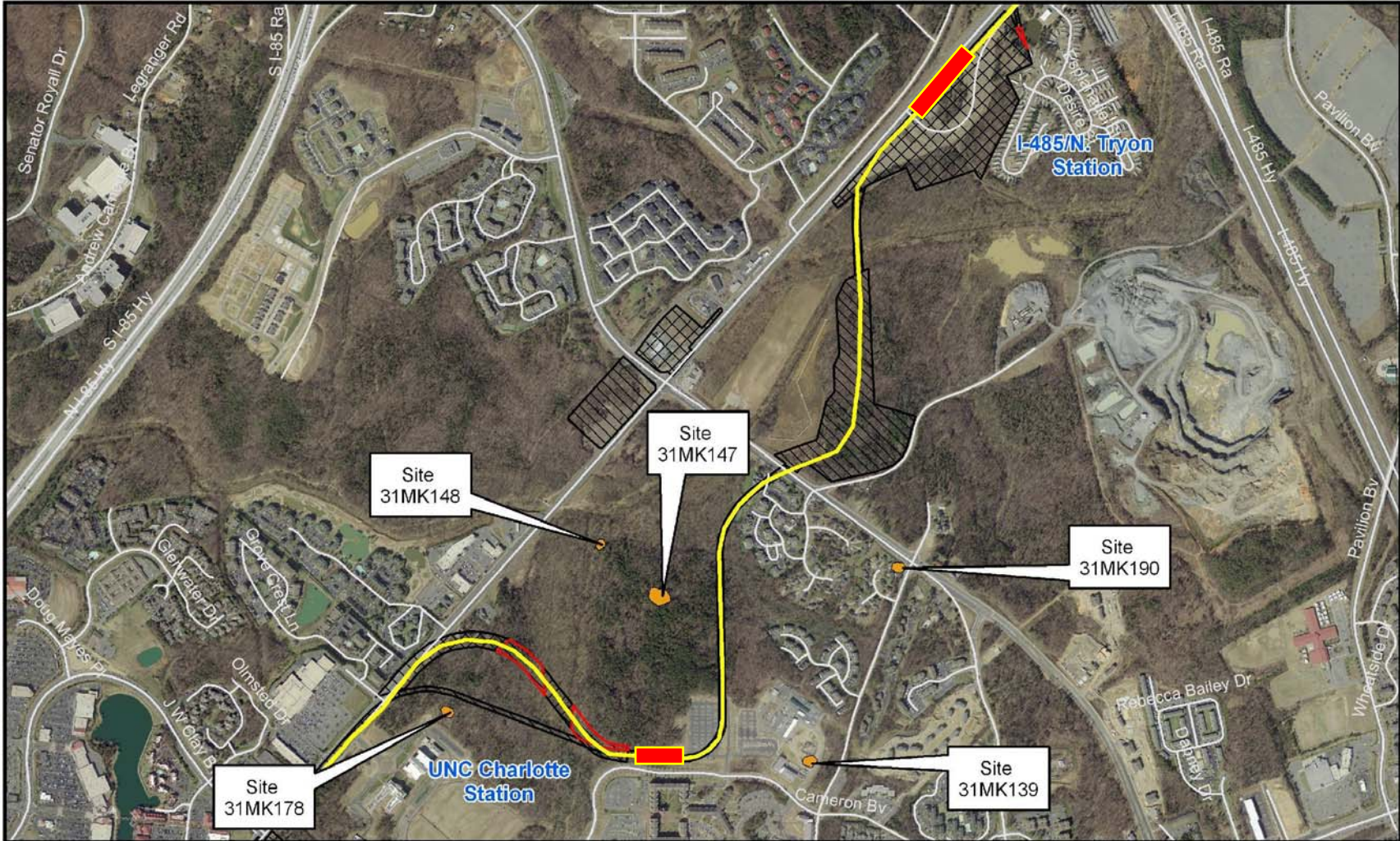


Figure 1-5

Locations for the Newly Proposed UNC Charlotte Alignment and the Expanded I-485/N. Tryon Station Parking Garage Expansion.



Legend			
Project APE	Previously Identified Archaeological Site		
Shovel Tested	Roads		
Previously Shovel Tested	Light Rail Alternative		
Disturbed, Low, or Wet	Station/Facility		

Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS (2007)

APPENDIX A
SCOPE OF WORK

(May 26, 2009, August 9, 2009, October 14, 2009)

**PROPOSAL TO PERFORM ARCHAEOLOGICAL SERVICES
COASTAL CAROLINA RESEARCH, INC.
1601 ST ANDREW STREET
TARBORO, NORTH CAROLINA**

PROJECT: Archaeological Survey of the Proposed LYNX Blue Line Extension, Light Rail, Charlotte Area Transit System, North Carolina, Supplement 4

DATE: May 26, 2009

INTRODUCTION

Coastal Carolina Research, Inc., proposes to perform the following archaeological services for STV in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966, the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800, and Section 4(f) of the National Transportation Act. The scope of the investigations will be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. The archaeological report will conform to the report guidelines issued by the Office of State Archaeology (OSA) of the State Historic Preservation Office (SHPO).

The purpose of the survey is to determine if archaeological resources which are on, or potentially eligible for, the National Register of Historic Places (NRHP) are located within the project area. If such properties are found to be present, the report will make recommendations for any needed additional work or management options. If properties that appear potentially eligible for the NRHP are located in the survey area, additional evaluation may be necessary. If so, a budget supplement will be required.

CCR has conducted an archaeological survey of the proposed alignment, stations, and parking lots (Gosser et al. 2009). Since that survey was conducted, revisions to the project have been made, and this scope covers the additional elements noted below:

DESCRIPTION OF THE STUDY

The current scope covers the following:

- The survey of an additional new location alternative to serve the University of North Carolina at Charlotte. The new alignment is approximately 2824 feet long, approximately 750 feet of which is in Tryon Street and will not require survey. Approximately 211 feet was covered by the previous survey for a total length of 1863 feet. The corridor is about 140 feet wide and will require two shovel test transects. It is assumed that 37 shovel tests will be required.
- Survey of an added Park-and-Ride lot. The added lot is approximately three acres and will require 15-18 shovel tests.

- Update ARPA permit as needed. Current permit expires July 31, 2009, and all products and reviews must be completed prior to that date.

The archaeological survey will be conducted in the manner described in the existing contract. The results of the survey of the additional study area will be reported in an addendum.

This scope does not include any other changes to the original scope.

REFERENCES CITED

Gosser, Dennis, Bill Hall, and Loretta Lautzenheiser

2009 *Archaeological Identification Survey of the Proposed Lynx Blue Line Extension, Light Rail Project, Charlotte Area Transit System, Mecklenburg County, North Carolina*. Ms. on file, Coastal Carolina Research Inc, Tarboro, North Carolina.

**PROPOSAL TO PERFORM ARCHAEOLOGICAL SERVICES
COASTAL CAROLINA RESEARCH, INC.
1601 ST ANDREW STREET
TARBORO, NORTH CAROLINA**

PROJECT: Archaeological Survey of the Proposed LYNX Blue Line Extension, Light Rail, Charlotte Area Transit System, North Carolina, Supplement 4A

DATE: August 14, 2009

INTRODUCTION

Coastal Carolina Research, Inc., proposes to perform the following updated archaeological services for STV in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966, the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800, and Section 4(f) of the National Transportation Act. The scope of the investigations will be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. The archaeological report will conform to the report guidelines issued by the Office of State Archaeology (OSA) of the State Historic Preservation Office (SHPO).

The purpose of the survey is to determine if archaeological resources which are on, or potentially eligible for, the National Register of Historic Places (NRHP) are located within the project area. If such properties are found to be present, the report will make recommendations for any needed additional work or management options. If properties that appear potentially eligible for the NRHP are located in the survey area, additional evaluation may be necessary. If so, a budget supplement will be required.

The archaeological investigations of the project have been completed and reviewed. This scope covers the changes or additional elements noted below. There are seven additional changes to the project, not all of which will require additional survey, but all of which will need to be addressed in an updated addendum report.

DESCRIPTION OF THE STUDY

The current supplemental scope covers the following:

- Survey the changes to the 16th Street Station
- Review and photograph the light rail maintenance yard. All of the area appears to be currently paved, and all is in the Railroad right-of-way. If it appears necessary to survey this area, additional arrangements will be required with the railroad
- Photograph and map the revised 25th Street Station. This appears to be all paved, and it is anticipated that no survey will be required.
- Addition of road extension at Tom Hunter Park and Ride. This area will require survey, and it is anticipated that approximately nine shovel tests will be required.

- The NW corner of Orchard Lane will have an added turn lane. This should have been covered in NCDOT's survey of the Weave. The report of this project will be reviewed to insure that the area was surveyed.
- This is an added signal light. No archaeological services needed for this change.
- The I-485/North Tryon Station area has been expanded to the south and east, beyond the original survey area. This will require additional shovel testing. It is anticipated that an additional 18 shovel tests will be required.

The archaeological survey will be conducted in the manner described in the existing contract. The addendum report(s) will include the results of the surveys of the additional study areas or documentation that survey is not required.

This scope does not include any other changes to the original scope.

BUDGET ASSUMPTIONS

Each additional scope element is budgeted as a stand alone item. This is necessary in the event that only portions of the added scope elements are actually contracted. In the event that more than one element is contracted, trips to the project area will be combined where possible, and a single report will be submitted, for a savings in cost.

**PROPOSAL TO PERFORM ARCHAEOLOGICAL SERVICES
COASTAL CAROLINA RESEARCH, INC.
1601 ST ANDREW STREET
TARBORO, NORTH CAROLINA**

PROJECT: Archaeological Survey of the Proposed LYNX Blue Line Extension, Light Rail, Charlotte Area Transit System, North Carolina, Supplement 5

DATE: October 14, 2009

INTRODUCTION

Coastal Carolina Research, Inc., proposes to perform the following updated archaeological services for STV in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966, the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800, and Section 4(f) of the National Transportation Act. The scope of the investigations will be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. The archaeological report will conform to the report guidelines issued by the Office of State Archaeology (OSA) of the State Historic Preservation Office (SHPO).

The purpose of the survey is to determine if archaeological resources which are on, or potentially eligible for, the National Register of Historic Places (NRHP) are located within the project area. If such properties are found to be present, the report will make recommendations for any needed additional work or management options. If properties that appear potentially eligible for the NRHP are located in the survey area, additional evaluation may be necessary. If so, a budget supplement will be required.

The archaeological investigations of the main project have been completed and reviewed. This scope covers the changes or additional elements noted below. This additional survey will be addressed in an updated addendum report.

DESCRIPTION OF THE STUDY

The current supplemental scope covers the following:

- The Sugar Creek Parking Garage Option

The archaeological survey will be conducted in the manner described in the existing contract. The addendum report(s) will include the results of the surveys of the additional study area or documentation that survey is not required.

This scope does not include any other changes to the original scope.

APPENDIX B
ARPA PERMIT EXTENSION



**North Carolina Department of Cultural Resources
Office of State Archaeology**

Stephen R. Claggett, State Archaeologist

Beverly Hayes Perdue, Governor
Linda A. Curfaleo, Secretary

Division of Historical Resources
David Brock, Director

June 5, 2009

Loretta Lautzenheiser
Coastal Carolina Research, Inc.
P. O. Box 1198
Tarboro, NC 27886

Re: Extension of Archaeological Resources Protection Act Permit #84,
Lynx Blue Line Extension, UNC-Charlotte, Mecklenburg County

Dear Ms. Lautzenheiser:

Thank you for your letter of June 1, 2009, requesting an extension for the above cited permit.

The extension has been requested due to changing plans and alignments by the University and the Charlotte Area Transit System (CATS). Previously proposed investigations have been successfully completed by you and your staff. Since the potential project areas and methodology to be utilized will presumably be the same as that already undertaken, we agree that it is in the best interest of all parties to extend your ARPA permit for one year. The new expiration date for Archaeological Resources Protection Act Permit #84 is July 31, 2010.

By copy of this letter, the University and the State Property Office are notified of this change and they should contact me if they have any objections. Please attach this letter to your copy of the permit for future reference.

Sincerely,

Stephen R. Claggett
State Archaeologist

cc: Peter Franz
UNC-Charlotte

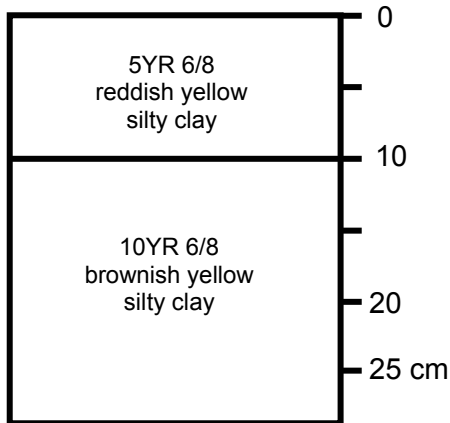
Wanda King
State Property Office

<p>Central Office 9513 Mail Service Center Raleigh, NC 27609-4610 919/877-4232; fax 919/713-2141 Location: 109 E. Jones Street Raleigh, NC 27601</p>	<p>OIA Research Center 4012 Mail Service Center Raleigh, NC 27609-4612 919/771-5279; fax 919/713-4388 Location: 215 W. Lane Street Raleigh, NC 27601</p>	<p>Underwater Archaeology Branch 1505 P. Parker Blvd. South Knox Beach, NC 28440 919/658-5042; fax 919/658-4091</p>	<p>Queen Anne's Revenue Project 3411 Acadia Rd. Marshfield City, NC 28557 252/730-6514; fax 252/735-2426</p>	<p>QAR Generation Laboratory 1157 NCA Site C Road West Research Campus East Carolina University Greenville, NC 27434 252/744-6711</p>	<p>Western Office Archives and History 1 Village Lane Suite 3 Asheville, NC 28803-2677 828/274-6730; fax 828/274-6735</p>
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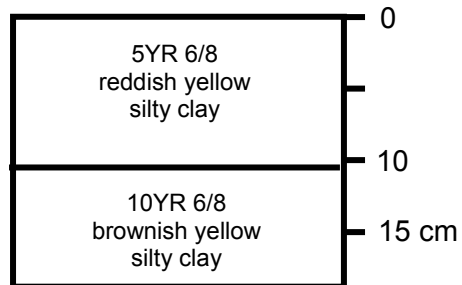
APPENDIX C
SHOVEL TEST PROFILES

SHOVEL TEST PROFILES

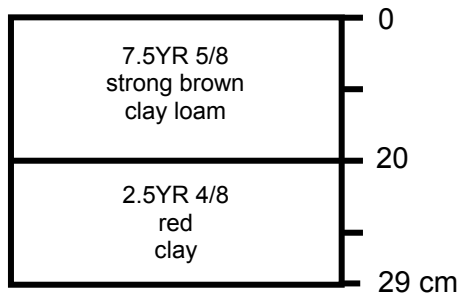
**Proposed Sugar
Creek Park-and-
Ride Lot Option 1
Shovel Test 1**



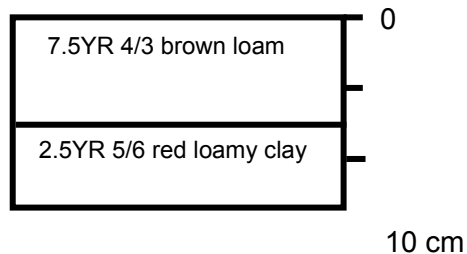
**Proposed Sugar
Creek Park-and-
Ride Lot Option 1
Shovel Test 4**



**Proposed Sugar
Creek Park-and-
Ride Garage
Option 2
Shovel Test 1**

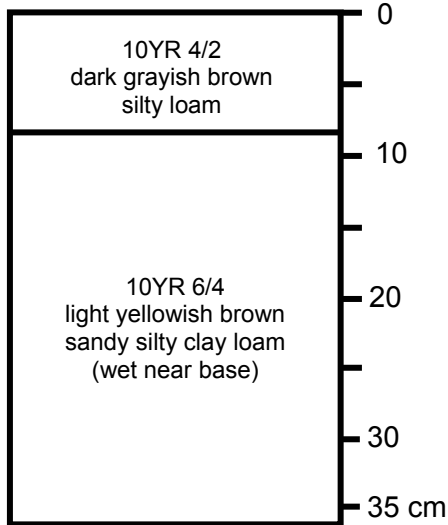


**Orchard Trace
Lane Improvement
Shovel Test 2**

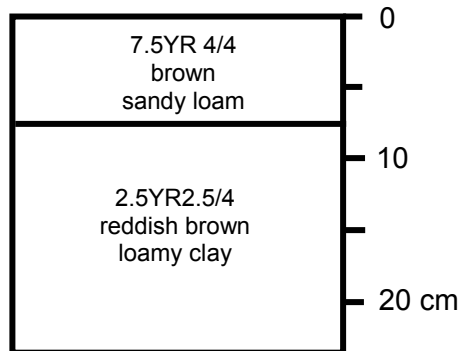


SHOVEL TEST PROFILES

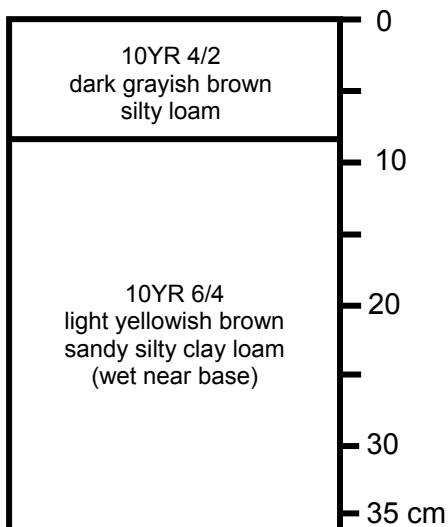
**University City
Blvd. Station Park-
and-Ride Lot
L-2 Shovel Test 12**



**New UNC Charlotte
Alignment
L-1 Shovel Test 3**



**New UNC Charlotte
Alignment
L-2 Shovel Test 12**



**I-485/N. Tryon
Station Parking
Garage
Shovel Test 1**

