

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	B-6018
WBS Element	48213.1.1
Federal Project No.	BRZ-1296(003)

- A. Project Description: Replacement of Bridge 100536 over Newfound Creek on SR 1296, Buncombe County, NC.
- B. Description of Need and Purpose: The project will replace a structurally deficient bridge with a multi-barrel box culvert to improve the safety of the roadway.
- C. Categorical Exclusion Action Classification:
- Type I(A) - Ground Disturbing Action**
- D. Proposed Improvements: 28. Bridge rehabilitation, reconstruction, or replacement or the construction of graded separation to replace existing at-grade railroad crossings.
- E. Special Project Information: Resource reports for threatened and endangered species are attached. Tribal Consultation letter have been forwarded to three tribes (Cherokee, Catawba, Muscogee) and any information received from them will be evaluated during the design phase.
- Cultural Resource evaluations for Historic Architecture and Archaeology are also attached.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31. <i>If any question 1-7 is checked "Yes" then NCDOT certification for FHWA approval is required.</i> <i>If any question 8-31 is checked "Yes" then additional information will be required for those questions in Section G.</i>				
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked "Yes".)			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	☐	☒	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	☐	☒	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	☐	☒	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	☐	☒	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	☐	☒	
6	Does the project require an Individual Section 4(f) approval?	☐	☒	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	☐	☒	
If any question 8-31 is checked "Yes" then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	☐	☒	
9	Is the project located in anadromous fish spawning waters?	☐	☒	
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	☐	☒	
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	☐	☒	
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	☐	☒	
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	☐	☒	

Other Considerations for Type I and II Ground Disturbing Actions (continued)		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	☐	☒
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	☐	☒
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	☐	☒
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	☐	☒
18	Does the project require a U.S. Coast Guard (USCG) permit?	☐	☒
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	☐	☒
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	☐	☒
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	☐	☒
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	☐	☒
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	☐	☒
24	Will maintenance of traffic cause substantial disruption?	☐	☒
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	☐	☒
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	☐	☒
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	☐	☒
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	☐	☒
29	Is the project considered a Type I under the NCDOT Noise Policy?	☐	☒
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	☐	☒
31	Are there other issues that arose during the project development process that affected the project decision?	☐	☒

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

H. Project Commitments (attach as Green Sheet to CE Form):

NCDOT PROJECT COMMITMENTS

STIP Project No. **B-6018**
Bridge 100536
Buncombe County
Federal Aid Project No. BRZ-1296(003)
WBS Element 48213.1.1

Project commitments will be developed and added during the design phase of the project.

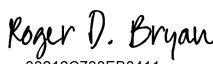
I. Categorical Exclusion Approval:

STIP Project No.	B-6018
WBS Element	48213.1.1
Federal Project No.	BRZ-1296(003)

Prepared By:

4/7/2021

Date

DocuSigned by:

33212C738EB8411...

Roger D. Bryan, Division Environmental Officer
Division 13

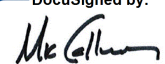
Prepared For:

NC Department of Transportation

Reviewed By:

4/7/2021

Date

DocuSigned by:

45D3FED3257B4CA...

Mike Calloway, Bridge Program Manager
Division 13, NC Department of Transportation



Approved

- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.

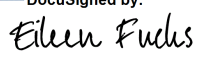


Certified

- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

4/7/2021

Date

DocuSigned by:

EE6204B43838401

Eileen Fuchs, Project Manager, Priority Projects Team/PMU
North Carolina Department of Transportation

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

Date

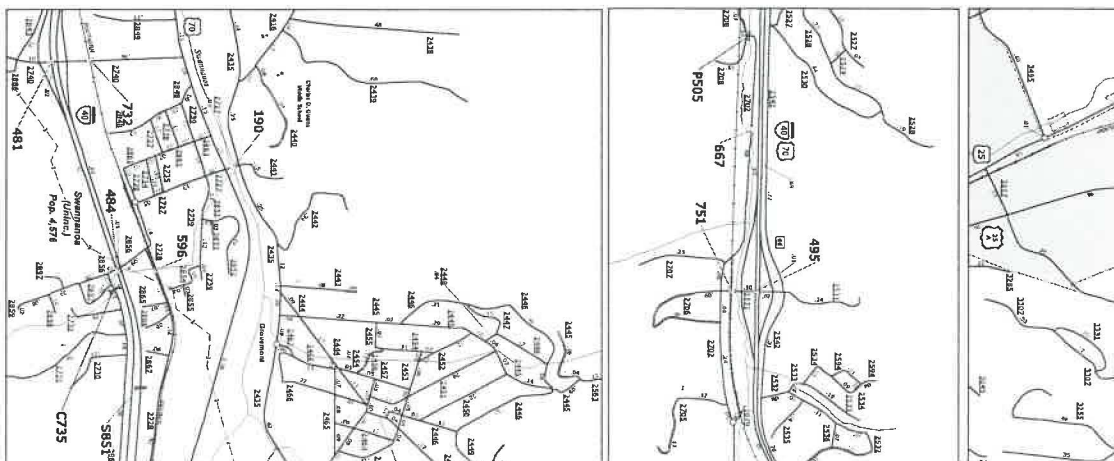
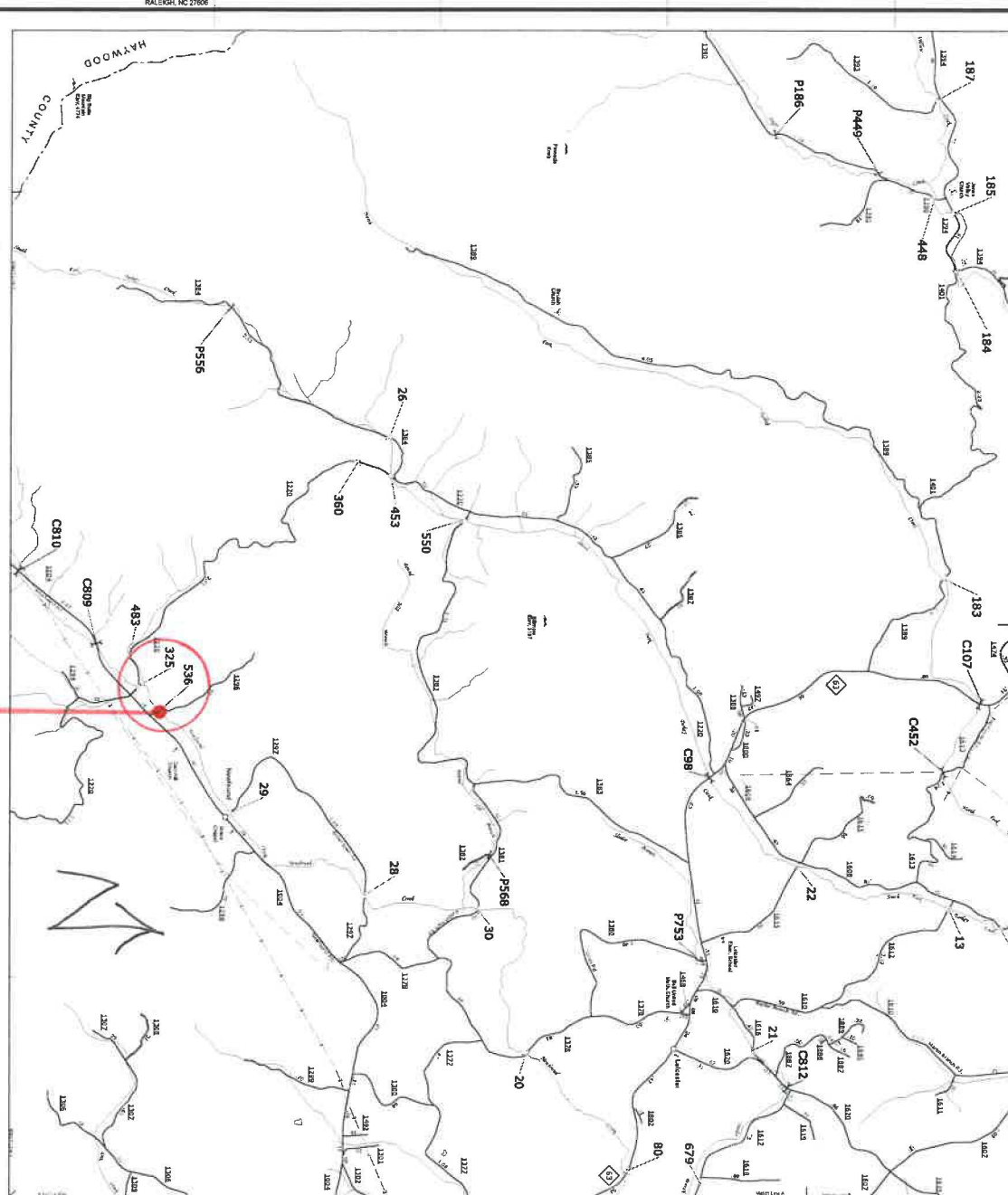
for John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

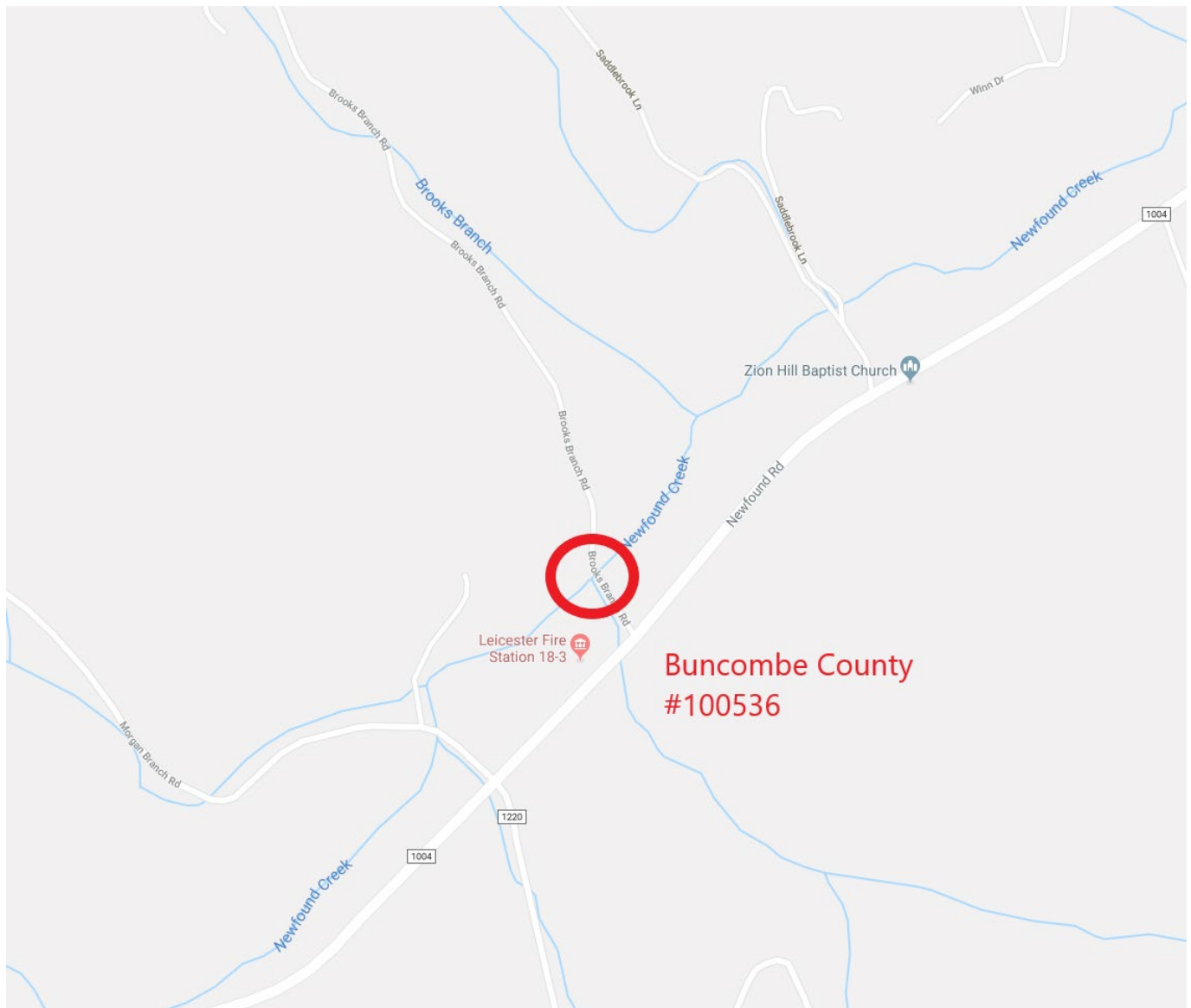
Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).

N.C. DEPARTMENT OF TRANSPORTATION
MSAU - MAPPING SECTION
4809 BERYL RD
RALEIGH, NC 27606

The Mapping Section's goal is to provide the most accurate and current information possible. Map data is compiled from numerous sources with varying dates of publication and map accuracy standards. As a result, the accuracy, currency and completeness of the data provided will vary. This map includes state-maintained roads and important non-system roads.

The information shown on this map was last updated in July, 2018. For additional information, visit <http://www.mnhs.gov/geographic-information> and click on Data Providers or contact us by phone at (919) 835-6480.







STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

May 31, 2019

TO: Jessica Earley, Project Executive
Priority Projects Team, PMU

FROM: Melissa Miller, Environmental Program Consultant
Biological Surveys Group, EAU

SUBJECT: Section 7 survey results for the northern long-eared bat (*Myotis septentrionalis*), and gray bat (*Myotis grisescens*) associated with the replacement of Bridge No. 536 over Newfound Creek on SR 1296 in Buncombe County, **TIP No. B-6018**.

The North Carolina Department of Transportation (NCDOT, Division 13) proposes to replace Bridge No. 536 over Newfound Creek on SR 1296 in Buncombe County, TIP No. B-6018. The existing bridge is a single span structure with steel beams, timber deck, guard rails and end walls. The overall length of the structure is 31 feet.

Northern long-eared bat

The project to replace Bridge No. 536 has been reviewed for effects on the northern long-eared bat (NLEB). As of May 4, 2015, NLEB is listed by the U.S. Fish and Wildlife Service (USFWS) as "Threatened" under the Endangered Species Act of 1973. As of May 31, 2019, NLEB is listed by USFWS (http://www.fws.gov/raleigh/species/cntylist/nc_counties.html) as "current" in Buncombe County. USFWS also established a final rule under the authority of section 4(d) of the Endangered Species Act that provides measures for the conservation of NLEB. The USFWS has tailored the final 4(d) rule to prohibit the take of NLEB from certain activities within areas where they are in decline. This incidental take protection applies only to known NLEB occupied maternity roost trees and known NLEB hibernacula. Effective February 16, 2016, incidental take resulting from tree removal is prohibited if it 1) occurs within a ¼ mile radius of known NLEB hibernacula; or 2) cuts or destroys known occupied maternity roost trees or any other trees within a 150-foot radius from the known maternity tree during the pup season (June 1-July 31).

According to the North Carolina Natural Heritage Program (NHP) Biotics Database, most recently updated April 2019, **the nearest NLEB hibernacula record is 18.5 miles north of the project and no known NLEB roost trees occur within 150 feet of the project area.**

NCDOT has also reviewed the USFWS Asheville Field office website (http://www.fws.gov/asheville/htmls/project_review/NLEB_in_WNC.html) for consistency with NHP records. This project is located entirely outside of the red highlighted areas (12-digit HUC) that the USFWS Asheville Field Office has determined to be representative of an area that may require consultation.

For the proposed action, NCDOT has committed to the conservation measures listed below:

- 1) No alterations of a known hibernacula entrance or interior environment if it impairs an essential behavioral pattern, including sheltering northern long-eared bats (January 1 through December 31);
- 2) No tree removal within a 0.25 mile radius of a known hibernacula (January 1 through December 31); and
- 3) No cutting or destroying a known, occupied maternity roost tree, or any other trees within a 150-foot radius from the known, occupied maternity tree during the period from June 1 through and including July 31.

NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R. § 17.40(o) and effective February 16, 2016. NCDOT may presume its determination is informed by best available information and consider Section 7 responsibilities fulfilled for NLEB.

Gray Bat

The project to replace Bridge No. 536 has also been reviewed for effects on the gray bat (MYGR). As of April 28, 1976, the gray bat was listed by the U.S. Fish and Wildlife Service (USFWS) as “Endangered” under the Endangered Species Act of 1973. According to the USFWS Buncombe County webpage (accessed May 31, 2019), (http://www.fws.gov/raleigh/species/cntylist/nc_counties.html), the gray bat is listed by USFWS as “current” in Buncombe County.

According to the North Carolina Natural Heritage Program (NHP) Biotics Database, most recently updated in April 2019, MYGR have been documented in Buncombe County. NHP data indicate that **the closest known occurrence of MYGR is approximately 8 miles south of the project site.**

On May 15, 2019 NCDOT biologists assessed the bridge project footprint for potential MYGR habitat. No evidence of bats (bats, staining or guano) was observed. No caves or mines are located within the project footprint or within line of sight of the bridge. Therefore, no suitable roosting habitat for MYGR is present. Based on the lack of evidence of bats during the bridge inspection, and lack of caves or mines in the project vicinity the proposed project will have a biological conclusion of **No Effect** for gray bats.

If you need any additional information, please contact Melissa Miller at 919-707-6127.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

February 26, 2021

Memorandum to: Jessica Earley, PE, Priority Projects Team, Project Management Unit

From: Matt Haney, Biological Surveys Group, Environmental Analysis Unit

Subject: Freshwater Mussel Survey Report for the Replacement of Bridge No. 536 on SR 1296 (Brooks Branch Rd) over Newfound Creek, Buncombe County. TIP # B-6018. WBS Element # 48213.1.1

The North Carolina Department of Transportation proposes to replace Bridge No. 536 on SR 1296 (Brooks Branch Rd) over Newfound Creek in Buncombe County. Newfound Creek is in the French Broad River Basin (HUC# 06010105) and flows approximately 9 river miles (RM) from the project location to the French Broad River. As of January 26, 2021, the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) webpage listed Appalachian Elktoe (*Alasmidonta raveneliana*) as an Endangered species (under the Endangered Species Act (ESA)) that potentially occurs at the project location. The IPaC webpage indicated that the project location does not overlap with Critical Habitat for this species.

Appalachian Elktoe has been reported from relatively shallow, medium-sized creeks and rivers with cool, clean, well-oxygenated, moderate- to fast-flowing water. The species is most often found in riffles, runs, and shallow flowing pools with stable, relatively silt-free, coarse sand and gravel substrate associated with cobble, boulders, and/or bedrock. Stability of the substrate appears to be critical to the Appalachian Elktoe, and the species is seldom found in stream reaches with accumulations of silt or shifting sand, gravel, or cobble. Individuals that have been encountered in these areas are believed to have been scoured out of upstream areas during periods of heavy rain, and have not been found on subsequent surveys.

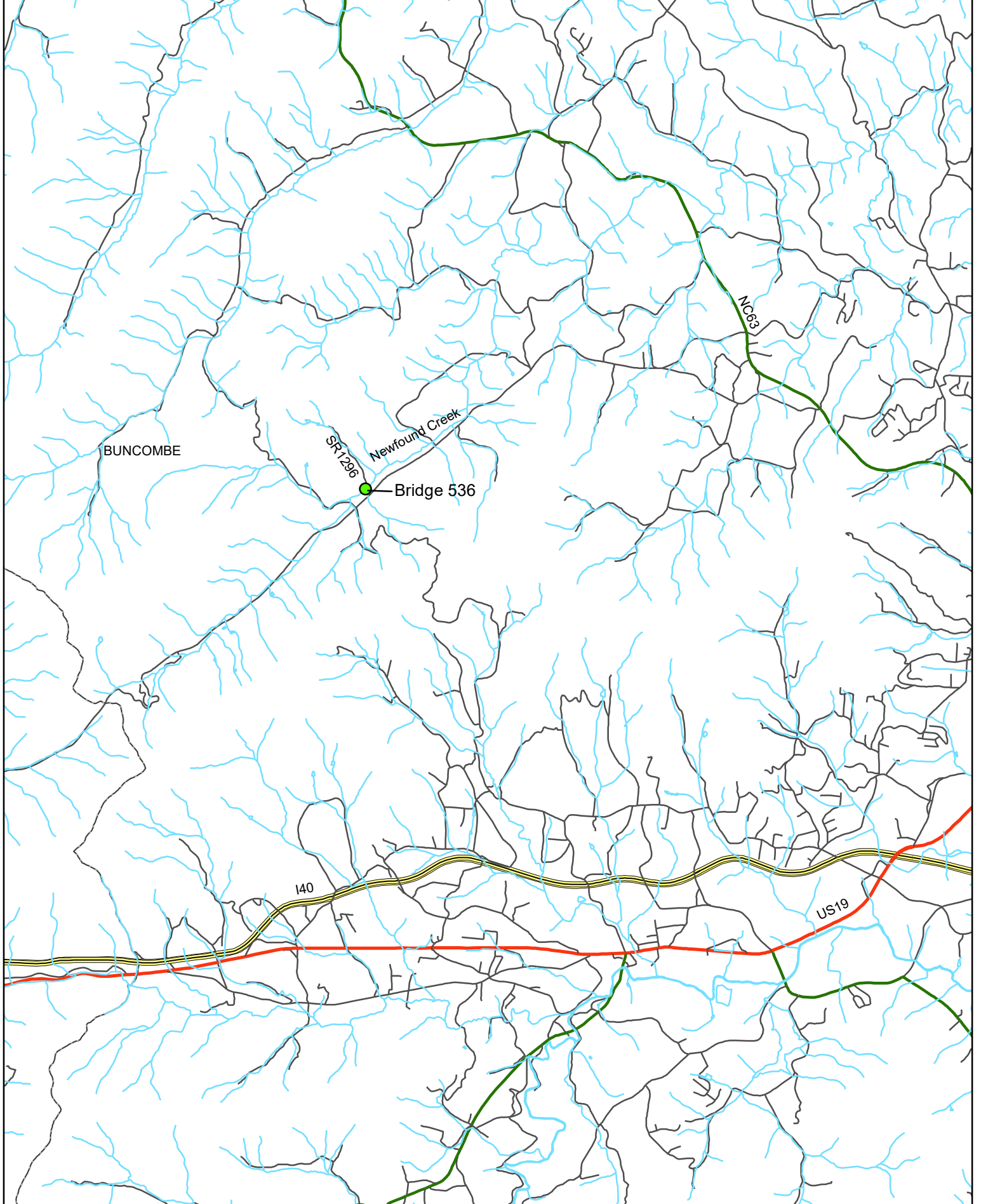
Newfound Creek is on the North Carolina Department of Environmental Quality (NCDEQ)-Division of Water Resources 2018 303(d) list of impaired streams (Fair rating for benthos). The closest NPDES facility to the project is French Broad River WRF (Permit # NC0024911), which is located approximately 11 RM away from the project along the French Broad River.

A review of the NC Natural Heritage Program database (last updated in October 2020) was conducted to determine if there were any records of rare mussels within the proposed project study area or receiving waters. The closest current occurrence of Appalachian Elktoe is in the French Broad River approximately 16 RM away from the project (EO ID 21150). This occurrence was last observed in 2017.

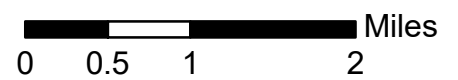
A mussel survey was conducted on October 8, 2020 by NCDOT biologists Jared Gray (Permit No. 20-ES00314) and Matt Haney, along with Dewberry biologist Anne Burroughs from approximately 400 meters downstream of the bridge crossing to approximately 100 meters upstream of the crossing. Newfound Creek ranged from 4-8 feet wide and the water depth was 0.5-2 feet. The substrate consisted of silt, sand, cobble, gravel and clay. Land use adjacent to the stream consisted of pasture and residential. There were signs of streambank erosion. Although marginal habitat does exist for Appalachian Elktoe, no live mussels or mussel shells were observed.

Due to the results of the mussel survey and that there are no known occurrences of Appalachian Elktoe in Newfound Creek or near the project, this project may affect, but is not likely to adversely affect this species.

Biological Conclusion for Appalachian Elktoe: May Affect-Not Likely to Adversely Affect



B-6018 Buncombe County





**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: **B-6018** County: **Buncombe**
 WBS No: 48213.1.1 Document: **CE**
 F.A. No: **BRZ-1296(003)** Funding: ☐ State ☒ Federal
 Federal Permit Required? ☒ Yes ☐ No Permit Type: **USACE**

Project Description:

The project calls for the replacement of Bridge No. 536 on SR 1296 (Brookes Branch Road) over Newfound Creek in Buncombe County (TIP B-6018). The archaeological Area of Potential Effects (APE) for the project is defined as an approximately 600-foot (182.88 m) long corridor running 300 feet (91.44 m) north and south from the center of the bridge. The corridor is approximately 100 feet (30.48 m) wide extending 50 feet (15.24 m) from either side of the centerline.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

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.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

NC DOT has conducted an archaeological investigation for the proposed replacement of Bridge No. 536 in Buncombe County, North Carolina. The project area is located west of Asheville and northeast of Canton and plotted in the northwest corner of the Enka USGS 7.5' topographic quadrangle (Figure 1).

Background Research

A site files search was conducted by Casey Kirby at the Office of State Archaeology (OSA) on September 13, 2018. No known archaeological sites are identified within the APE, and no previous investigations or reviews have been carried out within the project area. However, four sites (31BN64, 31BN65, 31BN255, and 31BN511) are adjacent to the project and additional 56 sites are within a mile. Site 31BN64 is in the field southwest of the bridge. 31BN65 is in the field to the northwest, and 31BN255 and 31BN511 are to the northeast (Figure 2). Sites 31BN64 and 31BN65 were first recorded by the University of North Carolina at Chapel Hill during their Cherokee Archaeological Project in 1964. They have subsequently been revisited by a local collector (Gary Henry), who identified 31BN255 and 31BN511 as well as most of the other sites in the region. Although none of the sites have been intensively surveyed, all contain a precontact component and have yet to be assessed for the National Register. The placement of each site is also uncertain, which necessitated the current investigation. As for the 56 other sites, nearly all are along floodplain and stream terraces associated with Newfound Creek in settings like that of the current project area.

According to the North Carolina State Historic Preservation Office online data base (HPOWEB 2018), there are no known historic architectural resources within the APE that may yield intact archaeological deposits.

County and regional maps prior to the 20th century that were inspected provide only general details concerning the region illustrating just major roads and settlements. The 1901 USGS Asheville topographic map is one of the first to provide a reliable location for the project (Figure 3). This map depicts an unimproved road/trail either at or near the current location for Brooks Branch Road. No structures are plotted in the vicinity except for those along Newfound Road, which will not be impacted. The 1920 *Soil Map for Buncombe County* provides no new information as it illustrates the same road layout and structure placement (Perkins et al. 1920). The later 1938 *North Carolina State Highway Map for Buncombe County* clearly shows Brooks Branch Road with two new structures to the west (NCSTPWC 1938) (Figure 4). Both are well outside of the project area.

The USDA soil survey map for Buncombe County depicts the project area composed mostly of the French loam (FrA) (USDA NRCS 2018) (Figure 5). This soil type is subject to occasionally flooding and is considered somewhat poorly drained. The adjacent sloping stream terraces are composed of Tate loam (TaB) to the south and Unison loam (UnB) to the north. These are both well drained series with slope of 2 to 8 percent. While well drained soils are typically tested for archaeological resources, the poorly drained soils are not since they are persistently wet. However, the presence of known sites on these soils in the general area suggest that the soil survey may be incorrect and that the soils are drier than expected.

Fieldwork Results

The archaeological field reconnaissance and survey for the replacement of Bridge No. 536 was carried out on October 3, 2018. This included systematic shovel testing at 15-meter (ca. 49.21 feet) intervals when possible. A total of 15 shovel tests (STs) were excavated of which none yielded cultural material (see Figure 5). Five shovel tests each were placed in the southeast and southwest quadrants. Another three

were dug in the northeast and only one in the northwest. The limited number of tests to the north were due to wet soils in the fields adjacent to the creek, steep slope at the northern end, heavy soil erosion, and disturbance from landscaping. Surface visibility was good in the northeast, northwest, and southeast quadrant, but no cultural material was identified during the surface inspection.

Bridge 536 and Brookes Branch Road run north to south along a floodplain with sloping stream terraces at either end of the APE (see Figure 5). Newfound Creek drains to the northeast into the French Broad River. An unnamed tributary to Newfound Creek is located in the southwestern quadrant and parallels Brookes Branch Road. This unnamed stream has been modified to run straight and currently functions as a drainage ditch. Agricultural fields to the north and southeast were under cultivation at the time of the survey (Figures 6 and 7). The field to the southwest is grassed over and is being used as a staging area for aerial brush clearing (Figure 8). Finally, a residential property is to the northwest (Figure 9). Overall, ground disturbance is minimal south of the bridge, but it becomes moderate to heavy to the north. In the north, soil erosion has exposed subsoil along the terrace, while the soils in the floodplain are wet. Soils south of the bridge are dry and consistent.

In shovel tests north of the bridge, the soil stratigraphy has a surface layer of dark yellowish brown (10YR 4/4) loam or yellowish red (5YR 4/6) clay loam. The clay loam appears to be soil from the terrace that has washed into the floodplain. The surface layer is typically 25 to 30 cm (ca. 10 to 12 in) thick. It is followed by either a very dark grayish brown (10YR 3/2) wet sandy clay loam in the floodplain, which is hydric, or yellowish red (5YR 4/6) clay subsoil along the terrace. As previously mention, this yellowish red clay is exposed at the surface along the crest of the terrace. In the shovel tests south of the bridge, the surface layer is a 30 to 60 cm (ca. 12 to 24 in) thick dark yellowish brown (10YR 4/6.) loam. Below this is a yellowish brown (10Y 5/6) sandy clay loam that extends to at least 75 cm (ca. 30 in) below the surface.

Summary and Recommendations

The archeological investigations for the proposed replacement of Bridge No. 536 in Buncombe County identified no archaeological resources within the APE. Subsurface tests and the surface inspection yielded no positive results in the minimally to moderately disturbed areas. No tests were carried out in the heavily disturbed location, since it was very unlikely for intact deposits to be present. Additionally, there is no evidence that previously known sites extend into the current project area. No further archaeological work is recommended for this bridge replacement project. However, if design plans change to impact areas outside of the APE, then further archaeological work will be required.

SUPPORT DOCUMENTATION

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



C. Damon Jones
NCDOT ARCHAEOLOGIST

12/5/18

Date

REFERENCES CITED

HPOWEB

2018 North Carolina State Historic Preservation Office GIS Web Service.
<http://gisNCDCCR.gov/hpoweb/>. Accessed September 24, 2018.

North Carolina State Highway and Public Works Commission (NCSHPWC)

1938 *North Carolina State Highway Map for Buncombe County*, North Carolina State Highway and Public Works Commission, Raleigh.

Perkins, Samuel, Robert Devereux, Samuel Davidson, and William Davis

1920 *Soil Map for Buncombe County, North Carolina*. U.S. Department of Agriculture, Government Printing Office, Washington D.C. On file at North Carolina Collections, University of North Carolina, Chapel Hill.

United States Department of Agriculture Natural Resources Conservation Services (USDA NRCS)

2018 Buncombe County Soil Survey. Available online at
<http://webosilsurvey.nrcs.usda.gov/app/>. Accessed September 24, 2018.

United States Geological Survey (USGS)

1901 Asheville, North Carolina-Tennessee 30 minute quadrangle map. Reprinted in 1907.
 2013 Enka, North Carolina 7.5 minute quadrangle map.

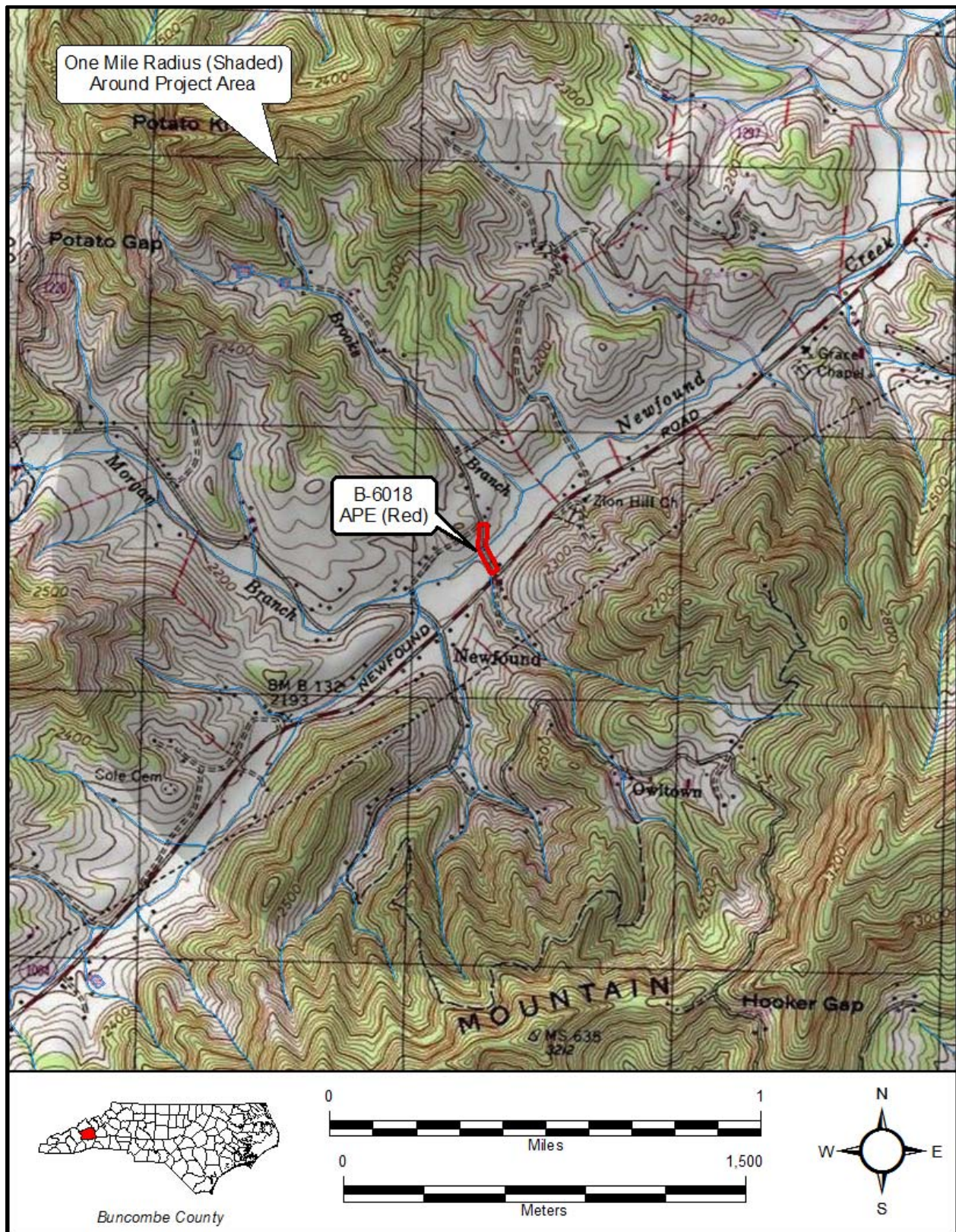


Figure 1. Topographic Setting of the Project Area, Enka (2013), NC, USGS 7.5' Topographic Quadrangle.

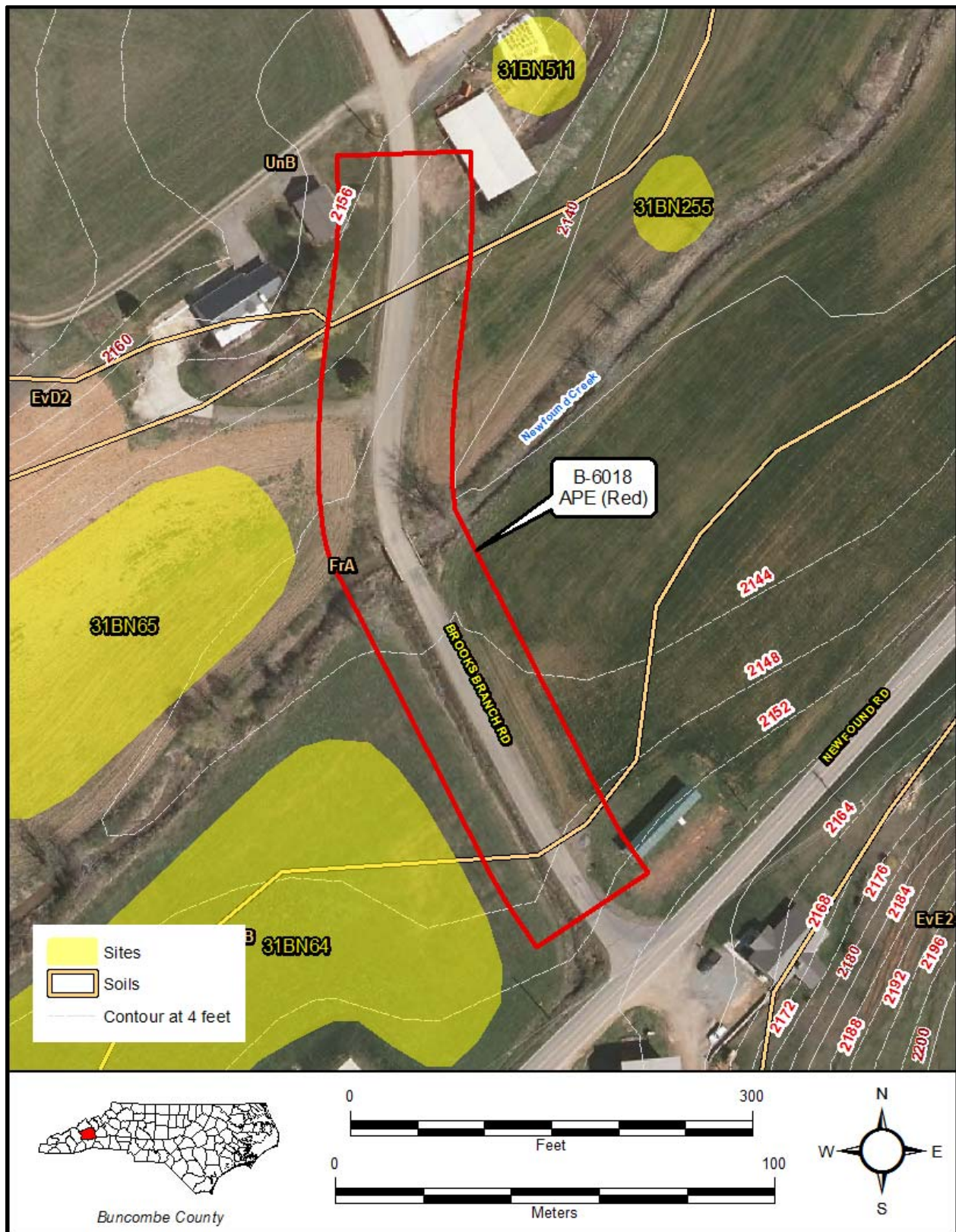


Figure 2. Aerial photograph of the APE showing development, contours, and soils.

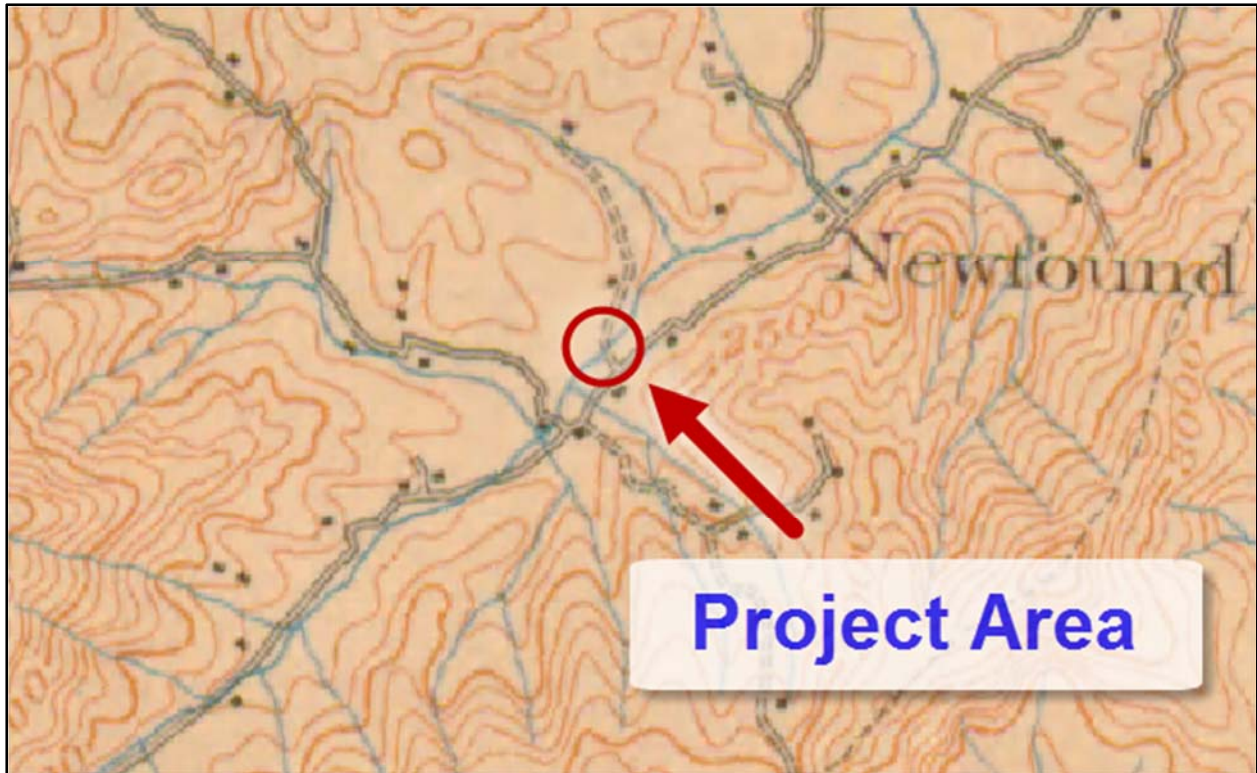


Figure 3. The 1901 Asheville USGS topographic map showing the location of the project area.

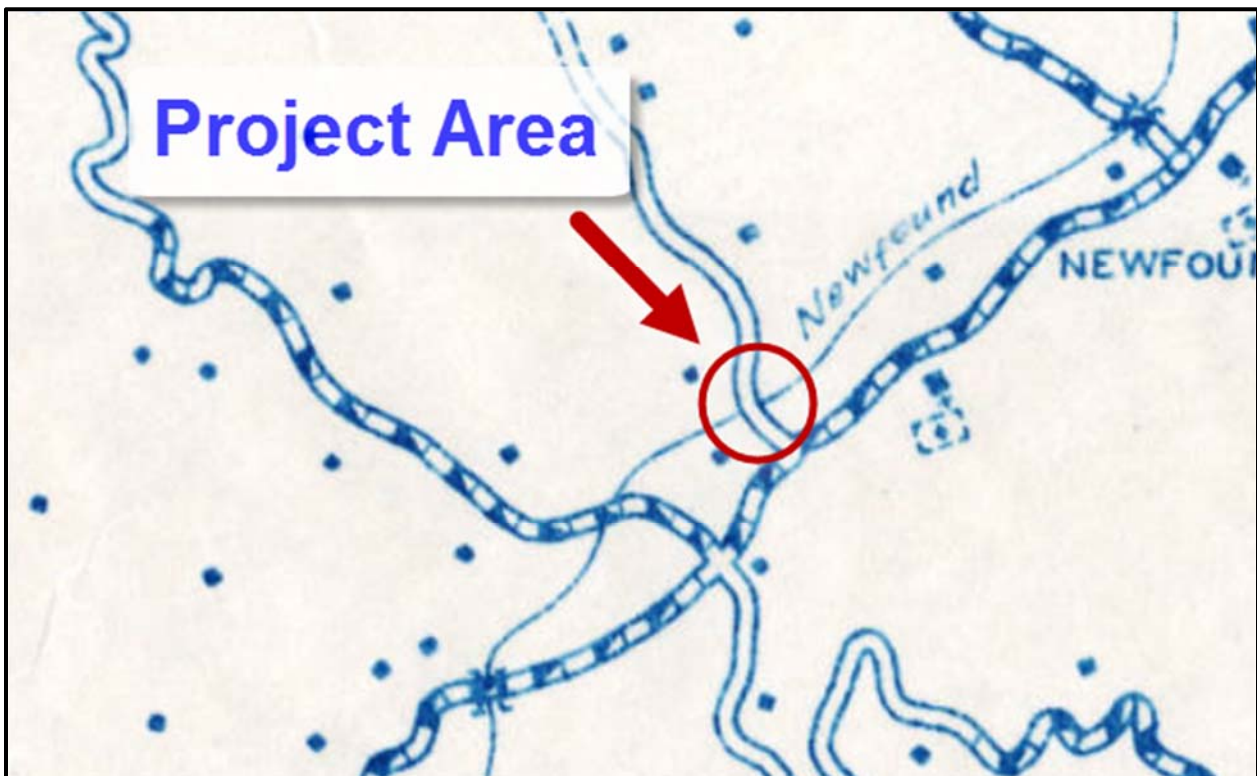


Figure 4. The 1938 North Carolina State Highway Map for Buncombe County showing the location of the project area.

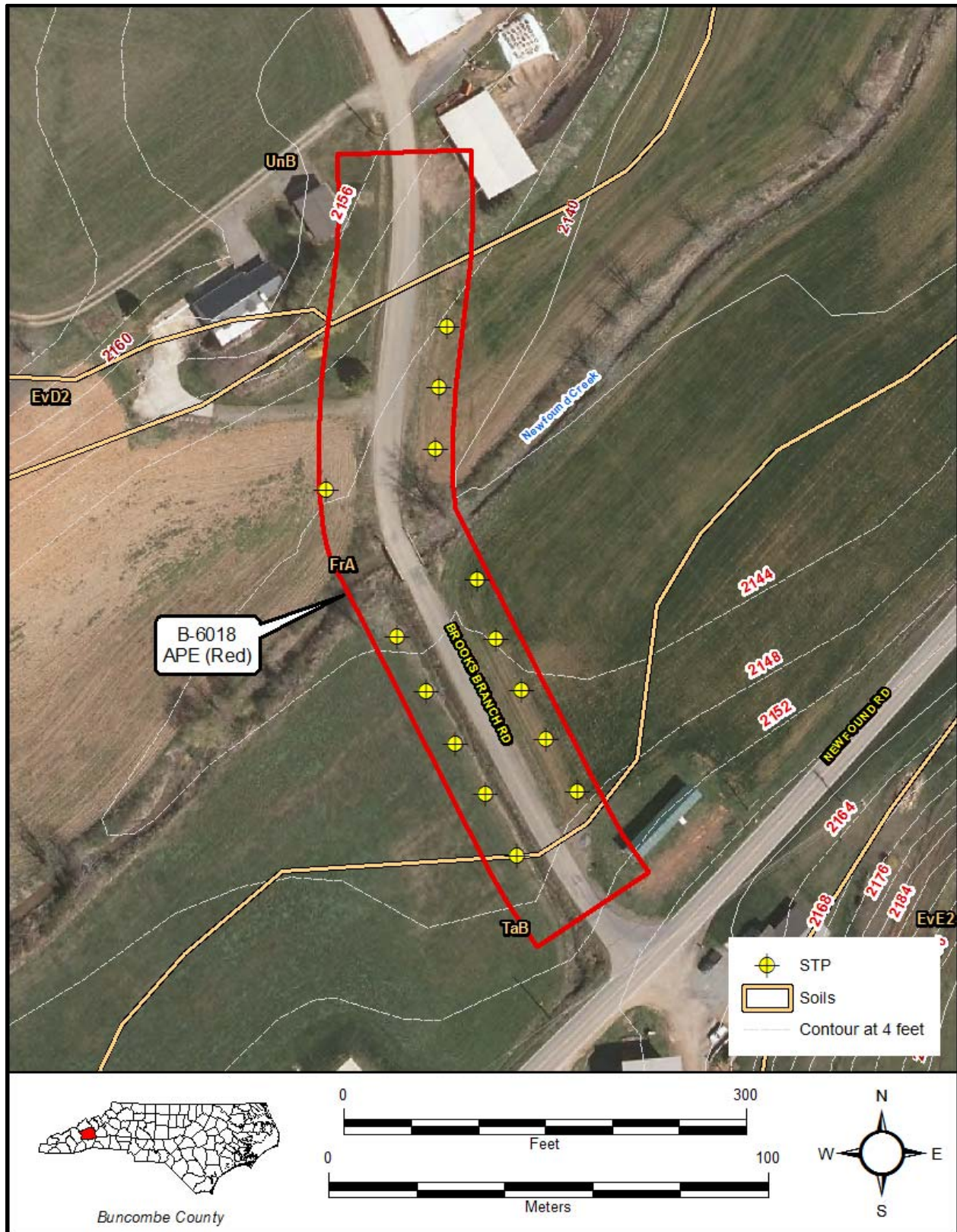


Figure 5. Aerial View of the project area showing soils, contours, development, and ST placement.



Figure 6. View of the agricultural field in the northeast quadrant, looking north.



Figure 7. View of the corn field in the southeast quadrant, looking south.



Figure 8. View of the grassy field in the southwest quadrant, looking south.



Figure 9. View of the residential property in the northwest quadrant, looking north.

18-09-0016



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	B-6018	County:	Buncombe
WBS No.:	48213.1.1	Document Type:	CE
Fed. Aid No:	BRZ-1296(003)	Funding:	☐ State ☒ Federal
Federal Permit(s):	☒ Yes ☐ No	Permit Type(s):	USACE
Project Description: Replace Bridge No. 536 on SR 1296 (Brooks Branch Road) over Newfound Creek.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on September 12, 2018. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is 300' from each end of the bridge and 100' from the centerline each way. The APE was visually surveyed through Google Street View, and there are no properties over fifty years of age that are eligible for National Register listing or that warrant further evaluation. Bridge No. 536 is not eligible for NR listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required. <u>Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:</u> HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Buncombe County survey, Buncombe County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

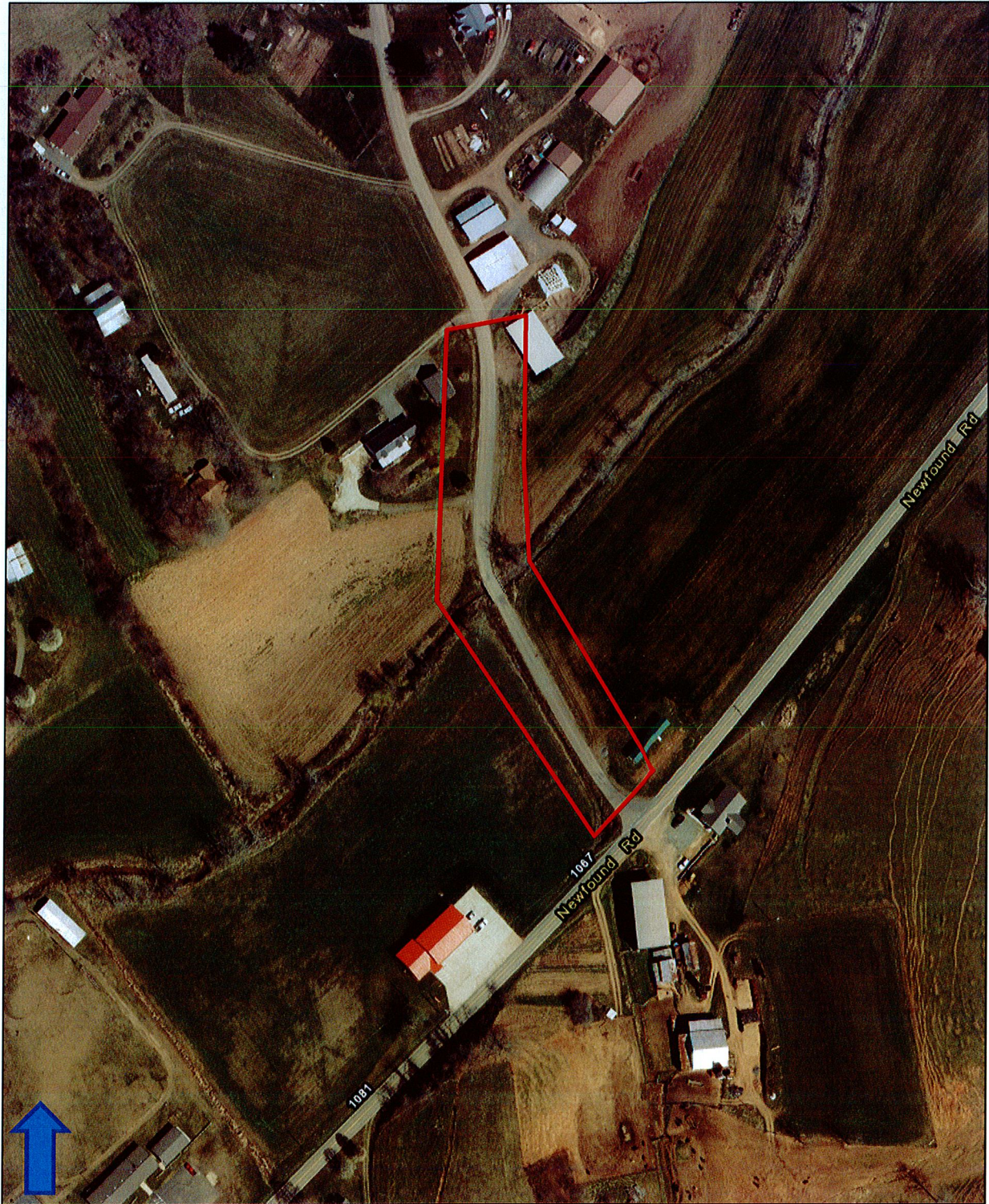
Kate Huber

9/12/2018

NCDOT Architectural Historian

Date

Historic Architecture and Landscapes NO SURVEY REQUIRED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.



State Historic Preservation Office GIS.



Looking north from Bridge No. 536.



Looking south from Bridge No. 536.