

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<u>17BP.1.R.90</u>
WBS Element	<u>17BP.1.R.90</u>
Federal Project No.	<u>N/A</u>

A. Project Description:

This project is comprised of the Replacement of Bridge No. 650015 over Wildcat Swamp on SR 1505 (NCHS East Road) in Northampton County, North Carolina. The bridge will be replaced on the existing alignment while detouring traffic offsite, see attached: Figure 1 – 17BP.1.R.90 Project Location Map, and Figure 2 – 17BP.1.R.90 Project Disturbance Map.

The proposed bridge will be approximately 92 feet long with a minimum clear roadway width of 30.83 feet. The approach roadway will extend approximately 455 feet and 369 feet on the south and north ends of the bridge, respectively. No paved shoulders will be provided except within the bridge approaches.

B. Description of Need and Purpose:

Built in 1965 the bridge requires replacement due deterioration of structural elements. The posted weight limits for the bridge are currently 20 Tons and 26 Tons for single vehicles and truck tractors-semitrailers, respectively. The existing bridge is 60 feet long with a clear roadway width of 24.2 feet. Bridge No. 015 has a sufficiency rating of 15.23 and is categorized as “Structurally Deficient”. The superstructure and substructure concrete and timber elements show signs of deterioration, and have had priority maintenance repairs performed on both the superstructure and substructure elements. This is a bridge replacement and safety improvement project.

The replacement of Bridge No. 015 is part of the Growing Rural Economy and Agriculture through Transportation and Technology Enhancement or Replacement in North Carolina (GREATER-NC) Project under the United States Department of Transportation’s 2018 Better Utilizing Investments to Leverage Development (BUILD) Grant program. The purpose of the grant and this bridge replacement project is to provide transportation infrastructure to support economic development and improve physical and digital connectivity in rural communities in North Carolina. The posted weight restriction on Bridge No. 015 prohibits large or heavy vehicles, typically used in transporting agricultural and manufactured products, from using the bridge. Vehicles above the posted weight must detour 6 miles to avoid the bridge. Replacing the existing bridge will eliminate posted weight limits by providing a safe crossing for all legal loads and will make accommodations for broadband installation in order to support economic competitiveness.

C. Categorical Exclusion Action Classification: (Check one)

TYPE I A

D. Proposed Improvements:

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

Alternatives Discussion:

No-Build – The no build alternative would result in eventually closing the road, which is unacceptable given the volume of traffic served by SR 1505 (NCHS East Rd.)

Rehabilitation – The bridge was constructed in 1965 and the concrete and timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing timber and concrete components, which would constitute effectively replacing the bridge.

Onsite Detour – An onsite detour was not evaluated due to the presence of a feasible offsite detour.

Staged Construction – Staged construction was not considered because of the availability of an acceptable offsite detour.

New Alignment – While the existing alignment met current geometry standards, the proposed alignment was selected as an alternative to simply improve the existing alignment and make it a safer facility.

Offsite Detour (Preferred) – Traffic will be detoured offsite during the construction period. The roughly 6-mile offsite detour includes US 158 and SR 1500. SR 1505 (NCHS East Road) services adjacent properties, so access will need to remain available to these properties. The closure of SR 1505 could cause potential delays to emergency service, thus, Northampton County Emergency Services shall be contacted at least one month prior to the beginning of construction. The condition of all roads, bridges and intersections on the offsite detour will be evaluated during project design to evaluate possible strengthening or improvements. See attached Figure 3 – 17BP.1.R.90 Detour Map.

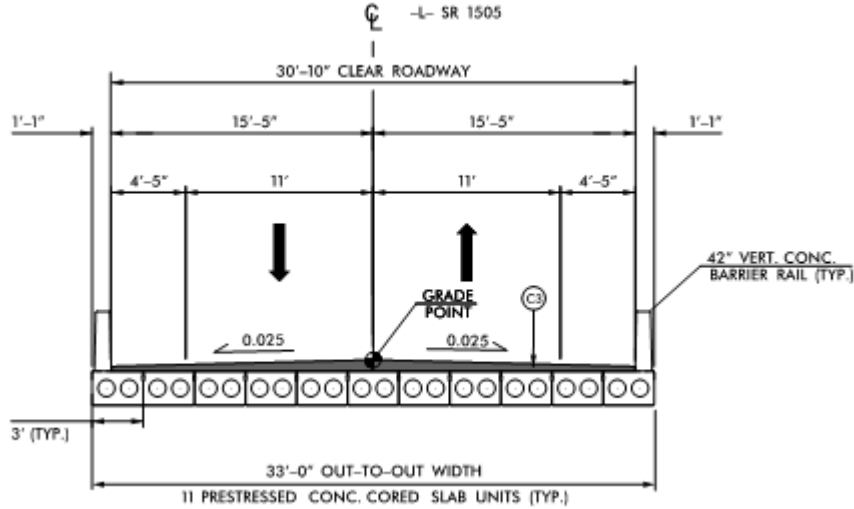
Design Issues:

Traffic: Current: 900 ADT (2015)
TTST: 3%, Duals: 3%
Local Rural – NCDOT Sub-regional Tier Guidelines
Design Speed – 55 mph
No design exceptions required

Pedestrian and Bicycle Accommodations:

SR 1505 (NCHS East Road) is not part of a NC or US designated bike route. Thus, bicycle and pedestrian accommodations are not required for this project.

Typical Section for Bridge:



***Cost Estimate:**

The estimated project costs for the Selected Alternative, based on 2019 prices, are as follows:

Right of Way**	\$ 115,000
Construction***	\$ 1,250,000
Total Cost: \$ 1,365,000	

- * Cost estimate is subject to change as ROW estimate is finalized
- ** Construction cost estimate provided by Contract Standards and Development Unit
- ** Right of way cost estimate based on similar projects within the BUILD Grant program

Anticipated Permits or Consultation Requirements:

The proposed project has been designated as a Categorical Exclusion (CE) for the purposes of National Environmental Policy Act (NEPA) documentation. As a result, a Nationwide Permit will likely be required from the U.S. Army Corps of Engineers (USACE) for impacts to "Waters of the United States" resulting from this project. The USACE holds the final discretion as to what permit will be required to authorize project construction.

Public Involvement:

NCDOT will minimize any impact to businesses along SR 1505 during construction and will try to expedite the construction time. The area is primarily residential and agricultural regarding land use. Early coordination efforts will be implemented with farmers and locals to minimize impact on operations, daily commutes and avoid project delays.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Question 1 – Endangered Species:

The USFWS has developed a Programmatic Biological Opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), USACE, and NCDOT for the 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 Divisions 1-8, which includes Northampton County, where this project is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

Question 30 – Prime or Important Farmland:

A preliminary Natural Resource Conservation Service (NRCS) Farmland Conversion Impact Rating was completed for this project, and a total score of 70 out of 160 points was calculated for the 17BP.1.R.90 project site. Since the total points calculated in part VI of the NRCS Farmlands Conversion Form AD-1006 for 17BP.1.R.90 were less than 160, no mitigation for farmland loss is required for the project in accordance with FPPA.

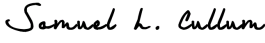
I. Categorical Exclusion Approval

STIP Project No.	<u>17BP.1.R.90</u>
WBS Element	<u>17BP.1.R.90</u>
Federal Project No.	<u>N/A</u>

Prepared By:

12/18/2019

Date

DocuSigned by:

19C97095C75A467
 Samuel Cullum, PE, Project Manager
 Kisinger Campo & Associates Corp.


Prepared For:

Structures Management Unit
North Carolina Department of Transportation

Reviewed By:

12/19/2019

Date

DocuSigned by:

8C1643F6874A457...
 Philip Harris, III, PE, CPM
 Environmental Analysis Unit Head
 North Carolina Department of Transportation



Approved

If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.



Certified

If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

12/19/2019

Date

DocuSigned by:

ED19A18D98EC496...
 Kevin Fischer, PE
 Assistant State Structures Engineer
 PEF Coordination, Program Management & Field Ops.

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

N/A

Date

N/A
John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

PROJECT COMMITMENTS

**Northampton County
Bridge No. 650015 on SR 1505 (NCHS East Road)
WBS No. 17BP.1.R.90
TIP No. 17BP.1.R.90**

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

NCDOT Division 1 – Emergency Services:

Contact Northampton County emergency services at (252) 534-6811 at least one month prior to the beginning of construction.

NCDOT Division 1 – Northampton County Schools:

Contact Northampton County School System at (252) 534-1371 at least one month prior to the beginning of construction.

NCDOT Division 1 – Access:

Access will be maintained throughout construction for local traffic as well as for farms and active fields that are located near both ends of the bridge. Early coordination efforts will be implemented with farmers to minimize impact on operations and avoid project delays.

NCDOT Hydraulics 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). 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.

ATTACHMENTS

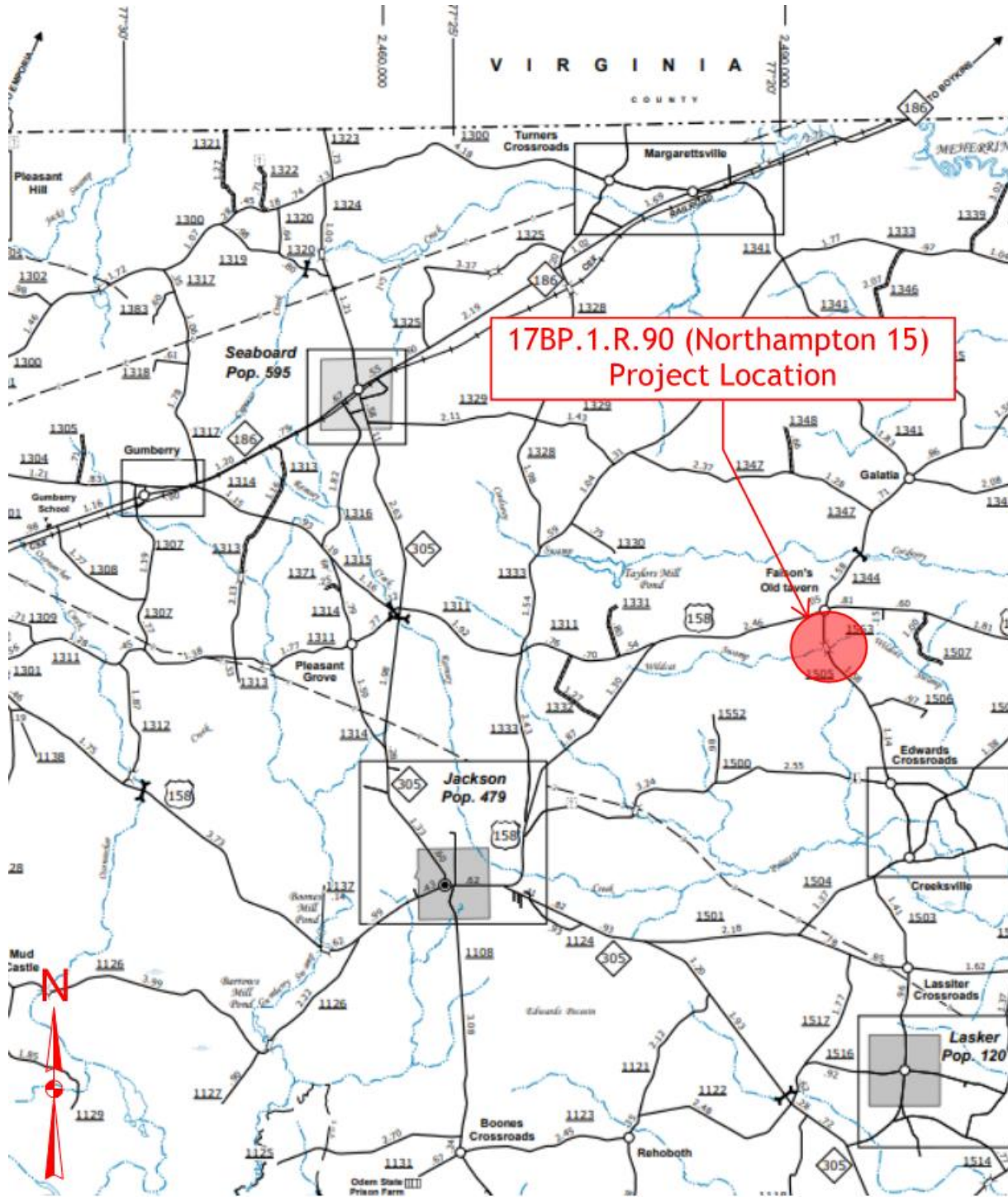
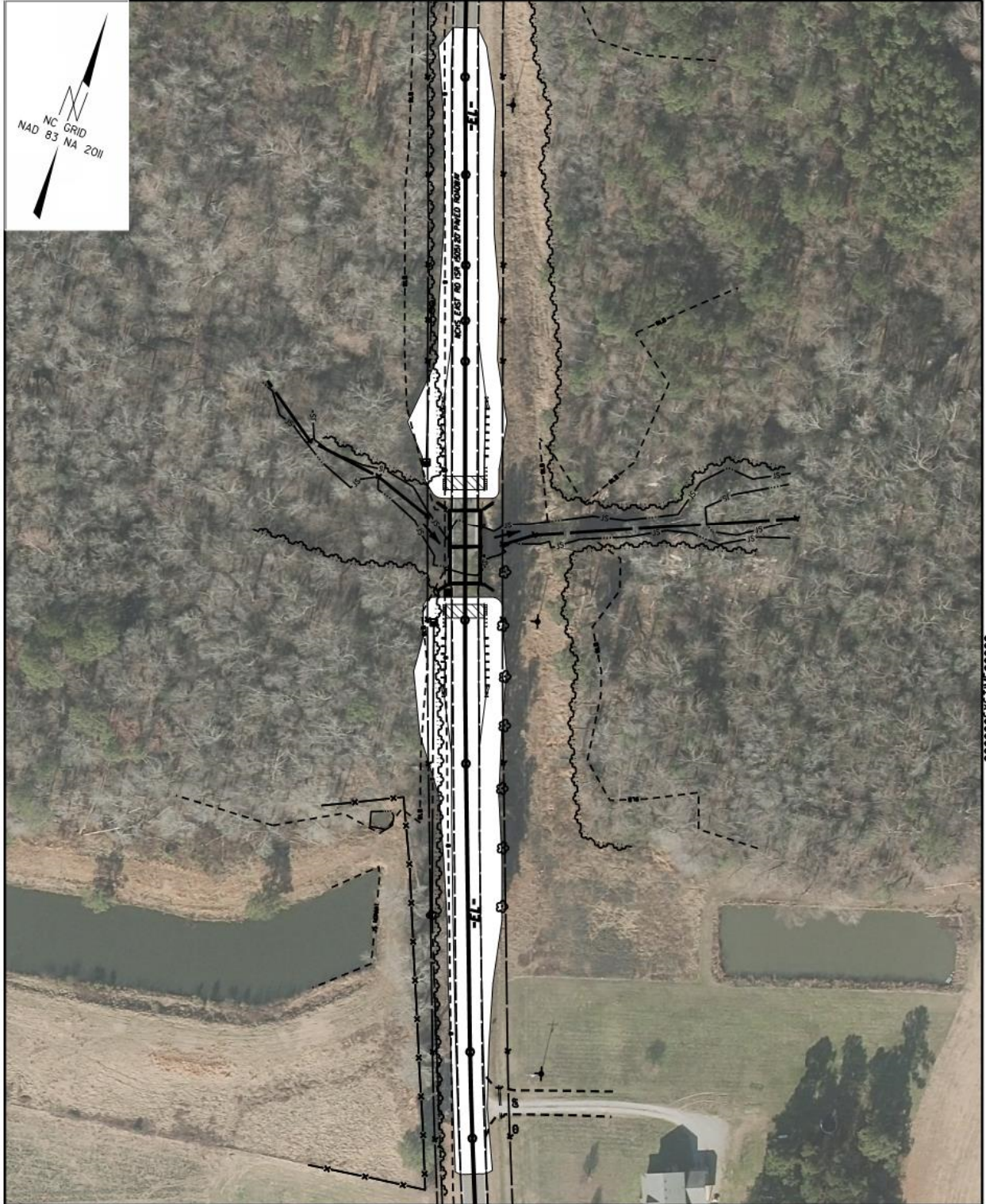


Figure 1: 17BP.1.R.90 Project Location Map

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
HIGHWAY BUILDING
P. O. BOX 25201
RALEIGH, NORTH CAROLINA 27611

SUBJECT DISTURBANCE MAP PROJECT 17BP.1.R.90
BRIDGE No. 650015 NORTHAMPTON COUNTY
PREPARED BY AJM DATE 10/11/2019 STATION -
CHECKED BY JHD DATE 10/11/2019 STR NO - SHEET - OF -



#####SYSTEM#####
#####DCN#####
#####USERNAME#####

Figure 2: 17BP.1.R.90 Project Disturbance Map

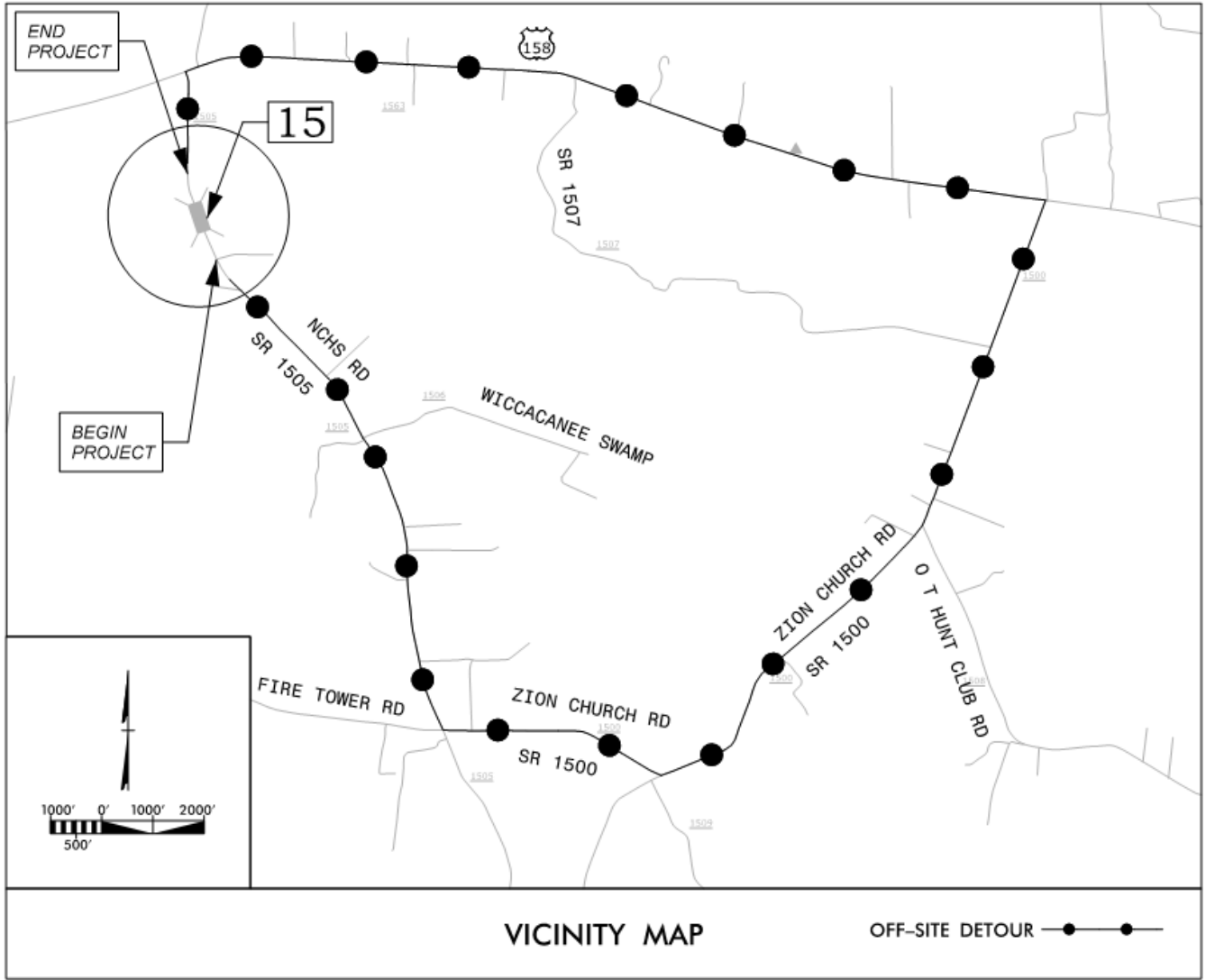
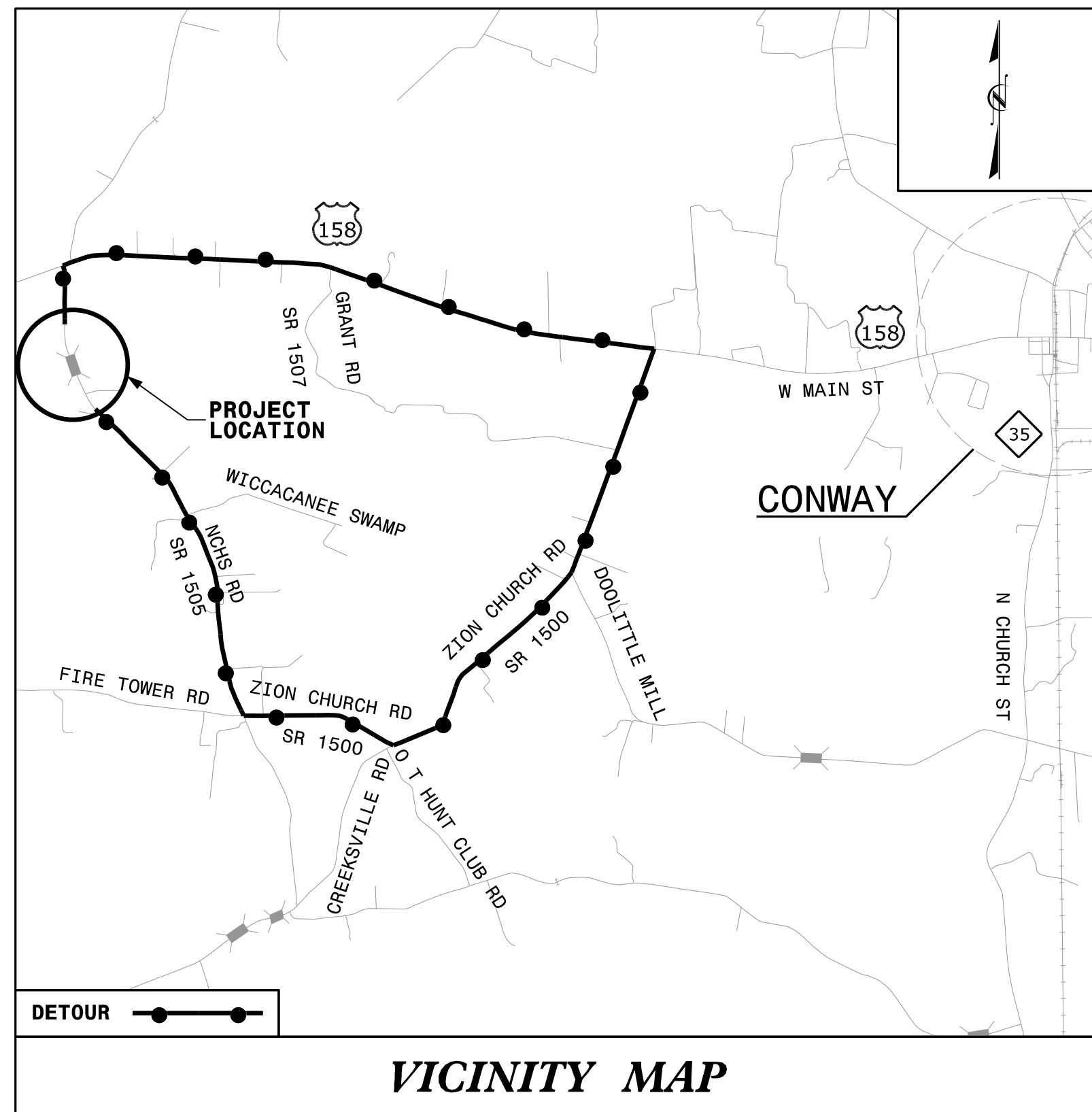


Figure 3: 17BP.1.R.90 Detour Map

TIP PROJECT: 17BP.1.R.90

CONTRACT:

See Sheet 1A For Index of Sheets



VICINITY MAP

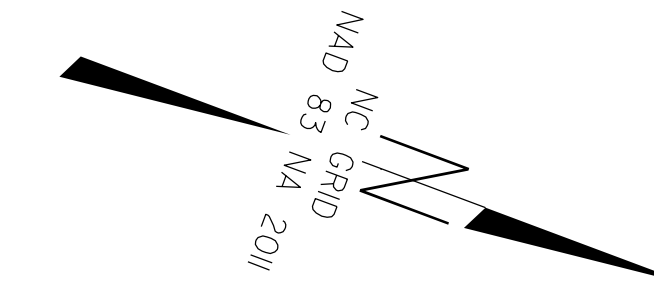
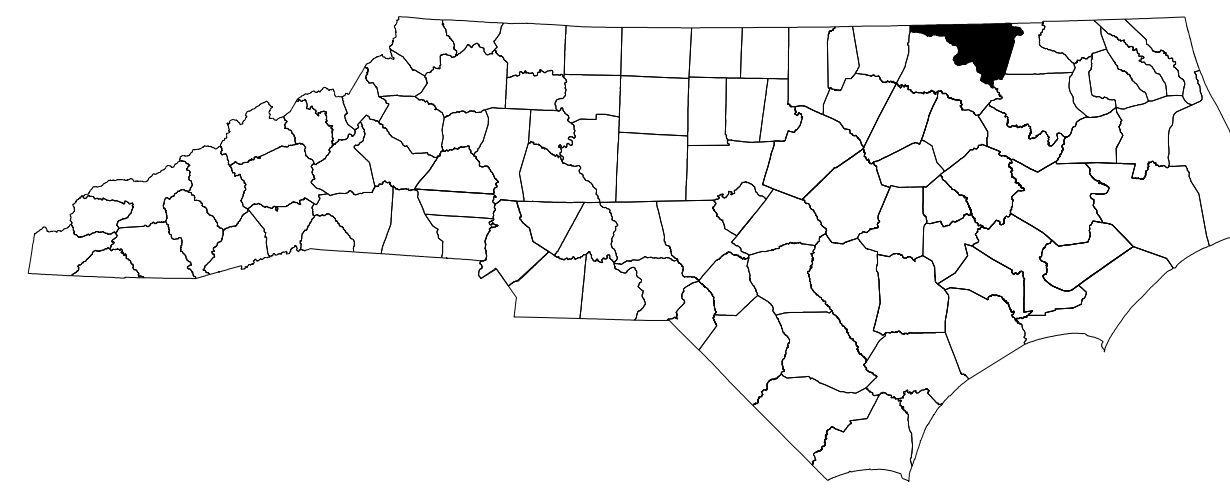
25% PLANS

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

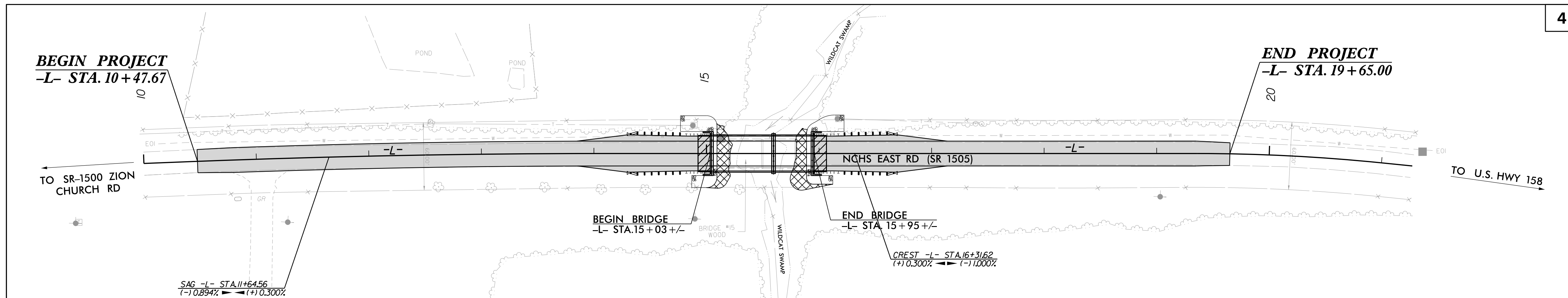
NORTHAMPTON COUNTY

**LOCATION: BRIDGE NO. 650015 ON SR 1505 (NCHS ROAD)
OVER WILDCAT SWAMP**

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE



STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	17BP.1.R.90	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
TBD	TBD	PE	
		RW, UTILITIES	
		CONSTRUCTION	

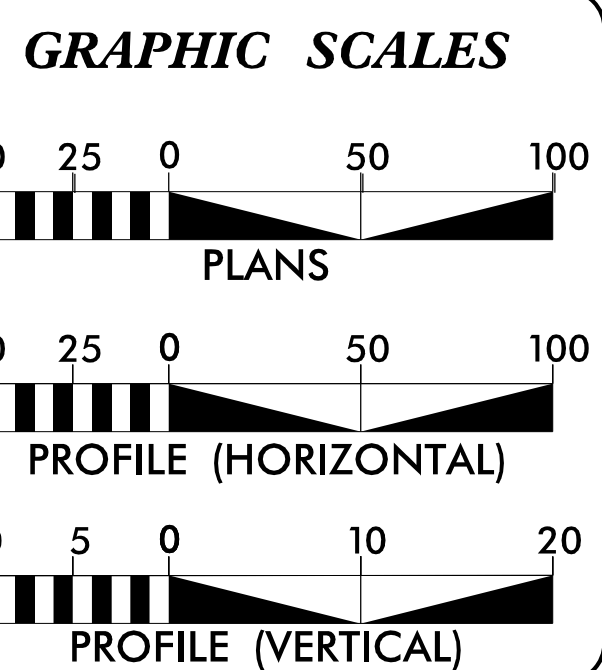


CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD ___ (METHOD OF CLEARING TO BE PROVIDED IN SUBSEQUENT SUBMITTALS)
THIS PROJECT IS NOT LOCATED WITHIN MUNICIPAL BOUNDARIES.
THIS IS NOT A CONTROL OF ACCESS PROJECT.

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



DESIGN DATA

ADT 2015 900
V = 55 MPH
T = 6%*
(*TTST 3% + DUALS 3%)

FUNC CLASS = LOCAL
SUB-REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT 17BP.1.R.90 = 0.156 MILES
LENGTH STRUCTURES TIP PROJECT 17BP.1.R.90 = 0.017 MILES
TOTAL LENGTH TIP PROJECT 17BP.1.R.90 = 0.173 MILES

NCDOT CONTACT: DAVID STUTTS, PE
SMU PROJECT MANAGER

Prepared in the Office of:

KCA
KISINGER CAMPO & ASSOCIATES

NC FIRM LICENSE No: C-1506
301 Fayetteville St.,
Suite 1500
Raleigh, NC 27601
(919)882-7839

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: 10/14/2019

LETTING DATE: 05/19/2020

DARREN P. BRANDES, PE
PROJECT ENGINEER

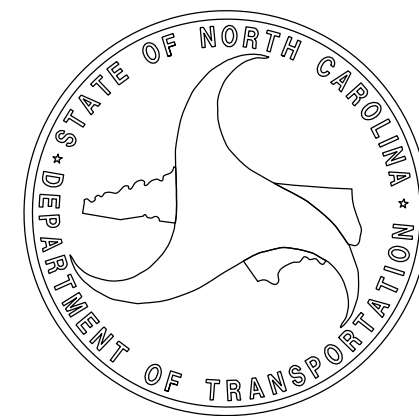
JASON DEBONE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

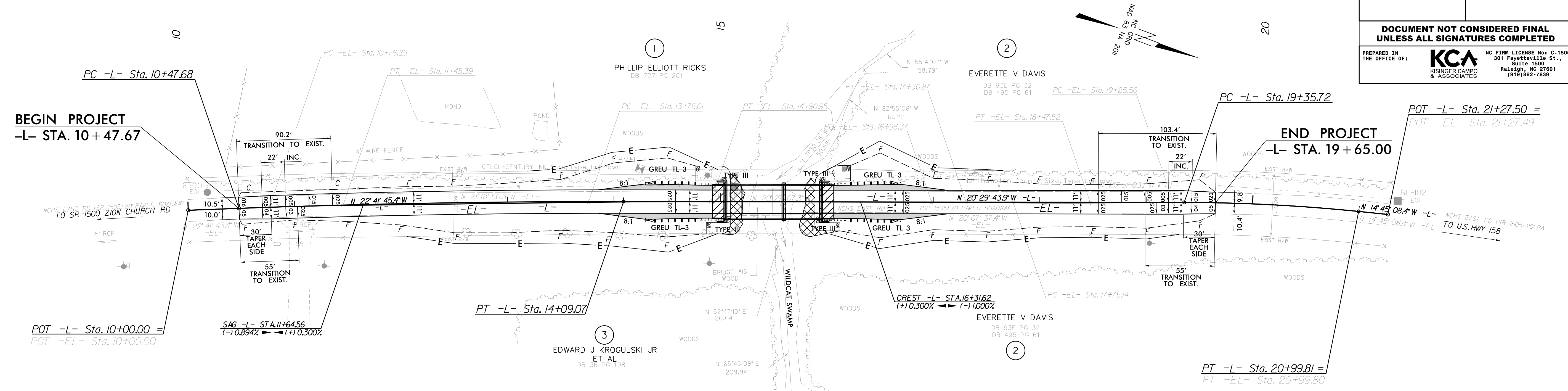
SIGNATURE: _____ P.E.



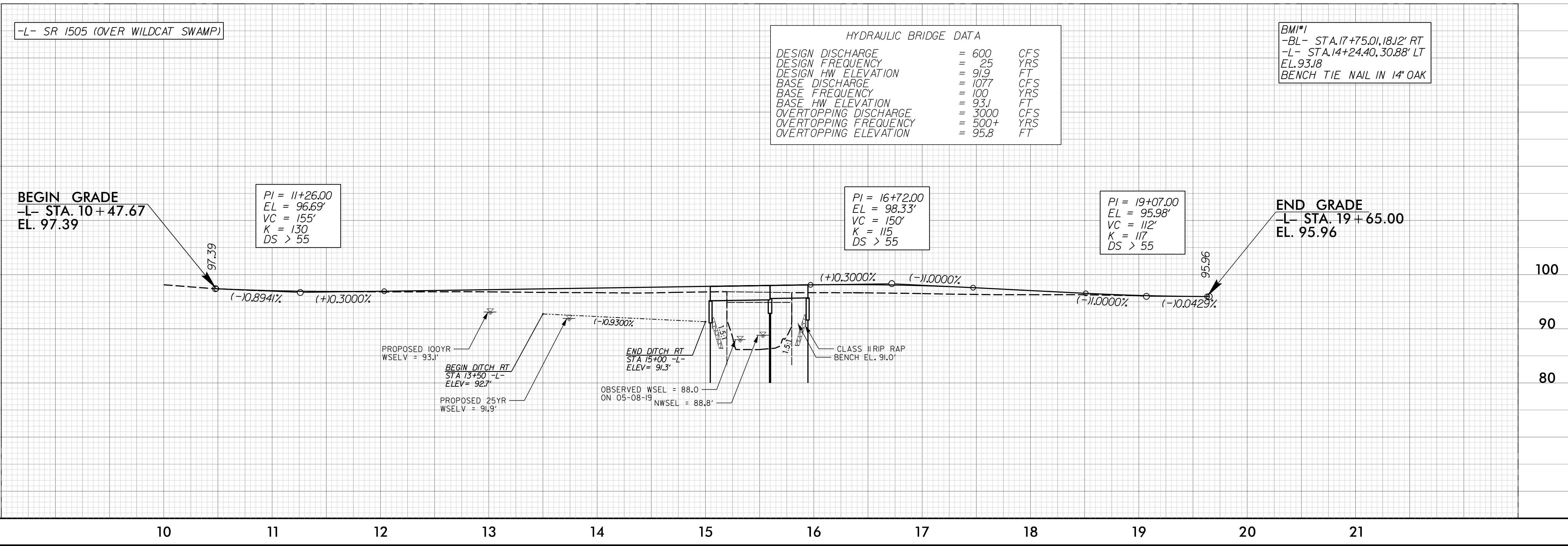
8/17/99

PROJECT REFERENCE NO. 17BP J.R.90		SHEET NO. 4	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
PREPARED IN THE OFFICE OF:		KCA KISINGER CAMPO & ASSOCIATES <small>NC FIRM LICENSE NO. C-1508 301 Fayetteville St., Suite 1500 Raleigh, NC 27601 (919)862-7839</small>	

-L-		-EL-				
PI Sta 12+28.40 Δ = 2°12'01.5" (RT) D = 0°36'32.0" L = 361.39' T = 180.71' R = 9,410.00' SE = NC RO = 55	PI Sta 20+17.84 Δ = 5°44'35.5" (RT) D = 3°30'00.0" L = 164.09' T = 82.11' R = 1,637.02' SE = MATCH EXIST. RO = 132	PI Sta 11+10.84 Δ = 1°22'54.9" (RT) D = 2°00'00.0" L = 69.10' T = 34.55' R = 2,864.79'	PI Sta 14+33.48 Δ = 0°51'43.2" (RT) D = 0°45'00.0" L = 114.93' T = 57.47' R = 7,639.44'	PI Sta 17+14.62 Δ = 0°19'29.9" (RT) D = 1°00'00.0" L = 32.50' T = 16.25' R = 5,729.58'	PI Sta 20+12.76 Δ = 6°05'54.6" (RT) D = 3°30'00.0" L = 174.24' T = 87.20' R = 1,637.02'	PI Sta 18+11.33 Δ = 0°43'25.6" (LT) D = 1°00'00.0" L = 72.38' T = 36.19' R = 5,729.58'

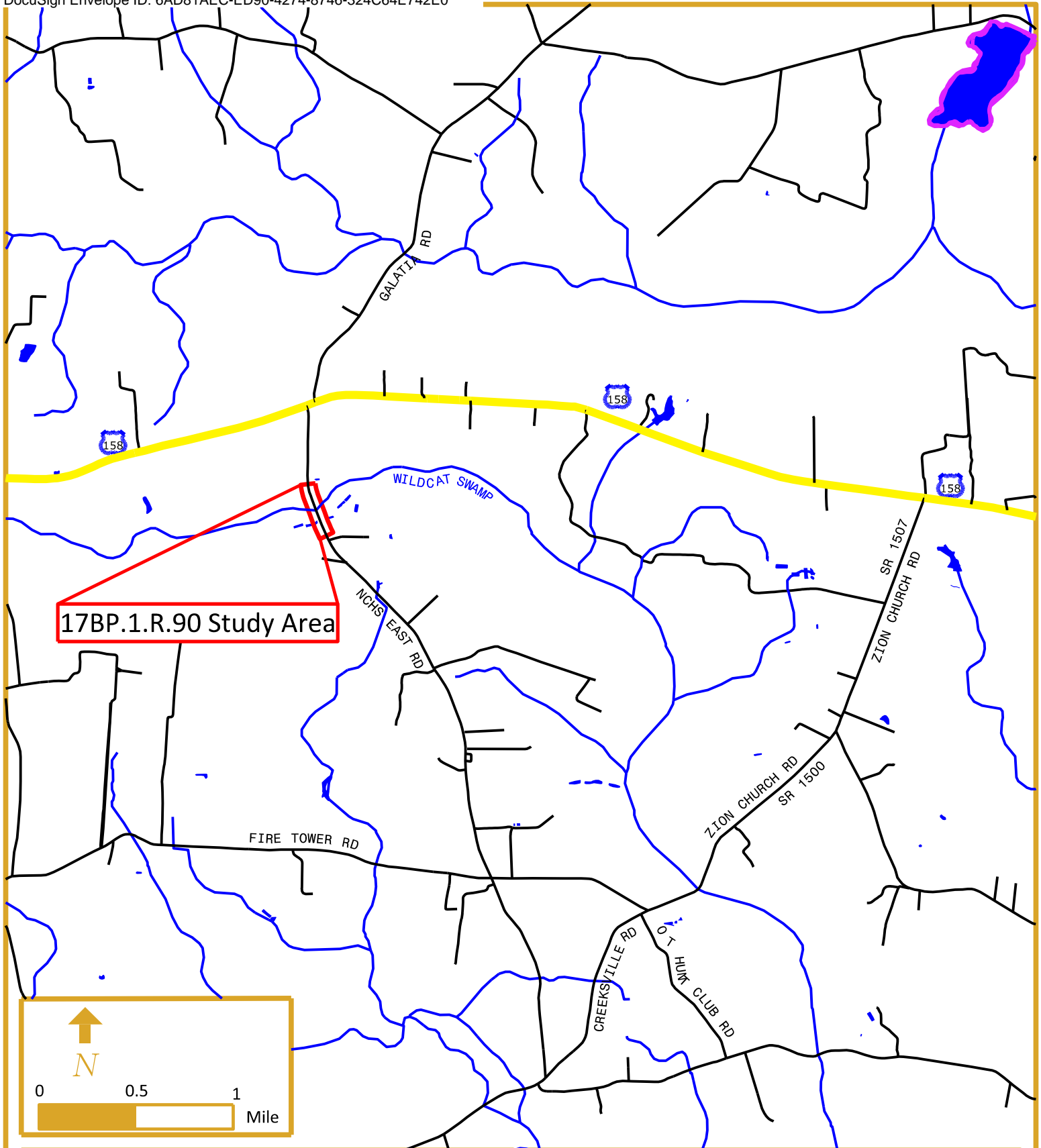


NOTE TO REVIEWER: AT THE TIME OF PLANS PRODUCTION, NO WEX OR WET FILE WAS AVAILABLE.



REVISIONS

09-OCT-2019 10:42
17BP J.R.90_RdL_psh.dgn
amcs@kca.com



17BP.1.R.90 Study Area










17BP.1.R.90

Replacement of Bridge No. 650015
over Wildcat Swamp
on SR 1505 (NCHS East Rd.)

Vicinity Map

Legend:

-  School
-  Church
-  Cemetery
-  Seaboard
-  NC Route
-  Secondary Route
-  Railroad



NCDOT Division 1: Northampton

19-08-0013**NO ARCHAEOLOGICAL SURVEY REQUIRED FORM**

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

**PROJECT INFORMATION**

Project No: **B-4920** *County:* **Northampton**
WBS No: **17BP.1.R.90** *Document:* **Federal CE**
F.A. No: **BRSTP-1505(4)** *Funding:* State Federal

Federal Permit Required? Yes No *Permit Type:* **USACE (not specified)**

Project Description: NCDOT's Division 1 proposes to replace Bridge No. 15 on NCHS East Street (SR 1505) over Wildcat Swamp in Northampton County. Bridge No. 15 was built in 1965 and has been selected to be replaced. Based on current designs, this appears to be a replace-in-place project with an off-site detour. Existing ROW is listed as about 60 feet. Despite no additional ROW being needed for this project, proposed construction easements beyond the existing ROW will be necessary. Although a Study Area has been submitted for review, Preliminary Design Plans have been developed; therefore, an Area of Potential Effects (APE) has been generated in order to facilitate environmental planning purposes at this stage. The APE encompasses all proposed improvements, covering about 1.28 acres, inclusive of the existing roadway and structure to be replaced.

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

This project was accepted on Friday, August 23, 2019. A map review and site file search at the Office of State Archaeology (OSA) was conducted on my behalf on that same day. No archaeological surveys have been conducted at this bridge location, but a survey was conducted nearby for the widening of US 158 (TIP# R-2582/R-2584, Bamann et al. 2011). Eight (8) archaeological sites have been recorded within one mile of the proposed project, all of which were deemed not eligible for the NRHP as a part of the US 158 widening project. Digital copies of HPO's maps (Galatia Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were reviewed on Monday, August 26, 2019. There are no known historic architectural resources located within or adjacent to the APE for which intact archaeological deposits would be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs 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 archaeological APE.

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

This is a federally funded project for which a Federal permit will be needed. Permanent/temporary easements will be necessary; however, additional ROW will not be required. The size and shape of the APE have been drawn in a way to capture any possible ground-disturbing activities associated with this project. 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 APE that would require our

19-08-0013

attention. From an environmental perspective, the APE falls primarily within the floodzone of Wildcat Swamp. Located in North Carolina's Coastal Plain physiographic province, the APE is composed of three (3) soil types (Wehadkee loam, freq. flooded [Wh], Lynchburg fine sandy loam [Ly], and Gritney sandy loam, 2-6% slopes [GxB]), most of which has been completely disturbed by the construction of the existing road corridor. Portions of the APE extending beyond the NCDOT's ROW corridor consist entirely of frequently flooded soils (i.e. Wh). With the proposed project to be confined mostly to the existing ROW, the highly disturbed nature of the corridor and the poorly drained nature of the surrounding soils within Wildcat Swamp would negate the possibility of intact archaeological resources being present. The Office of State Archaeology (OSA) has reviewed only two (2) nearby projects for environmental compliance, including the aforementioned widening of US 158 (ER 00-7745), for which an archaeological survey was recommended and conducted, and this very bridge replacement project (ER 09-1324) that was submitted for SHPO's review in June 2009 prior to the NCDOT's Programmatic Agreement with that agency. Based on a low probability for significant archaeological resources to be present, OSA did not recommend an archaeological survey for this same project ten years ago. Within five (5) miles of the APE, NCDOT's Archaeology Group has reviewed at least one (1) other transportation-related project for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO), that being the replacement of Bridge No. 10 on Deberry's Mill Road (SR 1341) (PA 16-08-0037). Based on the limited nature of that project and the poorly drained soil conditions surrounding it, an archaeological survey was not recommended. Based on the information above, there is a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, 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 though, 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.

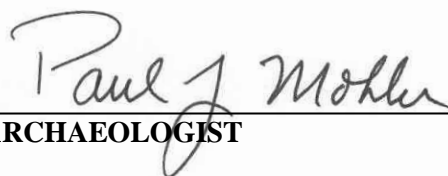
**This project falls within a North Carolina County in which the following federally recognized Tribe(s) has expressed an interest: Catawba Indian Nation and Tuscarora Nation. It is recommended that you contact each federal agency involved with your project to determine their Section 106 Tribal consultation requirements (if such involvement exists). Please know that no State-recognized tribes have expressed interest in activities within this county.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



 NCDOT ARCHAEOLOGIST

August 26, 2019

 Date

19-08-0013

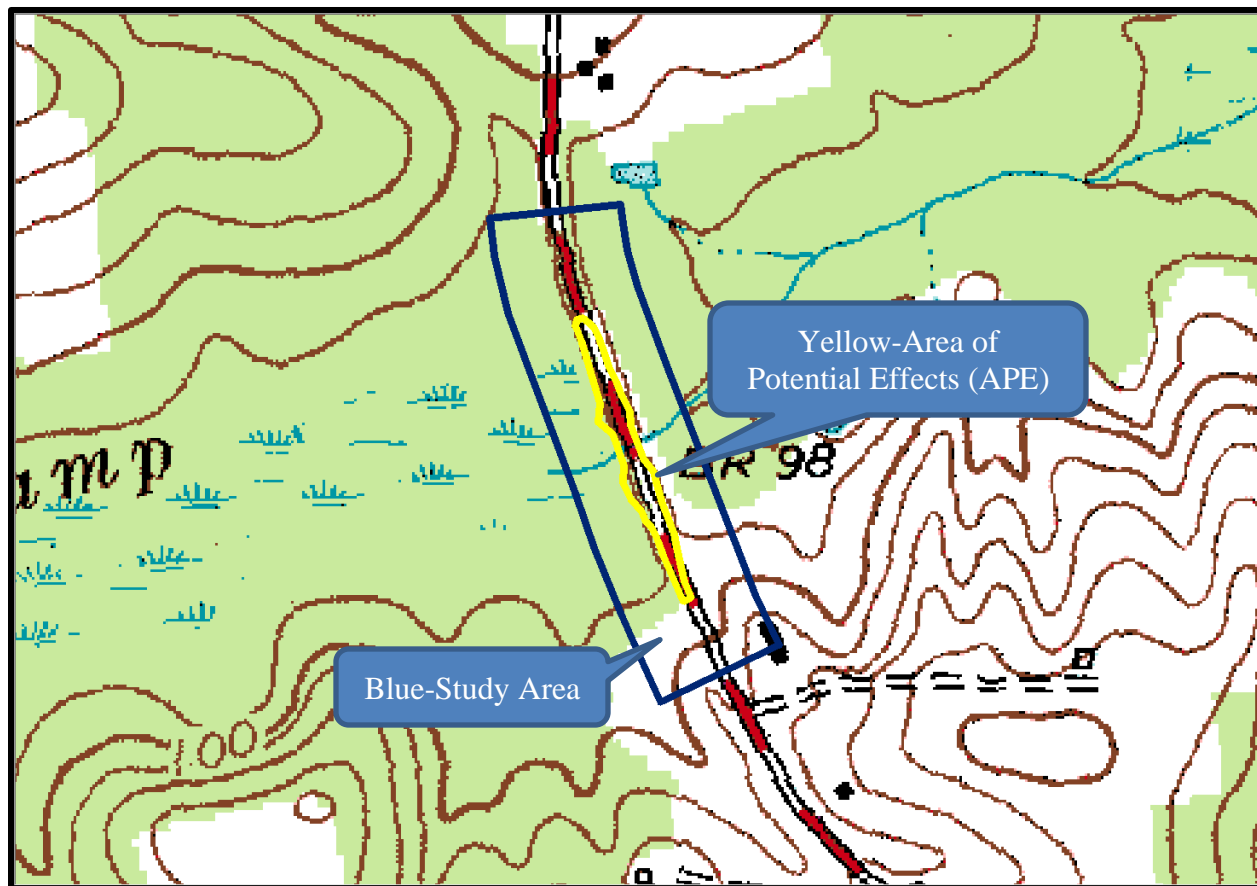
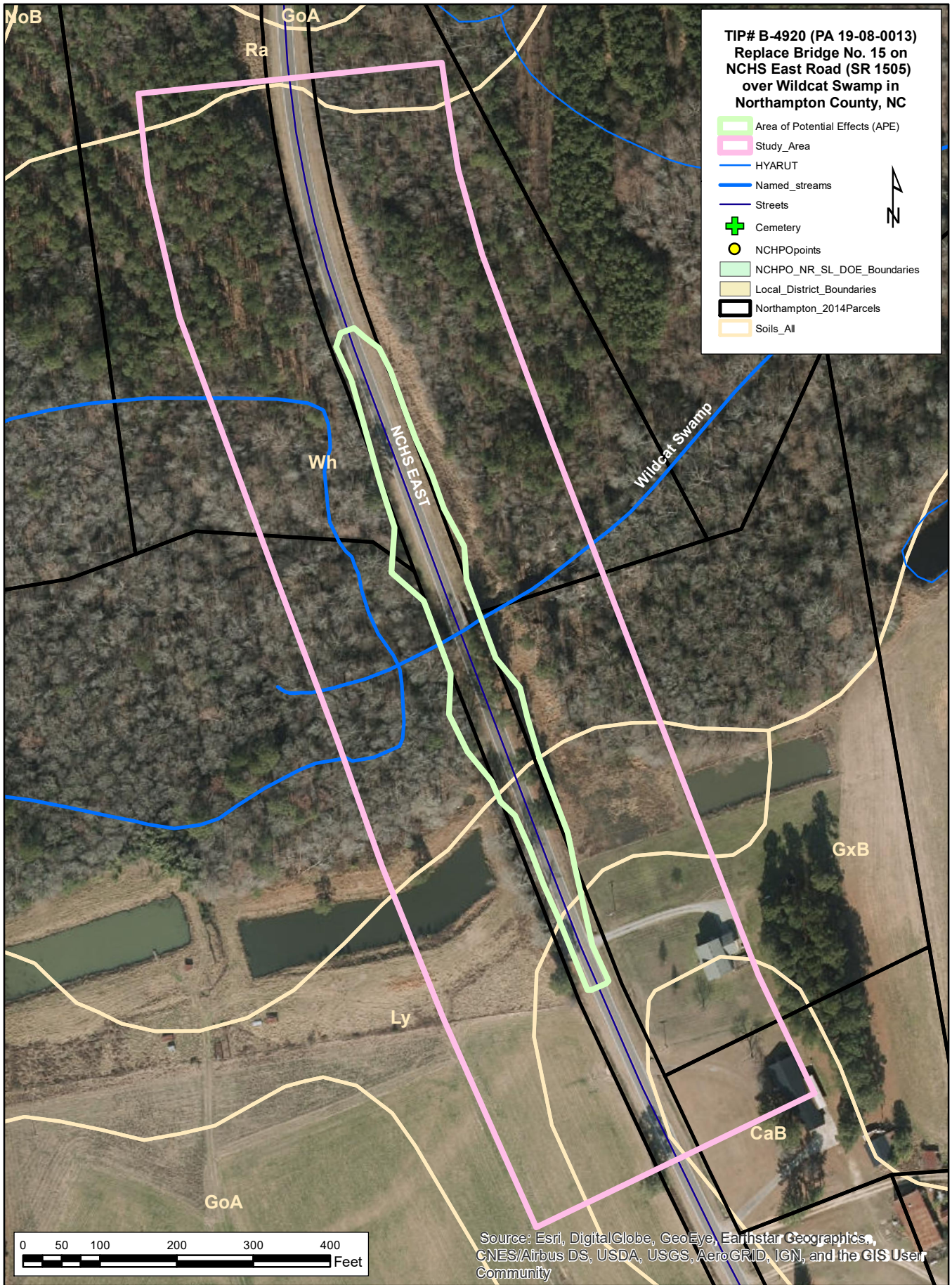


Figure 1: Galatia, NC (USGS 1975).



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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-4920	County:	Northampton
WBS No.:	17BP.1.R.90	Document Type:	Federal CE
Fed. Aid No.:	BRSTP-1505(4)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
Project Description: Replace Bridge No. 15 on SR 1505 (NCHS East Rd) over Wildcat Swamp			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on August 27, 2019. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined on the following maps. A two-story frame house under fifty years of age is located southeast of the bridge, as is a mid-20th century brick ranch house. It is unremarkable and does not warrant further evaluation. There are no properties over fifty years of age within the APE that warrant further evaluation. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.

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:

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Northampton County survey, Northampton 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

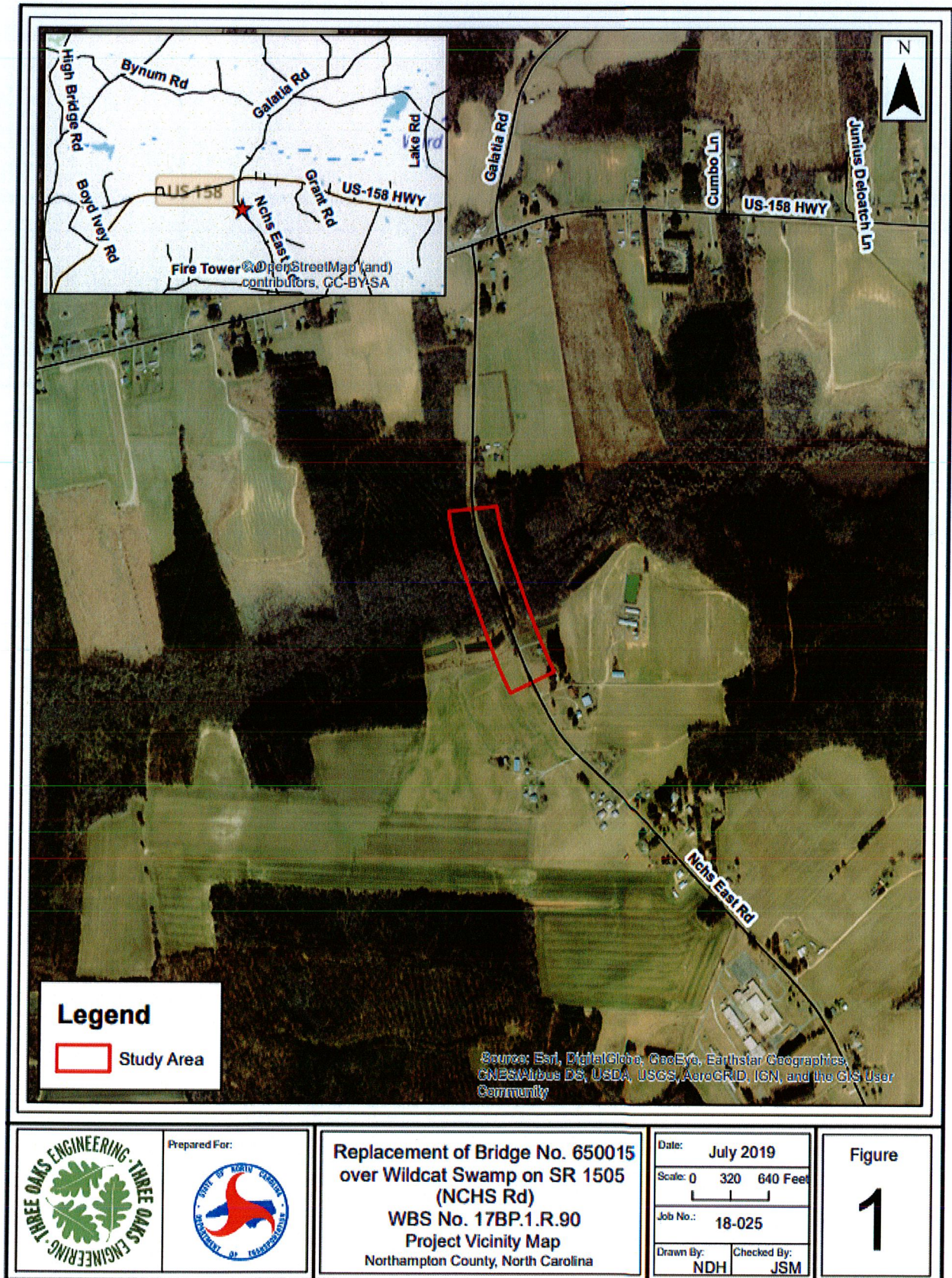
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

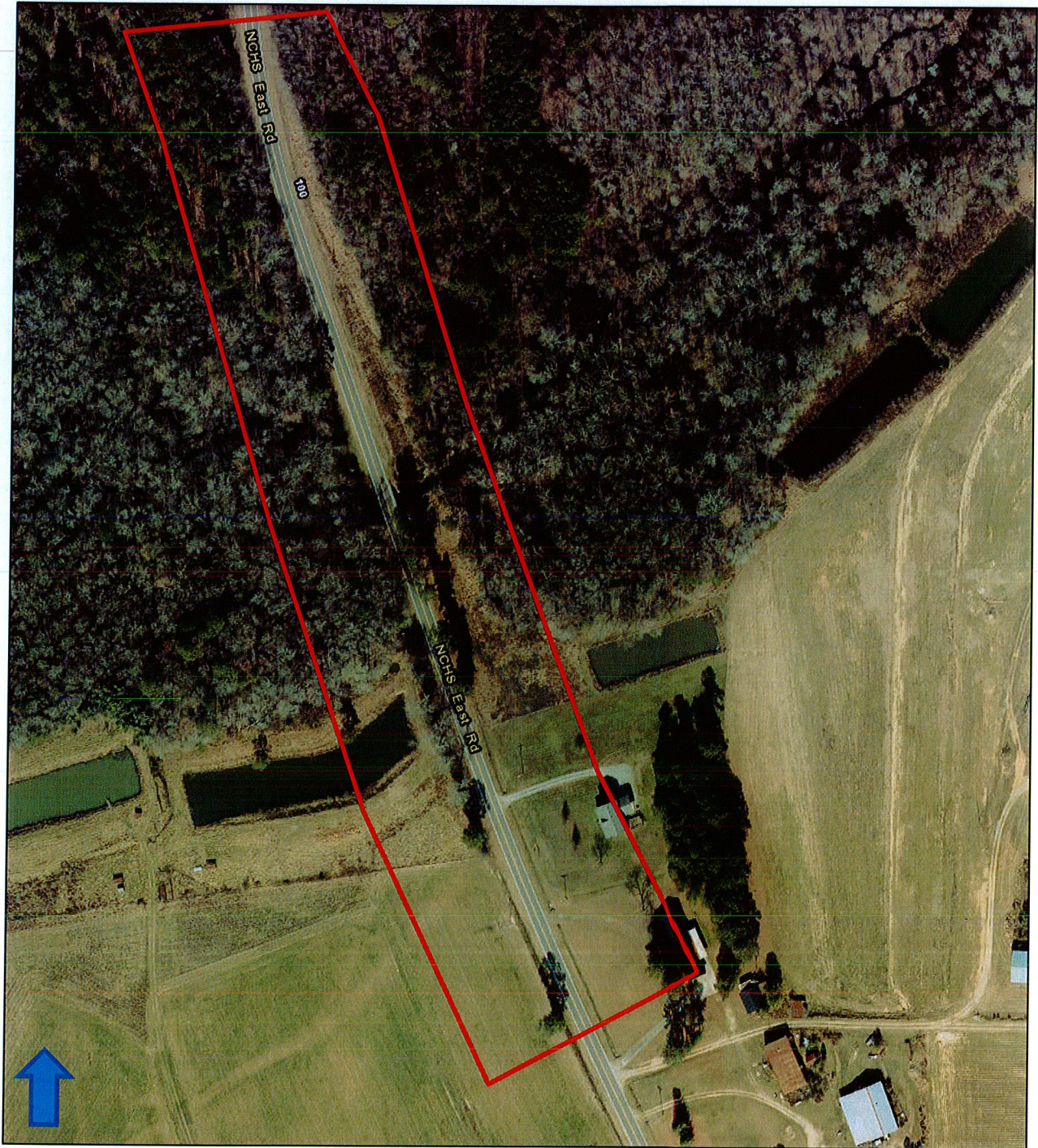
Kate Huber

8/27/2019

NCDOT Architectural Historian

Date





State Historic Preservation Office GIS.



Houses southeast of Bridge No. 15, looking north.