

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

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|---------------------|--------------------|
| STIP Project No. | B-4788 |
| WBS No. | <u>38558.1.2</u> |
| Federal Project No. | <u>BRZ-1418(5)</u> |

A. Project Description

The purpose of this project is to replace Pitt County Bridge No. 171 on SR 1418 (Staton House Road) over Johnson Mill Run. Bridge No. 171 is 53 feet long. The replacement structure will be a bridge approximately 85 feet long providing a minimum 27-foot 10-inches of clear deck width. The bridge will include two 10-foot lanes and 4-foot offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

The approach roadway will extend approximately 119 feet from the northwest end of the new bridge and 196 feet from the southeast end of the new bridge. The approaches will be widened to include a 20-foot pavement width providing two 10-foot lanes. Three-foot grass shoulders will be provided on each side (six-foot shoulders where guardrail is included). The roadway will be designed as a Rural Local Route using Sub-Regional Tier Guidelines with a 60 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1).

B. Purpose and Need

NCDOT Bridge Management Unit records indicate Bridge No. 171 has a sufficiency rating of 28.84 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due a substructure condition appraisal of 4 out of 9 according to Federal Highway Administration (FHWA) standards.

Bridge No. 171 was built in 1962. The superstructure and substructure of Bridge No. 171 have timber elements that are fifty-four years old. Timber components have a typical life expectancy between 40 to 50 years due to the natural deterioration rate of wood. Rehabilitation of a timber structure is generally practical only when a few elements are damaged or prematurely deteriorated. However, past a certain degree of deterioration, most timber elements become impractical to maintain and upon eligibility are programmed for replacement. Timber components of Bridge No. 171 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities, therefore the bridge has reached the end of its useful life.

C. Proposed Improvements

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
 - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - b. Widening roadway and shoulders without adding through lanes
 - c. Modernizing gore treatments
 - d. Constructing lane improvements (merge, auxiliary, and turn lanes)

- e. Adding shoulder drains
 - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - g. Providing driveway pipes
 - h. Performing minor bridge widening (less than one through lane)
 - i. Slide Stabilization
 - j. Structural BMP's for water quality improvement
2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
- a. Installing ramp metering devices
 - b. Installing lights
 - c. Adding or upgrading guardrail
 - d. Installing safety barriers including Jersey type barriers and pier protection
 - e. Installing or replacing impact attenuators
 - f. Upgrading medians including adding or upgrading median barriers
 - g. Improving intersections including relocation and/or realignment
 - h. Making minor roadway realignment
 - i. Channelizing traffic
 - j. Performing clear zone safety improvements including removing hazards and flattening slopes
 - k. Implementing traffic aid systems, signals, and motorist aid
 - l. Installing bridge safety hardware including bridge rail retrofit
3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
- a. Rehabilitating, reconstructing, or replacing bridge approach slabs
 - b. Rehabilitating or replacing bridge decks
 - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
 - d. Replacing a bridge (structure and/or fill)
4. Transportation corridor fringe parking facilities.
5. Construction of new truck weigh stations or rest areas.
6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.
8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial

area or other high activity center in which there is adequate street capacity for projected bus traffic.

11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information

The estimated costs, based on 2015 prices, are as follows:

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| Structure | \$ 268,000 |
| Roadway Approaches | 88,000 |
| Structure Removal | 27,000 |
| Misc. & Mob. | 70,000 |
| Eng. & Contingencies | 72,000 |
| Total Construction Cost | \$ 525,000 |
| Utility Cost | 42,000 |
| Right-of-Way Cost | 20,000 |
| Total Project Cost | \$ 587,000 |

Estimated Traffic:

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|-----------|---|---------|
| Current | - | 400 vpd |
| Year 2040 | - | 500 vpd |
| TTST | - | 4% |
| Dual | - | 11% |

Accidents: Traffic Engineering has evaluated a recent ten-year period and found one accident occurring in the vicinity of the project. None were associated with the geometry of the bridge or its approach roadways.

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

Pedestrian and Bicycle Accommodations: This portion of SR 1418 is not a part of a designated bicycle route nor is it listed in the State Transportation Improvement Program (STIP) as a bicycle project. Neither permanent nor temporary bicycle or pedestrian accommodations are required for this project.

Bridge Demolition: Bridge No. 171 is constructed entirely of timber, concrete and steel and should be possible to remove with no resulting debris in the water based on standard demolition practices.

Northern Long-eared Bat: The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the Northern Long-eared Bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Division 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is "May Effect, Likely Adversely Affect". The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Division 1-8, which includes Pitt County, where STIP B-4788 is located.

Bald and Golden Eagle Protection Act: Habitat for the bald eagle primarily consists of mature forest in close proximity to large bodies of open water for foraging. Large, dominant trees are utilized for nesting sites, typically within 1.0 mile of open water. Suitable nesting and foraging habitat for the bald eagle is present within 1.0 mile of the study area. However, during the October 6, 2009 survey, no bald eagles or bald eagle nests were observed within the study area or within 660 feet on all sides of the study area.

Alternatives Discussion:

No Build – The no build alternative would result in eventually closing the road.

Rehabilitation – The bridge was constructed in 1962 and the timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the timber components which would constitute effectively replacing the bridge.

Offsite Detour – Bridge No. 171 will be replaced on the existing alignment. Traffic will be detoured offsite (see Figure 1) during the construction period. NCDOT Guidelines for Evaluation of Offsite Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from the offsite detour. The offsite detour for this project would include SR 1419 (Fleming School Road), SR 1440 (Sunnybrook Road) and NC 33 (Belvoir Highway). The majority of traffic on the road is local. The detour for the average road user would result in 4-minutes additional travel time (2.1-miles additional travel). Up to a 9-month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that on the basis of delay alone, the detour is acceptable. Pitt County Emergency Services along with Pitt County Schools Transportation have indicated that the detour is acceptable. NCDOT Division 2 has indicated the condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concurs with the use of the detour.

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

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

New Alignment – Given that the alignment for SR 1418 is acceptable, a new alignment was not considered as an alternative.

Other Agency Comments:

The Division of Coastal Management in a standardized letter provided a request for avoidance and minimization of impacts to adjacent wetlands.

Response: No jurisdictional wetlands were identified within the study area.

Pitt County and the U.S. Fish & Wildlife Service had no special concerns for this project.

Public Involvement:

A letter was sent on January 19, 2015 to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions

| <u>ECOLOGICAL</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|--------------------------|
| (1) Will the project have a substantial impact on any unique or important natural resource? | <input type="checkbox"/> | <u>X</u> |
| (2) Does the project involve habitat where federally listed endangered or threatened species may occur? | <input type="checkbox"/> | <u>X</u> |
| (3) Will the project affect anadromous fish? | <input type="checkbox"/> | <u>X</u> |
| (4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated? | <u>X</u> | <input type="checkbox"/> |
| (5) Will the project require the use of U. S. Forest Service lands? | <input type="checkbox"/> | <u>X</u> |
| (6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities? | <input type="checkbox"/> | <u>X</u> |
| (7) Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)? | <input type="checkbox"/> | <u>X</u> |
| (8) Will the project require fill in waters of the United States in any of the designated mountain trout counties? | <input type="checkbox"/> | <u>X</u> |
| (9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites? | <input type="checkbox"/> | <u>X</u> |

PERMITS AND COORDINATION

| | <u>YES</u> | <u>NO</u> |
|---|--------------------------|-------------------------------------|
| (10) If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (11) Does the project involve Coastal Barrier Resources Act resources? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (12) Will a U. S. Coast Guard permit be required? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (13) Could the project result in the modification of any existing regulatory floodway? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (14) Will the project require any stream relocations or channel changes? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

| | <u>YES</u> | <u>NO</u> |
|---|-------------------------------------|-------------------------------------|
| (15) Will the project induce substantial impacts to planned growth or land use for the area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (16) Will the project require the relocation of any family or business? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (19) Will the project involve any changes in access control? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (20) Will the project substantially alter the usefulness and/or land use of adjacent property? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (22) Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (23) Is the project anticipated to cause an increase in traffic volumes? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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|------|---|--------------------------|--------------------------|
| (25) | If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility? | <u> X </u> | <input type="checkbox"/> |
| (26) | Is there substantial controversy on social, economic, or environmental grounds concerning the project? | <input type="checkbox"/> | <u> X </u> |
| (27) | Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project? | <u> X </u> | <input type="checkbox"/> |
| (28) | Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places? | <input type="checkbox"/> | <u> X </u> |
| (29) | Will the project affect any archaeological remains which are important to history or pre-history? | <input type="checkbox"/> | <u> X </u> |
| (30) | Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | <u> X </u> |
| (31) | Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? | <input type="checkbox"/> | <u> X </u> |
| (32) | Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers? | <input type="checkbox"/> | <u> X </u> |

F. **Additional Documentation Required for Unfavorable Responses in Part E**

G. CE Approval

| | |
|---------------------|-------------|
| STIP Project No. | B-4788 |
| W.B.S. No. | 38558.1.2 |
| Federal Project No. | BRZ-1418(5) |

Project Description:

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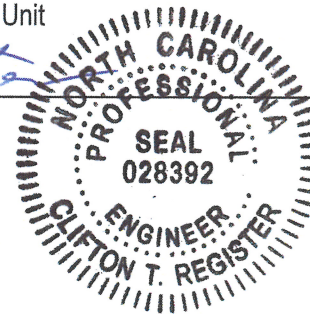
Traffic will be detoured off-site during construction (see Figure 1).

Categorical Exclusion Action Classification:

 X TYPE II(A)
 TYPE II(B)

Approved:

| | |
|--------------------------|--|
| <u>1.27.17</u> Date | <u>Brian Yamamoto</u> Brian Yamamoto, PE, Project Engineer Project Development & Environmental Analysis Unit |
| <u>1-27-2017</u> Date | <u>Elmo Vance</u> Elmo Vance, Project Planning Engineer Project Development & Environmental Analysis Unit |
| <u>1-25-2017</u> Date | <u>Clifton Register</u> Clifton T. Register, PE, Project Manager TGS Engineers |



For Type II(B) projects only:

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|------------------------|---|
| <u>1/30/17</u> Date | <u>William J. Marley III</u> John F. Sullivan, III, PE, Division Administrator Federal Highway Administration |
|------------------------|---|

PROJECT COMMITMENTS

Pitt County
Bridge No. 171 on SR 1418
Over Johnson Mill Run
Federal Aid Project No. BRZ-1418(5)
W.B.S. No. 38558.1.2
STIP No. B-4788

Division Two Construction, Resident Engineer's Office – Offsite Detour

In order to have time to adequately reroute school busses, Pitt County Schools will be contacted (252-916-0944) at least one month prior to road closure.

Pitt County Emergency Services will be contacted (252-902-3652) at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

Hydraulics Unit – FEMA Coordination

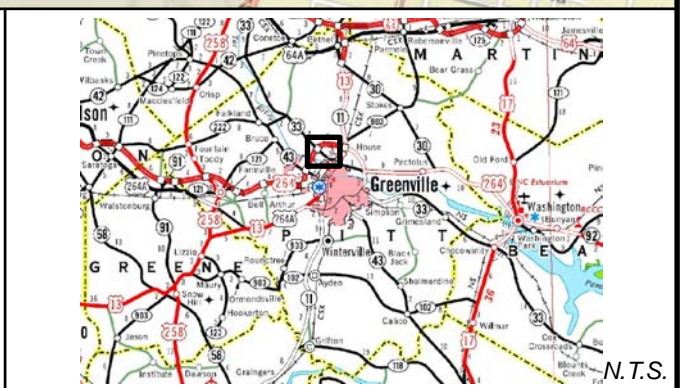
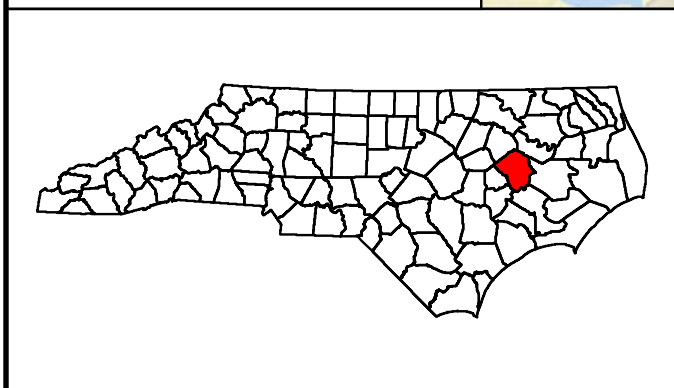
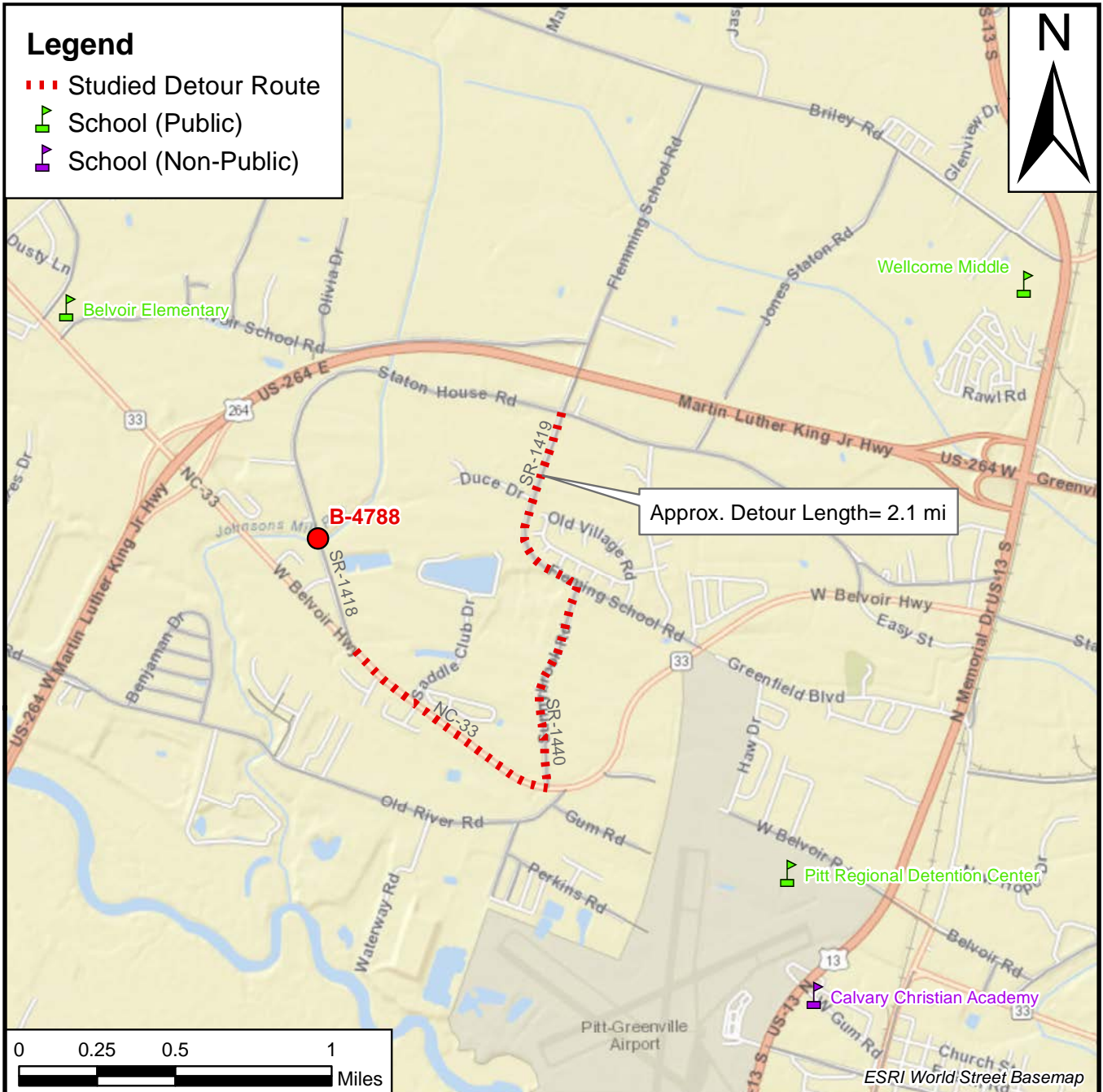
The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).


Division Construction - FEMA

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Hydraulics Unit, PDEA Natural Environment Section –Buffer Rules

The Tar-Pamlico River Basin Rule applies to this project.




 NORTH CAROLINA DEPARTMENT
 OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT &
 ENVIRONMENTAL ANALYSIS BRANCH

VICINITY MAP
 Pitt County, NC
 Replace Bridge No. 171 on SR 1418
 over Johnson Mill Run
 B-4788

Date: 1-8-2015
Figure 1

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PITT COUNTY

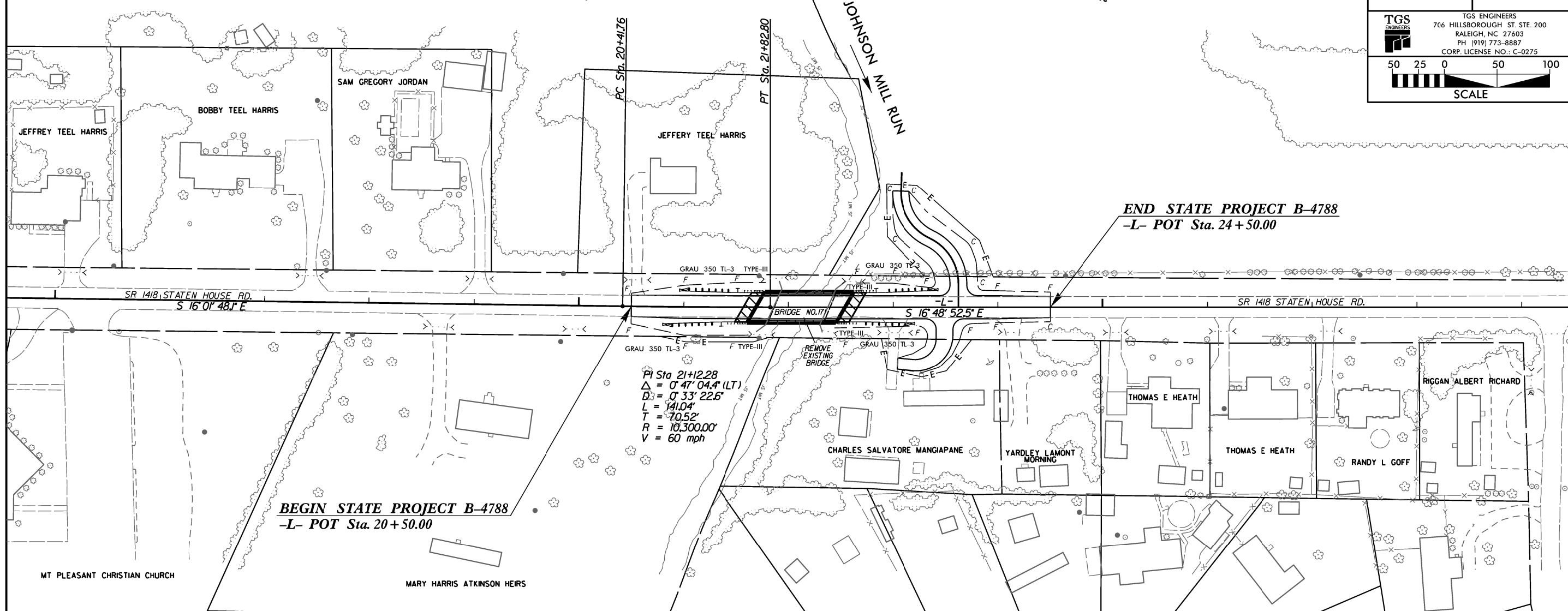
B-4788 ALTERNATE 1 (PREFERRED)

REPLACE IN PLACE (OFFSITE DETOUR)

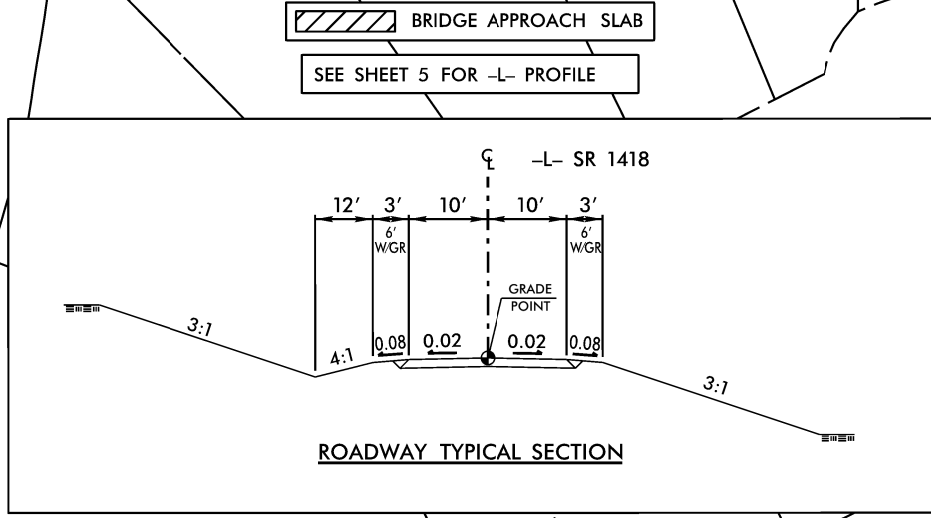
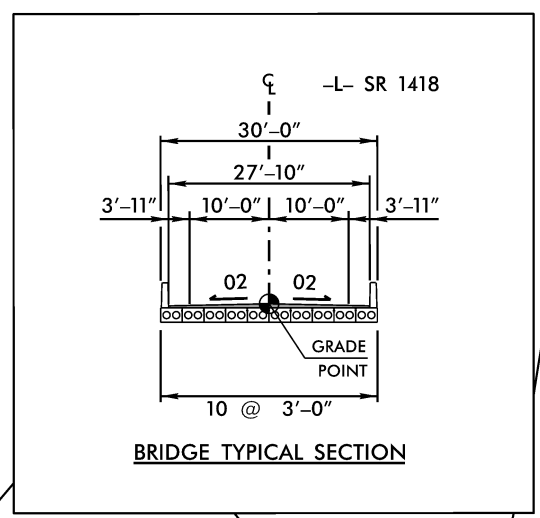
E R LEWIS CONSTRUCTION CO INC

DONNA WORTHINGTON STEINER

| | |
|---|-----------------------|
| PROJECT REFERENCE NO. B-4788 | SHEET NO. 4 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |
| | |
| | |
| TGS ENGINEERS 706 HILLSBOROUGH ST. STE. 200 RALEIGH, NC 27603 PH (919) 773-8887 CORP. LICENSE NO.: C-0275 | |



| ANTICIPATED DESIGN DATA | |
|-------------------------|---------------------|
| DESIGN STANDARDS | = SUB-REGIONAL TIER |
| DESIGN SPEED | = 60 MPH |
| ADT 2019 | = 435 |
| ADT 2039 | = 515 |
| DHV | = 12 |
| D | = 55 |
| DUAL | = 11% |
| TTST | = 4% |
| MIN. RADIUS | = 1330 |
| MAX. GRADE | = 5% |
| K sag | = 136 |
| K crest | = 151 |
| SE MAX. | = 0.06 |
| CLASSIFICATION | = RURAL LOCAL |
| TERRAIN | = LEVEL |
| DESIGN EXCEPTION | = NONE |



BRIDGE APPROACH SLAB

SEE SHEET 5 FOR -L- PROFILE

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NO PREHISTORIC OR HISTORIC PROPERTIES PRESENT FORM

PROJECT INFORMATION

Project No: B-4788 *County:* Pitt
WBS No: 38558 *Document:* CE/PCE
F.A. No: BRZ-1418(5) *Funding:* State Federal

Federal (USACE) Permit Required? Yes No *Permit Type:*

Project Description:

Replace Bridge No. 171 over Johnson Mill Run on SR 1418 (Staton House Road)

SUMMARY OF FINDINGS

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

Historic Architecture/Landscapes

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- All properties greater than 50 years of age located in the APE have been considered and all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

Archaeology

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- No subsurface archaeological investigations are 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:

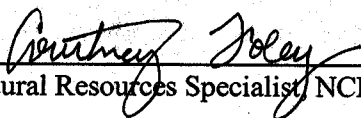
Review of HPO quad maps, historic designations roster, and indexes was undertaken on 3 February 2010. Based on this review, there were no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects. The CRS also reviewed the Pitt County GIS website on that same date and observed the roof outline of an older structure on the aerial at 1756 Staton House Road. The tax records for this property only noted a manufactured home so a site visit was recommended to investigate the presence of an older house on this property in the APE.

During the site visit, the CRS noted that the APE contains manufactured homes on the west side of Staton House Road. Mt. Pleasant Christian Church, at the north end of the APE is a nonhistoric church. A farm house dating to the early twentieth century is located on the west side of the road, just south of the church property, at 1756 Staton House Road. This house is a single-story, central hall plan house with a rear ell. The foundation appears to be compromised as the front center of the house is visibly sagging. Portions of the siding are missing on the rear ell. The house is currently vacant and open to the weather (doors and window panes missing). This house is a common house type. In it's deteriorated state, it is not eligible for National Register listing as it lacks significance and no longer retains integrity.

SUPPORT DOCUMENTATION

See attached: Project Area Map showing location of the property at 1756 Staton House Road.
Photos of house located at 1756 Staton House Road.

Signed:



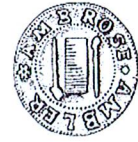
Courtney Jolley
Cultural Resources Specialist, NCDOT

12 FEBRUARY 2010

Date

10-01-0038**Resubmit**

**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT OR AFFECTED 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-4788** *County:* **Pitt**
WBS No: **38558.1.2** *Document:* **MCS**
F.A. No: *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* **unspecified**

Project Description: NCDOT intends to replace Bridge No. 171 on SR 1418 (Staton House Road) over Johnson Mill Run in Pitt County, North Carolina. According to the environmental input request, the undertaking involves the in-place replacement of the structure along the existing alignment, thereby minimizing potential surface and subsurface disturbances at this location. An off-site detour route is anticipated. The archaeological Area of Potential Effects (APE) is centered upon Bridge 171 and extends 600 ft (182.88 m) from each end of the existing subject bridge structure (1200 total ft/365.76 m) and 150 ft (45.72 m) in width, 75 ft (22.86 m) from side each of existing subject roadway 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 ARCHAEOLOGICAL SITES within the project's area of potential effects.
- No subsurface archaeological investigations are 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.
- There are no National Register Eligible or Listed ARCHAEOLOGICAL SITES present or affected by this project. (*Attach any notes or documents as needed*)

10-01-0038**Resubmit*****Brief description of review activities, results of review, and conclusions:***

A review of the site maps and files at the North Carolina Office of State Archaeology was conducted on March 24, 2015. One archaeological site, 31PT35, was previously recorded in the vicinity of Bridge No. 171. Site 31PT35 is a precontact Native American site that was initially recorded in 1969. Very little information is available on this site, but it was apparently recorded by an avocational archaeologist as being located in an extensively plowed area approximately 1000 ft from a small cemetery. No archaeological investigations are known to have ever been conducted on the site. The exact location of 31PT35 is unclear from the site form mapping, though it is generally mapped as being west-northwest of a cemetery located along SR 1418 (Staton House Road). The cemetery is situated just north of Mount Pleasant Christian Church (1726 Staton House Road), and approximately 310 ft (94.49 m) north-northwest of the northwest corner of the APE.

On March 31, 2015, a survey of the APE was completed by Coastal Carolina Research (CCR) senior archaeologist J. Eric Deetz, RPA, along with Joseph Stair, RPA, and Linnea Kuglitsch. Lindsay Flood Ferrante, RPA, was the project principal investigator. The survey consisted of pedestrian inspection and shovel testing at 30-m (98.4-ft) intervals (n=15). Full consideration was given to the entire APE; however, areas that were wet, disturbed, or steeply sloped were visually inspected but not intensively surveyed. Based on the shovel test results, no evidence of the previously recorded site 31PT35 was encountered. All of the shovel tests were negative, and no archaeological resources were recorded within the APE. An examination of a 1938 State highway map indicates that there had been a structure, possibly a mill, in the project vicinity (North Carolina State Highway and Public Works Commission 1938); however, no evidence of a mill or any other structural remnants was recovered or observed during the current survey, which included inspection of the stream area.

The USDA soil mapping for the portion of Pitt County in the vicinity of the project area suggests that the area immediately along Johnson Mill Run in the area of Bridge No. 171 is composed largely of poorly drained and frequently flooded Bibb complex (Bb) soils. Other soils in the project area include Alaga loamy sand, banded substratum, 0 to 6 percent slopes (Alpin) (AgB), which is classified as excessively drained and rarely flooded; Pactolus loamy sand (Pa), which is classified as moderately well drained and rarely flooded; and Ocilla loamy fine sand, 0 to 4 percent slopes (OcB), which is classified as somewhat poorly drained. Soils encountered during the shovel testing were consistent with the soil mapping, and a typical profile had a dark gray (10YR 4/1) to dark brown (10YR 3/3) sandy loam upper zone (top soil or plow zone) with either subsoil or hydric sandy soil directly below the topsoil. In some cases there was a layer of sand between the topsoil and subsoil. The subsoil was typically a yellowish brown (10YR 5/6 to 10YR 5/8) sandy clay or sandy clay loam. Hydric soils were encountered in several shovel tests, including tests on each side of Johnson Mill Run. No cultural materials were encountered through the subsurface testing survey, with sampling sufficient to suggest that there is no potential for buried cultural horizons. No further work is recommended within the APE.

No further archaeological investigations are recommended for the replacement of Bridge No. 171 based on the current APE. Should the project change further investigation may be necessary. The project as described should be considered to be compliant with Section 106 and NCGS121-12a.

References:

North Carolina State Highway and Public Works Commission
1938 Pitt County, North Carolina State Highway Map. Electronic document,
<http://dc.lib.unc.edu/cdm/singleitem/collection/ncmaps/id/1712/rec/5>, accessed April 1, 2015.

SUPPORT DOCUMENTATION

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

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

Other: **Selected Shovel Test Profiles**

Signed:


NCDOT ARCHAEOLOGIST


Date