

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	B-5772
WBS Element	45728.1.1
Federal Project No.	BRZ-1724(002)

A. Project Description:

This project replaces Bridge No. 66 on SR 1724 (Hurley School Road) over the Norfolk Southern Railway. The bridge will be replaced on the existing alignment, and traffic will be detoured offsite. The existing bridge is 125 feet long, with a deck of 28.4 feet. The proposed project is 430 feet in length. The proposed replacement structure will accommodate two 11-foot lanes, with 5-foot shoulders on either side. The shoulders along the roadway approaching the bridge will include 5-foot full depth paved shoulders to accommodate bicycle traffic. The project is located in Rowan County, NC just outside of the City limits of Salisbury, NC. Refer to Figure 1 for a Site Vicinity Map and Figure 2 for a Project Study Area Map.

B. Description of Need and Purpose:

The purpose of the project is to address 59-year-old bridge that is structurally deficient due to the condition of the superstructure. Bridge No. 66 has a sufficiency rating of 4 out of a possible 100 for a new structure, as of June 2019. The bridge is considered structurally deficient due to its superstructure being rated 4 out of 9, based on the Federal Highway Administration (FHWA) standards.

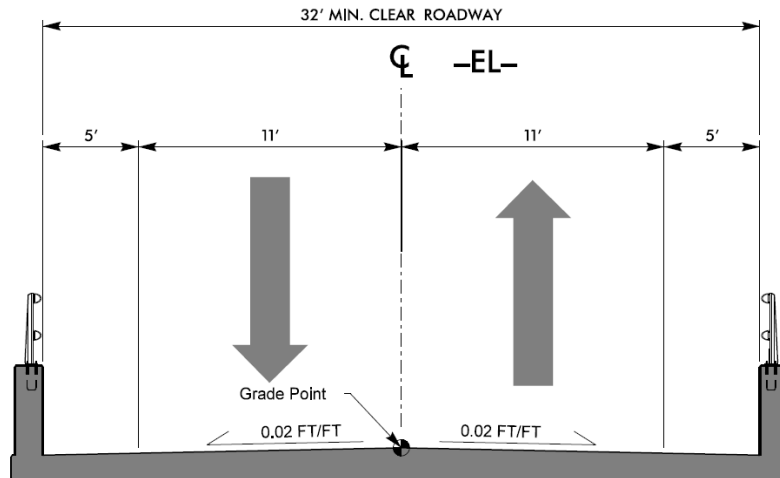
C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

D. Proposed Improvements:

3. Construction of bicycle and pedestrian lanes, paths, and facilities.

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:**Typical Section for Bridge**

Pedestrian and Bicycle Accommodations – SR 1724 (Hurley School Road) is an existing regional bicycle route (State Bike Route 3). The NC Division of Bicycle and Pedestrian Transportation has recommended the inclusion of 4-foot paved shoulders and bicycle-safe railing that is at least 42 inches high, with heights of 48 and 54 inches recommended for moderate or serious hazards such as high winds, high traffic and speeds of vehicles, and/or high drop-off to the ground surface. The 25% design plans include 5-foot paved shoulders on the bridge, dedicated bike lanes on the approaches to the bridge, and 45.5-inch bridge railings (See Figure 3).

Offsite Detour – A 6.6-mile offsite detour has been recommended during the replacement of the bridge (see Figure 4). The detour route is along SR 1724 (Hurley School Road), US 70 (Statesville Boulevard), SR 1728 (Barringer Road), and SR 1526 (Sherrills Ford Road), and one at-grade railroad crossing. The Rowan County Emergency Services and the Rowan-Salisbury School System Transportation Department have indicated that the detour is acceptable.

Design Issues

Current ADT = 4,200 vpd
 2021 ADT = 4,300 vpd
 2040 ADT = 5,600 vpd
 Note: 40 school bus trips daily (10 buses)

TTST = 1%; Duals = 7%

Local Route – Sub Regional Tier Classification

Design Speed = 50 MPH; Posted Speed = 45 MPH

No Design Exceptions Required

Threatened and Endangered Species – As of July 17, 2020, the federally listed species for Rowan County are the Northern long-eared bat (NLEB; *Myotis septentrionalis*) and Schweinitz's sunflower (*Helianthus schweinitzii*). According to the NRTR filed for the project, potential suitable habitat was found for Schweinitz's sunflower, but a survey conducted on September 8, 2016 by qualified biologists did not find any Schweinitz's sunflower plants. The project area was resurveyed on October 4, 2018 and October 16, 2020. No *H. schweinitzii* individuals were found during either resurvey.

The Biological Conclusions for the NLEB is “May Affect”. The NCDOT Biological Surveys Group has indicated 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 of the Endangered Species Act and has concluded that no further action is required.

Public Involvement – A Land Owner Notification Letter, in English and Spanish, was sent to all property holders within the study area on February 16, 2016. This letter offered information about the project and provided contact information for any comments. No comments have been received to date.

Railroad Coordination – Bridge No. 66 spans over a railway owned by Norfolk Southern Railway. The NCDOT Rail Division has submitted the following comments regarding this project:

- There is currently one track under the bridge.
- There are 10 freight trains per day on this section of track at speeds up to 45 mph. No passenger trains currently operate on this rail line, but passenger train operations will be pursued in the future.
- Vertical clearance over the track needs to be 23'-0” minimum. Removal of the existing overhead bridge should be performed in a manner that prevents debris from falling onto the existing tracks.

No future track accommodation has been requested at this time, though enough clearance will be provided for one with the proposed structure. Please refer to the attached letter from the NCDOT Rail Division for their full comments.

Agency Coordination – Surveys were required by both the NCDOT Archaeological Resources Group and the Historic Architecture and Landscapes Group. The results of both surveys concluded that the project would not impact any historic properties or archaeological sites. Please refer to attached agency coordination letters.

Tribal Coordination – The project is located in Rowan County which requires coordination with the Catawba Indian Nation to determine if the proposed project will impact any Tribal Lands. The Catawba Indian Nation have no concerns on the project, but they are to be notified if Native American artifacts and/or human remains are located during the ground disturbance phase of the project. Please see attached response letter from the Catawba Indian Nation.

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.				
<ul style="list-style-type: none"> • If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required. • If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G. 				
<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)?	<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 (BGEPA)?	<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 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?	<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"/>	

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<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 or the modification or construction of an interchange on an interstate?	<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, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<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), 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?	<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 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 type="checkbox"/>	<input checked="" 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 (ONLY for questions marked 'Yes'):

8. The Northern long-eared bat (NLEB) is listed as threatened and as currently occurring in Rowan County. According to the Natural Resources Technical Report (NRTR) prepared for this project, the Biological Conclusion for this species is "May Affect". The NCDOT Biological Surveys Group has indicated 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 of the Endangered Species Act.

H. Project Commitments

Rowan County
Replacement of Bridge Number 66 on SR 1724 (Hurley School Road)
Over Norfolk-Southern Railway
Federal Project No. BRZ-1724(002)
WBS No. 45728.1.1
TIP No. B-5772

Division 9 – School and Emergency Medical Service (EMS) Coordination

Division 9 will coordinate with the Rowan-Salisbury School System Transportation Department and the Rowan County Emergency Services one (1) month prior to construction. Contact information is below:

Rowan-Salisbury School System Transportation Department:

Brittney Burgess
East Area/Carson Route Coordinator
Rowan-Salisbury Schools
Office: (704) 245-6702 ext. 7110
Cell: (704) 642-6889
Email: Brittney.Burgess@rss.k12.nc.us

Rowan County Emergency Services:

T.J. Brown
Division Chief
Emergency Services – EM Division
Office: (704) 216-8918
Cell: (704) 798 – 3881
Email: TJ.Brown@rowancountync.gov

NCDOT Structures Management Unit - Bicycle and Pedestrian Accommodations

A minimum of 4-foot wide shoulders on the bridge and bicycle safe railings will be provided on the bridge and a minimum of a 4-foot wide paved shoulder on the approaches will be provided to accommodate bicycle traffic.


I. Categorical Exclusion Approval:

STIP Project No.	<u>B-5772</u>
WBS Element	<u>45728.1.1</u>
Federal Project No.	<u>BRZ-1724(002)</u>

Prepared By:

01/27/2021

Date

DocuSigned by:

500114E5D93249D
 Matt Michel PhD, PWS, Environmental Scientist
 DAVENPORT


Prepared For:

A. Keith Paschal, NCDOT SMU

Reviewed By:

01/27/2021

Date

DocuSigned by:

8C1643F6874A457
 Philip Harris, III, PE, Environmental Analysis Unit Head
 North Carolina 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.

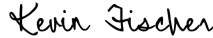


Certified

- 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.

01/27/2021

Date

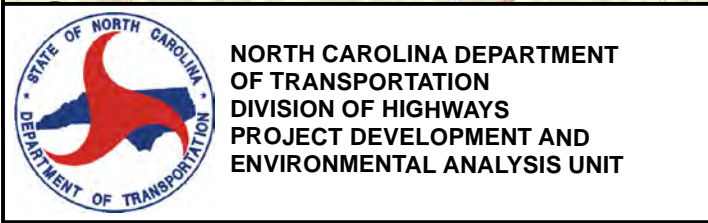
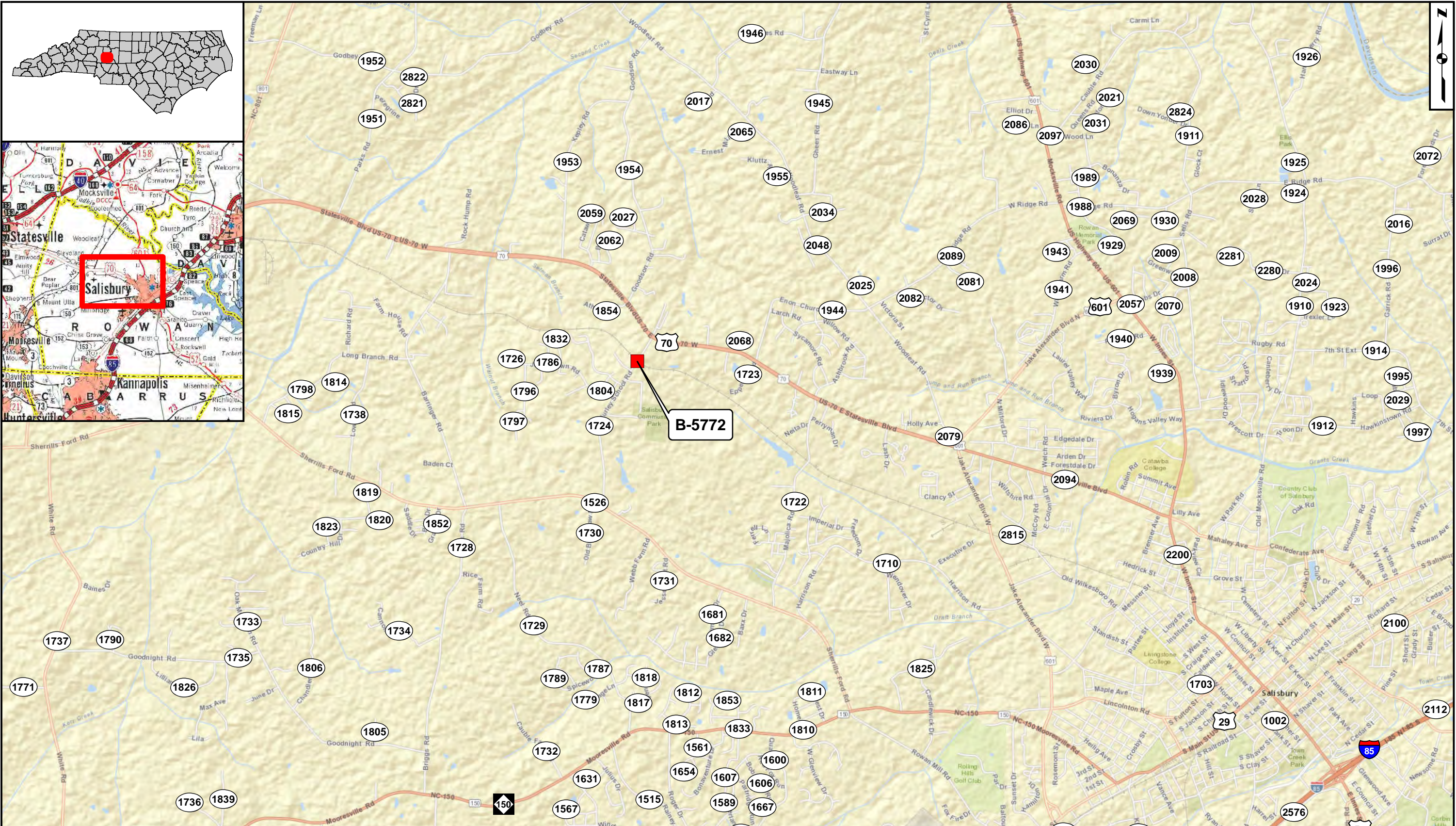
DocuSigned by:

ED19A18D98EC496
 Kevin Fischer, PE, Assistant State Structures Engineer
 North Carolina Department of Transportation

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

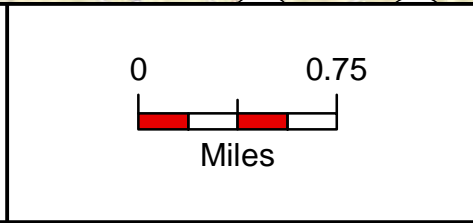
Date

N/A
 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).

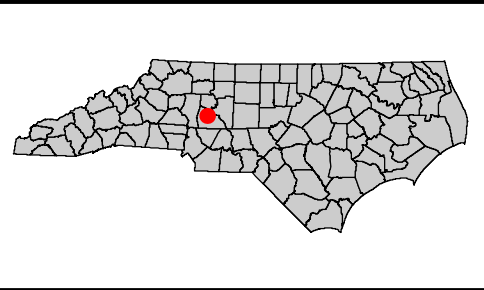


VICINITY MAP
 Replace Bridge No. 66 on SR 1724
 over Southern Railroad in Rowan County
 TIP Project B-5772



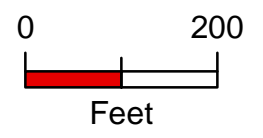
Div: 9	TIP# B-5772
Date: DECEMBER 2015	

Figure
1



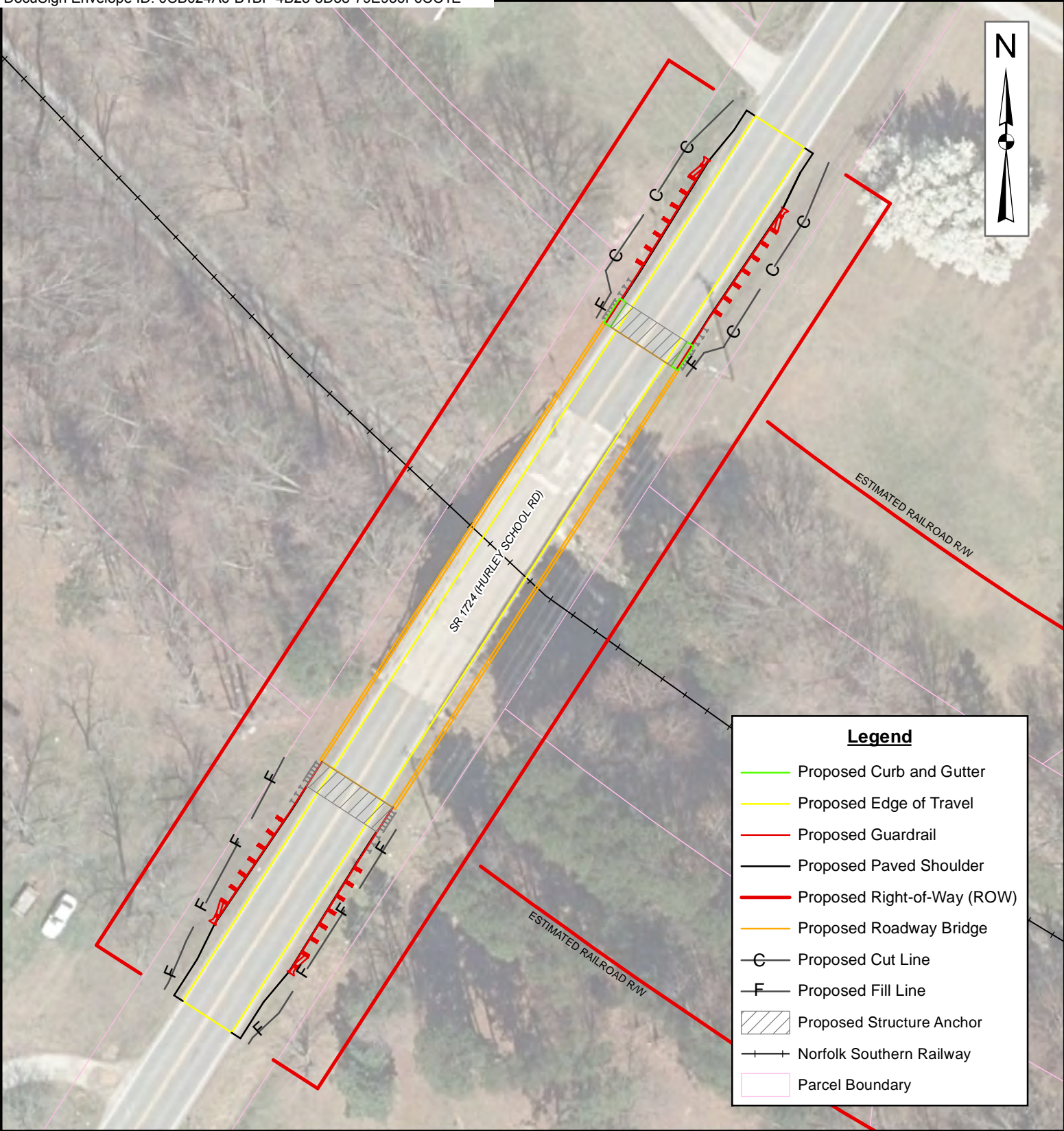
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

STUDY AREA MAP
Replace Bridge No. 66 on SR 1724
over Southern Railroad in Rowan County
TIP Project B-5772



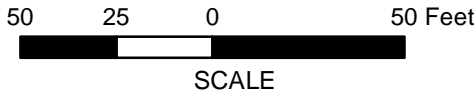
Div: 9 TIP# B-5772
Date: DECEMBER 2015

Figure
2




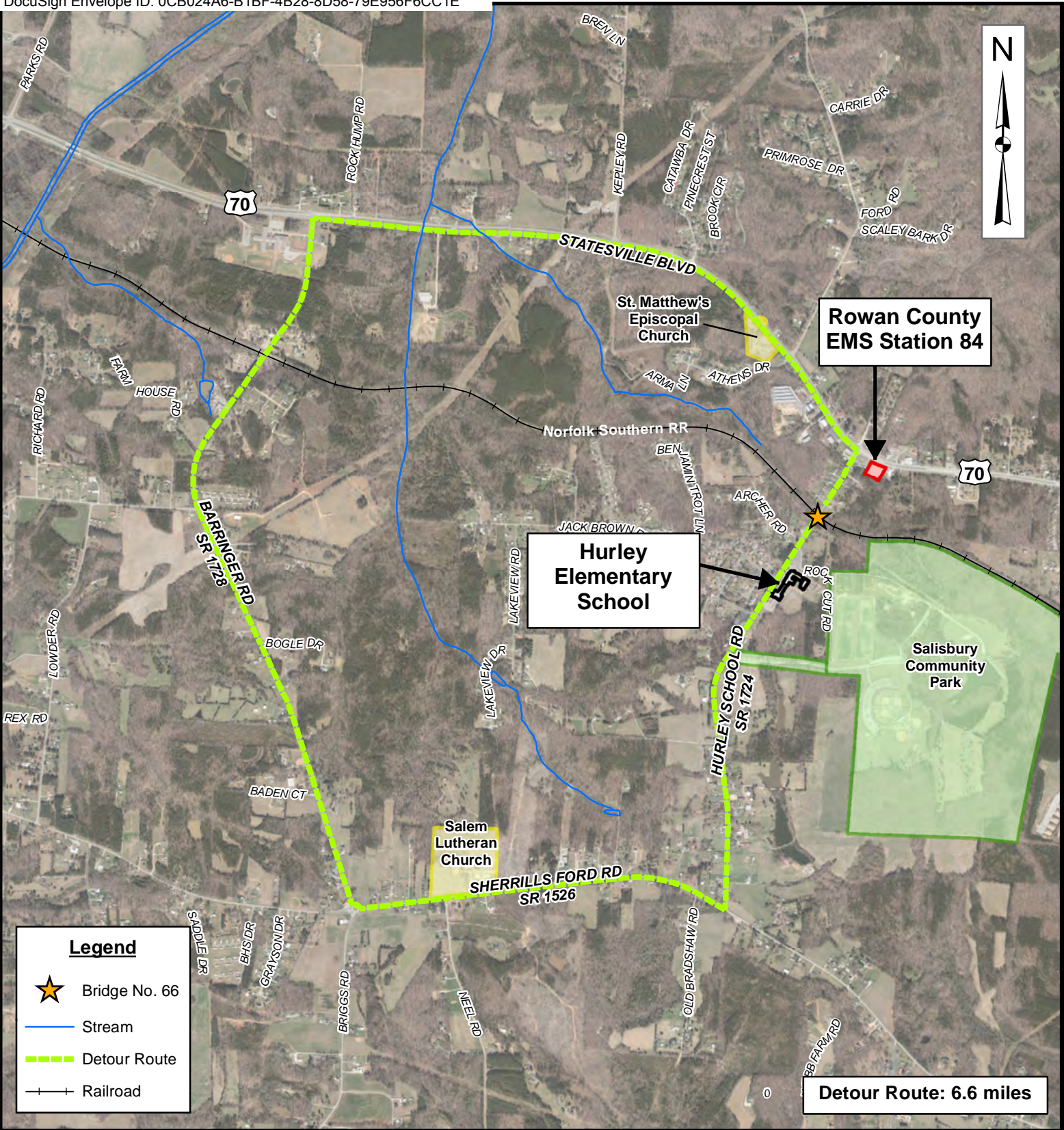
Legend

- Proposed Curb and Gutter
- Proposed Edge of Travel
- Proposed Guardrail
- Proposed Paved Shoulder
- Proposed Right-of-Way (ROW)
- Proposed Roadway Bridge
- C Proposed Cut Line
- F Proposed Fill Line
- Proposed Structure Anchor
- + + Norfolk Southern Railway
- Parcel Boundary



Data Sources: NCDOT, NC One Map

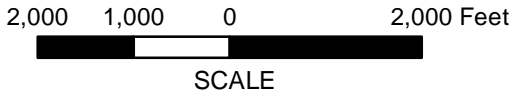
	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT</p>	<p>PROJECT TIP: B-5772 BRIDGE No. 66 (SR 1724) OVER NORFOLK SOUTHERN RR SALISBURY, ROWAN COUNTY, NORTH CAROLINA</p>	<p>TITLE ENVIRONMENTAL FEATURES MAP</p>	<p>FIGURE</p>



Legend

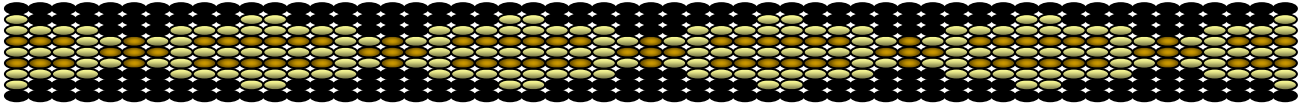
- Bridge No. 66
- Stream
- Detour Route
- Railroad

Detour Route: 6.6 miles



Data Sources: NCDOT, NC One Map

<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT</p>	<p>PROJECT</p> <p>TIP: B-5772 BRIDGE No. 66 (SR 1724) OVER NORFOLK SOUTHERN RR SALISBURY, ROWAN COUNTY, NORTH CAROLINA</p>	<p>TITLE</p> <p>PROPOSED DETOUR ROUTE</p>	<p>FIGURE</p>
			<p>4</p>



Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791

July 31, 2020

Attention: A. Keith Paschal
NC Department of Transportation
1581 Mail Service Center
Raleigh, NC 27699

Re. THPO #	TCNS #	Project Description
2020-193-200		Replacement of Bridge No. 66 over the Norfolk-Southern Railway on SR 1724 in Rowan County as project B-5772

Dear Mr. Pashcal,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

March 15, 2017

Memorandum

To: Mr. John L. Williams, PE
Project Development Engineer
Project Development & Environmental Analysis Branch

From: James B. Harris, PE
State Railroad Coordination Engineer
NCDOT Rail Division

State Project: B-5772 (WBS 45728.1.1)
F/A Project: BRZ-1724(002)
County: Rowan
Description: Replace Bridge No. 66 on SR 1724 over Norfolk Southern Railway

Subject: Bridge Replacement Start of Study Responses (FSM17)

The NCDOT Rail Division is in receipt of the scoping information on the above subject bridge replacement project.

After review of the project scoping information and location of the project in relation to nearby railroad tracks, and possible off-site detour routes should one be required, it has been determined that rail interaction is anticipated on this project.

This project crosses rail that is owned by Norfolk Southern Railway (NS). The NS track runs from Salisbury to Asheville and is known as their S-line. The crossing is by way of a grade separated highway-over-railroad structure (NCDOT Bridge No. 66, Rowan County) and is located at NS milepost S 6.40. The rail line is considered oriented east/west with mileposts increasing from east to west or Salisbury to Asheville. There is currently one track under this bridge. Railroad right-of-way (r/w) width at this location is 200 feet wide (100 feet each side the centerline of the track), see attached railroad valuation (or r/w) maps. NS operates approximately 10 freight trains per day on this section of track at

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
RAIL DIVISION
1553 MAIL SERVICE CENTER
RALEIGH, NC 27699-1553

Telephone: (919) 707-4700
Fax: (919) 715-6580
Customer Service: 1-877-368-4968

Website: www.ncdot.gov
www.ncbytrain.org

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

speeds up to 45 mph. No passenger trains currently operate over this rail line but the NCDOT Rail Division is pursuing passenger train operations in the future. This portion of NS is therefore subject to see more trains in the future.

Being that the railroad at this location is currently grade separated from the highway by a bridge, this office highly recommends, for safety reasons, that only a grade separation be considered in order to maintain the grade separation between the roadway and the railroad. Railroads typically like to preserve enough space under any new bridge to add a future track. With the likelihood of increased rail traffic over this line in the future, the Rail Division feels providing space under the new bridge for a future track is justified at this location. The existing roadway profile across the proposed bridge and on the roadway approaches may also need to be raised to provide the current standard vertical clearance over the tracks versus the existing vertical clearance. This may result in greater impacts to adjacent properties. Vertical clearance over the track needs to be 23'-0" minimum. Also, the removal of the existing overhead bridge should be performed in a manner that prevents debris from falling onto the existing tracks.

Please coordinate with Mr. Brian Hanks, PE, NCDOT Structures Management Unit at (919) 707-6419, to determine, through coordination with NS during the environmental document process and prior to any preliminary design work, any information associated with the new structure such as: track alignment, any proposed future tracks, the location of such tracks, horizontal and vertical clearance requirements related to the new bridge, necessity for maintenance roads, presence/location of any fiber optic cables, and flagging protection requirements. The Rail Division can also assist, through coordination with Structures Management Unit, with determining if future tracks are needed/justified for freight train or passenger rail operations.

In general, if an off-site detour route is necessary, selection and preference should be given to detour routes that provide grade separation of the highway and railroad tracks if possible. If a grade-separated route is not available, traffic should be detoured over a route that avoids rail interaction or, if no other alternative is available, provides an at-grade signalized crossing.

The existing roadway profile on any railroad at-grade crossings that may be located on a detour route must also be considered when selecting the detour route. Detour routes should be chosen that offer the railroad crossing with the best profile rather than a route that would require traffic to use a 'humped' crossing. Flatbed trailers or other low riding vehicles may get stuck on a 'humped' crossing.

Mr. Jahmal Pullen, PE, NCDOT Rail Division, can be contacted at (919) 715-8748 to provide information on the type of protection at any existing at-grade crossings or any upgrades that may be required to the existing crossing protection system to make the at-grade crossing suitable for use as a detour route. Meredith McLamb, NCDOT Rail Division, can be contacted at (919) 715-

0955, to provide information or coordination on any existing at-grade crossing surface and any repairs that may be needed.

The data provided in this letter is for information only and should be verified and any additional information obtained during the preliminary design process.

Thank you for keeping the Rail Division involved in the early project planning stages. Please contact me at 707-4707 if you have any additional questions or need any additional information.

Cc: file
Mr. Brian Hanks, PE, NCDOT Structures Management Unit
Mr. Kevin Fisher, PE, NCDOT Structures Management Unit
Mr. Jahmal Pullen, PE, NCDOT Rail Division
Ms. Meredith McLamb, NCDOT Rail Division
Ms. Cheryl Collins, NCDOT Rail Division

16-01-0089



**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-5772** County: **Rowan**
 WBS No: **45728.1.1** Document: **CE**
 F.A. No: **BRZ-1724(002)** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **na**

Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 66 on SR 1724, Hurley School Road, over the Southern Railroad west of Salisbury in Rowan County. No preliminary plans were submitted for reference. A study corridor was provided by NC DOT. Construction will occur within a study area measuring approximately 1,600 feet (488 meters) long and 200 feet (61 meters) wide and encompasses approximately 7.35 acres (~2.97 hectares).

SUMMARY OF ARCHAEOLOGICAL FINDINGS

Prior to commencement of the field survey, Environmental Corporation on America (ECA) conducted a background literature review to identify previously recorded cultural resources, including archaeological sites, features, or historic structures within the APE of Bridge No. 62. Sources reviewed included the files at the North Carolina Office of State Archaeology (OSA), the National Register of Historic Places (NRHP), and the North Carolina Historic Preservation Office (NC SHPO) GIS service. No previously identified archaeological sites or previously conducted archaeological surveys were identified in the location of the proposed project. A 1914 Soil Map for Rowan County depicts a house to the southeast of Bridge No. 66. A 1938 Rowan County Highway Map also shows this structure in addition to the Hurley School to the southeast of the bridge, three structures to the north, and a structure to the southwest.

Further, ECA reviewed the Rowan Mills, NC (1969, photorevised 1987) topographic map to determine if any above-ground cultural features are located within the APE. Based on this review, five standing structures were identified to the northeast of the bridge, and three standing structures were identified to the southwest of the bridge within or immediately adjacent to the APE. In addition, a review of Google Earth aerial photographs of the area revealed no additional above-ground cultural resources.

Geologically, the project area is located within the Piedmont physiographic region of North Carolina. The APE is characterized by maintained grass-covered right-of-way (ROW), residential development, and the Southern Railroad which is surrounded by steep slope and wooded areas. The boundaries of the APE were not demarcated during the time of the site visit. According to the USDA Web Soil Survey, soils located within or immediately adjacent to the

16-01-0089

APE consist of Appling sandy loam, 1 to 6 percent slopes (ApB); Cecil sandy clay loam, 2 to 8 percent slopes, moderately eroded (CeB2); Udorthents, loamy (Ud) (USDA Soil Survey 2017).

On May 22, 2017 and May 23, 2017, ECA completed an intensive archaeological survey within the APE, located along Bridge No. 66 on SR 1724, Hurley School Road, over the Southern Railroad. A pedestrian survey was conducted by visual inspection of exposed ground surfaces throughout the project APE in conjunction with systematic shovel testing. Ground surface visibility was typically less than 5% due to vegetative, gravel, and asphalt cover.

Shovel testing was completed at approximately 50-foot (15-meter) intervals to survey for potential archaeological resources within the project APE. Bridge No. 66 is aligned in a southwest/northeast orientation. The intensive archaeological survey consisted of two transects, each located on either side of the existing road (SR 1724) and generally offset approximately 50 feet (15 meters) from the edge of the roadway in order to sample areas that were conducive to shovel testing. Transect A was positioned on the northwestern side of SR 1724 and Transect B was positioned on the southeastern side of SR 1724. See Figures 1-10 for photographs and maps.

Based on the dimensions of the ROW, ECA planned to excavate 64 shovel test pits within the APE; however, during our field work, 24 shovel test pits were omitted or shovel turns were substituted for shovel tests due to exposed subsoil, steep slope, and/or existing gravel or asphalt drives.

Transect A

Transect A was positioned on the northwestern side of SR 1724 (Hurley School Road) and traversed from the southwestern edge of the project area to its northeastern extent. ECA planned to excavate 32 shovel tests along Transect A. Of these, three shovel tests were omitted due to the presence of the Southern Railroad and its associated sloping banks, three shovel tests were omitted due to asphalt or gravel ground cover, and three shovel turns were substituted for shovel tests due to exposed subsoil or subsoil just under the ground surface. Shovel test A-11 produced one piece of whiteware ceramic and three pieces of colorless container glass. A site form was submitted to OSA and the artifact was attributed to the newly identified archaeological site 31RW267**.

31RW267**

Site Number: 31RW267**

Temporary Number: A-11

UTM (WGS84 Zone 17): Easting 539978 Northing 3951030

Site Size: 250 square-meters

Components: 20th century

Landform: Upland flat

Elevation: 847 ft amsl

Types of Disturbances: Driveway and roadway construction

Extent of Disturbances: Unknown

NRHP Recommendation: Not Eligible

During the course of our investigation along Transect A, one shovel test pit (A-11) was positive during subsurface testing and included one piece of whiteware ceramic and three pieces of

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colorless container glass. Six shovel tests were planned for the delineation of the isolated find. Of these, three shovel tests (A-33, A-34, and A-35) were conducted, one shovel test (A-37) was omitted due to its location in an area marked for utilities immediately adjacent to the raised SR SR 1724 roadbed, one shovel test (A-38) was omitted due to SR 1724, and one (A-36) was omitted due to its close proximity to a residence (Figure 11). No other shovel tests were positive for cultural materials. Ground surface visibility was near zero percent throughout due to vegetative, gravel and asphalt cover.

The nearest water source is an intermittent tributary of Setman Branch located approximately 1,450 feet (442 meters) to the northwest of the site at its closest point. The archaeological site is located in a maintained grassed area between a roadway and driveway, and it is probable that their construction and/or maintenance have impacted the integrity of the site.

A piece of whiteware ceramic with a partial maker's mark and three pieces of colorless container glass were recovered from one shovel test (A-11) (Figure 12). The maker's mark located on the whiteware ceramic indicates the piece was manufactured by Homer Laughlin China Company in Newell, West Virginia in 1934. The remaining pieces of clear container glass also indicate a 20th century occupation at the site (Table 2). All artifacts were recovered from a soil horizon characterized as a 10YR 4/3 (brown) sandy loam with artifacts encountered at a depth ranging from 0 to 7 inches (0-18cm). No features were encountered.

The 1914 Rowan County Soil Map, the 1938 Rowan County Highway Map, and the 1948 historic aerial photograph (Figures 13 and 14) do not show a structure at the site location; however, the 1965 as well as the Rowan Mills, NC (1969, photorevised 1987) topographic map (Figure 16) show a structure immediately west of the site. The Rowan County Tax Assessor records state that the building currently located on the parent tract was constructed in 1956, and though the home appears to have been heavily modified, it was still standing at the time of ECA's site visit.

Given the site's limited size, diversity of artifacts, and location between a driveway and road, it has little potential for future research. Given this lack of significance and research potential, ECA believes 31RW267** is not eligible for inclusion to the NRHP and no further work is recommended.

Transect B

Transect B was positioned on the southeastern side of SR 1724 (Hurley School Road) and traversed from the southwestern edge of the project area to its northeastern extent. ECA planned to excavate 32 shovel tests along Transect B. Of these, two shovel tests were omitted due to the presence of the Southern Railroad and its associated sloping banks, five shovel tests were omitted due to asphalt ground cover, four were omitted due to landowners' objections to the undertaking, and one shovel test was omitted due to its presence in an underground pipeline corridor. In addition, four shovel turns were substituted for shovel tests due to exposed subsoil or subsoil just under the ground surface.

All shovel tests measured approximately 16 inches by 16 inches (41 cm by 41 cm) and were excavated into known sterile subsoils for the project area. All soils were screened through a six-

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millimeter wire mesh archaeology screen to isolate any cultural artifacts. All shovel tests were backfilled.

Recommendations:

ECA believed that 31RW267** lacks significance and integrity due to the lack of artifact density encountered during our subsurface survey and possible disturbances evidenced by the adjacent roadbed and driveway. Therefore, we believe 31RW267** has a low potential to yield information important to the history of 20th century Rowan County. Given this, ECA believes 31RW267** is not eligible for inclusion to the NRHP and no further work is recommended.

Matthew Beazley, MA, RPA, Principal Investigator with ECA, recommends that no additional testing is needed to determine if the proposed improvements will impact any significant archaeological resources.

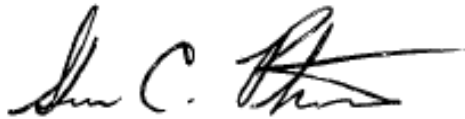
The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

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

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

SUPPORT DOCUMENTATION

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



September 27, 2017

NCDOT ARCHAEOLOGIST

Date

16-01-0089



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

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

PROJECT INFORMATION

Project No:	B-5772	County:	Rowan
WBS No.:	45728.1.1	Document Type:	CE
Fed. Aid No:	BRZ-1724(002)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Permit Type(s):	

Project Description:

Replace Bridge No. 66 on SR 1724 (Hurley School Road) over Southern Railroad in Rowan County. The study area is approximately 200 feet by 1400 feet. No information regarding right-of-way, detour routes, or easements was provided.

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

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

Date of field visit: 3/24/16

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPOweb GIS mapping, historic designations roster, and indexes was conducted on 1/26/16. Based on this review, there are no existing NR, SL, DE, LL or SS properties in the Area of Potential Effects (APE). Built in 1961, Bridge No. 66 has not yet been evaluated for listing to the National Register of Historic Places (NRHP) according to the North Carolina Historic Bridge Inventory. However, it appears to be a standard design that is unremarkable architecturally and historically. Rowan County tax records did not provide "year built" dates along with the parcel information for properties. There are a handful of properties that could be over the age of fifty years according aerial imagery, but Google Street View was not available at this location to see what the properties looked like to estimate their construction

dates. It will be necessary to go out and see if any of the properties within the APE are over the age of fifty years and could potentially be eligible for the NRHP.

The field survey was conducted on March 24, 2016. There were approximately thirteen properties on either side of Bridge No. 66 within the APE on Hurley School Road and all appear to date from the late 1940s, 1950s, 1960s or newer. The vast majority of the buildings were modest ranch houses or minimal traditional cottages and many had undergone alterations that impacted the original integrity of the structures. Furthermore, none appeared to possess the historical or architectural significance to be considered potentially eligible for the NRHP. Please see the attached photo contact sheet for further images of the properties within the APE attached to this form.



Bridge No. 66, Hurley School Road, Rowan County, facing southwest.



House within the APE, ca. 1945-1960, Hurley School Road, Rowan County, facing east.



House within the APE, ca. 1945-1960, Hurley School Road, Rowan County, facing east.



House within the APE, ca. 1940-1960, Hurley School Road, Rowan County, facing east.

Therefore, NCDOT Historic Architecture makes a finding of “No Historic Properties Present/Affected”

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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

Megan Puriett

3/29/16

NCDOT Architectural Historian

Date