

**Transylvania County
Bridge No. 85 over East Fork French Broad River
on SR 1107
Federal Aid Project No. BRZ-1107(9)
W.B.S. No. 33627.1.1
State Project No. 8.2001301
T.I.P. No. B-4288**

CATEGORICAL EXCLUSION

UNITED STATES DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

And

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

4/23/13

DATE

William T. Thorpe
for Gregory J. Thorpe, PhD.
Manager, Project Development & Environmental Analysis Unit

7-24-13

DATE

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

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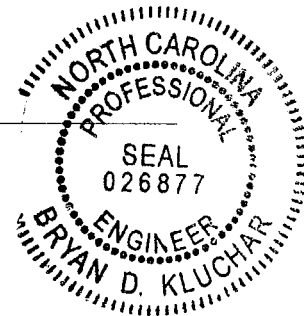
Documentation Prepared in
Project Development and Environmental Analysis Unit By:

4/23/13
DATE

April Annis
April Annis
Project Planning Engineer
Bridge Project Development Section

4/23/13
DATE

Bryan D. Kluchar
Bryan Kluchar, PE
Project Engineer
Bridge Project Development Section



PROJECT COMMITMENTS:

**Transylvania County
Bridge No. 85 on SR 1107
Over The East Fork French Broad River
Federal Aid Project No. BRZ-1107(9)
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Division Resident Engineer and Roadside Environmental Unit – Trout Issues

NCWRC has identified East Fork French Broad River as supporting a trout population. Therefore, a moratorium prohibiting in-stream work and land disturbance within the 25-foot buffer will be in place from October 15 to April 15 of any given year. This project will be constructed using NCDOT's Design Standards in Sensitive Waters.

Hydraulics Unit Project Commitment Regarding FEMA Coordination:

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

Division Commitment

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.

Structure Design Unit

The proposed project is located in the Tennessee Valley Authority's (TVA) Land Management District. The project will require approval under Section 26a of the TVA Act.

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INTRODUCTION: The proposed replacement of Transylvania County Bridge No. 85 is included in the latest listing of approved North Carolina Department of Transportation (NCDOT) Transportation Improvement Program (TIP) proposed state highway projects. Therefore, this bridge is eligible for the Highway Bridge Program. The project location is shown in Figure 1. No substantial environmental impacts are anticipated with this project. The project is classified as a federal "Categorical Exclusion". This document supersedes a previous Categorical Exclusion which was approved in August 2010. The document was revised because of the addition of two new alternatives.

I. PURPOSE AND NEED STATEMENT

NCDOT Bridge Management Unit inspection records completed in 2012 indicated that Bridge No. 85 has a Sufficiency Rating of 37.13 out of a possible 100 according to Federal Highway Administration (FHWA) standards. Bridge No. 85 is considered functionally obsolete due to a deck geometry evaluation of 2 out of 9 according to Federal Highway Administration (FHWA) standards and therefore eligible for FHWA's Highway Bridge Program.

Bridge No. 85 has a sixty-two year old timber substructure. The 2012 Bridge Inspection Report for this structure indicated that this timber structure was experiencing weathering with scattered decay and scattered areas of complete decay in the caps, posts, bulkheads, and wing walls of the abutments. Timber components have a typical life expectancy of 40 to 50 years due to the natural deterioration rate of wood. The longitudinal beams of the superstructure are exhibiting increasing rust and decay. Rehabilitation of a timber structure is generally practical only when a few members are damaged or prematurely deteriorated. However, past a certain degree of deterioration, timber structures become impractical to maintain and upon eligibility are programmed for replacement. The timber deck and railings of the structure are also experiencing increasing weathering. Bridge No. 85 is approaching the end of its useful life.

Bridge No. 85 currently carries 715 vehicles per day with 1000 vehicles per day projected for the year 2035. The deterioration of the superstructure and substructure due to age and weathering is becoming increasingly unacceptable and replacement of the bridge will result in a safer structure for increasing volumes of traffic.

II. EXISTING CONDITIONS

The project is located near the intersection of SR 1107 (East Fork Road) and US 178 in Transylvania County (See Figure 1). Development in the area has been residential and agricultural in nature.

SR 1107 is classified as a Rural Minor Collector in the Statewide Functional Classification System and is not a National Highway System Route. SR 1107 is not located within any Urban Area Boundary. It is not a designated Bicycle Route and there is no indication that an unusual number of bicyclists or pedestrians use this roadway at the project site. The speed limit is 35 miles per hour in the project area.

SR 1107 has an 18-foot pavement width with 3-foot grass shoulders in the vicinity of the bridge.

Bridge No. 85 is a one-span structure that consists of a timber floor with an asphalt-wearing surface on I-beams and channels. The end bents consist of timber caps on timber posts and sills. The deck width is 20 feet. The existing bridge (see Figure 3) was constructed in 1951. The overall length of the structure is 46 feet.

Utilities noted in the vicinity of the bridge include underground telephone and fiber optic cable and a utility line attached along the south side of Bridge No. 85. Utility impacts are anticipated to be low.

There were five crashes reported in the vicinity of Bridge No. 85 during a recent seven year period.

III. ALTERNATIVES

A. Project Description

The replacement structure for Bridge No. 85 will be a bridge approximately 60 feet long. The bridge length is based on preliminary design information and is set by hydraulic requirements. The bridge will be of sufficient width to provide two 10-foot lanes with a 3-foot offset on the north side and a 4-foot offset on the south side of the bridge. The roadway grade of the new structure will be approximately the same as the existing grade.

The proposed roadway approaches will consist of 20-foot pavement to provide two 10-foot lanes and 4-foot shoulders (7 feet with guardrail). NCDOT Guidelines for Evaluation of Off-site Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from an offsite detour. Up to a 12-month duration for construction is expected for this project. The majority of traffic on this road is through traffic. Following the last inquiry, the Transylvania County Schools Transportation Department indicated two school busses cross the bridge four times daily.

B. Reasonable and Feasible Alternatives

The three alternates for replacing Bridge No. 85 were studied in detail and are described below.

Alternate 1

Alternate 1 involves replacement of the existing structure with a bridge along a new roadway alignment. Improvements to the approach roadways will be required for a distance of approximately 490 feet to the west and 440 feet to the east of the new structure. Traffic will be maintained on site during construction. This alternate will be designed using Sub-Regional Tier guidelines with a design speed of 20 miles per hour.

Alternate 2

Alternate 2 involves replacement of the existing bridge with a new bridge at the current location. During construction, traffic would be detoured onto Walnut Hollow Road, Hannah Ford Road, Calvert Road, Old Rosman Highway and Pickens Highway (U.S. 178). Improvements to the approach roadways will be required for a distance of approximately 150 feet to the west and 375 feet to the east of the new structure. This alternate will be designed using Sub-Regional Tier guidelines with a design speed of 20 miles per hour.

Alternate 3 (Preferred)

Alternate 3 involves replacement of the existing structure with a bridge in close proximity to the existing bridge and alignment improvements to SR 1107. Improvements to the approach roadways will be required for a distance of approximately 155 feet to the west and 365 feet to the east of the new structure. Staged construction will be used to maintain traffic on site during construction. This alternate will be designed using Sub-Regional Tier guidelines with a design speed of 20 miles per hour.

C. Alternatives Eliminated From Further Consideration

The “do-nothing” alternative will eventually necessitate closure of the bridge for safety reasons. This is not acceptable due to the need for traffic service provided by SR 1107.

“Rehabilitation” of the old bridge is not practical due to its age and deteriorated condition. The extent of deterioration and the numerous locations of areas of disrepair on the bridge make rehabilitation inefficient, ineffective, and costly beyond reasonable limits.

Alternate 1 was dropped from further study following a Citizens Informational Workshop held on November 29, 2011. Based on the feedback from the public, Alternate 2 was preferred by the majority, due to lesser impacts.

Alternate 2 was eliminated from further consideration after determining that alternate 3 (stage construction) was feasible. Alternate 3 reduces impacts and maintains traffic on-site during construction; it is a combination of Alternates 1 and 2.

C. Preferred Alternate

Bridge No. 85 will be replaced in close proximity to the existing location, including SR 1107 alignment improvements as shown by Alternate 3 in Figure 2.

Alternate 3 allows the bridge to be constructed in stages to maintain traffic on-site during construction. Four of the five crashes (80%) during a recent seven year period involved vehicles that ran off of the road while trying to negotiate the curved roadway segments on either end of the bridge. Modifying the roadway alignment should help to reduce the number of potential crashes.

Division 14 concurs with maintaining traffic on site using staged construction.

IV. ESTIMATED COSTS

The estimated costs for the preferred alternative based on 2013 prices are as follows:

| | Alternative 1 | Alternative 2 | Alternative 3 Preferred |
|--------------------------------|----------------------|----------------------|------------------------------------|
| Proposed Structure No. 85 | \$ 202,000 | \$ 195,000 | \$ 207,000 |
| Roadway Approaches | \$ 286,000 | \$ 214,000 | \$ 320,000 |
| Structure No. 85 Removal | \$ 24,000 | \$ 24,000 | \$ 24,000 |
| Misc. & Mob. | \$ 91,000 | \$ 109,000 | \$ 99,000 |
| Eng. & Contingencies | \$98,000 | \$ 83,000 | \$ 100,000 |
| Total Construction Cost | \$ 701,000 | \$ 625,000 | \$ 750,000 |
| Right-of-Way Costs | \$ 88,000 | \$ 39,000 | \$ 39,000 |
| Utility Costs | \$ 31,000 | -0- | -0- |
| Total Project Cost | \$ 820,000 | \$ 664,000 | \$ 789,000 |

V. NATURAL ENVIRONMENT

A. Physical Resources

Regional Characteristics

The project area is located in southwestern Transylvania County, North Carolina. Transylvania County is situated in the southeastern portion of the Blue Ridge Physiographic Province of western North Carolina. The county encompasses 381 square miles and is primarily rural. The elevation in the project area is 2,200 feet above Mean Sea Level (MSL).

Soils

A brief description of unofficial soil types observed during a field investigation is as follows: Soil associations are defined as landscapes that exhibit distinctive proportional patterns of soils consisting of one or more major soils and at least one minor soil. One soil association is present in

the project area; the Rosman-Toxaway-Transylvania association. Based on information obtained from USDA (1974), the Rosman-Toxaway-Transylvania association is comprised of nearly level, well-drained to very poorly drained soils that have a loam and fine sandy loam or silty clay loam along the floodplains. The association occupies approximately eight percent of the county.

Water Resources

Streams, creeks, and tributaries within the project region are part of the French Broad River drainage basin. The entire river basin is located within the Southern Appalachian Mountain Region of Western North Carolina. The East Fork French Broad River is the only surface water in the project area. Under the federal system for cataloging drainage basins, the drainage basin containing the project area is designated as USGS Hydrologic Unit 06010105 (the Upper French Broad drainage basin). Under the North Carolina DWQ system for cataloging drainage basins, the drainage basin containing the project area is designated as Subbasin 04-03-01. The East Fork French Broad River is identified by the NCDWQ Stream Index #6-6. The stream bed consists of boulders, cobbles, gravel, and sand with evidence of some sediment deposition.

Streams and rivers have been assigned a best usage classification by the North Carolina Division of Water Quality (DWQ). East Fork French Broad River has been assigned a primary water resource classification of "B-Tr-HQW" waters. High Quality Waters (HQW's) are waters that are rated as excellent based on biological and physical/chemical characteristics through division monitoring or special studies, native and special trout waters, primary nursery areas, critical habitat areas, water supply watersheds as classified as WS-I or WS-II, and all Class SA waters.

NCDOT will strictly adhere to North Carolina regulation entitled, "Design Standards in Sensitive Watersheds" (15A NCAC 04B .0124) throughout design and construction of the project.

Biotic Resources

Three visually discernable terrestrial communities were observed within the project area: oak-hickory forest, pasture/agricultural land, and a wooded stream buffer. The oak-hickory forest community is situated in the far western portion of the project study area. Pasture/agricultural lands occupy the majority of the project study area.

The wooded stream buffer is roughly 10 to 20 feet wide to either side of the river. The tree species included white oak, black locust, black cherry, red maple, water oak, dogwood, and river birch.

B. JURISDICTIONAL TOPICS

The following sections provide an inventory of resource areas and species and an assessment of possible impacts for waters of the United States and rare and protected species. Waters of the United States and rare and protected species are of particular significance when assessing impacts because of federal and state mandates that regulate their protection. The following sections address those measures that will be required in order to comply with regulatory permit conditions prior to project construction.

Surface Waters and Wetlands

Permits

The proposed project has been designated as a CE for the purposes of NEPA documentation. As a result, a Nationwide Permit 23 will likely be applicable. Other permits that may apply include a NWP No. 33 for temporary construction activities such as stream dewatering, work bridges, or temporary causeways that are often used during bridge construction or rehabilitation. The USACE holds the final discretion as to what permit will be required to authorize project construction.

In addition to the 404 permit, other required authorizations include the corresponding Section 401 Water Quality Certification (WQC) from the NCDWQ. A NCDWQ Section 401 Water Quality General certification for a Categorical Exclusion may be required prior to the issuance of a Section 404 Permit. Other required 401 certifications may include a GC 3688 for temporary construction access and dewatering.

Transylvania County is listed by the North Carolina Wildlife Resources Commission (NCWRC) as a designated "trout" county; therefore authorization of the project by the USACE under the provisions of a nationwide permit is conditional on written concurrence of the NCWRC.

Structure Design – TVA Permit

The proposed project is also located in the Tennessee Valley Authorities (TVA) Land Management District. A permit pursuant to Section 26a of the TVA Act is required for all construction or development involving streams or floodplains of the Tennessee River drainage basin.

Federally Protected Species

The USFWS lists nine federally protected species for Transylvania County (see table below). Habitat is only present in the study area for one species, Virginia spiraea, and a survey on May 21, 2012, indicated "no effect" on this species.

Federally Protected Species for Transylvania County

| Common Name | Scientific Name | Status | Biological Conclusion |
|-----------------------------------|---|------------|-----------------------|
| Carolina northern flying squirrel | <i>Glaucomys sabrinus coloratus</i> | Endangered | No Effect |
| Appalachian elktoe | <i>Alasmidonta raveneliana</i> | Endangered | No Effect |
| Mountain sweet pitcherplant | <i>Sarracenia rubra</i> ssp. <i>jonesii</i> | Endangered | No Effect |
| Small whorled pogonia | <i>Isotria medeoloides</i> | Threatened | No Effect |
| Spreading avens | <i>Geum radiatum</i> | Endangered | No Effect |
| Swamp pink | <i>Helonias bullata</i> | Threatened | No Effect |
| Virginia spiraea | <i>Spiraea virginiana</i> | Threatened | No Effect |
| Rock gnome lichen | <i>Gymnoderma lineare</i> | Endangered | No Effect |
| Bog turtle | <i>Clemmys muhlenbergii</i> | Threatened | No Effect |

Bald and Golden Eagle Protection Act

In the July 9, 2007 Federal Register, the bald eagle was declared recovered, and removed (de-listed) from the Federal List of Threatened and Endangered wildlife. This delisting took effect August 8, 2007. After delisting, the Bald and Golden Eagle Protection Act (Eagle Act) becomes the primary law protecting bald eagles. The Eagle Act prohibits take of bald and golden eagles and provides a statutory definition of "take" that includes "disturb". There is no habitat present in the study area for the bald eagle.

VI. HUMAN ENVIRONMENT

Section 106 Compliance Guidelines

This project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implemented by the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at Title 36 CFR Part 800. Section 106 requires Federal agencies to take into account the effect of their undertakings (federally funded, licensed, or permitted) on properties included in or eligible for inclusion in the National Register of Historic Places and afford the Advisory Council a reasonable opportunity to comment on such undertakings.

Historic Architecture

The State Historic Preservation Office (SHPO) reviewed the subject project and determined that no architectural surveys are required (see Concurrence Form For Properties Not Eligible For The National Register of Historic Properties dated January 24, 2002 in Appendix).

Historic Archaeology

The State Historic Preservation Office (SHPO) reviewed the project, and determined a comprehensive study be conducted by an archaeologist to identify and evaluate the significance of possible archaeological remains that may be damaged or destroyed. The State Historic Preservation Office (SHPO) reviewed the archeological survey report and concurred that no further archaeological surveys are required (see Concurrence Form dated March 12, 2004 in Appendix).

Community Impacts

Right-of-way acquisition will be limited. No relocatees are expected with implementation of the proposed alternative.

No adverse effect on public facilities or services is expected. The project is not expected to adversely affect social, economic, or religious opportunities in the area.

The project is not in conflict with any plan, existing land use, or zoning regulation. No change in land use is expected to result from the construction of the project.

The Farmland Protection Policy Act requires all federal agencies or their representatives to consider the potential impact to prime farmland of all land acquisitions and construction projects. The USDA Farmland Conversion Impact Rating has been completed in accordance with FHWA guidelines, and the point total of 190 exceeds the 160-point threshold established by the Natural Resources Conservation Service (NRCS). A copy of the farmland conversion impact rating form is located in the Appendix.

To comply with the Farmland Protection Policy Act, measures to minimize farmland impacts have been incorporated in the design. Sub-Regional Tier Design Guidelines minimize changes in the vertical grade, structure length and width, approach roadway limits, and right of way.

The farmland impacts are the result of providing a safe design and improving the operating conditions at the site. The current design improves the existing design speed from below 15 mph to 20 mph.

The project will not have a disproportionately high and adverse human health and environmental effect on any minority or low-income population.

Noise & Air Quality

The project is located in Transylvania County, which has been determined to comply with the National Air Quality Standards. The proposed project is located in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. This project is not anticipated to create any adverse effects on the air quality of this attainment area. This project will not result in any meaningful changes in traffic volume, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently this effort is exempt from analysis for MSAT's.

Noise levels may increase during project construction; however, these impacts are not expected to be substantial considering the relatively short-term nature of construction noise and the limitation of construction to daytime hours. The transmission loss characteristics of nearby natural elements and man-made structures are believed to be sufficient to moderate the effects of intrusive construction noise.

VII. GENERAL ENVIRONMENTAL EFFECTS

The project is expected to have an overall positive impact. Replacing the deteriorating bridges that are becoming increasingly inadequate will result in a safer structure.

The bridge replacement will not have an adverse effect on the quality of the human environment or natural environment with the use of the current North Carolina Department of Transportation standards and specifications.

An examination of records at the North Carolina Department of Environment and Natural Resources, Division of Environmental Management, Groundwater Section and the North Carolina Department of Human Resources, Solid Waste Management Section revealed no underground storage tanks or hazardous waste sites in the project area.

Transylvania County is a participant in the National Flood Insurance Program. There are no practical alternatives to crossing the floodplain area. Any shift in alignment will result in an impact area of about the same magnitude. The proposed project is not anticipated to increase the level or extent of upstream flood potential.

VIII. COORDINATION & AGENCY COMMENTS

NCDOT has sought input from the following agencies as a part of project development: U.S. Army Corps of Engineers, U.S. Fish & Wildlife Service, N.C Wildlife Resource Commission, NC Division of Water Quality (NCDWQ), Tennessee Valley Authority, North Carolina State Historic Preservation Office, and the U.S. Forest Service.

Tennessee Valley Authority commented that current plans for replacement on new alignment to the south would require Section 26a approval.

NCDWQ replied stating East Fork French Broad River is classified as C trout, High Quality Water.

The North Carolina Wildlife Resource Commission has these waters classified as trout waters and they are stocked. NCWRC also stated suitable mussel habitat exists at this project.

The Army Corps of Engineers had no special concerns for this project and replied with standardized comments. An approval under Section 26a of the TVA Act will be needed for bridge construction.

IX. PUBLIC INVOLVEMENT

A public meeting was held on August 11, 2011 at 5:30 p.m. in the Rosman High School Media Center to discuss the bridge replacement project. As a result of this meeting, a new Alternate (Alternate 2) was developed based on comments from the public.

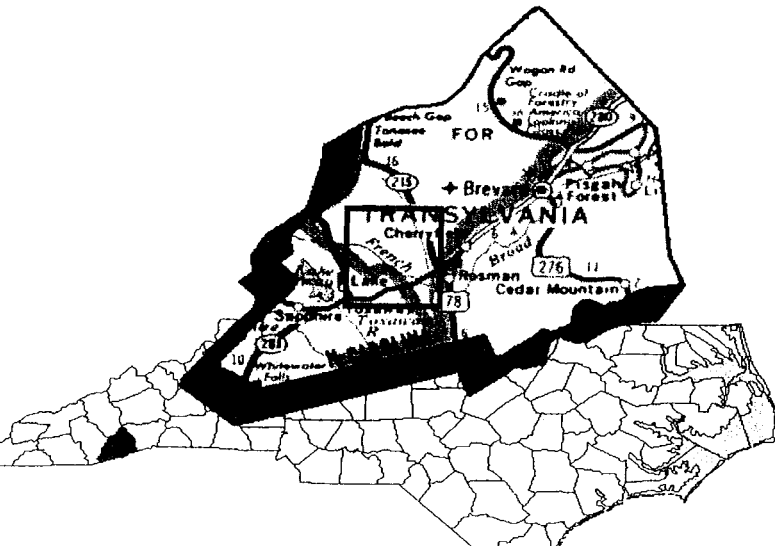
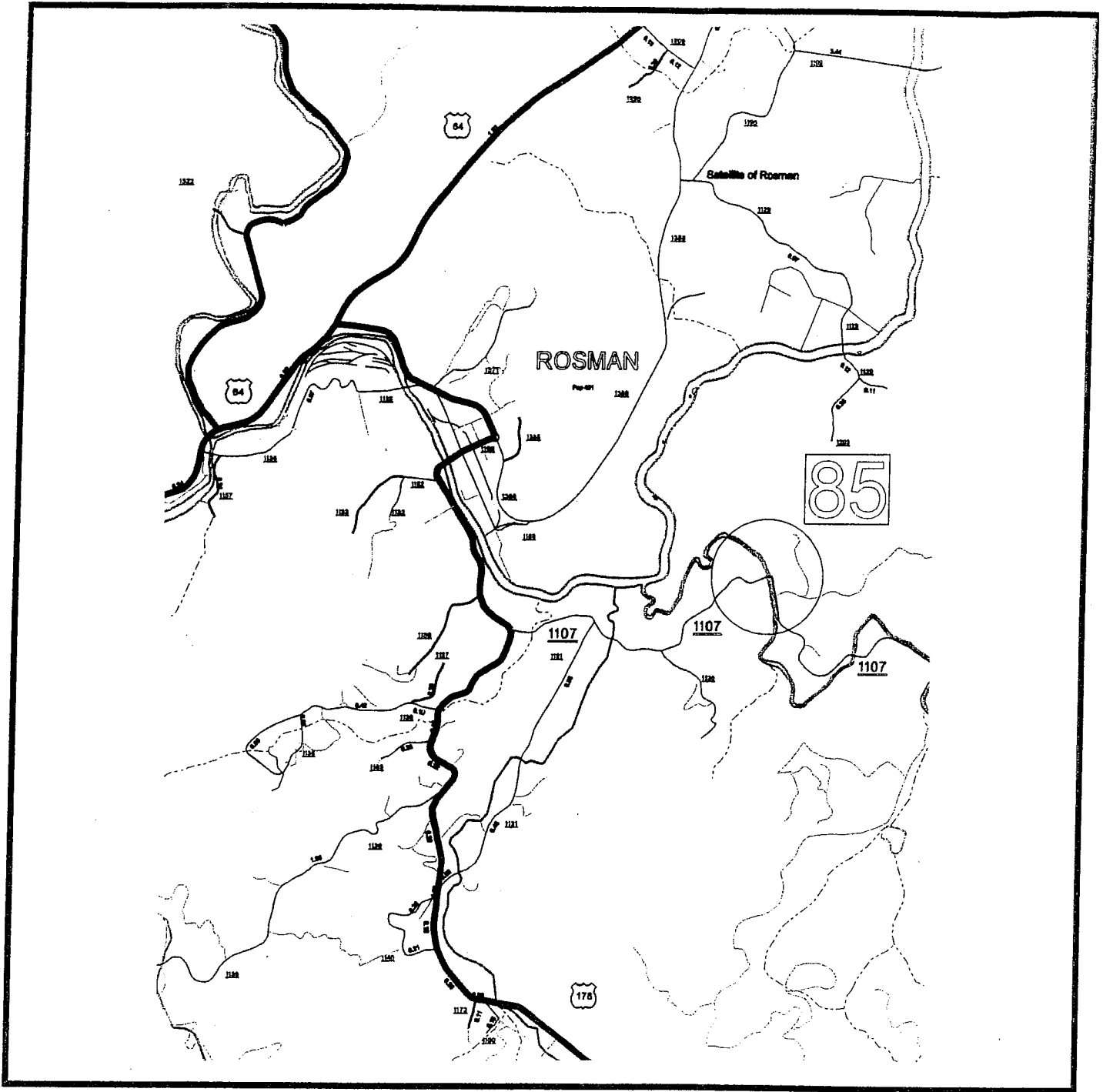
A Citizen's Informational Workshop was held on November 29, 2011 at 5:30 p.m. at Rosman High School. The purpose of this meeting was to present Alternate 1 and 2 to the public. The majority of citizens in attendance were in favor of Alternate 2.

Work Zone Traffic: Temporary bicycle or pedestrian accommodations will not be required for this project.

There is no substantial controversy on social, economic, or environmental grounds concerning the project.

X. CONCLUSION

On the basis of the above discussion, it is concluded that no substantial adverse environmental impacts will result from implementation of the project. The project is therefore considered to be a federal “Categorical Exclusion” due to its limited scope and lack of substantial environmental consequences.

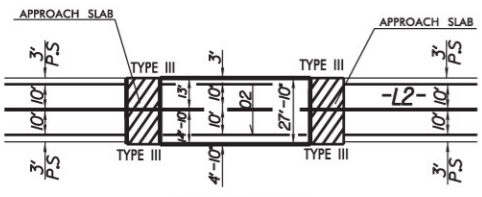


NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS BRANCH

**TRANSLYVANIA COUNTY
REPLACE BRIDGE NO. 85 ON SR 1107
OVER EAST FORK FRENCH BROAD RIVER
B-4288**

Figure 1

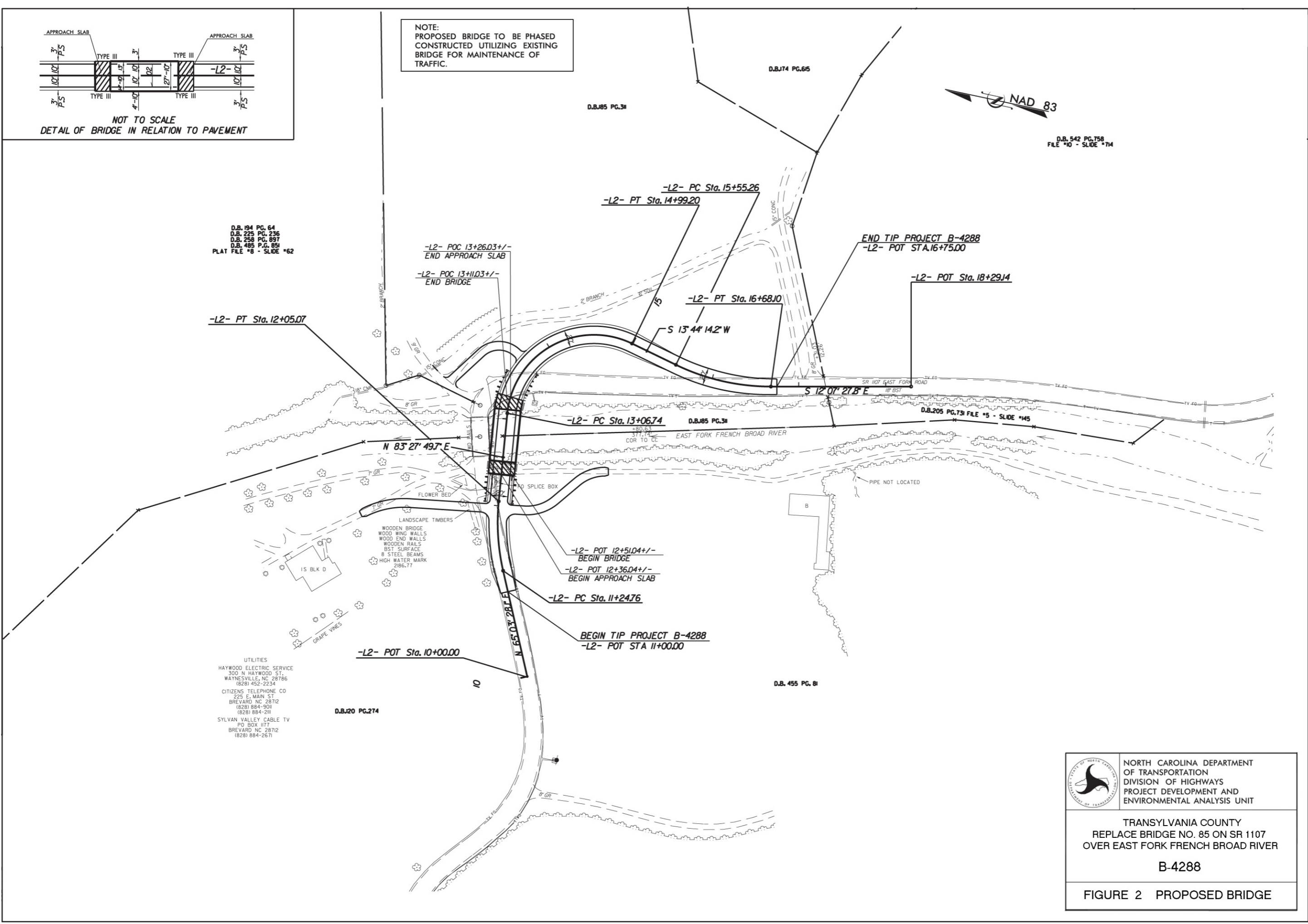
NOTE:
PROPOSED BRIDGE TO BE PHASED
CONSTRUCTED UTILIZING EXISTING
BRIDGE FOR MAINTENANCE OF
TRAFFIC.




NOT TO SCALE
DETAIL OF BRIDGE IN RELATION TO PAVEMENT

D.B. 194 PG. 64
D.B. 225 PG. 236
D.B. 258 PG. 897
D.B. 485 P.G. 851
PLAT FILE #8 - SLIDE #62

D.B. 542 PG. 758
FILE #10 - SLIDE #74



UTILITIES
HAYWOOD ELECTRIC SERVICE
300 N HAYWOOD ST.
WAYNESVILLE, NC 28786
(828) 452-2234
CITIZENS TELEPHONE CO
225 E. MAIN ST
BREVARD NC 28712
(828) 884-9011
(828) 884-2111
SYLVAN VALLEY CABLE TV
PO BOX 1177
BREVARD NC 28712
(828) 884-2671

| | |
|---|--|
|  | NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT |
| | TRANSYLVANIA COUNTY REPLACE BRIDGE NO. 85 ON SR 1107 OVER EAST FORK FRENCH BROAD RIVER B-4288 |
| | FIGURE 2 PROPOSED BRIDGE |



Looking East



Looking West



South Face of Bridge



North Face of Bridge

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

| | | | | | |
|--|---|--|-----------------------------|---|--------------------------------------|
| PART I (To be completed by Federal Agency) | | Date Of Land Evaluation Request 7/21/10 | | | |
| Name Of Project NCDOT STIP B-4288 | | Federal Agency Involved FHWA | | | |
| Proposed Land Use BRIDGE | | County And State TRANSYLVANIA COUNTY, NORTH CAROLINA | | | |
| PART II (To be completed by NRCS) | | Date Request Received By NRCS 7/21/10 | | | |
| Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i> | | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | Acres Irrigated - | Average Farm Size 58 ACRES |
| Major Crop(s) CORN, HAY | Farmable Land In Govt. Jurisdiction Acres: 64,515 % 27 | Amount Of Farmland As Defined in FPPA Acres: 49,188 % 20 | | Date Land Evaluation Returned By NRCS 7/29/10 | |
| Name Of Land Evaluation System Used TRANSYLVANIA CALES | Name Of Local Site Assessment System | | | | |
| PART III (To be completed by Federal Agency) | | Alternative Site Rating | | | |
| | | Site A | Site B | Site C | Site D |
| A. Total Acres To Be Converted Directly | 1.2 | | | | |
| B. Total Acres To Be Converted Indirectly | 0.0 | | | | |
| C. Total Acres In Site | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | | | |
| A. Total Acres Prime And Unique Farmland | 1.3 | | | | |
| B. Total Acres Statewide And Local Important Farmland | 0.0 | | | | |
| C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted | 0.0 | | | | |
| D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value | 3.3 | | | | |
| PART V (To be completed by NRCS) Land Evaluation Criterion | | | | | |
| Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points) | | 100 | 0 | 0 | 0 |
| PART VI (To be completed by Federal Agency) | | | | | |
| Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b)) | Maximum Points | | | | |
| 1. Area In Nonurban Use | 15 | 15 | | | |
| 2. Perimeter In Nonurban Use | 10 | 10 | | | |
| 3. Percent Of Site Being Farmed | 20 | 20 | | | |
| 4. Protection Provided By State And Local Government | 20 | 0 | | | |
| 5. Distance From Urban Builtup Area | 15 | 15 | | | |
| 6. Distance To Urban Support Services | 15 | 5 | | | |
| 7. Size Of Present Farm Unit Compared To Average | 10 | 0 | | | |
| 8. Creation Of Nonfarmable Farmland | 10 | 0 | | | |
| 9. Availability Of Farm Support Services | 5 | 5 | | | |
| 10. On-Farm Investments | 20 | 10 | | | |
| 11. Effects Of Conversion On Farm Support Services | 10 | 10 | | | |
| 12. Compatibility With Existing Agricultural Use | 10 | 0 | | | |
| TOTAL SITE ASSESSMENT POINTS | 160 | 90 | 0 | 0 | 0 |
| PART VII (To be completed by Federal Agency) | | | | | |
| Relative Value Of Farmland (From Part V) | 100 | 100 | 0 | 0 | 0 |
| Total Site Assessment (From Part VI above or a local site assessment) | 160 | 90 | 0 | 0 | 0 |
| TOTAL POINTS (Total of above 2 lines) | 260 | 190 | 0 | 0 | 0 |
| Site Selected: | Date Of Selection | Was A Local Site Assessment Used? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | |
| Reason For Selection: | | | | | |

(See Instructions on reverse side)

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Form AD-1006 (10-83)



North Carolina Department of Cultural Resources
State Historic Preservation Office

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David L. S. Brook, Director

March 12, 2004

MEMORANDUM

TO: Matt Wilkerson, Archaeology Supervisor
Office of Human Environment
NCDOT Division of Highways

FROM: David Brook *for David Brook*

SUBJECT: Replacement of Bridge No. 85 on SR 1107 (East Fork Road) over the
East Fork French Broad River, Transylvania County, ER02-8537

Thank you for your letter of November 10, 2003, transmitting the archaeological survey report by Caleb Smith for the above project. This thorough and informative report meets our office's guidelines and those of the Secretary of the Interior.

During the course of the survey, two sites were located within the project area. Mr. Smith has recommended that no further archaeological investigation be conducted in connection with this project. We concur with this recommendation since the project will not involve significant archaeological resources.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

www.hpo.dcr.state.nc.us



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David J. Olson, Director

January 24, 2002

MEMORANDUM

TO: William D. Gilmore, Manager
Project Development and Environmental Analysis Branch
Division of Highways
Department of Transportation

FROM: David Brook *for David Brook*

SUBJECT: Bridge 85 on SR 1107 Replacement, B-4288, Transylvania County, ER 02-8537

Thank you for your letter of September 25, 2001, concerning the above project.

The project area is at the location of a previously recorded archeological site, 31TV119. We recommend that a comprehensive survey be conducted by an archaeologist to identify and evaluate the significance of archaeological remains that may be damaged or destroyed by the project. Potential effects on unknown resources must be assessed prior to the initiation of construction activities.

Two copies of the resulting archaeological survey report, as well as one copy of the appropriate site forms, should be forwarded to us for review and comment as soon as they are available and well in advance of any construction activities.

A list of archaeological consultants who have conducted or expressed an interest in contract work in North Carolina is available at www.arch.dcr.state.nc.us/consults. The archaeologists listed, or any other archaeologist, may be contacted to conduct the recommended survey.

We have conducted a search of our files and are aware of no structures of historical or architectural importance located within the planning area.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

DB:kgc

| | Location | Mailing Address | Telephone/Fax |
|----------------|-------------------------------|--|---------------------------|
| Administration | 507 N. Blount St, Raleigh, NC | 4617 Mail Service Center, Raleigh 27699-4617 | (919) 733-4763 • 733-8653 |
| Restoration | 515 N. Blount St, Raleigh, NC | 4613 Mail Service Center, Raleigh 27699-4613 | (919) 733-6547 • 715-4801 |