

## MINIMUM CRITERIA DETERMINATION CHECKLIST

**TIP Project No.**            B-4407  
**W.B.S. Project No.**       38356.1.2

### **Project Location:**

Bridge No. 70 on US 52 over the Rocky River in Anson County.

### **Project Description:**

The proposed project involves replacing Bridge No. 70 on US 52 over the Rocky River in Anson County. The proposed project is included in the 2016-2025 North Carolina State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for state fiscal years 2019 and 2020, respectively, in the STIP.

The replacement structure will be a five-span (5@105'63") bridge approximately 525 feet long providing a minimum 32' clear deck width. The bridge will include two 12-foot lanes and 4' offsets on each side to accommodate bicycles. For the safety of bicycles crossing the bridge, 54-inch bicycle safe railings are proposed on both sides. 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 1,840 feet from the south end of the new bridge and 1,720 feet from the north end of the new bridge. The approaches will be widened to provide two 12-foot lanes, 8-foot grassed shoulders (two foot paved) on both sides (11-foot shoulders where guardrail is included). The roadway will be designed as a Rural Arterial using American Association of State Highway and Transportation Officials (AASHTO) guidelines with a 60 mile per hour design speed.

The new bridge will be constructed on new location, parallel to and just east of the existing bridge. The intersection of SR 1934 (Riverview Road) and US 52 will be shifted further to the east to tie into the realigned US 52 roadway (see Figure 2).

Traffic will be detoured on-site using the existing bridge and roadway alignment during construction.

### **Purpose and Need:**

The purpose of the proposed project is to replace a deficient bridge. NCDOT Bridge Management Unit records indicate Bridge No. 70 currently has a sufficiency rating of 49.12 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to a substructure condition appraisal of 4 out of 9 and a superstructure condition appraisal of 4 out of 9 according to Federal Highway Administration standards. The bridge also meets the criteria for functionally obsolete due to a deck geometry appraisal of 3 out of 9.

### **Anticipated Permit or Consultation Requirements:**

A U.S. Army Corps of Engineers (USACE) Nationwide Permit (NWP) 14 or 23 will likely be applicable. A NWP No. 33 may also apply 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. If a Section 404 permit is required, then a North Carolina Division of Water Resources (NCDWR) Section 401 Water Quality Certification (WQC) from the NCDWR will be needed.

**Special Project Information:**

**Environmental Commitments:**

The list of project commitments (green sheets) are located at the end of this checklist.

**Estimated Costs:**

The total cost for the project included in the draft 2017-2027 STIP is \$7,260,000. Of this total, \$610,000 is for right of way acquisition, \$6,500,000 is for construction, and \$150,000 was spent in prior years. Current cost estimates for the project are as follows:

Right of Way Acquisition	\$ 85,000
Utilities	\$ 231,000
Construction -	<u>\$ 7,100,000</u>
Total	\$ 7,416,000

**Estimated Traffic:**

Current	3,900 vpd
Year 2040	4,900 vpd
TTST	14%
Dual	8%

**Accidents:** NCDOT Traffic Safety Systems Section has evaluated a recent five-year period and identified three accidents occurring in the vicinity of the project. None were associated with the geometry of the bridge or its approach roadways.

**Design Exception:**

There are no anticipated design exceptions for this project.

**Pedestrian and Bicycle Accommodations:**

Bridge No. 70 is not located on a currently designated bicycle or pedestrian route; however, the bridge is located at the confluence of several regional greenway and blueway routes. The Carolina Thread Trail is proposed to follow NC 52 south from Norwood in Stanly County, and turn east at the Stanly-Anson County line near the bridge location. Further, a blueway is proposed as part of the Carolina Thread Trail Master Plan, and a River Access Opportunity is indicated for this bridge location on the Rocky River. In addition, the Carolina Thread Trail Master Plan for Stanly County proposes a rail trail from Norwood terminating at the Rocky River at this bridge location, and the Central Park NC Regional Bicycle Plan includes several bicycle routes in close proximity to the bridge.

The Rocky River Rural Planning Organization (RPO) indicated that there are a variety of bicycle trip generators to cause bicyclists to travel on NC 52 across this bridge, including Lake Tillery to the north, farms, and other attractions; few other crossing opportunities exist in the vicinity. In addition, she indicated that the River Access Opportunities are currently being developed by the

Carolina Thread Trail along the Rocky River, and the addition of a launch at this bridge site is a key connection for this corridor.

The NC Department of Natural and Cultural Resources – Division of Parks & Recreation requested that NCDOT include a small parking area and canoe launch as part of this bridge replacement project. NCDOT Project Development and Environmental Analysis Unit and Roadway Design Unit will continue to coordinate with the Carolina Thread Trail with regards to accommodating the proposed trail, blueway, and parking area during the final design phase.

The NCDOT Division of Bicycle and Pedestrian Transportation recommended providing accommodations for cyclists with a minimum 4-foot wide paved shoulder and 54-inch high bicycle safe railing; the paved shoulder should continue for a recommended 100 feet on the bridge approaches. The design will include these recommended accommodations.

### **Bridge Demolition:**

Bridge No. 70 is constructed of reinforced concrete and steel piles, and it should be possible to remove with no resulting debris in the water based on standard demolition practices.

### **Alternatives Discussion:**

**No Build** – The no build alternative would result in eventually closing the road, which is unacceptable given the volume of traffic served by US 52.

**Rehabilitation** – The bridge was constructed in 1923, reconstructed in 1953, and is reaching the end of its useful life. Rehabilitation would only provide a temporary solution to the structural deficiency of the bridge.

**Offsite Detour** – An offsite detour was not evaluated for this project. Bridge No. 70 carries US 52 over the Rocky River. Detouring this US route with high volumes of traffic for an extended period of time would have substantial impacts to users of this facility.

**New Alignment with Onsite Detour (Recommended)** – Due to the reasons discussed in the “Offsite Detour” section above, an onsite detour alternative was developed and selected as the preferred alternative. The new bridge will be located just east of the existing bridge. Traffic will be maintained along the existing bridge during construction, and the existing bridge will be removed upon completion of the new bridge.

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

### **Public Involvement:**

A landowner notification letter was sent to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

**PART A: MINIMUM CRITERIA**

- |  | YES                                 | NO                                  |
|--|-------------------------------------|-------------------------------------|
| 1. Will the proposed project involve land disturbing activity of more than ten acres that will result in substantial, permanent changes in the natural cover or topography of those lands? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 2. Will the proposed project require the expenditure of more than ten million dollars in public funds?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3. Is the proposed project listed as a type and class of activity which would qualify as a Non-Major Action under the Minimum Criteria rules?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| If “yes”, under which category?  | Category #8                         |                                     |
| (Note: If either Category #8 or #15 is used, complete Part D of this checklist.)   |                                     |                                     |

If “yes” is selected for either Question 1 or 2 and “no” is selected for Question 3, then the project does not qualify as a Non-Major Action. A state environmental impact statement (SEIS) or state environmental assessment (SEA) will be required.

**PART B: MINIMUM CRITERIA EXCEPTIONS**

- |  | YES                      | NO                                  |
|--|--------------------------|-------------------------------------|
| 4. Does the proposed activity have a significant adverse effect on wetlands; surface waters such as rivers, streams, and estuaries; parklands; prime or unique agricultural lands; or areas of recognized scenic, recreational, archaeological, or historical value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Will the proposed activity endanger the existence of a species on the Department of Interior’s threatened and endangered species list?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Would the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality impacts?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Would the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or groundwater impacts?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Is the proposed activity expected to have a significant adverse effect on long-term recreational benefits?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Is the proposed activity expected to have a significant adverse effect on shellfish, finfish, wildlife, or their natural habitats?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact to human health or the environment?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Is the proposed activity of such an unusual nature or does the proposed activity have such widespread implications, that an uncommon concern for its environmental effects has been expressed to the NCDOT?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Note: If any of Questions 4 through 11 in part B are answered “YES”, the proposed project does not qualify as a Non-Major Action. A SEIS or SEA will be required.

**PART C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS**

	YES	NO
<u>Ecological Impacts</u>		
12. Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Does the action require the placement of fill in waters of the United States?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. Does the project require the placement of a significant amount of fill in high quality or relatively rare wetland ecosystems, such as mountain bogs or pine savannahs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. Does the project require stream relocation or channel changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. Is the proposed action located in an Area of Environmental Concern, as defined in the Coastal Area Management Act?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Cultural Resources</u>		
17. Will the project have an “effect” on a property or site listed on the National Register of Historic Places?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. Will the proposed action require acquisition of additional right of way from publicly owned parkland or recreational areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Questions in PART C are designed to assist the Engineer in determining whether a permit or consultation with a state or federal resource agency may be required. If any question in PART C is answered “YES”, refer to the Environmental Guidance section of this document and contact the appropriate individual for assistance.

**Question 12:**

Potentially suitable habitat for the Schweinitz’s sunflower (*Helianthus schweinitzii*) is present within the project study area, along the maintained road shoulders. A survey to determine presence/absence of this species was conducted on 27 August 2016. Records held by the North Carolina Natural Heritage Program indicate no known occurrences of the target species within the project study area and one known occurrences of the target species within 1.0 mile of the project study area as of 27 August 2016. Prior to initiation of the field effort, a known reference population was reviewed to familiarize the field biologist with the current flowering status. All potentially suitable habitat within the project study area was subjected to pedestrian evaluations. No evidence of the target species was identified. A Biological Conclusion of **No Effect** is warranted for this species.

Potentially suitable habitat for the Northern long-eared bat (*Myotis septentrionalis*) (NLEB) is present within the study area. A review of the NCNHP data base on 25 March 2015 revealed no known occurrences of this species within 1.0 mile of the study area. NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R. § 17.40(o) and effective February 16, 2016. NCDOT may presume its determination is informed by best available information and consider Section 7 responsibilities fulfilled for NLEB.

**Question 17:**

During the course of the archaeological survey, one previously recorded archaeological site was identified (31AN12/134). The core area of site 31AN12/134, described as the “midden” within the upper terrace, is eligible for listing in the National Register of Historic Places (NRHP) under Criterion D, for its information potential. It was recommended that this portion of site 31AN12/134 be avoided. However, if ground disturbing activities are scheduled to take place in this area, then archaeological data recovery investigations will be necessary to mitigate the adverse impacts. In addition, archaeological monitoring of any ground disturbing activities that may impact portions of site 31AN12/134 that lie outside of the NRHP recommended portion of the site was recommended. In a letter dated March 20, 2017, the North Carolina Department of Natural and Cultural Resources State Historic Preservation Office concurred with these recommendations. Project commitments associated with this archaeological site are included in the project green sheets.

**PART D: (To be completed when either category #8 or #15 of the rules is used.)**

- 19. Project length: 0.77 miles
- 20. Right of Way width: Varies between 100' and 210'
- 21. Total Acres of Disturbed Ground Surface: 7.3 acres
- 22. Total Acres of Wetland Impacts: 0
- 23. Total Linear Feet of Stream Impacts: 0
- 24. Project Purpose: The purpose of the proposed project is to replace a deficient bridge. NCDOT Bridge Management Unit records indicate Bridge No. 70 currently has a sufficiency rating of 49.12 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to a substructure condition appraisal of 4 out of 9 and a superstructure condition appraisal of 4 out of 9 according to Federal Highway Administration standards. The bridge also meets the criteria for functionally obsolete due to a deck geometry appraisal of 3 out of 9.

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Reviewed by:

5/30/18

Date



Kevin Fischer, PE  
Assistant State Structures Engineer - NCDOT

05/16/2018

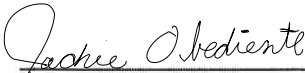
Date



Undrea Major  
Senior Environmental Project Manager – Zapata-LJB, Inc.

05/16/2018

Date



Jackie Obediente, PE  
Consultant Project Manager – Three Oaks Engineering

**PROJECT COMMITMENTS:**

**Anson County  
Bridge No. 70 on US 52  
over Rocky River  
W.B.S. No. 38356.1.2  
T.I.P. No. B-4407**

**NCDOT Division 10**

- This project involves construction activities on or adjacent to a FEMA-regulated stream(s). Therefore, the Division will submit sealed as-built construction plans to the NCDOT 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.

**NCDOT Hydraulic Design Unit**

- The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP) to determine the status of the 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).

**NCDOT Project Development and Environmental Analysis Branch, NCDOT Roadway Design**

- NCDOT PDEA and Roadway design will continue to coordinate with the Carolina Thread Trail with regards to accommodating the proposed trail, blueway, and parking area during the final design phase.
- An historical marker is located in the northeast quadrant of the existing bridge. Coordination with the North Carolina Department of Cultural Resources (NCDRCR) will need to take place to ensure proper handling and replacement of the historical marker.

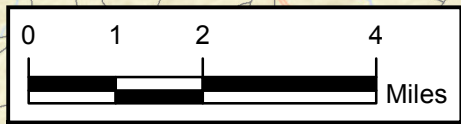
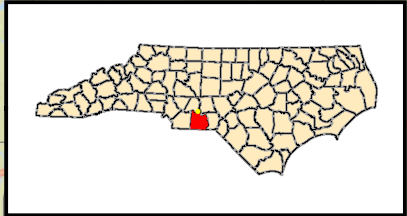
**NCDOT Project Development and Environmental Analysis Branch, NCDOT Division 10 Construction**

During the course of the archaeological survey, one previously recorded archaeological site was identified (31AN12/134). The core area of site 31AN12/134, described as the "midden" within the upper terrace, is eligible for listing in the National Register of Historic Places (NRHP) under Criterion D, for its information potential. It was recommended that this portion of site 31AN12/134 be avoided. However, if ground disturbing activities are scheduled to take place in this area, then archaeological data recovery investigations will be necessary to mitigate the adverse impacts. In addition, archaeological monitoring of any ground disturbing activities that may impact portions of site 31AN12/134 that lie outside of the NRHP recommended portion of the site was recommended.

The following specifications will be included in the construction plans, and NCDOT will be responsible for ensuring that the contractor adheres to these commitments during the construction phase of the project:



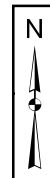
- The contractor will contact Matt Wilkerson (919) 707-6089 or [mtwilkerson@ncdot.gov](mailto:mtwilkerson@ncdot.gov) when ground disturbing activities are anticipated on the south side of the Rocky River, in locations designated "Station 14+20 to Station 34+30" on the contract plans.
- The contractor will provide 72 hours' notice to Mr. Wilkerson prior to ground disturbing activities that take place on the south side of the Rocky River, in the locations designated "Station 14+20 to Station 34+30" on the contract plans. The 72 hour period will begin upon acknowledgment by Mr. Wilkerson that they have received the contact from the contractor.
- Mr. Wilkerson or his designate will be on site during the ground disturbing activities that take place on the south side of the Rocky River, to monitor the activities within the locations designated "Station 14+20 to Station 34+30". Monitoring activities may include: Cleaning and photographing areas exposed during construction, mapping both plan and profile views of open trenches, as well as collecting materials or artifacts exposed during construction. Mr. Wilkerson or his designate will have the authority to halt all construction work in the monitored location(s) in order to assess the need for further archaeological excavations.
- Should archaeological resource(s) considered eligible for the National Register of Historic Places (NRHP) be identified during the monitoring as determined by Mr. Wilkerson or his designate, then all work will be halted within the limits of the NRHP resource and the State Historic Preservation Office will be contacted. The SHPO and/or the Office of State Archaeology (OSA) will consult with Mr. Wilkerson or his designate on site (if necessary) in order to develop appropriate protection/treatment measures for the resource(s). Appropriate measures for the resource(s) may include preservation in place, photographing and mapping and/or additional archaeological excavations.
- Both the SHPO and the monitor will agree upon and provide to the contractor a written description of the measures required for the resource(s). The description will include a schedule for implementing and completing the measures. Upon receipt of written confirmation from The SHPO and/or OSA that the resource measures have been completed, construction activities may resume in the location containing the resource.



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

**VICINITY MAP  
BRIDGE NO. 70  
ON US 52  
OVER ROCKY RIVER**

ANSON COUNTY  
TIP PROJECT B-4407



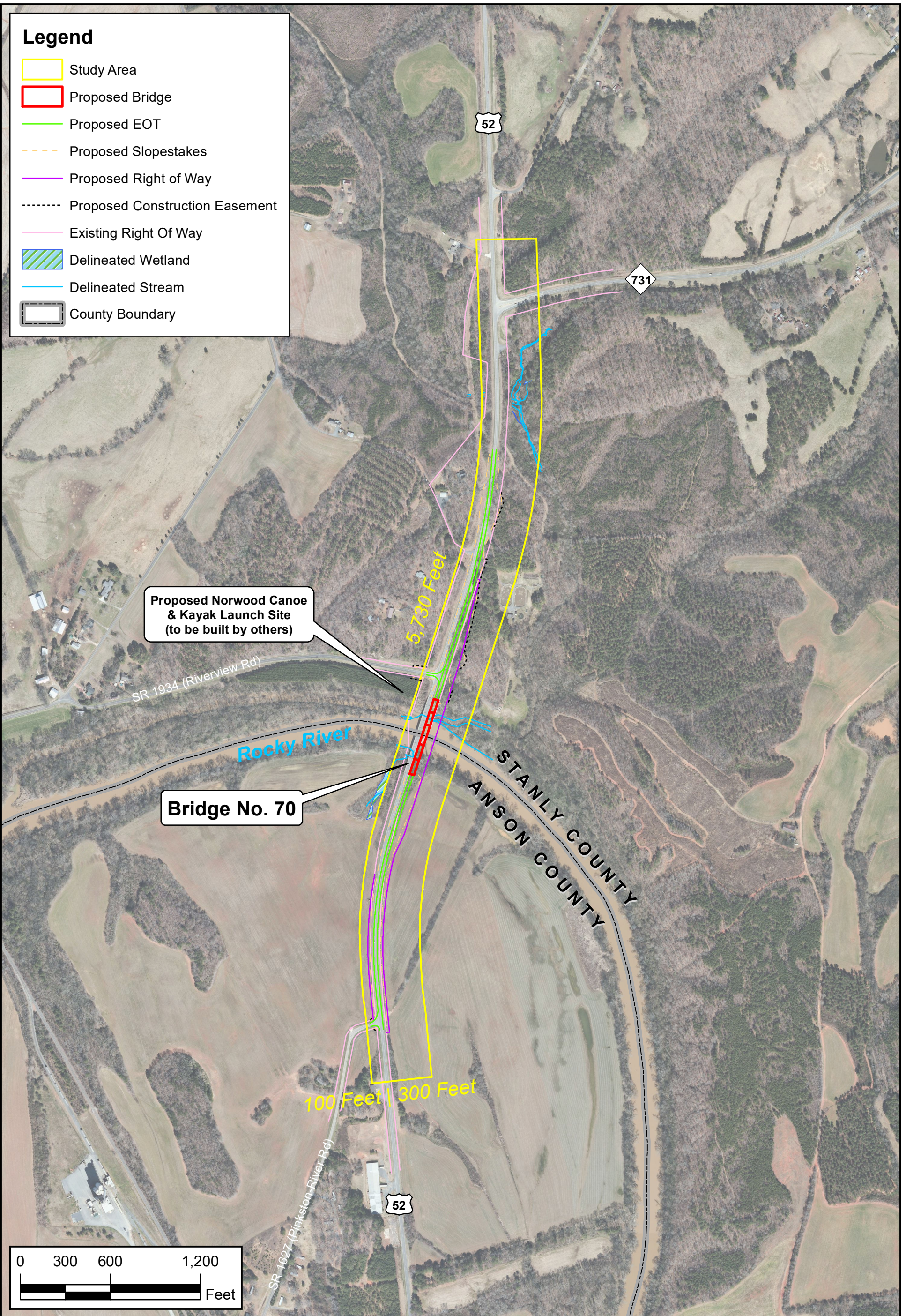
County:	ANSON	
Div:	10	TIP# B-4407
WBS:	38356.1.2	
Date:	MAY 2016	

**Figure  
1**



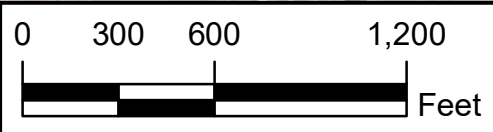
**Legend**

- Study Area
- Proposed Bridge
- Proposed EOT
- Proposed Slopestakes
- Proposed Right of Way
- Proposed Construction Easement
- Existing Right Of Way
- Delineated Wetland
- Delineated Stream
- County Boundary



Proposed Norwood Canoe & Kayak Launch Site (to be built by others)

Bridge No. 70



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

**PROJECT MAP  
BRIDGE NO. 70  
ON US 52  
OVER ROCKY RIVER**  
ANSON COUNTY  
TIP PROJECT B-4407



County:	ANSON	
Div:	10	TIP# B-4407
WBS:	38356.1.2	
Date:	SEPT 2016	

**Figure  
2**



09-12-0001



**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**

<b>Project No:</b>	B-4407	<b>County:</b>	Anson/Stanley
<b>WBS No.:</b>	38356.1.2	<b>Document Type:</b>	PCE
<b>Fed. Aid No:</b>		<b>Funding:</b>	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	unknown
<b><u>Project Description:</u></b>			
Replace Bridge No. 70 on US 52 over the Rocky River.			

**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:** July 14, 2014

**Description of review activities, results, and conclusions:**

Review of HPO quad maps, historic designations roster, and indexes was undertaken on March 3, 2015. Based on this review, there are no existing NR, DE, LL, SL, or SS in the project area. There is one historic marker (L-51) commemorating the Fight at Colson's. A site visit was conducted on July 14, 2015. Anson County Bridge No. 70 was constructed in 1923 and improved in 1953. This bridge was not included in the 2005 Historic Bridge Inventory; however it does not exemplify any distinctive engineering or aesthetic type and are not eligible for the National Register of Historic Places. There are no other historic properties are within the project area. Please note for the file the existence of the historic marker and the need for it to be re-erected once the new bridge in constructed.



**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**

Shelby Leap  
NCDOT Architectural Historian

July 16, 2015  
Date







STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

February 8, 2017

Ms. Ramona Bartos  
North Carolina State Historic Preservation Office  
4617 Mail Service Center  
Raleigh, NC 27699-4617

Dear Ms. Bartos,

SUBJECT: Replacement of Bridge No. 70 on US 52 over the Rocky River, Anson County, NCDOT TIP B-4407, WBS 38356.1.1; Amended Minor Transportation Programmatic Agreement (PA) Project 09-12-0001.

Enclosed please find two (2) copies of the "No National Register of Historic Places Eligible or Listed Archaeological Sites Affected Form" that was prepared after the completion of archaeological investigations within the Area of Potential Effects (APE) for the replacement of Bridge No. 70 on US 52 over the Rocky River in Anson County. Also attached are two (2) copies of the archaeological survey report by Matthew Jorgenson et al. (2017), and two (2) copies of the 31AN12/134 site form. Work on this State-funded project was completed in compliance with Section 106 of the National Historic Preservation Act (1966, as amended) and the guidelines issued by the Advisory Council on Historic Preservation in anticipation of Federal permit requirements. This bridge replacement project is subject to the terms and conditions of the Amended Programmatic Agreement (PA) between Federal Highway Administration (FHWA), the North Carolina Department of Transportation (NCDOT), the Advisory Council on Historic Preservation, and the North Carolina State Historic Preservation Office (HPO) for Minor Transportation Projects, as executed on October 21, 2015.

One previously recorded archaeological site (31AN12/134) was identified within the APE and evaluated for National Register of Historic Places (NRHP) eligibility through the application of Criteria A-D. The core area of site 31AN12/134, delineated as the "midden" within the upper terrace, is recommended eligible for the NRHP per Criterion D as this portion of the site retains sufficient integrity to convey its significance. We currently anticipate no effects to the core area of 31AN12/134 as a result of the undertaking, and per stipulation V.C.1.a of the PA, we are providing your office with this documentation. We do recommend archaeological monitoring of ground disturbing activities that impact portions of the site outside of the NRHP recommended core limits. If you have any specific questions regarding the proposed project, please contact me at (919) 707-6089 or Caleb Smith, NCDOT Archaeologist, at (919) 707-6086.

Sincerely,

Matt Wilkerson  
Archaeology Group Leader  
Human Environment Section

Enclosures (*No NRHP-Eligible Sites Affected* form, survey report, and site form [2 copies each])

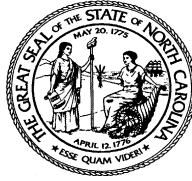
cc: Undrea Major, NCDOT  
Matt Jorgenson, AECOM  
Caleb Smith, NCDOT

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
PDEA-HUMAN ENVIRONMENT SECTION  
159 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1598

Telephone: (919) 707-6000  
Fax: (919) 212-5785  
Customer Service: 1-877-368-4968

Website: [www.ncdot.gov](http://www.ncdot.gov)

Location:  
PDEA-HUMAN ENVIRONMENT SECTION  
CENTURY CENTER, BLDG B  
1020 BIRCH RIDGE DRIVE  
RALEIGH, NC 27610



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

March 20, 2017

**MEMORANDUM**

**TO:** Matt Wilkerson  
Office of Human Environment  
NCDOT Division of Highways

**FROM:** Ramona M. Bartos *RMB for Ramona M. Bartos*

**SUBJECT:** Replacement of Bridge 70 on US 52 over the Rocky River, B-4407, WBS 38356.1.1;  
Amended Minor Transportation Programmatic Agreement (PA) Project 09-12-0001,  
Anson County, ER 17-0284

Thank you for your letter of February 8, 2017, concerning the above project.

During the course of the survey, one previously recorded archaeological site was identified (31AN12/134). The core area of site 31AN12/134, described as the "midden" within the upper terrace, is eligible for listing in the National Register of Historic Places (NRHP) under Criterion D. It was recommended that this portion of site 31AN12/134 be avoided. However, if ground disturbing activities are scheduled to take place in this area, then archaeological data recovery investigations will be necessary to mitigate the adverse impacts. In addition, archaeological monitoring of any ground disturbing activities that may impact portions of site 31AN12/134 that lie outside of the NRHP recommended portion of the site was recommended. We concur with these recommendations.

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 919-807-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.



**NO NATIONAL REGISTER OF HISTORIC PLACES  
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES  
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.

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**PROJECT INFORMATION**

*Project No:* B-4407      *County:* Anson  
*Programmatic Categorical Exclusion or*  
*WBS No:* 38356.1.2      *Document:* Categorical Exclusion  
*F.A. No:*      *Funding:*  State       Federal  
*Federal Permit Required?*       Yes       No      *Permit Type:*

***Project Description:***

Replace Bridge No. 70 on US 52 over the Rocky River (Figures 1 and 2). Area of Potential Effects (A.P.E.) is approximately 1,748 meters (5,730 ft.) long and 122 meters (400 ft.) wide. It includes the area within 30 meters (100 feet) of the US 52 centerline on the west side of the road and 92 meters (300 feet) from centerline on the east side of the road for approximately 686 meters (2,250 feet) south from the bridge and 1,029 meters (3,375 feet) north from the bridge. On 6/5/2015 (see NCDOT Archaeological Survey Required form), the NCDOT recommended archaeological survey only for the A.P.E. on the south side of the Rocky River (Figure 3). No survey was conducted on the north side of the river. On the south side of the river design plans show the bridge will be replaced on new location along the east side of the existing bridge (Figures 4 and 5).

**SUMMARY OF ARCHAEOLOGICAL FINDINGS**

Survey and evaluation included a total of 95 shovel tests within the A.P.E. on the south side of the Rocky River and on both sides of US 52 (Figure 6). The survey revisited two previously recorded archaeological sites, 31AN12 and 31AN134. The survey did not identify any gap in cultural materials between them so they were combined into one site (31AN12/134).

The parts of the site located on the floodplain/terrace along the Rocky River, as well as on the slope up the hill to the south, do not have the potential for significant archaeological deposits or features. Shovel tests on the upper terrace landform on the east side of US 52 encountered midden-like deposits, a cultural feature, and other soil anomalies that may be cultural features and/or additional intact midden deposits. This terrace landform is considered the "core area" of the site in that it conveys the National Register of Historic Places (NRHP) significance of the site.

A grand total of 7,242 prehistoric items were recovered. The vast majority of artifacts are lithic reduction debitage. Temporally diagnostic artifacts include projectile points produced during the Middle and Late Archaic, and during the Badin, Badin/Yadkin, Yadkin, Uwharrie, Caraway, and



Madison phases of the Woodland and Mississippian periods. Identifying ceramic sherds to a specific temporal-cultural type was difficult as the ceramic assemblage as a whole did not fit existing regional typologies. A few distinctly Pee Dee complicated stamped and plain/burnished types were identifiable, but the majority of sherds were classified as Unidentified. The unidentified assemblage may be from the Savannah Creek series and related ceramic wares defined further south in South Carolina.

Site 31AN12/134 does not appear to meet the requirements for inclusion on the NRHP under Criteria A, B, or C. It does meet the requirements under Criteria D, for its information potential. The site clearly exhibits variety, quantity, clarity, integrity, and context. It has produced a wide variety and large number of prehistoric artifacts. The variety is indicative of a long-term habitation site where numerous different types of tasks were carried out. A seemingly undisturbed midden layer and at least one confirmed cultural feature exhibits the site's clarity and integrity. Although many of the prehistoric ceramics were not identified during the current project, these ceramics (coupled with some additional research and analysis) and the diagnostic projectile points place this site into a broader context, one primarily associated with an indeterminate terminal Woodland, emergent Mississippian, and/or post-Mississippian cultural expression. Further work and studies at 31AN12/134 would likely significantly add to our understanding of the prehistoric past in the south-central part of North Carolina, and may offer information that will fundamentally alter our understanding of the late Prehistoric cultural sequence in this region.

The core area of site 31AN12/134 is the midden located on the upper terrace (Figure 7). Design plans (see Figures 4 and 5) show the proposed bridge replacement will not impact any areas on the upper terrace outside of the existing right of way. The bulk of the impacts to the site will be on the lower terrace/floodplain. If design plans change and the core area cannot be avoided, NCDOT will initiate additional consultation regarding adverse effects to the site.

NCDOT archaeologists will monitor all ground-disturbing activities that impact any portion of site 31AN12/134 during the construction phase of the project (as labeled on Figure 7).

***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. (Attach any notes or documents as needed)
- There are National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed).
- 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:***

see attached report:

Jorgenson, Matthew, Marvin A. Brown, and Peter A. Sitig

2017 Archaeological Survey for the Proposed Replacement of Bridge 70 on US 52 over the Rocky River, Anson County, North Carolina. Report prepared for the N.C. Department of Transportation, Raleigh. AECOM, Raleigh, North Carolina.

**SUPPORT DOCUMENTATION**

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

Signed:

Caleb Smith

2/8/2017

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**NCDOT ARCHAEOLOGIST**

**Date**