

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-4603
WBS Element	38429.1.FD2
Federal Project No.	BRZ-1715(3)

A. Project Description:

This project replaces Pitt County Bridge No. 29 on SR 1715 (Jack Jones Road) over Fork Swamp. The bridge will be replaced on the existing alignment while detouring traffic offsite, see attached vicinity map.

B. Description of Need and Purpose:

The purpose of the project is to address a fifty-two-year-old bridge with a deteriorating timber substructure and low posted weight limited.

C. Categorical Exclusion Action Classification: (Check one)

TYPE I

TYPE II

D. Proposed Improvements:

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

E. Special Project Information:

Offsite Detour - Pitt County Emergency Services along with Pitt County Schools Transportation have indicated that the detour is acceptable. NCDOT Division 2 has indicated the condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concurs with the use of the detour.

Design – Rural Local Route using Sub-Regional Tier Guidelines

Design Speed – 60 mph

No Design Exceptions Required

Pedestrian and Bicycle Accommodations - This portion of SR 1715 is a designated bike route in the 2011 Greenville Urban Area MPO Bicycle & Pedestrian Master Plan. The Division of Bicycle and Pedestrian Traffic recommends 4-foot offsets/paved shoulders on the bridge and approaches. Bicycle safe railings will be provided on the bridge.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Does the project impact anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Other Considerations (continued)		Yes	No
15	Does the project involve hazardous materials and landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input 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

Question #8: The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect". The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Pitt County, where STIP B-4603 is located.

Question #16: Pitt County is a participant in the Federal Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). The project is within a **Flood Hazard Zone, designated as Zone AE, for which the 100-year base flood elevations and corresponding regulatory floodway have been established.** The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR). This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

H. Project Commitments

Pitt County
Bridge No. 29 on SR 1715 over Fork Swamp
Federal Project No. BRZ-1715(3)
WBS No. 38429.1.FD2
STIP No. B-4603

Bicycle Accommodations

Four-foot-five-inch-wide offsets and bicycle safe railings will be provided on the bridge to accommodate bicycle traffic.

Buffer Rules

The Neuse River Buffer Rule applies to this project.

FEMA Coordination

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

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

Nutrient Sensitive Waters

Fork Swamp is designated as Nutrient Sensitive Waters and will be subject to all Design Standards in Sensitive Watersheds.

Offsite Detour

Pitt County Schools Director of Transportation will be contacted at least one month prior to closure to make the necessary plans to adequately reroute school busses at 252-916-0944.

Pitt County Emergency Management Director will be contacted at least one month prior to road closure to make the necessary temporary reassignments to primary response units at 252-902-3952.

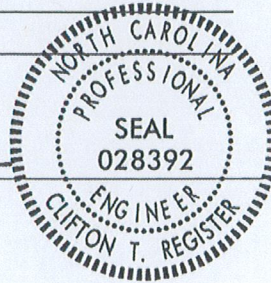
I. Categorical Exclusion Approval

STIP Project No. B-4603
WBS Element 38429.1.FD2
Federal Project No. BRZ-1715(3)

Prepared By:

4-27-2017
Date

Clifton T. Register
Clifton T. Register, PE, Project Manager
TGS Engineers



Prepared For:

Project Development and Environmental Analysis Unit
North Carolina Department of Transportation

Reviewed By:

6/21/2017
Date

Elmo E. Vance Jr.
Elmo Vance, Project Development Engineer
North Carolina Department of Transportation

Approved

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

Certified

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

6-21-17
Date

B. Yamamoto
Brian Yamamoto, PE, Project Development Group Supervisor
North Carolina Department of Transportation




FHWA Approved:

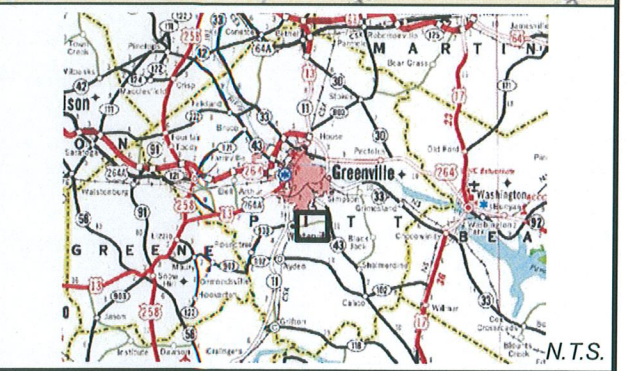
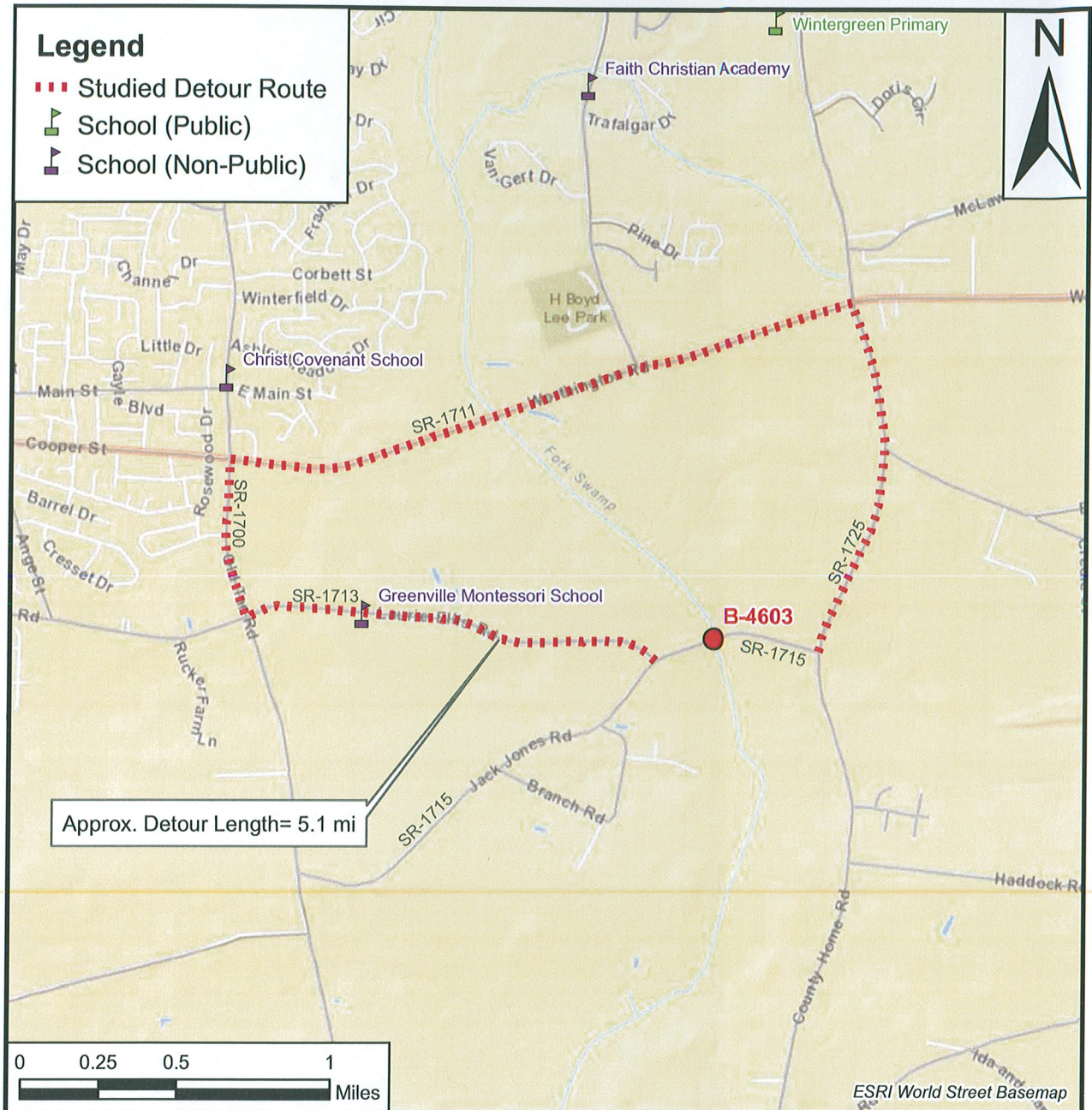
For Projects Certified by NCDOT (above), FHWA signature required.

Date

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

Legend

-  Studied Detour Route
-  School (Public)
-  School (Non-Public)



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

VICINITY MAP
 Pitt County, NC
 Replace Bridge No. 29 on SR 1715
 over Fork Swamp
 B-4603

Date: 1-8-2015

Figure 1

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: B-4603 County: Pitt
 WBS No: 38429 Document: CE/PCE
 F.A. No: BRSTP-1715(2) Funding: State Federal

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

Project Description:

Replace Bridge No. 29 over Fork Swamp on SR 1715 (Jack Jones Road)

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

Review of HPO quad maps, historic designations roster, and indexes was undertaken on 2 February 2010. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects. The USGS Greenville SE quad map indicated that there are no properties within the proposed project area. An aerial photograph provided by the project engineer confirms this. Google Maps Streetview was also viewed and no properties were visible in the proposed project APE.

Pitt County Bridge No. 29 was constructed in 1965 and is not eligible for listing in the National Register of Historic Places.

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

There are no properties within the proposed project APE. The USGS Greenville SE quad map, an aerial photograph of the proposed project area, as well as Google Maps Streetview confirm this.

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL

NO SURVEY REQUIRED – Historic Architecture


NCDOT Cultural Resources Specialist

8 FEBRUARY 2010
Date

10-01-0033

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

A review of the site maps and files at the North Carolina Office of State Archaeology (OSA) of the State Historic Preservation Office (HPO) was conducted on March 24, 2015. One archaeological site, 31PT105/105**, was previously recorded in the vicinity of Bridge No. 29. Site 31PT105/105** is a multicomponent site that was recorded in 1975 as part of a large-scale archaeological survey of the Swift Creek watershed (Phelps 1975). The site location is documented as roughly 50 m south of the junction of SR 1713 (Laurie Ellis Road) and SR 1715 (Jack Jones Road) (Phelps 1975:298), which would place the site approximately 140 m (459.3 ft) west-southwest of the western edge of the APE. The map on file at the OSA has the site approximately 160 m (524.9 ft) southwest of the western edge of the current on APE. Depending on the size of the site, it may extend into the project area for Bridge No. 29. The precontact Native American component at the sites dates to the Archaic period, and artifacts included lithics such as cores, blades, and points. The point types recovered at the site include one quartz Palmer Corner-Notched with a serrated blade and one quartzite Kirk Stemmed. The historic materials recovered from the site include five historic ceramic sherds, one of which was described as modern and the rest of which were described simply as white. An examination of a 1938 state highway map does not show any structures in or immediately adjacent to the current APE (North Carolina State Highway and Public Works Commission 1938).

On March 30, 2015, a survey of the APE was completed by Coastal Carolina Research (CCR) senior archaeologist J. Eric Deetz, RPA, along with Joseph Stair, RPA, and Linnea Kuglitsch. Lindsay Flood Ferrante, RPA, was the project principal investigator. The survey consisted of pedestrian inspection and shovel testing at 30-m (98.4-ft) intervals (n=2). Full consideration was given to the entire APE; however, areas that were wet, disturbed, or steeply sloped were visually inspected but not intensively surveyed. Based on the shovel test results, no evidence of the nearby previously recorded site 31PT105/105** was encountered. Both of the shovel tests excavated in the site vicinity were negative, and no archaeological resources were recorded within the APE. Most of the project area was wet and some was also disturbed from past logging activities. Areas that were logged were located on the north side of SR 1715 and had a series of parallel furrows with standing water in them.

The USDA soil mapping for the portion of Pitt County in the vicinity of the project area indicates that most of the soils in the APE belong to the Bibb Complex (Bb), which is described as poorly drained and frequently flooded. The soils in the furthest western portion of the APE consist of Exum fine sandy loam, 0 to 1 percent slopes (ExA), which are classified as moderately well drained. The soils along the eastern edge of the APE consist mostly of Coxville fine sandy loam (Co), which is described as poorly drained, with a small area containing Pantego loam (Pg), which is classified as very poorly drained.

Soils encountered during the shovel testing appeared to be consistent with the soil mapping for Coxville, and a typical profile had a black (10YR 2/1) sandy loam topsoil over brown to black (10YR 5/3 to 7.5YR 2.5/1) sandy loam, and a mottled yellowish brown and brownish yellow (10YR 5/6 and 10YR 6/8) sandy clay subsoil. Water filled one of the shovel tests at 60 cm below surface before the subsoil had been reached. No cultural materials were encountered through the subsurface testing survey, with sampling sufficient to suggest that there is no potential for buried cultural horizons. No further work is recommended within the APE.

No further archaeological investigations are recommended for the replacement of Bridge No. 29 based on the current APE. Should the project change further investigation may be necessary. The project as described should be considered to be compliant with Section 106 and NCGS121-12a.

References:

North Carolina State Highway and Public Works Commission

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

Phelps, David S.

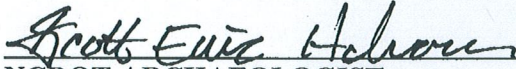
1975 Archaeological Survey of the Swift Creek Watershed. Department of Sociology and Anthropology, East Carolina University, Greenville, North Carolina. Submitted to the United States Department of Agriculture Soil Conservation Service. Copies available from North Carolina Office of State Archaeology, Raleigh.

SUPPORT DOCUMENTATION

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

Other: **Selected Shovel Test Profiles**

Signed:



NCDOT ARCHAEOLOGIST



Date