

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-4605
WBS Element	38430.1.2
Federal Project No.	BRZ-1777(3)

A. Project Description:

This project replaces Pitt County Bridge No. 5 on SR 1777 (Blackjack-Grimesland Road) over Chicod Creek. 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 forty-five-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 – Minor Collector using Sub-Regional Tier Guidelines
Design Speed – 60 mph
No Design Exceptions Required

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.

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. 5 on SR 1777 over Chicod Creek
Federal Project No. BRZ-1777(3)
WBS No. 38430.1. 2
STIP No. B-4605

Buffer Rules

The Tar-Pamlico 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.

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.

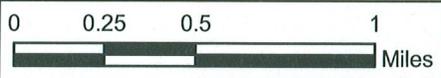
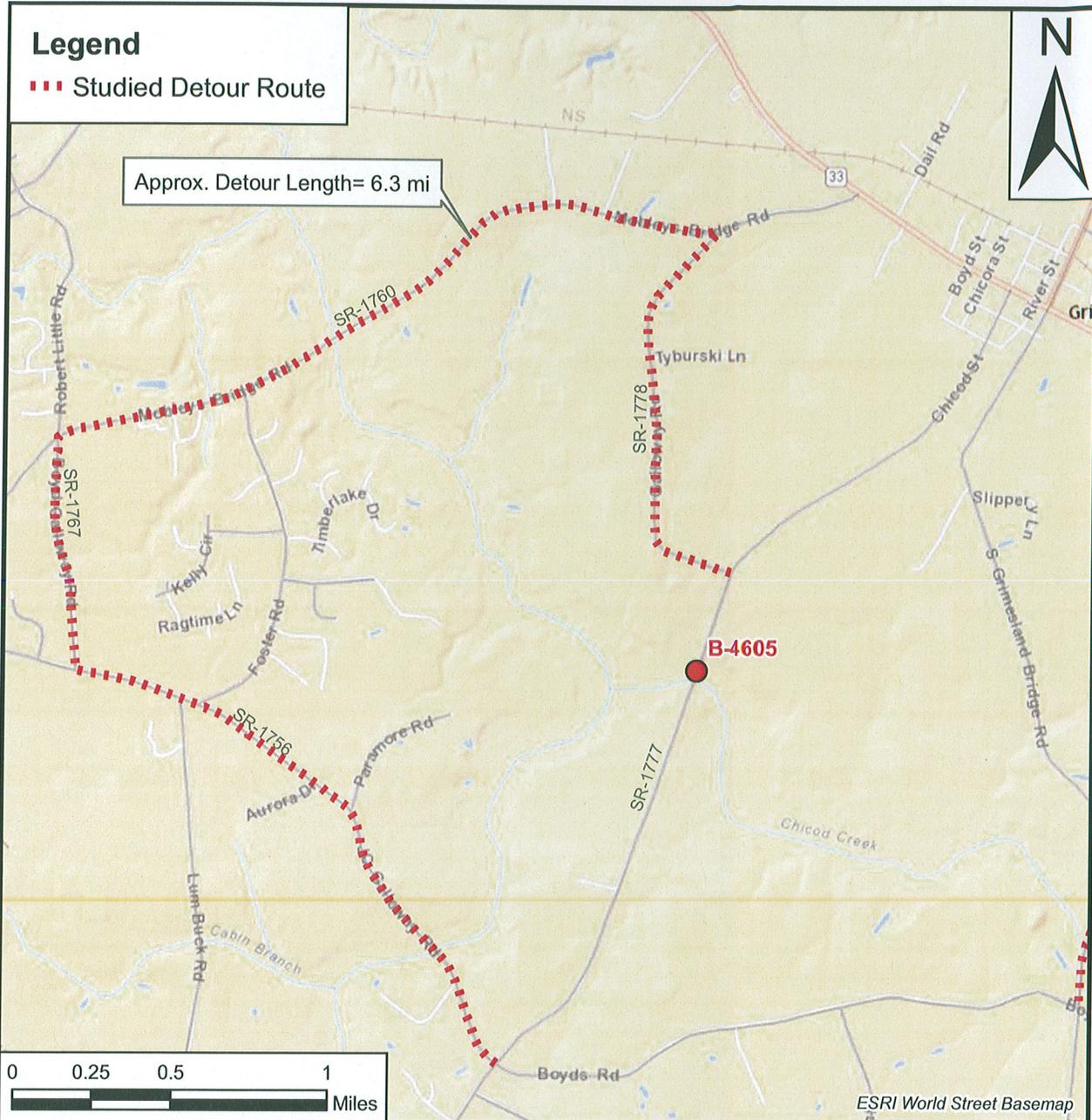
Wetlands

Wetlands will be cleared by hand.

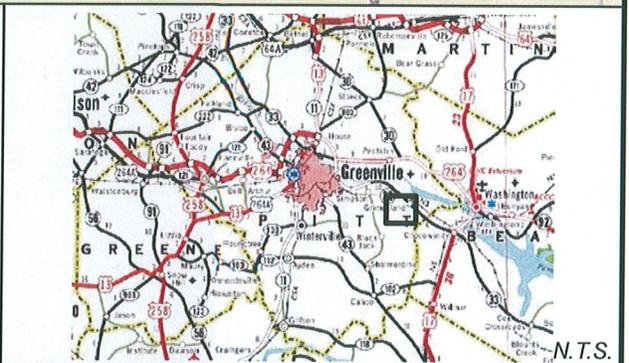
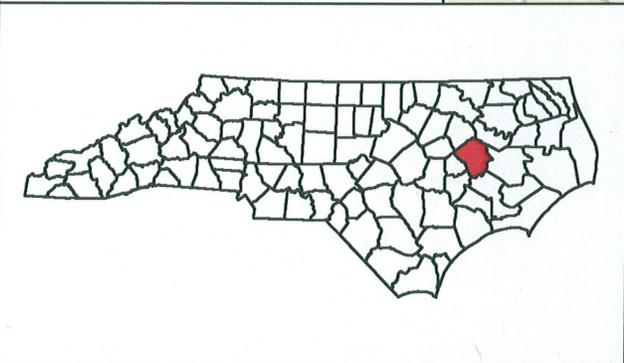
Legend

--- Studied Detour Route

Approx. Detour Length= 6.3 mi



ESRI World Street Basemap



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

VICINITY MAP
Pitt County, NC
Replace Bridge No. 5 on SR 1777
over Chicod Creek
B-4605

Date: 1-8-2015

Figure 1

15-02-0003



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	B-4605	County:	Pitt
WBS No.:	38430.1.2	Document Type:	
Fed. Aid No:	BRZ-1777(3)	Funding:	State X Federal
Federal Permit(s):	X Yes No	Permit Type(s):	Not specified in review request
Project Description: Replace Bridge No. 5 on SR 1777 (Blackjack-Grimesland Road) over Chicod Creek (off-site detour planned, assume no improvements).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 23 February 2015 and yielded no NR, SL, DE, LD or SS properties in the Area of Potential Effects (APE) and two SS along the proposed off-site detour route. Pitt County current GIS mapping, aerial photography, and tax information indicated an APE of predominantly woodland with some cultivated fields and resources dating to the 1970s-2010s (viewed 23 February 2015). Constructed in 1972, Bridge No. 5 is not included in the NCDOT Historic Bridge Survey and not eligible for the National Register as it is not representative of any distinctive engineering or aesthetic type. Google Maps "Street View" confirmed the absence of critical historic architectural and landscape resources in the APE (viewed 23 February 2015).

No architectural survey is required for the project as currently defined.

WHY THE AVAILABLE INFORMATION PROVIDES A RELIABLE BASIS FOR REASONABLY PREDICTING THAT THERE ARE NO UNIDENTIFIED SIGNIFICANT HISTORIC ARCHITECTURAL OR LANDSCAPE RESOURCES IN THE PROJECT AREA: APE extends 500 feet from the either end of the existing bridge (N-S) and 100 feet to either side of the SR 1777 (Blackjack-Grimesland Road) centerline (E-W) to encompass proposed construction activities. The county architectural survey and related publication, as well as later investigations, recorded no properties in the APE (Scott Power, *The Historic Architecture of Pitt County, North Carolina*, Greenville: Pitt County Historical Society, 1991). County GIS/tax materials and other visuals support the absence of significant architectural and landscape resources. No National Register-listed or -eligible properties are located within the APE.

Should any aspect of the project design change, including the addition of off-site detour improvements, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Vanessa C. Patrick
NCDOT Architectural Historian

2 March 2015

Date

15-02-0003



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT OR AFFECTED FORM**



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

PROJECT INFORMATION

Project No.: **B-4605** *County:* **Pitt**
WBS No.: **38430.1.2** *Document:* **MCS**
F.A. No.: **BRZ-1777(3)** *Funding:* State Federal

Federal Permit Required? Yes No *Permit Type:* **nationwide 3/14**

Project Description: NCDOT intends to replace Bridge No. 05 on SR 1777 (Black Jack-Grimesland Road) over Chicod Creek in Pitt County, North Carolina. According to the environmental input request, the undertaking involves the in-place replacement of the structure along the existing alignment, thereby minimizing potential surface and subsurface disturbances at this location. An off-site detour route is anticipated. The archaeological Area of Potential Effects (APE) is centered upon Bridge No. 05 and extends 600 ft (182.88 m) from each end of the existing subject bridge structure (1200 total ft/365.76 m) and 150 ft (45.72 m) in width, 75 ft (22.86 m) from side each of existing subject roadway centerline.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

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

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

15-02-0003

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. While there are no archaeological sites known to have been recorded within the project area, two previously recorded sites are within a half mile of Bridge No. 05. Site 31PT167** is located approximately 325 m (1066.3 ft) southwest of the southern edge of the APE, and 31PT163** is roughly 500 m (1640.4 ft) east of the northern edge of the APE. Both of these sites were recorded as part of a large-scale archaeological survey of the Chicod Creek watershed (Phelps 1977). Site 31PT167** consisted of a surface scatter of historic artifacts and was interpreted as the remains of an eighteenth-century farmstead. 31PT163** was described as consisting of the structural remnants of a frame house and an associated surface scatter of nineteenth- to twentieth-century historic artifacts. 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 31, 2015, a survey of the APE was completed by Coastal Carolina Research (CCR) senior archaeologist J. Eric Deetz, RPA, along with Joseph Stair, RPA, and Linnea Kuglitsch. Lindsay Flood Ferrante, RPA, was the project principal investigator. The survey consisted of pedestrian inspection and shovel testing at 30-m (98.4-ft) intervals (n=13). Full consideration was given to the entire APE; however, areas that were wet, disturbed, or steeply sloped were visually inspected but not intensively surveyed. One archaeological site, 31PT621**, was recorded during the current survey.

Site 31PT621** consists of an historic artifact scatter located on a low rise roughly 175 m (574.1 ft) south-southwest of Chicod Creek. The site was recorded during a systematic shovel test survey in a lightly wooded area near the edge of an agricultural field, along the west side of SR 1777 (Black Jack-Grimesland Road). The site dimensions are based on two positive shovel tests spaced 15 m (49.2 ft) apart. Additional shovel tests were excavated to the north-northeast and east-southeast to establish the site limits. Radial shovel tests were not excavated in the other two directions (west-northwest and south-southwest) because they would have been out of the APE. Thirty-five artifacts were recovered from the two positive shovel tests at the site. While domestic in nature, with the limited amount of the site within the APE, it is not possible to determine if the material is associated with 31PT167** to the southwest or if it is the product of roadside trash disposal. Artifacts recovered from Shovel Test 1 include a single shard of frosted lightbulb glass, 10 shards of modern colorless container glass (likely all from the same bottle), and 22 sherds of a single Decalomania decorated teacup. All of these artifacts were recovered from the topsoil (Zone 1). Artifacts recovered from Shovel Test 2 include two additional ceramic fragments that are likely from the same teacup as artifacts in Shovel Test 1, and these were also found in the topsoil (Zone 1). Decalomania decoration dates from 1890 through the twentieth century (Miller et al. 2000). Soil profiles in the two positive shovel tests differed slightly, with both having a dark gray (10YR 4/1) sandy loam topsoil and a yellow (10YR 7/6) sandy clay subsoil; however, Shovel Test 1 also had an intermediary Zone 2 between the topsoil and subsoil, classified as grayish brown (10YR 5/2) sand E-horizon. Site 31PT621** is primarily made up of the fractured remains of a beverage bottle and a teacup, and does not necessarily reflect a primary deposit from domestic trash disposal. Given the limitations of the tested areas (remaining within the APE), it is not possible to determine if the material is the results of roadside trash disposal or if it is associated with site 31PT167 located approximately 325 m (1066.3 ft) to the southwest. Site 31PT621** would be unlikely to provide additional information on late nineteenth- to mid-twentieth-century domestic life in the Coastal Plain region of North Carolina. The site is recommended as not eligible for the NRHP under Criterion D, and also does not appear eligible under Criteria A, B, or C.

The USDA soil mapping for the portion of the project area containing 31PT621** shows Craven fine sandy loam, 1 to 6 percent slopes, eroded (CrB2), which is classified as moderately well drained. The soils observed in the shovel tests on 31PT621** are consistent with the profile described for this soil unit.

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

The soils in the remainder of the project area are classified mostly as belonging to the poorly drained Bibb complex (Bb) with a small area of moderately well-drained Craven fine sandy loam, 6 to 10 percent slopes (CrC) south of Chicod Creek.

Shovel test excavations were not conducted in the central portion of the APE nearest the creek because of the high degree of slope and the presence of low/wet areas. Shovel tests excavated in the northern portion of the APE had soil profiles that were consistent with Bibb complex soils, which are described as poorly drained and frequently flooded. A typical shovel test profile in this area consisted of a dark gray (10YR 4/1) sandy loam topsoil over a grayish brown (10YR 5/2) sandy clay loam E-horizon and a brownish yellow (10YR 6/6) sandy clay subsoil. Shovel test profiles in the portion of the APE across the road from 31PT621** were similar to that seen at the site, particularly that of Shovel Test 2.

The only cultural materials encountered during the subsurface testing survey were that recovered on 31PT621**. This site is recommended not eligible for the NRHP and there is no evidence for buried cultural horizons at this site or anywhere else in the project area for Bridge No. 05. No further work is recommended within the APE, and no further archaeological investigations are recommended for the replacement of the bridge, based on the current APE, unless the project changes, in which case further investigation may be necessary. The project as described should be considered to be compliant with Section 106 and NCGS121-12a.

References:

Miller, George L., Patricia Samford, Ellen Shlasko, and Andrew Madsen
2000 Telling Time for Archaeologists. Northeast Historical Archaeology 29:1-22.

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.
1977 Archaeological Survey of the Chicod 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**

31PT621 Site Form**

Signed:



NCDOT ARCHAEOLOGIST

4/20/2015
Date