

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-4607
WBS Element	38432.1.FD2
Federal Project No.	BRZ-1923(11)

A. Project Description:

This project replaces Pitt County Bridge No. 43 on SR 1923 (Gardnerville Road) over Swift 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 sixty-eight-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 – 55 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"/>

<u>Other Considerations (continued)</u>		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. 43 on SR 1923 over Swift Creek
Federal Project No. BRZ-1923(11)
WBS No. 38432.1.FR2
STIP No. B-4607

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

Swift Creek is designated as a 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.

Wetlands

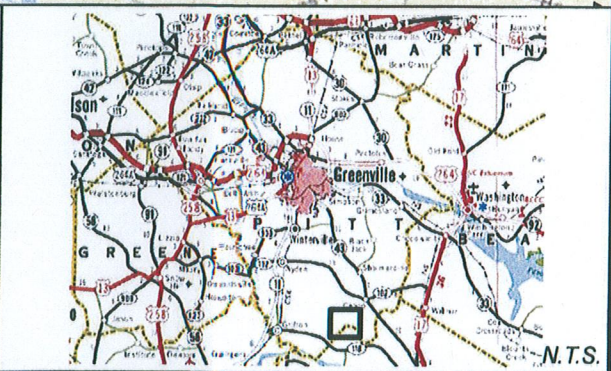
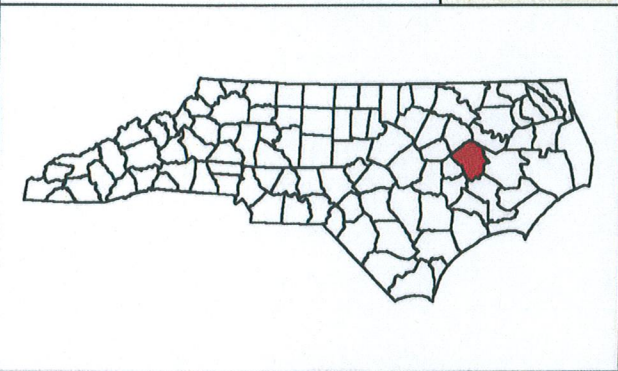
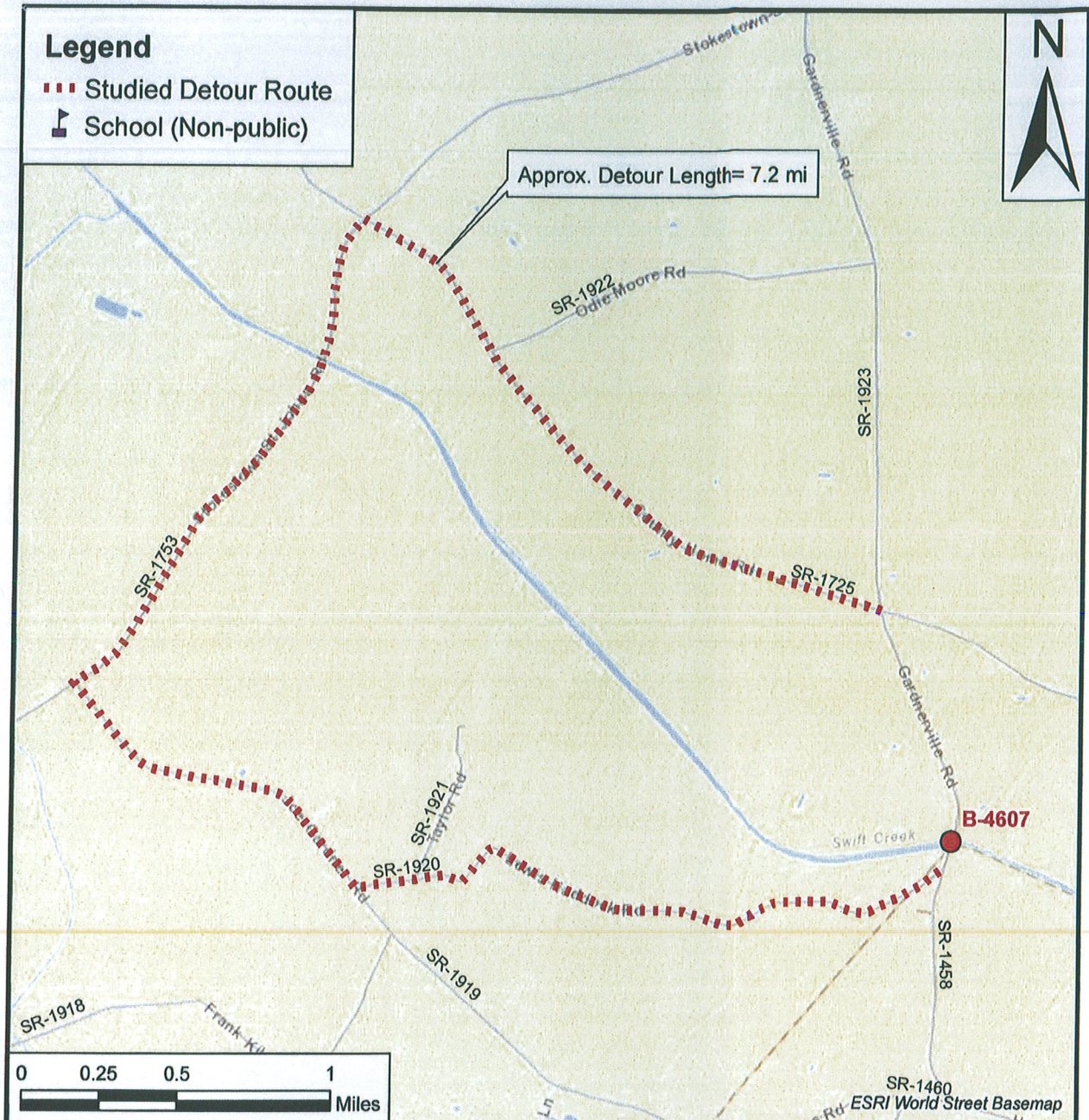
Wetlands will be cleared by hand.

Legend

- Studied Detour Route
- School (Non-public)



Approx. Detour Length= 7.2 mi



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

VICINITY MAP
Pitt County, NC
Replace Bridge No. 43 on SR 1923
over Swift Creek
B-4607

Date: 1-8-2015

Figure 1

15-02-0005



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-4607	County:	Pitt
WBS No.:	38432.1.FD2	Document Type:	PCE
Fed. Aid No:	BRZ-1923(11)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	unknown
<u>Project Description:</u> Replace Bridge No. 43 on SR 1923 (Gardnerville Rd) over Swift Creek.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

On February 5, 2015 a search of NC HPOWEB GIS Service map reveals no identified historic sites in the Area of Potential Effects (APE). Pitt County ConnectGIS website reveals that the adjacent properties contain structures which were constructed between 1997 and 2008. No survey is required.

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:

Using HPO GIS website and the Pitt County GIS website provides reliable information regarding the structures in the APE. These utilities are considered valid for the purposes of determining the likelihood of historic resources being present.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Shelby Reap

NCDOT Architectural Historian

2/5/15

Date

15-02-0005



**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-4607** County: **Pitt**
 WBS No: **38431.1.FD2** Document: **MCS**
 F.A. No: **BRZ-1923(11)** Funding: State Federal

Federal Permit Required? Yes No Permit Type: **unspecified**

Project Description: NCDOT intends to replace Bridge No. 43 on SR 1923 (Gardnerville Road) over Swift 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. 43 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)

15-02-0005

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. No previously recorded archaeological sites are known to be within the APE, but there are two archaeological sites, 31PT102/102** and 31PT104/104**, located near the project area. Both of these sites were recorded as part of a large scale archaeological survey of the Swift Creek watershed (Phelps 1975). Site 31PT102/102** is approximately 840 m (2755.9 ft) east of the northern end of the APE, on a low ridge north of Swift Creek. The site was recorded as having several components, including Archaic period, Early and Late Woodland periods, and historic. The Archaic period component is represented by diagnostic points such as Morrow Mountain II Stemmed and Guilford Lanceolate points, while the Archaic transition and Woodland period components are represented by Native American ceramics, including sand and grit tempered ceramics, and steatite vessel fragments. The historic component at the site dates to the nineteenth century and is represented by a lead Minnie ball, as well as glass and ceramic fragments (Phelps 1975:295-296). Site 31PT104/104** is a multicomponent site located 479 m (1571.5 ft) north of the current APE and consists of an Archaic period component as well as a nineteenth-century historic component. Artifacts recovered from the site include Kirk Corner-Notched, Morrow Mountain, and Savannah River Stemmed points as well as other lithics and one Native American steatite vessel sherd. The historic artifacts recovered from 31PT104/104** include a pipestem fragment as well as glass and ceramic fragments. An early nineteenth-century cemetery is also located on the site (Phelps 1975:297-298). 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=8). Full consideration was given to the entire APE; however, areas that were wet, disturbed, or steeply sloped were visually inspected but not intensively surveyed. All of the shovel tests excavated during the survey for Bridge No. 43 were negative, and no archaeological resources were recorded within the APE. The entire southern portion of the project area, south of Swift Creek, was either field-verified as disturbed or as low/wet and did not warrant investigation with subsurface shovel tests. The northwest quadrant of the project area consisted of an agricultural field that was investigated with shovel tests excavated at the typical 30-m (98.4 ft) interval, while the northeast quadrant was surveyed with shovel tests placed at an expanded 60-m (196.9 ft) interval because much of the area was low and wet. Hydric soils were observed in shovel tests on both the east and west side of SR 1923 (Gardnerville Road).

The USDA soil mapping in the vicinity of the project area indicates that soils in the southern portion of the project area consist mostly of Roanoke fine sandy loam (Ro), which is classified as poorly drained and occasionally flooded. The northern portion of the project area consists of several soil types, including Exum fine sandy loam, 0 to 1 percent slopes (ExA); Bladen fine sandy loam (Bd); and a small amount on the east side of SR 1923 (Garnerville Road) classified as Gravel pits (Gp). Exum fine sandy loam, 0 to 1 percent slopes, are classified as moderately well drained and Bladen fine sandy loam is classified as poorly drained.

The soils encountered during the shovel testing appeared to be consistent with the soil mapping, with a typical shovel test profile consisting of a dark gray (10YR 4/1) sandy loam plow zone above a hydric looking subsoil that was very pale brown (10YR 8/3) mottled with strong brown (7.5YR 5/8) sandy clay loam. Several of the shovel tests also had an intermediary E-horizon between the plow zone and subsoil that consisted of a light yellowish brown (10YR 6/4) sand. Hydric soils were encountered just below the ground surface in the shovel tests excavated on the east side of SR 1923 (Gardnerville Road).

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

No further archaeological investigations are recommended for the replacement of Bridge No. 43 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

4/21/2015

Date