

## Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-4709
WBS Element	38484.1.2
Federal Project No.	BRZ-1932(4)

A. Project Description:

This project replaces Beaufort County Bridge No. 14 on SR 1932 (Durham Creek Road) over Tan 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-one-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
- Top Down Construction



F. Project Impact Criteria Checklists:

<u>Type I &amp; 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input checked="" type="checkbox"/>	<input 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:** There is suitable habitat for the West Indian manatee in the study area. Tan Swamp has sufficient depth to support West Indian manatee. Additionally, NCNHP data, updated January 2015, indicates a West Indian manatee occurrence (EO 5451) located approximately 750 feet downstream of the study area. This occurrence was last observed in September 1994 and is listed as having very low accuracy. This occurrence consists of the Neuse River from Fort Barnwell in Craven County into the Pamlico Sound, the Tar-Pamlico River from Greenville into the Pamlico Sound and portions of the Pamlico Sound. The NCNHP GIS point layer, updated January 2012, indicates the nearest recorded West Indian manatee occurrence is approximately 16 miles east of the study area at the confluence of the Pungo River and Pamlico River. USFWS correspondence, dated 2/10/15, does not recognize the potential for manatees to be present at this site. NCDOT will coordinate with the USFWS to determine the correct biological conclusion.

**Question # 17 and #18:** It appears that the following Areas of Environmental Concern (AECs) will be impacted: Public Trust Area and Public Trust Shorelines. Therefore, a CAMA permit will be required prior to the commencement of construction. The scope of each project will determine whether a CAMA General Permit or Major Development Permit is necessary to authorize the work. NCDOT is encouraged to coordinate with DCM during the project development process to determine the appropriate permitting requirements.



H. Project Commitments

**Beaufort County**  
**Bridge No. 14 on SR 1932 over Tan Swamp**  
**Federal Project No. BRZ-1932(4)**  
**WBS No. 38484.1.2**  
**STIP No. B-4709**

**Buffer Rules**

The Tar-Pamlico River Basin Rule applies to this project.

**CAMA**

The following Areas of Environmental Concern (AECs) will be impacted: Public Trust Area and Public Trust Shorelines. A CAMA permit will be required prior to the commencement of construction.

**Construction**

Top-down construction is recommended.

**Offsite Detour**

Beaufort County Schools Transportation Manager will be contacted at least one month prior to closure to make the necessary plans to adequately reroute school busses at 252-946-6209.

Beaufort County Emergency Services Director will be contacted at least one month prior to road closure to make the necessary temporary reassignments to primary response units at 252-946-2046.

**West Indian Manatee**

Suitable habitat for the West Indian manatee is present in the project area. NCDOT will implement US Fish and Wildlife Service (USFWS) "*Guidelines for Avoiding Impacts to the West Indian Manatee*".

**Wetlands**

Wetlands will be cleared by hand.

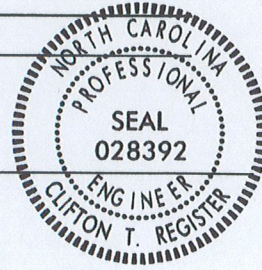


I. Categorical Exclusion Approval

STIP Project No. B-4709  
WBS Element 38484.1.2  
Federal Project No. BRZ-1932(4)

Prepared By:

4-27-2017 Clifton T. Register  
Date 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 Elmo E. Vance Jr  
Date 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 B. S. C.  
Date Brian Yamamoto, PE, Project Development Group Supervisor  
North Carolina Department of Transportation

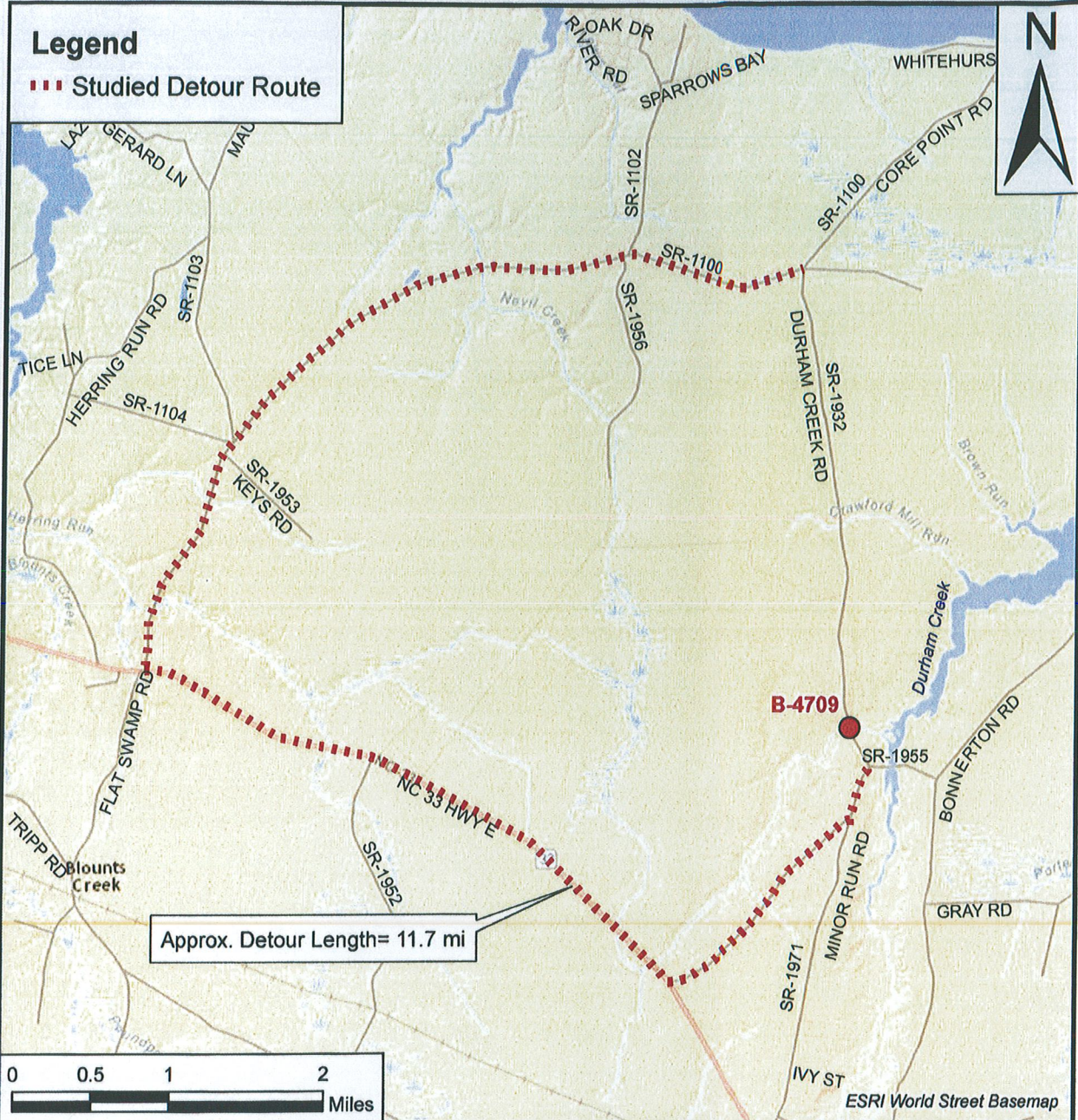
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

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

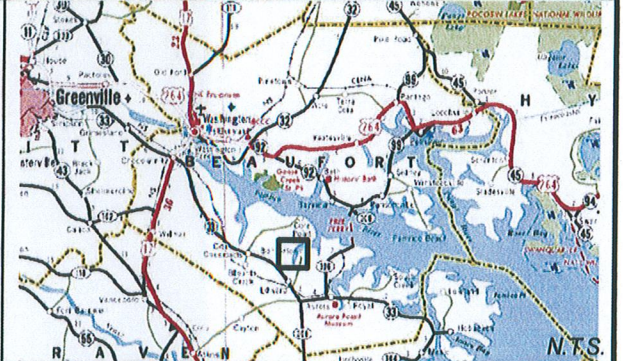
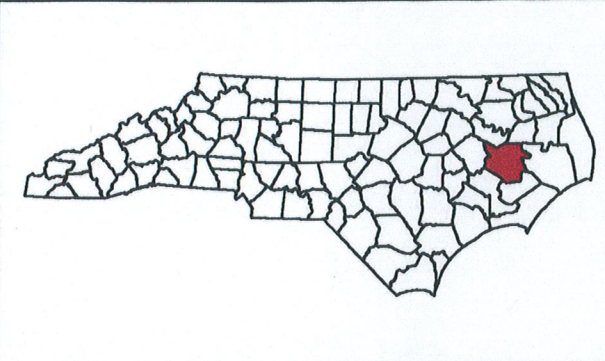
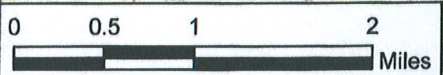


**Legend**

--- Studied Detour Route



Approx. Detour Length= 11.7 mi



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

**VICINITY MAP**  
Beaufort County, NC  
Replace Bridge No. 14 on SR 1932  
over Branch of Durham Creek  
B-4709

Date: 1-8-2015

**Figure 1**



15-02-0006



## 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

<b>Project No:</b>	B-4709	<b>County:</b>	Beaufort
<b>WBS No.:</b>	38484.1.2	<b>Document Type:</b>	PCE or CE
<b>Fed. Aid No:</b>	BRZ-1932(4)	<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	
<b>Project Description:</b> Replacement of Bridge No. 14 on SR 1932 (Durham Creek Rd) over Branch of Durham Creek .			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<p><b><u>Description of review activities, results, and conclusions:</u></b>  Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on February 5, 2015. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is approximately 1200' from the north end of the bridge and 800' from the south end of the bridge, and 100' from the centerline each way. There are no structures within the APE based on aerial imagery. Bridge No. 14, built in 1966, is not eligible for National Register listing. There are no National Register listed or eligible properties, and no survey is required. If design plans change, additional review will be required.</p> <p><b><u>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:</u></b>  HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Beaufort County survey and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.</p>
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### SUPPORT DOCUMENTATION

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

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

2/5/2015

NCDOT Architectural Historian

Date

Historic Architecture and Landscapes NO SURVEY REQUIRED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.



15-02-0006

**NO ARCHAEOLOGICAL SURVEY REQUIRED 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-4709** County: **Beaufort**  
 WBS No: **38484.1.2** Document: **PCE or CE**  
 F.A. No: **BRZ-1932(4)** Funding:  State  Federal

Federal Permit Required?  Yes  No Permit Type: **NWP 3 or 14**

**Project Description:**

The project calls for the replacement of Bridge No. 14 on SR 1932 (Durham Creek Road) over Tan Swamp in Beaufort County. The archaeological Area of Potential Effects (APE) for the project is defined as a 1,200-foot (365.76 m) long corridor running 600 feet (182.88 m) north and 600 feet south along Durham Creek Road from the center of Bridge No. 14. The corridor is approximately 200 feet (60.96 m) wide extending 100 feet (30.48 m) on either side of the road from its present center.

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

Bridge No. 14 is located between the Pamlico River to the north and the community of Edward to the south in the southern portion of Beaufort County, North Carolina. The project area is plotted in the northwestern corner of the Aurora USGS 7.5' topographic quadrangle (Figure 1).

A map review and site file search was conducted at the Office of State Archaeology (OSA) on February 9, 2015. No previously recorded archaeological sites have been identified within the APE, but two sites (31BF171 and 31BF178) are reported within a mile of the bridge. According to the North Carolina State Historic Preservation Office online data base (HPOWEB 2014), there are no known historic architectural resources within the APE that may yield intact archaeological deposits. Topographic maps, USDA soil survey maps, aerial photographs (NC One Map), and historic maps (North Carolina maps website) were examined for information on environmental and cultural variables that may have contributed to prehistoric or historic settlement within the project limits and to assess the level of ground disturbance.

Bridge No. 14 and Durham Creek Road cross Tan Swamp roughly north to south (Figure 2). The swamp drains to the east and is a tributary to Durham Creek. These waterways are part of the Tar-Pamlico drainage basin. The APE is situated along the Tan Swamp floodplain with moderately steep side slopes at either end. The area is mostly forested with secondary growth. Although ground disturbance appears minimal, there are reports of a heavy disturbance from former occupation in the southeast quadrant.

According to the USDA soil survey map, the APE encompasses only two soil types (Figure 3). The floodplain is made up of Dorovan mucky peat (Do). This series is very poorly drained, nearly level, and waterlogged. Persistent wetness and flooding make this series undesirable for settlement activities. No subsurface testing is required for this series. The side slopes are composed of Winton fine sandy loam (WeD). This series is moderately well drained with a slope of 12 to 25 percent. Typically, slope of 15 percent or more is not tested since it is unlikely to yield significant archaeological deposits.



15-02-0006

A review of the site files show that few investigations have been carried out within the area with most to the east of Durham Creek. The two previously known archaeological sites (31BF171 and 31BF178) reported within a mile of the bridge are 20th century African-American cemeteries. They were recorded in 1989 by East Carolina University during the Texas-Gulf Survey. The National Register's eligibility for these two sites has yet to be assessed. Although no surveys have been conducted in the project area, it was reviewed by OSA (ER 09-2687) in 2009 (Attachment 1). This review was for construction of a docking facility. Due to reported ground disturbance and unlikeliness of encountering a significant site, an archaeological survey was not recommended.

A historic map review was also conducted. Most early maps from the 18th and 19th centuries provide only general details concerning the region illustrating just major roads, settlements, and drainages such as John Lawson's 1709 map of North Carolina, which identifies Durham Creek but little else within the vicinity (Figure 3). However, the U.S. Coast and Geodetic Survey of 1874 produced a highly detail map of the Pamlico River and surrounding area (Figure 4). This map depicts a road/trail following the same alignment as Durham Creek Road with a crossing over the swamp. No structures or farms are plotted in the vicinity as the area is shown as forest. The 1908 Beaufort County Geological map and the later 1914 Post Office Map illustrate the same road with households along it, but all are well away from the project area (Figure 5). By the 19030s, the bridge begins to appear on printed material such as on the 1938 North Carolina State Highway map for Beaufort County (Figure 6). Subsequent 20th century maps provide no further or useful information on development. This includes no structure in the area reviewed by OSA. In general, the historic maps suggest that no former structures with new or important information were once located within the APE, and no significant deposits should be encountered.

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

The defined archaeological APE for the proposed replacement of Bridge No. 14 is located along the Tan Swamp floodplain and the neighboring side slopes. It is unlikely intact and significant archaeological deposits will be present in this area. This is primarily due to persistently wet soils in the floodplain and slope of 15 percent or more leading up to the ridges. The historic maps also suggest no significant archaeological deposits from former historic structures are within or near the project limits. Finally, OSA has previously reviewed the current APE for another development project, and recommended no archaeological survey. As long as impacts to the subsurface occur within the defined APE, no further archaeological work is recommended for the replacement of Bridge No. 14 in Beaufort County. If construction should affect subsurface areas beyond the defined APE, further archaeological consultation might be necessary.

**SUPPORT DOCUMENTATION**

See attached:  Map(s)  Previous Survey Info  Photos  Correspondence  
 Photocopy of County Survey Notes Other: **Images from historic maps**

**FINDING BY NCDOT ARCHAEOLOGIST**

*NO ARCHAEOLOGY SURVEY REQUIRED*



C. Damon Jones  
NCDOT ARCHAEOLOGIST II

02/19/15

Date





North Carolina Department of Environment and Natural Resources

Pat McCrory  
Governor

Donald R. van der Vaart  
Secretary

**TO:** Tamara Makhlouf  
NCDOT Project Development Engineer

**FROM:** Steve Sollod, DCM Transportation Project Coordinator <sup>SOS</sup>

**DATE:** March 2, 2015

**SUBJECT:** Scoping Comments  
Bridge Replacement Projects: B-4414, B-4433, and B-4709

The North Carolina Division of Coastal Management (DCM) has reviewed your scoping request and performed site reconnaissance to evaluate the proposed projects. We appreciate the opportunity to provide information relevant to the potential permitting of the proposed project by our agency.

Based on the information provided and site reconnaissance by DCM's Transportation Field Representative for NCDOT's Divisions 2 and 3, we have provided comments on the proposed projects below.

- B-4414 Beaufort Replace Bridge No. 43 on US 264 over Pungo Creek, and
- B-4709 Beaufort Replace Bridge No. 14 on SR 1932 over Branch of Durham Creek

It appears that the following Areas of Environmental Concern (AECs) will be impacted: Public Trust Area and Public Trust Shorelines. Therefore, a CAMA permit will be required prior to the commencement of construction. The scope of each project will determine whether a CAMA General Permit or Major Development Permit is necessary to authorize the work. NCDOT is encouraged to coordinate with DCM during the project development process to determine the appropriate permitting requirements for the projects. DCM recommends that the AEC impacts and the CAMA permitting requirements be addressed in the Categorical Exclusion (CE) document.

- B-4433 Beaufort Replace Bridge No. 40 on SR 1932 over Durham Creek

It appears that no Areas of Environmental Concern (AECs) will be impacted by this proposed project. Therefore, a Coastal Area Management Act (CAMA) permit will not be required.

Although not anticipated, should the US Army Corps of Engineers (USACE) require an Individual Permit, the NCDOT must certify to the USACE and DCM that the proposed project

Division of Coastal Management  
400 Commerce Ave., Morehead City, NC 28557  
Phone: 252-808-2808 \ FAX: 252-247-3330 Internet: [www.nccoastalmanagement.net](http://www.nccoastalmanagement.net)



will be conducted in a manner that is consistent with the State's coastal management program in accordance with the requirements of Federal Consistency (15 CFR 930).

If you have any questions or concerns, please contact Mr. Stephen Lane, at [Stephen.lane@ncdenr.gov](mailto:Stephen.lane@ncdenr.gov) or 252-808-2808. Thank you for your consideration of the North Carolina Coastal Management Program.