

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-4795
WBS Element	17BP.8.R.995
Federal Project No.	BRZ-1112(9)

- A. Project Description: The proposed project involves the replacement of Bridge No. 25 on SR 1112 (Ed Lanier Road) over the west fork of the Little River in Randolph County. Existing Bridge No. 25 will be replaced with a bridge approximately 85 feet long providing a minimum 27-foot ten-inch clear deck width. The bridge will include two ten-foot lanes and three-foot 11-inch offsets. 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 bridge will be replaced just east of its existing alignment while detouring traffic offsite. Refer to Figure 1.

B. Description of Need and Purpose:

The purpose of the proposed project is to replace an obsolete bridge. Bridge No. 25 was built in 1956. NCDOT Bridge Management Unit records indicate Bridge No. 25 has a sufficiency rating of 21.4 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to a substructure condition appraisal of 3 out of 9 according to Federal Highway Administration (FHWA) standards. The bridge also meets the criteria for functionally obsolete due to a structural appraisal of 3 out of 9 and a deck geometry appraisal of 2 out of 9.

C. Categorical Exclusion Action Classification: (Check one)

☒ TYPE IB

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 – Bridge No. 25 will be replaced just east of the existing alignment. Traffic will be detoured offsite (see Figure 1) during the construction period. NCDOT Guidelines for Evaluation of Offsite Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from the offsite detour. The offsite detour for this project would include SR 1111 and SR 1114. The majority of traffic on SR 1112 (Ed Lanier Road) is through traffic. The detour for the average road user would result in two minutes of additional travel time (1.25

miles of additional travel). Up to a 12-month duration of construction is expected on this project.

Based on the Guidelines, the proposed offsite detour is acceptable. Randolph County Emergency Services along with Randolph County Schools Transportation have also indicated the detour is acceptable. The condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement.

Estimated Traffic:

Current (2014)	-	100 vehicles per day (vpd)
Future Year (2035)	-	130 vpd
TTST	-	N/A
Dual	-	N/A

Design Exceptions: There is a design exception required for this project associated with the vertical curve along SR 1112. The design speed of the existing vertical curve is 15 mph and the proposed design speed of the roadway is 60 mph. NCDOT Subregional Tier Design Guidelines for Bridge Projects states the existing vertical curve can be retained if the curve's design speed is within 20 mph of the project's design speed (if volumes are less than 1,500 vpd). Because the difference between the existing design speed of the vertical curve and the proposed design speed of the roadway is greater than 20 mph, a design exception will be required.

Pedestrian and Bicycle Accommodations: This bridge is not located on a designated bicycle route nor is there an indication of substantial bicycle or pedestrian usage. No special considerations for bicyclists or pedestrians are recommended. Neither permanent nor temporary bicycle or pedestrian accommodations are required for this project.

NC Division of Mitigation Services (NC DMS) Conservation Area:

The parcel of land on the west side of SR 1112 is held as a State of North Carolina Land Trust Conservation Property in an easement acquired by the NC DMS, formerly referred to as the NC Ecosystem Enhancement Program (refer to Figures 2 and 3). Signs identifying the conservation area are posted in the vicinity of the bridge. Although the bridge designs avoid impacting this site, NCDOT will not perform any work, acquire any right of way, or obtain any permanent or temporary easements from the conservation area.

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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<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/or 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 1: Formal Consultation with USFWS

Schweinitz's sunflower:

A pedestrian survey for Schweinitz's sunflower (*Helianthus schweinitzii*) was conducted in the project study area on September 23, 2015. A small number of specimens of Schweinitz's sunflower (less than ten) were observed within the project study area during the survey. The specimens were observed within the western right-of-way of the roadway, to the north of the bridge. This small population occurred within an area of the right-of-way that was not mowed and bordered by signage depicting "no mowing or herbicide spraying". On September 30, 2016, an additional survey was conducted to locate the sunflower population and acquire GPS points for mapping purposes. In addition to the small population on the west side of the roadway, a single sunflower was located approximately 280 feet north of the small population, and an additional single sunflower was located on the east side of the roadway, directly across from the small population (refer to Figure 3).

On July 18, 2017, an additional site visit was conducted to confirm the presence of the sunflowers on the east side of the roadway. During that site visit, approximately 12 stems in nine clumps were found on the east side of the road, on the back side of the ditch (refer to Figure 3). The sunflowers previously located on the west side of the road were also present.

Although the current design avoids the sunflowers on the west side of the roadway, the sunflowers on the east side of the roadway will be affected by the project. These affected sunflowers may be transplanted to a location with appropriate habitat and management in coordination with the US Fish and Wildlife Service (USFWS) and the Wildlife Resources Commission (WRC). A permit will be obtained from the North Carolina Plant Conservation Program for this work.

Therefore, the Biological Conclusion for this species is "**May Affect – Likely to Adversely Affect.**" This conclusion has been rendered as the listed species occurs in the project study area and the proposed project may cause adverse effects to individuals of the species. Prior to construction, a Biological Assessment will be conducted for this population of sunflowers, and formal consultation with the USFWS will be required. NCDOT will be in compliance with Section 7 of the Endangered Species Act.

NCDOT will continue to coordinate with the USFWS, as part of the required Section 7 consultation process, during the final design and permitting stage of the project. The sunflower population located on the west side of the roadway will be protected by high-visibility fencing during construction. This fencing will be removed once construction is completed.

Northern long-eared bat

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration, the US Army Corps of Engineers 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 Randolph County.

Question 16: Floodplain

Randolph County is a participant in the National Flood Insurance Regular Program. West Fork Little River is included in a Limited Detailed Study. The NCDOT Hydraulic Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, NCDOT Division 8 will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on the construction plans.

H. Project Commitments

**Randolph County
Bridge No. 25 on SR 1112 (Ed Lanier Road)
Over West Fork Little River
Federal-Aid Project BRZ-1112(9)
W.B.S. No. 17BP.8.R.995
T.I.P. Project B-4795**

NCDOT Division 8

- This project involves construction activities on or adjacent to a FEMA-regulated stream(s). Therefore, the Division shall 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 will not perform any work, acquire any right of way, or obtain any permanent or temporary easements from the NC Land Trust Conservation Property.

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).
- The drainage designs will avoid impacting the sunflower population located northwest of the bridge, as delineated in the roadway plans.

NCDOT Environmental Analysis Unit (EAU) / Division 8 / Right-of-Way Branch

- NCDOT EAU will continue to coordinate with the USFWS regarding potential project effects on the Schweinitz's sunflower, as part of the required Section 7 Consultation process, during the final design and permitting stage of the project.
- Schweinitz's Sunflower Mitigation Plan. A plan to mitigate impacts to the Schweinitz's sunflower will be developed in consultation with USFWS and WRC. Mitigation efforts will be performed by qualified persons and could include transplanting the vegetative portions of plants from existing sites to preselected, approved alternate sites, dispersing seed, and/or acquiring existing sites for preservation. A permit will be obtained from the North Carolina Plant Conservation Program for this work.

Roadside Environmental Unit / Division 8

- Before construction activities begin, populations of Schweinitz's sunflowers outside the project construction limits north of the existing bridge and on the west side of the roadway will be protected by placing high-visibility fencing or otherwise hardened barriers with appropriate signage along the construction limits. The signed fencing or barriers will protect the remaining plants from accidental disturbance during construction and will be removed once construction has been completed. The portions of Schweinitz's sunflower sites that are protected will remain on the project's design plans throughout construction activities and will be labeled on the plans as "sensitive areas."

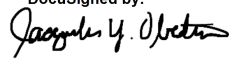
I. Categorical Exclusion Approval

STIP Project No.	B-4795
WBS Element	17BP.8.R.995
Federal Project No.	BRZ-1112(9)

Prepared By:

9/12/2017

Date

DocuSigned by:

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Jackie Obediente, PE
Three Oaks Engineering

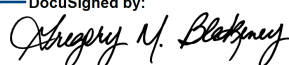
Prepared For:

North Carolina Department of Transportation

Reviewed By:

9/12/2017

Date

DocuSigned by:

0A7CD75E10174B5...
Gregory M. Blakeney
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.

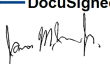


Certified

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

9/12/2017

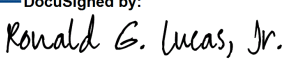
Date

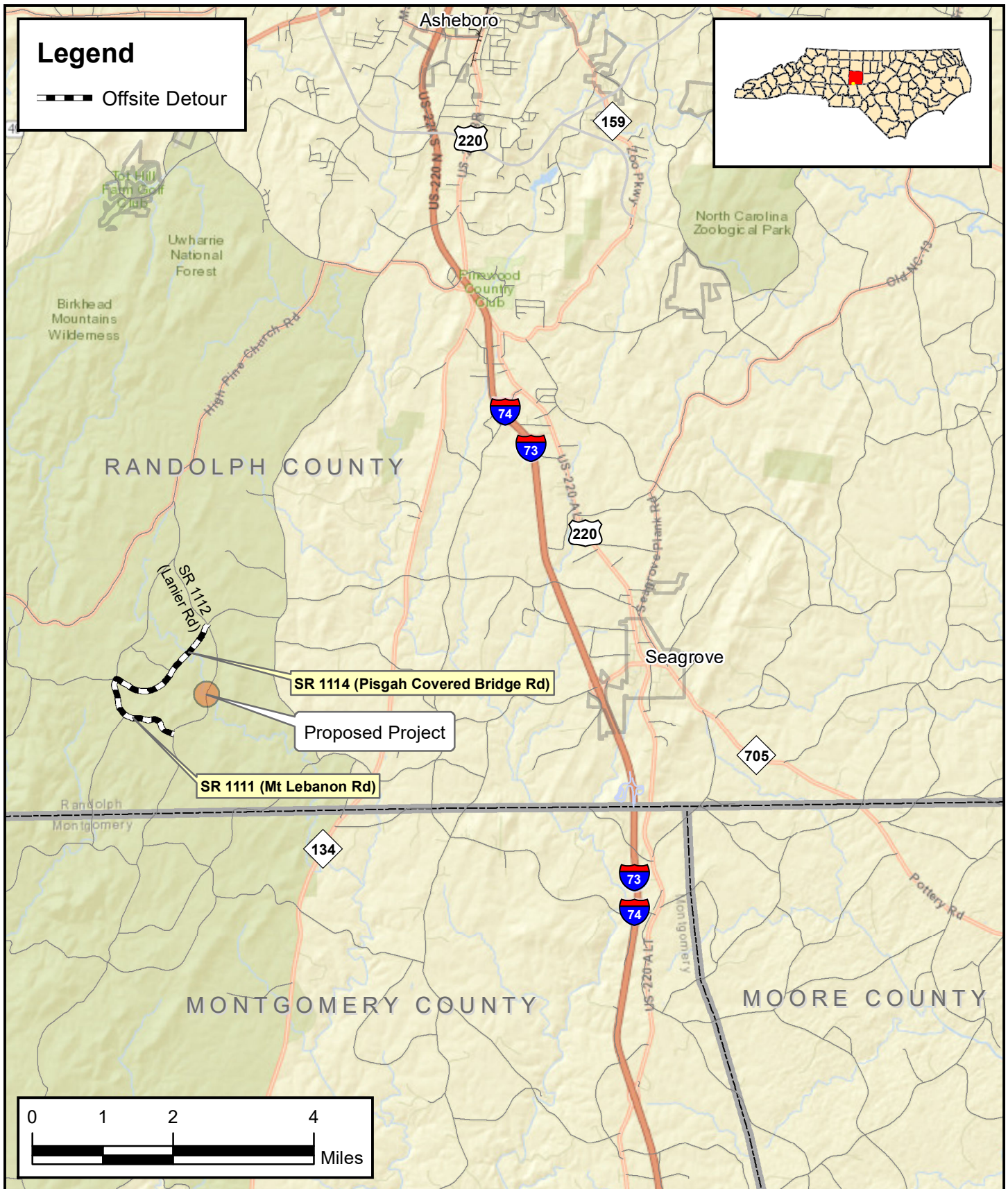
DocuSigned by:

08B0E38BDF0141B...
James McInnis, Jr., PE, Project Manager
North Carolina Department of Transportation

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

9/15/2017

Date For

DocuSigned by:

BBCE736AA18A4FE...
John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration



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

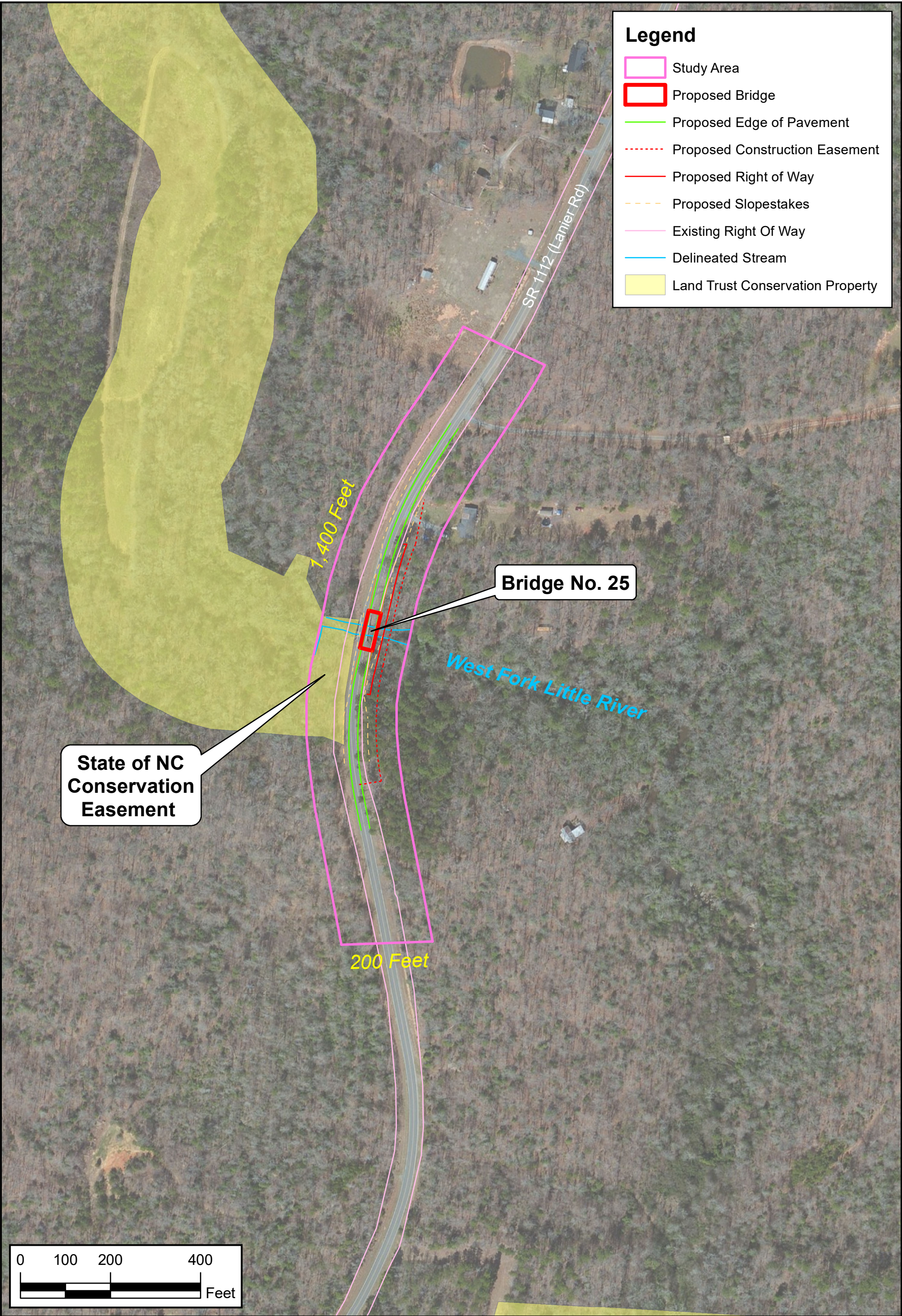
**VICINITY MAP
BRIDGE NO. 25
ON SR 1112 (LANIER RD)
OVER WEST FORK LITTLE RIVER**

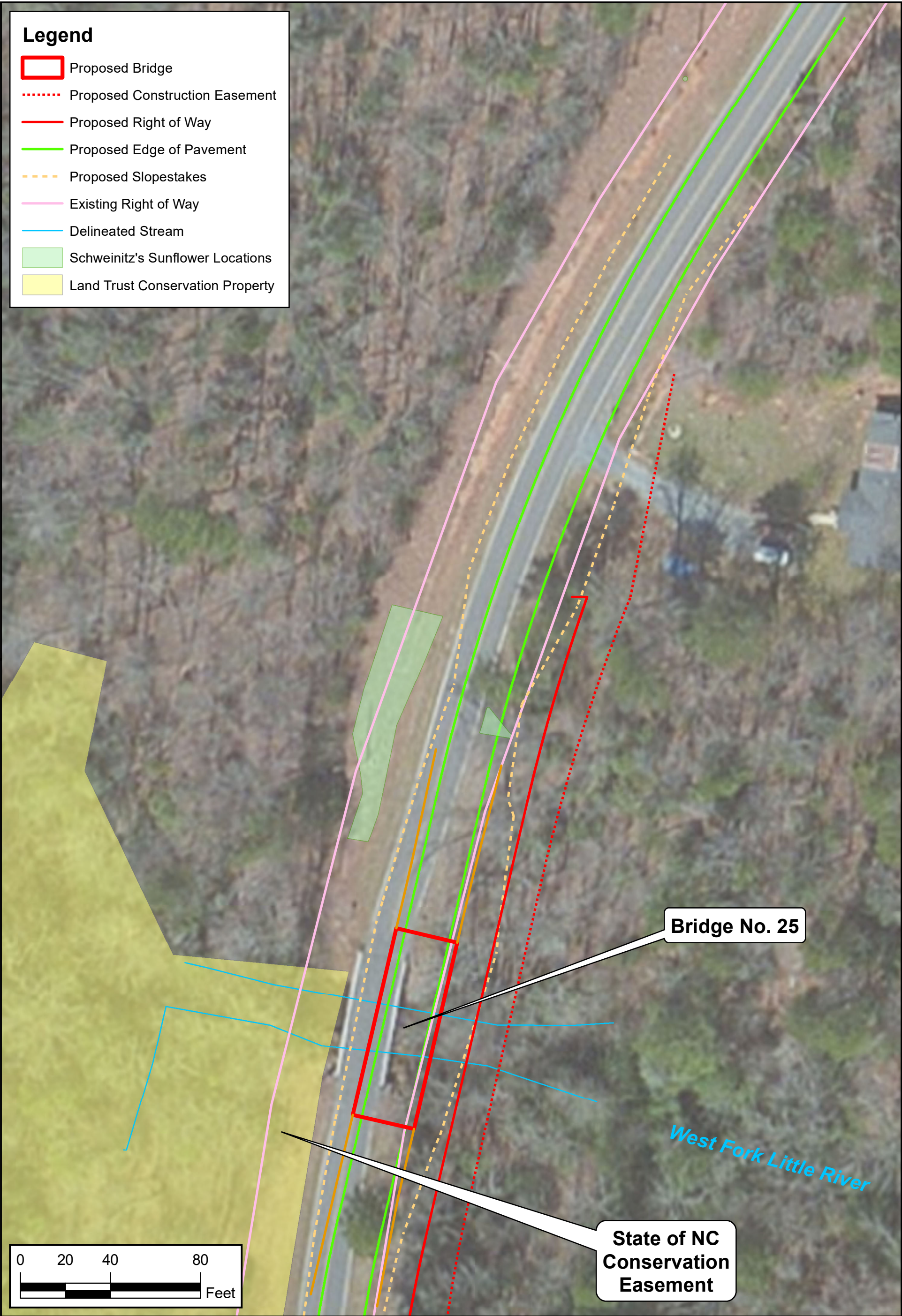
RANDOLPH COUNTY
TIP PROJECT B-4795



County:	RANDOLPH		
Div:	8	TIP#	B-4795
WBS:	38565.1.FD1		
Date:	July 2017		

**Figure
1**





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

**PROJECT MAP
BRIDGE NO. 25
ON SR 1112 (LANIER RD)
OVER WEST FORK LITTLE RIVER**
RANDOLPH COUNTY
TIP PROJECT B-4795



County:	RANDOLPH	
Div:	8	TIP# B-4795
WBS:	38565.1.FD1	
Date:	JULY 2017	

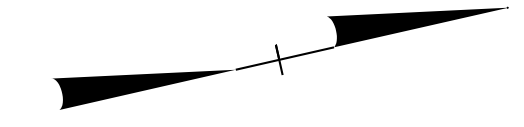
**Figure
3**

8/17/99

RANDOLPH COUNTY

B-4795

PROJECT REFERENCE NO.		SHEET NO.
B-4795		1
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



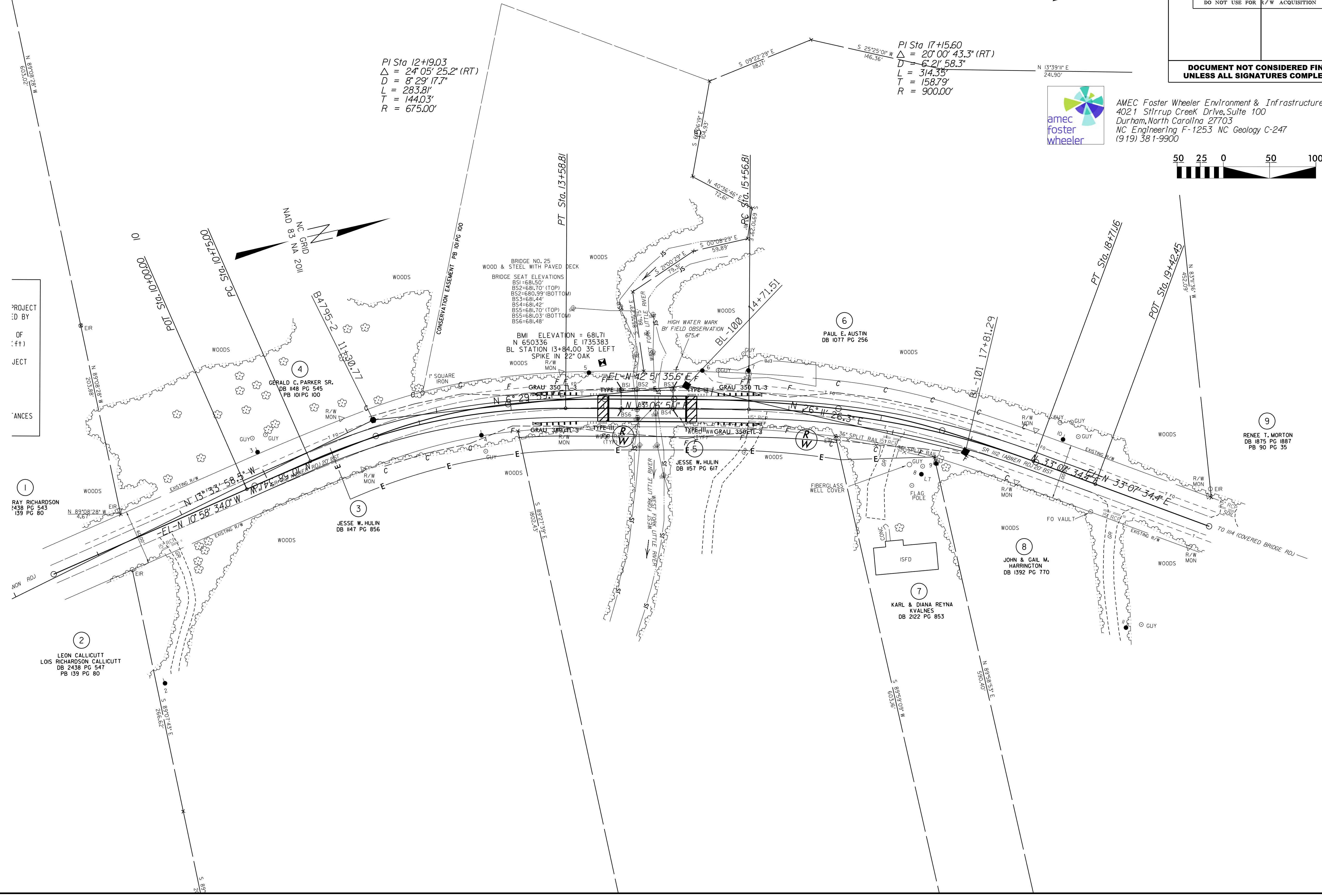
AMEC Foster Wheeler Environment & Infrastructure, Inc.
4021 Stirrup Creek Drive, Suite 100
Durham, North Carolina 27703
NC Engineering F-1253 NC Geology C-247
(919) 381-9900



PI Sta 12+19.03
 $\Delta = 24^{\circ}05'25.2''$ (RT)
 $D = 8^{\circ}29'17.7''$
 $L = 283.81'$
 $T = 144.03'$
 $R = 675.00'$

PI Sta 17+15.60
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 $D = 6^{\circ}21'58.3''$
 $L = 314.35'$
 $T = 158.79'$
 $R = 900.00'$

PROJECT
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15-02-0024

**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-4795** County: **Randolph**
 WBS No: **38565.1.FD1** Document: **MCS**
 F.A. No: **BRZ-1112(9)** Funding: ☐ State ☒ Federal
 Federal Permit Required? ☒ Yes ☐ No Permit Type: **unspecified**

Project Description: This project proposes to replace Bridge No. 25, which carries SR1112 (Abner Rd) over West Fork Little River in Randolph 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 or staged construction effort is anticipated. The archaeological Area of Potential Effects (APE) is centered upon Bridge 25 and measures 1400ft in length (700ft from each bridge end-point) and 200ft in width (100ft from each side of the SR1112 center-line).

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: SURVEY REQUIRED**Brief description of review activities, results of review, and conclusions:**

To determine the cultural resource potential of the APE, numerous sources of information were considered. First, preliminary construction design, funding, and other data was examined for defining the potential impacts to the APE ground surfaces and for determining the level of effort necessary for Section 106 compliance. Next, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Friday, February 13, 2015. No previously documented archaeological sites have been recorded within the boundaries or adjacent to the project's APE. Numerous prehistoric archaeological sites have been documented nearby on landforms similar or identical to those in the project study area.

Examination of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the North Carolina State Historic Preservation Office (NCSHPO) website determined no historic structural resources with potential archaeological deposits were contained in the boundaries of the APE or proximal. Furthermore, historic maps of Randolph County were appraised for former structure locations, land use patterns, or other confirmation of historic occupation in the Bridge 25 vicinity. Archaeological/historical reference materials were reviewed as well. In general, no NRHP listed properties, archaeological sites, or cemeteries are present, and predicated on prehistoric settlement patterning for this region solely, the APE is considered to have a moderate potential for the recovery of archaeological features or deposits.

In addition, topographic, geologic, and NRCS soil survey maps (GaB, BaC, ChA, BaD) were referenced for the evaluation of geomorphological, pedological, hydrological, and other environmental-type elements that may have resulted in past occupation at this location. Finally, review of aerial and on-ground images (NCDOT Spatial Data Viewer, Google) afforded first-hand perspectives of the overall study area which were useful for assessing localized disturbances, both natural and human induced, which compromise the integrity of archaeological sites/deposits.

Advantageous hydrology, drainage and topography suggest an elevated potential for the presence of cultural resources, particularly to the prehistoric end. To be sure, an in-field subsurface survey of the APE is recommended prior to construction/replacement activities.

SUPPORT DOCUMENTATION

See attached: ☒ Map(s) ☒ Previous Survey Info ☒ Photos ☐ Correspondence
☐ Photocopy of County Survey Notes Other:

FINDING BY NCDOT ARCHAEOLOGIST – SURVEY REQUIRED

Scott Eric Halverson

NCDOT ARCHAEOLOGIST

2/18/2015

Date

March 2015
Proposed fieldwork completion date



**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-4795** County: **Randolph**
 WBS No: **38565.1.FD1** Document: **MCS**
 F.A. No: **BRZ-1112(9)** Funding: ☐ State ☒ Federal

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

Project Description: This project proposes to replace Bridge No. 25, which carries SR1112 (Abner Rd) over West Fork Little River in Randolph 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 or staged construction effort is anticipated. The archaeological Area of Potential Effects (APE) is centered upon Bridge 25 and measures 1400ft in length (700ft from each bridge end-point) and 200ft in width (100ft from each side of the SR1112 center-line).

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*)

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

To determine the cultural resource potential of the APE, numerous sources of information were considered. First, preliminary construction design, funding, and other data was examined for defining the potential impacts to the APE ground surfaces and for determining the level of effort necessary for Section 106 compliance. Next, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Friday, February 13, 2015. No previously documented archaeological sites have been recorded within the boundaries or adjacent to the project's APE. Numerous prehistoric archaeological sites have been documented nearby on landforms similar or identical to those in the project study area. In general, environmental factors including advantageous hydrology, drainage and topography suggest an elevated potential for the presence of cultural resources, particularly to the prehistoric end. To be sure, an in-field subsurface survey of the APE is recommended prior to construction/replacement activities.

An on-ground investigation of the APE was conducted on Wednesday, April 8, 2014. First, a walk-over of all APE ground surfaces was completed. This served to identify any above-ground archaeological or historical remains, and to determine the location and extent of subsurface investigation necessary for project compliance. The entire project study area was photographed and descriptive notes were taken at this time. The two northern quadrants were characterized by sloping ground surfaces (south-facing) extending from the bridge location to an area roughly 500ft northward. Beyond the sloped section, the remainder of the APE was distinguished by erosion and residential and other utility impacts. Therefore, no subsurface survey was conducted north of the bridge. The southwest quadrant had been timbered in the last several months with the APE containing sloping ground surfaces oriented to the west. Based on the initial reconnaissance, only the southeastern quadrant embraced a relatively flat, ridge-toe landform considered to have inherent archaeological site potential.

A single transect was established roughly 75ft from the project center-line along the eastern side of the road in the southeastern quadrant. Shovel test pits were spaced at 100ft intervals, measured 30cm - 40cm in diameter, and were numbered sequentially north to south. Radial shovel test pits were excavated at 50ft intervals to define site boundaries. Shovel testing began about 50ft south of the creek along the transect. A total of seven (7) shovel test pits were excavated in order to cover the 700ft. long APE in the quadrant. Only stp#6, situated about 550ft from the bridge structure, returned cultural artifacts, a couple of small metavolcanic flakes. Three radial shovel tests were also positive for the recovery of lithic material which included locations at 50ft south of #6, 50ft east of #6, and 50ft east of the radial dug @50ft south. Each of these returned just one or two flakes, a low density per stp equivalent. Additional testing was not completed to the east beyond the APE borders. However, judging from the landform, it is likely that the site extends to the east. Across the road to the west, two shovel test pits were dug in the moderately sloped ground to insure the site did not extend beneath and across SR1112. As expected, shallow and eroded soil profiles were recorded here. A typical site stp contained a first soil stratum composed of 7.5YR6/6 reddish yellow silt loam atop a second stratum containing 7.5YR5/8 strong brown clay subsoil. In addition, several large bifacial thinning flakes were found along the eastern road-cut in the vicinity of STP #4/5. This diminutive site location was recorded with the Office of State Archaeology as 31RD1524.

Following archaeological survey of the project APE in Randolph County, North Carolina, no further archaeological input or work is recommended. Additional investigation of the APE is unlikely to recover meaningful data. A finding of "no historic properties affected" is considered appropriate for the project.

SUPPORT DOCUMENTATION

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

Other:

Signed:

Scott Eric Halvorsen
NCDOT ARCHAEOLOGIST

4/21/2015
Date

15-02-0024



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-4795	County:	Randolph
WBS No.:	38565.1.FD1	Document Type:	PCE or CE
Fed. Aid No:	BRZ-1112(9)	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 at this time

Project Description:

Replace Bridge No. 25 on SR 1112 (Abner Rd) over West Fork Little River in Randolph County. Project length is approximately 1,400 feet and the width of the APE is 200 total across. The detour route is unknown at this time.

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPOweb GIS mapping, historic designations roster, and indexes was conducted on 2/16/15. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Built in 1956, Bridge No. 25 is not eligible for listing to the National Register of Historic Places (NRHP) according to the North Carolina historic bridge inventory. Randolph County GIS mapping and property records no buildings over the age of fifty years old within the project APE. It appears there may be one building situated on a parcel that falls into the APE, but the building is far outside of the APE to the east and there would be no impacts posed by project activities. Therefore, because there are no historic or potential historic properties within the project APE, a survey is not required for this project.

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:

HPO quad maps, HPOweb GIS mapping, Google Street View, Google maps and Randolph County property records are considered valid tools for the purposes of determining the likelihood of historic resources being present. A survey is not required for this project.

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

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Mega Priorett 2/20/15
NCDOT Architectural Historian Date