

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

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|---------------------|----------------------|
| TIP Project No. | <u>B-5395</u> |
| W.B.S. No. | <u>46110.1.1</u> |
| Federal Project No. | <u>BRSTP-1538(8)</u> |

A. Project Description:

The purpose of this project is to replace Rutherford County Bridge No. 577 on SR 1538 (Whitesides Rd.) over Hunting Creek. The replacement structure will consist of a triple barrel, 10-foot wide by 12-foot high reinforced concrete box culvert. The culvert size is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately 5 feet above the existing grade.

The approach roadway will extend approximately 292 feet from the southeast end of the existing bridge and 257 feet from the northwest end of the existing bridge. The approaches will be widened to include a 20-foot pavement width providing two 10-foot lanes. Four-foot grass shoulders will be provided on each side (7-foot shoulders where guardrail is included). The roadway will be designed as a Rural Local Route using Sub Regional Tier guidelines with a horizontal design speed 45 miles per hour and a vertical design speed of 20 miles per hour.

Traffic will be detoured off-site during construction (see Figure 1).

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 577 has a sufficiency rating of 21.7 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to a structural evaluation of 3 out of 9 according to Federal Highway Administration (FHWA) standards. The bridge also meets the criteria for functionally obsolete due to deck geometry of 4 out of 9.

The existing bridge was originally built in 1951 and rehabilitated in 1981 to strengthen the substructure and replace the superstructure. Currently, the superstructure consists of steel plank floor on I beams and the substructure has a concrete encasement. The structure is presently not posted. Components of both the concrete superstructure and substructure have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities.

Bridge No. 577 carries 1,000 vehicles per day with 1,200 vehicles per day projected for the year 2040. The bridge is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations.

C. Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
 - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - b. Widening roadway and shoulders without adding through lanes
 - c. Modernizing gore treatments
 - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
 - e. Adding shoulder drains
 - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - g. Providing driveway pipes
 - h. Performing minor bridge widening (less than one through lane)
 - i. Slide Stabilization
 - j. Structural BMP's for water quality improvement

2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
 - a. Installing ramp metering devices
 - b. Installing lights
 - c. Adding or upgrading guardrail
 - d. Installing safety barriers including Jersey type barriers and pier protection
 - e. Installing or replacing impact attenuators
 - f. Upgrading medians including adding or upgrading median barriers
 - g. Improving intersections including relocation and/or realignment
 - h. Making minor roadway realignment
 - i. Channelizing traffic
 - j. Performing clear zone safety improvements including removing hazards and flattening slopes
 - k. Implementing traffic aid systems, signals, and motorist aid
 - l. Installing bridge safety hardware including bridge rail retrofit

3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
 - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
 - b. Rehabilitating or replacing bridge decks
 - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
 - d. Replacing a bridge (structure and/or fill)

4. Transportation corridor fringe parking facilities.

5. Construction of new truck weigh stations or rest areas.

6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.
8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information:

The estimated costs, based on 2014 prices, are as follows:

| | |
|----------------------------|------------|
| Structure | \$ 224,000 |
| Roadway Approaches | \$ 264,000 |
| Structure Removal | \$ 38,000 |
| Misc. & Mob. | \$ 119,000 |
| Eng. & Contingencies | \$ 105,000 |
| Total Construction Cost | \$ 750,000 |
| Right-of-way Costs | \$ 45,000 |
| Right-of-way Utility Costs | \$ 35,000 |
| Total Project Cost | \$ 830,000 |

Estimated Traffic:

| | | |
|-----------|---|----------|
| Current | - | 1000 vpd |
| Year 2040 | - | 1200 vpd |
| TTST | - | 3% |
| Dual | - | 5% |

Accidents: Traffic Engineering has evaluated a recent three year period and found five accidents occurring in the vicinity of the project. All of the crashes were at the curve to the north of the structure.

Design Exceptions: There are no anticipated design exceptions for this project.

Pedestrian and Bicycle Accommodations: This portion of SR 1538 is not a part of a designated bicycle route nor is it listed in the Transportation Improvement Program (TIP) as a bicycle project. Neither permanent nor temporary bicycle or pedestrian accommodations are required for this project.

Bridge Demolition: Bridge No. 577 is constructed of a concrete encasement and steel and should be possible to remove with no resulting debris in the water based on standard demolition practices.

Alternatives Discussion:

No Build – The no build alternative would result in eventually closing the road which is unacceptable given the volume of traffic served by SR 1538.

Rehabilitation – The bridge was constructed in 1951 and the timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the timber components which would constitute effectively replacing the bridge.

Offsite Detour – Bridge No. 577 will be replaced on 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 1706 (Mt. Lebanon Church Rd.), SR 1007 (Pearidge Rd.) and SR 1538 (Whitesides Rd.). The majority of traffic on the road is through traffic. The detour for the average road user would result in 3 minutes additional travel time (1 miles additional travel). Up to a 12-month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that on the basis of delay alone, the detour is acceptable. Rutherford County Emergency Services along with Rutherford County Schools Transportation have also indicated that the detour is acceptable. NCDOT Division 13 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.

Onsite Detour – An onsite detour was not evaluated due to the presence of an acceptable offsite detour.

Staged Construction – Staged construction was not considered because of the availability of an acceptable offsite detour.

New Alignment – Given that the alignment for SR 1538 is acceptable, a new alignment was not considered as an alternative.

Structure Type: The current structure is a bridge built in 1951 and has a drainage area of 3.63 square miles. The reason for building a bridge was not because a culvert would not work but because the design, materials and labor were not practical in the time when this structure was built. Based on the drainage area and design discharges, a 3 @ 10 foot wide by 12 foot high reinforced concrete box culvert was determined to be adequate from a hydraulics standpoint. The culvert will be buried below the streambed and will be designed with alternating sills and low flow channel in one barrel and with a 2 foot high sill on the other barrel with floodplain benches at the entrance and outlet of the culvert to maintain normal channel flow. The culvert will be designed such that the slope, low flow velocities and low flow channel designs are consistent with the existing stream. Because culverts generally cost less, require less maintenance throughout their service life and last longer than bridges, a culvert is the preferred structure type.

Other Agency Comments:

The **N.C. Wildlife Resource Commission** and **U.S. Fish & Wildlife Service** in standardized letters provided a request that they prefer any replacement structure to be a spanning structure.

Response: See discussion of Structure Type in previous section.

The N.C. Division of Water Quality, the Army Corps of Engineers, and U.S. Forest Service and had no special concerns for this project.

Public Involvement:

A letter was sent to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

A newsletter has been sent to all those living along SR 1538 (Whitesides Rd.). No comments have been received to date. Based on the lack of responses to the newsletter, a Citizen's Informational Workshop was determined unnecessary.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions

| <u>ECOLOGICAL</u> | <u>YES</u> | <u>NO</u> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|
| (1) Will the project have a substantial impact on any unique or important natural resource? | <input type="checkbox"/> | <u> x </u> |
| (2) Does the project involve habitat where federally listed endangered or threatened species may occur? | <input checked="" type="checkbox"/> | _____ |
| (3) Will the project affect anadromous fish? | <input type="checkbox"/> | <u> x </u> |
| (4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated? | <u> x </u> | <input type="checkbox"/> |
| (5) Will the project require the use of U. S. Forest Service lands? | <input type="checkbox"/> | <u> x </u> |
| (6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities? | <input type="checkbox"/> | <u> x </u> |
| (7) Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)? | <input type="checkbox"/> | <u> x </u> |
| (8) Will the project require fill in waters of the United States in any of the designated mountain trout counties? | <input checked="" type="checkbox"/> | _____ |
| (9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites? | <input type="checkbox"/> | <u> x </u> |

PERMITS AND COORDINATION

YES

NO

- | | | | |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|
| (10) | If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (11) | Does the project involve Coastal Barrier Resources Act resources? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (12) | Will a U. S. Coast Guard permit be required? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (13) | Could the project result in the modification of any existing regulatory floodway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (14) | Will the project require any stream relocations or channel changes? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

YES

NO

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|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|
| (15) | Will the project induce substantial impacts to planned growth or land use for the area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (16) | Will the project require the relocation of any family or business? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (17) | Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (18) | If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (19) | Will the project involve any changes in access control? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (20) | Will the project substantially alter the usefulness and/or land use of adjacent property? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (21) | Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (22) | Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (23) | Is the project anticipated to cause an increase in traffic volumes? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| (24) | Will traffic be maintained during construction using existing roads, staged construction, or on-site detours? | <u> x </u> | <input type="checkbox"/> |
| (25) | If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility? | <u> x </u> | <input type="checkbox"/> |
| (26) | Is there substantial controversy on social, economic, or environmental grounds concerning the project? | <input type="checkbox"/> | <u> x </u> |
| (27) | Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project? | <u> x </u> | <input type="checkbox"/> |
| (28) | Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places? | <input type="checkbox"/> | <u> x </u> |
| (29) | Will the project affect any archaeological remains which are important to history or pre-history? | <input type="checkbox"/> | <u> x </u> |
| (30) | Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | <u> x </u> |
| (31) | Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? | <input type="checkbox"/> | <u> x </u> |
| (32) | Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers? | <input type="checkbox"/> | <u> x </u> |

F. Additional Documentation Required for Unfavorable Responses in Part E

Response to Question 2: A walking visual survey of all suitable habitats was conducted on April 27, 2011 by NCDOT biologists for the dwarf-flowered heartleaf. No dwarf-flowered heartleaf plants were found during this survey. Therefore, a biological conclusion of "No Effect" was determined.

A walking survey for the small whorled pogonia was conducted on May 23, 2011 by NCDOT biologists. No small whorled pogonia plants were found during the survey. Therefore, a biological conclusion of "No Effect" was determined.

A habitat assessment for gray bats was conducted on July 28, 2011 by NCDOT biologists. No bats or evidence of bats were observed during the site visit. A biological conclusion of "No

Effect” was determined. A US Fish and Wildlife Service proposal for listing the Northern Long-eared Bat (*Myotis septentrionalis*) as an Endangered species was published in the Federal Register in October 2013. The listing may become effective as soon as October 2014. Furthermore, this species is included in USFWS’s current list of protected species for Rutherford County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.

There is suitable habitat for the white irisette. A walking survey was conducted May 23, 2011 by NCDOT biologists. No white irisette plants were found during this survey. A biological conclusion of “No Effect” was determined.

Response to Question 8: Rutherford County is a trout county but there are no trout present in Hunting Creek. Bridge No. 577 is constructed entirely of timber and steel and should be possible to remove with no resulting debris in the water based on standard demolition practices.

Response to Question 13: Rutherford County is a participant in the National Flood Insurance Regular Program. Hunting Creek is included in a **detailed flood study, having a regulated 100-year floodway.** The 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, the Division will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

G. CE Approval

| | |
|---------------------|----------------------|
| TIP Project No. | <u>B-5395</u> |
| W.B.S. No. | <u>46110.1.1</u> |
| Federal Project No. | <u>BRSTP-1538(8)</u> |

Project Description:

The purpose of this project is to replace Rutherford County Bridge No. 577 on SR 1538 (Whitesides Rd.) over Hunting Creek. The replacement structure will consist of a triple barrel, 10-foot wide by 12-foot high reinforced concrete box culvert. The culvert size is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately 5 feet above the existing grade.

The approach roadway will extend approximately 292 feet from the southeast end of the existing bridge and 257 feet from the northwest end of the existing bridge. The approaches will be widened to include a 20-foot pavement width providing two 10-foot lanes. Four-foot grass shoulders will be provided on each side (7-foot shoulders where guardrail is included). The roadway will be designed as a Rural Local Route using Sub Regional Tier guidelines with a horizontal design speed 45 miles per hour and a vertical design speed of 20 miles per hour.

Traffic will be detoured off-site during construction (see Figure 1).

Categorical Exclusion Action Classification:

| | |
|---------------|------------|
| <u> </u> | TYPE II(A) |
| <u> x </u> | TYPE II(B) |

Approved:

| | |
|----------------|------------------------------------------------------------------------------------------|
| <u>4/24/14</u> | <u>William J. Hoshin</u> |
| Date | Bridge Project Development Engineer Project Development & Environmental Analysis Unit |
| <u>4-24-14</u> | <u>John R. Williams</u> |
| Date | Project Engineer Project Development & Environmental Analysis Unit |
| <u>4-24-14</u> | <u>Natalie Duckhart</u> |
| Date | Project Planning Engineer Project Development & Environmental Analysis Unit |

For Type II(B) projects only:

| | |
|----------------|-------------------------------------------------------------------------------------|
| <u>4-24-14</u> | <u>Michael V. Boyer</u> |
| Date | John F. Sullivan, III, PE, Division Administrator Federal Highway Administration |

PROJECT COMMITMENTS:

**Rutherford County
Bridge No. 577 on SR 1538
Over Hunting Creek
Federal Aid Project No. BRSTP-1538(8)
W.B.S. No.46110.1.1
T.I.P. No. B-5395**

Division Thirteen Construction, Resident Engineer's Office – Offsite Detour

In order to have time to adequately reroute school busses, Rutherford County Schools will be contacted at (828) 286-7013 at least one month prior to road closure.

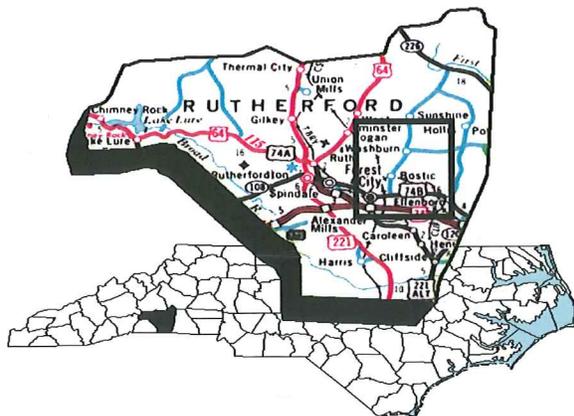
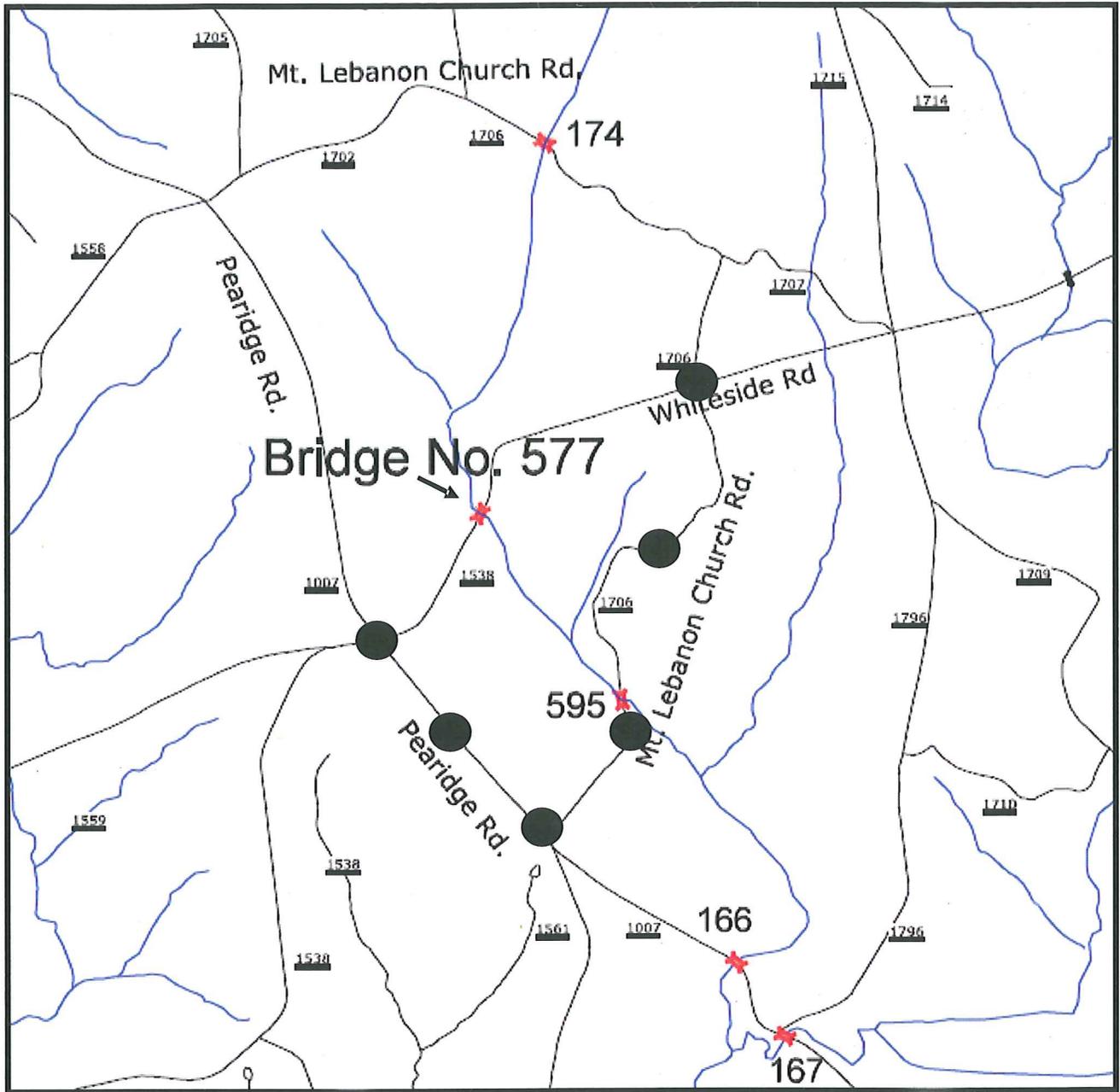
Rutherford County Emergency Services will be contacted at (828) 288-4505 at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

Hydraulic Unit – 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).

Division Construction-FEMA

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.



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| | NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH |
| | <p align="center"> RUTHERFORD COUNTY REPLACE BRIDGE NO. 577 ON SR 1538 OVER HUNTING CREEK B-5395 </p> |

Figure 1



By: J.TORTORELLA

NC OneMap, NC Center for Geographic Information and Analysis, NC 011 Board



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

AERIAL MAP
REPLACE BRIDGE No. 577 on
SR 1538 (WHITESIDES RD.)
OVER HUNTING CREEK
RUTHERFORD COUNTY
TIP PROJECT B-5395



County:
RUTHERFORD

| | |
|------------|----------------|
| Div: 13 | TIP# B-5395 |
|------------|----------------|

WBS:
46110.1.1

Date:
March 2014

Figure
2

11-01-0005

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: B-5395 *County:* Rutherford
WBS No: 46110.1.1 *Document:* PCE
F.A. No: *Funding:* State Federal

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

Project Description: Replace Bridge No. 577 over Hunting Creek on SR 1538 (Whitesides Rd) in Rutherford County.

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

Review of HPO quad maps, historic designations roster, and indexes was undertaken on 31 January 2011. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Current Rutherford County GIS Mapping and Tax Information indicate that there are no structures within the APE. Parcels that are within the APE contain homes outside of the APE that are less than fifty years of age. There are no historic resources present and no survey is required.

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

HPO quad maps recording NR, SL, LD, DE, and SS properties for the Rutherford County survey, Rutherford County GIS Information and Tax Information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no historic resources present and no survey is required.

SUPPORT DOCUMENTATION

See attached: Maps, tax cards.

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL NO SURVEY REQUIRED

ARCHAEOLOGY

HISTORIC ARCHITECTURE

(CIRCLE ONE)

Katherine L. Husband
 NCDOT Cultural Resources Specialist

31 January 2011
 Date

significant archaeological deposits. The Pacolet sandy clay loam is well-drained but situated on slope between 8 and 25 percent (PaC2, 8 to 15 percent; PaD2, 15 to 25 percent). The surface layer is typically dark reddish brown (5YR 3/4) sandy clay loam, which is 5 in (13 cm) thick. It is followed by subsoil that is red (2.5YR 4/6) clay. This soil is also unlikely to yield cultural materials due to its slope.

The earliest map to depict the project area is C.W. Watkins' 1877 map of Rutherford County (Figure 4). It shows no roads or settlements in the area, but it does identify the project area as being in the Logan's Store Township. The circa 1910 map from the U.S. Post Office, the 1923 map illustrated by Lee Lynch, the 1924 soil map of Rutherford County, and the 1927 map by R.E. Carpenter show the county in great detail, but none of them depict a road, a crossing, or structures within the project area (Figures 5-8). The road and bridge do not appear on any map until 1953 with the North Carolina Highway and Public Works Commission's map (Figure 9). It appears from these sources that no early historic structures were once located within the project area.

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 is situated on the Chewacla soil series within the floodplain and Pacolet series along the hillslopes. The Chewacla soil is described as somewhat poorly drained hydric soil. The Pacolet soil is found on slope between 8 to 25 percent. Neither of these soils is ideal for significant archaeological deposits due to wetness or slope. A review of previously identified sites in the nearby vicinity revealed no sites. This contributes to the probability that no significant archaeological sites are situated within the APE. A review of historic maps also showed no historic structures or roads in the area prior to the 1950s. Thus, it seems unlikely historic material would be found within the APE. As long as the impacts associated with the project occur within the current APE, significant cultural resources are unlikely to be affected. Should the project impact subsurface areas beyond the defined APE, further archaeological consultation might be necessary. Currently, no further archaeological work is recommended.

SUPPORT DOCUMENTATION

See attached: Map(s), Previous Survey Info, Photos, Correspondence, Photocopy of notes from county survey.

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL NO SURVEY REQUIRED

ARCHAEOLOGY

HISTORIC ARCHITECTURE

(CIRCLE ONE)


NCDOT Cultural Resources Specialist

February 4, 2011

Date