

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<u>B-5531</u>
WBS Element	<u>55031.1.1</u>
Federal Project No.	<u>N/A</u>

A. Project Description:

This project replaces Cleveland County Bridge No. 76 along NC 150 over Buffalo Creek. Bridge No. 76 is 189 feet long. The replacement structure will be a bridge approximately 260 feet long providing a minimum 40-foot clear deck width. The bridge will include two 12-foot lanes with 8-foot offsets. The approach roadway will extend approximately 700 feet from the southwest end of the new bridge and 900 feet from the northeast end of the new bridge. The approaches will be widened to include a 32-foot pavement width providing two 12-foot lanes. Four-foot full-depth paved shoulders will be provided on each side (11-foot shoulders where guardrail is included). The roadway will be designed as a Minor Urban Arterial Route using Regional Tier Guidelines with a 60 mile per hour design speed.

The bridge will be replaced along a new alignment north of the existing bridge. Traffic will utilize the existing roadway and structure during construction (see attached vicinity map).

B. Description of Need and Purpose:

NCDOT Bridge Management Unit records indicate Bridge No. 76 has a sufficiency rating of 15.8 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to superstructure condition appraisal of 3 out of 9 according to Federal Highway Administration (FHWA) standards.

The superstructure and substructure of Bridge No. 76 has concrete and steel elements that are sixty-two years old. Temporary repairs to steel beams were made in April 2007 in order to keep the bridge open. Components of both the concrete and steel superstructure and substructure have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities.

Bridge No. 76 carries 9,400 vehicles per day (vpd) with 14,800 vpd projected for the future. The bridge is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations.

C. Categorical Exclusion Action Classification: **Type 1B**

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:

Estimated Cost based on 2017 prices:

Structure	\$ 1,308,000
Roadway Approaches	820,000
Detour Structure and Approaches	- 0 -
Structure Removal	106,000
Misc. & Mob.	291,000
Eng. & Contingencies	434,000
Total Construction Cost	\$ 3,250,000
Right-of-way Costs	\$124,000
Right-of-way Utility Costs	\$140,000
Total Project Cost	\$3,514,000

Estimated Traffic:

Current	-	9,400 vpd
Year 2040	-	14,800 vpd
TTST	-	5%
Dual	-	3%

Accidents: The NCDOT Transportation Mobility and Safety Division has evaluated a ten-year period from February 1, 2005 to January 31, 2015 and found that six accidents occurred in the vicinity of the bridge. There were no fatalities associated with the crash.

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

Pedestrian and Bicycle Accommodations: None

Bridge Demolition: The superstructure of Bridge No. 7 consists of a concrete deck with an asphalt wearing surface. The substructure consists of timber end and interior bents with concrete caps. It should be possible to remove the structure with no resulting debris in the water based on standard demolition practices.

Alternatives Discussion:

No-Build Alternative - The “do-nothing” alternative will eventually necessitate closure of the bridge. This is not an acceptable alternative because Bridge No. 76 currently carries approximately 9,400 vpd and will serve 14,800 vpd in the design year (2040).

Improve Existing Alternative - Rehabilitation of Bridge No. 76 is not feasible due to its age and deteriorated condition. The bridge was constructed in 1955. The superstructure is exhibiting deterioration. Flaking corrosion with up to 1/8-inch section loss is occurring on the bottom flanges and webs of the I-beams. Many of the end diaphragms are exhibiting cracking and spalling along the bottom corners. The bridge’s substructure is also exhibiting deterioration. The underside of bent cap #4 has hairline cracking and shallow spalls. The south face of bent cap #4 also has horizontal cracking from the bottom under bays and its top. Column #2 of bent #1, has a 3-foot by 8-inch wide spall exposing the rebar, located four feet above the waterline. Also, several of the support columns have vertical hairline cracks. The bearing plates at the interior bents also show heavy flaking and rust and several of the anchor bolts are severed. There is also evidence of traverse cracking along the approach roadways between the approach slab and the fill faces.

Staged Construction - Staged Construction is not feasible for this bridge because the 31.5-foot wide deck width and span configuration will not support removal of a portion of the existing structure and maintenance of traffic on the remaining portion. Also, staged construction would be more expensive and would take longer to complete the project than Alternative L2.

Replace on Existing Location - Replacing the bridge at its existing location and detouring traffic using an off-site detour was eliminated due to the inability to identify a suitable detour route to accommodate the current traffic volumes. NC 150 is classified as a principal arterial on the Statewide Functional Classification System and carries approximately 9,400 vpd. All potential detour routes have a lower classification on the Statewide Functional Classification System and are not constructed to accommodate the volume of traffic currently carried by NC 150.

Alternative L1 - Alternative L1, which proposed replacing the bridge at its existing location while utilizing an on-site detour route with a temporary structure to the north of the existing bridge was developed and initially evaluated during the Field Scoping Meeting (FSM). It was determined the impacts associated with the construction of the onsite detour and the replacement of the existing bridge would be greater than the impacts of the new location alternative (Alternative L2), as it would impact the population of the Dwarf-flowered heartleaf located just north of the existing bridge and a jurisdictional wetland to the southwest of the existing bridge. Therefore, Alternative L1 was eliminated from consideration.

Alternative L2 (Recommended Alternative) - The Alternative Selection Meeting (ASM) was held on December 15, 2016. During the meeting, Alternative L2 (replace bridge on new alignment) was selected as the “Recommended” alternative due to concerns with rerouting 9,400 vpd to an offsite detour. Alternative 2 also avoids impacts to a jurisdictional wetland located south of the bridge abutment. The

proposed improvements can be viewed in Figure 2 and plan sheets included in the Figures Section below.

Alternative L2 will construct a three-span, approximately 260 feet long bridge over Buffalo Creek. The bridge will provide a minimum 40 feet clear deck width. The bridge will include two 12-foot lanes and 8-foot 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 total project length along the new alignment will be 1,850 feet.

The approach roadway will extend approximately 700 feet from the southwest end of the new bridge and 900 feet from the northeast end of the new bridge. The approaches will be widened to include a 32-foot pavement width providing two 12-foot lanes. Four-foot full-depth paved shoulders will be provided on each side (11-foot shoulders where guardrail is included). The roadway will be designed as a Minor Urban Arterial Route using Regional Tier Guidelines with a 60 mile per hour design speed.

Although the cost and environmental impacts of a new alignment are higher than a replace in-place structure with offsite detour, NCDOT Division 12 staff noted concerns regarding a suitable offsite detour to accommodate the 9,400 vehicles that use the bridge daily and the potential impacts to jurisdictional wetlands on the south side of the existing bridge.

A population of Dwarf-flowered heartleaf, a federally protected threatened species, is present in the project study area on the forested valley slopes to the west of Buffalo Creek and north of the pond. Coordination with the NCDOT Natural Environment Section was conducted and confirmed the preferred alternative (new alignment) and replacing the structure in its existing location both have the potential to impact the dwarf-flowered heartleaf, either directly or indirectly. Therefore, due to concerns listed above, Alternative L2 was chosen as the preferred alternative.

NCDOT Division 12 concurs that this is the preferred alternative.

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 checked="" type="checkbox"/>	<input 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

Response to Question 5: Earthwork associated with the new location alignment will result in the displacement of one residence. The mobile home is in the northwest quadrant of the project area along Yarn Mill Road. The relocation report is located in Appendix A.

Response to Question 8 (Includes details regarding Question 1): The USFWS lists the following protected species for Cleveland County:

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
Hexastylis naniflora	Dwarf-flowered heartleaf	T	Yes	May Affect-Likely to Adversely Affect
Myotis spetentrionalis	Northern long-eared bat	T	Yes	Unresolved

Suitable habitat for the Dwarf-flowered heartleaf (DFH) is present in the project study area on the forested valley slopes to the west of Buffalo Creek and north of the pond (see Figure 3). A review of NCNHP records, updated October 2014, indicates four known occurrences within one mile of the project study area. Surveys were conducted throughout areas of suitable habitat on May 5, 2015. DFH individuals were observed on the slope in the northwest quadrant of the project study area (west of Buffalo Creek and north of NC 150). It has been determined that the recommended alternative (Alternative L2) will impact the population. Therefore, a “May Affect - Likely to Adversely Affect” is the appropriate biological conclusion. NCDOT will enter in a formal Section 7 Consultation with the US Fish and Wildlife Service

The northern long-eared bat is listed as a protected species for Cleveland County. Suitable habitat for the Northern long-eared bat (NLEB) exists within one mile of the project study area.

Construction authorization will not be requested until Endangered Species Act compliance is satisfied for the NLEB.

Response to Question 16: Cleveland 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 FEMA to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for this project. The Division 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

See attached Project Commitments Greensheet

Cleveland County
Replacement of Bridge No. 76 over Buffalo Creek along NC 150
WBS No. 55031.1.1
TIP No. B-5531

Hydraulics Unit – FEMA Coordination

NCDOT 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 Letter of Map Revision (LOMR).

Division 12 Construction-FEMA Coordination

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.

Natural Environment Section– Endangered Species Act

Construction authorization will not be requested until Endangered Species Act compliance is satisfied for the Northern long-eared bat.

NCDOT will enter in a formal Section 7 Consultation with the US Fish and Wildlife Service due to the May-Effect, Likely to Adversely Affect biological conclusion for the Dwarf-Flowered Heartleaf.

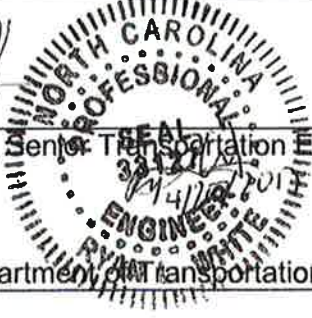
I. Categorical Exclusion Approval

STIP Project No. B-5531
WBS Element 55031.1.1
Federal Project No. N/A

Prepared By:

4/27/2017
Date


Ryan L. White, P.E., Senior Transportation Engineer
Stantec Consulting




Prepared For:

North Carolina Department of Transportation

Reviewed By:

4-27-17
Date


John G. Conforti, REM
Project Planning Engineer
Project Development & Environmental Analysis, NCDOT

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.

5-4-17
Date

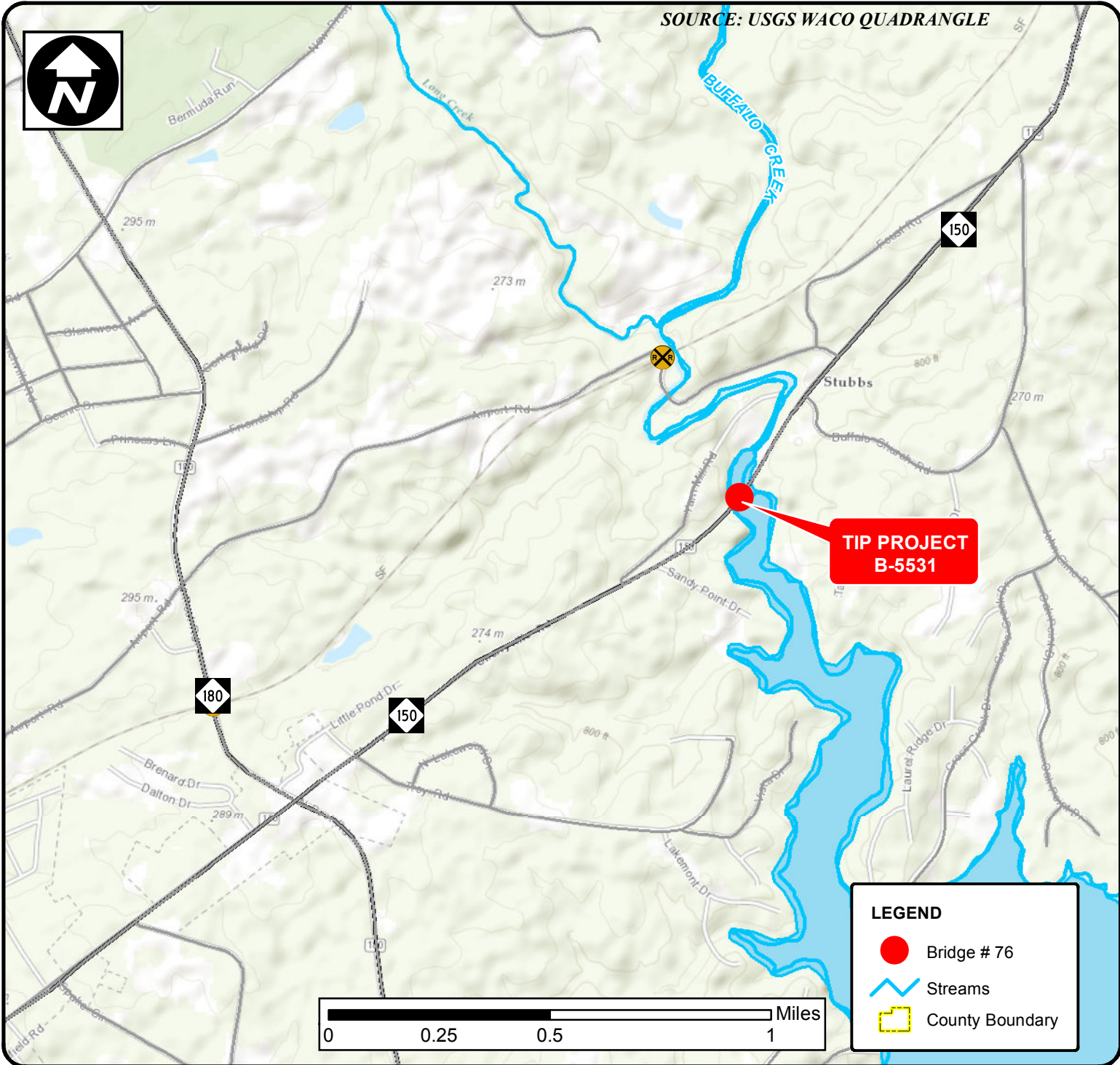
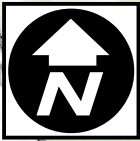

Brian Yamamoto, PE
Project Engineer
Project Development & Environmental Analysis, NCDOT

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

5-31-17
Date


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

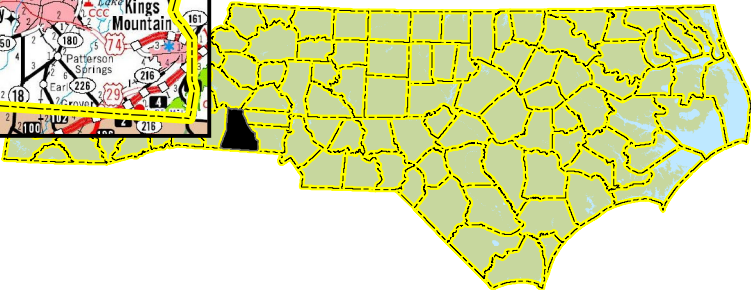
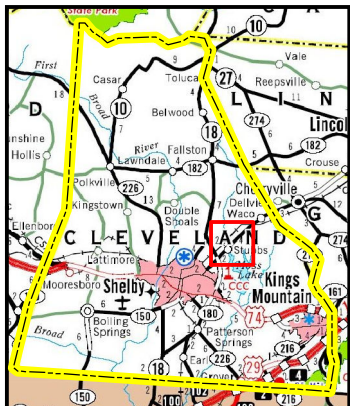
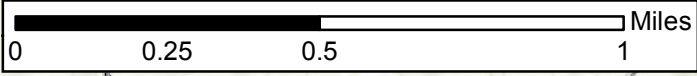
FIGURES




**TIP PROJECT
B-5531**

LEGEND

- Bridge # 76
- ~ Streams
- County Boundary






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

**REPLACEMENT OF BRIDGE # 76 ALONG
NC 150 OVER BUFFALO CREEK**

CLEVELAND COUNTY
TIP PROJECT B-5531

FIGURE 1: VICINITY MAP



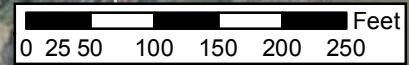
 NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH

**REPLACEMENT OF BRIDGE # 76 ON NC 150
OVER BUFFALO CREEK**







CLEVELAND COUNTY
TIP PROJECT B-5531

FIGURE 2: PROPOSED IMPROVEMENTS

1 inch = 150 feet

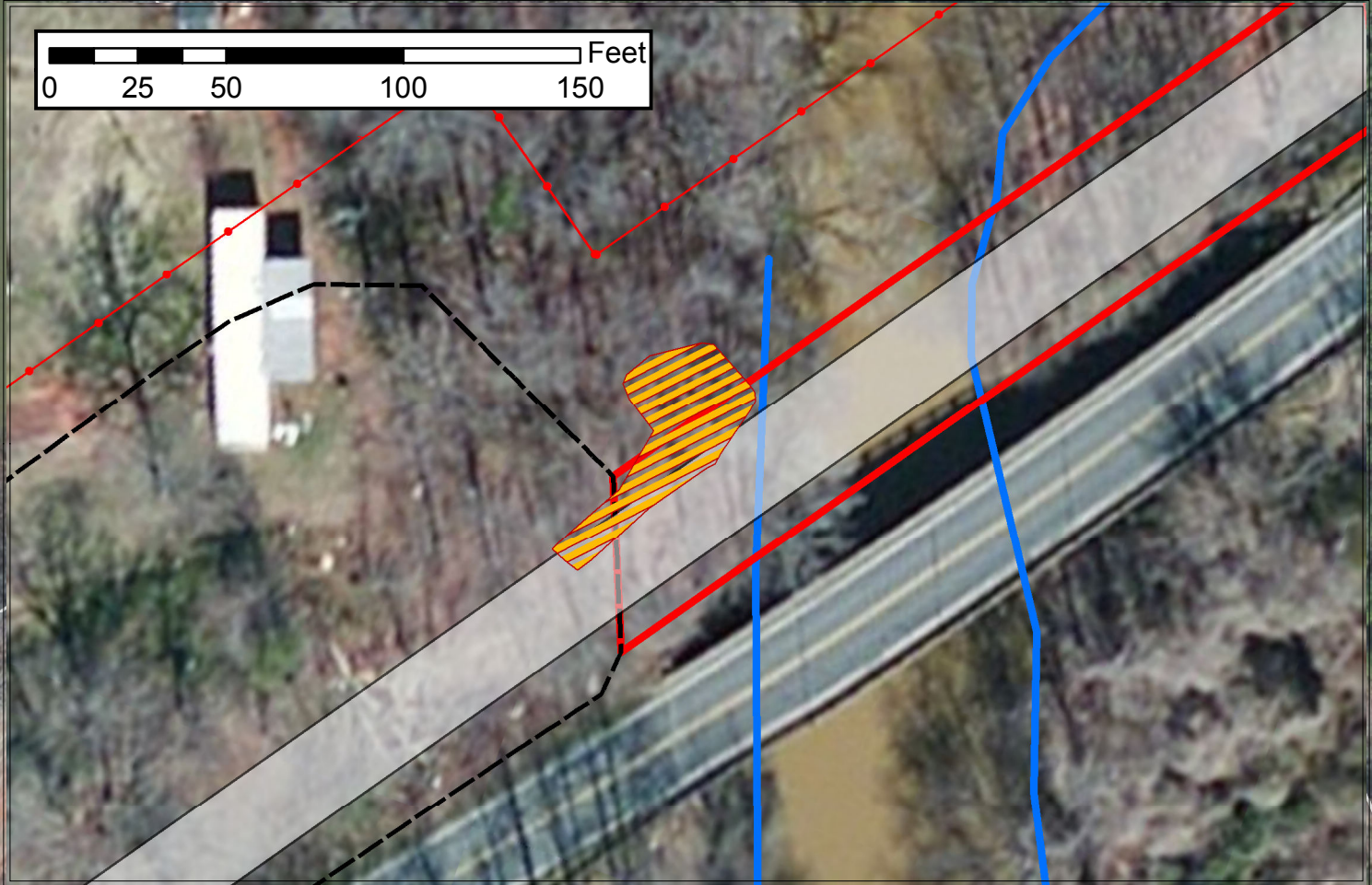
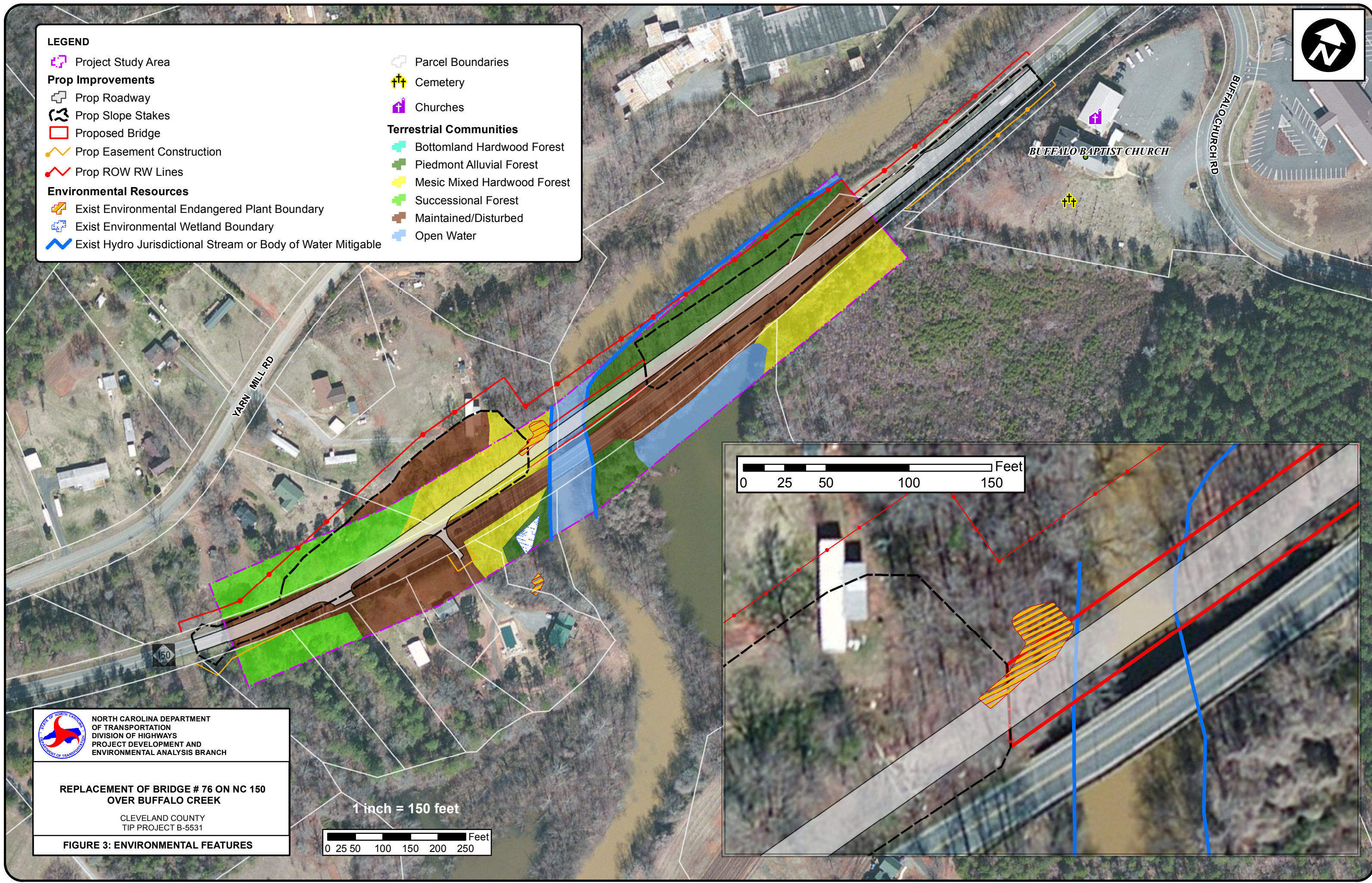
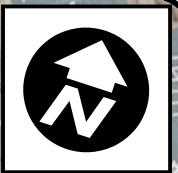



LEGEND

-  Prop Roadway
-  Prop Slope Stakes
-  Proposed Bridge
-  Prop Easement Construction
-  Prop ROW RW Lines
-  Parcel Boundaries

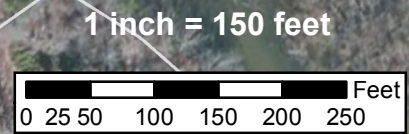
LEGEND

- Project Study Area
- Prop Improvements**
 - Prop Roadway
 - Prop Slope Stakes
 - Proposed Bridge
 - Prop Easement Construction
 - Prop ROW RW Lines
- Environmental Resources**
 - Exist Environmental Endangered Plant Boundary
 - Exist Environmental Wetland Boundary
 - Exist Hydro Jurisdictional Stream or Body of Water Mitigable
- Parcel Boundaries
- Cemetery
- Churches
- Terrestrial Communities**
 - Bottomland Hardwood Forest
 - Piedmont Alluvial Forest
 - Mesic Mixed Hardwood Forest
 - Successional Forest
 - Maintained/Disturbed
 - Open Water




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

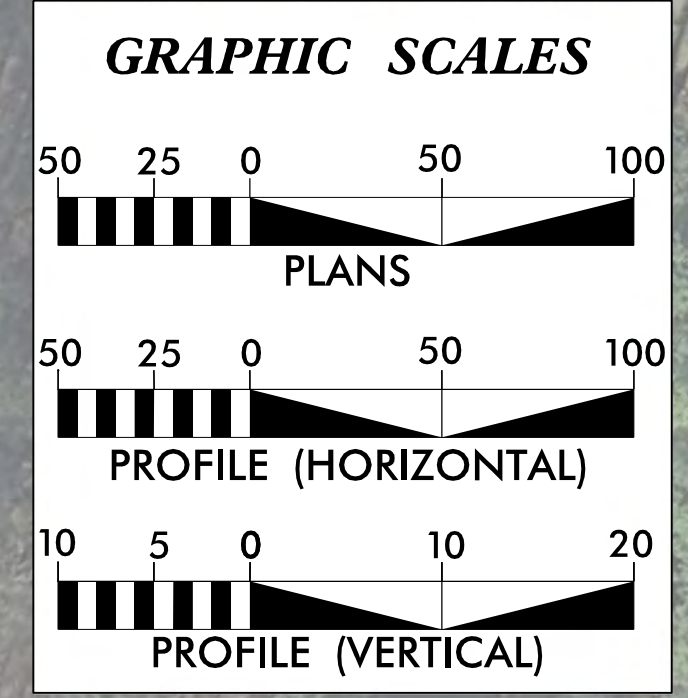
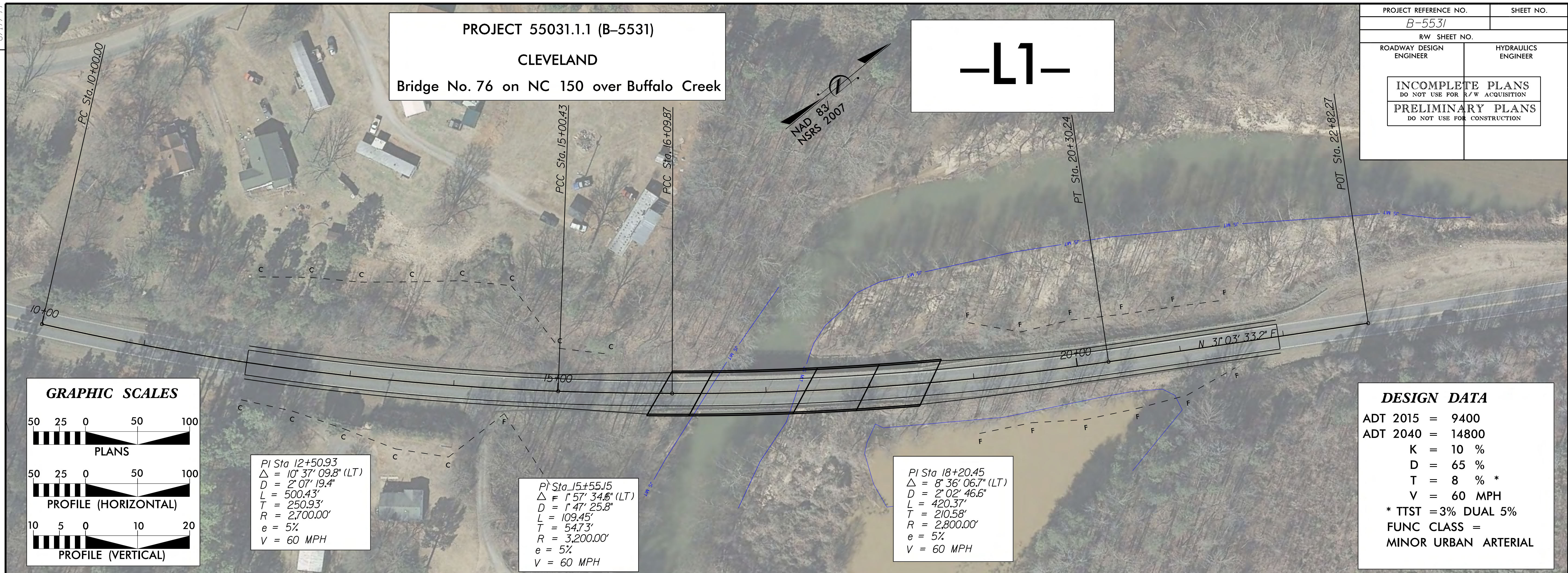
REPLACEMENT OF BRIDGE # 76 ON NC 150 OVER BUFFALO CREEK
 CLEVELAND COUNTY
 TIP PROJECT B-5531
FIGURE 3: ENVIRONMENTAL FEATURES



PROJECT 55031.1.1 (B-5531)
CLEVELAND
Bridge No. 76 on NC 150 over Buffalo Creek

-L1-

PROJECT REFERENCE NO. <i>B-5531</i>	SHEET NO.
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



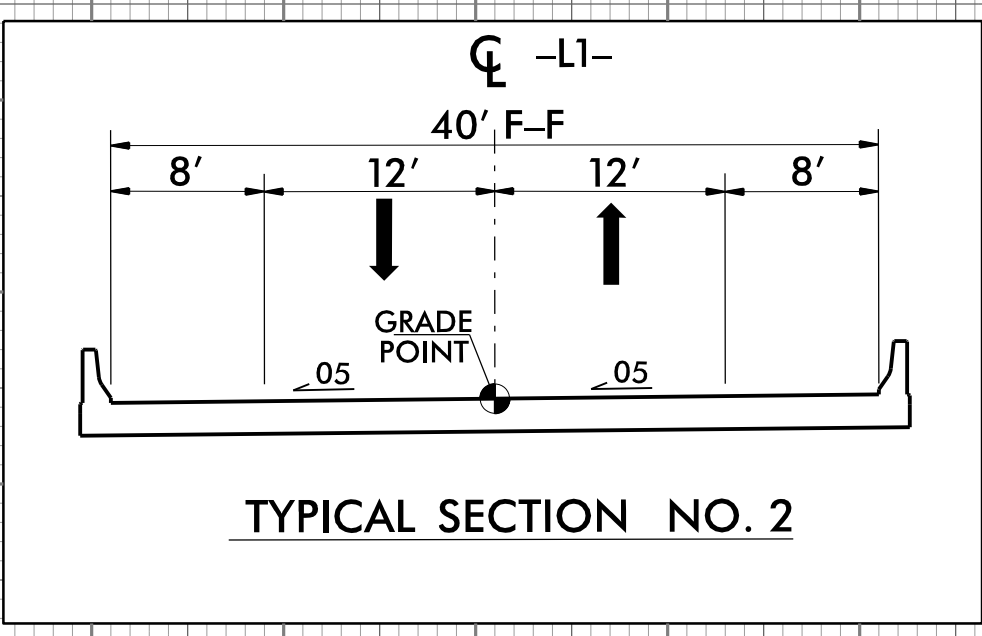
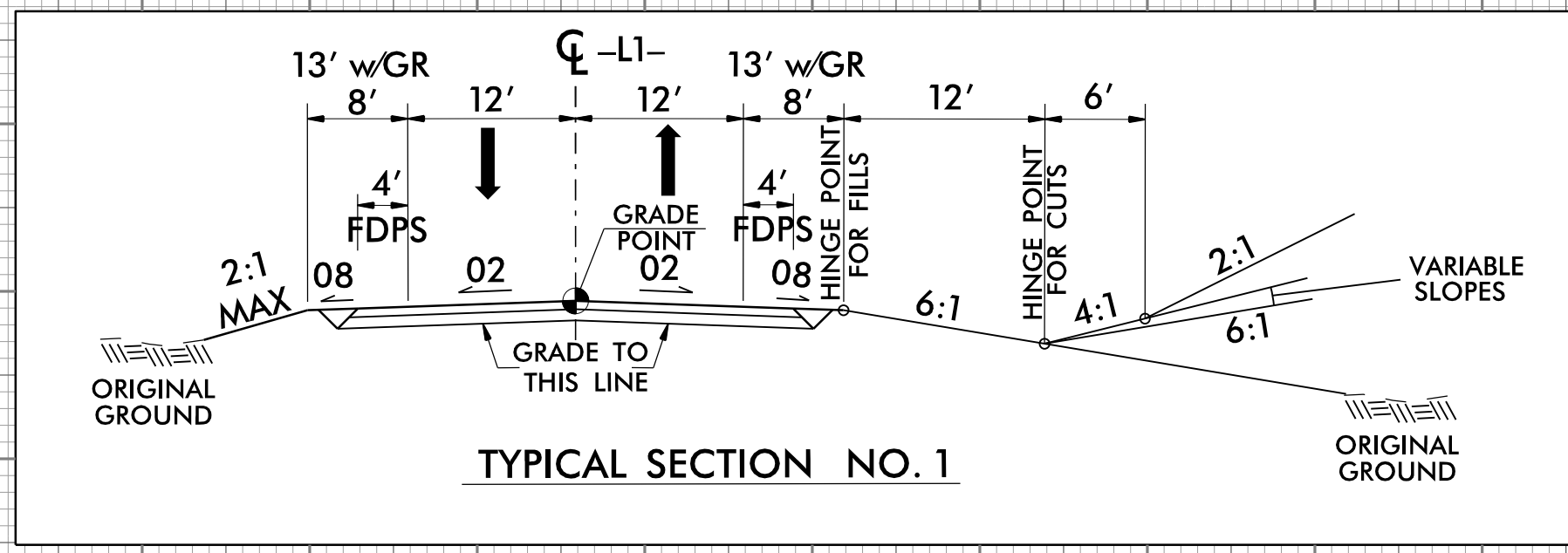
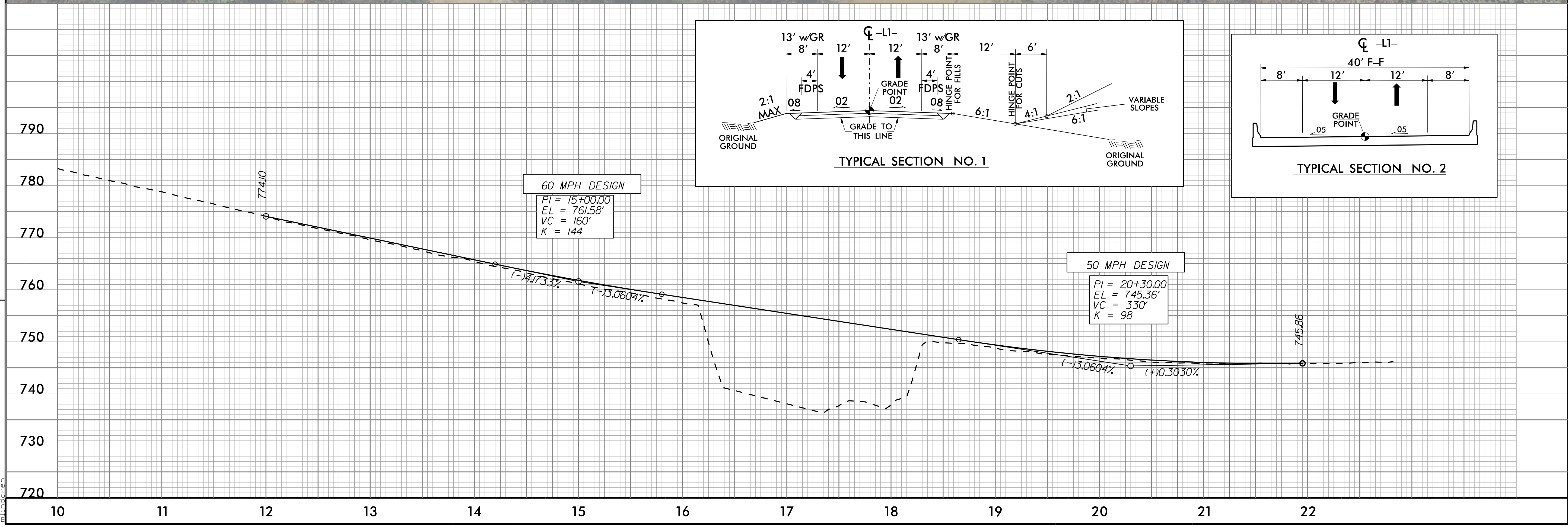
PI Sta 12+50.93
 $\Delta = 10^\circ 37' 09.8''$ (LT)
 $D = 2^\circ 07' 19.4''$
 $L = 500.43'$
 $T = 250.93'$
 $R = 2,700.00'$
 $e = 5\%$
 $V = 60$ MPH

P Sta 15+55.15
 $\Delta = 1^\circ 57' 34.6''$ (LT)
 $D = 1^\circ 47' 25.8''$
 $L = 109.45'$
 $T = 54.73'$
 $R = 3,200.00'$
 $e = 5\%$
 $V = 60$ MPH

PI Sta 18+20.45
 $\Delta = 8^\circ 36' 06.7''$ (LT)
 $D = 2^\circ 02' 46.6''$
 $L = 420.37'$
 $T = 210.58'$
 $R = 2,800.00'$
 $e = 5\%$
 $V = 60$ MPH

DESIGN DATA

ADT 2015 = 9400
 ADT 2040 = 14800
 $K = 10\%$
 $D = 65\%$
 $T = 8\%*$
 $V = 60$ MPH
 * TTST = 3% DUAL 5%
 FUNC CLASS =
 MINOR URBAN ARTERIAL



60 MPH DESIGN
 $PI = 15+00.00$
 $EL = 761.58'$
 $VC = 160'$
 $K = 144$

50 MPH DESIGN
 $PI = 20+30.00$
 $EL = 745.36'$
 $VC = 330'$
 $K = 98$

REVISIONS

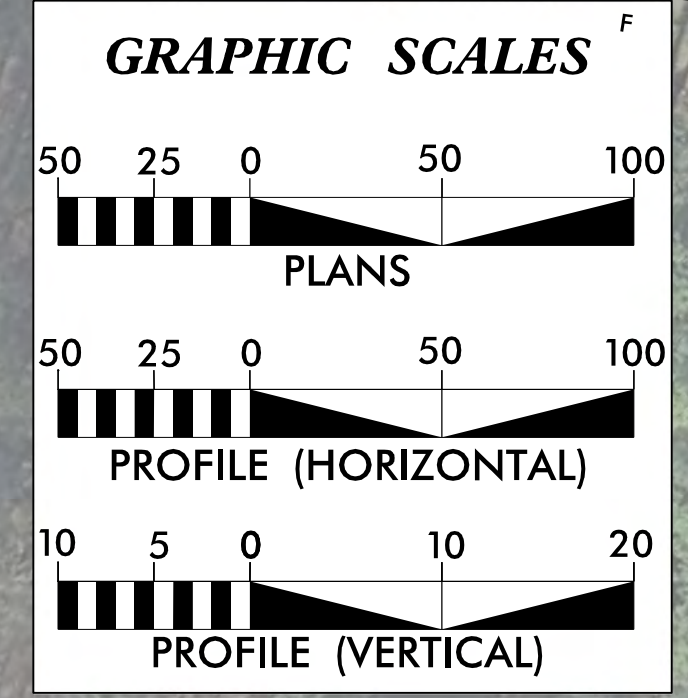
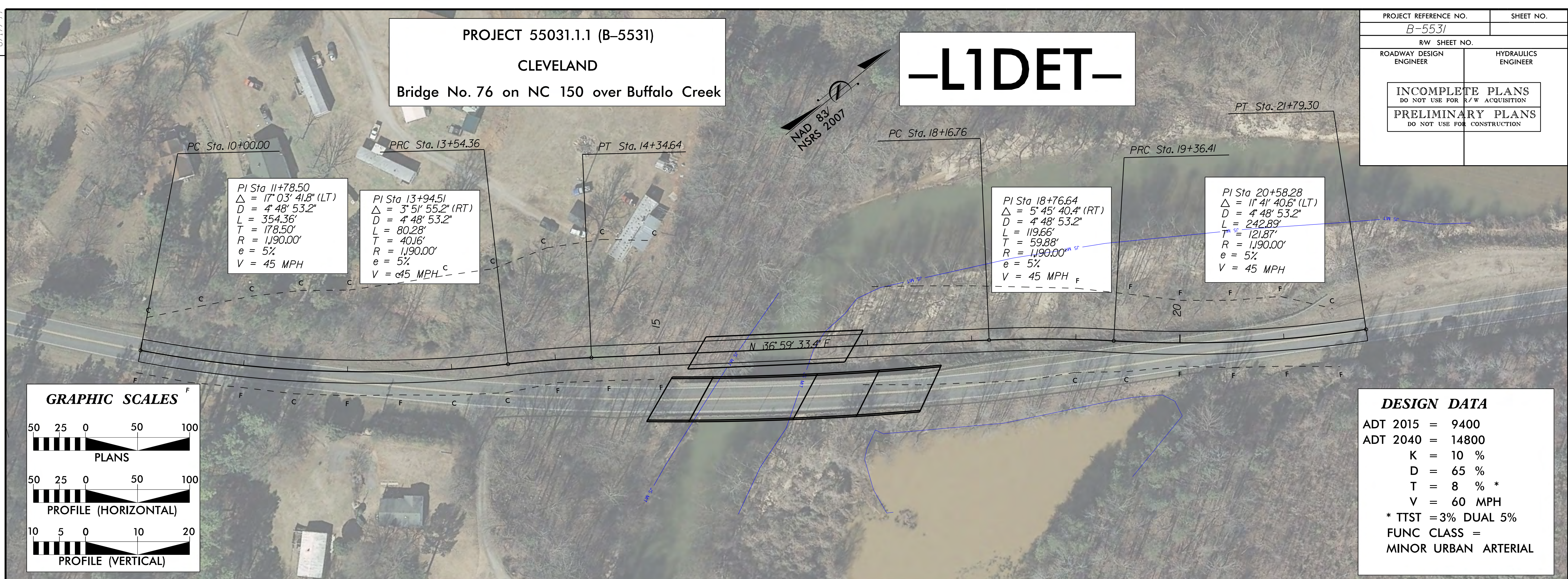
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PROJECT 55031.1.1 (B-5531)
CLEVELAND
Bridge No. 76 on NC 150 over Buffalo Creek

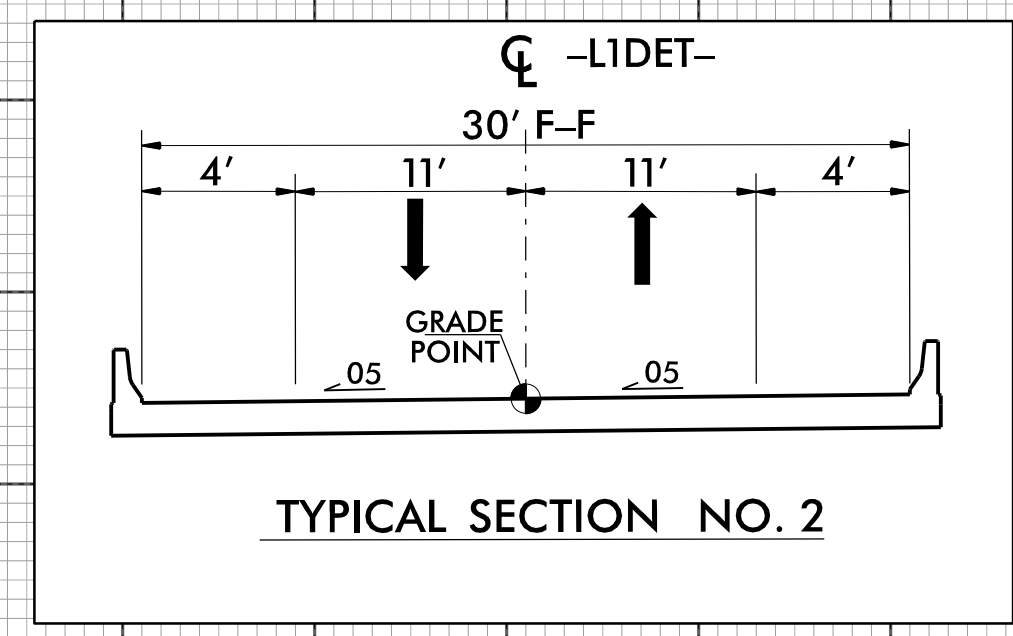
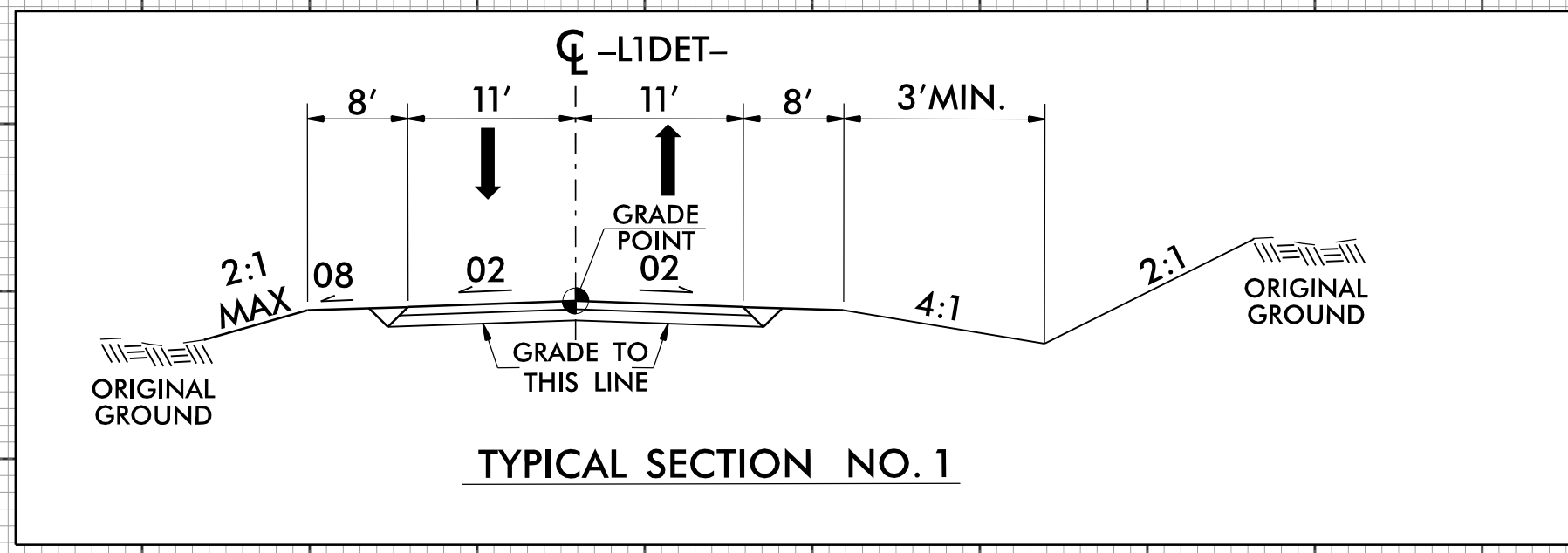
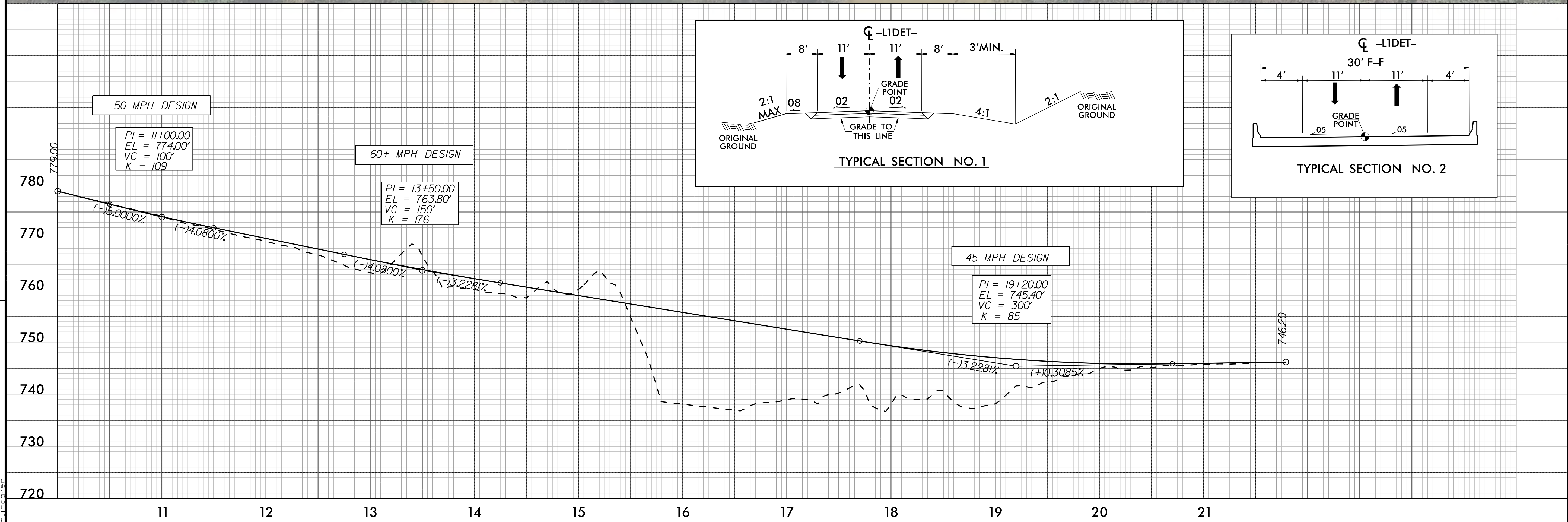
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PROJECT REFERENCE NO. <i>B-5531</i>	SHEET NO.
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



DESIGN DATA

ADT 2015 = 9400
 ADT 2040 = 14800
 K = 10 %
 D = 65 %
 T = 8 % *
 V = 60 MPH
 * TTST = 3% DUAL 5%
 FUNC CLASS =
 MINOR URBAN ARTERIAL



REVISIONS

4/13/2015
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APPENDIX A

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	55031.1.1	COUNTY	Cleveland	Alternate	1	of	1	Alternate
T.I.P. No.:	B-5531							
DESCRIPTION OF PROJECT:	Replacement of Bridge # 76 over Buffalo Creek along NC 150							

ESTIMATED DISPLACED					INCOME LEVEL				
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP
Residential	1	0	0	0	0	0	1	0	0
Businesses	0	0	0	0	VALUE OF DWELLING		DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners	Tenants	For Sale		For Rent
Non-Profit	0	0	0	0	0-20M	\$ 0-150	0-20M	\$ 0-150	0

ANSWER ALL QUESTIONS									
Yes	No	Explain all "YES" answers.							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Source for available housing (list).							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).							
		15. Number months estimated to complete RELOCATION? 12							

REMARKS (Respond by number)

3. No Permanent displacement of business.

6. MLS, Newspapers, realtors, Real Estate publications, on ground canvassing, apt. guides

8. Will be administrated according to State Law.

11. Section 8 Housing in Cleveland County.

12. There are no Government Programs competing for housing.

14. MLS, Newspapers, realtors, Real Estate publications

<p style="text-align: right;"><i>Darrel L. Harris</i> 4/19/17</p> <p style="text-align: center;">Right of Way Agent Date</p>	<p style="text-align: center;">Relocation Coordinator Date</p>
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15-01-0008



HISTORIC ARCHITECTURE AND LANDSCAPES

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-5531	County:	Cleveland
WBS No.:	55031.1	Document Type:	PCE or CE
Fed. Aid No:	N/A	Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	
Project Description: Replace Bridge No. 76 on NC 150 over Buffalo Creek.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on January 8, 2015. There is a survey site, Buffalo Baptist Church (CL 318) north of the bridge. A survey will be required to assess the structure and its location in relation to the APE, which is 700' from each end of the bridge and 100' from the centerline each way.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- **SURVEY REQUIRED**

Kate Hubbard

NCDOT Architectural Historian

1/9/2015

Date

Anticipated Fieldwork Completion Date: July 2015



HPO GIS



HPO GIS

15-01-0008



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED 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-5531	County:	Cleveland
WBS No.:	55031.1.1	Document Type:	PCE or CE
Fed. Aid No:	N/A	Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	
<u>Project Description:</u> Replace Bridge No. 76 on NC 150 over Buffalo Creek.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

Date of field visit: February 2, 2015

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on January 8, 2015. There is a survey site, Buffalo Baptist Church (CL 318) north of the bridge. A survey was required to assess the structure and its location in relation to the APE, which is 700' from each end of the bridge and 100' from the centerline each way. A survey of the project was conducted on February 2, 2015, and the Buffalo Baptist Church was evaluated for National Register eligibility in April of 2015. It was determined that the Buffalo Baptist Church is not eligible for National Register listing, and the State Historic Preservation Office concurred with these findings on April 13, 2015.

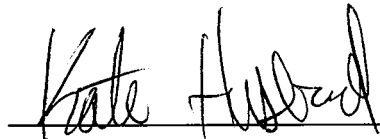
A cluster of homes in the southeast portion of the APE are under fifty years of age based on Cleveland County GIS/Tax information. A group of mobile homes and two frame houses dating to the 1950s are in the southwest portion of the APE and face Yarn Mill Road. These houses are unremarkable and not eligible for National Register listing. Bridge No. 76 is not eligible for National Register listing based on the NCDOT Historic Bridge Inventory. There are no National Register listed or eligible properties within the APE. If design plans change, additional review will be required.

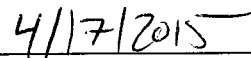
SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

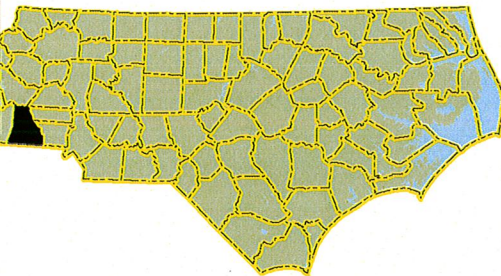
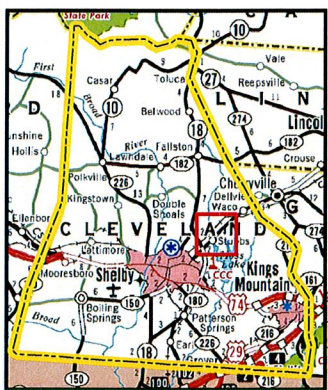
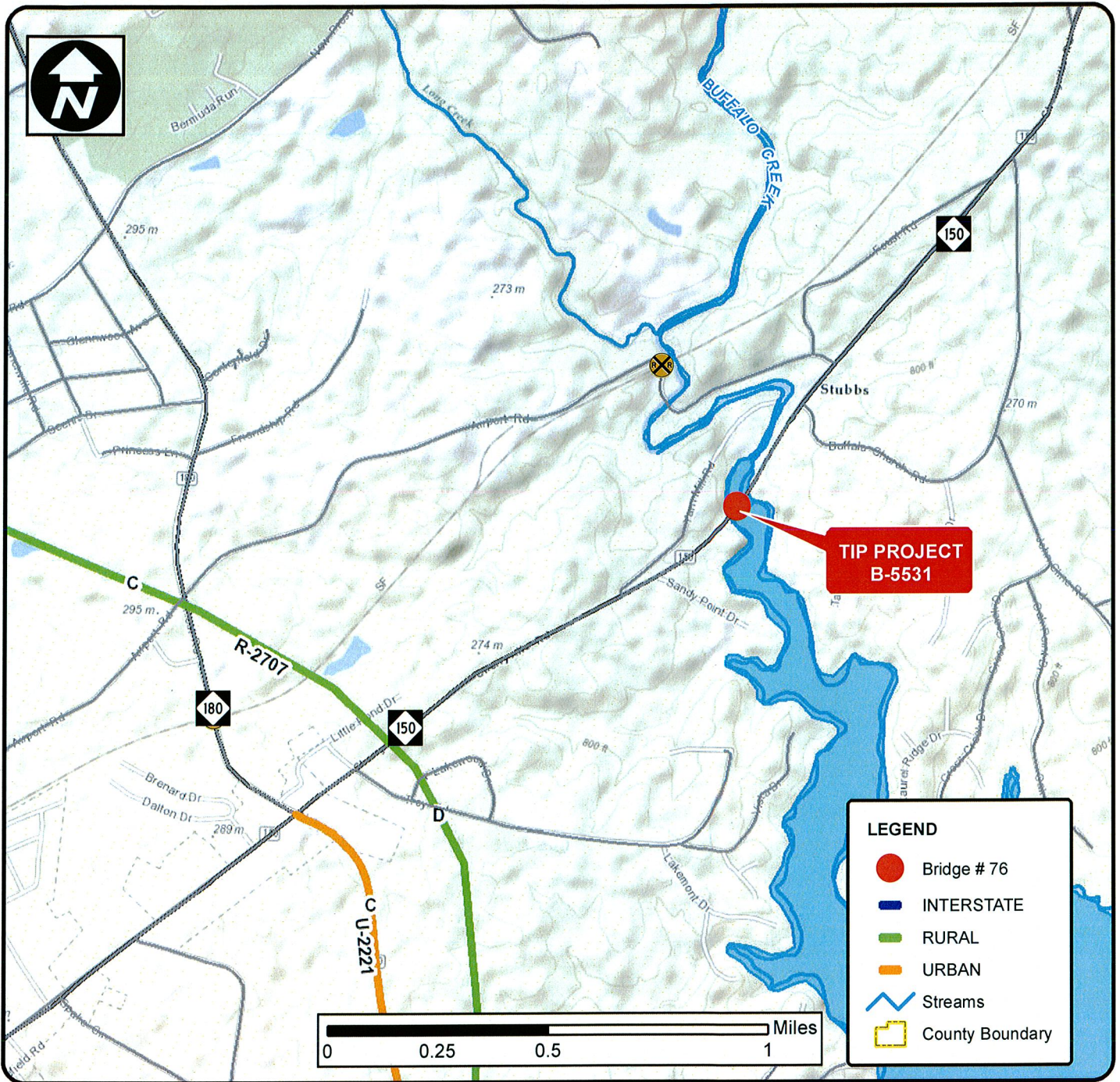
Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OR AFFECTED**






NCDOT Architectural Historian

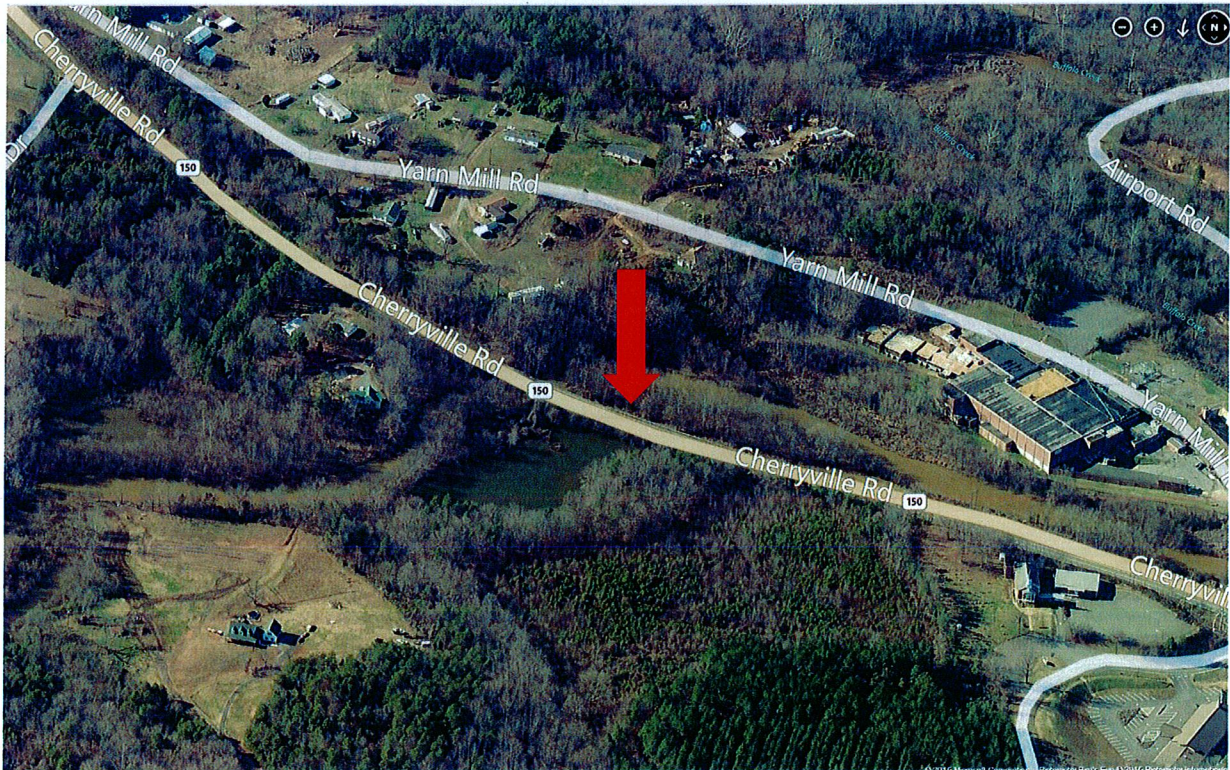
Date




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

REPLACEMENT OF BRIDGE # 76 ALONG NC 150 OVER BUFFALO CREEK
 CLEVELAND COUNTY
 TIP PROJECT B-5531

FIGURE 1: VICINITY MAP



Bing Maps Birds Eye View, looking west. Bridge Location at arrow.



North Carolina Department of Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

April 16, 2015

MEMORANDUM

TO: Kate Husband
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report for the Replacement of Bridge 76 on NC 150 over
Buffalo Creek, B-5531, Cleveland County, ER 15-0833

Thank you for your April 13, 2015, memorandum transmitting the above referenced report. We have reviewed the report and **concur that the Buffalo Baptist Church (CL0318) is not eligible** for listing in the National Register of Historic Places for the reasons outlined.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT

mfurr@ncdot.gov

15-01-0008



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-5531** County: **Cleveland**
 WBS No: **55031.1** Document: **MCS**
 F.A. No: Funding: **State** **Federal**

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

Project Description: This project proposes to replace Bridge No. 76, which carries NC150 (Cherryfield Rd) over Buffalo Creek in Cleveland 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 76 and measures 1400ft in length (700ft from each bridge end-point) and 100ft in width (50ft from each side of the NC150 center-line).

SUMMARY OF CULTURAL RESOURCES REVIEW

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

First, construction design data and other pertinent project information were examined (when applicable) for determining the character and extent of potential impacts to the APE ground surfaces. Next, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Friday, January 9, 2015. No previously documented archaeological sites are located within the boundaries or directly adjacent to the archaeological APE. The review did evidence numerous archaeological sites recorded a few miles to the north in accordance with the proposed Cleveland County landfill expansion (Hall 1996). Because of this demonstrated historic and prehistoric occupational presence in the general area, a moderate potential exists for the documentation of archaeological remains in the vicinity of the project.

An 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 NCSHPO website confirmed an absence of historic resources in the project area. In addition, historic maps of Cleveland County and the project area were examined for evidence of former structure locations, land use patterns, or other confirmation of historic occupation at this locale. In general, the cultural resources review confirmed that no cemeteries, NRHP listed properties or recorded archaeological sites will be impacted by the proposed bridge replacement work.

Further, the APE was referenced on topographic, geologic and NRCS soil survey maps (PtD, PsC2) for the appraisal of environmental, geomorphological, hydrological, and other correlatives that may have resulted in past occupation at this location. Finally, aerial photographs (NCDOT Spatial Data Viewer) and submitted project photographs were examined and the Google Street View map application was utilized (when amenable) for gaining a virtual, first-hand perspective of the overall study area and for assessing disturbances, both natural and human induced, which compromise the integrity of potential archaeological sites/deposits.

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 APE contains no NRHP listed historic properties, documented archaeological sites or cemeteries. The entire project area is distinguished by moderately eroded soil profiles and/or stony, 15% to 25% slopes. North of the bridge structure the APE is distinguished by a pond bordering the right-of-way to the east and the creek channel trending parallel to the roadway to the west. South of the bridge structure the APE is characterized by sloping ground surfaces which transition quickly to eroded saprolitic soils derived from granite or schist. Because of the diminutive scope of the project which will not impact the areas outward of the existing ROW, significant NRHP eligible archaeological resources are unlikely to be affected. No further archaeological input or work will be necessary for this bridge replacement project.

Hall, L.G.

1996 Archaeological Survey, Cleveland County Landfill Expansion, JEI Project 319.00. High Country Archaeological Services, Weaverville, NC. On file, Office of State Archaeology, Raleigh, NC.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED

Eric Halverson

2/3/2015