

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<u>B-5610</u>
WBS Element	<u>45565.1.1</u>
Federal Project No.	<u>NHP-0012(016)</u>

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 8 on NC 12 over The Slash in Dare County. Bridge No. 8 will be replaced-in-place with an off-site detour. The proposed structure will be an approximately 95-foot long, two-span, pre-stressed concrete girder. The bridge typical section is two 15-foot lanes with 5-foot sidewalks on each side. The roadway typical section is two 15-foot lanes with 10-foot shoulders (5-foot paved sidewalks) on each side. The proposed design speed is 40 mph. The project length is approximately 850 feet. The Project Vicinity map, Study Area map, and Preliminary Plans are included in Attachment A.

B. Description of Need and Purpose:

The purpose of the proposed project is to replace a structurally deficient bridge (determined to be structurally deficient in August 2013).

Bridge No. 8 was constructed in 1956. The bridge is 86 feet long with a clear roadway width of 27.667 feet. The structure type is reinforced concrete floor on timber joists, timber caps, and timber piles. NCDOT Bridge Management Unit records indicate Bridge No. 8 had a sufficiency rating of 15.08 as of October 24, 2017 out of a possible 100 for a new structure. NCDOT Bridge Management Unit records from April 2013 indicated that Bridge No. 8 had a sufficiency rating of 48.65 out of a possible 100 for a new structure. Bridge maintenance has been performed; however, Bridge No. 8 remains structurally deficient due to deteriorating substructure conditions. These repairs are temporary in nature and the bridge is still in need of replacement.

C. Categorical Exclusion Action Classification: (Check one)

- TYPE I A
- TYPE I B
- TYPE II A
- TYPE II B

D. Proposed Improvements – 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:

Cost:

The proposed project is included in the 2016-2025 State Transportation Improvement Program (STIP). Project B-5610 is not included in the current STIP (2018-2027). Right of way acquisition and construction are scheduled in the 2016-2025 STIP for federal fiscal years 2022 and 2023, respectively. The estimated costs of the proposed project, indicated in the 2016-2025 STIP, are as follows:

Construction Cost	\$1,404,000
<u>Right of Way Cost</u>	<u>\$70,000</u>
Total Project Cost	\$1,474,000

Design:

Design Standards	Regional Tier
Design Speed	40 mph
Design Exceptions	None
Construction Type	Replace-in-place

Estimated Traffic from Capacity Analysis:

2020 ADT	4,284
2040 ADT	5,700
%Trucks/Duals	8

Accidents:

One vehicular crash (fixed object, non-fatal injuries) was reported from 2012 to 2016.

Bridge Removal:

All existing bridge components will be removed. The removal of piles will be conducted using approved NCDOT Best Management Practice methods.

Alternatives Discussion:

No-Build – The no-build alternative would result in closing the road and removal of Bridge No. 8, which is unacceptable given the local transportation connectivity and volume of traffic served by NC 12.

Rehabilitation – Bridge No. 8 was constructed in 1956 and is structurally deficient. Rehabilitation of the superstructure and substructure would be similar to bridge replacement.

Replace-in-Place with Off-site Detour (Recommended) – Bridge No. 8 will be replaced-in-place with an off-site detour. The off-site detour would begin on NC 12 to Eagle Pass Road (SR 1241) and end on NC 12.

Bicycle and Pedestrian Accommodations:

NCDOT Division of Bicycle and Pedestrian Transportation (DBPT) confirmed the Dare County Comprehensive Transportation Plan's proposed shared use path on NC 12, and recommends 10-foot wide standard shared use paths and 42-inch rail on the bridge. The Village of Hatteras considers NC 12 as a local bike route and Bridge No. 8 as pedestrian access between residences and commercial establishments. The Village of Hatteras proposes a five-foot wide concrete pathway on NC 12 and five-foot sidewalks on the bridge in the Hatteras Village Sidewalk Study Report (December 2018).

The design will include two 15-foot lanes with 5-foot sidewalks on each side on the bridge, and two 15-foot lanes with 10-foot shoulders (5-foot paved sidewalks) on each side on the roadway.

Human Environment:

Community Studies – The Community Impact Assessment (CIA) includes the following key findings and recommendations (responses to recommendations are in italics):

1. Temporary on-site detour for pedestrians and bicyclists to maintain access to community services should construction occurs during the summer tourist season (*indicated in Project Commitments*)
2. NCDOT to coordinate with Hatteras emergency services to develop a construction schedule that does not conflict with the summer tourist season (*indicated in Project Commitments*)
3. NCDOT to coordinate with Public Involvement Community Studies & Visualization (PICSViz) on public outreach (*see the Public Involvement subsection in this section*)
4. NCDOT to coordinate with DBPT on bicycle and pedestrian facilities (*see the Bicycle and Pedestrian Accommodations section*)

Cultural Resources – A Survey Required form and subsequent No Historic Properties Present or Affected form were provided for Historic Architecture. The No Historic Properties Present or Affected form indicates the National Register-listed Hatteras Weather Bureau Station will not be affected by the proposed improvements. Although constructed in 1956, Bridge No. 8 is not eligible for National Register listing. A No Archaeological Survey Required form was provided for Archaeological Resources. Intact archaeological resources associated with the Hatteras Weather Bureau Station are not anticipated within the study area.

Cultural Resources decision documents are included in Attachment B.

Public Involvement – Landowner notification letters, in both English and Spanish versions, were sent to property owners in February 2016. Landowners were invited to comment; however, no comments were received. A newsletter, currently under review with PICSViz, will be sent to property owners and local officials. The newsletter will include the proposed improvements, proposed detour, and project schedule.

Natural Environment:

Jurisdictional Resources – Approximately 530 linear feet of jurisdictional water resource (The Slash) and 0.32 acres of jurisdictional wetlands (salt marsh) were identified within the study area, in the Pasquotank River Basin.

Threatened & Endangered Species – Habitat for the Northern long-eared bat (NLEB) is present within the study area. The US Fish and Wildlife Service (USFWS) has developed a Programmatic Biological Opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), US Army Corps of Engineer (USACE), and NCDOT for the 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 and biological conclusion for the NLEB is May Affect, Likely to Adversely Affect (MALAA). The PBO provides incidental take coverage for the 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 Dare County, where Bridge No. 8 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

Habitats for the Loggerhead sea turtle, Hawksbill sea turtle, Green sea turtle, Leatherback sea turtle, Kemp's Ridley sea turtle, and West Indian manatee are present within the project study area. Biological conclusions of May Affect, Not Likely to Adversely Affect (MANLAA) were provided. NCDOT will initiate informal consultation with National Marine Fisheries Service (NMFS) for the turtle species to confirm biological conclusions. NCDOT will adhere to Guidelines for Avoiding Impacts to the West Indian Manatee: Precautionary Measures for Construction Activities in North Carolina Waters during construction.

GeoEnvironmental:

The NCDOT GeoEnvironmental Section performed a record search and field review. They found no geoenvironmental concerns and no contaminated properties during the field reconnaissance and regulatory agencies' record search.

Floodplains:

Dare County is included in the National Flood Insurance Program's (NFIP's) Flood Insurance Study (effective September 2006). The project is in The Slash and Sandy Bay Zone AE floodway area, for which 100-year base flood elevations are established.

The NCDOT Hydraulics 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 1 will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

Permits:

Coastal Area Management Act (CAMA) – NC Division of Coastal Management (NCDCM) identified two Areas of Environmental Concern (AEC) within the study area. The Slash is a designated Estuarine Water and Public Trust Water, and the project has coastal wetlands.

Navigable Waters – The Slash is designated by the USACE as Navigable Water under Section 10 of the Rivers and Harbors Act.

Anticipated Permits – USACE Section 404 Nationwide Permit 23 and 33 and corresponding NCDWR Section 401 Water Quality Certifications (WQCs), FEMA Permit, US Coast Guard (USCG) Advance Approval, and CAMA Permit

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>				
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>				
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Question 1 – Formal Consultation with USFWS

The USFWS has developed a PBO in conjunction with the FHWA, USACE, and NCDOT for the 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 and biological conclusion for the NLEB is MALAA. The PBO provides incidental take coverage for the 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 Dare County, where Bridge No. 8 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

Question 8 – Listed Species

Biological conclusions of MANLAA were provided for the Loggerhead sea turtle, Hawksbill sea turtle, Green sea turtle, Leatherback sea turtle, Kemp's Ridley sea turtle, and West Indian manatee. NCDOT will adhere to Guidelines for Avoiding Impacts to the West Indian Manatee: Precautionary Measures for Construction Activities in North Carolina Waters (2003 USFWS) during construction.

Question 10 – Waters Classified under Buffer Rules

The Slash is classified as High Quality Water (HQW).

Question 16 – Regulatory Floodway

The project is in The Slash and Sandy Bay Zone AE floodway area, for which 100-year base flood elevations are established. Bridge No. 8 will be replaced-in-place; however, wider lanes and addition of sidewalk may result in a wider bridge that may encroach on the 100-year base floodplain.

Question 17 – CAMA

The Slash is a designated Estuarine Water and Public Trust Water, and the project has coastal wetlands.

Question 18 – USCG

The project will require USCG Advance Approval.

H. Project Commitments

**Dare County
Replacement of Bridge No. 8
On NC 12 over The Slash
Federal Project No. NHP-0012(016)
WBS No. 45565.1.1
TIP No. B-5610**

NCDOT Hydraulics Unit:

FEMA

The project may encroach but will not adversely affect the FEMA-regulated stream. The Hydraulics Unit will coordinate with FEMA to determine if a CLOMR and a subsequent final LOMR are required for the project.

NCDOT Environmental Analysis Unit:

Federally Threatened Species

NCDOT will initiate informal consultation with the NMFS to confirm biological conclusions for the Loggerhead sea turtle, Hawksbill sea turtle, Green sea turtle, Leatherback sea turtle, and Kemp's Ridley sea turtle.

NCDOT Division 1 Construction:

Construction and Roadway Closure

NCDOT will develop methods to address pedestrian and bicycle accommodations during construction, in coordination with Work Zone Safety.

NCDOT will contact the Dare County Emergency Medical Services' Planning Director at 252-475-5713 at least one month prior to construction to allow first responders to prepare for the anticipated action.

NCDOT will contact the Hatteras Island Rescue Squad at 252-995-5490 at least one month prior to construction to allow marine first responders to prepare for the anticipated action.

NCDOT will contact the Hatteras Village Volunteer Fire Department at 252-986-2356 at least one month prior to construction to allow emergency personnel to prepare for the anticipated action.

NCDOT will contact the Dare County Schools' Supervisor of Transportation at 252-473-3717 Ext. 3402 at least one month prior to construction to allow schools to prepare for the anticipated action.

FEMA

If a CLOMR and subsequent final LOMR are required for the project, NCDOT will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

**Dare County
Replacement of Bridge No. 8
On NC 12 over The Slash
Federal Project No. NHP-0012(016)
WBS No. 45565.1.1
TIP No. B-5610**

HQW

NCDOT will adhere to NCDWR's Design Standards for Sensitive Watersheds to avoid and minimize impacts to the designated HQW (The Slash).

West Indian Manatee

NCDOT will provide conditions to contractors to adhere to guidelines outlined in GUIDELINES FOR AVOIDING IMPACTS TO THE WEST INDIAN MANATEE Precautionary Measures for Construction Activities in North Carolina Waters (2003 USFWS).

I. Categorical Exclusion Approval

STIP Project No. B-5610
WBS Element 45565.1.1
Federal Project No. NHP-0012(016)

Prepared By:

7/18/2019

Date

DocuSigned by:

Ray Magsanoc

87B8D2468B30470

Ray Magsanoc, Consultant Project Manager, STEWART

Prepared For:

Kristy Alford, PE, Engineering Supervisor III
NCDOT Structures Management Unit

Reviewed By:

7/18/2019

Date

DocuSigned by:

Phil Harris

8C16A3E6874A457

Philip S. Harris III, PE, CPM
NCDOT Environmental Analysis Unit Head



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.

7/24/2019

Date

DocuSigned by:

Kevin Fischer

ED19A18D98EC406

Kevin Fischer, PE, Assistant Structures Engineer
NCDOT Structures Management Unit

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

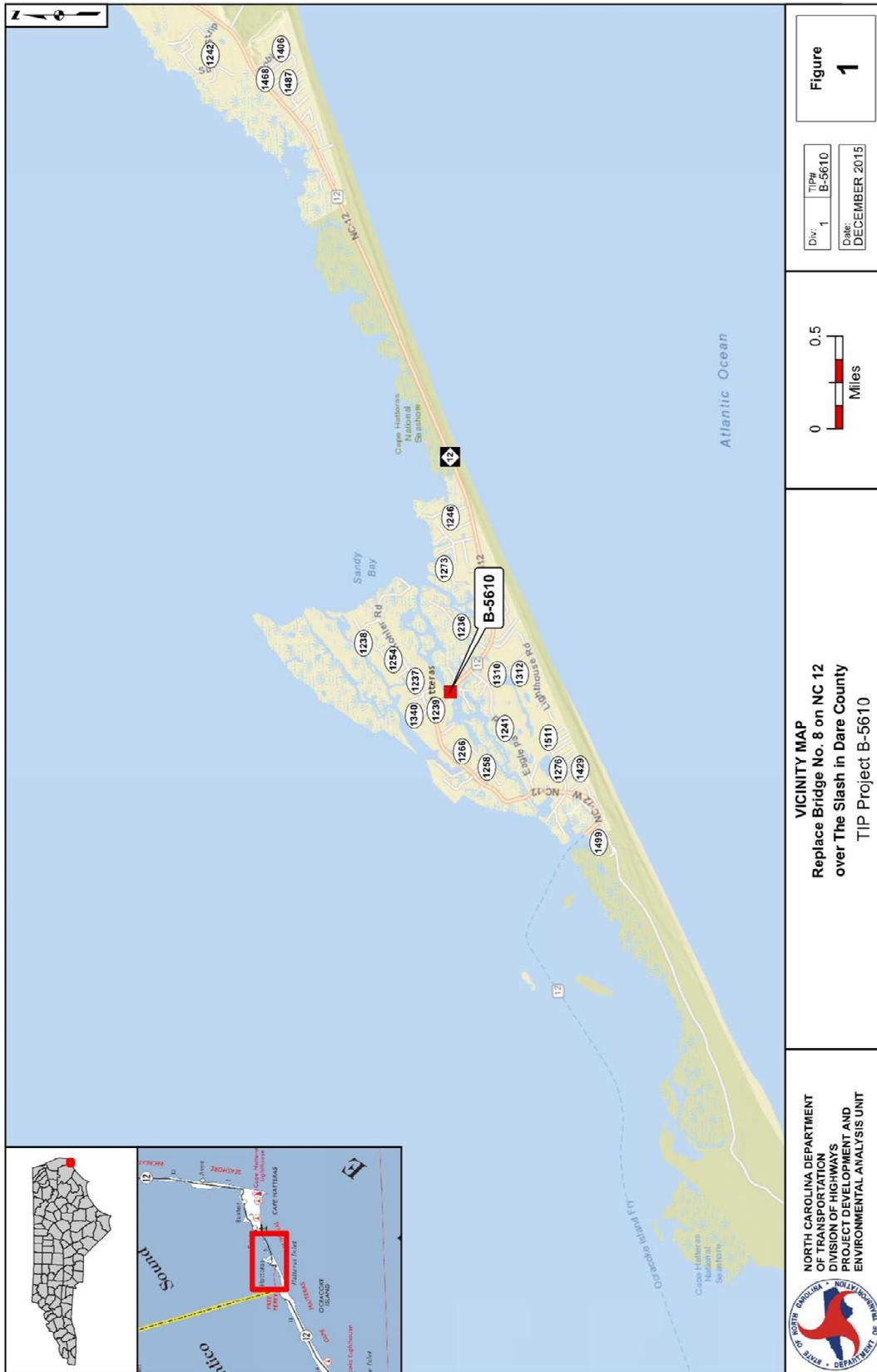
N/A

Date

N/A

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

ATTACHMENT A



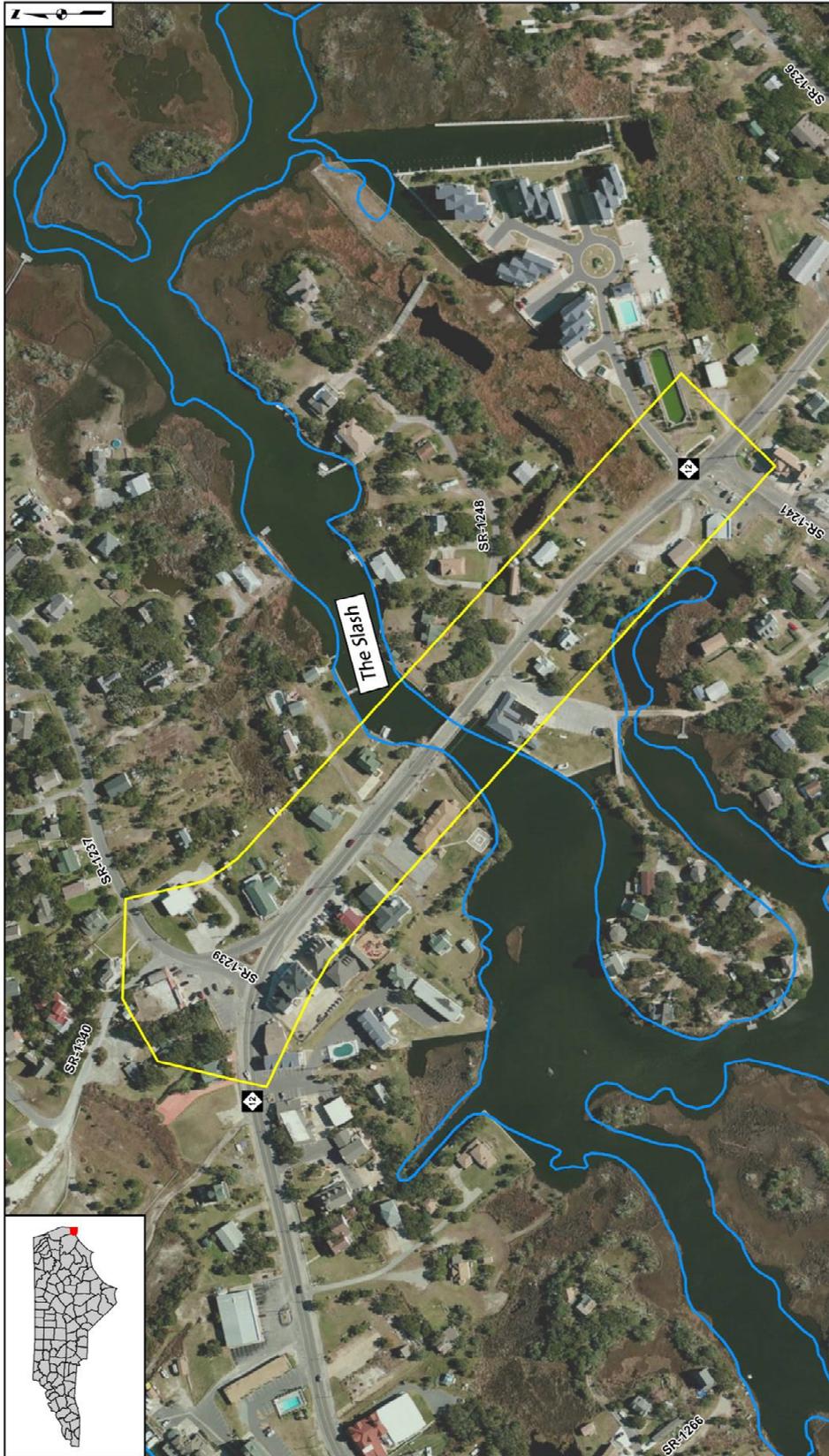
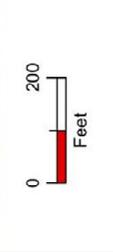


Figure
2

Div: 1
TIP# B-5610
Date: DECEMBER 2015



STUDY AREA MAP
 Replace Bridge No. 8 on NC 12
 over The Slash in Dare County
 TIP Project B-5610

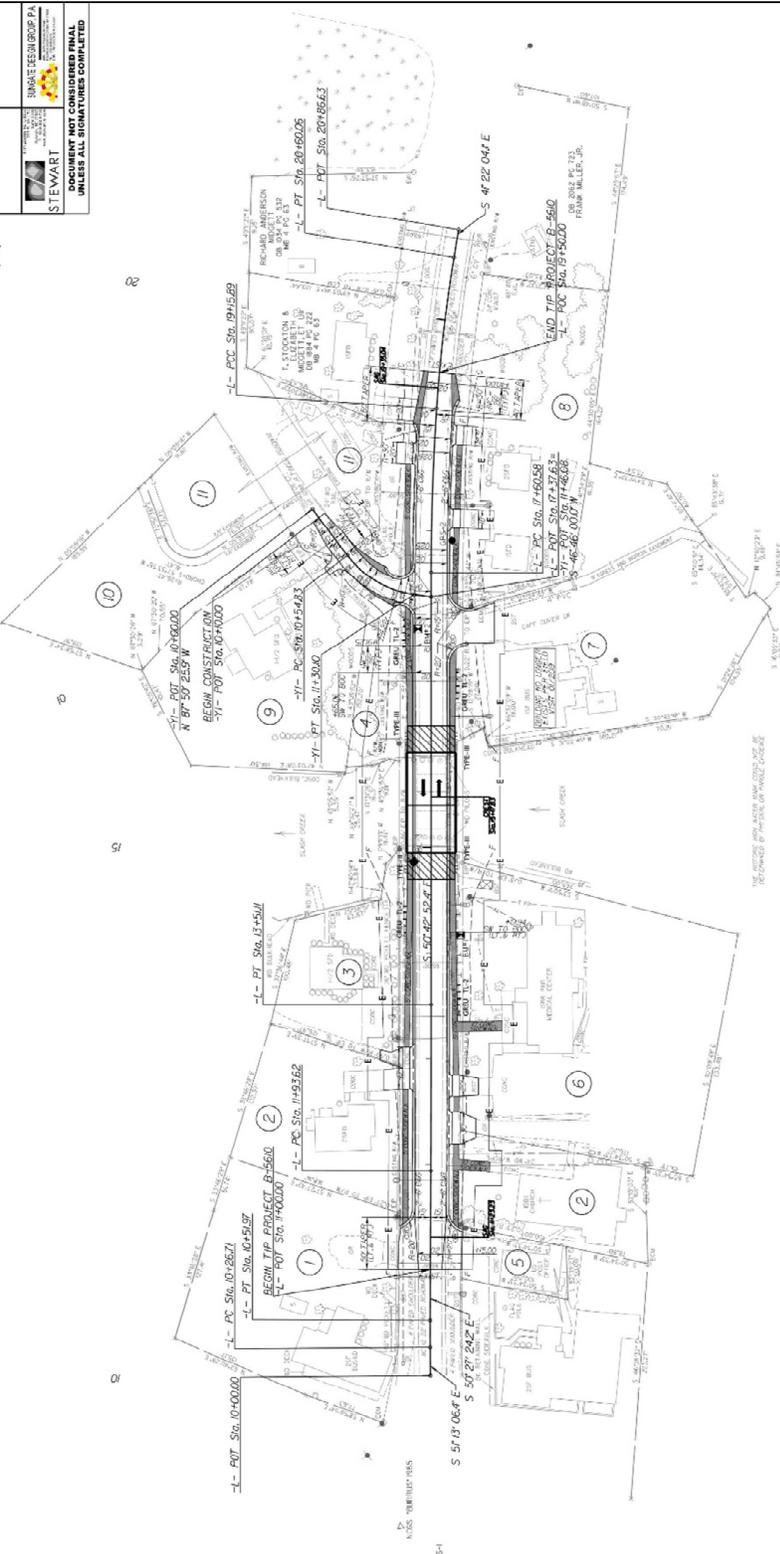
NORTH CAROLINA DEPARTMENT
 OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND
 ENVIRONMENTAL ANALYSIS UNIT



PROJECT REFERENCE NO. P-1007	SHEET NO. 7
CONTRACTOR STEWART	DATE 10/20/11
INCOMPLETE PLANS DO NOT USE FOR CONSTRUCTION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



PI Sta. 0+00.00 Δ = 0.00 L = 0.00 P = 0.00 S _c = 0.00 E ₁ = 0.00 S _c = 0.00 E ₁ = 0.00 Round = 0.00	PI Sta. 0+100.00 Δ = 0.00 L = 0.00 P = 0.00 S _c = 0.00 E ₁ = 0.00 S _c = 0.00 E ₁ = 0.00 Round = 0.00	PI Sta. 0+200.00 Δ = 0.00 L = 0.00 P = 0.00 S _c = 0.00 E ₁ = 0.00 S _c = 0.00 E ₁ = 0.00 Round = 0.00	PI Sta. 0+300.00 Δ = 0.00 L = 0.00 P = 0.00 S _c = 0.00 E ₁ = 0.00 S _c = 0.00 E ₁ = 0.00 Round = 0.00	PI Sta. 0+400.00 Δ = 0.00 L = 0.00 P = 0.00 S _c = 0.00 E ₁ = 0.00 S _c = 0.00 E ₁ = 0.00 Round = 0.00	PI Sta. 0+500.00 Δ = 0.00 L = 0.00 P = 0.00 S _c = 0.00 E ₁ = 0.00 S _c = 0.00 E ₁ = 0.00 Round = 0.00
---	--	--	--	--	--



1	DRIVER LLC DAVID L. DRIVER ON 10/10/11 PC 200	2	HATTERAS UNITED METHODIST CHURCH DAVID L. DRIVER ON 10/10/11 PC 200	3	DARREL ALLEN DAVID L. DRIVER ON 10/10/11 PC 200	4	JEFFREY VAN DEN BROEK ON 10/10/11 PC 200	5	HATTERAS VILLAGE COMMERCIAL REAL ESTATE ON 10/10/11 PC 200
6	HATTERAS VILLAGE COMMERCIAL REAL ESTATE ON 10/10/11 PC 200	7	EMERSONS VILLAGE ON 10/10/11 PC 200	8	JOSUINE ALLEN ON 10/10/11 PC 200	9	JEFFREY L. VON ON 10/10/11 PC 200	10	THOMAS L. VON ON 10/10/11 PC 200
							11	CHRISTY D. ALLEN ON 10/10/11 PC 200	

FOR SIGNATURE PLEASE SEE SHEETS 5-7 AND 5-7

15-12-0020



**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-5610	County:	Dare
WBS No.:	45565.1.1	Document Type:	
Fed. Aid No:	NHP-0012(016)	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):	NWP
<u>Project Description:</u> Replace Bridge No. 8 on NC 12 over Canal.			

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:

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on January 5, 2016. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is approximately 900' from each end of the bridge, 150' from the existing centerline each way, and includes the intersection of Kohler Road and NC 12. The National Register listed Hatteras Weather Bureau Station is within the APE, as are several properties over fifty years of age. A survey was required and performed March of 2016. There were no potentially eligible properties identified within the APE, and Bridge No. 8 is not eligible for NR listing based on the NCDOT Bridge Inventory. The National Register listed site will not be affected by this project based on plans provided on March 14, 2018. No historic properties will be affected by this project. 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**



3/15/2018

NCDOT Architectural Historian

Date

15-12-0020**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-5610** County: **Dare**
 WBS No: **45565.1.1** Document: **CE**
 F.A. No: **NHP-0012(016)** Funding: State Federal

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

Project Description: The NCDOT proposes to replace Bridge No. 8 on NC 12 over a Canal (The Slash) on Hatteras Island in Dare County. Bridge No. 8 was built in 1956, reconstructed in 1960, and is considered to be structurally deficient and functionally obsolete. The Proposed Study Area for the project will be centered on the bridge and measure 300 feet wide by 1,700 feet long and include the intersection with Kohler Drive (SR 1237). Overall, the Study Area will encompass about 508,838 square feet (11.68 acres), inclusive of the existing roadway and structure to be replaced.

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

A map review and site file search was conducted at the Office of State Archaeology (OSA) on Monday, January 11, 2016. No archaeological surveys have been conducted along this particular stretch of NC 12, and only one (1) archaeological site has been recorded within one-half (1/2) mile of the proposed project. Digital copies of HPO's maps (Hatteras Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were last reviewed on Tuesday, January 19, 2016. There is one (1) known historic architectural resource (Old Hatteras Weather Bureau Station [DR0009, a 1901 1.5-story frame office/residence]) located adjacent to the Study Area; however, intact archaeological deposits associated with this resource are not anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

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

This is a Federally-funded project that will require a Federal permit. The need for temporary and/or permanent easements has not been determined; however, the overall dimensions of the Study Area will capture any necessary easements. At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Area of Potential Effects (APE) that would require our attention. Although the Old Hatteras Weather Bureau Station (a National Register-listed property) is located nearby, intact archaeological components are not anticipated within the Study Area. The nomination for the Station notes that "the village has grown up around the station and a paved road has been cut across part of the front yard so that the historic scene has been compromised." Based on the sheer size of the Study Area, activities may take place beyond the

"No ARCHAEOLOGY SURVEY REQUIRED" form for Minor Transportation Projects as Qualified in the 2007/2015 Programmatic Agreement.

1 of 3

15-12-0020

NCDOT's existing 60-ft ROW (north of the canal) or 80-ft ROW (south of the canal). From an environmental perspective, the Study Area falls within Hatteras Village on North Carolina's Outer Banks, and is composed of two (2) soil types: Duckston fine sand, 0-2% slopes, occasionally flooded (DtA) and Carteret sand, 0-2% slopes, frequently flooded (CeA). The poorly drained/very poorly drained soil conditions within the Study Area are not favorable for containing intact archaeological sites/resources. Preservation of archaeological materials within such soil types is likely to be poor. Much, if not all, of the Study Area consists of residential and commercial structures that make up the center of Hatteras Village. More importantly, the Office of State Archaeology (OSA) has reviewed several projects within the vicinity of Bridge No. 8 for environmental compliance, two of which are located along the Canal (The Slash) (5-acres for Slash Condos [ER 02-8629] and temporary disaster debris site on Slash Creek [ER 03-2600]). Other nearby projects include the installation of bulkheads, piers/piles, riprap, and water tanks and the filling in of wetlands (ER 02-10003, ER 09-2754, ER 10-2183, CT 10-1038, ER 04-1257). An archaeological survey was not recommended for any of these projects, including the ones along the Canal, which were deemed to have a low probability for containing intact archaeological resources. Based on the nature of the proposed project, current soil conditions, and previous review work, it is believed that the current Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

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**


NCDOT ARCHAEOLOGIST

January 19, 2016

Date