

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-6009
WBS Element	48204.1.1
Federal Project No.	BRZ-2030(002)

A. Project Description: (Include project scope and location, including Municipality and County. Refer to the attached project location map and photos.)

This project will replace two bridges (250043 and 250044) on SR 2030 (Hollow Bridge Road) over Sandy Creek in Cumberland County. The bridges will be replaced on existing alignment while using an off-site detour established by Division.

B. Description of Need and Purpose:

Bridge inspections have been performed on these two bridges and it has been determined Bridge No. 250043 is structurally deficient while Bridge No. 250044 is functionally obsolete. Both bridges were built in 1969.

C. Categorical Exclusion Action Classification:

TYPE I A

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: (Provide a description of relevant project information, which may include: vicinity map, costs, alternative analysis (if any), traffic control and staging, and resource agency/public involvement).

This project is an Express Design Build Bridge Replacement that is included in a set of 3 bridges.

The detour has been set and approved by Division and these two bridges are set to be built first in the set.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Question 8 - Endangered Species: On May 4, 2015, the USFWS adopted a Programmatic Opinion for the Northern Long-eared bat for all projects and activities in the NCDOT Division 1-8 and the Biological Conclusion for the NCDOT program is "May Affect, Likely to Adversely Affect." The Biological Opinion provides an incidental take statement for all NCDOT projects in eastern North Carolina for the next five years. An incidental take is when a non-federal activity will result in the loss or "take" of a threatened or endangered animal. As a condition of the

incidental take statement, NCDOT has agreed to conservation measures to minimize adverse effect, and benefit or promote the recovery of the species.

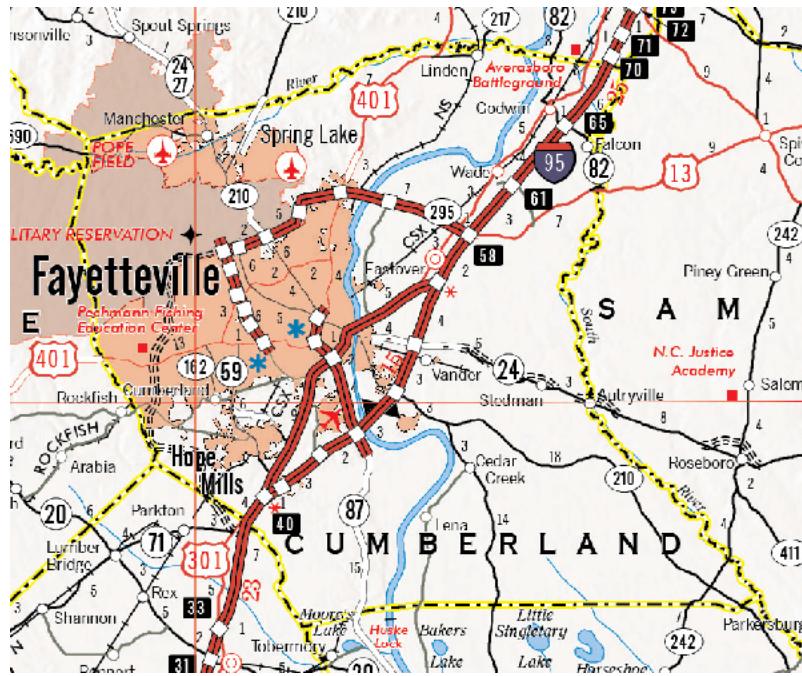
H. Project Commitments

Cumberland County
Division 6
Federal Project No. BRZ-2030(002)
WBS No. 48204.1.1
TIP No. B-6009

Division 6 Construction Engineer Bridges 250043 and 250044 will be built first in the contract.

Division 6 Construction, Resident Engineer's Office This project involves construction activities on or adjacent to a FEMA-regulated stream. Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of the project construction, certifying that the drainage structure and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

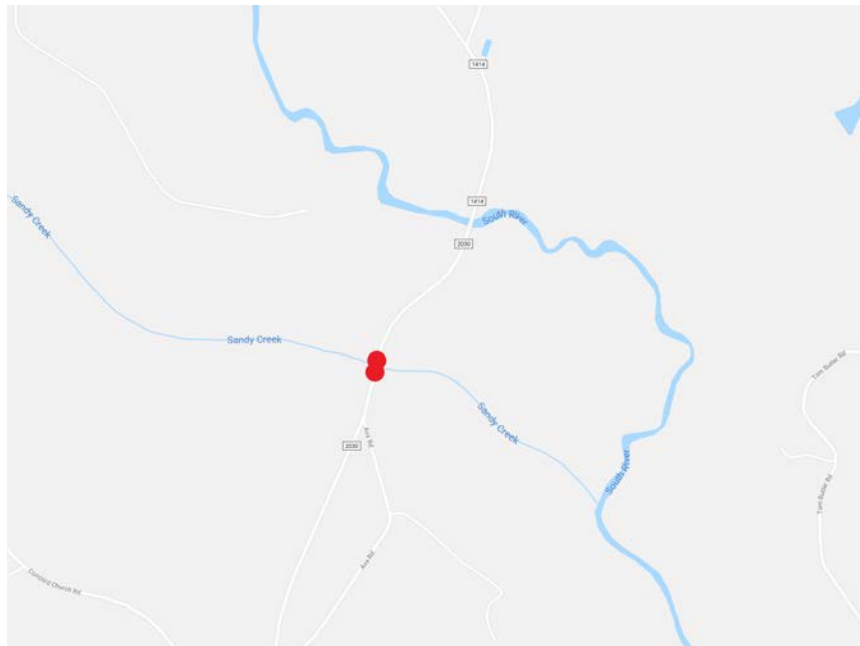
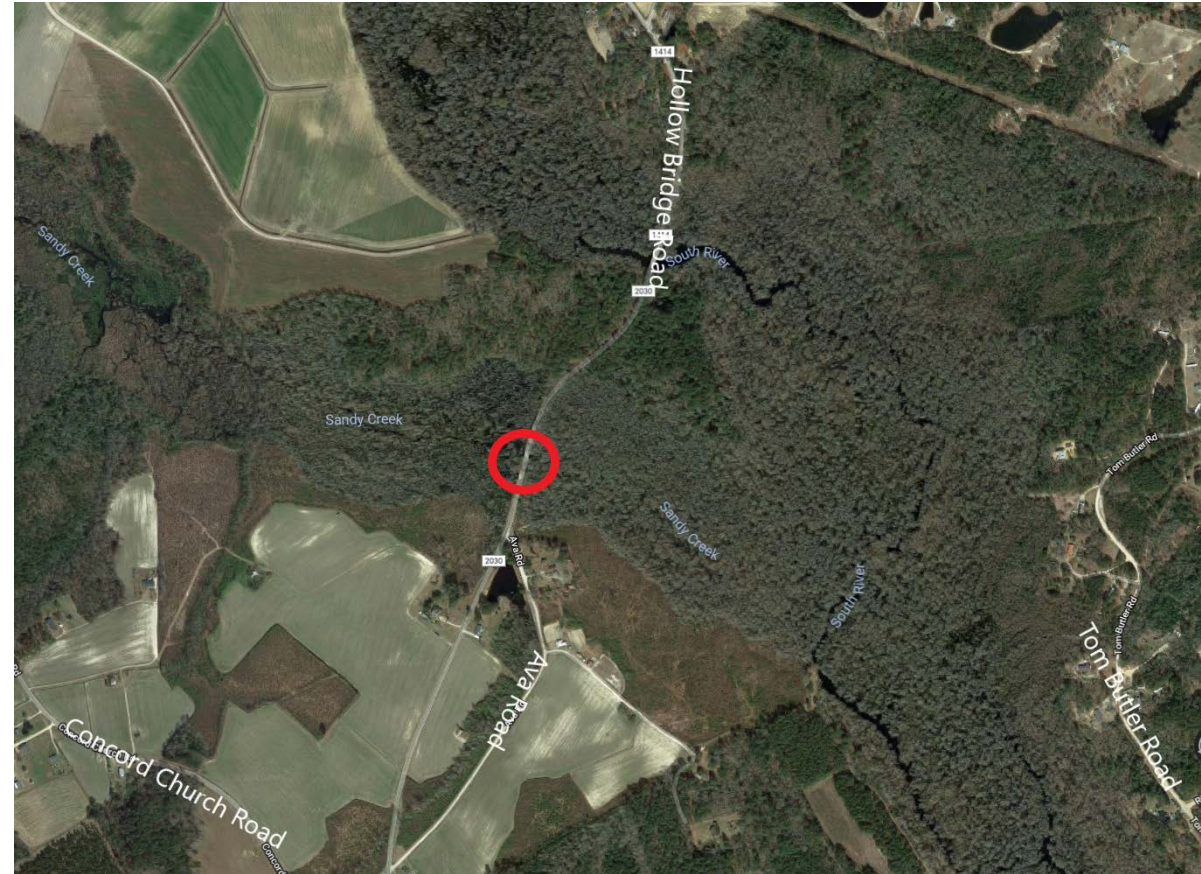
Hydraulics Unit The NCDOT Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine the status of the project with regard to the applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).



Vicinity Map

B-6009

Structure Nos. 250043 & 250044 on SR 2030 (Hollow Bridge Road) over Sandy Creek



18-08-0025



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-6009** County: **Cumberland**
 WBS No: **48204.1.1** Document: **C E**
 F.A. No: **BRZ-2030(002)** Funding: State Federal

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

Project Description: NCDOT proposes to replace Bridge Nos. 43 and 44 on SR 2030 (Hollow Bridge Road) over Sandy Creek south of Autryville in eastern Cumberland County. Both bridges are small and the proposed cross section is somewhat wider (29.3 ft vs 33 OTO). No alternative designs were available for use during the archaeological review. It is notable that detours are long, if used. For purposes of this review, the Area of Potential Effects (APE) is the project length of 0.12 mi (633 ft) for a width of 75 ft to either side of the existing SR 2030 at 150 ft wide. This APE allows for and considers multiple possible alignments, staging, temporary bridging and detour configurations and would include any needed new ROW, fill and cut lines, or construction easements. This is a federal funded undertaking with USACE permitting, therefore Section 106 of the National Historic Preservation Act.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

The bridge to be replaced is located over swampy and wooded terrain on SR 2030 in a rural setting south of Autryville in eastern Cumberland County. Sandy Creek feeds into the South River which is only 1500-2000 ft away to the north and east.

USGS mapping (Autryville) and aerial photography was studied (see Figures 1 and 2). The Google street view tool was used to confirm the conditions immediately around the existing bridges, a wooded wetland within the APE with the roadway elevated above the swampy soil.

Soils were examined using Web Soil Survey. The entire project is Johnston loam (Jt), a flat, very poorly drained soil that is infrequently used for habitation or industry and thus is unlikely to contain archaeological sites. This soil type is generally not associated with the presence of most types of archaeological sites in the nearby counties due to the unsuitable characteristics for human use.

According to USGS mapping and GIS resources (data layer created by NCDOT archaeologist Paul J. Mohler), no cemetery is present at the APE or nearby.

Historic maps were examined to determine if any late historic structures, roads or other notations were present to help establish the a context of the recent past, especially farms, industry, land and transportation features which might offer hints to the presence of archaeological sites. The 1922 Soils Map of Cumberland County (MC.029.1922u) depicts the equivalent roadway at that time on approximately the same location. Some of the nearby roads have changed, for example a road heading west southwest is no longer shown in midcentury mapping.

The Office of State Archaeology was visited to review archaeological mapping and to reference any known archaeological surveys and sites. This helps establish an archaeological context for comparison. There are no recorded archaeological sites in the nearby vicinity. One or more environmental reviews for archaeology are nearby, notably two bridges (PA 16-01-0040 / B-5700 and PA 16-01-0037 / B-5708) on the South River just north of the project. Caleb Smith, NCDOT Archaeologist, considered one (PA 16-01-0040 Br. No. 45

18-08-0025

on SR 2030 over the South River) to need a survey based on slightly elevated soil conditions and better drainage on one side as opposed to the poorly drained, swampy soil across the bridge. Visual inspection and subsurface testing did not reveal any archaeological sites. The other project was not recommended for archaeological survey due to the generally poorly drained conditions of the soil.

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 bridge replacement may be replaced in place or realigned, or may have a long offsite or onsite detour. The APE allows for several possible design options. There are no recorded archaeological sites with the APE. Soils within the APE are very poorly drained and generally unsuitable for activities that tend to leave an archaeological signature. Previous nearby reviews did not result in the identification of archaeological sites, including one 1500 feet away.

The context doesn't indicate a high probability for archaeological sites within the APE. It is unlikely that significant, intact archaeological remains would be present and impacted by the bridge replacement project. For archaeological review, this federally funded and permitted undertaking should be considered compliant with Section 106.

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

9/18/2018

Date

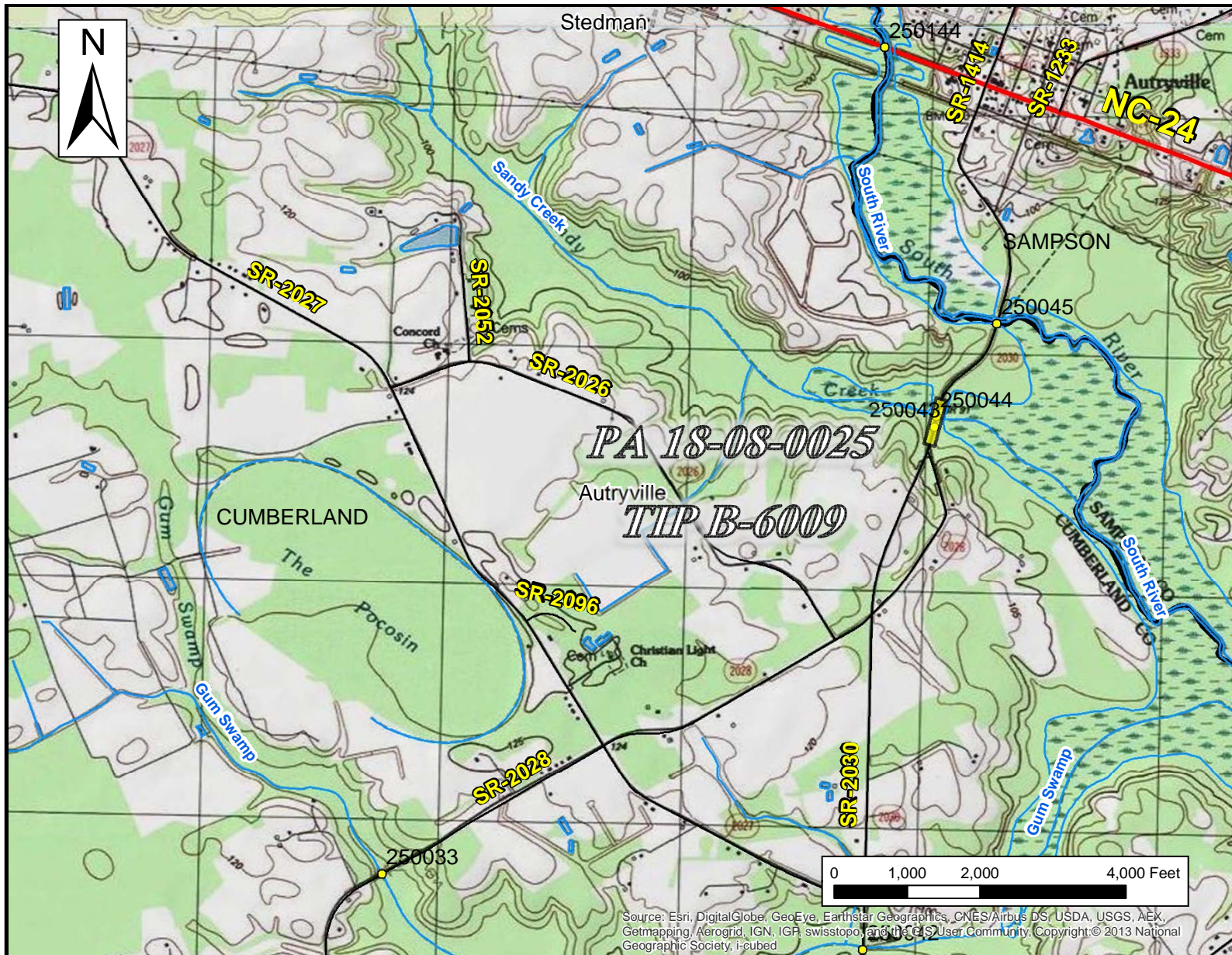


Figure 1. Vicinity of TIP B-6009, PA 18-08-0025, the replacement of Br. Nos. 43 & 44 on SR 2030 (Hollow Bridge Road) over Sandy Creek south of Autryville in Cumberland County, shown on USGS mapping (Autryville). APE shown yellow.

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

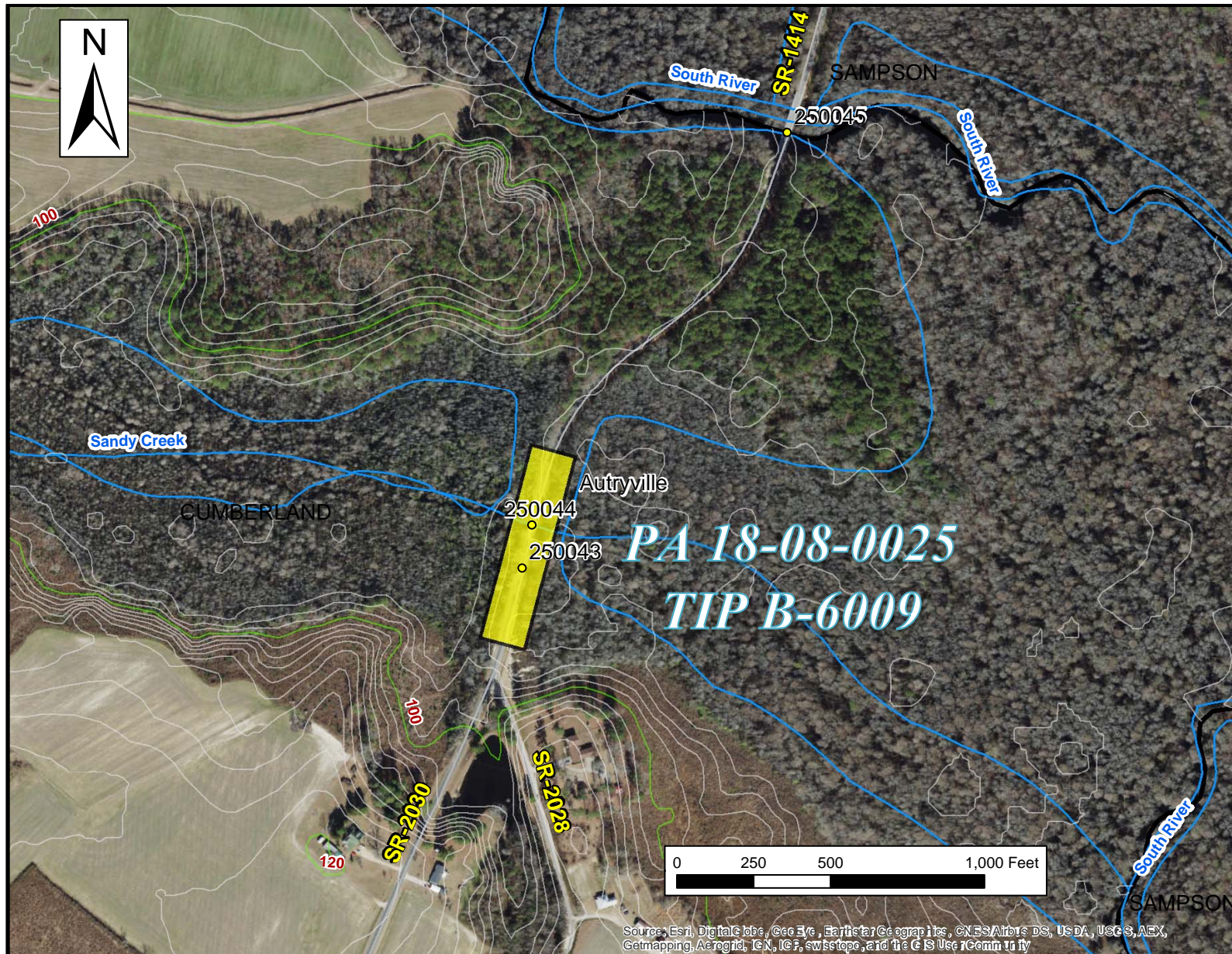


Figure 2. Aerial map of TIP B-6009, PA 18-08-0025, the proposed replacement of Br. Nos. 43 & 44 on SR 2030 over Sandy Creek. The approximate APE is shown in yellow and contour lines at 2-ft are overlaid on the aerial to illustrate the terrain.

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

18-08-0025



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	B-6009	County:	Cumberland
WBS No.:	48204.1.1	Document Type:	CE
Fed. Aid No:	BRZ-2030(002)	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):	USACE
<u>Project Description:</u> Replace Bridges No 43 and 44 on SR 2030 (Hollow Bridge Rd) over Sandy Creek.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on September 10, 2018. Based on this review there are no NR, DE, LL, SL or SS in the Area of Potential Effects (APE). There are no structures over 50 years of age in the APE. No Survey is required at this time.
<u>Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:</u> Using HPO GIS website and county tax data provides reliable information regarding the structures in the APE. These combined utilities are considered valid for the purposes of determining the likelihood of historic resources being present.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Shelby Reap

NCDOT Architectural Historian

Sept 10, 2018

Date

