

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<u>B-6016</u>
WBS Element	<u>48209.1.1</u>
Federal Project No.	<u>BRZ-1781 (001)</u>

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

Bridge Replacement for Bridge 100142 over Martin Creek on SR 2027 (Martin's Creek Road), Buncombe County, NC. The bridge will be replaced with a single span bridge.

- B. Description of Need and Purpose:

The project is needed to replace a structurally deficient bridge.

- C. Categorical Exclusion Action Classification: (Check one)

TYPE I

TYPE II

- 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).

The project will use stage construction and maintain one travel lane with temporary signals.

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

8. The Northern Long-eared Bat (NLEB) is listed as a threatened species on the current U.S. Fish and Wildlife Service (USFWS) list of protected species in Buncombe County. However, the project study area is not located within a county or watershed known to contain NLEB hibernation or maternity roost sites. Therefore, the project has met the criteria required for the USFWS 4(d) Rule, and any associated take is exempt. Due to the exemption under the 4(d)

ruling, it has been determined that the proposed project “May Affect, Not Likely to Adversely Affect” the NLEB.

The Gray bat is listed as endangered on the USFWS list of proposed species for Buncombe County. The bridge was surveyed for signs of bat presence/usage on April 2, 2019 and no evidence of either was found. Due to the stream size, structure type (steel beams), no evidence of bat usage, and distance from a large river, the project will have “No Effect” on the gray bat.

10 and 11. Martin Creek is within a Corps Designated Trout Watershed and is Class WS-II, Trout, HQW by NC DEQ. Since the project is bridge to bridge, stream impacts will be limited to bank stabilization, if necessary.

H. Project Commitments

**Buncombe County
Bridge 100142
Federal Project No. BRZ-1781(001)
WBS No. 48209.1.1
TIP No. B-6016**

The project is not likely to affect any properties or archaeological sites listed or eligible for listing on the National Register of Historic Places. NCDOT will complete Section 106 Tribal consultation following completion of the design.

All activities will follow NCDOT best management practices for erosion control.

Categorical Exclusion Approval

STIP Project No. B-6016
WBS Element 48209.1.1
Federal Project No. BRZ-1781 (001)

Prepared By:

4/10/2019

Date

DocuSigned by:

Roger D. Bryan

322426738EB8411...

Roger D. Bryan
Division Environmental Officer

Prepared For:

Division 13
North Carolina Department of Transportation

Reviewed By:

4/11/2019

Date

DocuSigned by:

Mc Calloway

45D3FED3257B4CA...

M.K. Calloway
Division Bridge Program Manager



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.

4/11/2019

Date

DocuSigned by:

Steve Cannon

0FECEB6ABFE95408...

Steve Cannon, P.E.
Project Development Engineer

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

Date

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



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT 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-6016** County: **Buncombe**
 WBS No: 48211.1.1 Document: **CE**
 F.A. No: **BRZ-2027(001)** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **USACE**

Project Description:

The project calls for the replacement of Bridge No. 142 on SR 2027 (Martins Creek Road) over Martin Creek in Buncombe County (TIP B-6016). The archaeological Area of Potential Effects (APE) for the project is defined as an approximately 600-foot (182.88 m) long corridor running 300 feet (91.44 m) north and south from the center of the bridge. The corridor is approximately 100 feet (30.48 m) wide extending 50 feet (15.24 m) from either side of the centerline.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

- There are no National Register listed or eligible ARCHAEOLOGICAL SITES present within the project's area of potential effects. (Attach any notes or documents as needed)
- No subsurface archaeological investigations were required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

NC DOT has conducted an archaeological investigation for the proposed replacement of Bridge No. 142 in Buncombe County, North Carolina. The project area is located north of Asheville and south of Burnsville and plotted in the southern portion of the Barnardsville USGS 7.5' topographic quadrangle (Figure 1).

Background Research

A site files search was conducted by Casey Kirby at the Office of State Archaeology (OSA) on September 13, 2018. No known archaeological sites are identified within the APE, and no previous investigations or reviews have been carried out within the project area. However, four sites (31BN50–31BN53) are recorded within a mile of the bridge. These sites were all report to the University of North Carolina at Chapel Hill by local residents but were never formally investigated. As a result, information is limited. The sites yielded precontact material and are situated either on the Martin Creek or North Fork Ivy Creek floodplain in a setting like that of the current project area.

According to the North Carolina State Historic Preservation Office online data base (HPOWEB 2018), there are no known historic architectural resources within the APE that may yield intact archaeological deposits.

County and regional maps prior to the 20th century that were inspected provide only general details concerning the region illustrating just major roads and settlements. The 1902 USGS Mount Mitchell topographic map is one of the first to provide a reliable location for the project (Figure 2). This map depicts a road similar to the modern road alignment with a crossing over Martin Creek near the current bridge. Structures are also plotted north and south of this crossing, but likely outside of the project area. The 1920 *Soil Map for Buncombe County*, however, illustrate the same road but places it further west with no crossing over Martin Creek (Perkins et al. 1920) (Figure 3). This may be an inaccurate depiction as the later 1938 *North Carolina State Highway Map for Buncombe County* returns the crossing to current placement (NCSHPWC 1938) (Figure 4).

The USDA soil survey map for Buncombe County shows the project area made up mostly of the Dellwood-Reddies complex (USDA NRCS 2018) (Figure 5). This soil series is typically found on floodplains with a slope of 0 to 3 percent. It is subject to occasionally flooding and is considered moderately well drained. The hillside to the northeast is composed of Tate loam (TaD), but the neighboring Edneyville-Chestnut complex (EdE) likely extends into this area as well. Both are well drained with the Tate series sloped at 15 to 30 percent and the Edneyville-Chestnut complex at 30 to 50 percent. According to the contour image and confirmed by the field investigation, these soils cover a wider area than what is depicted on the soil map. The steeply sloped soils occupy the entire northeast quadrant. Soils with a slope of 15 percent or more are not suitable for most early settlement activities, but the floodplain soils, which are dry and level, are favorably for occupation.

Fieldwork Results

The archaeological field reconnaissance and survey for the replacement of Bridge No. 142 was carried out on October 1, 2018. This included systematic shovel testing at 20-meter (ca. 65.62 feet) intervals in the northwest quadrant and two judgmental tests south of the bridge. Closer interval shovel tests were not possible due to obstructions such as plants, trees, private drives, and a buried septic tank. Additional testing was determined not necessary south of the bridge after observing that soils had been modified through earth moving activities. Therefore, only two judgmental tests were excavated to record soil composition. A surface inspection was conducted in the southwest quadrant, since this was the only area

exposed. No resources were observed on the surface. Furthermore, no shovel testing occurred in areas with obvious disturbance, along steep slope of 15 percent or more, or in areas covered by impervious surfaces such as pavement. A total of six shovel tests (STs) were excavated of which none yielded cultural material (see Figure 5).

Bridge No. 142 and Martins Creek Road run basically north to south over Martins Creek, which flows south into North Fork Ivy Creek (see Figure 5). These waterways are part of the French Broad drainage basin. The project area is rural consisting of residential lawns, houses, and a forested hillside. A floodplain is south of the bridge, and a sloping terrace is to the northwest. Martins Creek is just east of the road in the southeast quadrant; while in the northwest quadrant, it extends outside of the APE before bending back towards the road. The stream has been modified or straightened in the southeast quadrant. Fill material occupies the narrow strip of soil between the road and the stream at this location, which was confirmed by a subsurface test (Figure 6). A steep hillside makes up the northeast quadrant (Figure 7). It has been cut back to allow for the road. The residential property in the southwest quadrant has recently been cleared and graded surrounding the house (Figure 8). The purpose for this is unknown. A shovel test was placed in a grassy portion of the property. It contained fill to at least 50 cm (ca. 20 in) below the surface before a rock layer was encountered. The loamy fill contained metal fragments throughout and a heavy concentration of cobbles. A paved church parking lot is also present just south of this property (Figure 9). The final residential property to the northwest was only minimally disturbed, mostly from a septic tank just south of the house; however, obstructions such as plants, trees, and gravel drives prevented closer interval testing (Figure 10).

The soil stratigraphy in the northwest quadrant consisted of two layers. In the two shovel tests just south of the private drive, the surface layer is a dark yellowish brown (10YR 4/4) sandy clay loam that is 25 to 30 cm (ca. 10 to 12 in) thick. This is followed by subsoil, which is a brown (7.5YR 4/4) clay loam. In the two northern shovel tests, soil erosion has reduced the surface layer to less than 5 cm (ca. 2 in) thick. Subsoil is also a reddish brown (5YR 4/4) clay in this portion of the project area.

Summary and Recommendations

The archeological investigations for the proposed replacement of Bridge No. 142 in Buncombe County identified no archaeological resources within the APE. The area south of the bridge is disturbed consisting of fill, while the northeast is steeply sloped. The property to the northwest is minimally disturbed, but testing yielded negative results. No further archaeological work is recommended for this bridge replacement project. However, if design plans change to impact areas outside of the APE, then further archaeological work will be required.

SUPPORT DOCUMENTATION

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



C. Damon Jones
NCDOT ARCHAEOLOGIST

11/29/18

Date

REFERENCES CITED**HPOWEB**

2018 North Carolina State Historic Preservation Office GIS Web Service.
<http://gisNCDCCR.gov/hpoweb/>. Accessed September 21, 2018.

North Carolina State Highway and Public Works Commission (NCSHPWC)

1938 *North Carolina State Highway Map for Buncombe County*, North Carolina State Highway and Public Works Commission, Raleigh.

Perkins, Samuel, Robert Devereux, Samuel Davidson, and William Davis

1920 *Soil Map for Buncombe County, North Carolina*. U.S. Department of Agriculture, Government Printing Office, Washington D.C. On file at North Carolina Collections, University of North Carolina, Chapel Hill.

United States Department of Agriculture Natural Resources Conservation Services (USDA NRCS)

2018 Buncombe County Soil Survey. Available online at
<http://webosilsurvey.nrcs.usda.gov/app/>. Accessed September 21, 2018.

United States Geological Survey (USGS)

1902 Mount Mitchell, North Carolina-Tennessee 30 minute quadrangle map. Reprinted in 1932.

2013 Barnardsville, North Carolina 7.5 minute quadrangle map.

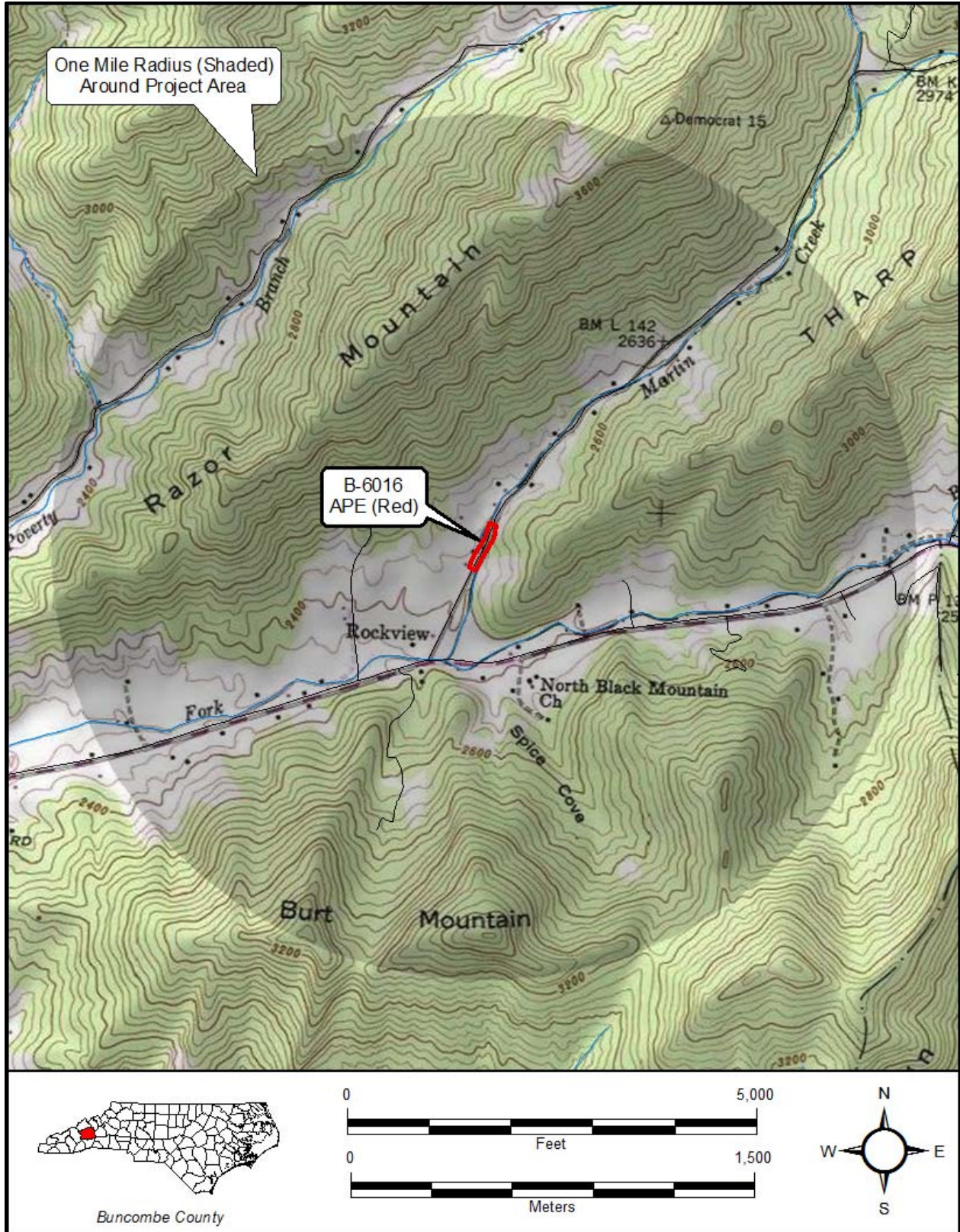


Figure 1. Topographic Setting of the Project Area, Barnardsville (2013), NC, USGS 7.5' Topographic Quadrangle.

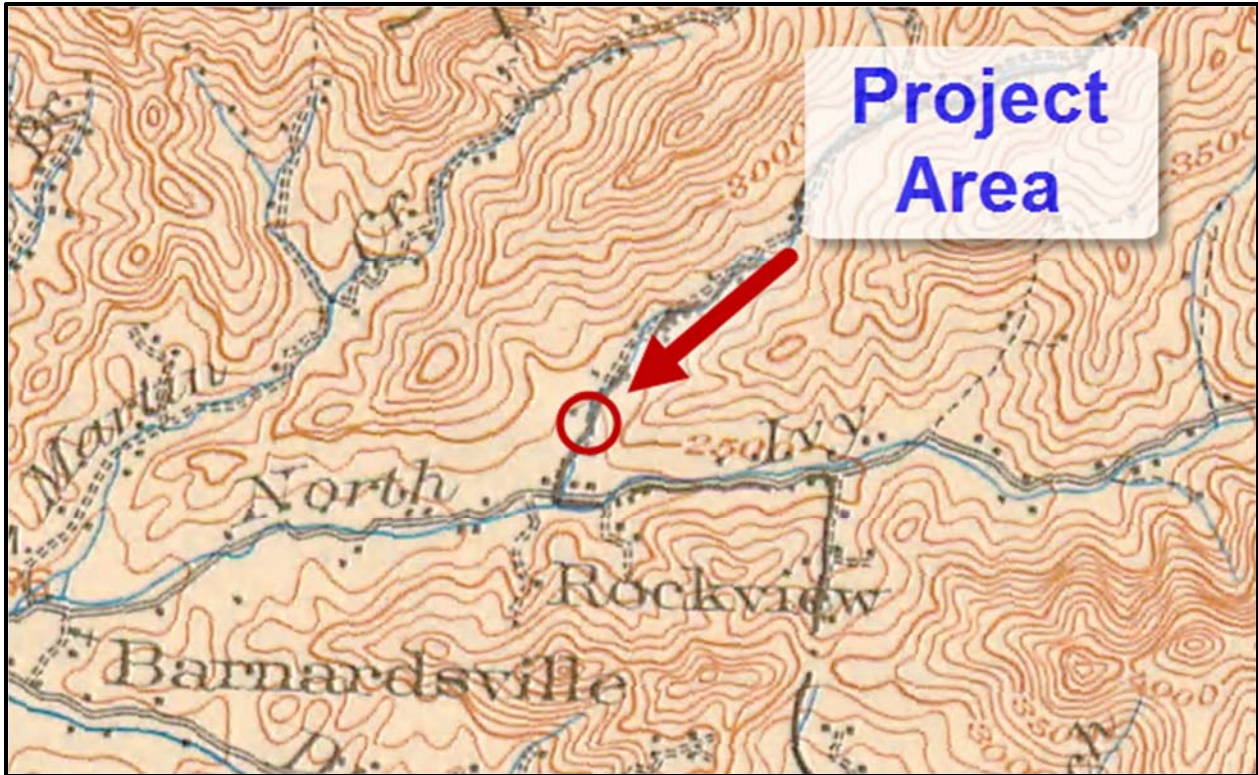


Figure 2. The 1902 Mount Mitchell USGS topographic map showing the location of the project area.

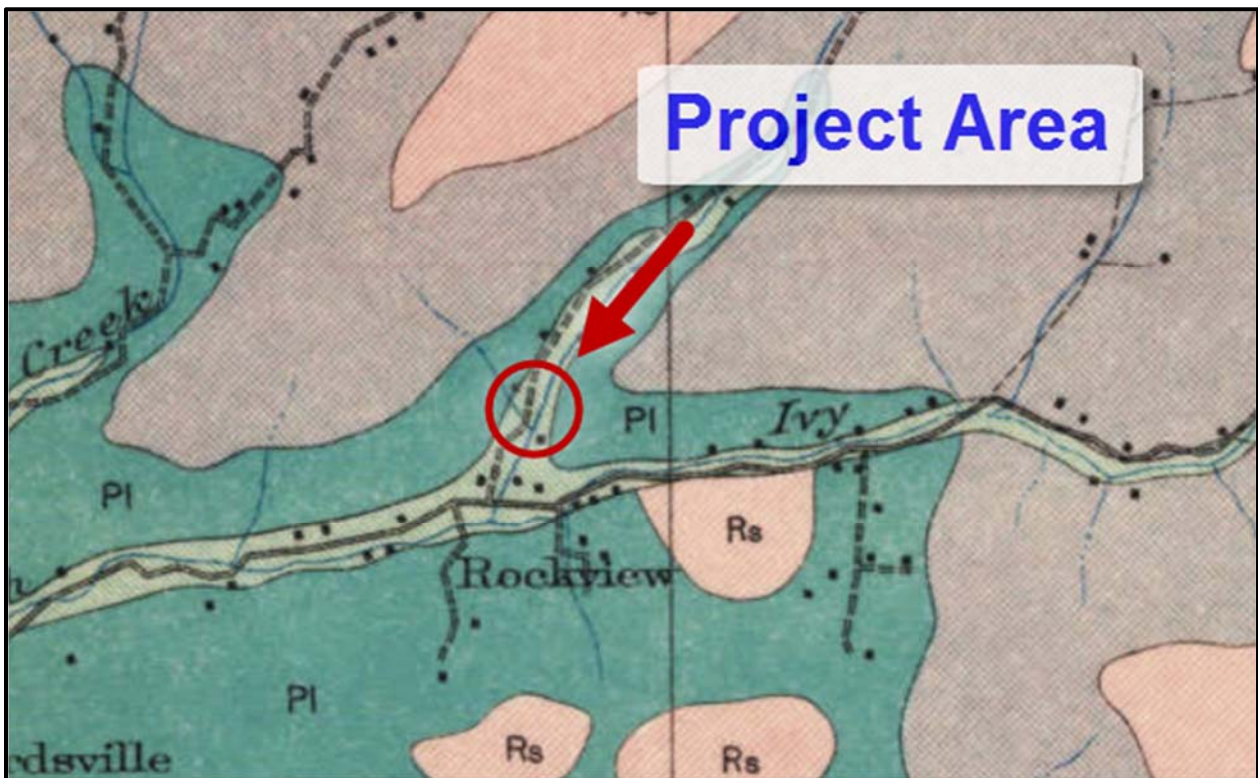


Figure 3. The 1920 Soil Map for Buncombe County showing the location of the project area.

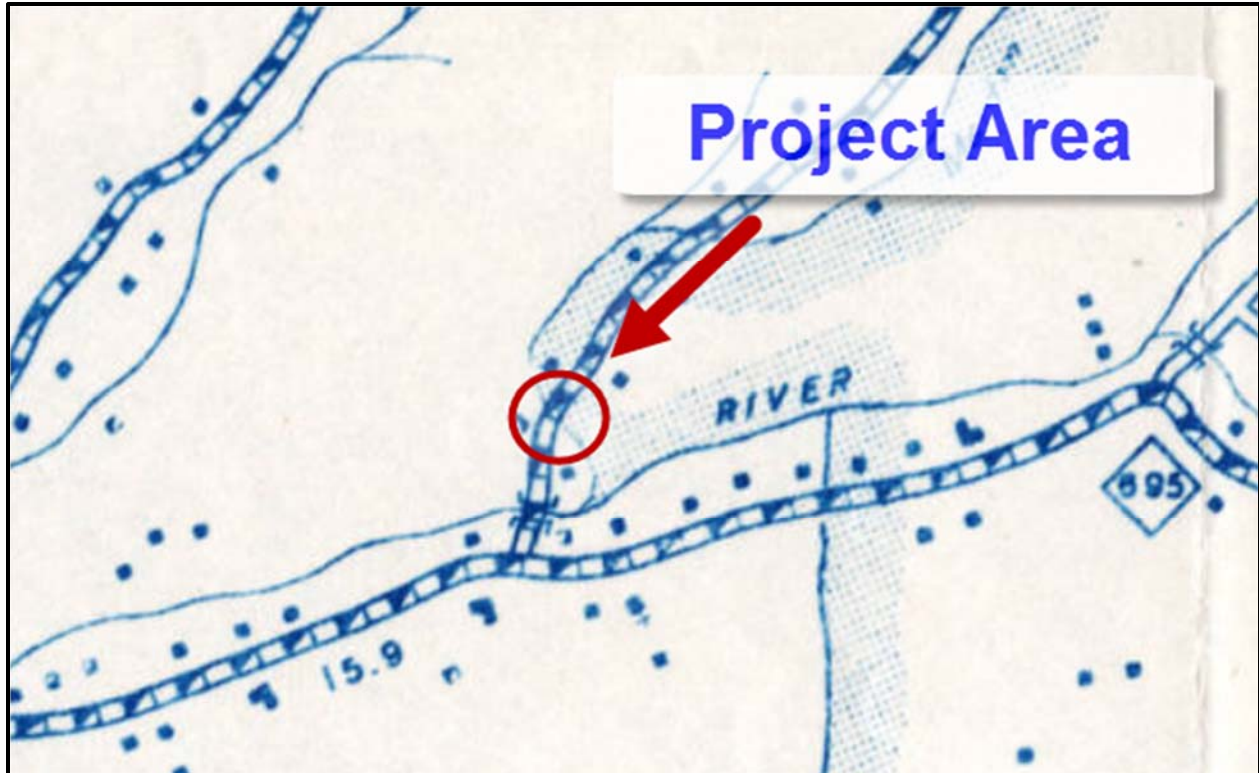


Figure 4. The 1938 *North Carolina State Highway Map for Buncombe County* showing the location of the project area.

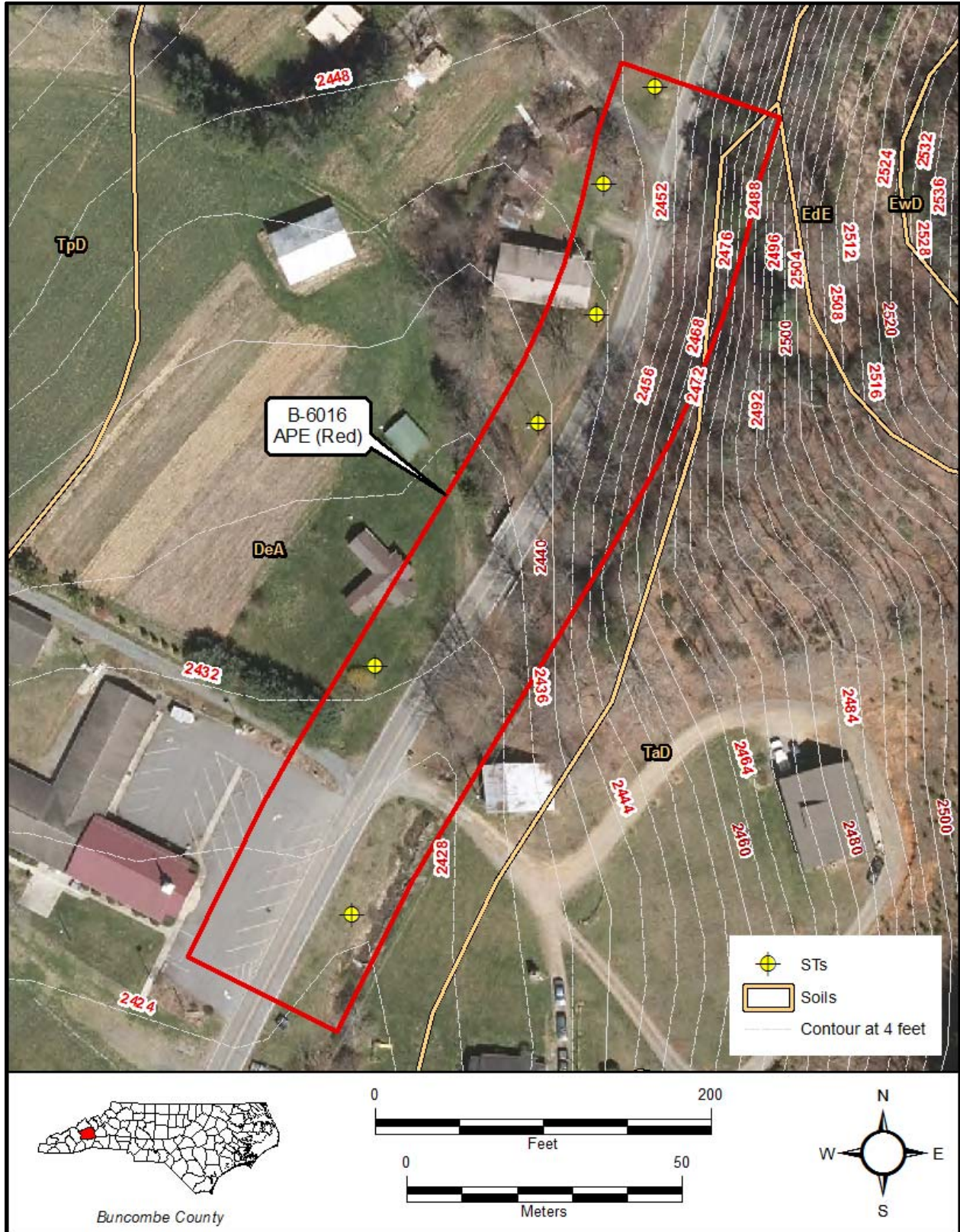


Figure 5. Aerial View of the project area showing soils, contours, development, and ST placement.



Figure 6. Area of fill between the road and Martins Creek in the southeast quadrant, looking south.

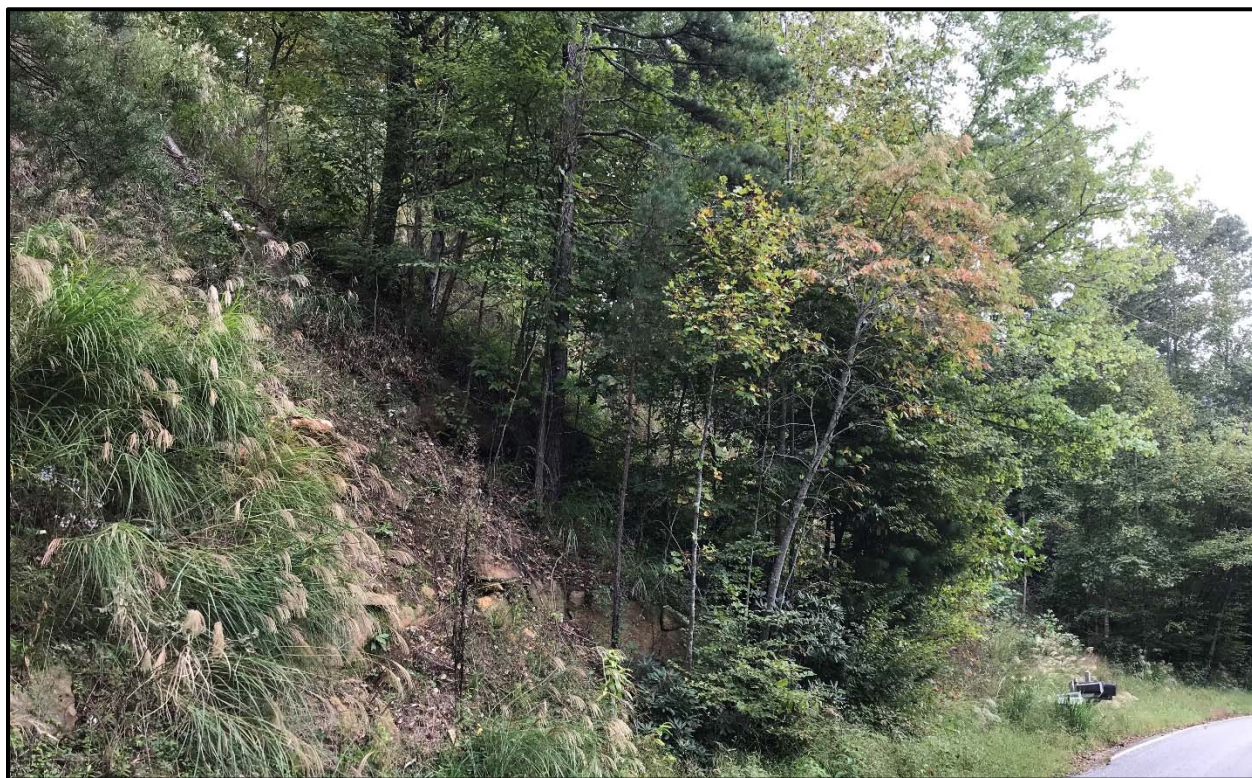


Figure 7. View of the hillside in the northeast quadrant, looking south.



Figure 8. Residential property in the southwest quadrant showing cleared ground surface, looking south.



Figure 9. Church parking lot in the southwest quadrant, looking west.



Figure 10. Residential property in the northwest quadrant, looking southwest.

18-09-0014



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-6016	County:	Buncombe
WBS No.:	48211.1.1	Document Type:	CE
Fed. Aid No:	BRZ-2027(001)	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
Project Description: Replace Bridge No. 142 on SR 2027 (Martins Creek Road) over Martins Creek.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<p><u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on September 12, 2018. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is 300' from each end of the bridge and 75' from the centerline each way. All properties were surveyed through Google Street view, and there are no properties over fifty years of age eligible for National Register listing. Bridge No. 142 is not eligible for NR listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.</p> <p><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> HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Buncombe County survey, Buncombe County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.</p>

SUPPORT DOCUMENTATION

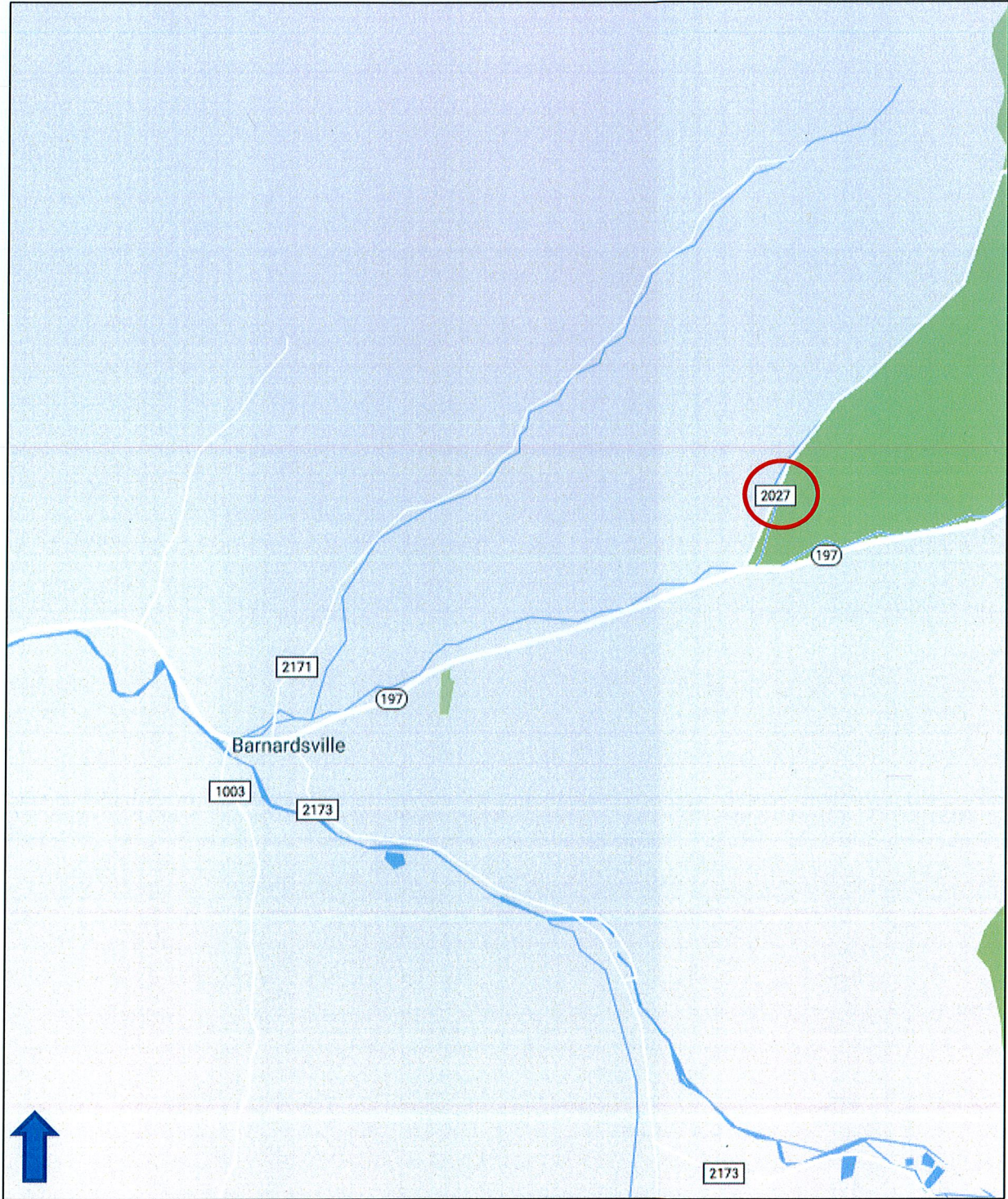
Map(s)
 Previous Survey Info.
 Photos
 Correspondence
 Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

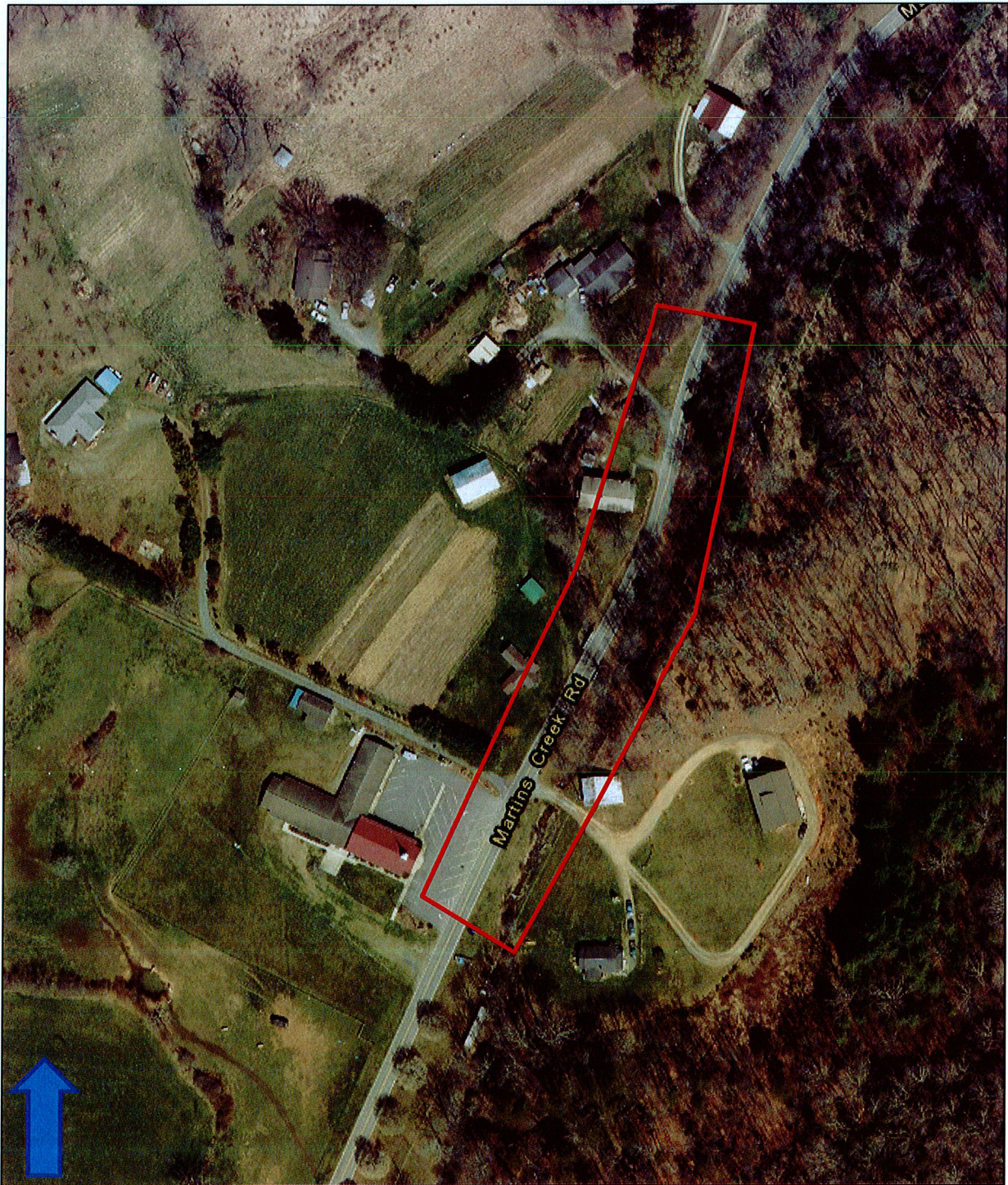
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Kate Hubbard
9/12/2018

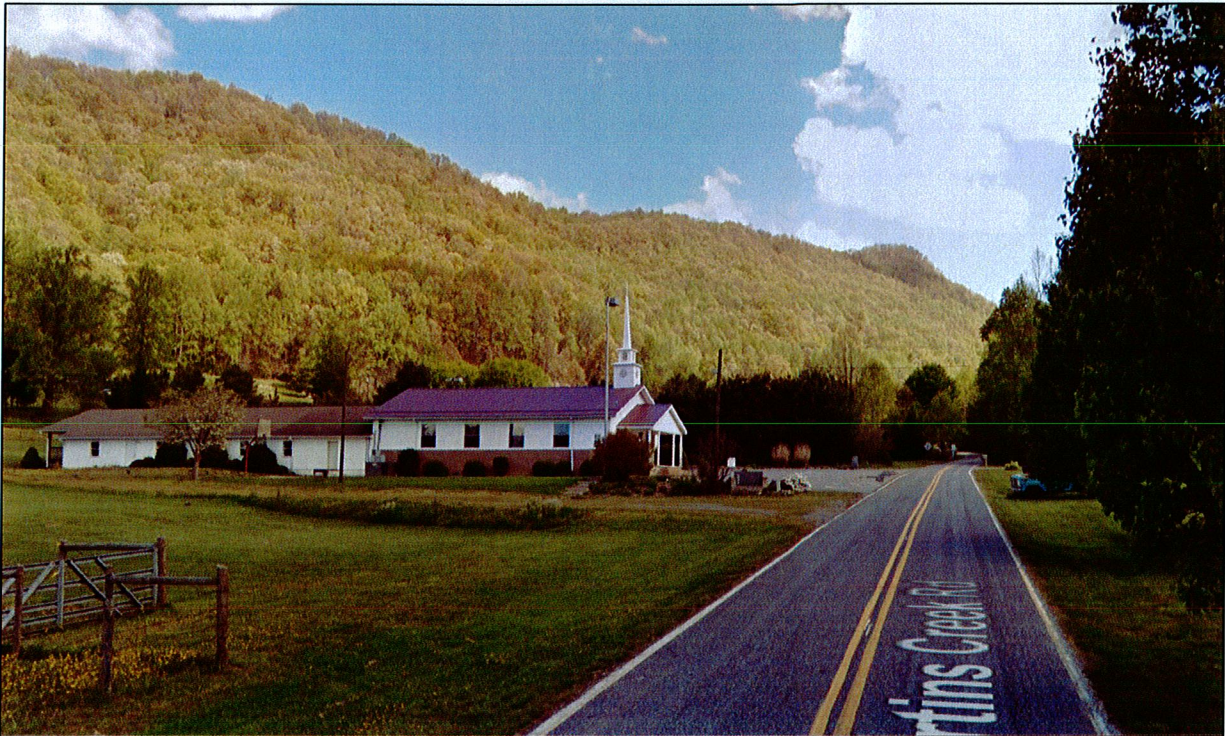
NCDOT Architectural Historian Date



Project Location.



State Historic Preservation Office GIS.



Looking northeast on Martins Creek Road towards Bridge No. 142.



Looking southwest on Martins Creek Road towards Bridge No. 142.