

## Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<b>BR-0118</b>
WBS Element	<b>48827.1.1</b>
Federal Project No.	<b>N/A</b>

### A. Project Description:

This project is comprised of the replacement of Bridge No. 650093 over Jacks Swamp on SR 1203 (Jack Swamp Road) in Northampton County, North Carolina. The bridge will be replaced on the existing alignment while detouring traffic onsite, see attached: Figure 1-BR0118 Project Location Map, and Figure 2-BR0118 Project Disturbance Map.

The proposed bridge will be approximately 72 feet long with a minimum clear roadway width of 27.8 feet. The approach roadway will extend 320 feet and 470 on the west and east sides, respectively. The proposed design will provide ten foot paved lanes and no paved shoulders except in the vicinity of the proposed bridge.

### B. Description of Need and Purpose:

Built in 1959 the bridge requires replacement due to deterioration of structural elements. The posted weight limits for the bridge are currently 17 Tons and 23 Tons for single vehicles and truck tractor-semi trailers, respectively. The existing bridge is 35 feet long with a clear roadway width of 19 feet. Bridge No. 093 has a sufficiency rating of 50.76 and is categorized as "Not Deficient". However, the steel superstructure and timber substructure elements show signs of deterioration and have had to be shored after previous inspections indicated advanced deterioration. This is a bridge replacement and safety improvement project.

The replacement of Bridge No. 093 is part of the Growing Rural Economy and Agriculture through Transportation and Technology Enhancement or Replacement in North Carolina (GREATTER-NC) Project under the United States Department of Transportation's 2018 Better Utilizing Investments to Leverage Development (BUILD) Grant program. The purpose of the grant and this bridge replacement project is to provide transportation infrastructure to support economic development and improve physical and digital connectivity in rural communities in North Carolina. The posted weight restriction on Bridge No. 093 prohibits large or heavy vehicles, typically used in transporting agricultural and manufactured products, from using the bridge. Replacing the existing bridge will eliminate posted weight limits by providing a safe crossing for all legal loads and will make accommodations for broadband installation in order to support economic competitiveness.

### 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:

**Alternatives Discussion:**

**No-Build** – The no build alternative would result in eventually closing the road, which is unacceptable given the volume traffic served by SR 1203 (Jack Swamp Road).

**Rehabilitation** – The bridge was constructed in 1959 and the bridge materials are reaching the end of their useful life. Rehabilitation would require replacing the steel superstructure and timber substructure components, which would constitute effectively replacing the bridge.

**Offsite Detour** – An offsite detour was not evaluated due to SR 1203 being a dead-end road, making an offsite detour not feasible.

**Staged Construction** – Staged construction was not considered because the temporary structure can be built with minimum project disturbance.

**New Alignment** – Given that the alignment for SR 1203 is acceptable, a new alignment was not considered as an alternative.

**Onsite Detour** – The bridge will be replaced utilizing an on-site detour. See Figure 3. A temporary alignment was investigated on both sides of the existing structure. The channel alignment north of the structure turns east and runs parallel to the roadway for approximately 90 feet. If the temporary alignment was located on the north side of the structure, the channel alignment would create a need for the temporary structure to increase in length, thus increasing the cost of the temporary alignment. Therefore, after the investigation, a southern alignment was determined to be the most cost efficient.

**Design Issues:**

Traffic: Current (2016): 50 ADT  
TTST: 3%, Duals: 3%  
Local Route – NCDOT Subregional Tier Guidelines  
Design Speed – 30 mph  
No design exceptions required

**Design Commitments to Minimize Impacts:**

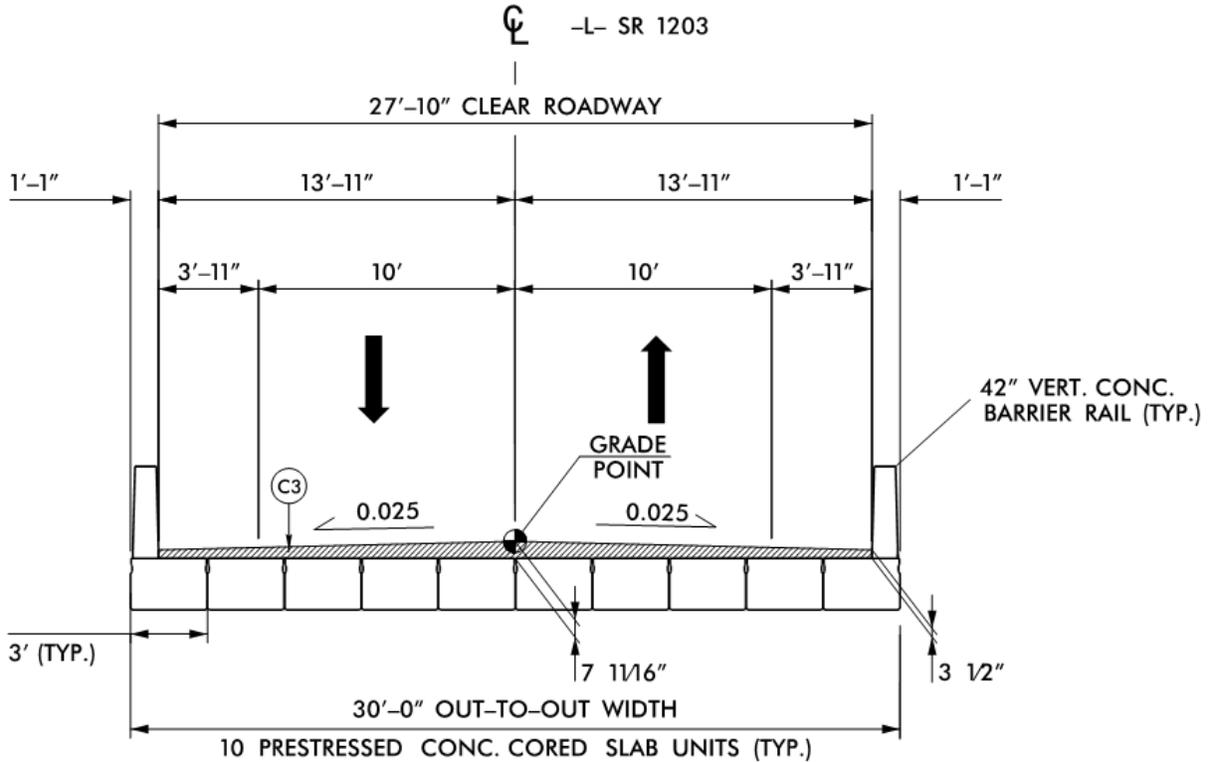
**Permanent Impacts** – The proposed design will steepen roadway slopes to 1.5:1 (H:V) with rock plating to minimize wetland impacts (see Geotechnical Recommendations for ROW and Hydraulics Design)

**Temporary Impacts** – The proposed temporary design will steepen roadway slopes to as much as possible. The design will also utilize crane matting with geotextile in all wetland fill areas to minimize wetland impacts.

**Pedestrian and Bicycle Accommodations:**

SR 1203 (Jack Swamp Road) is not part of a NC or US designated bike route. Thus, bicycle and pedestrian accommodations are not required for this project.

**Typical Section for Bridge:**



**Cost Estimate:**

The estimated project costs for the Selected Alternative, based on 2019 prices, are as follows:

Right of Way	\$40,000
Construction	\$500,000
<hr/>	
<b>Total Cost:</b>	<b>\$540,000</b>

**Anticipated Permits or Consultation Requirements:**

The proposed project has been designated as a Categorical Exclusion (CE) for the purposes of National Environmental Policy Act (NEPA) documentation. As a result, a Nationwide Permit will likely be required from the U.S. Army Corps of Engineers (USACE) for impacts to "Waters of the United States" resulting from this project. The USACE holds the final discretion as to what permit will be required to authorize project construction.

**Public Involvement:**

NCDOT will minimize any impact to businesses along SR 1203 during construction and will try to expedite the construction time. The area is primarily rural residential and agricultural regarding land use. A landowner notification was sent February 6, 2019. No comments have been received to date.

**F. Project Impact Criteria Checklists:**

<u>Type I &amp; 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 type="checkbox"/>	<input checked="" 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

G. Additional Documentation as Required from Section F

**Question 1 – Endangered Species:**

The USFWS has developed a Programmatic Biological Opinion (PBO) in conjunction with the Federal Highway Administration (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 for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for 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 Beaufort County, where this project is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

**Question 30 – Prime or Important Farmland:**

A preliminary Natural Resources Conservation Service (NRCS) Farmland Conversion Impact Rating was completed for the project, and a total score of 25 out of 160 points was calculated for the BR-0118 project site. Since the total number of points calculated in part VI of the NRCS Farmland Conversion Form AD-1006 for BR-0118 was less than 60, and the total points from the NRCS Farmlands Conversion Form AD-1006 is less than 160, no mitigation for farmland loss is required for the project in accordance with FPPA.

According to the Direct and Indirect screening tool (DIST) document, active farm operations depend on the bridge for sole access; on-site detour was recommended.

**Question 31 – Other Issues:**

According to the Direct and Indirect Screening Tool (DIST) document, residential and commercial properties depend on the bridge for sole access; on-site detour was recommended.

I. Categorical Exclusion Approval

STIP Project No.	<u>BR-0118</u>
WBS Element	<u>48827.1.1</u>
Federal Project No.	<u>N/A</u>

**Prepared By:** DocuSigned by:  
Samuel Cullum  
19C97095C75A467...

10/14/2019  
Date Samuel Cullum, PE, Project Manager  
Kisinger Campo & Associates Corp.

**Prepared For:** Structures Management Unit  
North Carolina Department of Transportation

**Reviewed By:** DocuSigned by:  
Phillip Harris  
8C1643F6874A457...

10/15/2019  
Date Philip S. Harris, III, PE, CPM  
Environmental Analysis Unit Head  
North Carolina Department of Transportation

**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.

10/14/2019  
Date DocuSigned by:  
Kevin Fischer  
ED19A18D98EC496...  
Kevin Fischer, PE  
Assistant State Structures Engineer  
PEF Coordination, Program Management & Field Ops.

**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

## **PROJECT COMMITMENTS**

**Northampton County  
Bridge No. 650093 over Jacks Swamp on SR 1203 (Jack Swamp Road)  
WBS No. 48827.1.1  
TIP No. BR-0118**

### **COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN**

#### **NCDOT Division 1 – Emergency Services:**

Northampton County emergency services shall be contacted at (252) 574-0205 at least one month prior to construction to make necessary temporary reassignments to primary response units.

#### **NCDOT Division 1 – Access:**

Access will be maintained throughout construction for local traffic and active farms located near both ends of the bridge. Early coordination efforts will be implemented with farmers and property owners to minimize impact on operations and avoid project delays.

#### **NCDOT Division 1 – Minimizing Temporary Detour Impacts:**

The proposed temporary design will steepen roadway slopes to as much as possible to reduce the project's footprint. The design will also utilize crane matting with geotextile in all wetland fill areas to minimize wetland impacts.

#### **NCDOT Division 1 - Prime or Important Farmland:**

The bridge will be replaced using an on-site detour to maintain access to residential and commercial properties, as well as for active farms located near both ends of the bridge. Early coordination efforts will be implemented with farmers and property owners to minimize impact on operations and avoid project delays.

#### **NCDOT Hydraulics Unit – FEMA Coordination:**

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

# **Attachments**

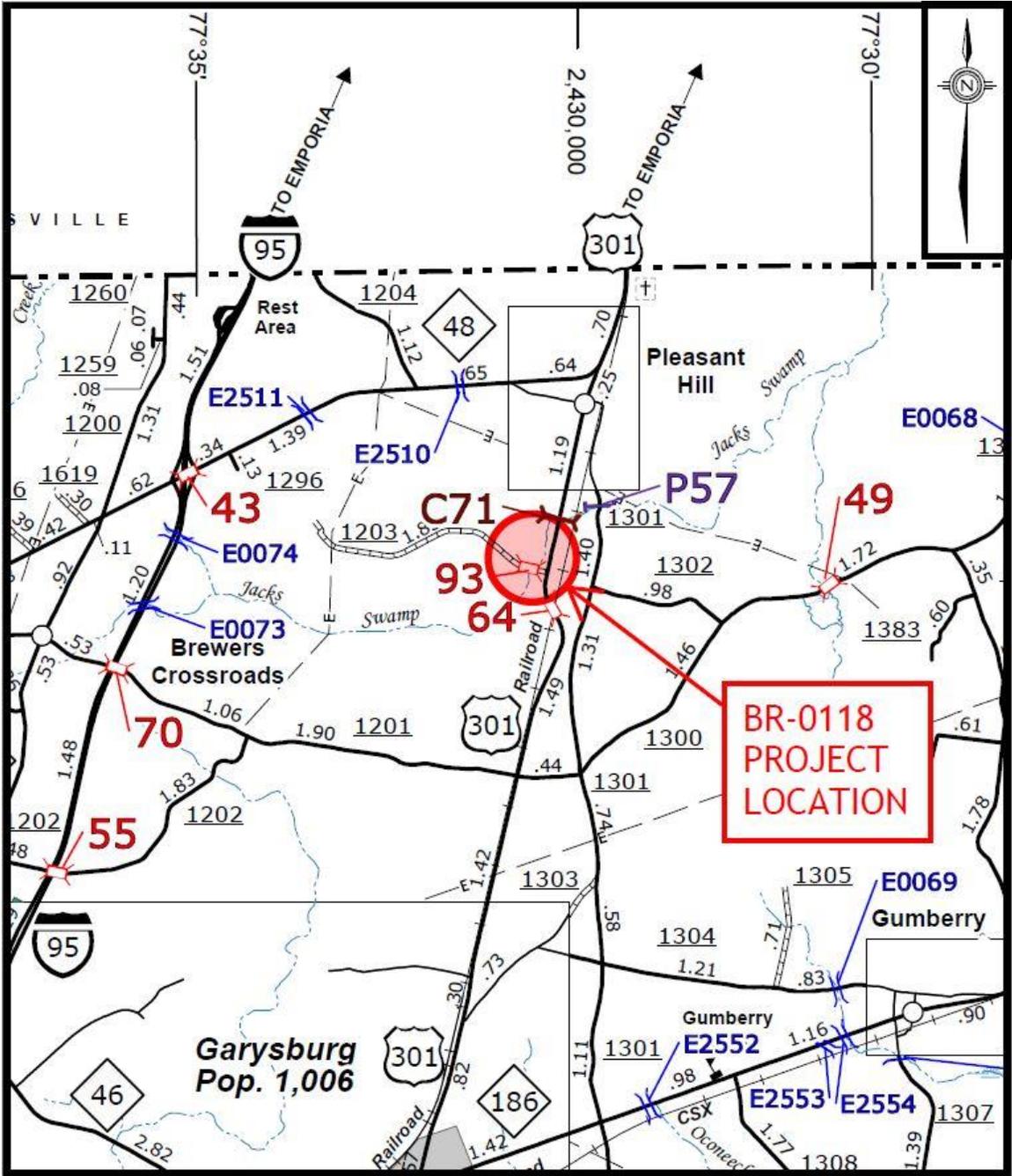


Figure 1: BR-0118 Project Location Map

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
HIGHWAY BUILDING  
P. O. BOX 25201  
RALEIGH, NORTH CAROLINA 27611

SUBJECT DISTURBANCE MAP  
650093

PROJECT BR-0118  
NORTHAMPTON COUNTY

PREPARED BY DAA DATE 09/2019 STATION -  
CHECKED BY JHD DATE 09/2019 STR NO - SHEET - OF -

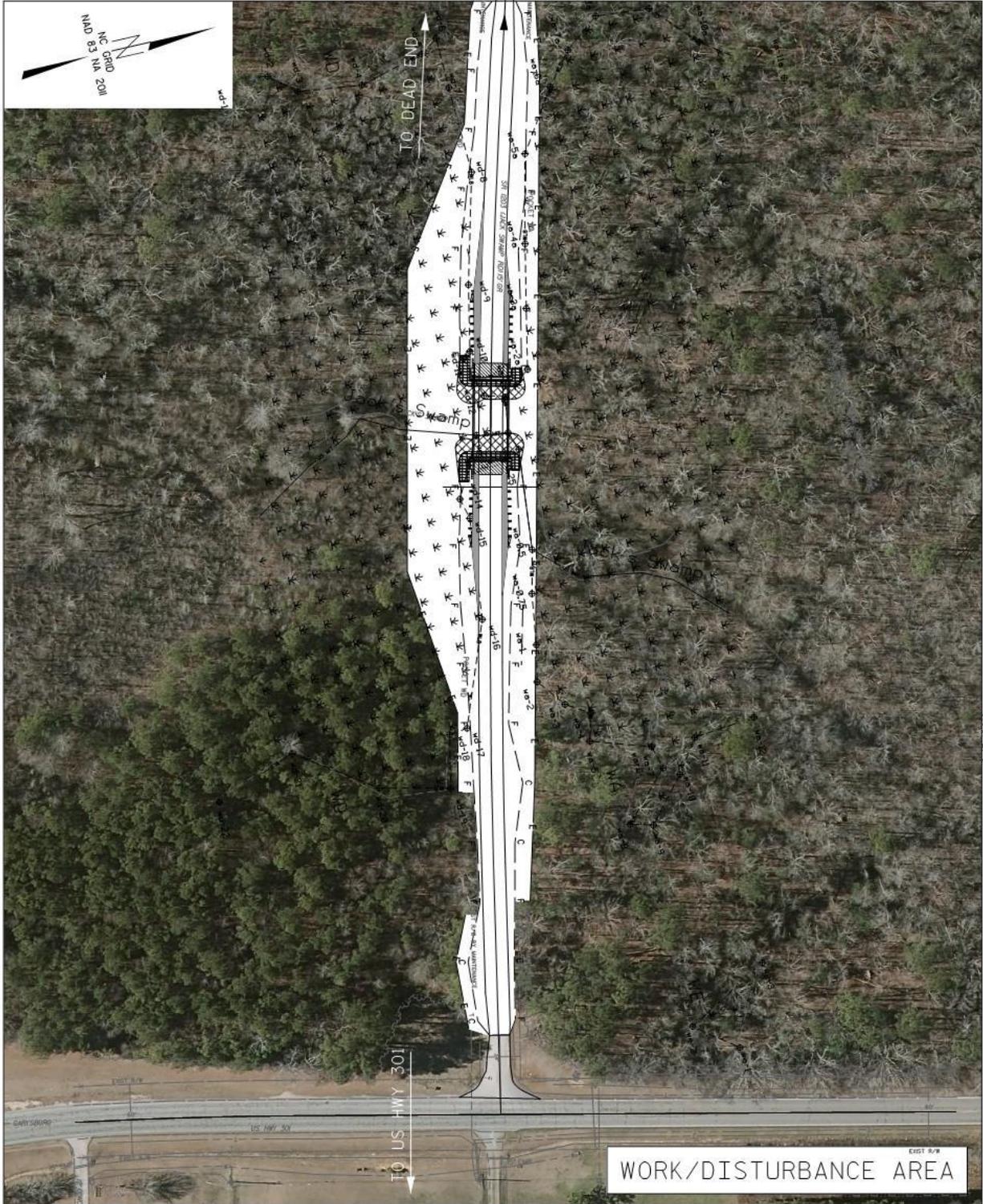


Figure 2: BR-0118 Project Disturbance Area Map



09\_08/19

See Sheet 1A For Index of Sheets

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	<b>BR-0118</b>	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
48827.1.1	TBD	PE	
48827.2.1		RW, UTILITIES	
48827.3.1		CONSTRUCTION	

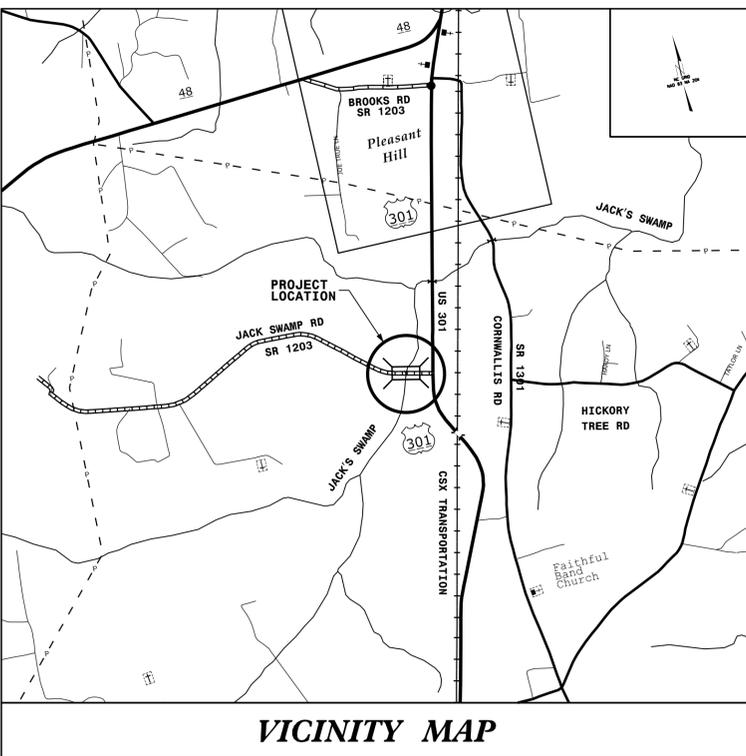
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**NORTHAMPTON COUNTY**

**LOCATION: BRIDGE 65093 ON SR 1203 (JACK SWAMP RD) OVER JACK'S SWAMP**

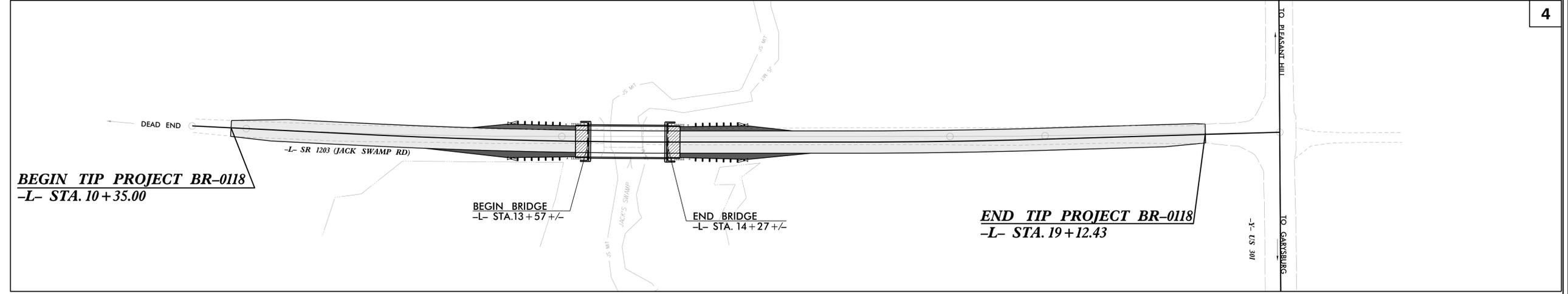
**TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE**

**TIP PROJECT: BR-0118**



**VICINITY MAP**

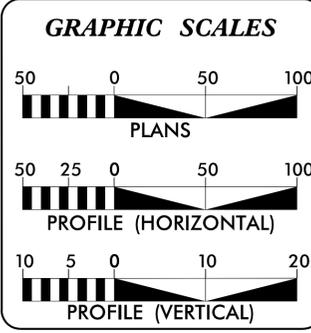
**25% PLANS**



CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD \_\_\_\_  
THIS PROJECT IS NOT LOCATED WITHIN MUNICIPAL BOUNDARIES.  
THIS IS NOT A CONTROL OF ACCESS PROJECT.

**PRELIMINARY PLANS**  
DO NOT USE FOR CONSTRUCTION  
**INCOMPLETE PLANS**  
DO NOT USE FOR R/W ACQUISITION  
**DOCUMENT NOT CONSIDERED FINAL**  
UNLESS ALL SIGNATURES COMPLETED

**CONTRACT: TBD**



**DESIGN DATA**

ADT 2016 =	50
V =	30 MPH
T =	6% *
*TTST	3% + DUAL 3%
FUNC CLASS =	LOCAL RURAL
SUB-REGIONAL TIER	

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT BR-0118	=	0.152 MILES
LENGTH STRUCTURES TIP PROJECT BR-0118	=	0.014 MILES
TOTAL LENGTH TIP PROJECT BR-0118	=	0.166 MILES

**NCDOT CONTACT:** DAVID STUTTS, PE  
SMU PROJECT MANAGER

**KCA**  
KISINGER CAMPO & ASSOCIATES  
2018 STANDARD SPECIFICATIONS

NC FIRM LICENSE No: C-1506  
301 Fayetteville St., Suite 1500  
Raleigh, NC 27601  
(919)882-7839

**RIGHT OF WAY DATE:** OCTOBER 14, 2019

**LETTING DATE:** MAY 19, 2020

**JOHN P. MAZERES, PE**  
PROJECT ENGINEER

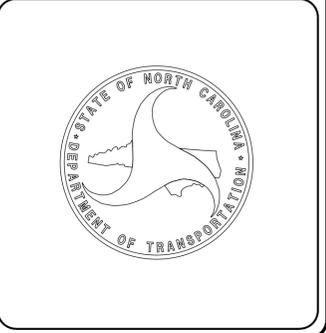
**ANDREA B. JENSEN, EI**  
PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.

**ROADWAY DESIGN ENGINEER**

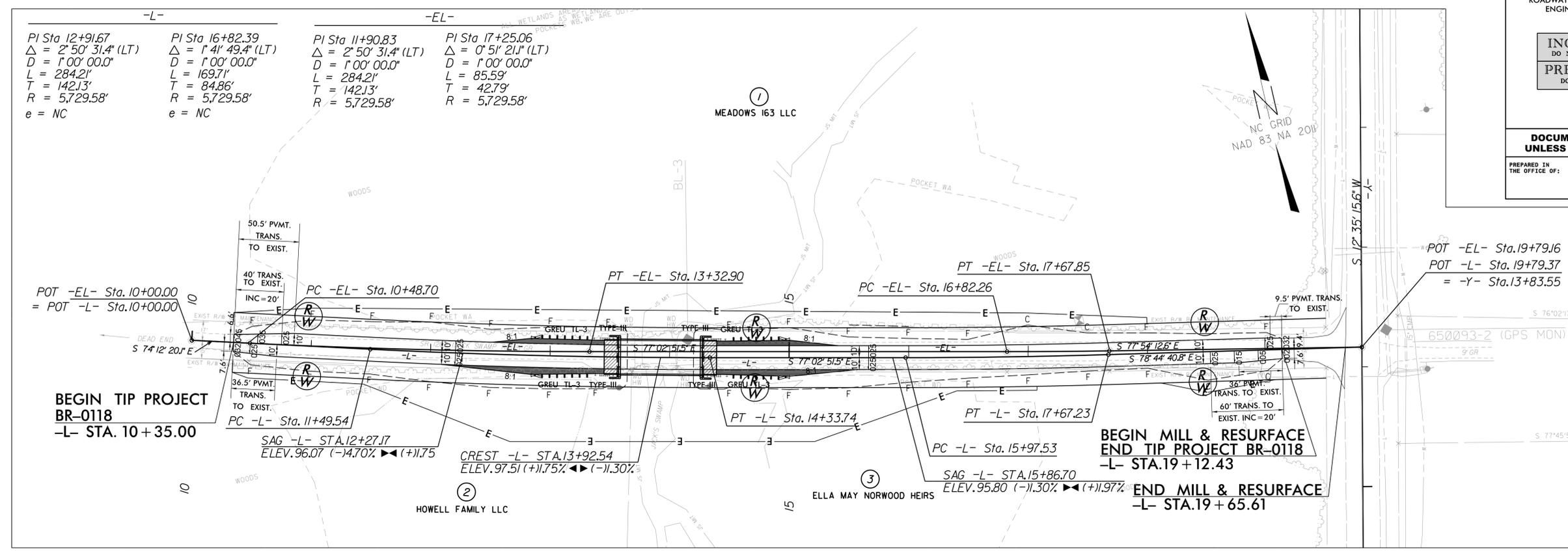
SIGNATURE: \_\_\_\_\_ P.E.



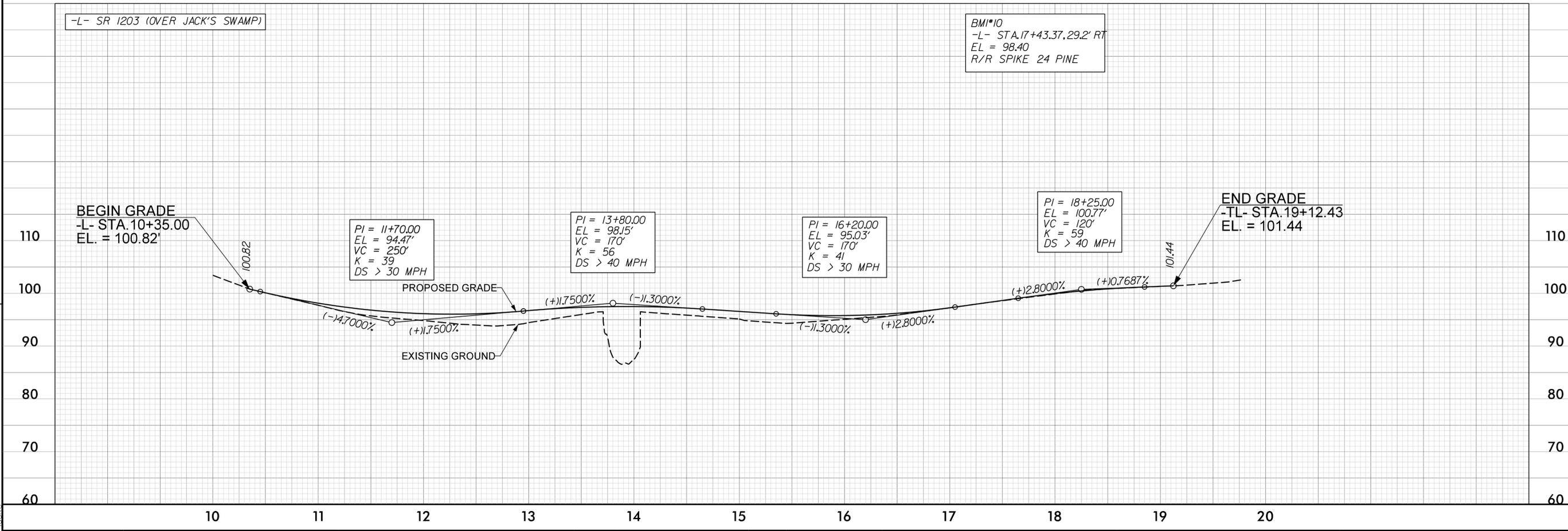
8/17/19

BRIDGE NO. 650093

PROJECT REFERENCE NO. <i>BR-0118</i>	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION <b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> <b>UNLESS ALL SIGNATURES COMPLETED</b>	
PREPARED IN THE OFFICE OF:	<b>KCA</b> KISINGER CAMPO & ASSOCIATES <small>NC FIRM LICENSE NO. C-1508          301 Fayetteville St., Suite 1500          Raleigh, NC 27601          (919) 862-7839</small>

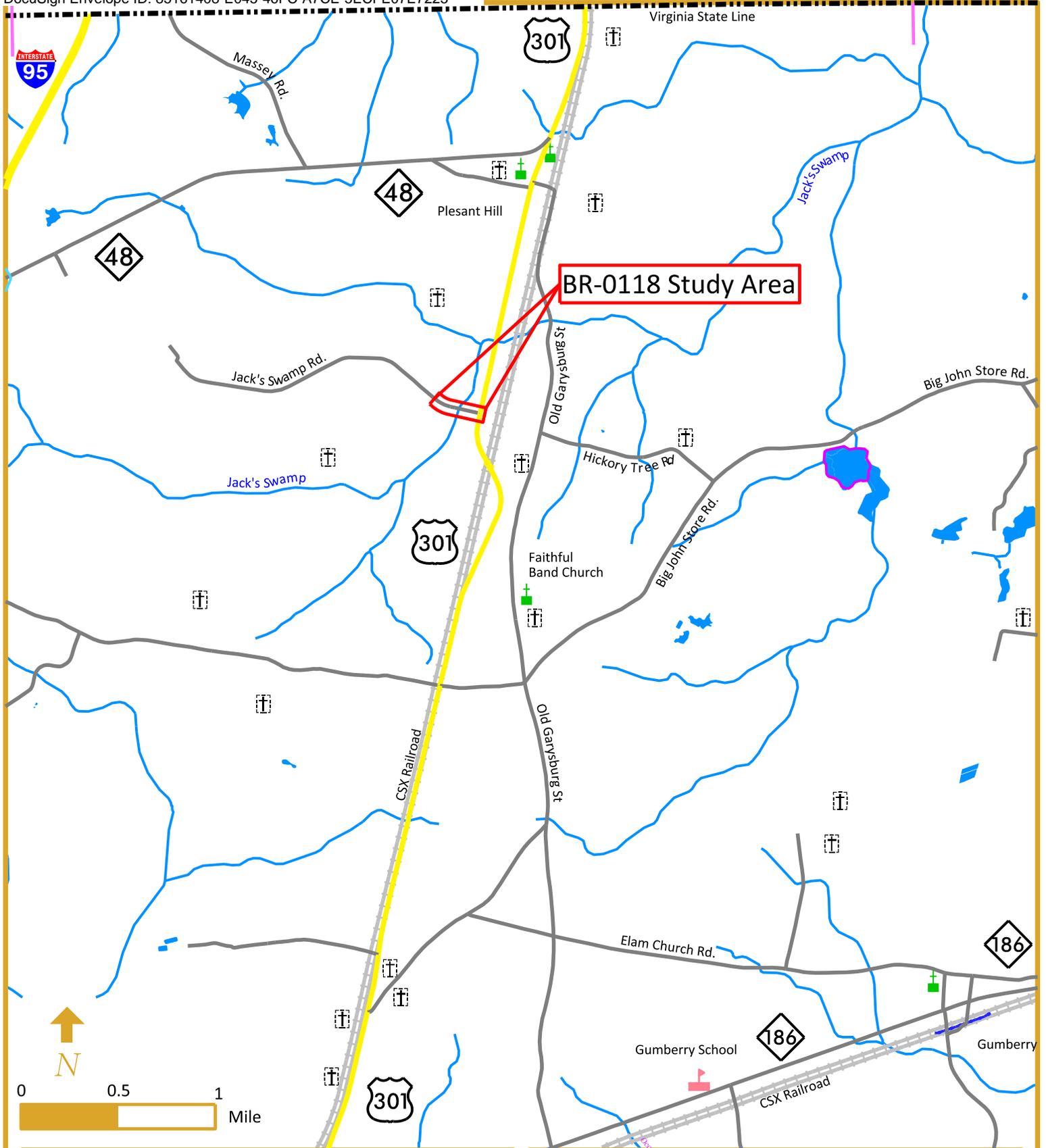


REVISIONS



05-SEP-2019 11:20 BR-0118\_Pch\_psh.dgn





**BR-0118 Study Area**



### BR-0118

Replacement of Bridge No. 650093  
over Jack's Swamp  
on SR 1203 (Jack Swamp Road)

### Vicinity Map

**Legend:**

- School
- Church
- Cemetery
- Greenville
- NC Route
- US Route
- Railroad



NCDOT Division 1: Northampton

18-09-0078



## 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

<b>Project No:</b>	BR-0118	<b>County:</b>	Northampton
<b>WBS No.:</b>	67118.1.1	<b>Document Type:</b>	
<b>Fed. Aid No:</b>		<b>Funding:</b>	X State    Federal
<b>Federal Permit(s):</b>	X Yes    No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Replace Bridge No. 93 on SR 1203 (Jack Swamp Road) over Jacks Swamp (no off-site detour specified in review request).			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS:** HPOWeb reviewed on 22 October 2018 and yielded no NR, SL, DE, SS, or LD properties in the Area of Potential Effects (APE). Northampton County current GIS mapping, aerial photography, and tax information indicated a mostly wooded and undeveloped APE with two residential resources dating to the 1980s (22 October 2018). Constructed in 1959, Bridge No. 93 is not eligible for listing in the National Register according to the NCDOT Historic Bridge Inventory as it is neither aesthetically, nor technologically significant. Google Maps "Street View" confirmed the absence of critical architectural and landscape resources in the APE (viewed 22 October 2018).

**No architectural survey is required for the project as currently defined.**

**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:** APE equates with the study area provided in the review request (see attached). The comprehensive architectural survey of Northampton County (2008-10), as well as later studies recorded no resources in the APE. County GIS and other visuals illustrate the absence of significant architectural and landscape resources in the APE. No National Register-listed properties are located within the APE.

**Should any aspect of the project design change,  
please notify NCDOT Historic Architecture as additional review may be necessary.**

### SUPPORT DOCUMENTATION

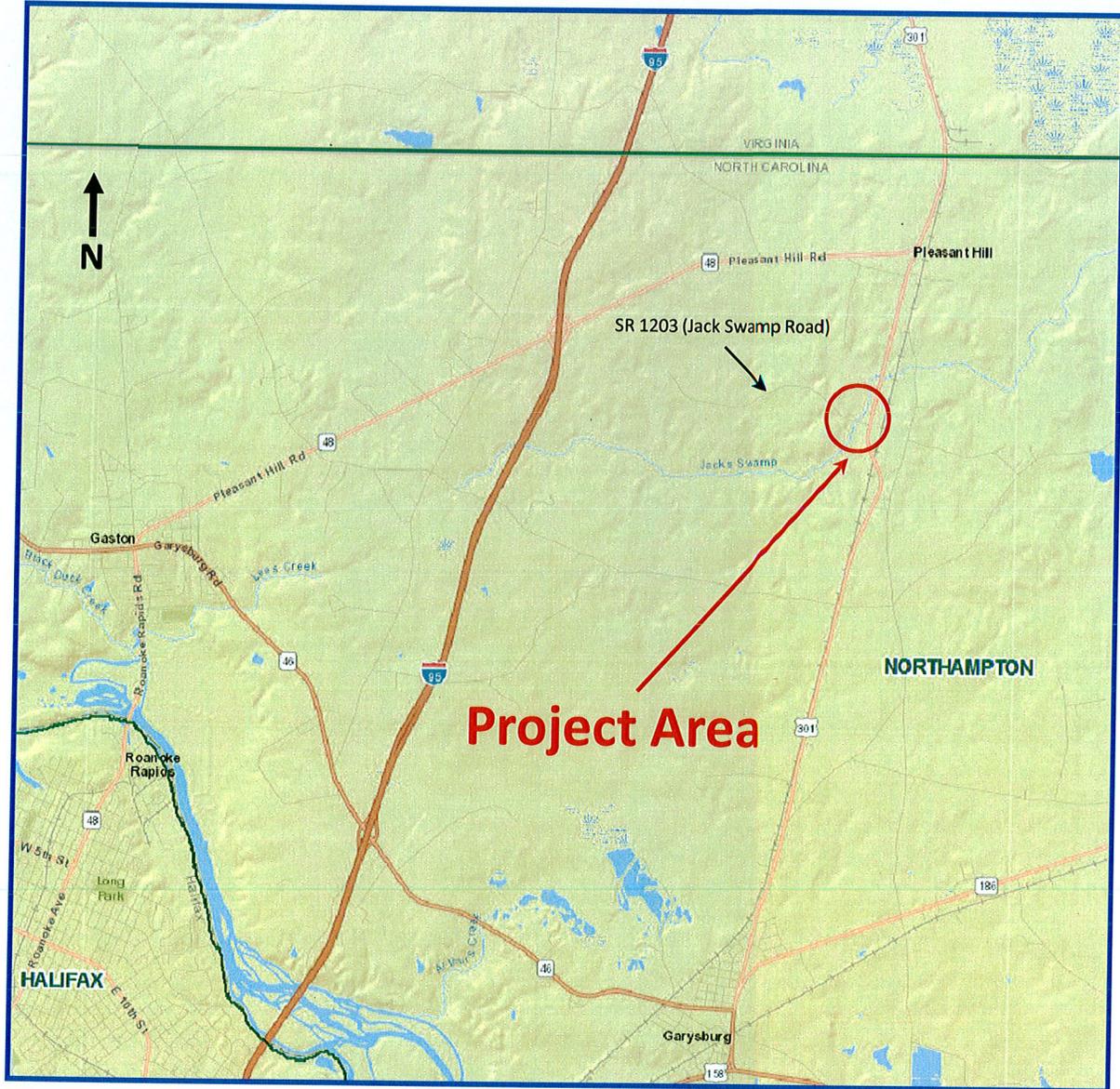
X Map(s)     Previous Survey Info.     Photos     Correspondence     Design Plans

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- **NO SURVEY REQUIRED**

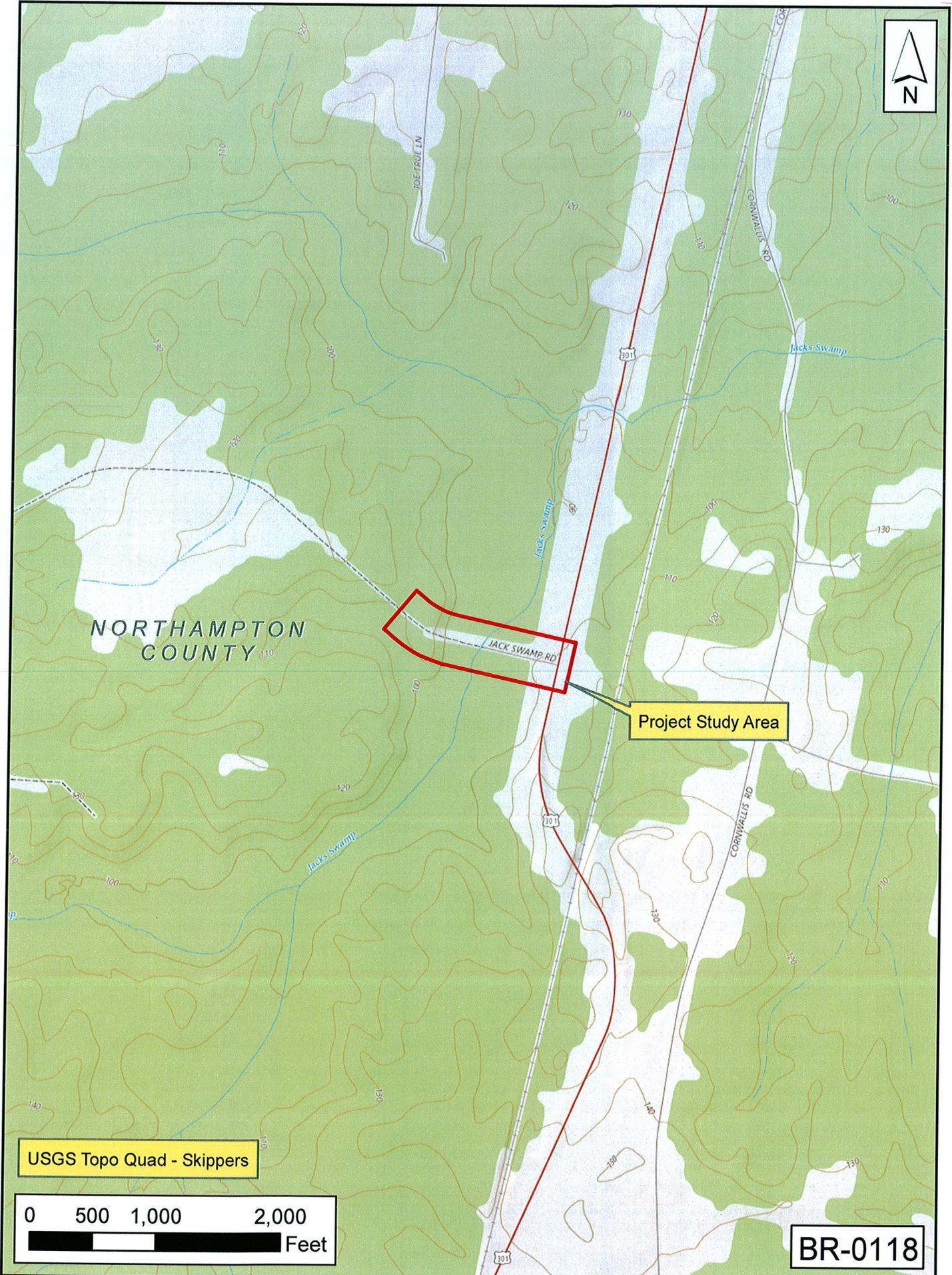
*Vanessa E. Patrick*  
NCDOT Architectural Historian

*22 October 2018*  
Date



Bridge No. 93 Replacement  
WBS No. 67118.1.1

Northampton County  
Base map: HPOWeb, nts



Project Study Area

USGS Topo Quad - Skippers

0 500 1,000 2,000  
Feet

BR-0118

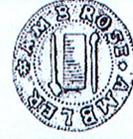
Tracking No. 18-09-0078

18-09-0078



## 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:* **BR-0118** *County:* **Northampton**  
*WBS No:* **67118.1.1** *Document:* **MCC**  
*F.A. No:* *Funding:*  State  Federal  
*Federal Permit Required?*  Yes  No *Permit Type:* **USACE**

**Project Description:** The project involves the replacement of Bridge No. 93 on SR 1203 (Jacks Swamp Rd) over Jacks Swamp in Northampton County, North Carolina. The archaeological Area of Potential Effects (APE) encompasses all areas of potential ground disturbing activity as depicted on the attached GIS mapping.

### SUMMARY OF CULTURAL RESOURCES REVIEW

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

Permitting and funding information was reviewed for determining the level of archaeological input required by state and federal laws. Based on the submitted "request for cultural resources review" form, the project is state-funded with federal permit interaction. As such, Section 106 of the National Historic Preservation Act will apply and the United States Corps of Engineers (USACE) will serve as the lead federal agency. Next, construction design and other data was examined (when applicable) to define the character and extent of potential impacts to the ground surfaces embracing the project locale. For the most part, the APE was primarily designed to capture any federal permit areas or locations of potential ground disturbing activity.

Once an APE was outlined, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Thursday, September 27, 2018. No National Register of Historic Places (NRHP) eligible archaeological sites or any other documented cultural resources are located within or adjacent to the project APE.

Examination of NRHP, State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the NCSHPO website is important in establishing the location of noteworthy historic occupations related to a perspective construction impact area. A cross-check of these mapped resources concluded that none of the above properties with potential contributing archaeological components are situated within or proximal to the APE. In addition, historic maps of Northampton County were appraised to identify former structure locations, land use patterns, cemeteries, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were inspected as well. In general, the cultural background review established that no previously recorded archaeological sites, documented cemeteries or NRHP properties are located within the APE. Based on cultural-historical factors, the APE is considered to have a low potential for the documentation of archaeological resources.

Further, topographic, geologic, flood boundary, and NRCS soil survey maps were referenced to evaluate pedological, geomorphological, hydrological, and other environmental determinants that may have resulted in past occupation at this location. Aerial and on-ground photographs (NCDOT Spatial Data Viewer) and the Google Street View map application (when amenable) were also examined/utilized for additional assessment of disturbances, both natural and human induced, which compromise the integrity of archaeological sites. Environmental/impact factors do not suggest a heightened potential for archaeological resource recovery.

18-09-0078

***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 has a low potential for the recovery of archaeological remains based on soil data (wetlands). The majority of the project area is underlain by poorly drained soils. It is unlikely to contain significant, intact, and preserved archaeological deposits eligible for NRHP inclusion. As currently proposed as a state-funded project with federal permit interaction, no further consultation is advocated. A finding of "no archaeological survey required" is considered appropriate.

**SUPPORT DOCUMENTATION**

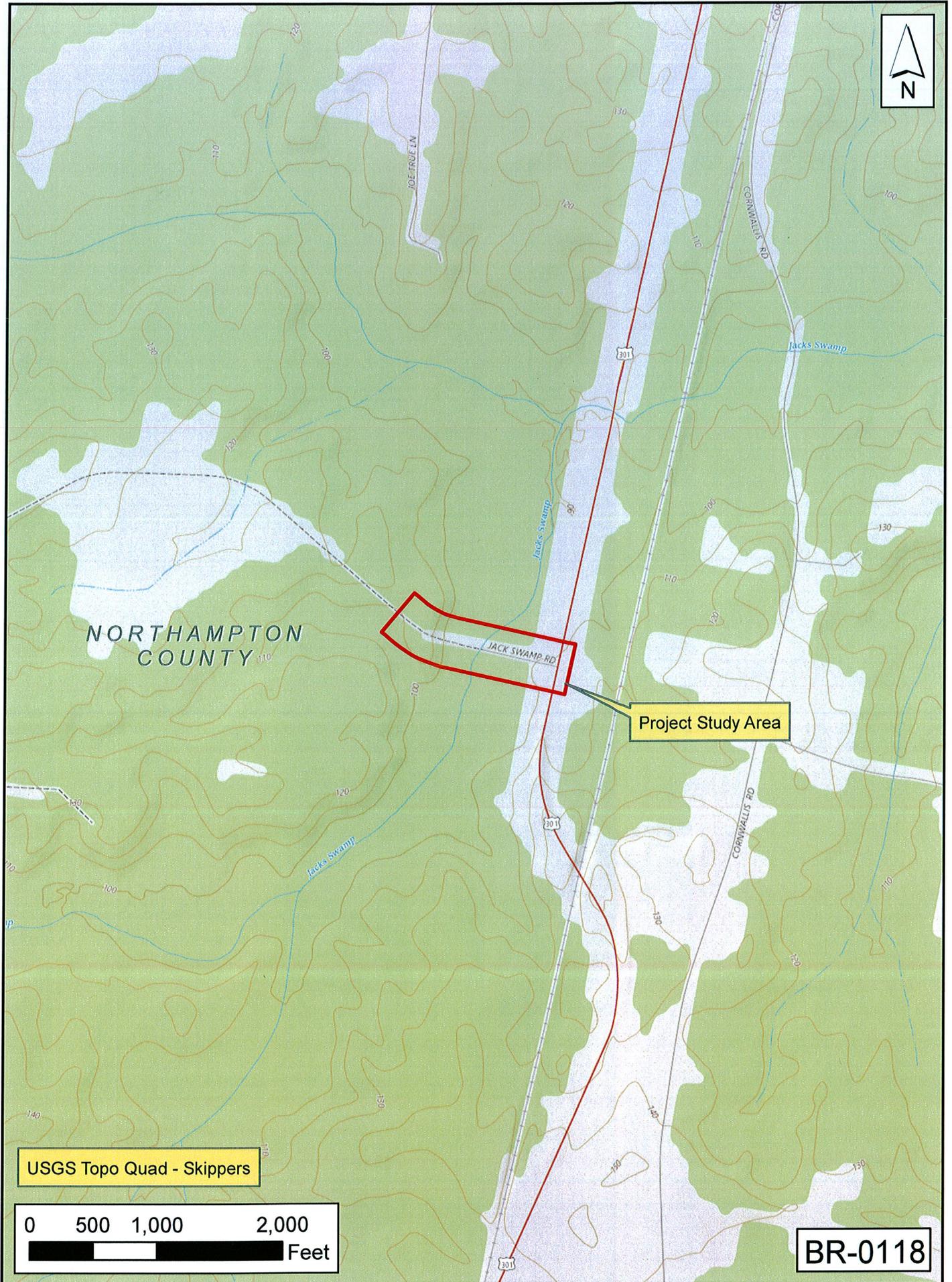
See attached:  Map(s)     Previous Survey Info     Photos     Correspondence  
 Photocopy of County Survey Notes    Other:

**FINDING BY NCDOT ARCHAEOLOGIST**

**NO ARCHAEOLOGY SURVEY REQUIRED**

*Eric Halvorson*  
\_\_\_\_\_  
NCDOT

*9.29.2018*



NORTHAMPTON  
COUNTY

Project Study Area

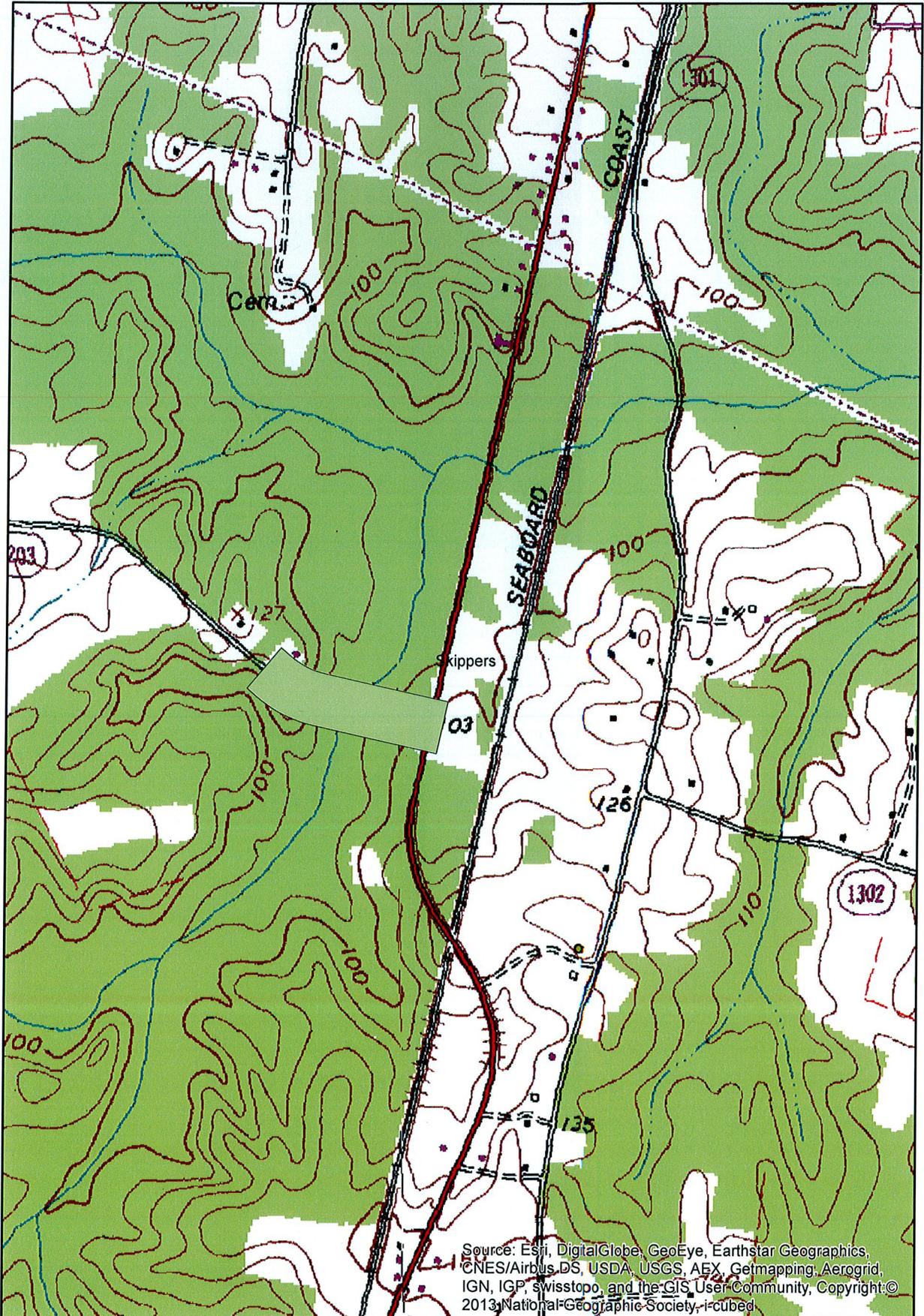
USGS Topo Quad - Skippers

0 500 1,000 2,000  
Feet

BR-0118



ARC-GIS aerial shape file map illustrating the location and boundaries of the archaeological Area of Potential Effects (APE) in Northampton County, North Carolina.



Portion of the Skipper topographic map illustrating the location and boundaries of the archaeological Area of Potential Effects (APE) in Northampton County, North Carolina.