

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

| | |
|---------------------|-----------|
| Project No. | BR-0127 |
| WBS Element | 48836.1.1 |
| Federal Project No. | N/A |

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 980189 on SR 1325 (Mountain View Church Road) over an Unnamed Tributary of South Deep Creek in Yadkin County (Refer to Figure 1).

Bridge No. 980189, built in 1968, is a steel girder bridge with two 10-foot travel lanes and is approximately 31 feet long. Bridge No. 980189 has a posted single vehicle weight limit of 19 tons and a truck tractor semitrailer weight limit of 25 tons. The existing right of way along SR 1325 (Mountain View Church Road) is approximately 60 feet. The project is scheduled for Right of Way (ROW) in October 2019 and Let in July 2020. Minor ROW acquisition is anticipated.

The project proposes to replace the existing structure with an approximately 30-foot wide single span cored slab bridge with two 10-foot travel lanes and three-foot-eleven inch shoulders on the existing alignment. Guardrail will be installed at the bridge approaches. The proposed bridge would be approximately 62 feet in length and have a proposed right of way up to 87 feet. The total length of the project is approximately 565 feet. The proposed bridge will not be posted with a weight restriction and will be designed to meet the legal load rating. An offsite detour is required for the duration of construction. The roadway is classified as a local road with a 55-mile per hour design speed and posted speed limit.

B. Description of Need and Purpose:

The replacement of Bridge No. 980189 is part of the *Growing Rural Economy and Agriculture through Transportation and Technology Enhancement or Replacement in North Carolina (GREATER-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. 980189 prohibits large or heavy vehicles, typically used in transporting agricultural and manufactured products, from using the bridge. Vehicles above the posted weight must detour 3.8 miles to avoid 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:

Anticipated Permit or Consultation Requirements: A Nationwide Permit (NWP) will likely be applicable. The US Army Corps of Engineers (USACE) holds the final discretion as to what permit(s) will be required to authorize project construction. If a Section 404 permit is required, a Section 401 Water Quality Certification (WQC) from the North Carolina Department of Water Resources (NCDWR) will also be needed.

Floodplain: Unnamed Tributary of South Deep Creek, which crosses under Bridge No. 980189, is in a FEMA Zone AE Floodplain. The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project regarding 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). See Section I, Project Commitments.

Historic and Archaeological Resources: In compliance with NCDOT's Programmatic Agreement with the State Historic Preservation office, NCDOT Human Environment Section completed a *No Survey Required* form for Archaeological Resources on 02/24/2019; a *Survey Required* form was provided on 10/26/2018, and a *No Historic Properties Present or Affected* form was provided on 7/16/2019 for Historic Architecture.

Agricultural Land Use: Agricultural land use including, cattle, crops, and dairy farms was identified surrounding the project area using aerial imagery and confirmed by the April 2019 site visit. Farming operations in the vicinity of the bridge may be affected temporarily during construction by loss of direct access and by the approximately 3.8 mile detour route. Additionally, minor right of way acquisition is required for the project; one of the affected property owners appears to have farming operations, possibly cattle, on either side of the bridge. Farmland outreach coordination has been initiated with property owners near the bridge. Continued coordination should occur through the NCDOT right of way acquisition process with the owners of the agricultural lands that are temporarily impacted by the off-site detour and those impacted by project right of way needs.

Environmental Commitments: Project commitments are located at the end of the checklist in Section I.

Estimated Costs (FY 2020): The estimated costs are as follows:

| | |
|--------------|------------------|
| Utility* | \$18,000 |
| R/W** | \$6,650 |
| Const.*** | \$825,000 |
| Total | \$849,650 |

Sources: * Connect GREATTER Rural Bridge Program- Bridges Budget Sources and Uses, Accessed June 11, 2019.
<https://connect.ncdot.gov/resources/GREATTER-Rural-Bridge-Program/Documents/05%20NCDOT%20Bridges%20Budget%20Sources%20and%20Uses.xlsx>

** NCDOT Right of Way Appraisal Unit, August 2019

*** NCDOT Contracts Standards and Development Unit, September 2019

Estimated Traffic:

| | |
|-----------------------------------|----------------------------|
| Average Daily Traffic (ADT) 2015* | 360 vehicles per day (vpd) |
| Average Daily Traffic (ADT) 2040 | 720 vpd |

Source: *NCDOT Traffic Review Sheet, 2018

Crashes: NCDOT's Safety Planning Group completed a planning level query of bridge crash counts from 1/1/2013 to 12/31/2017. Over the five-year study period, zero crashes were reported within a 500 feet distance of Bridge No. 980189 on SR 1325 (Mountain View Church Road).

Pedestrian and Bicycle Accommodations: There are no existing bike or pedestrian facilities on Bridge No. 980189 along SR 1325 (Mountain View Church Road). A Start of Study letter was sent to NCDOT Bicycle & Pedestrian Division; no comments were received.

Design Exceptions: A design exception is not required for this project.

Alternative Analysis:

No Build – The no build alternative would not meet the requirements of the GREATTER-NC Project, and thus is not a viable option.

Rehabilitation – Rehabilitation would not meet the requirements of the GREATTER-NC Project, and thus is not a viable option.

New Alignment – A new alignment option for SR 1325 (Mountain View Church Road) is not needed as the existing alignment has been deemed acceptable.

Onsite Detour – An offsite detour was determined acceptable.

Replace Bridge in Place with Offsite Detour (Preferred Alternative) – An offsite detour is required for the duration of construction. The detour route is approximately 3.8 miles long and will utilize SR 1314 (Old U.S. 421) and SR 1103 (Marler Rd).

Agency Comments: Input forms were sent to the Yadkin County EMS Director, Yadkin County Planning Director, and the Yadkin County Schools Director of Transportation in February and April of 2019. A phone call was placed to Yadkin County Schools in May 2019; no comments regarding the project were received.

A low level of impact was noted from the Yadkin County Planning Director if the bridge was closed for up to a year. They also indicated the presence of agricultural activity in the area. Yadkin County EMS noted a yearlong bridge closure would have a low impact on emergency services, and that there may be prolonged response times to areas north of the project.

Response: An offsite detour is required for the duration of construction. The detour will utilize SR 1314 (Old U.S. 421) and SR 1103 (Marler Rd). Continued coordination with County EMS and Schools will take place prior to construction; see Section I, Project Commitments.

Agency Start of Study notifications were sent to the **USACE, Federal Highway Administration (FHWA), NC Wildlife Resources Commission (NC WRC), U.S. Fish and Wildlife Service (USFWS), NC Department of Environmental Quality - Division of Water Resources (NC DEQ- DWR), and NC Division of Parks and Recreation (NC DPR)** in May 2019, and to the **Catawba Indian Nation** in July of 2019. Start of Study notifications were sent to NCDOT Division 11 and NCDOT Preconstruction contacts in May 2019.

Comments provided by **USFWS** regarding the project include the following: recommendations for erosion and sediment control, Northern long-eared bat (NLEB), migratory birds, and replacing structures that cross rivers and streams. No project-specific comments were provided.

Response: The NLEB has been assessed by the NCDOT Biological Surveys Group, and the nearest NLEB hibernacula record is 42 miles west of the project and no known NLEB roost trees occur within 150 feet of the project area.

NC DWR provided general project comments regarding 401 Water Quality Certification, erosion and sediment control BMPs, and mitigation for impacts to waters of the U.S.

NC WRC provided standard bridge comments regarding Section 404 permitting, endangered species, erosion and sediment control, and anadromous fish; project-specific comments note that significant trout resources are not expected and there is no request for a trout moratorium.

The **Catawba Indian Nation** has no immediate concerns, however, they requested notification should any Native American artifacts and/or human remains be located during construction.

USACE and **NC DPR** had no specific comments regarding the proposed actions. No response was received by **FHWA**.

Public Involvement: A landowner notification letter was sent on 2/7/2019 to property owners adjacent to the bridge to inform them of representatives being present on their property for surveys. No comments have been received to date.

Prior to ROW, newsletters will be sent out by STV on behalf of NCDOT to the properties affected by the project to inform them of the project and the offsite detour

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 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 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 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)? Not Applicable | <input type="checkbox"/> | <input 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

G. Additional Documentation as Required from Section F

Response to Question 16 – Floodplain Impacts

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.

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).

Response to Question 30 - Prime and Important Farmland Soils:

Prime and Important Farmland Soils as defined by the Farmland Protection Policy Act (FPPA) are located within the project study area. A project footprint for the Prime and Important Farmland Soils assessment was created to include a 25-foot buffer from the slope stakes. The Prime and Important Farmland Soil found within the footprint are designated as all areas are Farmland of Statewide Importance and Prime Farmland if drained and either protected from flooding or not frequently flooded during the growing season.

A Natural Resource Conservation Service (NRCS) Farmland Conversion Impact Rating has been completed for this project and a total score of 58 out of 160 points was calculated for the BR-0127 project site. Since the total of the points assigned in part VI of the NRCS Farmlands Conversion Form AD-1006 for BR-0127 is less than 60 and therefore the total points of 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.

I. Project Commitments

**Yadkin County
Bridge No. 980189 on SR 1325 (Mountain View Church Road) over
Unnamed Tributary of South Deep Creek
WBS No. 48836.1.1
Project No. BR-0127**

**NCDOT Hydraulics Unit
Floodplain Mapping 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).

**NCDOT Hydraulics Unit
FEMA Coordination**

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

**NCDOT Structures Management Unit
Public Involvement Newsletter**

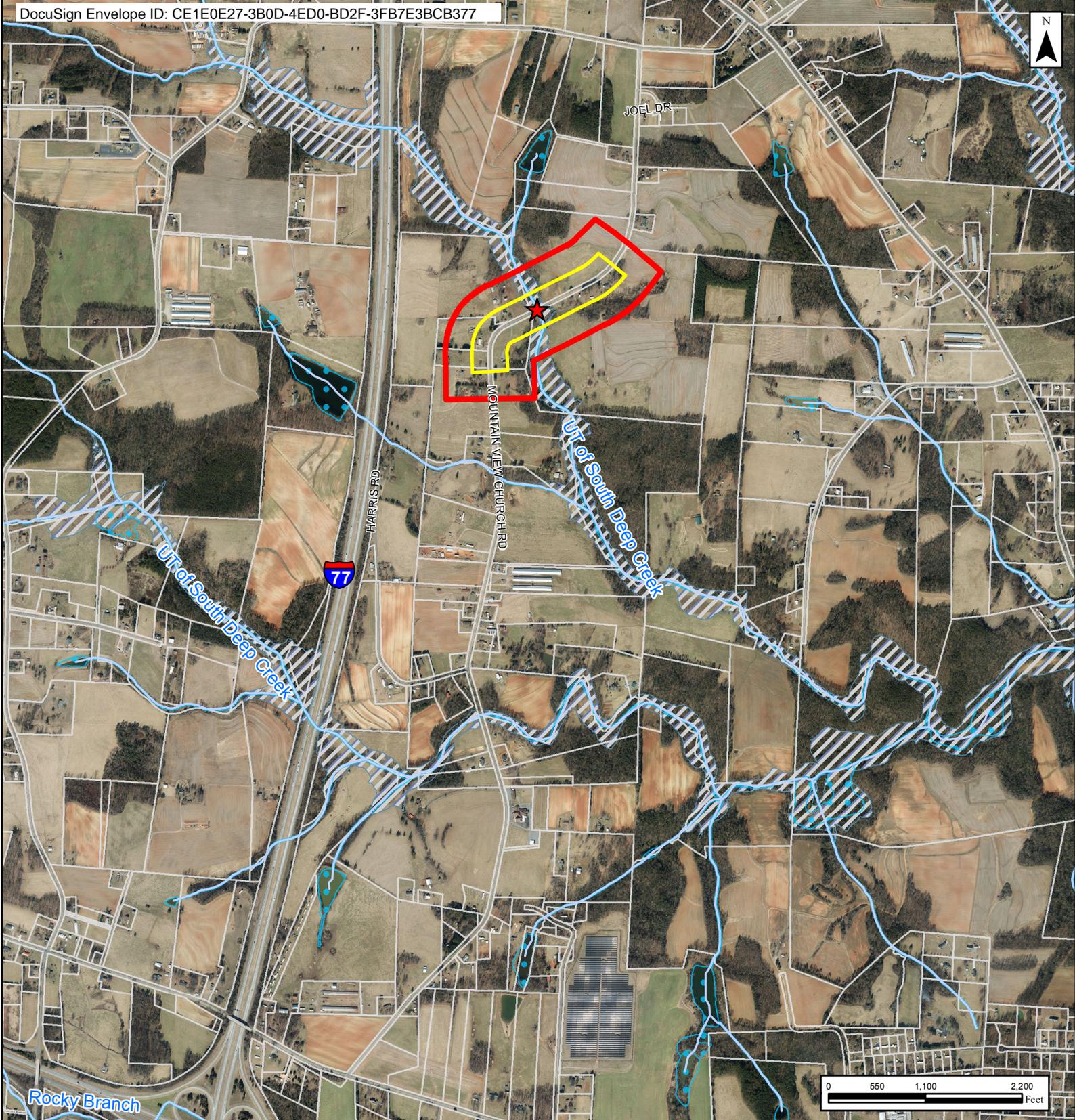
Prior to ROW, newsletters will be sent out on behalf of NCDOT to the properties affected by the project to inform them of the project.

**NCDOT – Division 11
Agricultural Land Use**

Continued coordination should occur through the NCDOT right of way acquisition process with the owners of the agricultural lands that are temporarily impacted by the off-site detour and those impacted by project right of way needs.

**NCDOT Division 11
Continued Coordination for Schools and Emergency Services**

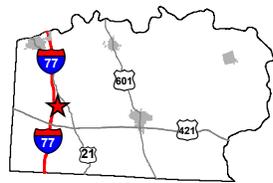
NCDOT should coordinate with Yadkin County Schools (Denny Key, 336-679-2233) and Yadkin County Emergency Services (Keith Vestal, 336-849-7622) at least one month prior to construction.



Legend

-  Direct Community Impact Area (DCIA)
-  Project Study Area
-  Br. 980189 over UT of South Deep Creek
-  Parcels
-  Floodplain
-  NWI Wetland
-  Stream

Yadkin County, NC



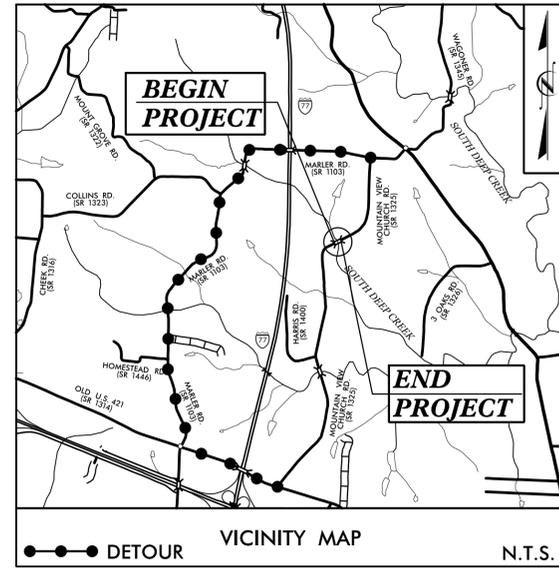
Sources: Yadkin County GIS, NC One Map, NC HPO GIS Portal, NC DEQ, EPA, & Google Earth

STIP BR-0127
Bridge No. 980189 Replacement
over UT of
South Deep Creek
Yadkin County
NCDOT Division 11

July 2019

Figure 1

See Sheet 1A For Index of Sheets
See Sheet 1B For Standard Symbology Sheet



**PRELIMINARY PLANS
SUBMITTED 09-06-19**

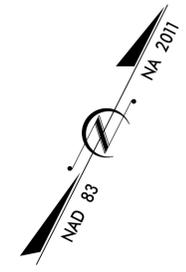
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

YADKIN COUNTY

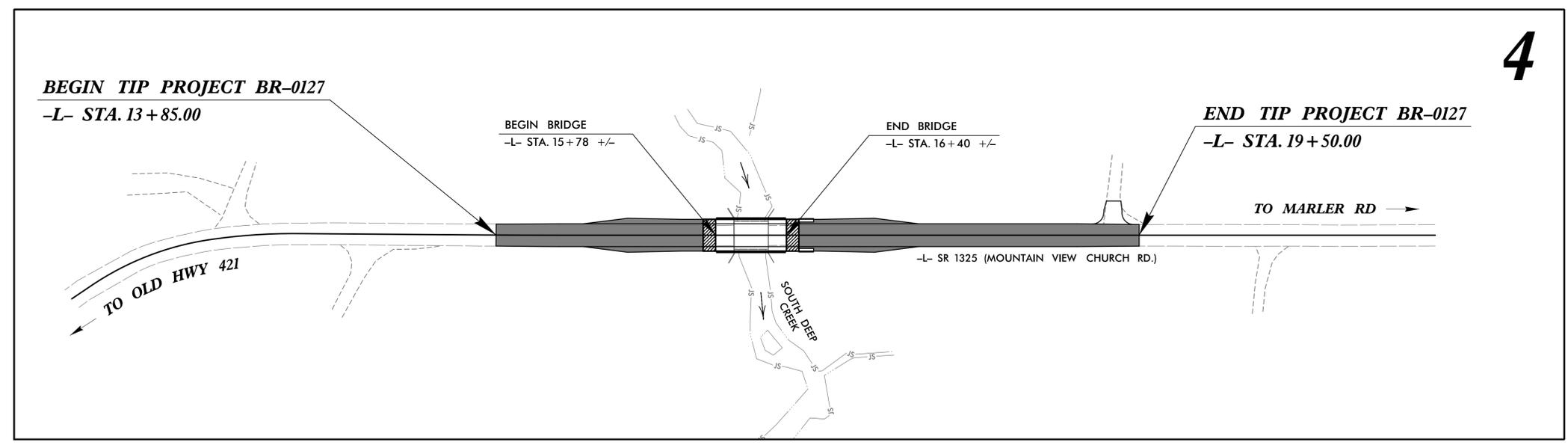
**LOCATION: BRIDGE NO. 980189 OVER UT OF SOUTH DEEP CREEK
ON SR 1325 (MOUNTAIN VIEW CHURCH ROAD)**

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

| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|-----------------|-----------------------------|-------------|--------------|
| N.C. | BR-0127 | 1 | |
| STATE PROJ. NO. | F.A. PROJ. NO. | DESCRIPTION | |
| 48836.1.1 | | PE | |
| | | | |
| | | | |
| | | | |
| | | | |



TIP PROJECT: BR-0127

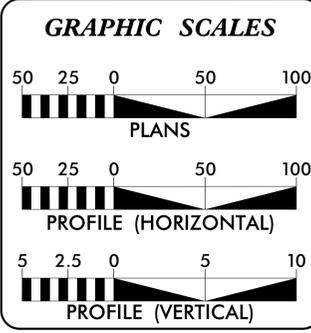


**THIS PROJECT IS NOT WITHIN A MUNICIPAL BOUNDARY.
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO
THE LIMITS ESTABLISHED BY METHOD ___.**

**INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION**

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

CONTRACT:



DESIGN DATA

| | |
|------------------------------|--------|
| ADT 2015 = | 360 |
| DHV = | N/A |
| D = | N/A |
| T = | N/A |
| V = | 55 MPH |
| FUNC. CLASSIFICATION: | |
| LOCAL RURAL | |
| SUB REGIONAL TIER | |

PROJECT LENGTH

| | |
|---|-------------|
| LENGTH OF ROADWAY TIP PROJECT BR-0127 = | 0.095 MILES |
| LENGTH OF STRUCTURE TIP PROJECT BR-0127 = | 0.012 MILES |
| TOTAL LENGTH OF TIP PROJECT BR-0127 = | 0.107 MILES |

NCDOT CONTACT: TIERRE PETERSON, PE
STRUCTURES MANAGEMENT UNIT

PLANS PREPARED FOR THE NCDOT BY:
STV ENGINEERS, INC.
900 West Trade St., Ste. 715, Charlotte NC, 28202
NC License Number F-0991

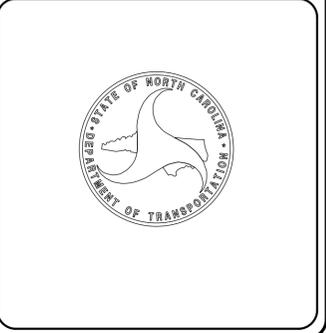
| 2018 STANDARD SPECIFICATIONS | RIGHT OF WAY DATE: | LETTING DATE: |
|------------------------------|---|---|
| | KEVIN G. BAILEY, PE PROJECT ENGINEER | ETHAN P. WRIGHT, PE PROJECT DESIGNER |

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

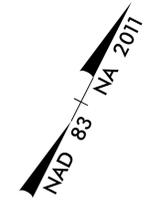
ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.

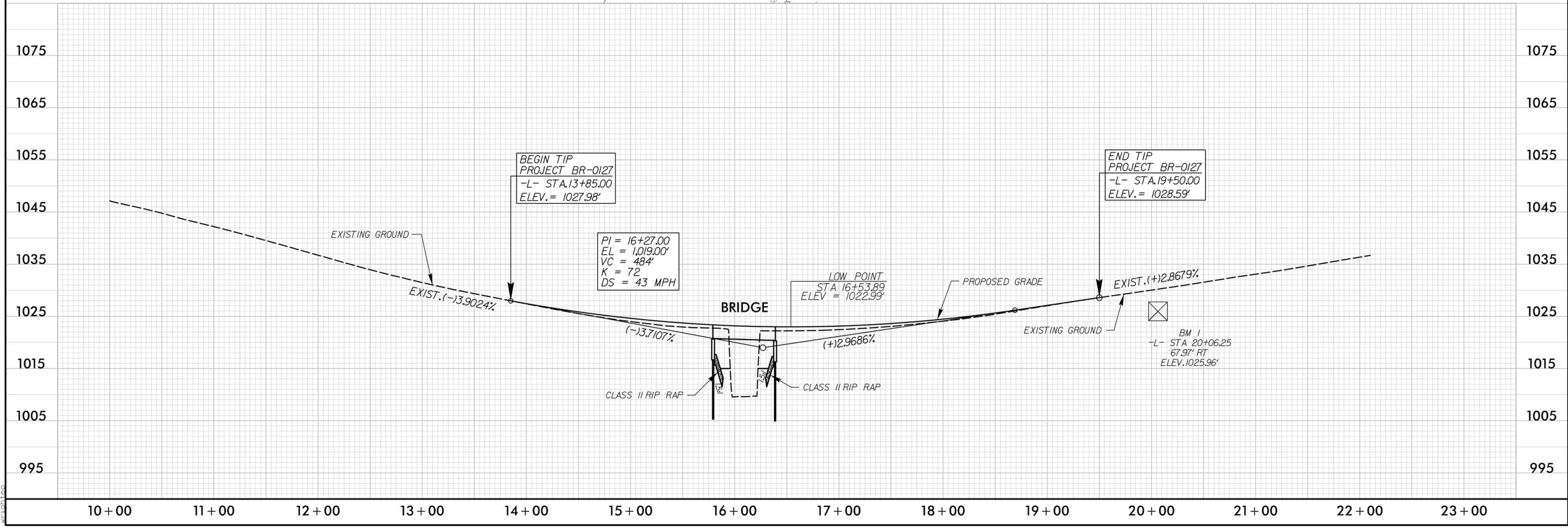
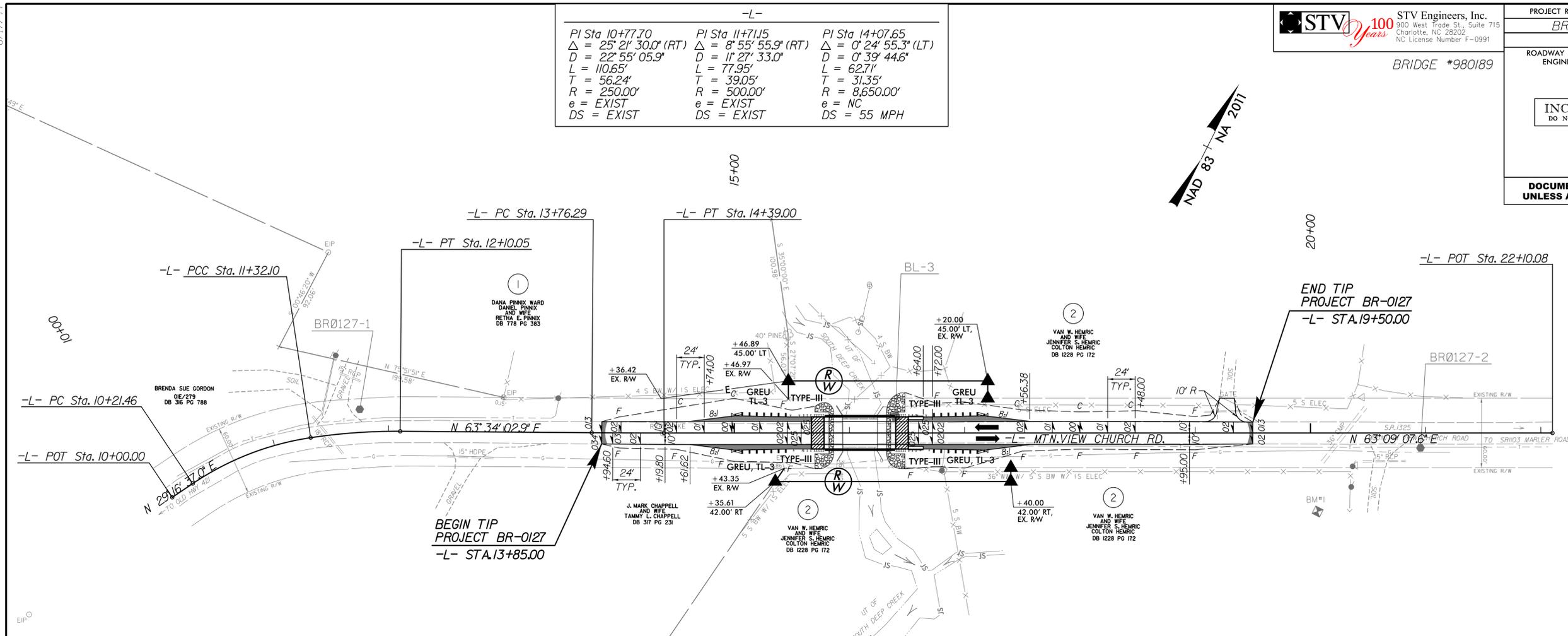


| | | |
|---|---------------------|----------------|
| PROJECT REFERENCE NO. <i>BR-0127</i> | | SHEET NO. 4 |
| RW SHEET NO. | | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER | |
| INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION | | |
| DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED | | |

| | | |
|--|---|---|
| PI Sta 10+77.70 $\Delta = 25^{\circ} 21' 30.0''$ (RT) $D = 22^{\circ} 55' 05.9''$ $L = 110.65'$ $T = 56.24'$ $R = 250.00'$ $e =$ EXIST $DS =$ EXIST | -L- PI Sta 11+71.15 $\Delta = 8^{\circ} 55' 55.9''$ (RT) $D = 11^{\circ} 27' 33.0''$ $L = 77.95'$ $T = 39.05'$ $R = 500.00'$ $e =$ EXIST $DS =$ EXIST | PI Sta 14+07.65 $\Delta = 0^{\circ} 24' 55.3''$ (LT) $D = 0^{\circ} 39' 44.6''$ $L = 62.71'$ $T = 31.35'$ $R = 8,650.00'$ $e =$ NC $DS = 55$ MPH |
|--|---|---|



BRIDGE #980189



8/16/2018
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 W:\CHIEF



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-0127 *County:* Yadkin
WBS No: 67127 *Document:* Federal Categorical Exclusion
Federal Aid No: *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* USACE

Project Description:

Replace Bridge 189 on SR 1325 over a tributary to South Deep Creek in Yadkin County. The Area of Potential Effects (A.P.E.) is approximately 610 meters (2,002 ft.) long and 123 meters (400 ft.) wide. Project is State-funded and will require Federal permits. Easements will be required.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

The review included an examination of a topographic map, the Yadkin County web soil survey, an aerial photograph, and an examination of records about previously recorded sites, previous archaeological surveys, and previous environmental reviews at the North Carolina Office of State Archaeology (OSA) in Raleigh. The bridge is oriented approximately east-west.

The topographic map (Elkin South) shows the A.P.E. is located in a narrow stream valley. The landforms in the A.P.E. include a narrow floodplain on each side of the stream, and moderately-sloped ridges on each side. Narrow strips of floodplain and sloped ridges have a low to moderate potential for prehistoric archaeological sites. The landforms in the southeast and southwest quadrants may be drainage valleys. There are two structures shown in the northwest quadrant, two in the northeast quadrant, and one in the southeast quadrant. Most of the A.P.E. is shown as being cleared land.

The Yadkin County soil survey shows two soil types in the A.P.E., Clifford sandy clay loam (2-6% and 6-10% slopes), moderately eroded, and Codorus loam (0-2% slopes), occasionally flooded. Clifford sandy clay loam is a well-drained soil found on interfluves (ridges). Codorus loam is a somewhat poorly-drained soil found on flood plains.

The aerial photograph shows the A.P.E. is mostly cleared land (pasture?). The aerial photograph shows how much of the surrounding agricultural land has been "contoured" to control erosion. Also, the presence of red clay subsoil can be seen throughout the project area. (This is confirmed by the Yadkin County soils survey aerial photograph which shows red soil in plowed fields, as well as by the moderately-eroded soil types). The northeast quadrant is cleared (pasture?). The southeast quadrant is occupied by several structures at the east end, and a small creek joins the tributary a short distance south of the bridge. (This is the "drainage valley" landform depicted in the topographic map.) The southwest quadrant is cleared (residential yard?). There is a driveway

in this quadrant. The northwest quadrant is mostly cleared (residential yards?). There are two houses in the A.P.E.

There are no previously recorded archaeological sites within or adjacent to the A.P.E. There is a project that has been reviewed by the State Historic Preservation Office (HPO) within the A.P.E. The project is the Frontier Energy Gas Pipeline in Rowan, Davie, Iredell, Yadkin, Surry and Wilkes Counties (ER 98-8509). No survey was recommended for the part of the pipeline that crosses (the west side of) the A.P.E. of this project. Surveys were conducted for other parts of the pipeline (Reid 1999; Smith 1998).

References Cited

Reid, Dawn

1999 Intensive Archaeological Survey of a Proposed Frontier Energy Gasline Corridor, Wilkes County, North Carolina. Report prepared for Duke Engineering & Services, Charlotte, North Carolina. Brockington and Associates, Inc., Atlanta, Georgia.

Smith, Caleb

1998 Intensive Archaeological Survey of Three Proposed Yadkin River Crossings, Surry, Wilkes and Yadkin Counties, North Carolina. Report prepared for Duke Engineering & Services, Inc., Charlotte, North Carolina. Brockington and Associates, Inc., Atlanta, Georgia.

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 landforms in the A.P.E. have a low to moderate potential for archaeological sites. Much of the A.P.E. appears to be disturbed by residential development. The soils in the A.P.E. are described as eroded.

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

Caleb Smith

2/24/2019

NCDOT ARCHAEOLOGIST II

Date

18-09-0089



HISTORIC ARCHITECTURE AND LANDSCAPES

SURVEY REQUIRED FORM

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

PROJECT INFORMATION

| | | | |
|---------------------------|---|------------------------|--|
| Project No.: | BR-0127 | County: | Yadkin |
| WBS No.: | 67127.1.1 | Document Type: | CE |
| Fed. Aid No.: | | Funding: | <input checked="" type="checkbox"/> State <input type="checkbox"/> Federal |
| Federal Permit(s): | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Permit Type(s): | USACE |

Project Description:

Replace Bridge No. 189 on SR 1325 (Mountain View Church Rd) over UT to South Deep Creek.

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

On October 26, 2018 a search of NC HPOWEB GIS Service map reveals that there is property that is an identified historic site in the Area of Potential Effects (APE) for this project. An architectural historian will need to conduct an eligibility evaluation for the Hall Family House (YD0485).

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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

Shelby Reap

October 26, 2018

NCDOT Architectural Historian

Date

Anticipated Fieldwork Completion Date: tba

18-09-0089



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: | BR-0127 | County: | Yadkin |
| WBS No.: | 67127.1.1 | Document Type: | CE |
| Fed. Aid No: | | Funding: | <input checked="" type="checkbox"/> State <input type="checkbox"/> Federal |
| Federal Permit(s): | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Permit Type(s): | USACE |
| <u>Project Description:</u> Replace Bridge No. 189 on SR 1325 (Mountain View Church Rd) over South Deep Creek | | | |

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

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

Date of field visit: April 2019

Description of review activities, results, and conclusions:

Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on October 26, 2018. Based on this review there are no NR, DE, LL, or SL in the Area of Potential Effects (APE). One SS was identified: the Hall Family House (YD0485). NCDOT contracted Dovetail to conduct an eligibility evaluation of the property. The survey site file for this property indicated that the Hall Family House was a two-story, wood-frame house constructed circa 1900. Upon the site visit, the Architectural Historian found the Hall Family House no longer extant. They identified the likely house site plus a 1947 house with assorted outbuildings. The 1947 house was heavily altered in 2003 with vinyl siding, replacement doors and windows and two additions. The assorted outbuilding date from 1947 to 2015. Deed research indicates that the 1947 house was constructed under the ownership of Richard and Nellie Hall. This 1947 Hall House does not retain the level of architectural integrity to warrant eligibility for the National Register under Criterion C. The lack of historic farm buildings excludes this property from consideration under Criterion A for agriculture. No historic properties will be affected by this project.

SUPPORT DOCUMENTATION

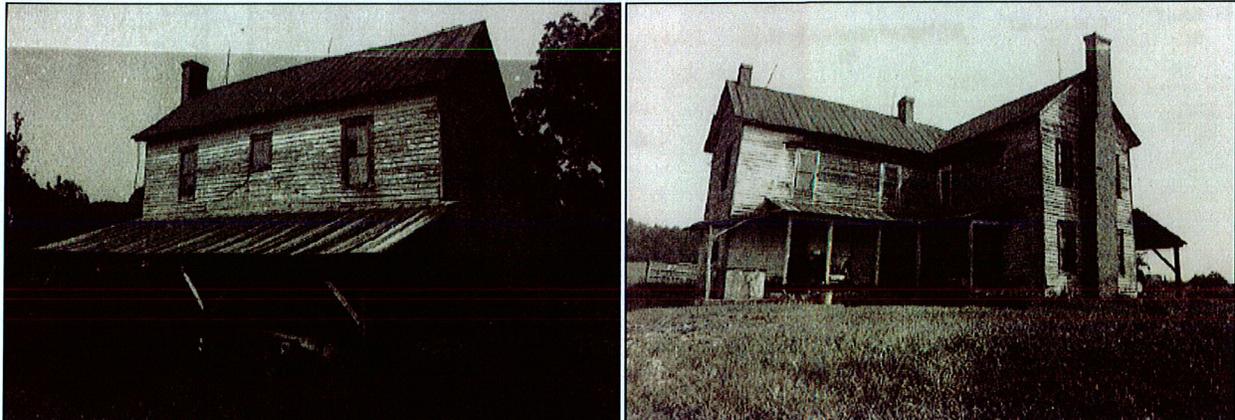
Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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

Shelby Reap
NCDOT Architectural Historian

July 16, 2019
Date



Hall Family House in 1986 (from Survey Site File)



1966 aerial with Hall Family House still standing



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Date: August 8, 2019

MEMORANDUM TO: File

From: Marissa Lenoce, Transportation Planner, STV Engineers,
Inc

SUBJECT: **NRCS Farmland Conversion Impact Rating Bridge No. 980189 on SR 1325 (Mountain View Church Road) over an Unnamed Tributary of South Deep Creek Yadkin County, NC**

WBS 48836.1.1, Project No. BR-0127

The Farmland Protection Policy Act of 1981 (7 CFR Part 658) (FPPA) requires an assessment of the potential impacts of land acquisition and construction activities in prime, unique, and local or statewide importance as defined by the US Natural Resource Conservation Service (NRCS). This memo is to document the completion and results of the NRCS Farmland Conservation Impact Rating process for Project BR-0127 consistent with FPPA.

Project Description

BR-0127 proposes to replace Bridge No. 980189 on SR 1325 (Mountain View Church Road) over an Unnamed Tributary of South Deep Creek in Yadkin County. The project proposes replacing the existing bridge with an approximately 28-foot wide structure with two 11-foot travel lanes and three-foot shoulders. The proposed bridge would be approximately 64 feet in length and with a proposed right of way up to 87 feet. The total length of the project is approximately 565 feet.

Applicability

Project BR-0127 is subject to the provisions of FPPA for the following reasons:

- It is a federally funded project.
- It is not within a municipality, urbanized area, or urban built-up area.
- Prime farmlands of statewide importance are found within the project area.
- The land is not in water storage or used for national defense purposes.

NRCS Farmland Figure

In accordance with guidance provided by NCDOT Community Studies, the farmland figure was created to display the project location and a one-mile buffer over a layer displaying prime farmland, farmland of statewide importance, and Farmland of Local Importance in the vicinity of the project. A project footprint was created to include a 25-foot buffer from the slope stakes. The NRCS farmland figure is attached to this memo.

Completion of Part VI of the NRCS Form AD-1006

Part VI (Site Assessment Criteria) of the NRCS Form AD-1006 was completed for this project. Points allotted for each criterium and reasoning are provided below.

1. Area in Non-urban Use: 13 out of 15 points. Estimated using aerial photography; approximately 80% of the land within the 1-mile buffer is non-urban.
2. Perimeter in Non-urban Use: 8 out of 10 points. Estimated using aerial photography; more than approximately 70% borders on land in non-urban use.
3. Percent of Site Being Farmed: 11 out of 20 points. Estimated using aerial photography; approximately 55% of the site is being farmed.
4. Protection Provided by State and Local Government: 0 out of 20 points. The site is not designated as a Voluntary Agriculture District (VAD) or Enhanced Voluntary Agriculture District (EVAD).
5. Distance from Urban Built-up Area: 8 out of 15 points. Determined using aerial photography; site is within 2.0 miles of Marler and Hamptonville.
6. Distance to Urban Support Services: 8 out of 15 points. Services exist within 3 miles of the project site.
7. Size of Present Farm Unit Compared to Average: 0 out of 10 points. The farm units are more than 50% below the average size farm unit in Yadkin County (106 acres).
8. Creation of Non-farmable Farmland: 0 out of 10 points. This project will have no implications on remaining farmable land.
9. Availability of Farm Support Services: 0 out of 5 points. No farm support services were identified within the site.
10. On-Farm Investments: 10 out of 20 points. Some on-farm investments including barns, storage buildings, and irrigation were identified using aerial imagery.
11. Effects of Conversion on Farm Support Services: 0 out of 10 points. No significant reduction in demand for farm support services would occur as a result from the project.
12. Compatibility with Existing Agricultural Use: 0 out of 10 points. The project is compatible with existing agricultural use.

Result of Site Assessment Criteria

The sum of the points assigned in part VI of the NRCS form AD-1006 for BR-0127 is 58.

Summary

A preliminary screening of farmland conversion impacts in the project area has been completed and a total score of 58 out of 160 points was calculate for the BR-0127 project site. Since the total assessment score does not exceed the 60-point threshold established by the NRCS, farmland conversion impacts may be anticipated, but are not considered notable.

Sources

US Census. Census of Agriculture. 2012. County Data. North Carolina. Yadkin County. Accessed 8/06/2019.

([https://www.nass.usda.gov/Publications/AgCensus/2012/Full_Report/Volume_1, Chapter_2_County_Level/North_Carolina/st37_2_001_001.pdf](https://www.nass.usda.gov/Publications/AgCensus/2012/Full_Report/Volume_1,_Chapter_2_County_Level/North_Carolina/st37_2_001_001.pdf)https://www.nass.usda.gov/Publications/AgCensus/2012/Online_Resources/County_Profiles/North_Carolina/cp37097.pdf)

Yadkin County. GIS Application. Yadkin County, NC. Accessed 8/06/2019.

(<https://yadkin.connectgis.com/Map.aspx>)

Legal Information Institute. Section 658.5- Criteria. Accessed 8/06/2019.

(<https://www.law.cornell.edu/cfr/text/7/658.5>)

Attachments

NRCS Farmland figure

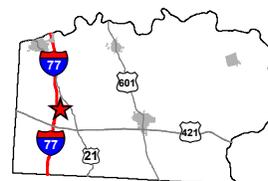
Cc: Harrison Marshall and Herman Huang, NCDOT Community Studies



Legend

- Project Footprint
- Prime Farmland
- 1-mile Buffer
- Farmland of Statewide Importance
- Stream
- Parcel

Yadkin County, NC



Sources: Yadkin County GIS, NC One Map, NC HPO GIS Portal, NC DEQ, EPA, & Google Earth

STIP BR-0127
Bridge No. 980189
Replacement over UT of
South Deep Creek
Yadkin County
NCDOT Division 11

August 2019

NCRS Farmland Figure