

Type I or II Categorical Exclusion Action Classification Form

TIP Project No.	BR-0005
WBS Element	67005.1.1
Federal Project No.	N/A

A. Project Description:

The North Carolina Department of Transportation (NCDOT) as part of the state's bridge program proposes to replace Bridge No. 75 on NC 33 over Chocowinity Creek in Beaufort County, NC. The proposed project is located in rural Beaufort County approximately 0.65 miles east of US 17 junction, southeast of the town of Chocowinity, NC. Additionally, the proposed project will include road improvements (dedicated left and right-turn lanes) on SR 1114 (Old Blounts Creek Road) onto NC 33 and the dedicated right-turn lane will be carried over the proposed bridge replacement and tie into the four-lane section of NC 33 approaching US 17.

See **Figure 1**, Project Vicinity Map.

A temporary bridge will be constructed just south of Bridge No. 75. Traffic will be shifted to the detour bridge while the new bridge is being constructed.

The typical section for the new bridge will be approximately 220 feet long and include 49.5 feet of clear roadway with three 12-foot lanes and 6-foot bridge rail offset on one side and 7.5-foot bridge rail offset on the other side. On either side of the bridge the road will widen to four 12-foot lanes (one of the four lanes is a left-turn lane) with 4-foot paved shoulders and 8-foot total shoulder width. The L-line design will be approximately 3,300 feet long, and the temporary alignment will be approximately 950 feet long.

Road Safety Improvements: The proposed project includes a left-turn lane on SR 1114 (Old Blounts Creek Road) at the NC 33 intersection and a free-flowing right-turn lane onto NC 33 westbound. The proposed improvements also include an additional westbound through lane (towards U.S. 17) on NC 33 from SR 1114 (Old Blounts Creek Road) to the NC 33/SR 1136 (Gray Road)/SR1141 (Poore Farm Road) intersection. On NC 33, the existing eastbound left-turn lane onto SR 1114 (Old Blounts Creek Road) will remain along with the existing westbound left-turn lane onto SR 1136 (Gray Road).

B. Description of Need and Purpose:

The purpose of the project is to replace the functionally obsolete existing Bridge No. 75 over Chocowinity Creek. NCDOT Structures Management Unit records indicate

that Bridge No. 75 is considered functionally obsolete due to a deck geometry rating of 2 out of 9, and an approach roadway alignment rating of 2 out of 9, according to Federal Highway Administration standards. The bridge has no posted weight limit.

Bridge No.75 is not currently rated as structurally deficient but was rated as structurally deficient in an NCDOT Bridge Inspection Report in 2017. Temporary repairs to the bridge superstructure, including guardrail installation and deck repairs were performed to maintain the bridge safely until it can be replaced.

The purpose of the additional road improvements is to improve traffic operations and safety at the NC 33/SR 1114 (Old Blounts Creek Road) intersection by providing dedicated turn lanes and an additional westbound lane along NC 33. There is a large volume of vehicles that turn right onto NC 33 westbound from SR 1114 (Old Blounts Creek Road).

C. Categorical Exclusion Action Classification:

Type II(A)

D. Proposed Improvements:

This project qualifies as a Type II(A) CE due to 23 CFR 771.117(d)(13), which states, “(13) Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section”

23 CFR 771.117(c)(28) states, “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).”

The constraints not met in 23 CFR 771.117(e)(1-6) that result in the processing of this Type II(A) CE under 23 CFR 771.117(d)(13), are the following:

(2) An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899.

This project meets the definition of a ground disturbing, Appendix B action where project impact thresholds (Checklist boxes 1-7) are not met or exceeded as defined in *Documentation Requirements and Approval Procedures for Federal-Aid Projects Classified as Categorical Exclusions, US Department of Transportation Federal Highway Administration North Carolina Division Office And North Carolina Department of Transportation, dated 10/21/19.*

E. Special Project Information:

Cost Estimate:

The estimated cost of the proposed project is as follows:

Utilities Cost	\$576,000
Right of Way Cost	\$46,750
Construction Cost	<u>\$9,800,000</u>
Total Project Cost	\$10,422,750

Design:

Design Standards	Regional Tier
Design Speed	60 mph
Design Exceptions	None
Construction Type	Replace on existing alignment, temporary on-site detour

Traffic Volumes and Forecast:

NC 33 is classified as a major rural collector with approximately seven percent heavy vehicles. Existing traffic in the study area, with a base year of 2018, is 10,000 annual average daily traffic (AADT) with a forecast for 2040 of 11,200 AADT.

Based on information from NCDOT and their review of the traffic forecast, plus a lack of major intersections in the project vicinity, a traffic capacity analysis was deemed not necessary.

Alternatives Discussion: In addition to the No Build Alternative, two design alternatives were considered, *Alternative 1-Revised* and *Alternative 2-Revised*. Both design alternatives included the addition of road safety improvements (dedicated left and right-turn lanes and an additional through lane on NC 33 westbound).

Alternative 1 – Revised includes an off-site detour of nine miles which would require strengthening a section of pavement on the off-site detour route, and possibly widening some sections as well. The project length is 0.57 mile. The proposed replacement bridge would include 49.5 feet of clear roadway with three 12-foot lanes and 6-foot bridge rail offset on one side and 7.5-foot bridge rail offset on the other side. On either side of the bridge the road will widen to four 12-foot lanes (one of the four lanes is a left-turn lane) with 4-foot paved shoulders and 8-foot total shoulder width. Impacts to natural resources would include an estimated 1.2 acres of wetland impacts and an estimated 110 linear feet of stream impacts.

Alternative 1-Revised, was considered but eliminated from further consideration due to length of the off-site detour (9 miles), the potential impact to Beaufort County Emergency Services, and the insufficiency of the curves and the strength of the detour route to handle the projected volume and type of detour traffic.

Alternative 2 – Revised (Selected Alternative): The Selected Alternative would replace Bridge No. 75 over Chocowinity Creek and its approaches. The project length is 0.57 mile. It will reroute and maintain traffic along an on-site detour to the south during construction. Impacts to natural resources would include an estimated 1.64 acres of wetland impacts and an estimated 190 linear feet of stream impacts. The wetland and stream impacts are based on buffering the slope stakes by 25 feet which may possibly be reduced as the design progresses.

The Selected Alternative was chosen because it best fulfills the purpose and need for the proposed project by replacing Bridge No. 75 over Chocowinity Creek with a temporary on-site detour. The current plans for the proposed project are included in the project SharePoint site.

Human Environment

Community Studies

The Short Form Community Impact Assessment (May 2020) includes the following recommendations:

1. The NCDOT Project Manager (PM) should continue coordination and consultation with the North Carolina Department of Natural and Cultural Resources regarding possible impacts to the Chocowinity Creek Natural Area. *(Impacts to the Chocowinity Creek Natural Area are not anticipated)*
2. The NCDOT PM should coordinate with property owners to minimize impacts and maintain access during construction. Construction is expected to take approximately two years to complete. *(Local property owners will be coordinated with during construction and access will be maintained to the extent possible)*
3. Given that notable project impacts to eligible soils may be anticipated, the NCDOT PM should consider measure to minimize these impacts. *(The existing bridge is being replaced on the existing alignment with a temporary onsite detour. Impact to the surrounding soils has been minimized to the extent practicable).*
4. The NCDOT PM should continue to coordinate with the Beaufort County School Transportation Director to ensure that detours and closures during project construction do not adversely affect school operations any more than necessary. *(See Project Commitments for continued coordination)*
5. An on-site detour alternative is recommended to reduce the potential impacts to Emergency Management Services (e.g., response times) during project construction. The NCDOT PM should continue to coordinate with the local EMS on project alternatives and construction scheduling. *(A temporary onsite detour is included as a part of the project. See Project Commitments for continued coordination)*

Cultural Resources:

Historic Architecture – The project was reviewed by a NCDOT Architectural Historian and a finding of “No Survey Required” was determined. No historic architectural or landscape resources listed in or eligible for the National Register of Historic Places are present in the project study area. The signed No Survey Required Form is presented in **Appendix A**.

Archaeological Resources – The project was reviewed by a NCDOT Archaeologist. Following archaeological review of the project area, a survey required form was issued due to a high potential for prehistoric artifacts and remains at the APE location. On July 30, 2018, an in-house survey of the APE/project area was conducted by NCDOT archaeologists. Neither visual inspection nor subsurface shovel testing revealed any archaeological sites. A finding of "No Historic Properties Present" is deemed appropriate. No further archaeological work is recommended for the project. The signed Survey Required and survey forms are presented in Appendix A.

Tribal Coordination – A coordination letter along with the results of the archaeological survey were mailed to the Catawba Indian Nation on October 26, 2021. A letter acknowledging the information and expressing “no immediate concerns” was received on December 1, 2021, and is presented in the project file.

FEMA Considerations:

Beaufort County is included in the National Flood Insurance Program (NFIP). The project is in the Chocowinity Creek Zone AE floodway area, for which 100-year base flood elevations are established. The NCDOT Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, NCDOT Structures Management Unit and Division 2 Construction will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

Natural Environment**Water Resources:**

The study area lies within the Tar-Pamlico River watershed (US Geological Survey [USGS] Hydrologic Unit 03020104). Two streams were identified within the study area, Chocowinity Creek and an Unnamed Tributary (UT) to Chocowinity Creek.

Chocowinity Creek has been designated by the USACE as a Navigable Water under Section 10 of the Rivers and Harbors Act. Chocowinity Creek is an inland water. It has also been designated by NC Division of Coastal Management (NCDCM) as a Public Trust Water, an Area of Environmental concern (AEC) under the Coastal Area Management Act (CAMA).

The project is located in the Tar-Pamlico Basin. Chocowinity Creek is subject to the Tar-Pamlico Riparian Buffer Rules administered by North Carolina Division of Water Quality (NCDWR).

There is one pond and six wetlands located within the study area. Wetlands were not designated as CAMA wetlands by NCDWM. There are no designated High-Quality Waters (HQW) or water supply watersheds (WS-I or WS-II) within 1.0 mile downstream of the study area. None of the waters within the Study Area are listed on the Final 2020 303(d) list of impaired waters.

Jurisdictional Issues:

Chocowinity Creek is a jurisdictional stream, and the Selected Alternative would impact approximately 1.64 acres of wetlands and 190 linear feet of Chocowinity Creek. See **Figure 1**. Preliminary impacts were calculated using preliminary designs of the Selected Alternative (Alternative 2) based on a 25-foot offset of the slope stake lines.

Agency and Public Involvement:

NCDOT sought input from residents/property owners and state agencies with property in the study area. A start of study notification was sent out in August 2018 to NCDOT Division representatives, regional planners, and agencies with responsibilities for the project study area.

Comments were received from the following agencies.

- Beaufort County Schools - Beaufort County Schools indicated 11 school buses cross the existing bridge per day, totaling 29 daily trips to 3 different schools. The bridge is not used by pedestrians to access local schools
- Beaufort County Emergency Management Services - The EMS official indicated closure or limited capacity of the bridge for up to a year would have a high level of impact on the ability to provide services. If possible, EMS would like to see a reduced capacity versus a total closure for project construction.

Subsequently, a postcard was sent out to property owners in the vicinity of the project study area in August 2019. The postcard included a map of the project location, notification that a temporary detour site is anticipated to be open on NC 33 near Chocowinity Creek, and that construction is anticipated to take approximately two years to complete. A general schedule for ROW acquisition and construction was included. The project postcard is presented in the project SharePoint site.

No comments or questions about the proposed project were received in response to the postcard mailing. The Beaufort County Manager requested that our project team reach out to the Cypress Landing HOA (nearby golf residential community along the nearby Chocowinity Bay) as they were outside the project mailing area and had questions regarding this project. Our project team provided information on the proposed improvements including the road safety improvements at the SR 1114 (Old Blounts Creek Road) intersection with NC 33. There was no public controversy from the postcard mailing or the Cypress Landing HOA concerning the proposed project.

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. An Individual USACE Section 404, and corresponding NC Water Quality Certification, will likely be applicable for anticipated permanent impacts to “Waters of the United States” resulting from the proposed project. Chocowinity Creek has been designated by the USACE as a Navigable Water under Section 10 of the Rivers and Harbors Act. A Section 10 permit will likely also be needed from the USACE. Additionally, due to the addition of a center lane on the bridge and Chocowinity Creek being a Public Trust Water, a CAMA Major development permit will be required.

FEMA coordination and permitting will also be required due to the anticipated encroachment of the proposed project into the floodplain of Chocowinity Creek.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.				
<ul style="list-style-type: none"> • If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required. • If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G. 				
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes”.)			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 (BGEPA)?	<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 question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Is the project located in anadromous fish spawning waters?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input checked="" 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"/>
<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input 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 or the modification or construction of an interchange on an interstate?	<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, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<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), Tribal Lands, 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 Noise Policy?	<input checked="" type="checkbox"/>	<input 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 (ONLY for questions marked 'Yes'):

*Response to Question 8:

The US Fish and Wildlife Service has revised the previous programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known in 22 counties, but may potentially occur in 8 additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30 current known/potential counties shown on Figure 2 of the PBO at this time. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Beaufort County, where BR-0005 is located.

*Response to Question 9:

This project has been identified by the NCWRC as anadromous fish habitat. As a result, an in-water construction moratorium is recommended from February 15 to June 30.

*Response to Question 10:

The project is located in the Tar-Pamlico Basin. Chocowinity Creek is subject to the Tar-Pamlico Riparian Buffer Rules administered by North Carolina Division of Water Quality (NCDWR).

*Response to Question 12:

An Individual USACE Section 404, and corresponding NC Water Quality Certification, will likely be applicable for anticipated permanent impacts to "Waters of the United States" resulting from the proposed project. The anticipated impacts of the Selected Alternative (1.64 acres of wetland limits) are above the one-acre threshold for a Nationwide permit and would require an Individual USACE Section 404 permit.

*Response to Question 15:

An existing Shell Station (Parcel 13) at the intersection of NC 33 and SR 1114 (Old Blounts Creek Road) has underground storage tanks in use and will be impacted by the proposed project. A detailed investigation of the property to assess potential impact of contaminated soil or groundwater from the active station will be performed by the NCDOT GeoEnvironmental Section after right of way plans are complete on the project.

*Response to Question 16:

Beaufort County is included in the National Flood Insurance Program (NFIP). The project is in the Chocowinity Creek Zone AE floodway area, for which 100-year base flood elevations are established. The NCDOT Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, NCDOT Structures Management Unit and Division 2 Construction will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

*Response to Question 17:

This project is in a CAMA county (Beaufort). NCDOT personnel present during on-site project reviews determined that none of the jurisdictional wetlands within the study area are designated as CAMA wetlands. However, Chocowinity Creek is a Public Trust Water, which is considered an Area of Environmental Concern (AEC). Therefore, a CAMA Major development permit is anticipated.

*Response to Question 29:

The source of this traffic noise information is *Traffic Noise Report - Replace Bridge 75 on NC 33 over Chocowinity Creek, Beaufort County, STIP Project BR-0005*, by Tech Engineering, March 2022.

Traffic Noise Impacts

The maximum number of receptors predicted to be impacted by future traffic noise is shown in the table below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels as defined in the NCDOT Traffic Noise Policy.

*Predicted Traffic Noise Impacts**

Traffic Noise Impacts				
Alternative	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Build Condition	11	0	0	11

*Per TNM^{2.5} and in accordance with 23 CFR Part 772

Traffic Noise Abatement Measures

Measures for reducing or eliminating the traffic noise impacts, including noise barriers, were considered for all impacted receptors. Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise.

Noise abatement would not be feasible for this project. This is due to two reasons. First, noise abatement would not be feasible for isolated impacts since a minimum of two impacts could not be benefited by noise abatement measures. Second, no control of access is proposed for portions of the project along NC 33, meaning that most noise-sensitive land uses will have direct access connections to the roadway, and most

intersections will adjoin the project at grade. The traffic noise analysis for this project confirmed that the physical breaks in potential noise barriers that would occur due to the uncontrolled right of way access would prohibit any noise barrier from providing the minimum required traffic noise level reductions at predicted traffic noise impacts, as defined by the noise abatement measure feasibility criteria of the NCDOT Traffic Noise Policy. For these reasons, noise abatement would not be feasible.

Based on this preliminary study, traffic noise abatement is not recommended, and no noise abatement measures are proposed. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project's design concept or scope.

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Categorical Exclusion. NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.

H. Project Commitments:

NCDOT PROJECT COMMITMENTS

TIP Project No. **BR-0005**
Replace Bridge No. 75 over Chocowinity Creek on NC 33
Beaufort County
Federal Aid Project No. N/A
WBS Element 67005.1.1

NCDOT Division 2 Construction

Construction, Lane Reductions and Closures

NCDOT will contact the Beaufort County Emergency Management Service (EMS) at 252-940-6519 at least one month before the start of construction to allow first responders to prepare for the anticipated project.

NCDOT will contact the Beaufort County Schools Transportation Director at 252-946-6209 at least one month before the start of construction to allow officials to prepare for the anticipated project.

NCDOT will contact the local officials above at least one week prior to lane reduction and/or roadway closure to allow them to prepare for the anticipated changes.

Anadromous Fish Moratorium

This project has been identified by the NCWRC as anadromous fish habitat. As a result, an in-water construction moratorium is recommended from February 15 to June 30. Stream Crossing Guidelines for Anadromous Fish passage will be implemented in the design and construction of this project.

NCDOT Hydraulics Unit

The NCDOT Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map revision (LOMR) are required for this project. If required, the NCDOT Structures Management Unit and Division 2 Construction will submit sealed As-Built construction plans to the Hydraulics Unit upon project completion certifying that the project was built as shown on the construction plans.

NCDOT GeoEnvironmental Section


An existing Shell Station (Parcel 13) at the intersection of NC 33 and SR 1114 (Old Blounts Creek Road) has underground storage tanks in use and will be impacted by the proposed project. A detailed investigation of the property to assess potential impact of contaminated soil or groundwater from the active station will be performed by the NCDOT GeoEnvironmental Section after right of way plans are complete on the project.

I. Categorical Exclusion Approval:

STIP Project No.	<u>BR-0005</u>
WBS Element	<u>67005.1.1</u>
Federal Project No.	<u>N/A</u>

Prepared By:

05/12/2022

DocuSigned by:

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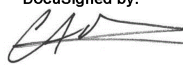
Date Steve L. Brown, P.E
 Mead & Hunt, Inc.

Prepared For:

Structures Management Unit, NCDOT

Reviewed By:

05/12/2022

DocuSigned by:

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Date Colin Mellor
 Environmental Policy Unit, NCDOT



Approved

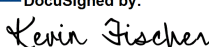
- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.



Certified

- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

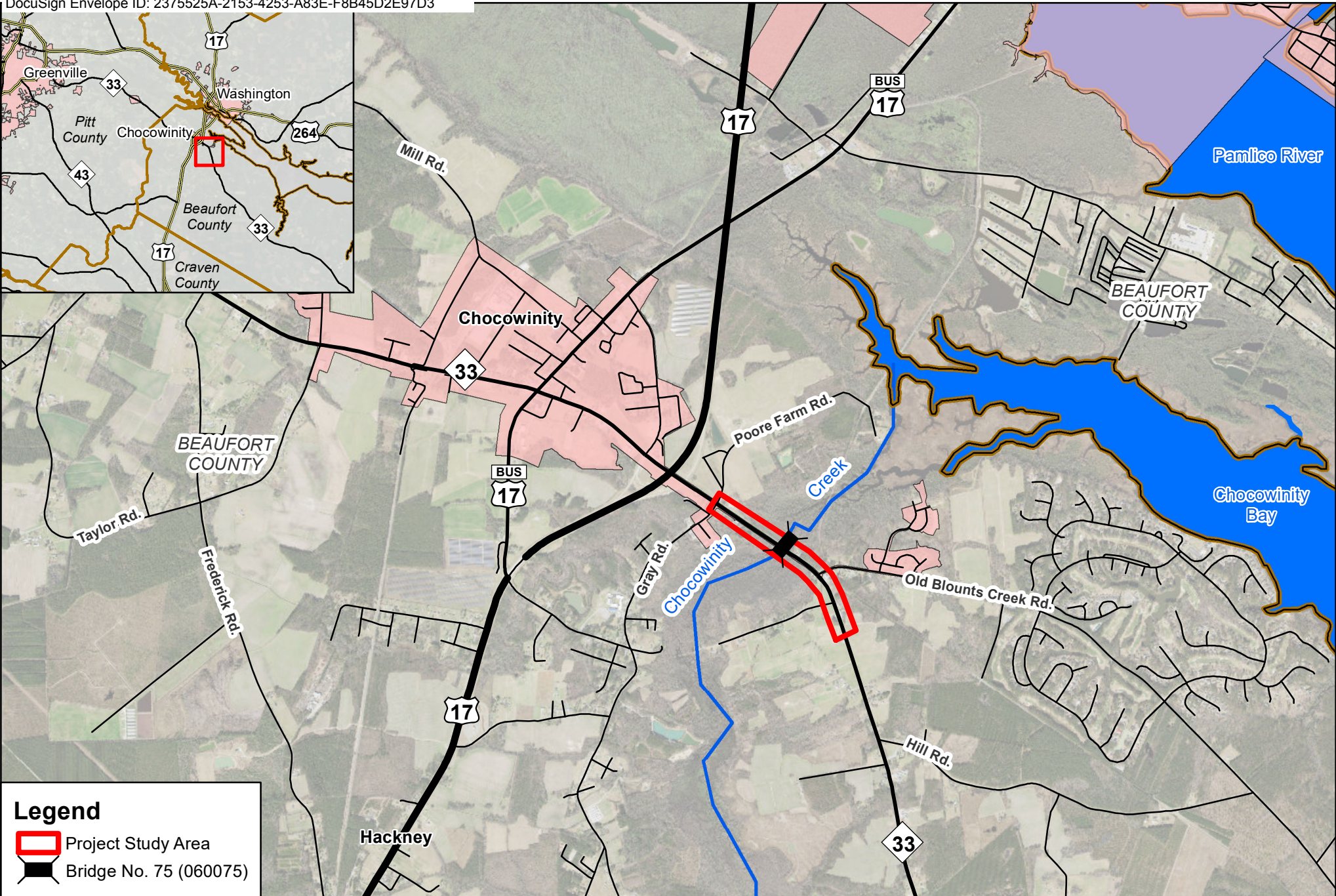
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Date Kevin Fischer, P.E., Assistant State Structures Engineer
 PEF Coordination, Program Manager and Field Operations
 Structures Management Unit, NCDOT

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

Date *Not Applicable*
 for John F. Sullivan, III, PE, Division Administrator
 Federal Highway Administration



Legend

-  Project Study Area
-  Bridge No. 75 (060075)



Scale

0 0.25 0.5 1

Miles

Prepared by: Mead & Hunt, Inc. Date: 4/21/2022

Figure 1 - Project Vicinity

Project 67005.1.1 (BR-005) Bridge Replacement
Bridge No 75 on NC 33 over Chocowinity Creek

Beaufort County



APPENDIX A – Cultural Resources Forms

17-12-0056



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.:	BR-0005	County:	Beaufort
WBS No.:	67005.1.1	Document Type:	
Fed. Aid No.:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE
Project Description: Replace Bridge No. 75 on NC 33 over Chocowinity Creek (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 17 January 2018 and yielded no NR, SL, DE, LD, or SS properties in the Area of Potential Effects (APE). Beaufort County current GIS mapping, aerial photography, and tax information indicated an APE of cultivated fields and wetlands with residential and commercial resources dating between the 1940s and the 2000s (viewed 17 January 2018). Pre-1970s resources are unexceptional (and some also are altered) examples of their types. Constructed in 1964, Bridge No. 75 is not eligible for the National Register as it is not representative of any distinctive engineering or aesthetic type. Google Maps "Street View" confirmed the absence of critical architectural and landscape resources in the APE (viewed 17 January 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 with review request (see attached). No comprehensive county architectural survey exists for areas outside municipalities, but other previous studies recorded no properties in the APE. County GIS/tax materials and other visuals support the absence of significant architectural and landscape resources. 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 C. Patrick
NCDOT Architectural Historian

22 January 2018
Date

17-12-0056



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-0005/Bridge 75** *County:* **Beaufort**
WBS No: **67005.3.1** *Document:* **MCC**
F.A. No: *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* **USACE**

Project Description: Replacement of Bridge No. 75 over Chocowinity Creek on NC 33 in Beaufort County, North Carolina. The archaeological Area of Potential Effects (APE) is centered on the bridge structure and measures .50 mile in length and 200ft in width (100ft from each side of the NC 33 center-line).

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: **SURVEY REQUIRED**

To determine the cultural resource potential of the APE, numerous sources of information were considered. First, preliminary construction design, funding, and other data was examined for defining the potential impacts to the APE ground surfaces and for determining the level of effort necessary for compliance. In this case, the project is state-funded with federal permit interaction and subject to Section 106 of the National Historic Preservation Act. The United States Army Corps of Engineers will serve as the lead federal agency.

Next, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Wednesday, January 24, 2018. No previously documented archaeological sites have been recorded within the limits of the project's APE. However, several archaeological sites have been documented near the western limits of the project study area, increasing the likelihood that similar sites may be contained within the currently defined APE.

Examination of NRHP, State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the North Carolina State Historic Preservation Office (NCSHPO) website demonstrated that none of these properties with possible contributing archaeological components are situated in the APE. Also, historic maps of Beaufort County were appraised for former structure locations, land use patterns, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were reviewed as well. Based on cultural/historical factors, the APE is considered to have a moderate potential of containing prehistoric archaeological artifacts or deposits.

In addition, topographic, geologic, flood boundary, lidar, and NRCS soil survey maps (BoB, Do, CrB, Le) were referenced for the evaluation of geomorphological, pedological, hydrological, and other environmental-type elements that may have resulted in past occupation at this location. Finally, review of aerial and on-ground images (NCDOT Spatial Data Viewer, Google, ARC-GIS) afforded first-hand perspectives of the overall study area which were useful for assessing localized disturbances, both natural and human induced, which compromise the integrity of archaeological sites/deposits. Based on environmental determinants, the APE is considered to have a moderate potential for the recovery of archaeological artifacts, deposits, or features.

Environmental factors and the localized archaeological site pattern increase the likelihood of prehistoric occupation at this APE location. An in-field reconnaissance and survey of the APE is recommended prior to construction/replacement activities.

17-12-0056

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST - SURVEY REQUIRED

Scott Holverson
NCDOT ARCHAEOLOGIST

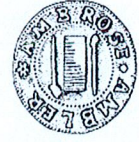
1-29-2018
Date

Spring 2018
Proposed fieldwork completion date

17-12-0056



**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: **BR-0005/Bridge 75** *County:* **Beaufort**
WBS No: **67005.3.1** *Document:* **MCC**
F.A. No: *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* **USACE**

Project Description: The replacement of Bridge No. 75 on NC 33 over Chocowinity Creek in Beaufort County, North Carolina. The archaeological Area of Potential Effects (APE) is centered on the bridge structure and measures 0.5 mile in length and 200ft. in width (100ft. from each side of the NC 33 center-line). (see attached shape file).

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.

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

To determine the cultural resource potential of the APE, numerous sources of information were considered. First, preliminary construction design, funding, and other data was examined for defining the potential impacts to the APE ground surfaces and for determining the level of effort necessary for compliance. In this case, the project is state-funded with federal permit interaction and subject to Section 106 of the National Historic Preservation Act.

Next, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Wednesday, January 24, 2018. No previously documented archaeological sites have been recorded within the limits of or directly adjacent to the project's APE. Examination of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the North Carolina State Historic Preservation

Office (NCSHPO) website demonstrated that no resources with potential archaeological deposits were located in the vicinity of the APE. Also, historic maps of Beaufort County were appraised for former structure locations, land use patterns, cemeteries, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were reviewed as well.

In addition, topographic, geologic, flood boundary, lidar, and NRCS soil survey maps were referenced for the evaluation of geomorphological, pedological, hydrological, and other environmental-type elements that may have resulted in past occupation at this location. Finally, review of aerial and on-ground images (NCDOT Spatial Data Viewer, Google, ARC-GIS) afforded first-hand perspectives of the overall study area which were useful for assessing localized disturbances, both natural and human induced, which compromise the integrity of archaeological sites/deposits. Based on environmental determinants, the APE is considered to have a moderate potential for the recovery of archaeological artifacts, deposits, or features. An archaeological survey will therefore be recommended for the project.

An in-field reconnaissance and subsurface survey was conducted by NCDOT archaeologists Scott Halvorsen and Paul Mohler on July 30, 2018. First, a visual inspection of the entire APE was completed. No above-ground historic features or cemeteries were encountered within the APE. For the most part, the majority of the project area contains wetland soils in the direct vicinity of the bridge replacement. Only the very northern and southern portions of the APE, away from the wetland soils, were considered for shovel testing. Inspection of the northern portions of the APE illustrated that this section of the project area is very disturbed and impacted where NC 33 connects with US 17. As a result, no shovel testing was conducted here.

The southeastern quadrant, beyond the wetlands, is the location of a gasoline filling station. South of the filling station disturbance was a recently logged area containing about 75% surface visibility in the APE. Shovel tests related a disturbed subsurface of mottled clay soils. Inspection of the ground surfaces did not recover any cultural artifacts. South of the logged area at the very southern extent of the APE were residential homes and yards. No shovel testing was conducted in these disturbed residential front yard areas.

Finally, the southwestern quadrant, beyond the wetlands, was situated on high ground and contained both a watermelon patch and a soybean field. A total of five shovel test pits were excavated at 100ft. intervals along a transect maintained at 75ft. from the NC 33 center-line. The shovel tests revealed soil profiles that were somewhat eroded. A typical shovel test pit consisted of a first stratum containing 10YR5/4 yellowish brown sandy loam to 25 cmbs. The second stratum was a 10YR6/8 brownish yellow clayey sand subsoil that extended from 25 cmbs to 35+ cmbs. No cultural artifacts were encountered while completing the shovel testing of the southwestern quadrant. Following investigation of the Bridge 75 project area, no further archaeological consultation will be necessary. A finding of "No historic properties present" is deemed appropriate.

17-12-0056

SUPPORT DOCUMENTATION

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

Scott Eric Halverson

8-7-2018

NCDOT ARCHAEOLOGIST

Date