

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	BR-0063
WBS Element	67063.1.1
Federal Project No.	N/A

A. Project Description:

The proposed project involves replacing Bridge No. 030087 over Richardson Creek on NC 742 in Anson County (see Figure 1). The proposed structure will be located south of the existing bridge and will be approximately 300-feet long (see Figure 2). The proposed bridge clear width will be 37-feet with two 11-foot lanes and 7.5-foot shoulders. The bridge approaches include 4-foot paved shoulders and 2-foot grass shoulders. There are no identified sidewalks and/or bike lanes within the study corridor. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be raised approximately 5-feet at the bridge site. NC 742 is classified as a rural major collector and will be designed using AASHTO Greenbook Guidelines, with a design speed of 50 mph. The speed limit will not be posted on NC 742, however adequate warning signs will be installed to enhance public awareness and safety.

B. Description of Need and Purpose:

The purpose of this project is to replace a structurally deficient bridge. Bridge No. 030087 was built in 1953. The bridge is 254.9 feet long with 28 feet clear roadway width. The superstructure of the bridge is reinforced concrete tee beams with cast-in-place deck. The substructure of the bridge consists of reinforced concrete.

NCDOT Structures Management Unit records indicate Bridge No. 030087 has a sufficiency rating of 47.62 out of 100 for a new structure. The bridge superstructure (deck, barriers, and beams) and substructure (pier cap and columns) have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities. Bridge No. 030087 is near the end of its useful life, the replacement of the bridge will provide safe travel on the bridge and maintain connectivity of the communities along NC 742.

C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

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).

*NOTE: The following Type I(C) Actions (NCDOT-FHWA 2019 CE Agreement, Appendix A) only require completion of Sections A through D to substantiate and document the CE classification: 1, 5, 8 (signs and pavement markings only), 11, 13, 14, 15, 16, 17, 19, and 20; or several other Type I Action subcategories identified in past NCDOT-FHWA CE Programmatic Agreements (see Appendix D). **Pre-approval as a CE does not exempt activities from compliance with other federal environmental laws.***

E. Special Project Information:

Alternatives Considered:

Two alternatives for replacing Bridge No. 030087 that were studied in detail are described below:

Alternate 1

Alternate 1 involves replacement of the structure to the north of the existing bridge with traffic being maintained on the existing bridge during construction.

Alternate 2 (Preferred)

Alternate 2 involves replacement of the structure to the south of the existing bridge with traffic being maintained on the existing bridge during construction with two-lane two-way traffic.

Alternatives Eliminated from further consideration:

Alternate 1 was eliminated for further discussion due the high impact to wetlands and existing utilities located at the north side of the existing bridge.

The “do-nothing” alternative will eventually necessitate closure of the bridge. This is not acceptable due to traffic service provided by the NC 742.

“Rehabilitation” of the bridge is not practical due to its age and deteriorated condition.

An offsite detour is not feasible due to improvements needed to the SR 1459 (Blonnie Bloss Road) and SR 1454 (Pine Log Road).

Estimated Costs:

The estimated costs are as follows:

Utilities	\$ 165,000
Right-of-Way	\$ N/A
Construction	\$ 5,300,000
Total Cost	\$ 5,465,000

*Costs are estimates and subject to change

Estimated Traffic:

Bridge No. 030087 – AADT (2018): 1,700 vpd
AADT (2045): 3,100 vpd

Cultural Resources:

On October 10, 2018, Historic Architecture submitted a No Survey call for this bridge replacement. As of May 23, 2022, the conditions have not changed. This project was evaluated to comply with Section 106 of the National Historic Preservation Act and NC GS 121 (12) a.

Community Impacts:

Community Studies has completed a preliminary screening of farmland conversion impacts in the BR-0063 project area. A total score of 55 out of 160 points was calculated. Since the total site assessment score does not exceed the 60-point threshold established by NRCS, farmland conversion impacts may be anticipated, but are not considered notable. Therefore, there is no need for further evaluation.

Agency Coordination:

Start of study letters were sent on December 6th, 2021, to NCDOT, the Catawba Indian Nation, the N.C Wildlife Resource Commission, the U.S Fish & Wildlife Service, regulatory & environmental agencies as well as the Anson County local government. There were no significant comments.

Public Involvement:

There is no public meeting programmed for this project. However, a newsletter was sent on March 31st, 2022, and public comments were submitted through April 15th, 2022. No citizen comments were received in response to the newsletter.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
<p>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.</p> <ul style="list-style-type: none"> <i>If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required.</i> <i>If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.</i> 				
<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 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"/>	

Other Considerations for Type I and II Ground Disturbing Actions (continued)		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 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

Question 8 - Endangered Species Act:

Schweinitz's sunflower was surveyed through a consultant which, NCDOT has determined that the study area for this project is a suitable habitat for Schweinitz's sunflower with moderate disturbance regimes and little-to-no canopy cover. Based on surveys conducted in 2019 and 2021, some early successional associate species were present within the study area. However, no Schweinitz's sunflower individuals were present. A review of the NCNHP October 2021 dataset revealed no known Schweinitz's sunflower occurrences within the study area or within one mile of the project study area. Due to the negative survey results of these surveys and no known occurrences within one mile, the Biological Conclusion rendered for Schweinitz's sunflower is **"No Effect."**

Carolina heelsplitter was previously determined as unresolved and a review of NHP records on April 8, 2020, indicates no known occurrences of the Carolina heelsplitter within 1.0 mile of the project study area. The NCDOT has determined that the species is considered to no longer exist in Anson County, so no surveys will be required for this project. The Biological Conclusion for Carolina heelsplitter is **"No Effect."**

Question 16 - Floodplain:

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine the 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). This project involves construction activities on or adjacent to a FEMA regulated stream. Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the drainage structure(s) and roadway embankment located within the 100-year floodplain were built as shown on the construction plans, both horizontally and vertically.

NCDOT PROJECT COMMITMENTS

STIP Project No. **BR-0063**

Replacement of Bridge No. 030087 over Richardson Creek on NC 742

Anson County

WBS Element 67063.1.1

NCDOT Hydraulics & Division 10 – 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 the bridge 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.

I. Categorical Exclusion Approval:

STIP Project No.	BR-0063
WBS Element	67063.1.1
Federal Project No.	N/A

Prepared By:

06/10/2022

Date

DocuSigned by:

Natalie Lockhart

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Natalie N. Lockhart, ENV SP
Arcadis

Prepared For:

North Carolina Department of Transportation, Division 10

Reviewed By:

06/10/2022

Date

DocuSigned by:

John Jamison

CA084B4A6412432...

John Jamison, PWS
NCDOT Western Regional Team Lead



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.

06/10/2022

Date

DocuSigned by:

Garland Haywood

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Garland Haywood, PE Division 10 Bridge Program Manager
North Carolina Department of Transportation

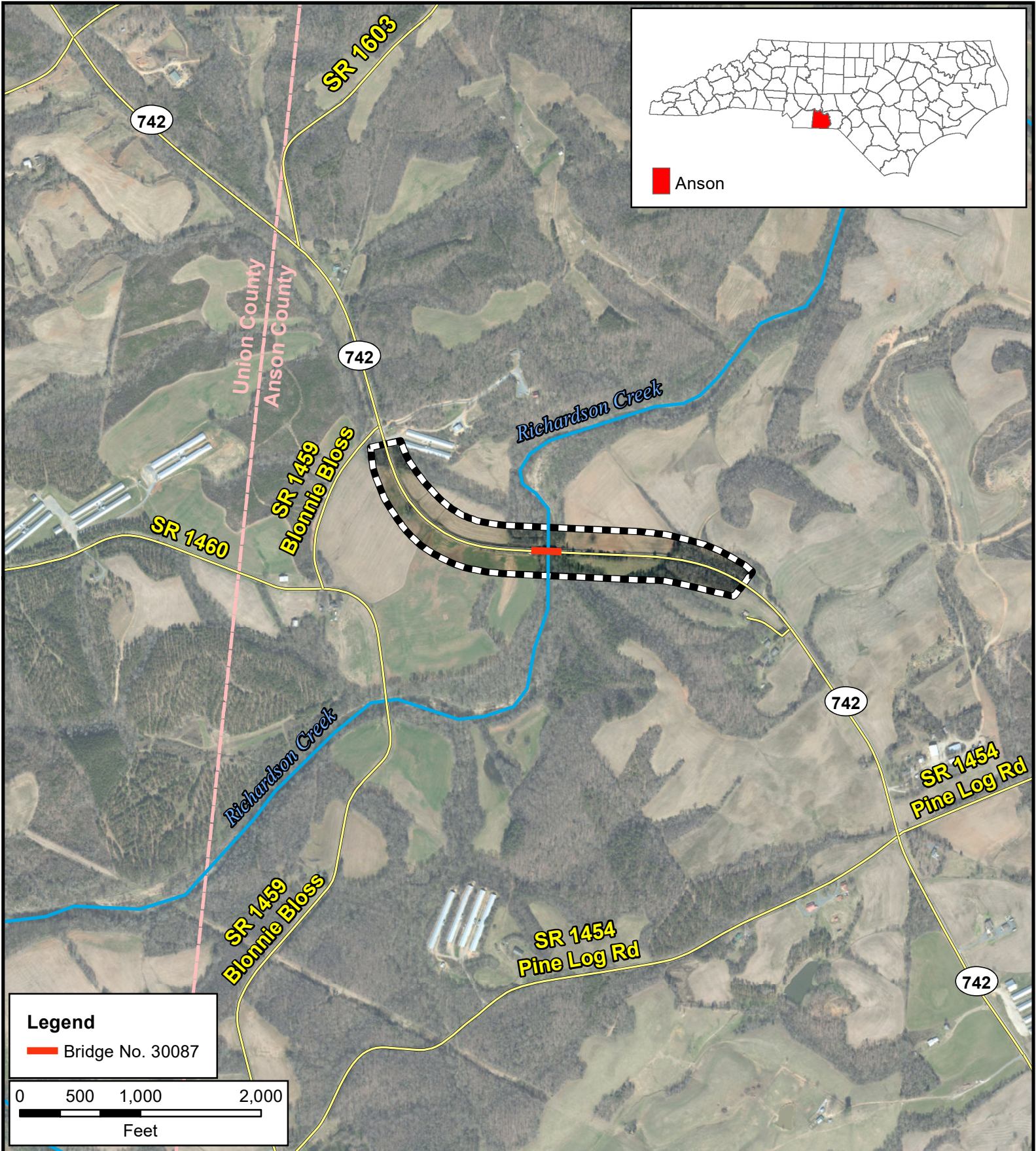
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

N/A

Date

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

Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).



ARCADIS

Plan Date: August 2, 2021

Vicinity Map

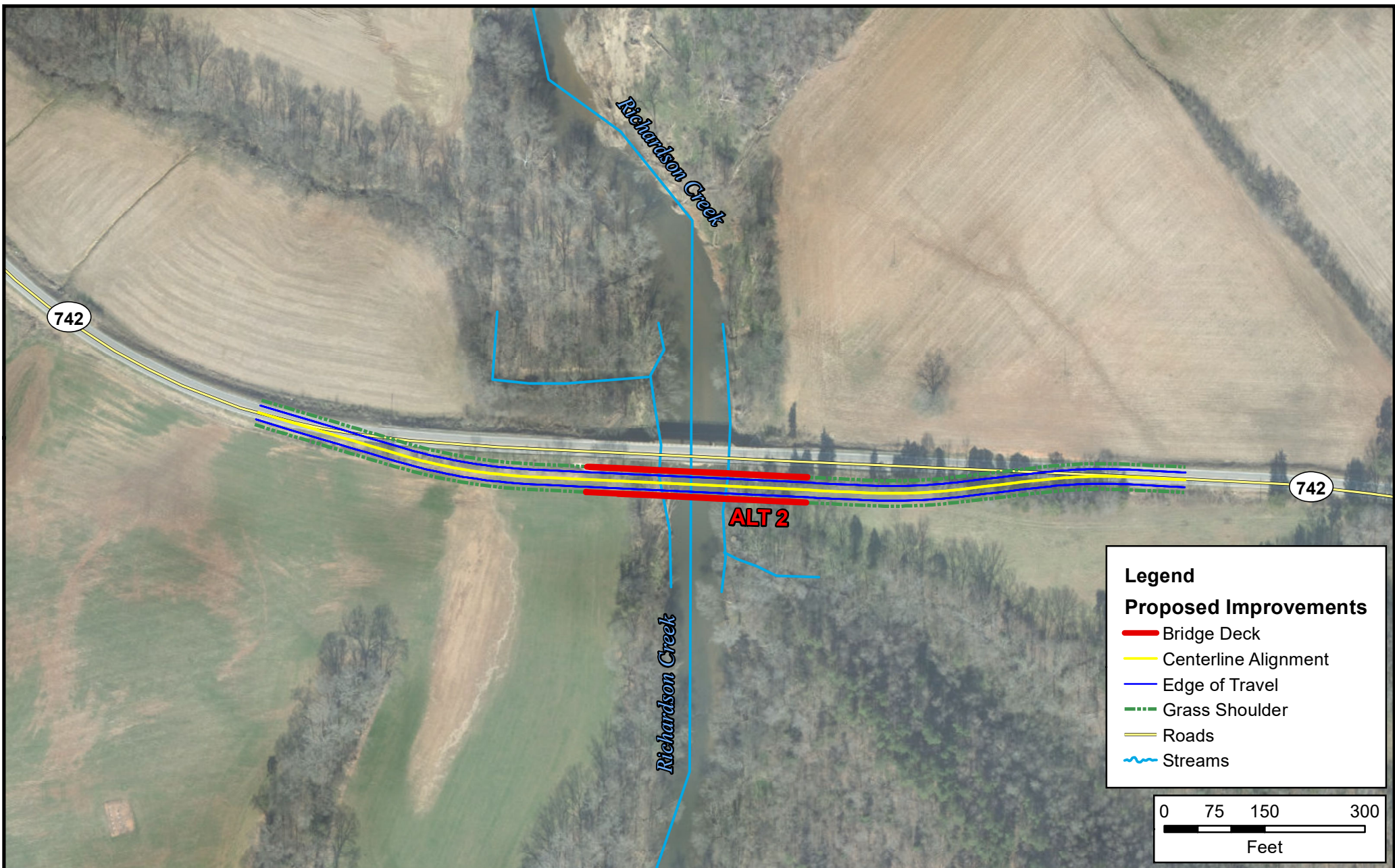
Replacement of Bridge No. 30087
over Richardson Creek on NC 742

TIP Project BR-0063

Anson County, Division 10

Figure 1





Proposed Improvements Map (Preferred Alternative)

Replacement of Bridge No. 30087
over Richardson Creek on NC 742

TIP Project BR-0063

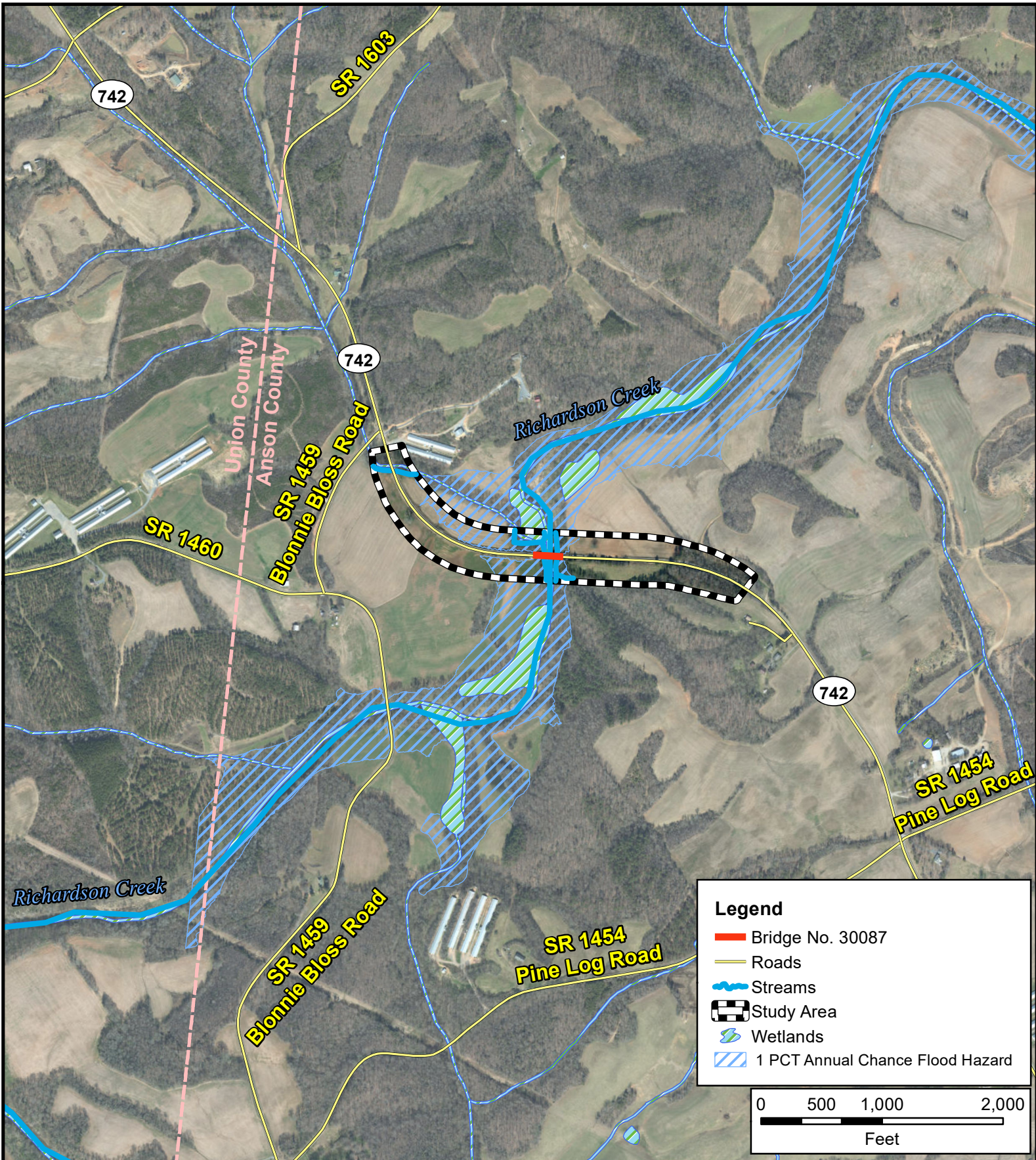
Anson County, Division 10

Figure 2



ARCADIS

Plan Date: August 2, 2021



ARCADIS

Plan Date: August 2, 2021

Environmental Features Map

Replacement of Bridge No. 30087
over Richardson Creek on NC 742

TIP Project BR-0063

Anson County, Division 10

Figure 3





East Approach



West Approach



ARCADIS

Plan Date: August 2, 2021

Photos

Replacement of Bridge No. 30087
over Richardson Creek on NC 742

TIP Project BR-0063

Anson County, Division 10

Figure 4A





South Face of Bridge



Utilities at the Northside of the Bridge



Plan Date: August 2, 2021

Photos

Replacement of Bridge No. 30087
over Richardson Creek on NC 742

TIP Project BR-0063

Anson County, Division 10

Figure 4B



18-09-0008



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-0063	County:	Anson
WBS No.:	67063.1.1	Document Type:	MCC
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 87 on NC 742 over Richardson Creek.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<p><u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on October 10, 2018. Based on this review there are no NR, DE, LL, SL, or SS in the Area of Potential Effects (APE). There are no properties over 50 years of age in the APE, except for the bridge. Anson County Bridge No 87, built in 1953, does not exemplify any distinctive engineering or aesthetic type and is not eligible for the National Register of Historic Places. No survey required.</p> <p><u>Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:</u> Using HPO GIS website and county tax data provides reliable information regarding the structures in the APE. These combined utilities are considered valid for the purposes of determining the likelihood of historic resources being present.</p>

SUPPORT DOCUMENTATION

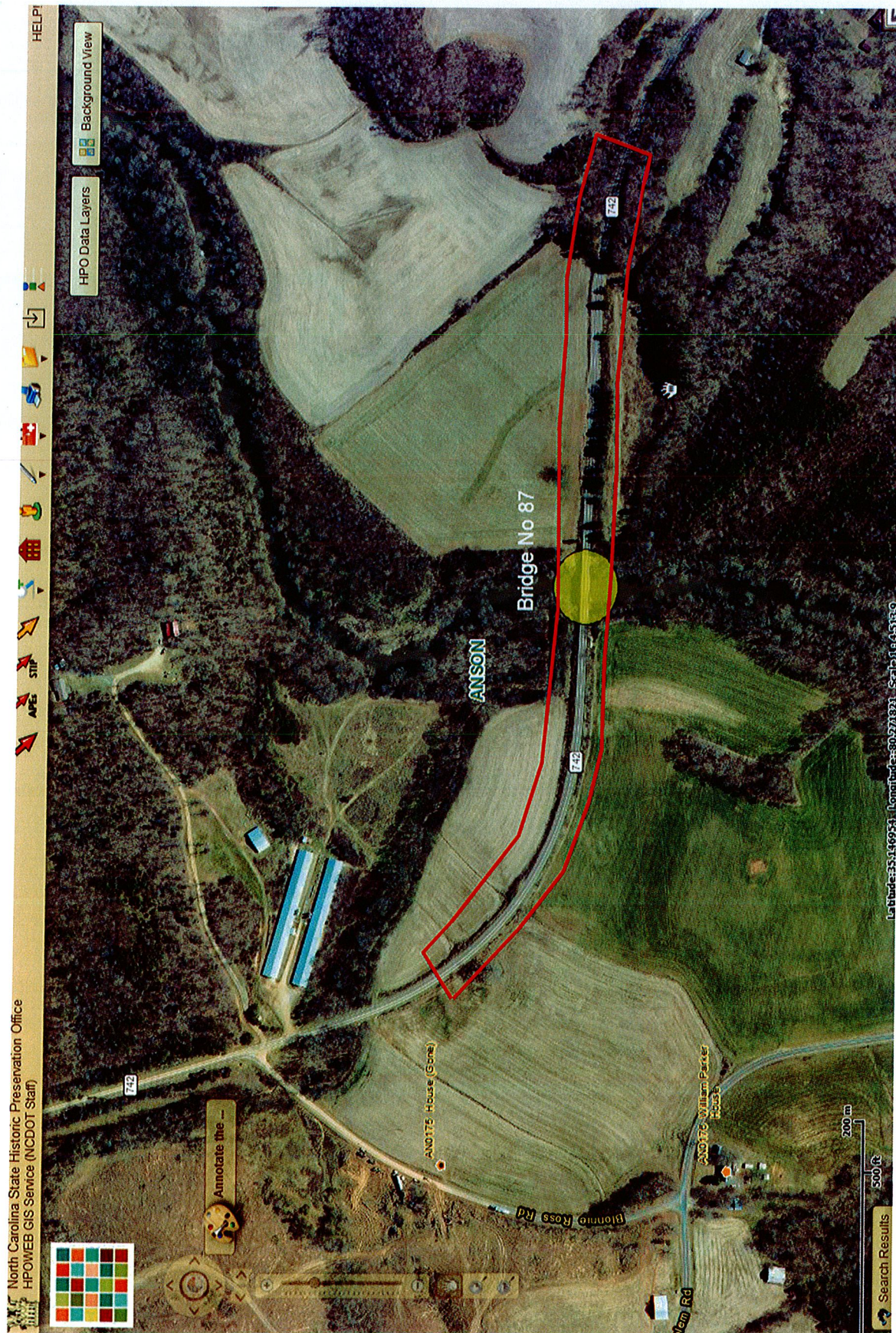
☒ Map(s)
 ☐ Previous Survey Info.
 ☒ Photos
 ☐ Correspondence
 ☐ Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Shelby Reap
10/10/18

NCDOT Architectural Historian
 Date





Anson County Bridge No. 87

18-09-0008



**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-0063** County: **Anson**
 WBS No: **67063.1.1** Document: **MCC**
 F.A. No: **na** Funding: ☒ State ☐ Federal
 Federal Permit Required? ☒ Yes ☐ No Permit Type: ?

Project Description:

The North Carolina Department of Transportation (NCDOT) Division 10 intends to replace Bridge No. 87 on NC 742 over Richardson Creek near the Union County line. No preliminary designs were available at the time of the request for archaeological review, but a study area that encompasses roughly 29.5 acres (nearly 11.94 hectares) was provided with the request. For the purposes of the archaeological investigation, this study area will be considered the Area of Potential Effects (APE).

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 ARCHAEOLOGICAL SITES within the project's area of potential effects.**
- ☐ No subsurface archaeological investigations are 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.
- ☒ **There are no National Register Eligible or Listed ARCHAEOLOGICAL SITES present or affected by this project. (Attach any notes or documents as needed)**

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

S&ME, Inc. (S&ME), on behalf of NCDOT, performed an archaeological resource survey for the planned replacement of Bridge No. 87 on NC 742 over Richardson Creek, approximately three miles northwest of the community of Burnsville, in Anson County, North Carolina (Figures 1 and 2). As there are no preliminary design plans at this stage, S&ME was provided a study area

that is roughly 3450 feet (approximately 1051.6 meters) long and varies between 250 and 400 feet (approximately 76.2 to 121.92 meters) wide, with the study area covering roughly 29.5 acres (nearly 11.94 hectares).

A background literature review and records search was conducted at the North Carolina Office of State Archaeology (OSA) and at the State Historic Preservation Office (SHPO) in Raleigh. The records examined at SHPO included a review of National Register and survey files for properties listed in or eligible for inclusion in the National Register and an examination of HPOWEB, a GIS-based program containing information about aboveground historic resources in North Carolina. Records examined at OSA included master archaeological site maps, state archaeological site files, and associated archaeological reports. The area examined was a 0.5-mile radius around the APE.

A review of the files and records at SHPO and OSA indicated there are no archaeological sites and two survey only properties within the 0.5-mile search radius of the project APE. Resource AN0175 is marked as a historic house that is gone and resource AN0175 is the William Parker House; both resources are within the search radius and are not within the current project APE. As part of the background research, the Collett (1770) map, the Price-Strother (1808) map; the McRae-Brazier map (1833); the James map of Anson County (1878); a 1900 railroad map; a 1915 United States Department of Agriculture (USDA) Anson County soil survey sheet; a United States Post Service (USPS) Rural Route Map of Anson County (ca. 1920); North Carolina Department of Transportation (NCDOT) maps from 1938, 1953, and 1968; and a United States Geological Survey (USGS) 7.5-minute topographic quadrangle from 1971 were examined.

The Collett map shows the project area was in a sparsely populated area, with named landowner R. Lane Ord. and an unnamed road in the vicinity of the APE (Figure 3). The Price-Strother map shows the APE within Anson County and that the community of Wadesboro had been established in the central portion of the county (Figure 4). The McRae-Brazier map shows an unnamed road and structure in the vicinity of the project APE (Figure 5). The James map shows that the community of Burnsville had been established to the south of the APE; there was also an increase in the network of roads traversing Anson County (Figure 6).

The 1900 railroad map depicts two rail lines running through Anson County, with the project APE in the northwest corner of the county (Figure 7). The 1915 USDA soil survey map shows the continued growth and development of Burnsville to the south; the road associated with the Project APE is also depicted (Figure 8). The circa 1920 USPS Rural Route map shows an increase in development in the area around the APE (Figure 9). The NCDOT highway map from 1938 depicts no structures in the vicinity of the project APE and shows the location of Bridge 87 (Figure 10). The NCDOT maps from 1953 and 1968 do not have much detail, other than the roadways, but do show the location of Bridge 87 (Figures 11 and 12). The USGS topographic map from 1971 shows no structures within the project APE (Figures 13).

There are six soil types located within the APE (Figure 14) and their descriptions can be found in Table 1; the one acre (3.3 percent) missing is classified as water (USDA Web Soil Survey, Accessed March 15, 2019). The National Wetlands Inventory (NWI) Mapper shows a mapped

stream crossing the project APE associated with a freshwater forested/shrub wetland and a linear freshwater forested/shrub wetland feature in the western portion of the APE (Figure 15).

Table 1. Specific soil types found in the Project APE.

Soil Name	Drainage	Location	Slope	Percent of APE
Badin-Goldston complex (BgD)	Well drained	Hillslopes	15–25%	21.6%
Goldston channery silt loam (GoB)	Well drained	Summit	2–8%	0.4%
Goldston channery silt loam (GoE)	Well drained	Hillslopes	25–45%	2.0%
McQueen loam (MrB)	Well drained	Stream terraces	1–6%	22.5%
Shellbluff loam (ShA)	Well drained	Flood plains	0–2%	47.7%
Tarrus gravelly silt loam (TaB)	Well drained	Summit	2–8%	2.5%

On March 25 and 26, 2019, S&ME completed an archaeological reconnaissance survey within the APE. A pedestrian survey was conducted throughout the APE and was complemented by shovel testing, both systematic and judgmental, based on the current conditions of the project area. Shovel tests were excavated along transects placed 100 feet (30 meters) apart and excavated at 100-foot (30-meter) intervals along the transect; judgmental shovel tests were placed in areas that appeared to be disturbed or lack integrity to determine if intact soil deposition was present. Shovel tests were at least 38-cm (15 inches) in diameter and excavated to sterile subsoil. The shovel test locations were recorded with a Trimble GPS unit. Soil from the shovel tests was screened through ¼-inch wire mesh and soil colors were determined through comparison with Munsell Soil Color Charts.

During the investigations three archaeological sites were identified: 31AN238, 31AN239, and 31AN240 (Figure 1 and 2; Table 2). Site 31AN238 is an isolated Savannah River projectile point that dates to the Late Archaic; site 31AN239 is a non-diagnostic prehistoric lithic isolate; site 31AN340 is a non-diagnostic prehistoric lithic isolate and piece of undecorated whiteware. The three sites were identified from collections made from the surface or from the plowzone. It is the opinion of S&ME that sites 31AN238, 31AN239, and 31AN240 are not eligible for inclusion in the NRHP. The archaeological sites and each of the four quadrants of the project APE are discussed below.

Table 2. Archaeological Site Summary.

Site Number	Site Type	Recommendation
31AN238	Late Archaic projectile point isolate	Not Eligible
31AN239	Prehistoric lithic isolate	Not Eligible
31AN240	Prehistoric lithic isolate; 20 th century ceramic isolate	Not Eligible

Southeast Quadrant

Vegetation in this portion of the project APE consisted of areas of hardwoods, secondary growth, and fallow field (Figure 16 and 17); disturbances in this quadrant included areas of slope and areas of drainage (Figures 18 and 19). Two transects, containing 14 shovel tests, and a judgmental shovel test were placed in this portion of the project APE (Figure 20); two typical soil profiles were encountered in this portion of the project APE (Figures 21 and 22; Table 3).

The portions of this quadrant that were pedestrian surveyed and not shovel tested were due to slope or standing water (Figures 18 and 19).

Southwest Quadrant

Vegetation in this portion of the project APE consisted of agricultural field and a few hardwood stands (Figure 23 and 24); disturbances in this quadrant included a stream and areas of standing water (Figures 25 and 26). Two transects, containing 19 shovel tests, and a judgmental shovel test were placed in this portion of the project APE (Figure 20); one typical soil profile was encountered in this portion of the project APE (Figure 27; Table 4). The portions of this quadrant that were pedestrian surveyed and not shovel tested were due to standing water (Figures 25 and 26).

18-09-0008

eligible for inclusion in the NRHP under Criterion C. The disturbed context from where the site was identified and the lack of intact deposits seen in the soils transitioning directly from plowzone to subsoil suggest that site 31AN240 is unlikely to yield significant information on the prehistory or history of the area and is recommended not eligible for inclusion in the NRHP under Criterion D. Based on the information presented above, S&ME recommends that site 31AN240 is not eligible for inclusion in the NRHP.

RECOMMENDATIONS

In March 2019, S&ME completed an archaeological reconnaissance survey for the proposed replacement of Bridge No. 87 on NC 742 over Richardson Creek near the Union County line. The survey included a pedestrian survey of the APE and systematic shovel testing.

As a result of the survey three archaeological sites, 31AN238, 31AN239, and 31AN240, were identified and are recommended not eligible for inclusion in the NRHP. A few portions of the project area contain standing water or have culverts and associated streams traversing the agricultural fields, gravel roadways have been established, a steep/deep ravine is present in the eastern portion of the project APE, and soils transition directly from the plow zone to subsoil with no intact soil horizon present. Based on the investigations, no intact soil deposition remains and archaeological sites 31AN238, 31AN239, and 31AN240 were identified in disturbed contexts. It is the opinion of S&ME's Principal Investigator, Kimberly Nagle, M.S., RPA, that the APE has a low potential for containing archaeological resources and that no additional archaeological investigations are necessary for the currently proposed APE.

SUPPORT DOCUMENTATION

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



April 15, 2019

NCDOT ARCHAEOLOGIST

Date



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-0063** County: **Anson**
 WBS No: **67063.1.1** Document: **MCC**
 F.A. No: **na** Funding: ☒ State ☐ Federal
 Federal Permit Required? ☒ Yes ☐ No Permit Type: **?**

Project Description: The North Carolina Department of Transportation (NCDOT) intends to replace Bridge No. 87 on NC 742 over Richardson Creek near the Union County line. No preliminary designs or proposal was submitted with the request for archaeological review, but a study area varying between 250-400 feet wide and roughly 3450 feet long was proposed. For the purposes of the archaeological review, this study area will be considered the area of potential effects (APE) for archaeological resources. This APE is estimated to encompass 29.5 acres (nearly 11.94 hectares).

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: *SURVEY REQUIRED*

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

The review of the site maps and files archived at the North Carolina Office of State Archaeology (OSA) was conducted on September 11, 2018. No previously identified archaeological sites are recorded within a .5-mile radius of the APE for the proposed project. Few archaeological surveys appear to have been undertaken in the general vicinity of the proposed project. An archaeological review for the replacement of Bridge No. 194 on Bonnie Roass Road (PA No. 16-06-0001), just outside the western end of the APE was conducted by NCDOT archaeologists under the Programmatic Agreement between the Federal Highway Administration (FHWA), NCDOT, the Advisory Council on Historic Preservation (ACHP), and the North Carolina State Historic Preservation Office (NCSHPO) with regards to minor transportation projects. Since this project was estimated to impact a very small area (roughly .5 acre) it was determined that no survey was required.

An examination of the data presented on the North Carolina State Historic Preservation Office HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) reveals two recorded historic property locations within .5-mile of the proposed project. A historic house (AN0175) was located near the western end of the project area; and the William Parker House (AN0176) is located southwest of the current APE.

An examination of soils in Anson County presented on the National Resources Conservation Service Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>) indicates the following soil types fall within the delineated APE: Badin-Goldston complex, 15 to 25 percent slopes (BgD); Goldston channery silt loam, 2 to 8 percent slopes (GoB); Goldston channery silt loam, 25 to 45 percent slopes (GoE); McQueen loam, 1 to 6 percent slopes (MrB); Shellbluff loam, 0 to 2 percent slopes, occasionally flooded (ShA); and Tarrus gravelley silt loam, 2 to 8 percent slopes (TaB).

While the environmental conditions for the associated with Bridge No. 87 are not drastically different from those recorded for Bridge No. 194, the APE is far larger and much more likely to encounter cultural materials. Somewhat similar conditions were observed for Bridge No. 70 over the Rocky River in northern

Anson County (Jorgenson et al. 2017: 4-9). That project, which involved investigations at site 31AN12/134, may be considered to be somewhat illustrative of the potential for prehistoric archaeological resources on the larger tributaries in northern Anson County. An intensive archaeological survey is recommended that includes an assessment of the potential for deeply buried archaeological sites.

References:

Jorgenson, M., M. A. Brown, and P. A. Sittig

2017 *Archaeological Survey for the Proposed Replacement of Bridge 70 on US 52 over the Rocky River, Anson County North Carolina*. Ms. on file, Environmental Analysis Unit, North Carolina Department of Transportation, Raleigh.

SUPPORT DOCUMENTATION

See attached: ☒ Map(s) ☐ Previous Survey Info ☐ Photos ☐ Correspondence
☒ Other: soil map.

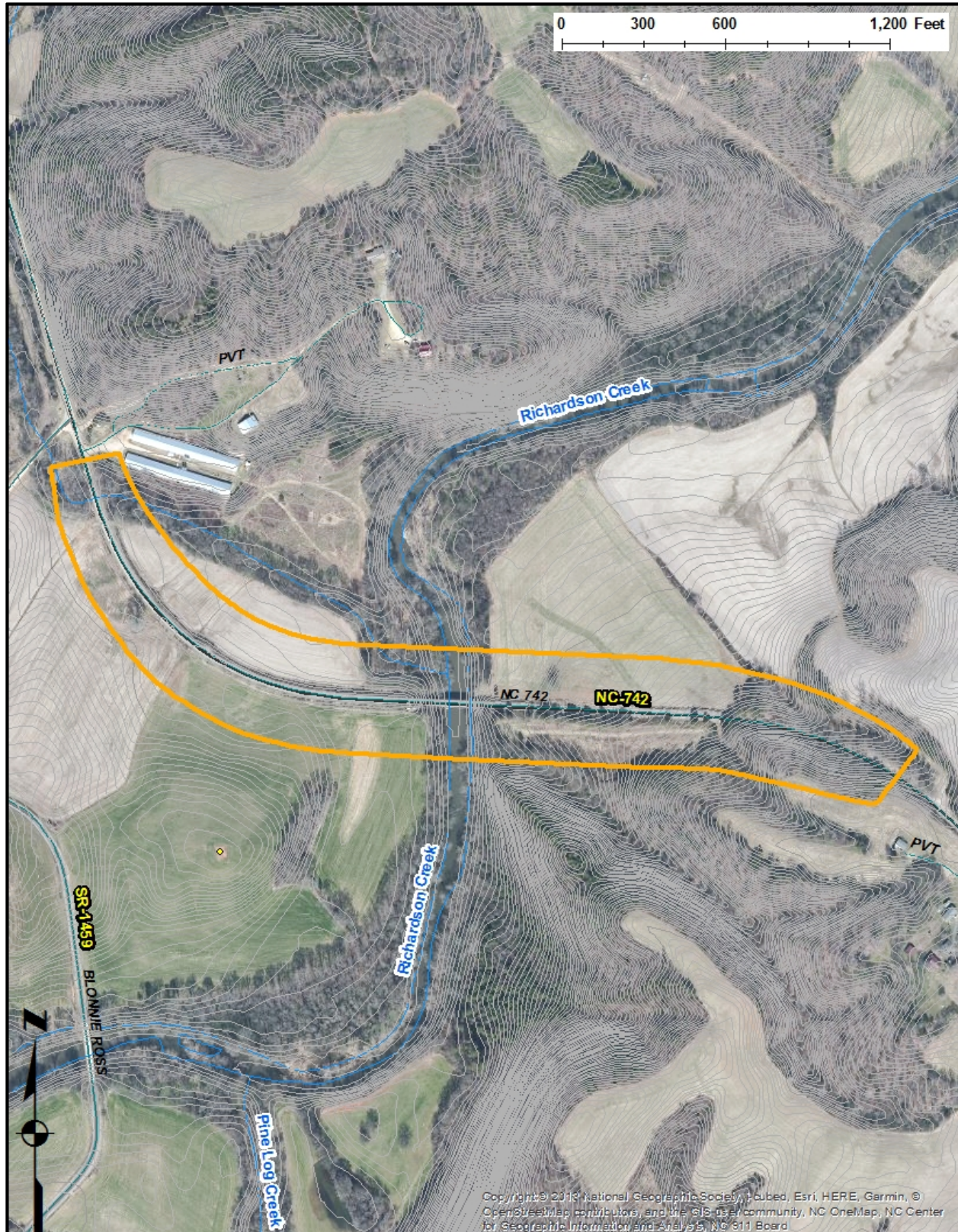
FINDING BY NCDOT ARCHAEOLOGIST – *SURVEY REQUIRED*



September 19, 2018

NCDOT ARCHAEOLOGIST

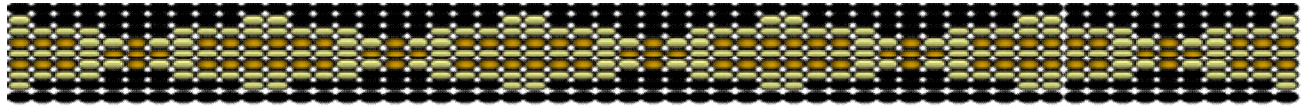
Date



Aerial photograph of the proposed APE (orange lines) for the proposed replacement of Bridge No. 87 on NC 742 over Richardson Creek. Note the cemetery location (yellow dot) south of the APE and west of Richardson Creek.

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791



January 11, 2022,

Attention: Stuart Basham
NC Department of Transportation
716 W. Main Street
Albemarle, NC 28001

Re. THPO #	TCNS #	Project Description
2022-193-49		Replacement of Bridge No. 30087 over Richardson Creek on NC 742 in Anson County, TIP No. BR-0063

Dear Mr. Basham,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire

Tribal Historic Preservation Officer