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Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	**B-4676**
WBS Element	33831.1.2
Federal Project No.	

A. Project Description:

The North Carolina Department of Transportation (NCDOT) Division 11 proposes to replace the existing Bridge No. 29 on Oakwoods Road (S.R. 1001) over Cub Creek in Wilkes County. The project is included in the State Transportation Improvement Program (STIP) as project B-4676. Project B-4676 was previously included as part of STIP Project R-5772, in 2019. Since then, NCDOT has reframed the project and reinstated the bridge replacement project as B-4676.

The existing two-lane bridge will be replaced with a new two-lane structure with a multi-use path (MUP) on the west side of the facility. Space for a future MUP will be accommodated under the bridge. Vehicular access along Oakwoods Road will be maintained during construction except for a brief closure required to adjust the grade of the new facility, as it will be higher than the current bridge. An off-site detour of approximately 2 miles will be required during this time (anticipated to be less than two weeks).

B. Description of Need and Purpose:

The need for the project is to replace the existing bridge. Bridge No. 29 was built in 1969 and has a sufficiency rating of 2 out of a possible 100 for a new structure classifying the bridge as structurally deficient. Components of the concrete substructure and superstructure have experienced an increasing degree of deterioration that is no longer feasible to address through maintenance activities.

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 Previously Considered:

Alternative 1: Replace Bridge No. 29 on a western shifted alignment with a 4-lane typical section and a MUP along the west side of Oakwoods Road. This alternative was dismissed due to flooding impacts, construction complexities, excessive bridge width, desire to include MUP accommodations underneath the proposed bridge, and complexities with the road grade to meet hydraulic standards.

Alternative 2: Replace Bridge No. 29 on a western shifted alignment with a 4-lane typical section and a MUP along the west side of Oakwoods Road. Includes MUP accommodations under the bridge. This alternative was dismissed due to flooding impacts, and construction complexities, and the cost to raise the and lengthen the bridge to meet hydraulic standards.

Alternative 3: Replace Bridge No. 29 upstream of Cub Creek with a 4-lane typical section and a MUP following the new location bridge alignment from Oakwoods Road on the west side. Includes MUP accommodations crossing Oakwoods Road west of the proposed bridge. This alternative was dismissed due to flooding impacts and desire to include MUP accommodations underneath the proposed bridge.

Alternative 4: Replace Bridge No. 29 on new location upstream of Cub Creek with a 4-lane typical section and a MUP following the new location bridge alignment from Oakwoods Road on the west side. Includes a MUP on the west side of the facility and accommodations for a future MUP under the bridge. This alternative was dismissed due to flooding impacts and construction complexities and cost to raise the bridge and road grade to meet hydraulic standards.

Alternative 6: Replace Bridge No. 29 on a new location to the east (downstream) of Cub Creek with a 2-lane typical section and a MUP on the west side of the bridge alignment. Includes MUP accommodations on and below the structure. This alternative was dismissed due to right of way (ROW) relocation impacts and construction costs.

Alternatives Carried Forward:
NCDOT carried forward two alternatives for the subject project, the Build (Alternative 5) and No-Build Alternative. Not replacing the bridge does not meet purpose and need, however it was retained for baseline purposes.

Alternative 5 proposes to replace Bridge No. 29 with a 2-span box beam (180 feet) bridge on a new location upstream with a two-lane typical section and a 10-foot MUP on the west side of the bridge. Space for a future MUP along Cub Creek will be accommodated under the bridge. Vehicular access along Oakwoods Road will be maintained during construction except for a brief closure required to adjust the grade of the new facility, as it will be higher than the current bridge. An off-site detour of approximately 2 miles will be required during this time (anticipated to be less than two weeks). The detour route during the road closure will follow Oakwoods Road to South Bridge Road to East Main Street to Oakwoods Road. Pedestrian traffic and access points along Oakwoods Road will be maintained during construction.

Estimated Traffic Data

Table 1. Average Daily Traffic (ADT) and Design Speed

	Oakwoods Road
ADT Let Year 2025 (Existing)	7,200 vpd
ADT Design Year 2045 (Future)	8,800 vpd
Dual	0%
TT-ST	0%
Design Speed	40mph

Vpd= vehicles per day

Water Resources:
Streams and wetlands in the project area were identified in the Natural Resources Technical Report (NRTR). While the US Army Corps of Engineers (USACE) will make the final determination as to the permit required, at this time it is anticipated that an Individual Permit will not be required and that the

project would qualify as a Nationwide Permit 3 and corresponding Section 401 Water Quality General Certification.

The Natural Resources Technical Report (NRTR) identified four (4) wetlands and five (5) Class C streams, and one (1) stormwater basin in the study area (see Figure 3). The North Carolina 2022 Final 303(d) list of impaired waters identifies the Yadkin River downstream of the PSA as impaired for pH (6 su, AL, FW). Streamside riparian zones within the study area are not protected under any riparian buffer rules.

Potential impacts to streams and wetlands were calculated based on slope stake limits of the design plus an additional 25 feet. The calculations resulted in <0.1 acre of impacts to wetlands and <0.1 acre of impacts to the stormwater basin. Based on current designs, approximately 75 linear feet of Cub Creek will be impacted by bank stabilization efforts. It is anticipated that the final project design will achieve a “No Rise” condition.

Natural Resources
The NRTR identified a total of two (2) federally protected bat species, one (1) proposed federally protected bat species, and one (1) Similarity of Appearance to a Threatened Taxon species in the study area. A Biological Conclusion of “Unresolved” was rendered for the Gray Bat, Northern Long-eared Bat and Tri-colored bat. Surveys for the Gray Bat, Tricolored Bat and Northern Long-eared Bat will be conducted.

Special Considerations:
The proposed project design intersects with a portion of Cub Creek Park funded by the Land and Water Conservation Fund (LWCF) and a portion funded by the NC Parks and Recreation Trust Fund (PARTF) (see Figure 2). Under the LWCF Act, the property is subject to Section 6(f) protections. Coordination with the Town of Wilkesboro and the regional LWCF coordinator was conducted in 2008 in which the parties agreed to Section 6(f) conversion action. A LWCF Proposal Description and Environmental Screening Form was developed in 2008 for the project and outlined the details of the conversion agreement. NCDOT is in coordination with the Town of Wilkesboro as outlined the Section 6(f) project commitment below.

Coordination with the Town of Wilkesboro and NC Parks and Recreation will occur to ensure proper procedures for replacing the impacted area of land are followed under PARTF.

Public Involvement
NCDOT notified Wilkes County Schools, Emergency Medical Services (EMS), as well as local planners of the subject project in April 2023. Comments are summarized below:

- Wilkes County School Transportation Department noted that the area experiences heavy traffic during the school year. Wilkes County schools indicated that road closures could have a high impact on school transportation.
- No input from EMS or local planners was received for this project.

A public website with relevant information regarding the project is available at publicinput.com/cub-creek-bridge-wilkesboro. As of October 2023, no comments had been received for the website.

Cost

Table 2. Estimated Cost

Construction	$3,250,000
Right-of-Way	$1,400,000
Total	$4,650,000

[1] Estimates derived from SAP 2022 cost estimates,
[2]Cost estimates are preliminary and subject to change

Cultural Resources
Coordination letters were sent to the Catawba Indian Nation, Cherokee Nation, Eastern Band of Cherokee Indians, and the United Keetoowah Band of Cherokee Indians. Only the Catawba Indian Nation and United Keetoowah Band of Cherokee Indians responded. While neither tribe had issues with the

proposed project, they did request to be notified if Native American artifacts or human remains were discovered during the projects construction..

NCDOT conducted the initial archaeological survey on January 4-5, 2011, with an "No National Register of Historic Places Eligible or Listed Archaeological Sites Present" Programmatic Agreement (PA) form signed on January 7, 2011. This was followed by an archaeological review of a replacement property for the conversion of 0.5 acre of LWCF – Section 6(f) property as an addendum to the project. A "No Archaeological Survey Required" Addendum PA form was signed on July 31, 2015. Subsequently, the archaeological Area of Potential Effects (APE) for the replacement of Bridge No. 29 has expanded. The original 2011 PA and the later 2015 PA forms are still valid. A second addendum concurring with the previous determinations from 2011 and 2015 was signed on March 20, 2023. If the area of the 6(f) land swap is outside of the previously surveyed area, additional surveys may be required.

NCDOT Historic Architecture determined that "No Survey [is] Required" on March 2, 2023.

Agency Comments
In addition to standard recommendations, North Carolina Wildlife Resources Commission (NCWRC) provided one project-specific comment on February 27, 2023 stating that Cub Creek supports Carolina Crayfish (*Cambarus johni*), but there are no wild trout expected in this watershed.

NCDOT Integrated Mobility Department (IMD) provided comments on April 5, 2023, requesting 2 feet of shy distance be provided from the barrier. Additionally, it was noted that a rub rail should be considered to prevent hazards for bicycle handlebars. The recommendations have been incorporated in the project design to the extent practicable.

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. • *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.*			
PROJECT IMPACT THRESHOLDS (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)?	☐	☑
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	☐	☑
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	☐	☑
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	☐	☑
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	☐	☑

6	Does the project require an Individual Section 4(f) approval?	☐	☑
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)?	☐	☑
If any question 8-31 is checked "Yes" then additional information will be required for those questions in Section G.			
Other Considerations		Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	☑	☐
9	Is the project located in anadromous fish spawning waters?	☐	☑
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)?	☑	☐
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	☐	☑
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	☐	☑
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	☐	☑
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?	☐	☑
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	☑	☐
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?	☑	☐
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)?	☐	☑
18	Does the project require a U.S. Coast Guard (USCG) permit?	☐	☑
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	☐	☑
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	☐	☑
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	☐	☑
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	☐	☑
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	☐	☑
24	Will maintenance of traffic cause substantial disruption?	☐	☑
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	☐	☑
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?		
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	☐	☑
28	Does the project include a *de minimis* or programmatic Section 4(f)?	☑	☐
29	Is the project considered a Type I under the NCDOT Noise Policy?	☐	☑
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	☐	☑
31	Are there other issues that arose during the project development process that affected the project decision?	☐	☑

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

Question 8: The Natural Resources Technical Report (NRTR) identified three (3) federally or proposed federally protected species in the study area. The Northern Long-eared Bat (*Myotis septentrionalis*), Tri-colored Bat (*Perimyotis subflavus*), and Gray Bat (*Myotis grisescens*) all currently have Biological Conclusions rendered "Unresolved". ETRACS requests have been submitted to the Biological Survey Group (BSG) to conduct surveys for these species in the project area.

Question 10: The North Carolina 2022 Final 303(d) list of impaired waters identifies the Yadkin River downstream of the study area as impaired for pH (6 su, AL, FW).

Question 15: NCDOT conducted a GeoEnvironmental Phase I field investigation that identified five (5) sites of concern in the project study area. The GeoEnvironmental Section will determine if a Phase II investigation is necessary.

Question 16: While the project crosses the 100-year floodplain (based on slope stake limits plus 25 feet), hydraulic modeling indicates that the final project design will achieve a "No Rise" condition.

Question 26: Portions of Cub Creek Park within the study area are protected under Section 6(f) of the Land and Water Conservation Fund (LWCF) and the Parks and Recreation Trust Fund (PARTF). Coordination with representatives of these organizations will be ongoing throughout the life of the project to ensure compliance.

Between 2007 and 2012, the Town of Wilkesboro embarked on a project to rehabilitate Cub Creek. The town received grants to cover about $750,000 of the one million project cost. As shown in the Environmental Features Map (see Appendix), the study area for project B-4676 includes a portion of the rehabilitation project.

Question 28: The proposed project will require right-of-way acquisition from Cub Creek Park. The Town of Wilkesboro, the owner with jurisdiction, has concurred that the impact is *de minimis* and documentation is included in the Appendix.

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PROJECT COMMITMENTS

REPLACE BRIDGE 29 OVER CUB CREEK ON SR 1001 (OAKWOODS RD.) FROM FOREST HILL DR. (NS) TO NC 268 (EAST MAIN STREET).
T.I.P Number: B-4676
Wilkes
Federal Aid Number:
WBS:33831.1.2

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

Hydraulics - FEMA Floodplain (Hydraulics)
This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall: (1) construct all vertical and horizontal elements within the floodplain as designed; and (2) consult with the Hydraulics Unit of any planned deviation of these elements within the floodplain prior to commencing any such changes; and (3) submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction. The Hydraulics Unit will then verify either: (1) the drainage structure(s) and roadway embankment located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically; or (2) any changes made to the plans were reviewed and approved to meet FEMA SFHA compliance; or (3) appropriate mitigation measures will be achieved prior to project close-out.

Environmental Policy Unit - Section 6(f) Land and Water Conservation Fund
Continue to coordinate and support the Town of Wilkesboro with the LWCF conversion of use and non-conforming use requests to ensure process completion.

COMMITMENTS FROM PERMITTING

No commitments developed during project permitting.

*****END OF PROJECT COMMITMENTS*****

I. Categorical Exclusion Approval:

STIP Project No.	**B-4676**
WBS Element	33831.1.2
Federal Project No.	Federal Aid Number

Prepared By:

2/21/2024
Date

DocuSigned by:
Kenneth Gilland
5CD48501B7464EE...
Ken Gilland, Transportation Planning Manager
HNTB

Prepared For: J. Heath Slaughter, PE NCDOT Division 11 Project Manager

Reviewed By:

2/21/2024
Date

DocuSigned by:
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John Jamison, PWS, CPM
NCDOT Environmental Policy Unit Manager

☐ **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.

2/21/2024
Date

DocuSigned by:
Heath Slaughter
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J. Heath Slaughter, PE NCDOT Division 11 Project Manager
North Carolina Department of Transportation

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

Date

for Yolonda K. Jordan, 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).

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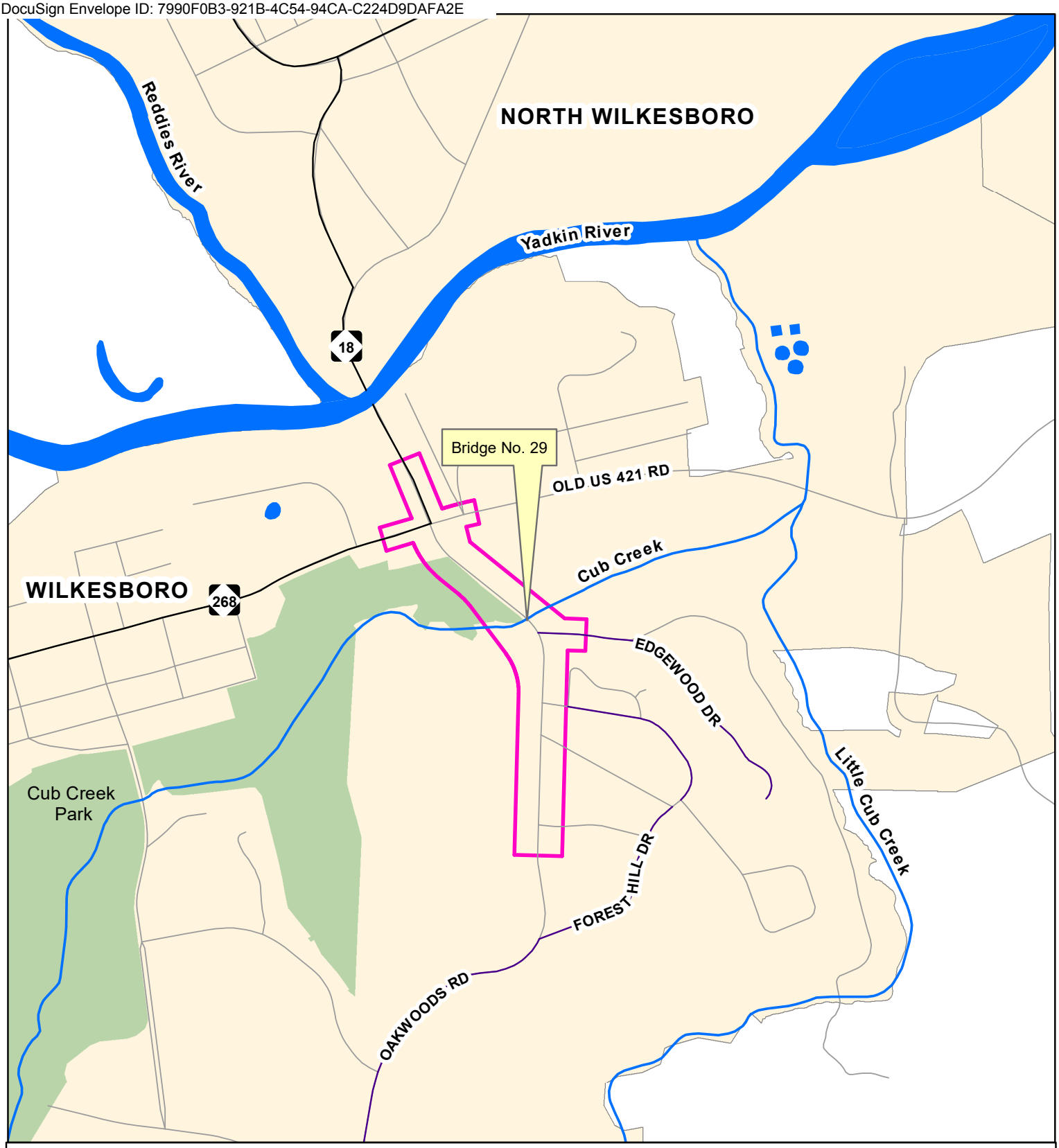
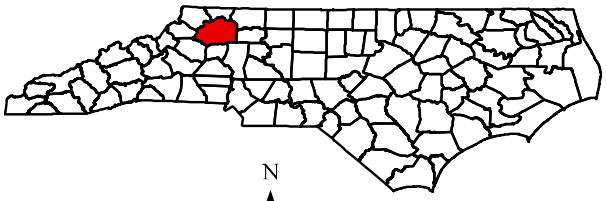


Legend

- StudyArea
- Highway
- Local Road
- Creek
- River
- Cub Creek Park
- Municipal Boundary



N

0 870 1,740 Feet

Figure 1.
Study Area Map
Project No. B-4676
Bridge No. 29 Replacement
SR 1001 (Oakwoods Drive)
over Cub Creek
Wilkes County, NC

Sources: NC OneMap, HNTB. 2023

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Legend

Existing Bridge

Detour Route

N

0 250 500 Feet

Figure 2.
STIP Project B-4676
Detour Route Map
Replacement of Bridge No. 29
over Cub Creek on Oakwoods Road
in Wilkes County, NC

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Legend

- Study Area
- Existing Bridge
- Proposed Sidewalk
- Proposed Roadway Bridge
- Local Road
- Highway
- Stream
- Stormwater Basin
- Wetland
- 500-Year Floodplain
- 100-Year Floodplain
- Parks and Recreation Trust Fund (PARTF)
- Land and Water Conservation Fund (6(f))
- Cub Creek Park
- Phase 2 Stream Restoration
- Place of Worship
- Hazardous Waste Site
- Site of GeoEnvironmental Concern

N

0 150 300 Feet

Figure 3.
Environmental Features Map
Project B-4676
Replace Bridge #29
over Cub Creek on
SR 1001 (Oakwoods Road)
Wilkes County, NC

Sources: NC OneMap, HNTB. 2023.

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

February 14, 2024

Ken Noland
Town Manager, Town of Wilkesboro
Wilkesboro Town Hall, 203 W. Main St.
Wilkesboro, NC, 28697

Mr. Noland,

The Federal Highway Administration (FHWA) and North Carolina Department of Transportation (NCDOT) are seeking your acknowledgement of the *de minimis* use of Cub Creek Park for the proposed replacement of Bridge 960029 (Bridge 29) along SR 1001 (Oakwoods Road) over Cub Creek in Wilkes County, NC (State Transportation Improvement Project [STIP] Project No. B-4676).

Bridge 29 was built in 1969 and has a sufficiency rating of 37.98 out of a possible 100 for a new structure, classifying the bridge as functionally obsolete. Components of the concrete substructure and superstructure have experienced an increasing degree of deterioration that is no longer feasible to address through maintenance activities.

A total of six build alternatives and a no-build alternative were evaluated in the environmental document. The chosen alternative would require relocating Bridge 29 to the southwest (park side) of the current facility. The alternative was chosen because it did would not cause a rise in the floodplain of Cub Creek, improved roadway geometry, and allowed traffic to be maintained onsite except for a brief closure to adjust the grade of the new facility (as it is higher than the current bridge).

In accordance with 23 CFR Part 774 (Sections 774.3(b) and 774.17) the FHWA and NCDOT intend to make a *de minimis* finding based on your concurrence that the project would not adversely affect the activities, features, and attributes of Cub Creek Park.

A determination of *de minimis* impact on parks, recreation areas, and wildlife and waterfowl refuges, may be made when all three of the following criteria are satisfied:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f),

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 11
801 Statesville Rd
North Wilkesboro, 28659

Telephone: (336) 903-9202
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Physical Address:
NC DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 11
801 Statesville Rd
North Wilkesboro, 28659

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2. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource; and,
3. The official(s) with jurisdiction over the property are informed of U.S. DOT's intent to make the *de minimis* impact determination based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

Project B-4676 will impact approximately 0.65 acre of the 203-acre park. The loss of the impacted area will not adversely impact the function of Cub Creek Park. Based on coordination with the Town of Wilkesboro, the project design includes construction of a multi-use path (MUP) on the west side of the bridge and will accommodate the proposed Cub Creek Greenway under the new structure. Both of these agreed upon features improve the function of Cub Creek Park and results in a net benefit to the facility.

The public has been given multiple public involvement opportunities. A public meeting was held on November 13, 2018. A project website was established by NCDOT on June 21, 2023.

As the official with jurisdiction over Cub Creek Park, I concur with the determination that the proposed transportation project as described in this letter would not adversely affect the activities, features, or attributes that qualify Cub Creek Park for Section 4(f) protection. I have also been informed and attest, based on my concurrence, the FHWA intends to make a *de minimis* finding regarding impacts to Cub Creek Park, thus satisfying the requirements of Section 4(f).

DocuSigned by:
Ken Noland
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2/14/2024

Ken Noland

Date

Town Manager, Town of Wilkesboro

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Project Tracking No. (Internal Use)

10-12-0004
Update 2

HISTORIC ARCHICTECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	B-4676	***County***:	Wilkes
WBS No.:	33831.1.1	***Document Type***:	Federal CE
Fed. Aid No:	BRZ-1001(29)	***Funding***:	☐ State ☒ Federal
Federal Permit(s):	☒ Yes ☐ No	***Permit Type(s)***:	unknown

Project Description:
B-4676 replaces Bridge No. 29 over Cub Creek. The project will require a conversion of 0.5 acres of LWCF – Section 6f property. This property is the replacement property for that conversion. (see map)

SUMMARY OF HISTORIC ARCHICTECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:
Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on July 29, 2015. Based on this review there are no NR, DE, LL, SL, or SS in the Area of Potential Effects (APE). There are no historic properties in within the boundary of the conversation property. No survey is required for the update to this project. The original No Historic Properties Affected determination made in January 2011 remains unchanged for the bridge replacement project. The project area was expanded in February 2023. The new APE is encompassed by the APE for R-5772. There are no NR eligible structures in the APE for B-4676. No Survey is required.

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: Using HPOGIS 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.

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 **March 2, 2023**

NCDOT Architectural Historian Date

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Project Tracking No.

10-12-0004 Addendum II

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 Team.

PROJECT INFORMATION

Project No:	**B-4676**	*County:*	Wilkes
WBS No:	33831.1.2	*Document:*	Federal CE
F.A. No:	na	*Funding:*	☐ State ☒ Federal
Federal Permit Required?	☒ Yes ☐ No	*Permit Type:*	USACE & FHWA

Project Description:

*The project calls for the replacement of Bridge No. 29 on SR 1001 (Oakwoods Road) over Cub Creek in Wilkes County. The initial archaeological survey was carried out on January 4-5, 2011, with an "**No National Register of Historic Places Eligible or Listed Archaeological Sites Present**" form submitted on January 7, 2011. This was followed by an archaeological review of a replacement property for the conversion of 0.5 acres of LWCF – Section 6(f) property as an addendum to the project. A "**No Archaeological Survey Required**" Addendum PA form was submitted on July 31, 2015. Subsequently, the archaeological Area of Potential Effects (APE) for the replacement of Bridge No. 29 has expanded. The original 2011 PA and the later 2015 PA forms are still valid, and this second addendum should be attached to both forms going forward.*

The original archaeological APE for the project was defined as a 300-foot (91.44 m) wide corridor that extends 150 feet (45.72 m) east and west from the present center of Oakwoods Road. The APE started at the intersection of Oakwoods Road with NC 18/SR 2510 (Old US 421/East Main Street) and ran south for a distance of 0.27 miles (0.43 km) to the intersection of Forest Hills Drive. The APE encompassed 10 acres.

The new APE addendum extends further along Oakwoods Road approximately 430 feet (131.06 m) south from the original APE and north along NC 18 for 455 feet (138.68 m). It also runs 625 feet (190.50 m) along NC 18/Old US 421/East Main Street extending 305 feet (92.96 m) to the east and 320 feet (97.54 m) to the west from the intersection with Oakwoods Road. Along Edgewood Drive, the APE extends east an additional 130 feet (39.62 m) from the original APE. Finally, the western APE boundary in the southwest quadrant extends approximately 100 feet (30.48 m) out from its original limits. The APE width along the roads varies with the southern extension along Oakwoods Road extending 150 feet (45.72 m) to either side of the centerline, the northern NC 18 and Edgewood Drive extensions extending 100 feet (30.48 m) to either side, and the NC 18/Old US 421/East Main Street section extending 75 feet (22.86 m) to either side. In all, the expanded APE addendum encompasses approximately 8 acers.

This project is federally funded, and federal permits are anticipated. As a result, this archaeological review was conducted in accordance with Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance (36 CFR Part 800).

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SUMMARY OF ARCHAEOLOGICAL FINDINGS

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

- ☒ There are no National Register listed ARCHAEOLOGICAL SITES 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:

NCDOT has conducted an archaeological reconnaissance and field investigation for the second addendum to the expanded APE for the proposed replacement of Bridge No. 29 on Oakwoods Road over Cub Creek in Wilkes County, North Carolina (TIP B-4676). The project is located in the town of Wilkesboro and plotted in the southeastern corner of the Wilkesboro USGS 7.5' topographic quadrangle (Figure 1)

Background Research

An updated site files search was conducted using data from the Office of State Archaeology (OSA) on March 10, 2023. No new investigations have been carried out near the project area since the original B-4676 investigations (Jones 2011) and the follow up for the replacement property (Jones 2015). Likewise, no new sites have been identified in the vicinity.

According to the North Carolina State Historic Preservation Office online database (HPOWEB 2023), there are no known eligible or listed historic architectural resources within the expanded APE that may yield intact archaeological deposits.

An examination of historic maps concerning this project failed to find any significant features within the expanded APE than what has already been mentioned in the previous PA forms.

The USDA soil survey shows the expanded APE composed of six soil types (Tuttle 1997) (Figure 2). Toccoa sandy loam (ToA) makes up the floodplain. This series consists of deep, well-drained, and very permeable soils with a slope of 0 to 3 percent. It is subject to occasional flooding. Masada sandy clay loam (MaC2) and Masada-Urban land complex (MuC) are located on the stream terraces. They too are well drained with a slope of 15 percent or less. All three of the series on the floodplain and stream terraces have the potential of evidence of early occupations due to being dry, fairly level, and near fresh water if disturbance is low. The hillside slopes consist of Rion fine sandy loam (RnE) and the Pacolet-Urban land complex (PrC). Although well drained, these soil types are steep. The Pacolet-Urban series is typically between 2 and 15 percent, but it has been cut back within the APE for the road making it much steeper. The areas with a gentler slope are outside of the APE and are occupied by houses. The Rion series is very steep at 25 to 60 percent and also cut back within the APE to allow for a road. Due to steep slopes and disturbance from cutting slopes, these soils will not yield intact archaeological deposits and were not tested. Finally, the Udorthents-Urban land complex covers the terrace to the north. These are disturbed soils from earth moving activities that have altered the natural characteristics. No significant archaeological deposits are expected in this series and, therefore, no testing was carried out.

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Fieldwork Results

The archaeological field reconnaissance and survey for the second addendum to the replacement of Bridge No. 29 in Wilkes County was conducted on March 14, 2023. The investigation included a pedestrian survey and the placement of five additional shovel tests (STs) to the 14 that were initially excavated during the 2011 investigation (Jones 2011) (see Figure 2). Shovel tests were not dug in areas that were obviously disturbed such as along exposed surfaces or utility corridors, covered within impervious material, or on slope of 15 percent or more.

The project area runs north to south along Oakwoods Road, which crosses over Cubs Creek. The stream flows east and then north into the Yadkin River. These waterways are part of the Yadkin-Pee Dee drainage basin. The original APE is situated primarily in the Cub Creek floodplain. The floodplain rises onto high stream terraces to the north and south before sloping sharply onto hillsides. Most of the expanded APE is found on these landforms. Urban development has increased since the previous archaeological investigation. The northeast quadrant is still covered with a gravel parking lot for a now derelict plant nursery and the sewer corridor runs alongside Cub Creek (Figure 3). In the northwest quadrant, a public park is under construction with the sewer corridor between it and the creek (Figure 4). At the very northern end are commercial buildings and homes on a cut and graded hillside (Figure 5). The empty lot northwest of the Old US 421 intersection is graveled over and appears to be the site of a former structure (Figure 6). The southeastern quadrant contains a cultivated field between Cub Creek and Edgewood Drive (Figure 7). Further south along the hillsides are homes and a church. The hillside has been cut to allow for development activities (Figure 8). To the southwest, a cultivated field now occupies the plant nursery property along with a sewer corridor in the floodplain (Figure 9), while a large residential lawn makes up the terrace (Figure 10). Disturbance is high with buried utilities along either side of Oakwoods Road including storm drains (Figure 11).

The 2011 survey consisted of 11 STs (#1–11) excavated at 30-m intervals with three additional STs (#12–14) at 15-m apart to investigate a false positive test (#3) (see Figure 2). In the end, none of the tests yielded cultural material. The current survey included the placement of five STs (#15–19) at 30-m apart in the southeast and southwest quadrant. Attempts were made to place the new tests in correlation to the old, which had been recorded using a Trimble GPS Unit. As a result, ST #15 and 16 were excavated on the floodplain in the southwest quadrant (see Figure 9). ST #17 and 18 were placed west of Oakwoods Road on the terrace (see Figure 10). Lastly, ST #19 was dug on the floodplain in the southeast quadrant (see Figure 7). Surface visibility was 100 percent in the cultivated field, but the pedestrian survey produced negative results.

The stratigraphy at #15 and 16 contains three strata. The upper layer is a disturbed or possibly even a recently deposited yellowish brown (10YR 5/4) loam that is approximately 20 to 25 cm (ca. 8 to 10 in) thick. It seems likely this soil was spread over the field after the sewer pipe was installed or when the field was converted from a nursery as it was not seen during the 2011 investigation. This is followed by a 10 to 15 cm (ca. 4 to 6 in) thick dark yellowish brown (10YR 4/4) sandy loam, which was typically for the plowzone during the previous survey. The final stratum is subsoil that is encountered approximately 40 cm (ca. 16 in) below the surface. This is a strong brown (7.5YR 5/6) clay. ST #19, north of Edgewood Drive, is similar, except the top disturbed layer is missing. STs #17 and 18 in the lawn west of Oakwoods Road are shallow. The surface layer is less than 5 cm (ca. 2 in) thick and is a yellowish brown (10YR 5/6) loam. This is followed by yellowish red (5YR 5/6) clay subsoil with rock inclusions. Due to the thin surface layer and lack of vertical and horizontal integrity, no further shovel tests were excavated to the south. All shovel tests were negative for cultural material.

Recommendations

The archeological investigations for the second addendum to the expanded APE for the proposed replacement of Bridge No. 29 in Wilkes County (B-4676) identified no archaeological sites. All STPs were negative for cultural material, and no resources were seen above ground. No further archaeological work is recommended

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for this project. However, if design plans change to impact areas outside of the archaeological APE, then further consultation might be necessary.

This second addendum to the B-4676 project should be included with any other archaeological PA forms going forward.

Finally, this project falls within a North Carolina County in which the Catawba Indian Nation, the Eastern Band of Cherokee Indians, the Cherokee Nation, and the United Keetoowah Band of Cherokee Indians have expressed an interest. We recommend that you ensure that this documentation is forwarded to these tribes using the process described in the current NCDOT Tribal Protocol and PA Procedures Manual.

SUPPORT DOCUMENTATION

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

Other: historic map images

Signed:

MARCH 20, 2023

C. Damon Jones
NCDOT ARCHAEOLOGIST

Date