

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	BR-0021
WBS Element	67021.1.1
Federal Project No.	TBD

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 410051 on NC 48 over the Roanoke River in Halifax and Northampton Counties, North Carolina (Figures 1 and 2). This project is currently state funded. The US Army Corps of Engineers (USACE) is the lead federal agency. However, NCDOT is pursuing federal funding sources for the construction phase of the project; therefore, a federal Categorical Exclusion has been prepared in the event that federal-aid funding becomes available.

The project involves construction of a new bridge on new alignment to the east of the existing bridge and removing the existing bridge once the new bridge is constructed. The existing bridge will act as an on-site detour during construction. Additional improvements include the construction of a new truck access route to improve traffic operations at the intersection of NC 48 and Roanoke Avenue Extension.

Based on a preliminary design, the replacement structure will be a 15-span girder bridge approximately 1,500 feet long providing a 40-foot clear roadway width. The bridge will include two, twelve-foot vehicular lanes with eight-foot shoulders on each side. Standard 42" railings will be used. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be slightly raised to accommodate the longer, 120' maximum spans. The approaches will feature eight-foot shoulders (thirteen feet with guardrail) which will include four-foot paved shoulders. Project construction will extend approximately 863 feet from the north end of the new bridge along NC 48 and 1,737 feet from the south end of the new bridge along NC 48. The roadway will be designed as a Minor Arterial using Regional Tier Guidelines with a 50 mile per hour design speed (Figure 3).

A section of Bridge No. 410051 on the south bank which spans over the cooling canal for the Roanoke Rapids power plant complex will be retained under NCDOT maintenance for access to the complex. A road closure barrier will be constructed at its northern end.

The proposed designs include additional improvements south of the bridge with a new truck access route and traffic signal at the NC 48/Roanoke Avenue Extension intersection. This intersection experiences a high level of daily truck traffic as it serves as the primary access point for trucks entering the WestRock paper mill from northbound NC 48. To improve traffic flow and better accommodate tractor trailer trucks, a new two-way truck entrance will be constructed along the east side of Roanoke Avenue Extension, with a loop connecting to NC 48 at the existing NC 48/Roanoke Avenue Extension intersection. The proposed loop will replace Roanoke Avenue Extension. A signal will be installed at this new intersection to accommodate vehicular traffic as well as pedestrians and bicyclists.

At the south end of the project south of the NC 48/Roanoke Avenue Extension intersection, approximately 160 feet of existing sidewalks along the east and west sides of NC 48 will be replaced. The existing pedestrian crossing and signal associated with the Roanoke Historic Canal Trail will be relocated approximately 110 feet to the north and incorporated into the new traffic signal at the NC 48/Roanoke Avenue Extension intersection. New sidewalks will also be constructed to connect to or replace existing sidewalks further north along NC 48, Roanoke Avenue Extension and Vepco Street.

To accommodate pedestrians during construction, a temporary sidewalk will be constructed along the west side of NC 48 starting at the Roanoke Historic Canal Trail and will extend north past the intersection with Roanoke Avenue Extension. A temporary crosswalk and signal will be installed to cross NC 48 to connect with the existing sidewalk along Roanoke Avenue Extension. In addition, pedestrians and

bicyclists on the Roanoke Historic Canal Trail crossing NC 48 will be directed approximately 280 feet south along the existing sidewalk to the Jackson Street intersection. A temporary pedestrian crossing on NC 48 at Jackson Street will be created using a temporary Rectangular Rapid Flashing Beacon (RRFB) along with a high visibility crosswalk and advanced Changeable Message Signs (CMS).

B. Description of Need and Purpose:

The purpose of the proposed project is to replace a structurally deficient bridge. Bridge No. 410051 is experiencing substantial deterioration due to age. The existing bridge was constructed in 1957. NCDOT Structure Management Unit bridge inspection records (6/15/2023) indicate Bridge No. 410051 is structurally deficient according to National Bridge Inventory Standards (NBIS) due to a superstructure condition appraisal of 4 out of 9.

C. Categorical Exclusion Action Classification:

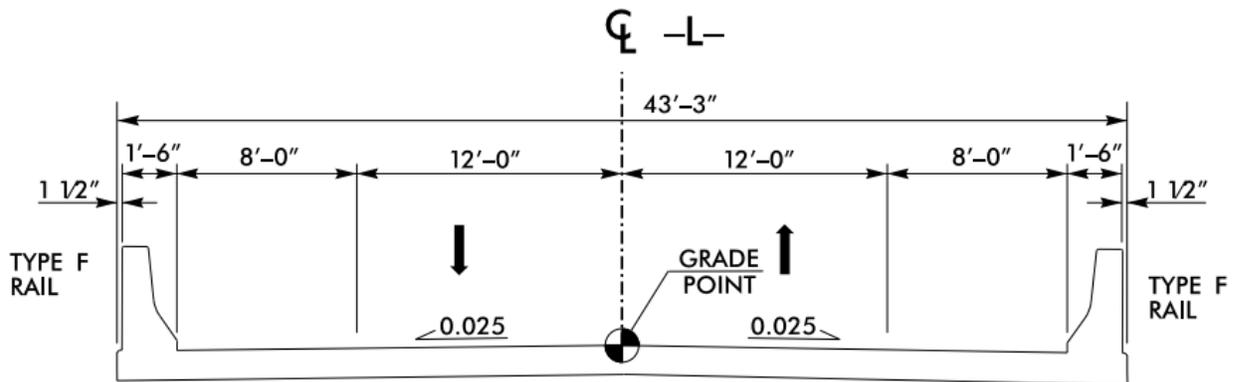
Type II(B)

D. Proposed Improvements:

13. Actions described in paragraphs 26, 27, and 28 of Appendix A that do not meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

Proposed Bridge Typical Section



Estimated Traffic

Current Year (2018) - 10,100 vehicles per day (vpd)

Future Year (2040) - 10,300 vpd

Tractor-Trailer Semi-truck (TTST) - 5%

Dual Axle Trucks (Dual) - 4%

Design Exceptions - None

Alternatives Evaluation

Replace Bridge No. 410051 on New Alignment with the Existing Bridge Used as an On-site Detour (Recommended) – The new bridge will be constructed on new alignment to the east of the existing bridge. The existing bridge will be used as an on-site detour during construction of the replacement bridge.

No Build – The no build alternative would result in eventually closing the road, which is unacceptable given the volume of traffic served by NC 48.

Rehabilitation – The bridge was constructed in 1957 and is reaching the end of its useful life. Rehabilitation would only provide a temporary solution to the structural deficiency of the bridge.

Offsite Detour - An off-site detour was eliminated from consideration due to the length of the closest available off-site detour, high traffic volumes, and high industrial truck volumes.

Replace Bridge No. 410051 In-Place with a New Bridge Using an On-site Detour and Staged Construction to the East – The existing bridge will be replaced with a new bridge in its existing location. The new bridge will be stage-constructed to the east, and the existing bridge will be removed in phases, providing an on-site detour during the construction period. This alternative was eliminated because it would require the relocation of the Town of Weldon pump stations located on the east side of NC 48 at the south end of the bridge. Staging of such a long bridge would be complex and would also prolong the replacement time.

Replace Bridge No. 410051 In-Place with a New Bridge Using an On-site Detour and Staged Construction the West – The existing bridge will be replaced with a new bridge in its existing location. The new bridge will be stage-constructed to the west, and the existing bridge will be removed in phases, providing an on-site detour during the construction period. This alternative was eliminated because it would require the relocation of the Roanoke Rapids pump stations located on the west side of NC 48 at the south end of the bridge. Staging of such a long bridge would be complex and would also prolong the replacement time.

Costs & Schedule

Table 1: Estimated Costs & Schedule

	Cost*	Schedule
Right of Way	\$ 474,400	Fiscal Year 2024
Construction	\$ 32,200,000	Fiscal Year 2025
Total	\$ 32,674,400	

*Cost estimates based on 2022 prices

Natural Resources

Jurisdictional Resources:

Six (6) potential jurisdictional streams, one (1) wetland, and two (2) surface waters may be impacted by the project based on preliminary design (slope stake limits plus 25 feet) (Figure 2). Potential stream impacts total approximately 441 linear feet, potential wetland impacts total approximately 0.03 acres, and potential surface waters impacts total approximately 0.27 acres. Additional impacts to the Roanoke River will likely occur due to the placement of piers of the new bridge. These impacts will be calculated once permit drawings are available and will be included in the permit application.

Protected Species:

The United States Fish and Wildlife Service (USFWS) lists the following federally protected species (Table 2) within the study area, under the Endangered Species Act (ESA).

Table 2: ESA Federally protected species listed for the study area¹.

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Perimyotis subflavus</i>	Tricolored bat	Proposed Endangered	Yes	Unresolved
<i>Fusconaia masoni</i>	Atlantic pigtoe	Threatened	TBD	Unresolved
<i>Acipenser oxyrinchus oxyrinchus</i>	Atlantic sturgeon	Endangered	Yes	MALAA ²
<i>Acipenser brevirostrum</i>	Shortnose sturgeon	Endangered	Yes	MALAA ²

¹ Information for Planning and Consultation (IPaC) data checked on October 17, 2023

² MALAA – May Affect, Likely to Adversely Affect

See Section G, responses to questions 1 and 8, for additional information on the Tricolored bat, Atlantic pigtoe, Atlantic sturgeon, and Shortnose sturgeon.

Federal Energy Regulatory Commission (FERC) Coordination

Dominion Energy's Roanoke Rapids Hydro Power Plant, regulated by FERC, is located approximately 1.5 miles upstream from this project. Bridge No. 410051 is the boundary of Dominion Energy's hydroelectric powerplant project and thus involves FERC oversight. In coordination with Dominion Energy's Reservoir Program Manager for the Roanoke Rapids Hydro Power Plant, it was determined that only construction, excavation or other activities performed upstream of the existing bridge (and not including demolition activity required to remove the existing bridge) would warrant further coordination with Dominion Energy and FERC. As such, since the project proposes to construct the new bridge downstream of the existing bridge and therefore outside of FERC jurisdiction, no further consultation with Dominion Energy or FERC is required for this project. Please refer to coordination letter from Dominion Energy in the Appendix.

Permits

U.S. Coast Guard (USGS) permit:

This bridge project is subject to the United States Coast Guard (USCG) project review for potential permitting requirements. A United States Coast Guard Bridge Permit Determination Request was submitted to the USCG on December 16, 2020. On January 26, 2021, USCG responded and provided a letter stating that based on the documentation provided and their research, it was determined that a Coast Guard bridge permit was not required for the project (see Appendix). The project has been placed in the Coast Guard Authorization Act of 1982 exemption category, and this determination is valid until five years from the date of the letter (January 26, 2026). If the construction project does not commence within this period, the USCG office must be contacted for reaffirmation of this determination.

US Army Corps of Engineers (USACE) Permit:

A Nationwide Permit (NWP) may be applicable for the project; however, it is likely that a regional general permit (RGP 50) will apply. The USACE holds the final discretion as to what permit may be required to authorize project construction. If a Section 404 permit is required, then a Section 401 Water Quality Certification (WQC) from the NCDWR will also be needed. Final impact determinations will be made during the permitting phase of the project.

Section 106 Cultural Resources:

Four historic architectural resources of significance were identified within the project study area:

1. Roanoke Canal Historic District
2. Roanoke Navigation and Water Power Plant Company Power Plant
3. Roanoke Rapids Power Company Power Plant Complex
4. Bridge No. 410051

An effects consultation meeting was held on April 27, 2023, with representatives of the NC State Historic Preservation Office (NCHPO) and FHWA. NCHPO clarified the boundary of the Roanoke Canal Historic District to include the Roanoke Navigation and Water Power Company Power Plant as a contributing resource, as specified in the original 1976 NR nomination and recommended in the 2019 NCDOT report. Thus, the effects consultation considered the following three resources:

Table 3: Historic Resources Effects findings:

Property Name	Survey Site No.	National Register (NR) Status	Effects
Roanoke Canal Historic District	HX0009	Listed in NR	No Adverse Effect
Roanoke Rapids Power Company Power Plant Complex	HX1559	NR-Eligible	No Effect
Bridge No. 410051	HX2158	NR-Eligible	Adverse Effect

NCDOT-Historic Architecture, in consultation with NCDOT Highway Division 4, NCHPO, and FHWA, have developed a Section 106 Memorandum of Agreement (MOA) presenting a mitigation plan that includes photodocumentation of the existing bridge prior to demolition and various project commitments established by the effects consultation. The MOA is appended to the Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges found in the Appendix.

A determination was made that no archaeological surveys were required for the proposed project (February 2018 and October 2023).

Section 4(f):

Four Section 4(f) resources have been identified within the project study area: one recreational resource, the Gaston Boating Access Area (BAA), and three historic architectural resources listed in Table 3. See Section G, response to question 28, for more information on these resources and impact findings.

Pedestrian and Bicycle Accommodations:

Although no physical, dedicated bicycle facilities (signs, lanes, tracks, or sharrows) are currently present along NC 48, the Roanoke Rapids Urban Area Comprehensive Transportation Plan (2007, updated 2013) lists NC 48 throughout the corridor and across the subject bridge as an existing on-road bicycle corridor that "Needs Improvement." Because the new bridge will feature eight-foot shoulders on each side, this project will result in improved bicycle facilities.

Along the bridge itself, a three-foot elevated curb on both sides of the roadway may be used by pedestrians to cross the bridge and Roanoke River. However, these are not considered formal sidewalks. The Roanoke Rapids Urban Area CTP and Roanoke Rapids Pedestrian Plan (2011) do not recommend sidewalks across the subject bridge. As such, and at the directive of NCDOT Division 4, the project team proceeded with a bridge typical section that does not include sidewalks.

Within the rest of the project area, sidewalks are currently present on both sides of NC 48 south of the NC 48/Roanoke Avenue Extension intersection. On the southern end of this skewed Y-intersection is a signalized pedestrian crosswalk with ADA truncated dome pads and pedestrian signal heads on each side of NC 48. Sidewalks and crosswalks are also present on the west side of Roanoke Avenue Extension and along the main WestRock driveway entrance. As part of the additional project improvements, sidewalks will be installed along the west side of Roanoke Avenue Extension, the east/north side of the proposed truck exit from Roanoke Avenue Extension, and along NC 48 to the southern end of the replacement bridge.

The NCDOT Division of Bicycle and Pedestrian Transportation made a recommendation during initial project scoping (July 2018) to consider the inclusion of sidewalks, shared-use paths, and/or bicycle lanes on the new bridge and approaches. They also noted that crossing enhancements may be needed at the existing controlled pedestrian crossing on NC 48. A Complete Streets form was submitted initially in April 2020, with a response received from NCDOT Integrated Mobility Division (IMD) on May 3rd, 2021. The response emphasized the need for safe pedestrian connectivity from NC 48 south of the project, sidewalk along Paper Mill Road, and vice versa. The Stage 2 Complete Streets submittal in September 2022 provided correspondence clarifying the pedestrian connectivity issue. IMD provided a response (August 12, 2023) and noted that based on the Stage 2 submission and meetings with the project team, all prior concerns have been addressed. They recommended that the project team include a curb ramp on the north side of the WestRock Outpost Building driveway to have a seamless connection to the paved shoulder without having to navigate over a curb. This request was implemented in the designs.

Tribal Coordination:

Project notifications and requests for comment were sent to the Catawba Indian Nation and Tuscarora Indian Nation's tribal historic preservation offices on March 10th, 2020. A notification and request for comment was also sent to the administrator of the Haliwa-Saponi Tribe (state recognized) on March 10th, 2020. However, due to the timing of COVID-19 pandemic shut downs, NCDOT resent these requests on March 9th, 2021, for review and comment in order to ensure that the letters were received, and the respective tribes were properly informed. Catawba Indian Nation provided input that the Catawba have no immediate concerns regarding traditional cultural properties, sacred sites, or Native American archaeological sites within the boundaries of the proposed project area. 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. No comments have been received to date from Tuscarora Indian Nation or Haliwa-Saponi Tribe.

Public Involvement:

A landowner letter was sent to all property owners and residents affected directly by this project on October 15, 2018. A newsletter was also mailed to area residents, business owners, and local officials in November 2021 to notify them of the project, direct them to the project website, and solicit their input. A total of 26 comments were received and were reviewed and addressed as needed. Some comments received questioned the need to replace the bridge. Six comments expressed support for the project. Local officials requested additional coordination regarding utility relocations and asked that the new bridge be wide enough for emergency vehicles to pass on the bridge. Ten comments were received expressing concern for no boating/fishing access during construction and some requested that continued access to the Gaston BAA be provided during construction.

The project team conducted additional investigations to determine the possibility of keeping the Gaston BAA open for some periods during construction. However, due to safety concerns to the public, the relative low boating activity during peak times at the Gaston BAA, and the proximity to the Weldon BAA, NCDOT has decided to close the Gaston BAA while the new bridge is being constructed and the old bridge is being demolished. The decision to close the Gaston BAA during construction was closely coordinated with the NC Wildlife Resources Commission (WRC), the authority with jurisdiction.

Updated project information was posted to the project website in August 2023 noting the anticipated closure of the Gaston BAA during construction and the potential *de minimis* impact determination of the project on this Section 4(f) resource. No additional comments were received.

River Safety Plan:

A river safety plan for use of the Gaston Boat Access Area (BAA) will be developed prior to permitting to address safe passage of any river users during construction of the new bridge and demolition of the existing bridge. The Weldon BAA is located downstream at 1090 Rockfish Lane, Weldon, NC 27890. It is approximately 7 miles driving distance from the Gaston BAA which recreational users can use during the Gaston BAA temporary boat access point closure. The safety plan will also include outreach efforts that will be conducted to coordinate with known Gaston BAA and river users, including civic and paddle groups and businesses, to notify users when the Gaston BAA and river will be closed during construction.

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 1-31 is checked “Yes” then additional information will be required for those questions in Section G.</i> 				
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)?	<input checked="" type="checkbox"/>	<input 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.				
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?	<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 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"/>	

<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 checked="" type="checkbox"/>	<input 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), 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 checked="" type="checkbox"/>	<input 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'):

Response to Question 1 – Formal Consultation

Formal consultation will need to be pursued with National Marine Fisheries Service (NMFS) for the Atlantic sturgeon and shortnose sturgeon.

Response to Question 8 – Threatened & Endangered Species

Atlantic sturgeon

Designated Critical Habitat for Atlantic sturgeon is present within the project study area. The Roanoke River is listed as Critical Habitat to the Roanoke Rapids Dam, which is approximately 1.5 river miles upstream of the project. Therefore, it is assumed that suitable habitat is present within the project study area. Additional consultation between NCDOT – ECAP and NMFS will be required for this species. The Biological Conclusion for this species is **May Affect, Likely to Adversely Affect**.

Shortnose sturgeon

The Roanoke River is listed by NMFS as potential habitat for and within the potential distribution of shortnose sturgeon in North Carolina. Since the project is approximately 1.5 river miles downstream of the Roanoke Rapids Dam, it is assumed that potential habitat is present within the project study area. Additional consultation between NCDOT – ECAP and NMFS will be required for this species. The Biological Conclusion for this species is **May Affect, Likely to Adversely Affect**.

Atlantic pigtoe

The Atlantic pigtoe (*Fusconaia masoni*) is listed by USFWS as a Threatened species under the Endangered Species Act (ESA). NCDOT's Biological Surveys Unit will conduct an aquatics survey prior to permitting to determine if habitat for this species is present within the project study area. If habitat is present but the species is not present within the project study area, then NCDOT will likely request concurrence from USFWS for a Biological Conclusion of **Unresolved**.

Northern long-eared bat

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* - MYSE) 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 to occur in 30 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 of the PBO at this time (which do include Halifax and Northampton Counties). The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for ten years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Halifax and Northampton Counties, where BR-0021 is located. This level of incidental take is authorized from the effective date of a final listing determination through December 31, 2030.

Tricolored bat

On September 14, 2022, the U.S. Fish and Wildlife Service (USFWS) announced a proposal to list the tricolored bat (*Perimyotis subflavus* – PESU) as endangered under the ESA. Given the proposal to list PESU as Federally Endangered, NCDOT and its federal partners, FHWA and USACE, are initiating a conference programmatic consultation to address impacts to this species. USFWS has not provided an official effective listing date, but it is anticipated to occur in the second half of 2023. Upon listing, USFWS is expected to provide habitat descriptions and an area of influence/distribution range for PESU. When this information is provided, it will help to inform NCDOT's determination on habitat that could be impacted by NCDOT actions.

Response to Question 9 – Anadromous Fish

The project is located in an Anadromous Fish Spawning Area (AFSA). Per a letter received from the North Carolina Wildlife Resources Commission (NCWRC) on May 14, 2018, the Roanoke River at the project site is also designated as an inland Primary Nursing Area (IPNA); therefore, NCWRC recommended an in-water anadromous fish construction moratorium from February 15 – September 30 of each calendar year. This determination and moratorium were reaffirmed by NCWRC on March 4, 2024.

Response to Question 14 – Section 106 Determination

An effects consultation meeting took place on April 27, 2023 to consider how the project will affect the following three resources: the Roanoke Canal Historic District, the Roanoke Rapids Power Company Power Plant Complex, and Bridge No. 410051. NCDOT has adjusted the bridge design to minimize impacts to these resources. The design was adjusted to place the proposed new roadway into the West Rock paper mill outside of the historic district boundary. The trail crossing of NC 48 (Gaston Road) will be shifted slightly to the north, its thermoplastic surface (faux brick) will be replaced in kind, and its new pedestrian signal will be similar to that's currently in place. Existing signal poles, cabinet, and guys in the district will remain in place. The existing sidewalk on both sides of NC 48 (Gaston Road) will be replaced in kind. No new drainage structures will be introduced, and a permanent utility easement (PUE) on the east side of NC 48 (Gaston Road) will not compromise any historic elements of the district. No materials, vehicles, or other equipment shall be stored or staged within the district boundary. Proposed construction activities will not negatively impact any component of the resource. The **No Adverse Effect** finding for the historic district is contingent on execution of the design elements detailed above. Similarly, the **No Effect** finding for the power plant complex remains valid as long as no utility poles are introduced, and the current project design is unchanged. Access to the property will be facilitated by retaining a section of the existing Bridge No. 410051. Removal and replacement of the existing bridge constitutes an **Adverse Effect**. The Historic Architecture and Landscapes Assessment of Effects concurrence form is included in the Appendix.

Response to Question 15 – Hazardous Materials and/or Landfills:

Four (4) sites of concern were identified within the project study area, as identified in the BR-0021 GeoEnvironmental Planning Report (November 7, 2018). These sites of concern are listed in the table below, and the locations of these sites are shown in Figure 3. Low monetary and scheduling impacts are anticipated for these sites. Sites of concern that will be impacted by the project will need to have a Phase II GeoEnvironmental Investigation performed on them to provide Right of Way Acquisition Recommendations prior to the right of way being acquired. Contaminated soil, underground fuel storage tanks, and ground water monitoring wells in conflict with the project will need to be removed prior to let or addressed in a Project Special Provision.

Property Name	Property Address	Facility ID	Incident Type/Number	Anticipated Impact
Dominion Energy	200 W. Vepco Street	00-0-0000027511	26353	Low
Kapstone Paper & Packaging Corp	100 Gaston Road	N/A	26520, 85555	Low
Roanoke Rapids Water Treatment Plant	21 Vepco Street	N/A	N/A	Low
Village Grocery #6	15 Roanoke Avenue	00-0-0000017595	10797	Low

Response to Question 16 - Floodplain

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

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

Response to Question 25 – Inconsistent with STIP

While project BR-0021 is not in NCDOT's 2024-2033 STIP, it is in NCDOT's Bridge Maintenance Improvement Program (BMIP) and is therefore part of NCDOT's planned maintenance activities under that program.

Response to Question 28 – Section 4(f)

Four Section 4(f) resources have been identified within the project study area: one recreational resource and three historic resources.

Section 4(f) Recreational Resource

The Gaston Boat Access Area (BAA), is located at the northern end of the project. The Gaston BAA is considered a public recreational resource and is afforded special protection under Section 4(f). No feasible avoidance alternative for impacting the Gaston BAA exists since it is located on both sides of NC 48, the existing bridge, and the proposed bridge. No permanent impacts are anticipated to the Gaston BAA boat ramp, parking spaces, or access road. The Gaston BAA is located on land owned by WestRock and leased to the NC Wildlife Resources Commission. The resource boundary is assumed to be the edge of pavement for the driveway and parking areas, as well as the boat ramp (see Figure 3b). The proposed improvements along NC 48 and the construction of the new bridge will require property from WestRock for new right of way within the Gaston BAA boundary. Permanent utility and drainage easements and temporary construction easements will also be needed, but these easements are located outside the Gaston BAA boundary. One of the three concrete piles to be constructed at Bent #1 of the new bridge will be located within the Gaston BAA, but it will not impede access to the boat ramp, nor will it impact any parking spaces. All efforts to avoid and minimize harm have been incorporated into the project.

Recreational usage at the Gaston BAA will be closed temporarily during construction. Closing the public boating access is not desirable; however, the safety of the public during construction is a concern if the Gaston BAA remains open. Additional design and consultation with National Marine Fisheries Service (NMSF) on potentially affected NMFS ESA-listed species (Shortnose sturgeon and Atlantic sturgeon) and critical habitat (Atlantic sturgeon) are needed to determine a more accurate duration for how long the BAA will need to be closed, but it is likely that it may be closed for at least 36 months.

The NC Wildlife Resources Commission (NCWRC), the official with jurisdiction over the resource, concurred in a signed letter (dated August 31, 2023, and signed October 5, 2023) that the impacts to the Gaston BAA are not adverse. This concurrence enables FHWA to make a *de minimis* finding (minimal impact), which satisfies the requirements of Section 4(f). *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource. Additionally, any use of the Gaston Boating Access Area for parking or storing of construction materials will require NCDOT to obtain a special use permit from NCWRC. Any damage or buckled pavement to the paved surfaces due to heavy equipment will need to be repaired or remediated.

Historic Resources

Three historic resources (two determined eligible for and one listed in the National Register of Historic Places) within the project study area are also Section 4(f) resources: the Roanoke Canal Historic District, the Roanoke Rapids Power Company Power Plant Complex, and Bridge No. 410051. The following Section 106 determinations were established for each resource (refer to Historic Architecture and Landscapes Assessment of Effects concurrence form in the Appendix).

- Roanoke Canal Historic District (HX0009) – a determination of **No Adverse Effect** was established, contingent upon the conditions detailed in the Effects Form. FHWA is using the State Historic Preservation Office's concurrence as a basis for a "*de minimis*" finding for the property, pursuant to Section 4(f).
- Roanoke Rapids Power Company Power Plant Complex (HX1559) – a determination of **No Effect** was established, contingent upon the conditions detailed in the Effects Form. Because of this **No Effect** determination, a 4(f) assessment does not need to occur.

- Bridge No. 410051 (HX2158) – a determination of **Adverse Effect** was established. NCDOT-Historic Architecture has prepared adverse effects documentation and filed it with the Advisory Council on Historic Preservation as per Section 106. NCDOT-Historic Architecture, in consultation with NCDOT-Highway Division 4, NCHPO, FHWA, and others developed a Memorandum of Agreement (MOA) presenting a mitigation plan. A Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges has been prepared (see Appendix).

PROJECT COMMITMENTS

Replace Bridge 51 on NC 48 over Roanoke River

T.I.P Number:BR-0021

Halifax

Federal Aid Number:

WBS:67021.1.1

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

Division Office - Anadromous Fish Spawning Area

The Roanoke River is designated by the North Carolina Wildlife Resources Commission (NCWRC) as an Inland Primary Nursery Area (IPNA). As a result, an in-water construction moratorium will be in effect from February 15 to September 30.

EAU – ECAP - Designated Critical Habitat for Atlantic Sturgeon and Potential Habitat for Shortnose Sturgeon

NCDOT will enter a formal consultation with NMFS to satisfy Section 7. Any conservation measures resulting from this consultation will be strictly adhered to.

Division Office - FEMA Floodplain

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.

Geotech/Geoenvironmental - Phase II GeoEnvironmental Investigation

Four sites of concern were identified within the project study area, as identified in the BR-0021 GeoEnvironmental Planning Report (November 7, 2018). Sites of concern that will be impacted by the project will need to have a Phase II GeoEnvironmental Investigations performed on them in order to provide Right of Way Acquisition Recommendations prior to the right of way being acquired. Contaminated soils, underground fuel storage tanks, and ground water monitoring wells in conflict with the project will need to be removed prior to let or addressed in a Project Special Provision.

Division Office - Section 4(f) Resource Gaston Boating Access Area

The Gaston Boating Access Area managed by the NCWRC is located on both sides of NC 48 at the northern end of the project. Through coordination with NCWRC and FHWA, it has been determined that Project BR-0021 will have minimal impacts to the resource. If design plans change and result in additional impacts to the Gaston Boating Access Area, then additional Section 4(f) coordination will be required.

Division Office - Gaston Boating Access Area

Any use of the Gaston Boating Access Area for parking or storing of construction materials will require NCDOT to obtain a special use permit from NCWRC. Any damage or buckled pavement to the paved surfaces due to heavy equipment will need to be repaired or remediated.

Division Office - Bridge No. 410051

A Section 106 Memorandum of Agreement (MOA) has been signed by NCDOT, FHWA, and that state historic preservation office (NCHPO) documenting a mitigation plan for the existing bridge, which has been determined eligible for listing in the National Register of Historic Places. Photodocumentation of the existing bridge will be conducted prior to demolition. A section of the existing bridge (first span) on the south back will be retained under NCDOT maintenance for access to the adjacent power plant complex. A road closure barrier will be constructed at its northern end for which a decorative surface treatment, ideally reflective of the historic bridge, will be developed and applied. See project commitment for the Roanoke Rapids Power Company Power Plant Complex.

Division Office - Roanoke Rapids Power Company Power Plant Complex

No new utility poles will be introduced. Retention of section of nearby existing bridge will facilitate access to site. See project commitment for Bridge No. 51.

Structures Management, Division Office - Roanoke Canal Historic District

Design has been adjusted to place the proposed new roadway into the WestRock paper mill outside the historic district boundary. The trail crossing of NC 48 (Gaston Road) will be shifted slightly to the north; its thermoplastic surface (faux brick) will be replaced in kind, and its new pedestrian signal will be similar to that currently in place. Existing signal poles, cabinet, and guy wires in the district will remain in place. Existing sidewalk on both sides of NC 48 (Gaston Road) will be replaced in kind. No new drainage structures will be introduced, and a PUE on the east side of NC 48 (Gaston Road) will not compromise any historic elements of the district. No materials, vehicles, or other equipment are to be stored or staged within the district boundary. If any changes to the design occur, the Section 106 Effects finding will be rendered invalid and will need to be revisited.

Division Office - WestRock Coordination

The project team will continue to coordinate closely with WestRock during the construction phase of this project as it pertains to access for their supply, logging and shipping trucks as well as their employees. Additionally, WestRock's three, 10,000 gallon per minute pumps that supply their freshwater intake pond from the Roanoke River will not be impacted as this water supply is critical to the plant's operations.

COMMITMENTS FROM PERMITTING

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

**Replace Bridge 51 on NC 48 over Roanoke River
67021.1.1**

I. Categorical Exclusion Approval:

STIP Project No.	<u>BR-0021</u>
WBS Element	<u>67021.1.1</u>
Federal Project No.	<u>TBD</u>

Prepared By:

4/2/2024
Date

DocuSigned by:

 Karen B. Taylor, PE, Senior Transportation Planner
 Three Oaks Engineering, Inc.

Prepared For:

NCDOT Structures Management Unit

Reviewed By:

4/2/2024
Date

DocuSigned by:

 John Jamison, PWS, CPM, Unit Head
 NCDOT Environmental Policy Unit

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.

4/2/2024
Date

DocuSigned by:

 David Stutts, PE, Project Engineer, Structures Management Unit
 North Carolina Department of Transportation

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

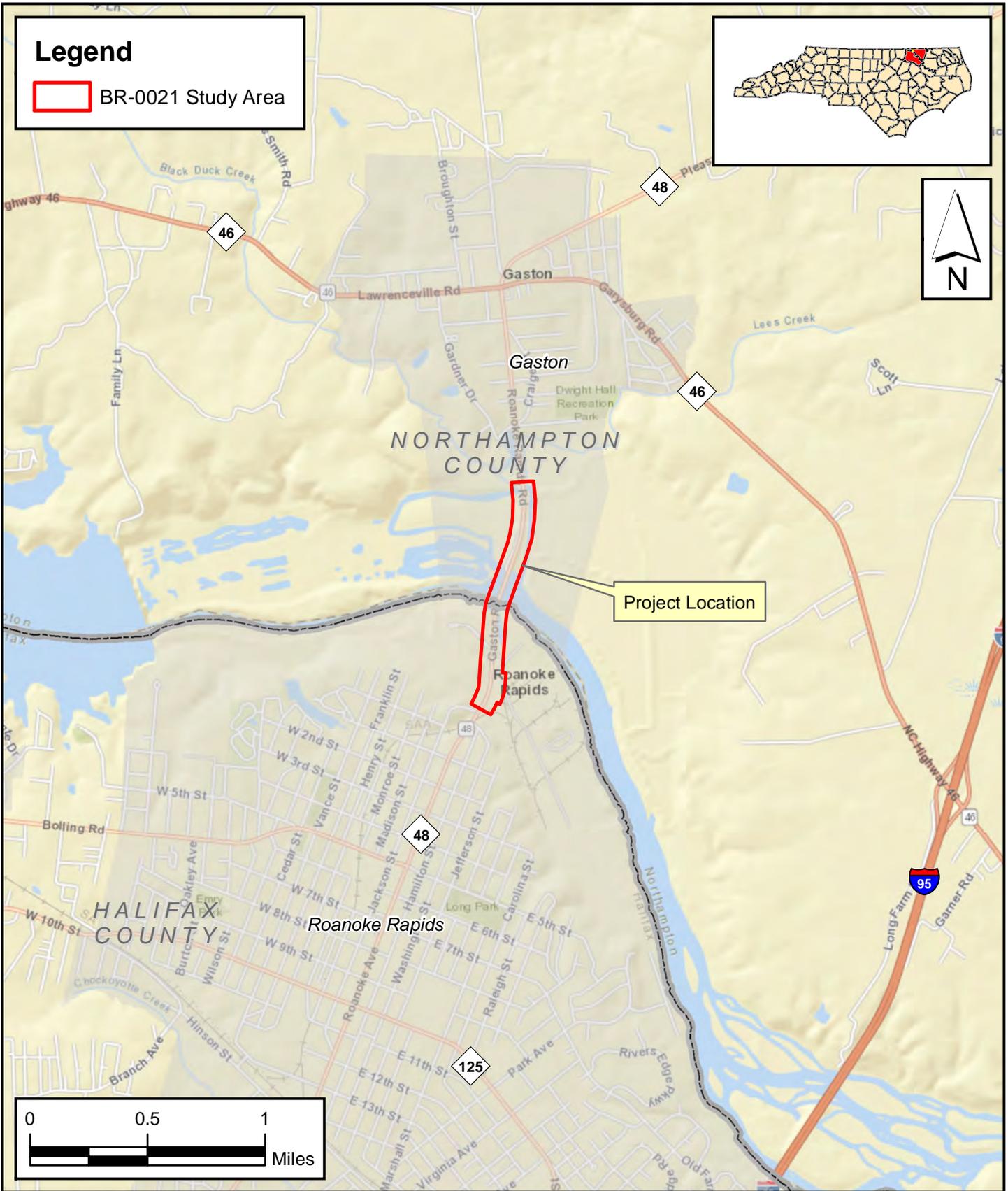
4/2/2024
Date

DocuSigned by:

 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).

Figures



**NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**VICINITY MAP
REPLACE BRIDGE 51
ON NC 48 OVER
ROANOKE RIVER**

HALIFAX & NORTHAMPTON COUNTIES
NORTH CAROLINA

County:	HALIFAX & NORTHAMPTON
Div:	4 STIP# BR-0021
WBS:	67021.1.1
Date:	OCTOBER 2023

**Figure
1**



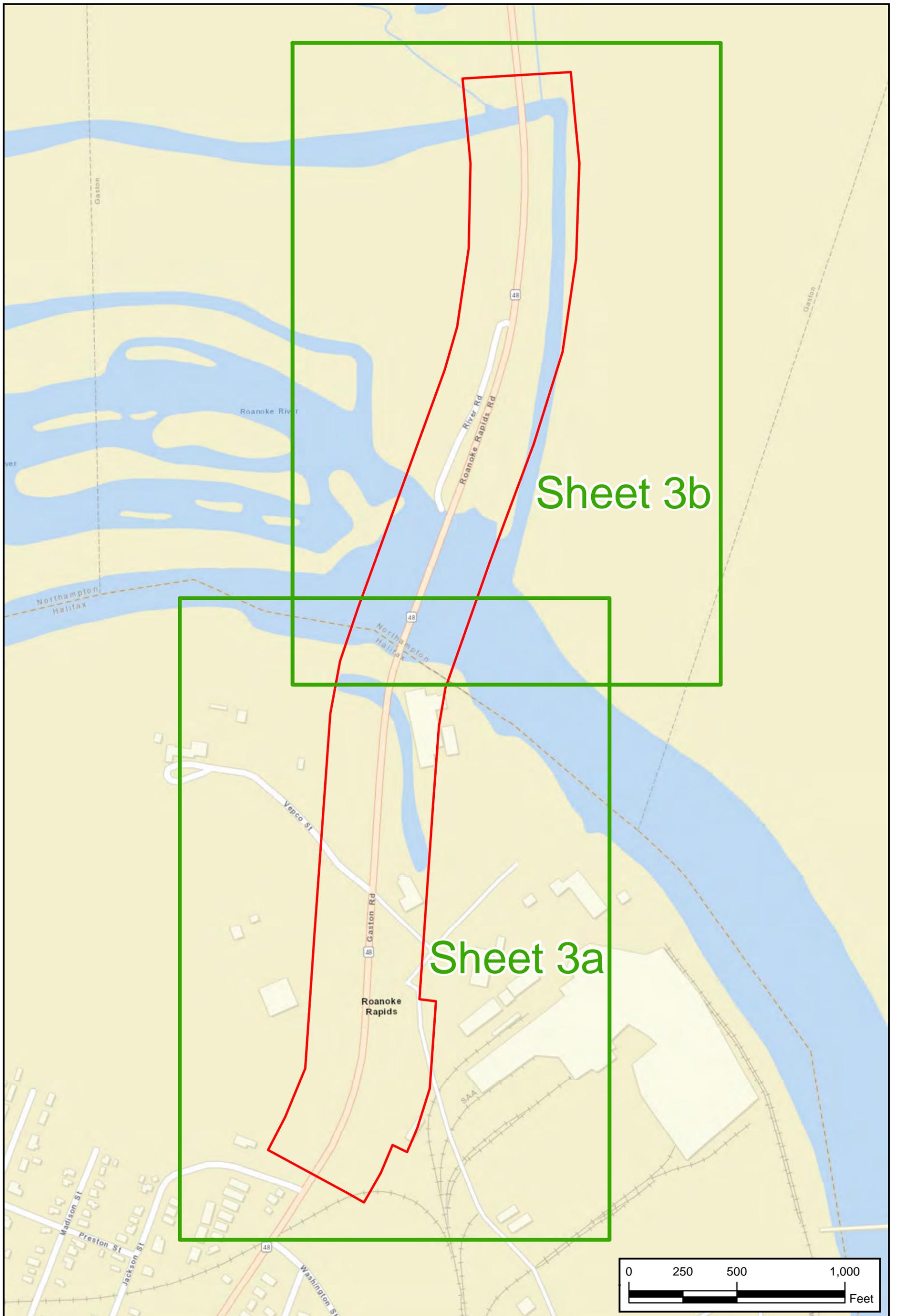
NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**STUDY AREA MAP
REPLACE BRIDGE 51
ON NC 48 OVER
ROANOKE RIVER**

HALIFAX & NORTHAMPTON COUNTIES
NORTH CAROLINA

County:	HALIFAX & NORTHAMPTON
Div: 4	STIP# BR-0021
WBS:	67021.1.1
Date:	OCTOBER 2023

**Figure
2**



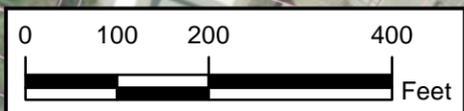
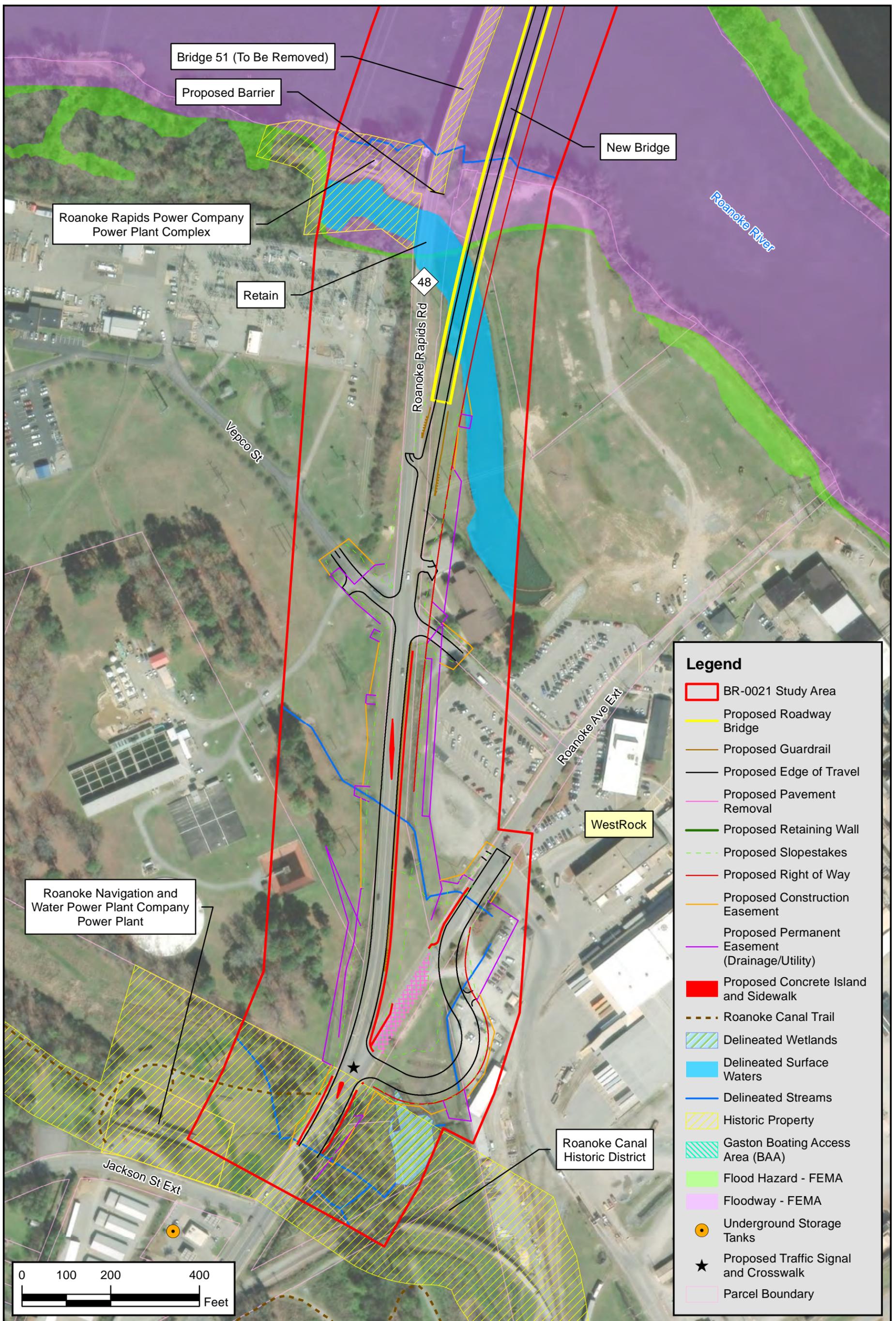
**NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROJECT DESIGN MAP
REPLACE BRIDGE 51
ON NC 48 OVER ROANOKE RIVER
HALIFAX & NORTHAMPTON COUNTIES
NORTH CAROLINA**



County:	HALIFAX & NORTHAMPTON
Div:	4 STIP#BR-0021
WBS:	67021.1.1
Date:	OCTOBER 2023

**Figure
3
Index**



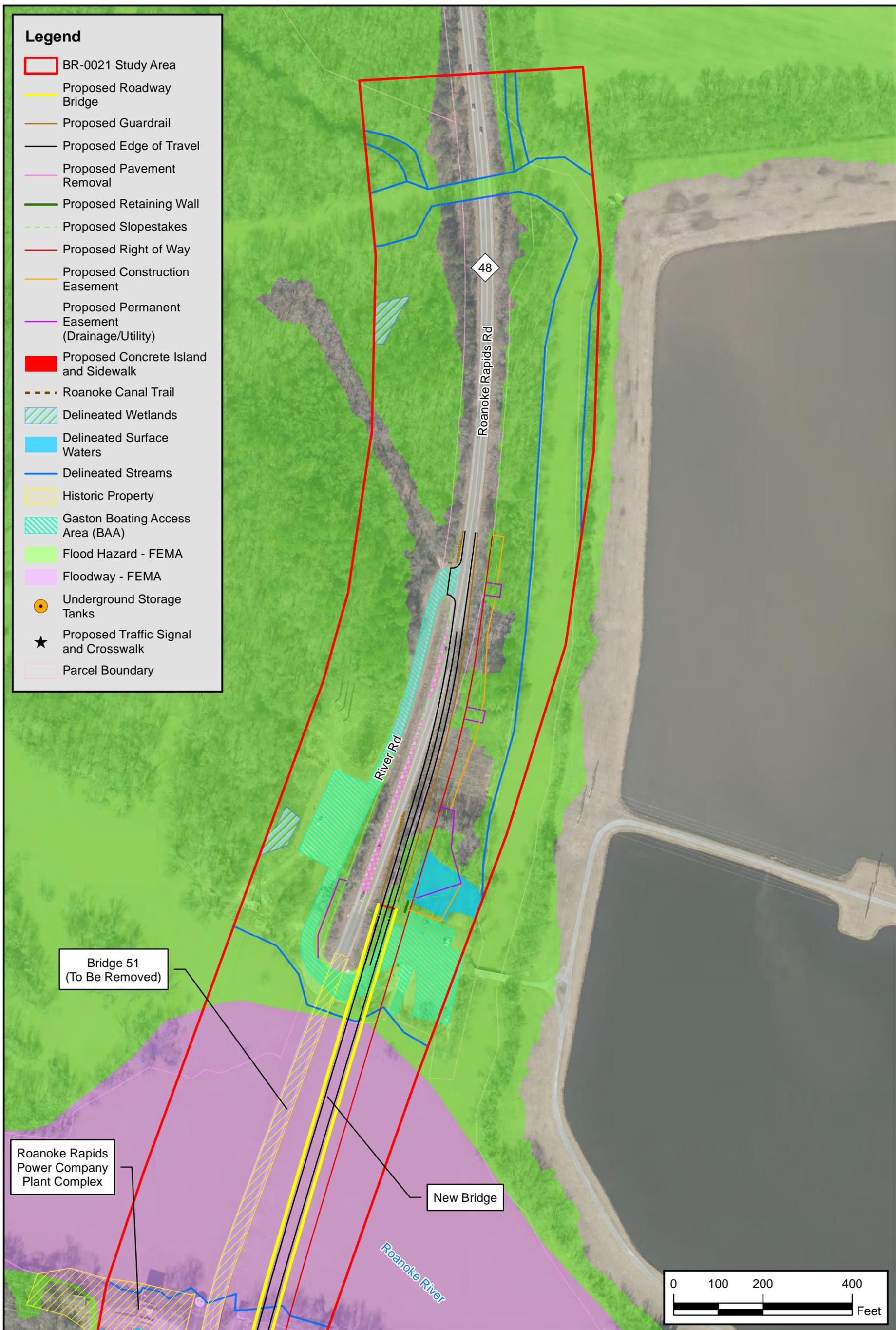
**NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROJECT DESIGN MAP
REPLACE BRIDGE 51
ON NC 48 OVER ROANOKE RIVER
HALIFAX & NORTHAMPTON COUNTIES
NORTH CAROLINA**



County: HALIFAX & NORTHAMPTON
Div: 4 STIP#BR-0021
WBS: 67021.1.1
Date: OCTOBER 2023

**Figure
3a**



Bridge 51
(To Be Removed)

Roanoke Rapids
Power Company
Plant Complex

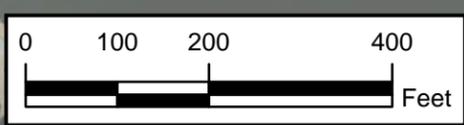
New Bridge

Roanoke River

48

Roanoke Rapids Rd

River Rd



**NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROJECT DESIGN MAP
REPLACE BRIDGE 51
ON NC 48 OVER ROANOKE RIVER
HALIFAX & NORTHAMPTON COUNTIES
NORTH CAROLINA**



County:	HALIFAX & NORTHAMPTON
Div:	4 STIP#BR-0021
WBS:	67021.1.1
Date:	OCTOBER 2023

**Figure
3b**

Appendix

FERC Coordination Letter

US Coast Guard Letter

Section 106 Documentation for Expanded Study Area

Section 4(f) *De Minimis* Determination Concurrence Letter

Programmatic Section 4(f) Evaluation & Approval for
FHWA Projects that Necessitate the Use of Historic Bridges

Dominion Energy North Carolina
100 Oakwood Avenue, Roanoke Rapids, NC 27870
Mailing Address:
P.O. Box 370, Roanoke Rapids, NC 27870
DominionEnergy.com



March 17, 2020

Mr. Robby Bessette
Transportation Planner
Three Oaks Engineering
American Tobacco Campus
324 Blackwell Street, Suite 1200
Durham, NC 27701

Subject: Hwy 48 Bridge Replacement over the Roanoke River

Mr. Bessette:

This letter is to memorialize our telephone conversation concerning the subject project. The boundary of Dominion's project, and FERC oversight, is the Hwy 48 Bridge. Anything downstream of the bridge is outside the FERC boundary.

As discussed, the parking area and boat ramp on the north side of the river, east and west of the bridge, is under the control of NCWRC and any use of these areas will have to be coordinated with that agency. It is my understanding that there will be no construction, excavation or other activities upstream of the bridge and the new structure will be placed downstream of the current bridge. If this is correct, no further consultation with Dominion or FERC is required.

If you have questions, please call me at 252-535-6894.

Sincerely,

A handwritten signature in cursive script, appearing to read "Will Miller".

Will Miller, Reservoir Program Manager
Dominion Energy

cc: Corey Chamberlain

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Fifth Coast Guard District

431 Crawford Street
Portsmouth, VA, 23704-5004
Staff Symbol: dpb
Phone: (757) 398-6422
Fax: (757) 398-6334
Email: Crystal.k.tucker@uscg.mil

16591
26 JAN 2021

Ms. Kristy Alford
NC Department of Transportation
Structures Management Unit
1581 Mail Services Center
Raleigh, NC 27699-1581

COPY

Dear Ms. Alford:

Coast Guard review of your proposed project as provided in your letter dated December 16, 2020, is complete.

Based on the documentation provided and our research, it is determined that a Coast Guard bridge permit will not be required for the proposed highway fixed bridge – Bridge 51 over Roanoke River, mile 125, 35.48064, -77.64578 in Halifax and Northampton Counties, NC.

The project will be placed in our Coast Guard Authorization Act of 1982 exemption category for the location and structure described above and **is valid for five years from the date of this letter**. The Coast Guard Authorization Act of 1982 exempts bridge projects from Coast Guard Bridge permits when the bridge project crosses non-tidal waters which are not used, susceptible to use in their natural condition, or susceptible to use by reasonable improvement as a means to transport interstate commerce. The following conditions apply to this determination:

- a. If the construction project on the above bridge does not commence within this time, you must contact this office for reaffirmation of this determination.
- b. Future bridge projects along the above waterway will have to be independently evaluated before they may be considered for placement in the Coast Guard Authorization Act of 1982 exemption category. This includes modification, replacement and removal of the above bridge, following its initial construction.

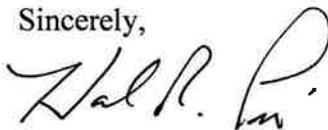
In addition, the requirement to display navigational lighting at the aforementioned bridge is hereby waived, as per Title 33 Code of Federal Regulations, Part 118.40(b). This waiver may be rescinded at any time in the future should nighttime navigation through the proposed bridge be increased to a level determined by the District Commander to warrant lighting.

The fact that a Coast Guard bridge permit is not required does not relieve you of the responsibility for compliance with the requirements of any other Federal, State, or local agency who may have jurisdiction over any aspect of the project.

16591
26 JAN 2021

If you have any further questions, please contact Mrs. Crystal K. Tucker at the above listed address or telephone number.

Sincerely,

A handwritten signature in black ink, appearing to read "Hal R. Pitts". The signature is written in a cursive style with a large initial "H" and a long, sweeping tail.

HAL R. PITTS
Bridge Program Manager
By direction

Copy: Robby Bessette, Three Oak Engineering
CG Sector North Carolina, Waterways Management
U. S. Army Corps of Engineers, Wilmington District
Federal Highways Administration, Raleigh, NC

From: [Patrick, Vanessa E](#)
To: [Karen Taylor](#)
Subject: BT-0021, Halifax County -- Historic Architecture Supplemental Screening
Date: Wednesday, October 4, 2023 4:06:49 PM
Attachments: [image001.png](#)
[Halifax51DesignOutsideSAOct2023.pdf](#)
[Halifax51StudyArea.pdf](#)
[Halifax51EvaluatedResources.pdf](#)
[Halifax51NRBoundaries.pdf](#)

Hi Karen – Thank you again for alerting us to the small section of the current BR-0021, Halifax design lying outside the original study area boundary (detail attached) and submitting an ETRACS request for review. This e-mail may be considered a supplement to the January 2018 “survey required” form for historic architectural resources (see Connect NCDOT).

The Area of Potential Effects (APE) established in 2018 for historic architectural resources equates with the BR-0021 study area and intersects the two properties on which the design section in question is located (see attached). The smaller of the two (Halifax County parcel number 0909334) is owned by Dominion Virginia Power and contains no above ground resources of concern. Most of the design section is situated on the larger parcel (Halifax County parcel number 0900081) owned by the West Rock Paper and Packaging Corporation, part of the property evaluated for National Register eligibility under its former name of the Roanoke Rapids Paper Company (see attached map of evaluated resources). The paper company is determined not eligible for listing in the National Register (see eligibility report (pages 43-60) and effects forms in Connect NCDOT). Also, the current design avoids the nearby Roanoke Canal Historic District (see attached map of NR boundaries). Thus, the area now occupied by the small additional design section figured in the investigation and evaluation of historic architectural resources in the project area, and no further study or compliance consultation is required.

I'll add a copy of this e-mail to Connect NCDOT and update ETRACS. Please let me know if you need any additional information. Thanks, Vanessa

Vanessa E. Patrick
Architectural Historian
Environmental Analysis Unit
North Carolina Department of Transportation

919 707 6082 office
919 880 7600 mobile
vepatrick@ncdot.gov

1598 Mail Service Center (Mail)
Raleigh, NC 27699-1598
1000 Birch Ridge Drive (Delivery)
Raleigh, NC 27610

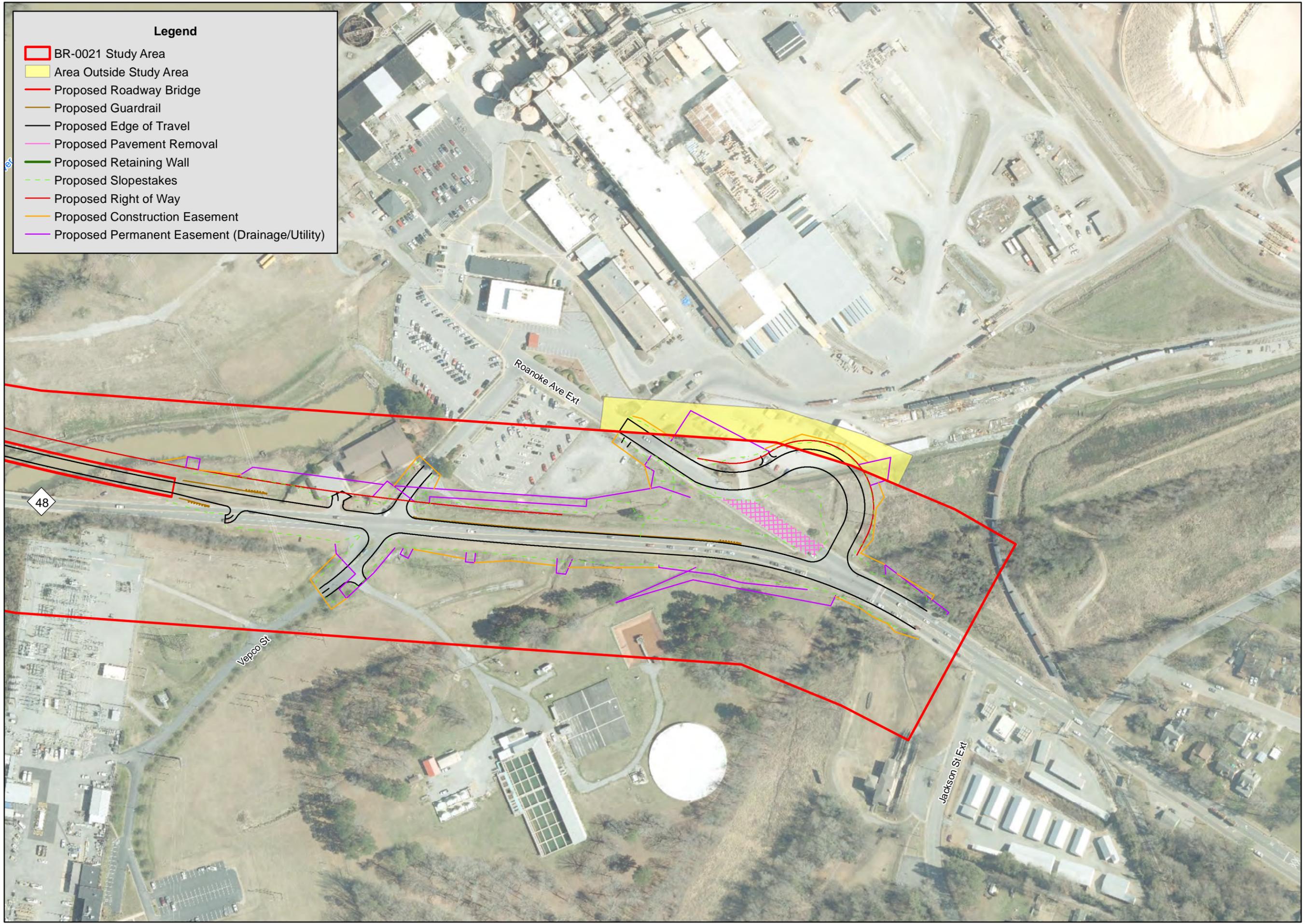


Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

Legend

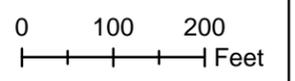
- BR-0021 Study Area
- Area Outside Study Area
- Proposed Roadway Bridge
- Proposed Guardrail
- Proposed Edge of Travel
- Proposed Pavement Removal
- Proposed Retaining Wall
- Proposed Slopestakes
- Proposed Right of Way
- Proposed Construction Easement
- Proposed Permanent Easement (Drainage/Utility)



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROJECT DESIGN MAP
REPLACE BRIDGE 51
ON NC 48 OVER ROANOKE RIVER

HALIFAX &
NORTHAMPTON COUNTIES
NORTH CAROLINA
WBS # 67021.1.1



By: C ROWELLS

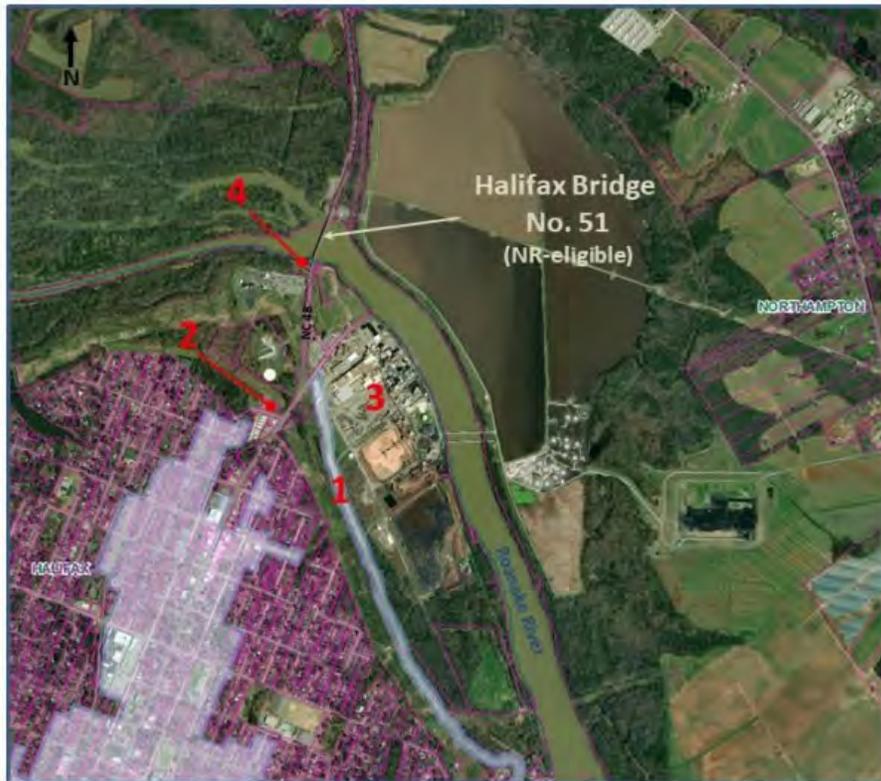
County: HALIFAX & NORTHAMPTON

Div: 4	STIP# BR-0021
--------	---------------

Date: SEPTEMBER 2023

Figure
4





BR-0021 Bridge No. 51 Replacement Halifax and Northampton Counties
Evaluated Resources

1. **Roanoke Canal Historic District (HX0009)**. 15 Jackson Street Extension. Parcel No.: multiple. NR-listed (see attached boundary correction).
2. **Roanoke Navigation and Water Power Plant Company Power Plant (HX1079)**. 15 Jackson Street Extension. Parcel No. 0909341. NR-eligible and a contributing resource in the Roanoke Canal Historic District.
3. Roanoke Rapids Paper Company (HX1082). Roanoke Avenue. Parcel No.: 0900081. Not NR-eligible.
4. **Roanoke Rapids Power Company Power Plant Complex (HX1559)**. Highway 48. Parcel No.: 0900082. NR-eligible.

NCDOT – Historic Architecture
August 2018/September 2019
Tracking No. 17-12-0060



BR-0021 Bridge No. 51 Replacement Halifax and Northampton Counties
Boundaries of National Register-eligible and -listed Resources
Base map: HPOWeb, nts

NCDOT – Historic Architecture
September 2019
Tracking No. 17-12-0060



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

August 31, 2023

Mr. Travis Wilson
Eastern DOT Habitat Conservation Coordinator
Habitat Conservation Division
NC Wildlife Resources Commission
1718 Hwy 56 West
Creedmoor, NC 27522

Subject: Section 4(f) *De Minimis* Determination Concurrence Request for the Temporary Closure of Gaston Public Boat Access Area and Ramp to the Roanoke River on NC 48, Halifax and Northampton Counties, North Carolina.
Project BR-0021
State ID: P0300421

Dear Mr. Wilson:

The purpose of this letter is to request your review and concurrence, as the official with jurisdiction for the Gaston Boating Access Area (BAA), on a finding of Section 4(f) *de minimis* determination for the temporary closure of the public boat access area and ramp due to the proposed improvements to replace Bridge No. 51 on NC 48 over the Roanoke River (BR-0021). Below is a description of the proposed project, an explanation of Section 4(f), a description of the Section 4(f) use of the Gaston Boat Access Area property, and the public involvement process.

The North Carolina Department of Transportation (NCDOT) is developing an environmental document (Federal Highway Administration Type I (A) Categorical Exclusion) to document the potential for impacts to both the human and natural environment due to the project. The project is currently state funded, but federal funds may be used for future phases of the project.

Proposed Project

NCDOT, in cooperation with the Federal Highway Administration (FHWA), proposes to replace the existing NC 48 bridge over the Roanoke River in Halifax and Northampton Counties in North Carolina. The new bridge will be constructed just east of the existing bridge and traffic will be maintained on-site on the existing bridge during construction. The replacement bridge will be a 15-span girder bridge approximately 1,525 feet in length. Construction is scheduled to begin in May 2025 and is expected to last at least 36 months.

Section 4(f) Resource

Section 4(f) of the U.S. Department of Transportation Act of 1966 stipulates that FHWA, and other DOT agencies, cannot approve the use of land from and affords special protection to publicly owned parks,

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
STRUCTURES MANAGEMENT UNIT
1581 MAIL SERVICE CENTER
RALEIGH NC 27699-1581

Telephone: (919) 707-6400
Customer Service: 1-877-368-4968
Website: www.ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH NC 27610

recreational lands, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- There is no feasible and prudent avoidance alternative to the use of the land; and the action includes all possible planning to minimize harm to the property resulting from such use; or
- The Administration (FHWA) determines that the use of the property will have a *de minimis* impact.

The Gaston BAA is considered a public recreational resource and is afforded special protection under Section 4(f). If a proposed transportation project could result in adverse effects to this resource, the transportation agency must conduct an evaluation to demonstrate that there is no prudent and feasible alternative to the use of the properties under the provisions of Section 4(f). An exemption is provided in cases where the official with jurisdiction over the resource concurs in a demonstration that the impacts are not adverse. This concurrence enables FHWA to make a *de minimis* (minimal impact) finding, which satisfies the requirements of Section 4(f). *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not “adversely affect the activities, features and attributes” of the Section 4(f) resource.

Thus, the purpose of this letter is to request your concurrence that the proposed NC 48 bridge replacement project over the Roanoke River will not adversely affect the activities, features, and attributes of the Gaston BAA, thus allowing the FHWA to make *de minimis* impact finding.

Section 4(f) De Minimis Use of Gaston Boat Access Area

The Gaston BAA is a public recreational resource located on private property in Northampton County at 601 Roanoke Rapids Road, Gaston, NC 27832. The driveway access (River Road) and the overflow parking area for the boating area are located northwest of the existing bridge on land owned by Vepco (Dominion Energy). The boat ramp providing boating access to the Roanoke River and parking areas for single vehicles as well as vehicles with trailers is located northeast of the existing bridge on land owned by Kapstone Kraft Paper (now WestRock), which was formerly the Albemarle Paper Manufacturing Company. The access road crosses underneath the existing bridge to access the boat ramp. The NC Wildlife Resources Commission (WRC) signed a 10-year lease agreement in 1965 with Albemarle Paper Manufacturing Company to allow the use of the land “for recreational purposes, particularly for boat launching and fishing”. The lease is automatically renewed annually.

Within the associated parking lot there are 49 spaces for boat trailers (2 handicap-accessible) and 13 single-vehicle spaces. The launch point provides boating access for canoes, kayaks, and motorized boats. The boating access area regulations for this launch point limit activity to boat activities only. This access point is not currently designated as a fishing pier by WRC.

No feasible avoidance alternative for impacting the Gaston BAA exists since it is located on both sides of NC 48, the existing bridge, and the proposed bridge. No permanent impacts are anticipated to the Gaston BAA boat ramp, parking spaces, or access road. The Gaston BAA resource boundary is assumed to be the edge of pavement for the driveway and parking areas, as well as the boat ramp. The proposed improvements along NC 48 and the construction of the new bridge will require property from WestRock for new right of way within the Gaston BAA boundary. Permanent utility and drainage easements and temporary construction easements will also be needed, but these easements are located outside the Gaston BAA boundary. One of the three concrete piles to be constructed at Bent #1 of the new bridge will be located within the Gaston BAA, but it will not impede access to the boat ramp, nor will it impact any parking spaces. All efforts to avoid and minimize harm have been incorporated into the project.

Recreational usage at the Gaston BAA will be closed temporarily during construction. Closing the public boating access is not desirable; however, the safety of the public during construction is a concern if the Gaston BAA remains open. Additional design and consultation with National Marine Fisheries Service (NMFS) on potentially affected NMFS ESA-listed species (Shortnose sturgeon and Atlantic sturgeon) and critical habitat (Atlantic sturgeon) are needed to determine a more accurate duration for how long the BAA will need to be closed, but it is likely that it may be closed for at least 36 months.

A river safety plan will be developed prior to permitting to address safe passage of any river users during construction of the new bridge and demolition of the existing bridge. The Weldon BAA is located downstream at 1090 Rockfish Lane, Weldon, NC 27890. It is approximately 7 miles driving distance from the Gaston BAA which recreational users can use during the temporary boat access point closure. The safety plan will also include outreach efforts that will be conducted to coordinate with known Gaston BAA and river users including civic and paddle groups, and businesses, to notify users when the Gaston BAA and river will be closed during construction.

Public Involvement

A newsletter was mailed to area residents and business owners in November 2021 to notify them of the project, direct them to the project website, and solicit their input. Ten comments were received expressing concern for no boating/fishing access during construction including some requests that continued access be provided. The project team conducted additional investigations to determine the possibility of keeping the Gaston BAA open for some periods during construction. However, due to safety concerns to the public, the relative low boating activity during peak times at the Gaston BAA, and the proximity to the Weldon BAA, NCDOT has decided to close the Gaston BAA while the new bridge is being constructed and the existing bridge is being demolished. Updated project information was posted to the project website in August 2023 noting the potential *de minimis* impact determination of the project on the Section 4(f) resource. No additional comments were received.

NCDOT requests that you please sign and date this letter indicating your agency agrees with FHWA's determination that Project BR-0021 will have a Section 4(f) *de minimis* impact on the Gaston Boating Access Area. Your expeditious handling of this concurrence will be appreciated. Should you have any immediate questions, please contact me at (919) 707-6442.

Sincerely,

DocuSigned by:

A4A2999A8BC64F2...

David Stutts, PE
NCDOT Structures Management Unit
Project Engineer

cc: WestRock Corporation

Enclosures: Location Map, Preferred Alternative, Gaston BAA Resource Boundary and Proposed Impacts

As the official with jurisdiction over the Gaston Boating Access Area, I concur with the determination that the proposed transportation project as described in this letter and shown on the accompanying attachments would not adversely affect the activities, features, and attributes that qualify the resources for protection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a *de minimis* finding regarding impacts to the resource, thus satisfying the requirements of Section 4(f).

Christopher N. Dawes
Name

Piedmont EcoRegion Supervisor
Title

Christopher N. Dawes
Signature

10/5/2023
Date:

Following signing and dating of this letter, please email a copy within 15 days of the date of this letter to the following contacts/addresses below:

David Stutts, PE
NCDOT Structures Management Unit
Project Engineer
dstutts@ncdot.gov

Karen Taylor, PE
Three Oaks Engineering, Inc.
Senior Transportation Planning Engineer
Karen.taylor@threeoaksengineering.com



Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges

Federal Highway Administration (FHWA)-NC Division &
North Carolina Department of Transportation (NCDOT)

STIP Project Nos. BR-0021
WBS Element 67021.1.1
Federal Aid Project No. _____

Project Description

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 410051 on NC 48 over the Roanoke River in Halifax and Northampton Counties, North Carolina (Figures 1 and 2). The project will construct a new bridge on new alignment to the east of the existing bridge and will remove the existing bridge. The existing bridge will act as an on-site detour during construction. Additional improvements include the construction of a new truck access route and traffic signal at NC 48 and Roanoke Avenue Extension to improve traffic operations.

Description of the 4(f) Resource

Bridge No. 410051 (Survey Site No. HX2158) is included in the NCDOT Historic Bridge Inventory and has been determined National Register (NR) eligible. Bridge No. 410051 was built in 1957 and is listed as an early prestressed concrete beam bridge in the NCDOT Historic Bridge Inventory Report (January 2005). NCDOT Bridge Management Unit records indicate Bridge No. 410051 is considered structurally deficient due to a superstructure condition appraisal of 4 out of 9 according to National Bridge Inventory Standards (NBIS).

Applicability of Project for Programmatic Section 4(f) Evaluation:

1. Is the bridge to be replaced or rehabilitated with Federal funds?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2. Does the project require the use of a historic bridge structure which is on or is eligible for listing on the National Register of Historic Places?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3. Is the bridge a National Historic Landmark?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
4. Has the Federal Highway Administration (FHWA) Division Administrator determined that the facts of the project match those set forth in the Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges under Alternatives, Findings, and Mitigation?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
5. Has agreement among the FHWA, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) been reached through procedures pursuant to Section 106 of the National Historic Preservation Act (NHPA)?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

If any grey shaded boxes are marked, this Programmatic Section 4(f) Evaluation cannot be used.

*The project is currently state funded; however, NCDOT will be pursuing federal-aid funding options for construction and is therefore completing the necessary federal documentation.

Alternatives Considered and Findings

NCDOT evaluated the following alternatives and found them to not be feasible and prudent:

1. Do Nothing.

Finding: The Do Nothing alternative would not correct the issues that cause the bridge to be considered structurally deficient and would eventually pose serious and unacceptable safety hazards that would result in closure of the road, which is unacceptable given the volume of traffic served by NC 48.

2. Build on New Location Without Using the Old Bridge.

Finding: The New Location Alternative is being implemented by constructing the bridge on new location to the east of the existing bridge; however, due to prohibitive, long-term costs related to maintenance of the existing bridge, NCDOT plans to demolish it. A section of the existing bridge (first span) on the south bank will be retained under NCDOT maintenance for access to the adjacent power plant complex.

3. Rehabilitation Without Affecting the Historic Integrity of the Bridge.

Finding: The bridge was constructed in 1957 and is reaching the end of its useful life. Rehabilitation would only provide a temporary solution to the structural deficiency of the bridge and would not address its design deficiencies for the current traffic it carries. If the bridge were widened to address its geometric deficiencies, it would no longer possess adequate integrity to remain NR-eligible.

Measures to Minimize Harm

The State Historic Preservation Office determined Bridge No, 410051 to be Adversely Affected by the subject project. Agreement among the NCDOT, SHPO, ACHP, and FHWA has been reached through the Section 106 process of the NHPA on measures to minimize harm. Those measures will be incorporated into the project. NCDOT determined that relocation of the bridge is not practicable due to its size and the nature of its construction and condition. As such, it was not made available for an alternative use to a responsible party that would agree to maintain and preserve the bridge. Measures to minimize harm are included in the Section 106 MOA, found in Appendix B.

Coordination

NCDOT has completed coordination for the proposed project with the SHPO, ACHP, and FHWA. Correspondence relevant to the Section 106 process and this Section 4(f) programmatic evaluation are attached.

Summary and Approval

This project meets all criteria included in the [*Programmatic Section 4\(f\) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges.*](#)

NCDOT has evaluated all required alternatives and the findings made are clearly applicable to this project. There are no feasible and prudent alternatives to the use of the historic bridge. The project includes all possible planning to minimize harm, and there are assurances that the measures to minimize harm will be incorporated in the project.

All appropriate coordination has been successfully completed.

This approval is made Pursuant to Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. 303, and Section 18(a) of the Federal-Aid Highway Act of 1968 23 U.S.C. 138.

Prepared By:  DocuSigned by: 4/1/2024
AAB04A764C6E432...
Karen B. Taylor, PE
Three Oaks Engineering, Inc.

Reviewed By:  DocuSigned by: 4/1/2024
CA084B4A0412432...
John Jamison, PWS, CPM
Unit Head, NCDOT Environmental Policy Unit

Approved By:  DocuSigned by: 4/2/2024
0268FA67088140B...
for Yolanda K. Jordan, Division Administrator
Federal Highway Administration

Attachments

Attachment A – e106 Notification of Adverse Effect
Attachment B – Section 106 MOA

Attachment A

e106 Notification of Adverse Effect



Advisory Council on Historic Preservation
Electronic Section 106 Documentation Submittal System (e106) Form
MS Word format

Send to: e106@achp.gov

Please review the instructions at www.achp.gov/e106-email-form prior to completing this form. Questions about whether to use the e106 form should be directed to the assigned ACHP staff member in the Office of Federal Agency Programs.

I. Basic information

1. Purpose of notification. Indicate whether this documentation is to:

- Notify the ACHP of a finding that an undertaking may adversely affect historic properties
- Invite the ACHP to participate in a Section 106 consultation
- Propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 C.F.R. 800.14(b)(3)
- Supply additional documentation for a case already entered into the ACHP record system
- File an executed MOA or PA with the ACHP in accordance with 800.6(b)(iv) (where the ACHP did not participate in consultation)
- Other, please describe
[Click here to enter text.](#)

2. ACHP Project Number (If the ACHP was previously notified of the undertaking and an ACHP Project Number has been provided, enter project number here and skip to Item 7 below): N/A

3. Name of federal agency (If multiple agencies, list them all and indicate whether one is the lead agency): The Federal Highway Administration (FHWA) is the lead federal agency responsible for Section 106 consultation for the proposed undertaking.

4. Name of undertaking/project (Include project/permit/application number if applicable): Replace Halifax County Bridge Number 51 (Bridge No. 51) on NC 48 (Roanoke Avenue/Gaston Road/Roanoke Rapids Road) over the Roanoke River. The undertaking is identified as North Carolina Transportation Improvement Project (TIP) BR-0021, WBS No. 67021.1.1, and PA Project Tracking No. 17-12-0060.

5. Location of undertaking (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands): The undertaking is located within the internal coastal plain of northeastern North Carolina, its southern terminus in the City of Roanoke Rapids, Halifax County and northern terminus in the Town of Gaston, Northampton County (see Attachment A). It occupies predominantly North Carolina Department of Transportation (NCDOT) right-of-way, but also extends into

adjacent, privately held lands. The undertaking will not occur on or affect known historic properties located on tribal lands.

6. Name and title of federal agency official and contact person for this undertaking, including email address and phone number:

Seth Wilcher
Preconstruction and Environment Specialist
U.S. Department of Transportation
Federal Highway Administration
Terry Sanford Federal Building
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601
919-747-7019
seth.wilcher@dot.gov

II. Information on the Undertaking

7. Describe the undertaking and nature of federal involvement (if multiple federal agencies are involved, specify involvement of each): NCDOT proposes to use federal funds to replace Halifax County Bridge Number 51. The existing bridge is considered structurally deficient and no longer responsive to maintenance and repair. The proposed undertaking will remove Bridge Number 51 and build a single structure, as well as several access improvements, on new alignment to the east of the existing bridge (see Attachment A). The existing bridge and roadway will be used as an on-site detour during construction.

8. Describe the Area of Potential Effects (APE): The Area of Potential Effects (APE) is identical for both historic architectural and archaeological resources and delineated on the attached map (see Attachment A).

9. Describe steps taken to identify historic properties: During 2018 and 2019, NCDOT architectural historians and archaeologists identified and assessed historic architectural and archaeological resources within the APE established for the undertaking. Review of existing cultural resources survey data, historic maps and other documentation, current GIS mapping, aerial photography, and tax records for Halifax and Northampton Counties, as well as on-site investigation revealed three above-ground resources of significance: the Roanoke Canal Historic District, the Roanoke Rapids Power Company Power Plant Complex, and Bridge Number 51. The historic district is listed in and the latter two resources are determined eligible for listing in the National Register of Historic Places (NRHP) (see Attachment A). The APE is unlikely to contain NRHP-eligible archaeological resources as it is greatly disturbed and altered by the bridge and road building, as well as industrial construction and activity of recent decades.

Development of the project design responded to the presence of the NRHP-listed/eligible resources, successfully eliminating or avoiding negative impacts to two of the three. At a May 2023 effects consultation, FHWA, HPO, and NCDOT agreed that

the proposed construction will impose *no effect* on the Roanoke Rapids Power Company Power Plant Complex and *no adverse effect* on the Roanoke Canal Historic District. The removal and replacement of Bridge No. 51 constitutes an *adverse effect* (see Attachment B).

10. Describe the historic property (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information): Documentation, on-site investigation, and evaluation of Halifax County Bridge Number 51 occurred as part of the state-wide Historic Bridge Inventory carried out by NCDOT in consultation with the North Carolina State Historic Preservation Office (NCHPO) in 2003-2005. The structure figures among a number of bridges subsequently recommended as eligible for listing in the NRHP, determinations with which NCHPO concurred in 2005. Its proposed NRHP boundary is limited to the superstructure and substructure of the bridge. The bridge is assigned state architectural survey site number HX2158 and is considered eligible for the NRHP as technologically significant under Criterion C as one of the earliest applications of an important new bridge-building material and construction method in a statewide context (see Attachment A).

Halifax County Bridge Number 51, built in 1957, is a twenty-two-span, 1122-foot-long, prestressed concrete, stringer/multibeam structure with concrete decks and balustrades. It carries the two-lane NC 48 over the Roanoke River and also a power canal at its south end. Beginning around 1954 the North Carolina State Highway Commission's bridge unit introduced a variety of prestressed concrete elements into several short-span structures, apparently inspired by "Design Criteria for Prestressed Concrete Bridges," published by the federal Bureau of Public Roads in that year. Bridge Number 51 afforded an opportunity to use prestressed concrete I-beams for longer spans and belongs to the first generation of such structures built in the state.

The central nine spans (over the river) of Bridge Number 51 are prestressed concrete stringers; the remaining thirteen spans are reinforced concrete tee beams. Each prestressed concrete span is composed of six identical I-beams, each 65 feet long and 45 inches deep. Likely cast in Durham at the plant of the North Carolina Concrete Products Company, each beam was tensioned before being shipped in a special trailer truck to the construction site. Additional tensioning occurred on site once the beams were positioned on two-column, post-and-beam, concrete bents. Transverse steel tie rods threaded through the beam webs were tightened, encased in cast concrete diaphragms, then tightened again. A slot in the top flange of each beam, called a shear key, served to strengthen the connection with the cast-in-place concrete deck. The bridge is finished with state-standard concrete balustrades and a plaque identifying it as "Northampton County, State Project 1379, Federal Aid, 1957." Apart from routine repairs and structural deterioration, the bridge is essentially unaltered.

The success of Halifax County Bridge No. 51 demonstrated the viability and utility of prestressed concrete I-beam stringers. The beams are stronger and lighter than those made of conventional reinforced concrete. Standardized and rapidly

manufactured in controlled factory conditions, they ensure an economy of design and functionality, as well as rapidity of construction, well suited to meet the state's transportation needs, especially its expanding Interstate system. Between 1957 and 1960, the state bridge unit designed at least one hundred structures employing the new beams, and such designs continue to be developed today. Prestressed concrete became established as a versatile and economical material for bridge building throughout the United States in the 1950s, and Halifax County Bridge No. 51 helped to prove its worth in North Carolina.

11. Describe the undertaking's effects on historic properties: FHWA in consultation with NCHPO and NCDOT determined that the undertaking will result in an *adverse effect* to Halifax County Bridge Number 51 (see Attachment B). The undertaking will replace the existing bridge in its entirety.

12. Explain how this undertaking would adversely affect historic properties (include information on any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects): The undertaking will result in an *adverse effect* to Halifax County Bridge Number 51 as it requires its complete replacement with a new structure.

To avoid or minimize harm to Halifax County Bridge Number 51 NCDOT considered several alternatives to the proposed replacement. Neither partial replacement nor rehabilitation of the existing bridge promises to extend its utility or relieve structural problems and design deficiencies. Relocation is not practicable due to its size and the nature of its construction and condition. A "no build" option clearly fails to meet the purpose and need of the undertaking, leaving in place a deteriorating structure and ultimately necessitating closure of heavily travelled NC 48. Replacing the bridge in place using an on-site detour and staged construction to either the east or west is complicated by the presence of the City of Roanoke Rapids and Town of Weldon pump stations on both sides of the bridge at the south end, as well as the length of both the existing and new structures and requires an inordinately protracted replacement time. The closest available off-site detour presents problems of distance and length, and high traffic --especially industrial truck -- volumes.

Replacing the existing bridge on a new alignment and using the existing bridge as an on-site detour during construction will eliminate inevitable safety and economic impacts and maintain the function of the roadway.

A Memorandum of Agreement (MOA) will be developed, presenting a plan for mitigating the *adverse effect* to Halifax County Bridge Number 51. At this time, the plan likely will include photo-documentation of the bridge and its surrounds prior to construction.

13. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public, including any correspondence from the SHPO and/or THPO. NCDOT and NCHPO have concurred with the lead agency's determination of effects. NCDOT, NCHPO, and FHWA will craft an MOA to address the *adverse effect*, to which they will signatory parties. Project design, specifically improvement of the signalized intersection of NC 48 and Roanoke Avenue Extension just south of the

existing bridge, has been decisively informed by NCDOT's discussions with West Rock Paper and Packaging Corporation and the Roanoke Canal Museum and Trail; both will be invited to participate in the MOA as consulting parties. The Catawba Indian Nation (THPO) has expressed no specific concerns about the undertaking. See Attachment B.

III. Additional Information

14. Please indicate the status of any consultation that has occurred to date, including whether there are any unresolved concerns or issues the ACHP should know about in deciding whether to participate in consultation. Providing a list of consulting parties, including email addresses and phone numbers if known, can facilitate the ACHP's review response. See item 13.

15. Does your agency have a website or website link where the interested public can find out about this project and/or provide comments? Please provide relevant links: The project is part of North Carolina's State Transportation Improvement Program (STIP). Information about projects included in the STIP can be accessed by the public at: <https://connect.ncdot.gov/projects/planning/pages/state-transportation-improvement-program.aspx>. Public involvement is solicited for the STIP via open-house events and consultation with various stakeholder groups. Comments on projects in the STIP can be submitted in person, online, or by mail. A website dedicated to public comment on the project may be found at: <https://www.publicinput.com/nc48-roanokeriver>.

16. Is this undertaking considered a "major" or "covered" project listed on the Federal Infrastructure Projects Permitting Dashboard? If so, please provide the link: No.

The following are attached to this form (check all that apply):

- Section 106 consultation correspondence
- Maps, photographs, drawings, and/or plans
- Additional historic property information
- Consulting party list with known contact information
- Other: Click here to enter text.

ATTACHMENT A

Project Location Map

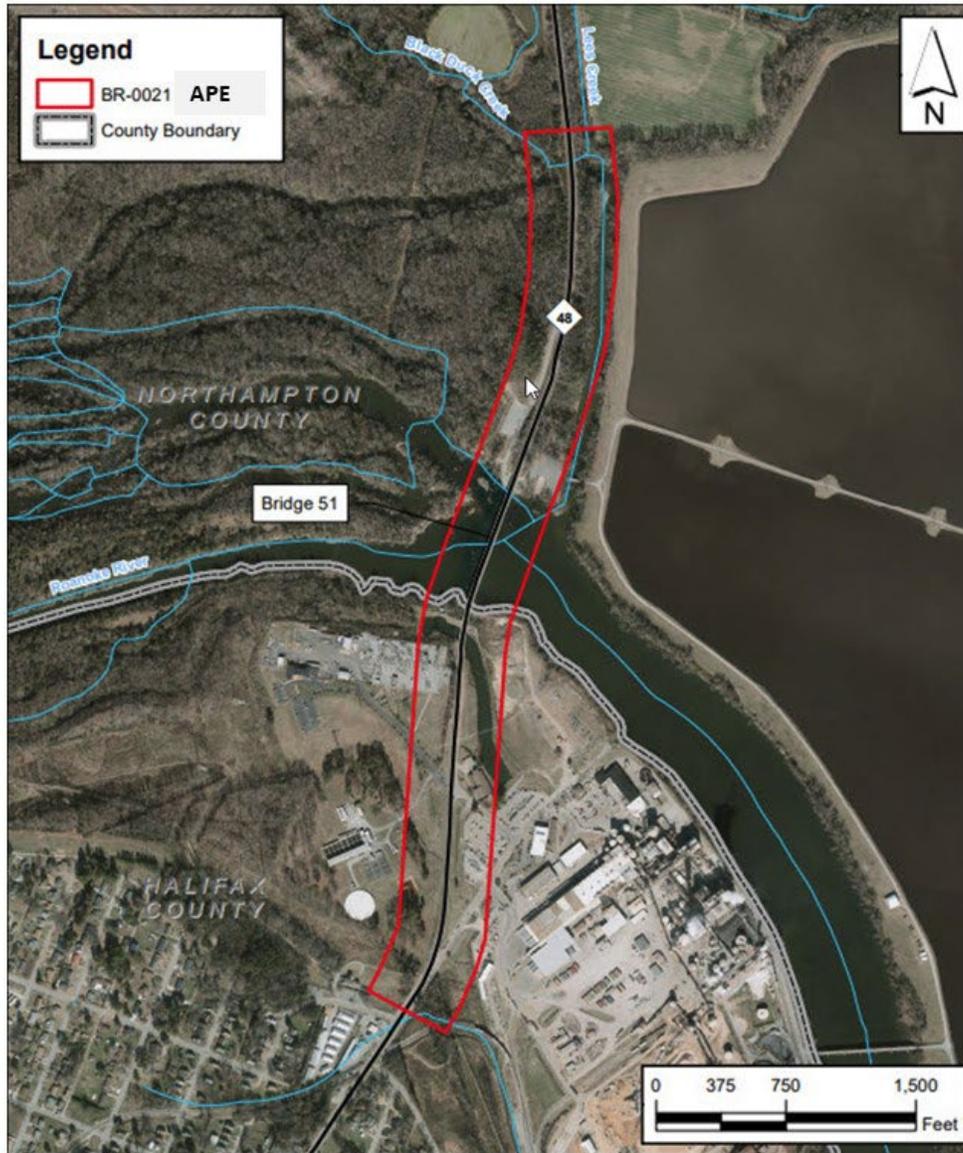
Area of Potential Effects (APE) Map

National Register-listed and -eligible Resources Map

Project Design Details

Photographs





Area of Potential Effects (APE) for Cultural Resources

BR-0021, Halifax and Northampton Counties

Established by NCDOT Environmental Analysis Unit

(Historic Architecture and Archaeology) 2018



National Register-listed (blue) and –eligible Resources

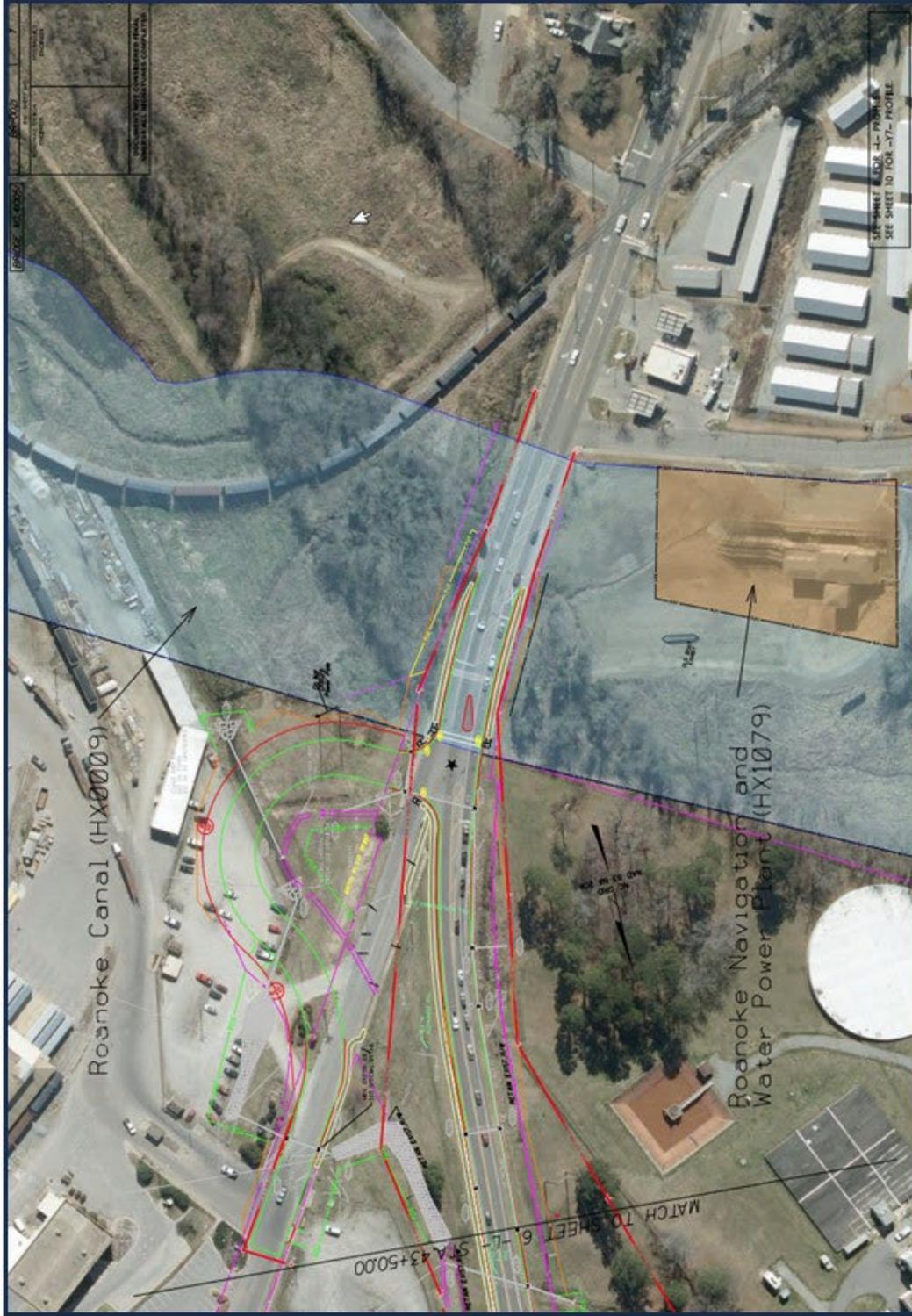
BR-0021, Halifax and Northampton Counties

Base map: HPOWeb, nts

Roanoke Canal Historic District (HX0009) – the Roanoke Navigation and Water Power Plant Company Power Plant (HX1079) is a contributing resource.

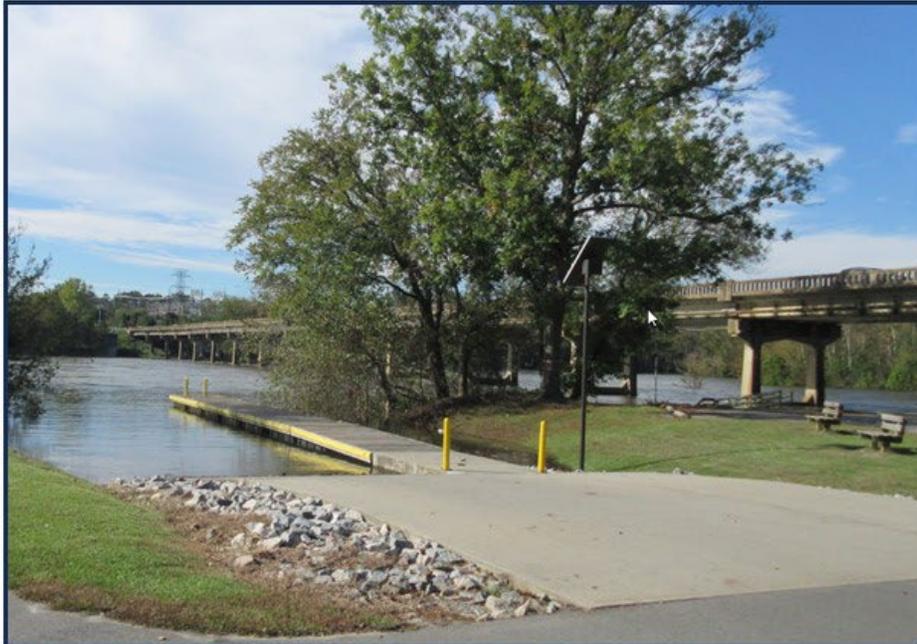
Roanoke Rapids Power Company Power Plant Complex (HX1559)

Halifax County Bridge Number 51 (HX2158)



Design Detail of Roanoke Canal Historic District Vicinity

BR-0021, Halifax and Northampton Counties

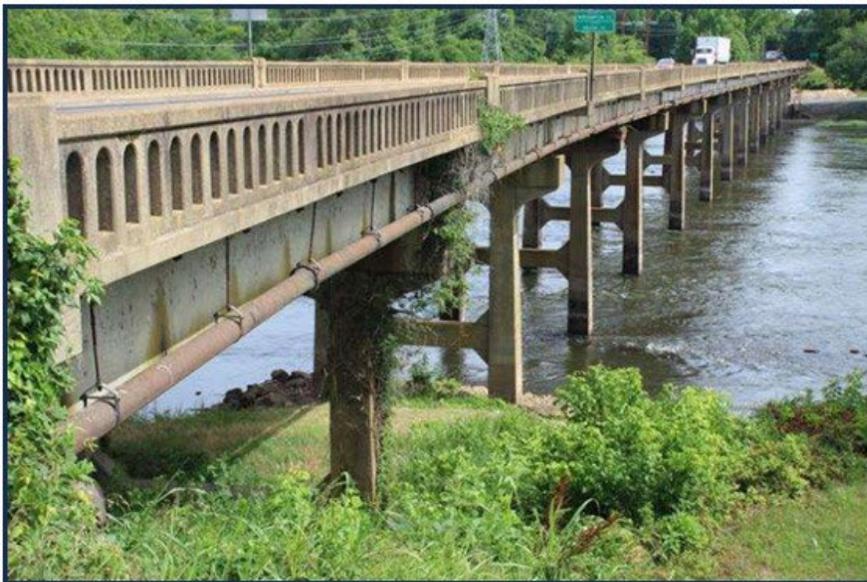


Halifax County Bridge No. 51 (HX2158). Looking SW from Northampton County (Gaston Boat Access Area) (above) and N from Halifax County (below).





Halifax County Bridge No. 51 (HX2158). Detail of typical prestressed concrete span, underside of superstructure (above) and looking N from Halifax County (below).



ATTACHMENT B

Section 106 Effects Documentation

Historic Architecture and Landscapes

Assessment of Effects Form

(enlarged images from pages 4, 6, 7, 10, and 11 appear in Attachment A)

Consulting Party List

THPO Correspondence

Project Tracking No. (Internal Use)

17-12-0060



HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS 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-0021	County:	Halifax
WBS No.:	67021.1.1	Document Type:	Federal CE
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE
Project Description: Replace Bridge No. 51 on NC 48 over the Roanoke River (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 18 January 2018 and yielded one NR, one DE, three SS, and no SL or LD properties in the Area of Potential Effects (APE). Halifax and Northampton Counties current GIS mapping, aerial photography, and tax information indicated a partly developed APE with industrial and transportation resources dating from the 1810s to the 1990s (viewed 18 January 2018). The APE intersects the northern end of the National Register (NR)-listed Roanoke Canal Historic District (HX0009). The previously surveyed Roanoke Navigation and Water Power Company Power Plant (HX1079), the Roanoke Rapids Paper Company (HX1082), and the Roanoke Rapids (Virginia Electric) Power Company Power Plant Complex (HX1559) are also located partly within the APE. Constructed in 1957, Bridge No. 51 (HX2158) is included in the NCDOT Historic Bridge Inventory and has been determined eligible for NR listing. Two North Carolina highway historical markers stand in the APE identifying the "Roanoke Canal" (E-34) and the "First Kraft Pulp in United States" (E-81). The APE equates with the study area provided in the review request (see attached). The comprehensive county architectural survey (1986-1988) and related publication (Henry Taves, et al., *The Historic Architecture of Halifax County, North Carolina* (Halifax, NC: Halifax County Historical Association, 2010)), as well as later studies record no resources in the APE apart from those mentioned above. County GIS/tax materials and other visuals, like Google Maps "Streetview," clearly illustrate the relative placement of the National Register-listed and other resources and the proposed work, which indicated the need for field investigation and, specifically, NR eligibility assessment of the three, previously recorded, but unevaluated properties. The project is reviewed under both GS 121-12(a) and Section 106.

NCDOT engaged AECOM Technical Services of North Carolina, Inc. to prepare eligibility evaluations for the three properties noted above and also revisit the eligibility of the NR-listed district; findings and eligibility recommendations are presented in a May 2019 report on file at NCDOT—Historic Architecture and NCHPO. The study finds that the Roanoke Navigation and Water Power Company Power Plant (HX1079) and the Roanoke Rapids Power Company Power Plant Complex (HX1559) meet NR eligibility requirements, and the Roanoke Rapids Paper Company (HX1082) does not; the Roanoke Canal Historic District (HX0009) continues to

warrant its NR listing (see attached). NCHPO agreed with the findings in September 2019 (see attached correspondence). An effects consultation with HPO and FHWA is required under Section 106 to determine how the proposed project may or may not affect the NR-eligible and -listed resources. NCHPO has clarified the boundary of the Roanoke Canal Historic District to include the Roanoke Navigation and Water Power Company Power Plant as a contributing resource, as specified in the original 1976 NR nomination and recommended in the 2019 NCDOT report. Thus, the effects consultation (April 27, 2023) considered three resources: the historic district, the Roanoke Rapids Power Company complex, and Bridge No. 51.

ASSESSMENT OF EFFECTS

Property Name:	Roanoke Canal Historic District	Status:	NR
Survey Site No.:	HX0009	PIN:	Multiple
Effects			
<input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<p><u>Explanation of Effects Determination:</u> Design has been adjusted to place the proposed new roadway into the West Rock paper mill outside the district boundary. The trail crossing of NC 48 (Gaston Road) will be shifted slightly to the north, its thermoplastic surface (faux brick) will be replaced in kind, and its new pedestrian signal will be similar to that currently in place. Existing signal poles, cabinet, and guys in the district will remain in place. Existing sidewalk on both sides of NC 48 (Gaston Road) will be replaced in kind. No new drainage structures will be introduced, and a PUE on the east side of NC 48 (Gaston Road) will not compromise any historic elements of the district.</p>			
<p><u>List of Environmental Commitments:</u> No adverse effect finding is contingent on execution of design elements detailed above. No materials, vehicles, or other equipment to be stored or staged within the district boundary.</p>			

ASSESSMENT OF EFFECTS

Property Name:	Roanoke Rapids Power Company Power Plant Complex	Status:	DE
Survey Site No.:	HX1559	PIN:	0900082
Effects			
<input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<p><u>Explanation of Effects Determination:</u> Proposed construction activities will not negatively impact any component of the resource. No new utility poles will be introduced. Retention of section of nearby existing bridge will facilitate access to site (see assessment for Bridge No. 51 below).</p>			
<p><u>List of Environmental Commitments:</u> None.</p>			

ASSESSMENT OF EFFECTS

Property Name:	Bridge No. 51	Status:	DE
Survey Site No.:	HX2158	PIN:	-
Effects			
No Effect No Adverse Effect X Adverse Effect			
Explanation of Effects Determination: Existing bridge will be removed and replaced at a new location to the east.			
List of Environmental Commitments: Section of existing bridge (first span) on south bank will be retained under NCDOT maintenance for access to adjacent power plant complex. A road closure barrier will be constructed at its northern end for which a decorative surface treatment, ideally reflective of the historic bridge, will be developed and applied. NCDOT-Historic Architecture will prepare adverse effects documentation to be filed with the Advisory Council on Historic Preservation as per Section 106. NCDOT-Historic Architecture, in consultation with NCDOT-Highway Division 4, NCHPO, FHWA, and others will develop a Memorandum of Agreement presenting a mitigation plan to include the barrier treatment noted above and photodocumentation of the existing bridge. FHWA intends to apply its <i>Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges</i> .			

FHWA Intends to use the State Historic Preservation Office's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f): **Roanoke Canal Historic District (HX0009).**

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

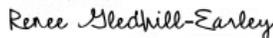


NCDOT Architectural Historian

12 May 2023

Date

DocuSigned by:

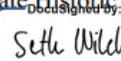


5/15/2023

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State Historic Preservation Office Representative

Date



5/15/2023

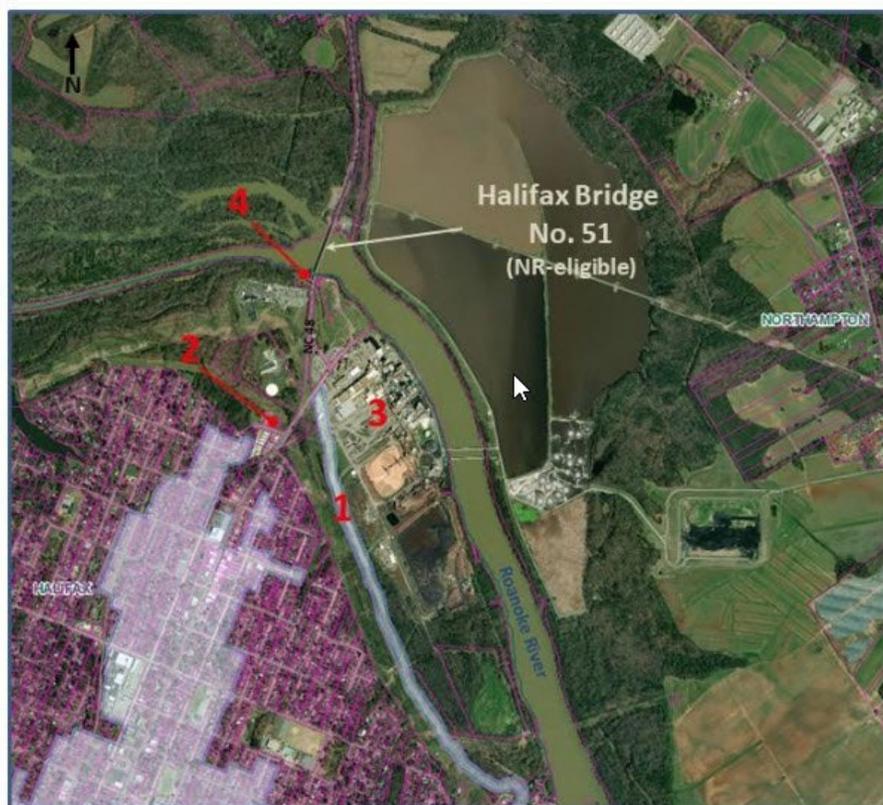
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Federal Agency Representative

Date

BR-0021, Halifax County
WBS No. 67021.1.1
PA Tracking No. 17-12-0060

Historic Architecture and Landscapes EFFECTS ASSESSMENT form for Minor Transportation Projects as Qualified in the 2020 Programmatic Agreement.



BR-0021 Bridge No. 51 Replacement Halifax and Northampton Counties

Evaluated Resources

1. **Roanoke Canal Historic District (HX0009)**. 15 Jackson Street Extension.
Parcel No.: multiple. NR-listed (see attached boundary correction).
2. **Roanoke Navigation and Water Power Plant Company Power Plant (HX1079)**. 15 Jackson Street Extension. Parcel No. 0909341. NR-eligible and a contributing resource in the Roanoke Canal Historic District.
3. Roanoke Rapids Paper Company (HX1082). Roanoke Avenue.
Parcel No.: 0900081. Not NR-eligible.
4. **Roanoke Rapids Power Company Power Plant Complex (HX1559)**. Highway 48.
Parcel No.: 0900082. NR-eligible.

NCDOT – Historic Architecture
August 2018/September 2019
Tracking No. 17-12-0060



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Governor Roy Cooper
Secretary Susi H. Hamilton

Warmona M. Bartos, Administrator

Office of Archives and History
Deputy Secretary Kevin Cherry

September 5, 2019

MEMORANDUM

TO: Vanessa Patrick
Human Environment Unit
NC Department of Transportation

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, BR-0021, Replace Bridge 51 on NC 48 over Roanoke River, PA 17-12-0060, Halifax County, ER 19-2432

Thank you for your July 31, 2019, memorandum transmitting the above-referenced report. We have reviewed the report and concur that the following properties are eligible for listing in the National Register of Historic Places.

- Roanoke Navigation and Water-Power Company Plant (HX1079) under Criteria A and C
- Roanoke Rapids Power Company Power Plant Complex (HX1559) under Criteria A, C and D

We concur that the Roanoke Canal Historic District (HX0009), which is listed in the National Register, remains eligible under C for Commerce, Engineering and Transportation.

We also agree that the Roanoke Rapids Paper Company (HX1082) is not eligible for listing for the reasons outlined in the report.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, mfurr@ncdot.gov

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Memorandum

To: Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina State Historic Preservation Office

From: Vanessa E. Patrick
Architectural Historian
NCDOT - Historic Architecture

Date: September 17, 2019

Subject: *Historic Structures Survey Report, Replace Bridge No. 51 on NC 48 over Roanoke River, Halifax County. TIP No. BR-0021. PA No. 17-12-0060. ER 19-2432.*

Thank you for your recent comments on the above report. We are pleased that you concur with our recommendation that the Roanoke Navigation and Water Power Company Power Plant (HX1079) and the Roanoke Rapids Power Company Power Plant Complex (HX1559) are eligible for listing in the National Register of Historic Places. We also agree that the Roanoke Rapids Paper Company (HX1082) is not eligible and the Roanoke Canal Historic District (HX0009) continues to warrant its listing in the National Register. Andy Edmonds has corrected the boundary of the district in HPOWeb to more accurately reflect the original nomination, specifically the inclusion of the Roanoke Navigation and Water Power Company Power Plant (HX1079) as a contributing resource.

The eligible and listed properties noted above, as well as the previously determined-eligible Bridge No. 51, will be the subjects of discussion at an upcoming effects consultation when work on the project resumes and its design is sufficiently advanced.

As always, your help is greatly appreciated. Should questions arise, please contact me at vepatrick@ncdot.gov or 919-707-6082.

V.E.P.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
HUMAN ENVIRONMENT SECTION
MSC 1598
RALEIGH, NC 27699-1598

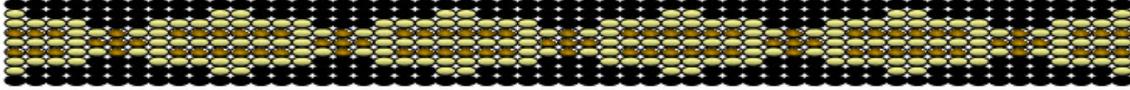
Telephone: (919)-707-6000
Fax: (919)-212-5785
Customer Service: 1-877-368-4968
Website: www.ncdot.gov

Location:
1020 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

Consulting Party List

West Rock Paper and Packaging Corporation
Roanoke Rapids Kraft Paper Mill
100 Gaston Road
Roanoke Rapids, North Carolina 27870
252-533-6000

Roanoke Canal Museum and Trail
15 Jackson Street Extension
Roanoke Rapids, North Carolina 27870
252-537-2769



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

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

March 30, 2021

Attention: David Stutts
NC Department of Transportation
1581 Mail Service Center
Raleigh, NC 27699

Re. THPO #	TCNS #	Project Description
2020-193-63		Replacement of Bridge No. 51 on NC 48 over the Roanoke River in Halifax and Northampton Counties as project BR-0021

Dear Mr. Stutts,

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

Attachment B

Section 106 MOA

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,
AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
REGARDING
TIP NO. BR-0021
REPLACEMENT OF BRIDGE NUMBER 51
ON NC 48 (Roanoke Avenue/Gaston Road/Roanoke Rapids Road)
OVER THE ROANOKE RIVER
ROANOKE RAPIDS, HALIFAX COUNTY AND
GASTON, NORTHAMPTON COUNTY, NORTH CAROLINA

WHEREAS, the Federal Highway Administration (FHWA) proposes to fund the replacement of Halifax County Bridge Number 51 over the Roanoke River in Halifax and Northampton Counties (hereafter, the Undertaking) through the Federal Highway Bridge Replacement and Rehabilitation Program; and

WHEREAS, the FHWA has been designated the lead federal agency for this Undertaking with regard to compliance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

WHEREAS, the FHWA has consulted with the North Carolina State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

WHEREAS, the FHWA has determined that the Undertaking will have an adverse effect upon Halifax County Bridge Number 51, a property determined eligible for listing in the National Register of Historic Places (NRHP); and

WHEREAS, the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect and the ACHP has chosen not to participate in the consultation; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has participated in the consultation and has been invited by the FHWA and SHPO to be a Signatory to this Memorandum of Agreement (MOA); and

WHEREAS, the Catawba Indian Nation, Tribal Historic Preservation Office (THPO) has been consulted regarding this Undertaking and invited to sign this MOA as a Concurring Party; and

WHEREAS, the following parties were granted consulting party status by FHWA, have been consulted regarding this Undertaking, and invited to sign this MOA as Concurring Parties: West Rock Paper and Packaging Corporation and City of Roanoke Rapids (Parks and Recreation Department).

NOW, THEREFORE, the FHWA, SHPO, and NCDOT agree that the Undertaking will be implemented in accordance with the following stipulations to take into account the effects of the Undertaking on Halifax County Bridge Number 51.

STIPULATIONS

The FHWA will ensure that the following measures are made part of any approval or funding issued to the NCDOT for the Undertaking to fulfill the FHWA's responsibilities under 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108).

- I. Halifax County Bridge Number 51.
 - A. *Photodocumentation*. Prior to the initiation of construction, the NCDOT will record the existing condition of Halifax County Bridge Number 51 in accordance with the attached Historic Structures and Landscape Recordation Plan (Appendix A). Copies of the documentation will be deposited in the files of the North Carolina State Historic Preservation Office (NCHPO) and the NCDOT Environmental Analysis Unit. NCDOT will afford NCHPO an opportunity to review and comment on the recordation, and if no comments are received within thirty (30) days of confirmed receipt, NCDOT can assume that NCHPO does not require additional documentation.
 - B. *Project Design*. In addition to the replacement of Halifax County Bridge No. 51, the Undertaking includes several improvements south of the Roanoke River. NCDOT has adjusted the project design to avoid imposing adverse effects on two nearby historic architectural resources (Appendix B).
 - A new roadway from NC 48 into the West Rock paper mill will be contained entirely within the mill property, outside the National Register boundary of the adjacent Roanoke Canal

Historic District. The existing pedestrian crossing of NC 48 associated with the Roanoke Canal trail will be relocated to the north and incorporated into the signalized intersection of NC 48 and the new paper mill roadway. Its thermoplastic surface (faux brick), signage, and safety markings will be duplicated in kind. Existing signal poles, cabinet, and guys in the historic district will remain in place, and no new drainage structures will be introduced.

- Approximately 160 feet of existing sidewalks along both sides of NC 48 will be replaced in kind and extended to the vicinity of the Roanoke Rapids Power Company Power Plant (National Register-eligible).
- A section of Halifax County Bridge Number 51 will be retained under NCDOT maintenance to facilitate access to the power plant complex. A road closure barrier will be constructed at its northern end for which a surface treatment reflective of the historic bridge will be developed.
- During project construction the existing bridge will act as an on-site detour and temporary, signalized pedestrian crosswalks will be installed on NC 48. No materials, vehicles, or other equipment will be stored or staged within the boundary of the Roanoke Canal Historic District preparatory to or during construction.

II. Unanticipated Discovery.

In accordance with 36 CFR 800.13(b), if the NCDOT identifies additional cultural resources during construction all work will be halted within the limits of the resource(s) and the FHWA will be contacted. The FHWA will initiate the appropriate agency and/or Tribal coordination required for a determination of eligibility or recovery effort. If after consultation between the Signatories additional mitigation is determined necessary, the NCDOT, in consultation with the other Signatories, will develop and implement appropriate protection/mitigation measures for the resource(s). Inadvertent or accidental discovery of human remains will be handled in accordance with North Carolina General Statutes 65 and 70. If human remains are associated with Native American occupation, NCDOT and the FHWA will consult with the appropriate tribe prior to the development and execution of a treatment plan.

III. Dispute Resolution.

Should any of the Signatories object within thirty (30) days to any plans or documentation provided for review pursuant to this MOA, the FHWA will consult with the objecting party(ies) to resolve the objection. If the FHWA or the objecting party(ies) determines that the objection cannot be resolved, the FHWA will forward all documentation relevant to the dispute to the ACHP. Within thirty (30) days after receipt of all pertinent documentation, the ACHP will either:

- provide the FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute, or
- notify the FHWA that it will comment pursuant to 36 CFR 800.7(c) and proceed to comment. The FHWA will take into account any ACHP comment provided in response to such a request in accordance with 36 CFR 800.7(c)(4) with reference to the subject of the dispute.

Any recommendation or comment provided by the ACHP will be understood to pertain only to the subject of the dispute; the FHWA's and NCDOT's responsibility to carry out all of the actions under this agreement that are not the subject of the dispute will remain unchanged.

IV. Amendments.

Should any of the Signatories to this MOA believe that its terms cannot be carried out or that an amendment to the terms must be made, that (those) party(ies) will immediately consult with the other party(ies) to develop amendments in accordance with 36 CFR 800.6(c)(7). This MOA may be amended when such an amendment is agreed to in writing by all Signatories. The amendment will be effective on the date a copy, signed by all of the Signatories, is filed with the ACHP. If an amendment cannot be agreed upon, the dispute resolution process set forth in Stipulation III will be followed.

V. Termination.

Any of the Signatories may terminate the MOA by providing thirty (30) days written notice to the other parties, provided that the Signatories will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. Termination of this MOA will require compliance with 36 CFR 800. This MOA may be terminated by the execution of a subsequent MOA that explicitly terminates or supersedes its terms.

VI. Duration.

Unless terminated pursuant to Stipulation V, this MOA will be in effect until the FHWA, in consultation with the other Signatories, determines that all of its terms have been fulfilled satisfactorily or if NCDOT is unable or decides not to construct the Undertaking. However, if the terms of the MOA are not carried out within five (5) years from the date of its execution, the MOA will expire. Prior to such time, the FHWA may consult with the other Signatories to reconsider the terms of the Agreement and amend it in accordance with Stipulation IV above.

Execution of this Memorandum of Agreement by the FHWA, SHPO, and NCDOT, its subsequent filing with the ACHP, and implementation of its terms evidence that the FHWA has afforded the ACHP an opportunity to comment on the Undertaking and that the FHWA has taken into account the effects of the Undertaking on Halifax County Bridge Number 51.

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,
AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
REGARDING
TIP NO. BR-0021
REPLACEMENT OF BRIDGE NUMBER 51
ON NC 48 (Roanoke Avenue/Gaston Road/ Roanoke Rapids Road)
OVER THE ROANOKE RIVER
ROANOKE RAPIDS, HALIFAX COUNTY AND GASTON,
NORTHAMPTON COUNTY, NORTH CAROLINA**

SIGNATORY:

Federal Highway Administration



2/27/2024

for Yolonda Jordan
North Carolina Division Administrator
Federal Highway Administration

Date

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,
AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
REGARDING
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OVER THE ROANOKE RIVER
ROANOKE RAPIDS, HALIFAX COUNTY AND GASTON,
NORTHAMPTON COUNTY, NORTH CAROLINA**

SIGNATORY:

North Carolina State Historic Preservation Officer



2/29/2024

Darin J. Waters, Ph.D.

Date

North Carolina State Historic Preservation Officer

North Carolina Department of Cultural Resources

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,
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ROANOKE RAPIDS, HALIFAX COUNTY AND GASTON,
NORTHAMPTON COUNTY, NORTH CAROLINA**

SIGNATORY:

North Carolina Department of Transportation

<small>DocuSigned by:</small> <i>Jamie Lancaster</i>	03/01/2024
<hr/>	
<small>50495DB2666A456</small> Jamie J. Lancaster, P.E.	Date
Environmental Analysis Unit Head	
North Carolina Department of Transportation	

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,
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ROANOKE RAPIDS, HALIFAX COUNTY AND GASTON,
NORTHAMPTON COUNTY, NORTH CAROLINA**

**CONCURRING PARTY:
Catawba Indian Nation**

Wenonah G. Haire
Tribal Historic Preservation Officer
Catawba Indian Nation Tribal Historic Preservation Office

Date

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,
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ROANOKE RAPIDS, HALIFAX COUNTY AND GASTON,
NORTHAMPTON COUNTY, NORTH CAROLINA**

**CONCURRING PARTY:
West Rock Paper and Packaging Corporation**

Stanley Clayton [or Benjamin White]
West Rock Paper and Packaging Corporation
Roanoke Rapids Kraft Paper Mill
Roanoke Rapids, North Carolina

Date

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,
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ROANOKE RAPIDS, HALIFAX COUNTY AND GASTON,
NORTHAMPTON COUNTY, NORTH CAROLINA**

**CONCURRING PARTY:
City of Roanoke Rapids Parks and Recreation Department**

John Simeon, Director
Department of Parks and Recreation
City of Roanoke Rapids, North Carolina

Date

APPENDIX A

**Historic Structures and Landscape Recordation Plan
Replacement of Halifax County Bridge Number 51
On NC 48 (Roanoke Avenue/Gaston Road/Roanoke Rapids Road)
Over the Roanoke River
Roanoke Rapids, Halifax County and Gaston, Northampton County
North Carolina
TIP Project BR-0021**

PHOTOGRAPHIC REQUIREMENTS

- ❑ Overall views of Halifax County Bridge Number 51 and its surroundings.
- ❑ Images showing the details of the superstructures and substructures of Halifax County Bridge No. 51.

PHOTOGRAPHIC FORMAT

- ❑ Color digital images (all views) to be shot with a SLR digital camera with a minimum resolution of 6 megabyte pixels at a high quality (preferably RAW) setting. Images to be saved in TIF format as the archival masters and labeled according to the North Carolina State Historic Preservation Office (NCHPO) standards.
- ❑ File names for each image should follow the format:
SS#_ResourceName_DateofPhoto_InitialsofPhotog-FrameNo.tif.
- ❑ Printed inventory (photolog) of the images should be provided as a table with the file name and description for each image, including subject, location, date, and photographer information for each image.
- ❑ Contact sheets should be printed on premium quality, bright-white paper (24 lb.) or photo paper with a maximum of nine images per sheet. The back of the contact sheet should have the following information written in archival black ink:
NCDOT TIP #
NCHPO ER #
NCDOT Photorecordation for MOA
Survey Site Number and Name of Property
Road Name
Vicinity or Town
County
Photographer's Name and Date of Photography
- ❑ A labeled map with a key to the shots and photographs should be included in the documentation.
- ❑ The individual images, photolog, and map should be saved electronically on a compact disc, labeled like the contact sheets.

COPIES AND CURATION

- One (1) set each of all above mentioned photographic documentation, including a compact disc of labeled images, will be deposited with the North Carolina Division of Archives and History/State Historic Preservation Office to be made a permanent part of the statewide survey and iconographic collection.
- One (1) set of contact sheets will be deposited in the files of the Environmental Analysis Unit of NCDOT.

APPENDIX B

PROJECT DESIGN MAPS OCTOBER 2023

**Replacement of Halifax County Bridge Number 51
On NC 48 (Roanoke Avenue/Gaston Road/Roanoke Rapids Road)
Over the Roanoke River
Roanoke Rapids, Halifax County and Gaston, Northampton County
North Carolina
TIP Project BR-0021**

