

Combined Merger Concurrence Points 2A & 3

Replacement of Bridge No. 002 over Pembroke Creek

Chowan County

SPOT ID BR-0183

North Carolina Department of Transportation

Division 1



BRIDGING DECISIONS AND ALIGNMENT REVIEW

Replacement of Bridge No. 002 over Pembroke Creek
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SPOT ID BR-0183

North Carolina Department of Transportation
Division 1



MERGER CONCURRENCE POINT NUMBER 2A

January 21, 2026 10:00am

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1. Introduction

Lead federal agency: U.S. Army Corps of Engineers (USACE). This project is state funded. Primary points of contact for the subject project are:

Agency	Name
U.S. Army Corps of Engineers (USACE) – Lead Agency	Kyle Barnes
NCDOT Division 1 Project Manager	Ryan Shook
Benesch	Laura Fisher

The purpose of this Merger Team meeting is to discuss and achieve concurrence on the proposed major hydraulic crossings on the project and the proposed alignment.

1.1 Project Description

BR-0183 proposes to replace Bridge No. 002 over Pembroke Creek on US 17 Bus. (W. Queen Street) located in Edenton, Chowan County, NC. The existing structure is a two-way two-lane 316-foot steel beam bridge supported on concrete bents on timber piles with 3-foot wide raised curbs on both sides of the bridge. It is located south of US 17, west of Edenton's historic district. US 17 Bus. is a two-way two-lane rural minor arterial with a posted speed limit of 45 MPH. The existing approach roadway width is 25 feet, including shoulders. The replacement structure is a proposed two-way, two-lane bridge with a 10-foot multi-use path (MUP) on the south side of the bridge and a posted speed limit of 35 MPH. There is heavy support from local officials for the inclusion of the 10-foot multi-use path because US 17 Bus. (W. Queen Street) is the route for North Carolina Bicycle Route 3 – Ports of Call as well as the national East Coast Greenway. The MUP would also provide a connection between downtown Edenton and a proposed greenway along the west bank of Pembroke Creek.

There are currently two alternatives proposed for the replacement of the existing structure:

- Alternative 1—replace in place with a 8.28 mile (10 minute) off-site detour via US 17, Virginia Rd, N Broad St, and W Queen St and
- Alternative 2—staged construction which involves shifting the traffic through two separate stages to construct the new bridge, while maintaining traffic with lane closures along the existing W. Queen Street bridge. The final structure will widen 4 feet to the north to accommodate the proposed 12-foot lanes and 10-foot multi-use path.

The project location is shown in **Figure 1**, located in **Appendix A**. The project is state funded.

1.2 Project History and Merger Plan

This project is a part of Division 1's SPOT, is not referenced in any local plans, and is not in the current NCDOT STIP. Right-of-way acquisition and construction are scheduled to begin in 2027 and 2028, respectively. The current costs for the project as estimated in the current SPOT are shown in **Table 1**. The proposed project schedule is included in **Table 2** and is based on the Merger Plan. The schedule and cost estimates shown are subject to change.

Table 1: SPOT ID BR-0183 Cost Estimate

	Replace in Place	Staged Construction
Prior Years Cost	n/a	n/a
Right of Way	\$300,000	\$300,000
Utilities	\$300,000	\$300,000
Construction Total	\$10,100,000	\$11,500,000
Total	\$10,700,000	\$12,100,000

Table 2: Draft BR-0183 Project Schedule*

Milestone	Format	Anticipated Date
Concurrence Point 1 & 2	In person with call in option	March 19, 2025 (Completed)
Concurrence Point 2A & 3	In person with call in option	January 21, 2026
Concurrence Point 4A, 4B, 4C	In person with call in option	TBD
Categorical Exclusion	Electronic Distribution	TBD
Begin ROW Acquisition		April 2027
Begin Construction		March 2028

*Tentative, subject to change.

1.3 Past Merger Meetings Summary

CP1 & CP2: The Combined Merger Meeting for CP1 & CP2 was held on March 19, 2025. During the meeting, the Purpose and Need for the project was created and the Project Study Area was defined. Moreover, several key updates and clarifications were made. The moratorium date range for the Albemarle Sound River Herring Management Area was confirmed to be February 15 to June 30 by the NC Division of Marine Fisheries, and the presence of extensive wetlands in the project area was emphasized. Pembroke Creek Park and Pembroke Creek Paddle Trail were both confirmed as Section 4(f)resources¹. The construction timeframe and emergency response times were discussed by the merger team as being potential issues with an off-site detour, with a recommendation to consult EMS for accurate data. Chowan County EMS was contacted prior to the merger process on February 20, 2024 and June 6, 2024 and no response was received.

It was agreed that the purpose and need statement should include a deficiency rating, where the year of the structural deficiency rating is specifically noted due to annually changing scores. Following the CP1/CP2 meeting, a new purpose and need statement was derived and subsequently accepted by the merger team; *The replacement of Bridge No. 002 over Pembroke Creek is needed due to the structural deficiency of the existing bridge. As of 12/13/2022, the existing bridge has a superstructure rating of 4*

¹ while the project is state funded with USACE as lead federal agency, NCDOT is including FHWA requirements in the event the project becomes federally funded.

out of a possible 9, a substructure rating of 4 out of a possible 9, and a sufficiency rating of 61 out of a possible 100. Replacing the bridge will bring the facility to current design standards and ensure a safe and sustainable travel route. An additional need is for dedicated bicycle and pedestrian accommodation along the bridge. The inclusion of a multiuse path on the replacement bridge will improve safety for bicycles and pedestrians, including users of the East Coast Greenway.

No new critical findings were identified, and only new ones will be tracked moving forward. Utility impacts were discussed, including potential relocation effects on wetlands and the removal of water and sewer lines from the bridge. Preliminary cost estimates showed the staged alternative to be approximately 15% more expensive. Updates to CP1 and CP2 signature forms were required, and both signature forms and packets were updated to be circulated for review. All parties involved in the Combined Merger Meeting for CP1 & CP2 concurred. The merger team members suggested continued coordination with the Coast Guard and the NOAA Division of Fisheries. Following the CP1/CP2 meeting, NOAA reported that due to current staffing shortages, they would be unable to participate in the merger process or review merger related documentation for this project.

2. Water Resources

Jurisdictional streams and wetlands are located in the study area and are shown in the August 2024 Natural Resource Technical Report figures (**Appendix A**). One stream, Pembroke Creek, was identified within the study area. Pembroke Creek is considered a jurisdictional surface water under Section 404 of the Clean Water Act and has been designated as a warm water stream for the purposes of mitigation. No open waters or non-stream surface waters (e.g., tributaries) were identified within the study area.

Table 3: Characteristics of Jurisdictional Streams in the Study Area

Stream Name	Map ID	NCDWR Index Number	Best Usage Classification	Bank Height (ft.)	Bankfull width (ft.)	Depth (ft.)	Classification
Pembroke Creek	Pembroke Creek	26-1-1	B;NSW	4-6	350-375	10-20	Tidal

NC Division of Marine Fisheries (DMF) has identified Pembroke Creek as anadromous fish spawning waters and anadromous fish habitat. Pembroke Creek falls under the Albemarle Sound River Herring Management Area. Therefore, a mandatory in water work moratorium is required from February 15 to June 30.

Pembroke Creek is designated by the USACE as a Navigable Water under Section 10 of the Rivers and Harbors Act. There are no designated Outstanding Resource Waters (ORW), High-Quality Waters (HQW), or Water Supply I or II Watersheds (WS-I or WS-II) within the PSA or within 1.0 mile downstream of the study area. The North Carolina 2022 Final 303(d) list of impaired waters identifies no streams within, or within 1.0 mile downstream, of the study area as impaired.

Seven jurisdictional wetlands were identified within the study area. The locations of these wetlands are shown in **Appendix A**. All wetlands in the study area are located within the Pasquotank River Basin (USGS Hydrologic Unit 03020302). Wetland information is found in **Table 4**.

Table 4: Characteristics of Jurisdictional Wetlands in the Study Area

Map ID	NCWAM Classification	Forested	NCWAM Rating ¹	Hydrologic Classification	404/401, CAMA	Area (ac.)
WA	Estuarine Woody Wetland	Yes	*	Riverine	404/401	2.58
WB	Tidal Freshwater Marsh	No	Low	Riverine	404/401	0.04
WC	Tidal Freshwater Marsh	No	*	Riverine	404/401	0.07
WD	Tidal Freshwater Marsh	No	*	Riverine	404/401	0.03
WE	Tidal Freshwater Marsh	No	*	Riverine	404/401	0.02
WF	Tidal Freshwater Marsh	No	*	Riverine	404/401	0.02
WG	Salt/Brackish Marsh	No	*	Riverine/Tidal	CAMA/404/401	0.28
						Total 3.04

¹ – NCWAM forms were not completed for wetlands possessing qualities conducive to them receiving moderate or higher mitigation ratios and/or functional rating values. These features are represented by an asterisk (*).

Chowan County is under the jurisdiction of the Coastal Area Management Act (CAMA). There are CAMA Areas of Environmental Concern (AEC) present within the study area, including one claimed CAMA wetland (**Table 4**, Map ID: WG).

3. Analysis of Alternatives

Total impacts by build alternative for streams and wetlands and potentially competing resources are shown in **Table 5**. Per NCDOT merger guidance, impacts in CP2A were calculated using Slope Stakes +40' buffer.

Table 5: Detailed Study Alternatives and Impacts

Resource	Alternative 1 (Replace in Place)	Alternative 2 (Staged Construction)
Schools	0	0
Existing and Proposed Greenway Crossings	3 (Pembroke Creek Paddle Trail; NC Bicycle Route 3 – Ports of Call; East Coast Greenway)	3 (Pembroke Creek Paddle Trail; NC Bicycle Route 3 – Ports of Call; East Coast Greenway)
Places of Worship	0	0
Major Utility Crossings	3 – Sanitary Sewer, Water, OH Power	3 – Sanitary Sewer, Water, OH Power
FEMA Floodway Width	1,473.99 ft	1,476.51 ft
Streams (Linear Feet)	395.1	403.9
Stream Crossings (Number)	1 (Pembroke Creek)	1 (Pembroke Creek)
CAMA Wetlands (ac)	0.28	0.28
404/401 Wetlands (ac)	0.72	0.80
Stream Mitigation Sites	0	0
Anadromous fish spawning waters	Pembroke Creek	Pembroke Creek

Resource	Alternative 1 (Replace in Place)	Alternative 2 (Staged Construction)
Anadromous fish habitat	Pembroke Creek	Pembroke Creek
Albemarle Sound River Herring Management Area	Pembroke Creek (Feb 15 – June 30 in water work moratorium)	Pembroke Creek (Feb 15 – June 30 in water work moratorium)
Navigable Waters	Pembroke Creek	Pembroke Creek
Outstanding Resources Waters (ORW)	0	0
High Quality Waters	0	0
Waters Supply I or II Watersheds	0	0
303(d) Waters	0	0
Prime Farmlands / Farmlands of Statewide Importance (Acres)	8.5 ****	8.5 ****
Estimated Residential Structures Impacted	0	0
Estimated Business Structures Impacted	0	0
Hazardous Materials Sites	0	0
Potential Low Income Population Impacts	No	No
Potential Minority Population Impacts	No	No
EMS Facilities	0	0
Offsite Detour	8.28 miles / 10 minutes	No
Conservation Easements	2 (Pembroke Park and northeast quadrant wetlands under NC Land and Water Fund Easements)	2 (Pembroke Park and northeast quadrant wetlands under NC Land and Water Fund Easements)
Recreational Areas/Parks (no.)	1 (Pembroke Creek Park Kayak/Canoe Launch)	1 (Pembroke Creek Park Kayak/Canoe Launch)
Voluntary Agricultural Districts	0	0
Historic Properties (no.)	2 (Edenton Station Fish Hatchery and Edenton Marina)	2 (Edenton Station Fish Hatchery and Edenton Marina)

**** Most soils in the Study Area that have Prime Farmland and/or Farmland of Statewide Importance status have been developed, aside from a small portion of forested land in the southwest corner of the Study Area.

All work was conducted in accordance with the NCDOT Environmental Coordination and Permitting (ECAP) Group's Preparing Natural Resources Technical Reports Procedure and the latest NRTR Template (September 2021). Field work was conducted on February 13, 2024. Water resources identified in the study area were verified by the USACE on April 30, 2024. A site visit with the North Carolina Division of Coastal Management (NDCDM) to identify coastal wetlands was completed on June 10, 2024, resulting in NDCDM claiming one CAMA wetland (**Table 4**, Map ID: WG).

4. Major Hydraulic Crossings

Major hydraulic crossings are those with a contributing drainage area requiring conveyance greater than a 72-inch pipe. One potential major hydraulic crossing was identified for the proposed project. This structure is described in **Table 6** and additional information including the site map, individual site plan, and photographs are included in **Appendix B**.

Table 6: Major Hydraulic Crossings

SITE NO	ROUTE	STREAM NAME	NRTR MAP ID	NCDWR STREAM INDEX NUMBER	STREAM/ WETLAND SIZE (ft / ac)	STREAM CLASS	DRAINAGE AREA (ac)	EXISTING STRUCTURE	ALTERNATIVE 1 (Replaced in Place with Offsite Detour)			ALTERNATIVE 2 (Staged Construction with Onsite Detour)		
									Number, Size, Structure Type	Recommended Structure	Cost Estimate	Potential Stream/ Wetland Impact ²	Recommended Structure	Cost Estimate
1	W Queen Street (US 17 Bus)	Pembroke Creek	Pembroke Creek	26-1-1	2,042 ft / 19.5 ac	B; NSW	538 ac	1, 316 foot, Bridge	Bridge	\$10,700,000	395.1 ft / 1.0 ac	Bridge	\$12,100,000	403.9 ft / 1.1 ac

NOTES:

- (1) Major Hydraulic Structures - conveyance greater than 72-inch pipe or have an opening equal to or greater than 30 square feet.
- (2) Impacts based on slope stake limits plus 40 feet.

5. Avoidance and Minimization

Alternative 1 was developed to have the least amount of impacts on nearby CAMA Wetlands, 404/401 Wetlands, Pembroke Creek Park, surrounding residents, and properties that are either proposed or on the National Register of Historic Places; however, it is noteworthy to highlight that this alternative does have the most community impacts – including longer travel times for EMS, school buses, and residents – since Bridge No. 002 will not be operational to any users throughout the entire duration of construction. Alternative 2 impacts on Pembroke Creek and the surrounding wetlands is only .08 acres larger than Alternative 1 impact but will allow direct access to and from downtown Edenton throughout the construction process, therefore greatly improving access for community members as well as EMS services and school buses. Proposed structures cross perpendicular to Pembroke Creek, thereby reducing impacts to the stream. The proposed structures will be of length to have a “no-rise” effect on the floodplain.

6. Alignment Review

The merger team will review the impacts analyzed for each alignment alternative and reach concurrence on a build alternative. Concurrence will be based on the determination that the chosen alternative will have the least environmental impacts from implementation of a major hydraulic structure, while still allowing the Purpose and Need of the project to be met.

7. Proposed Increase in Bridge Clearance

At the request of NCDOT Division 1, an increase to the original proposed bridge clearance was studied with the goal of increasing access to non-motorized boaters and smaller motorized vessels. As a separate action to the replacement of the bridge, the Town of Edenton has proposed a reduction of to the posted speed on W. Queen St. from 45mph to 35mph, therefore allowed the design speed of the proposed bridge to be reduced. A lower design speed allows an increased grade to be incorporated while tying in the proposed bridge to match existing grades close to those of the existing structure, so as not to impact the adjacent park, townhouses, marina, and other resources.

8. Merger Plan Review/Next Steps

Based on the Merger Plan for the project, NCDOT proposes the next Merger Meeting will be CP 3 (LEDPA), which will proceed after concurrence for CP2A is achieved.

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 2A Bridging Decisions and Alignment Review

Project Name/Description: BR-0183 proposes to replace Bridge No. 002 over Pembroke Creek on US 17 Bus. (W. Queen Street) in Edenton, Chowan County, NC **STIP Project: SPOT ID BR-0183**

The Merger Team has concurred on this date of January 21, 2026, on the major hydraulics structures as shown in **Table 6** of the CP2A Merger Packet for SPOT ID BR-0183.

USACE _____

DMF _____

USEPA _____

NCDOT _____

USFWS _____

NOAA Fisheries _____

NCDWR _____

NCHPO _____

NCWRC _____

ARPO _____

NCDCM _____

Appendix A

Figure 1: Alternative 1 Off-site Detour Route



Figure 2: Jurisdictional Features Map – Topo

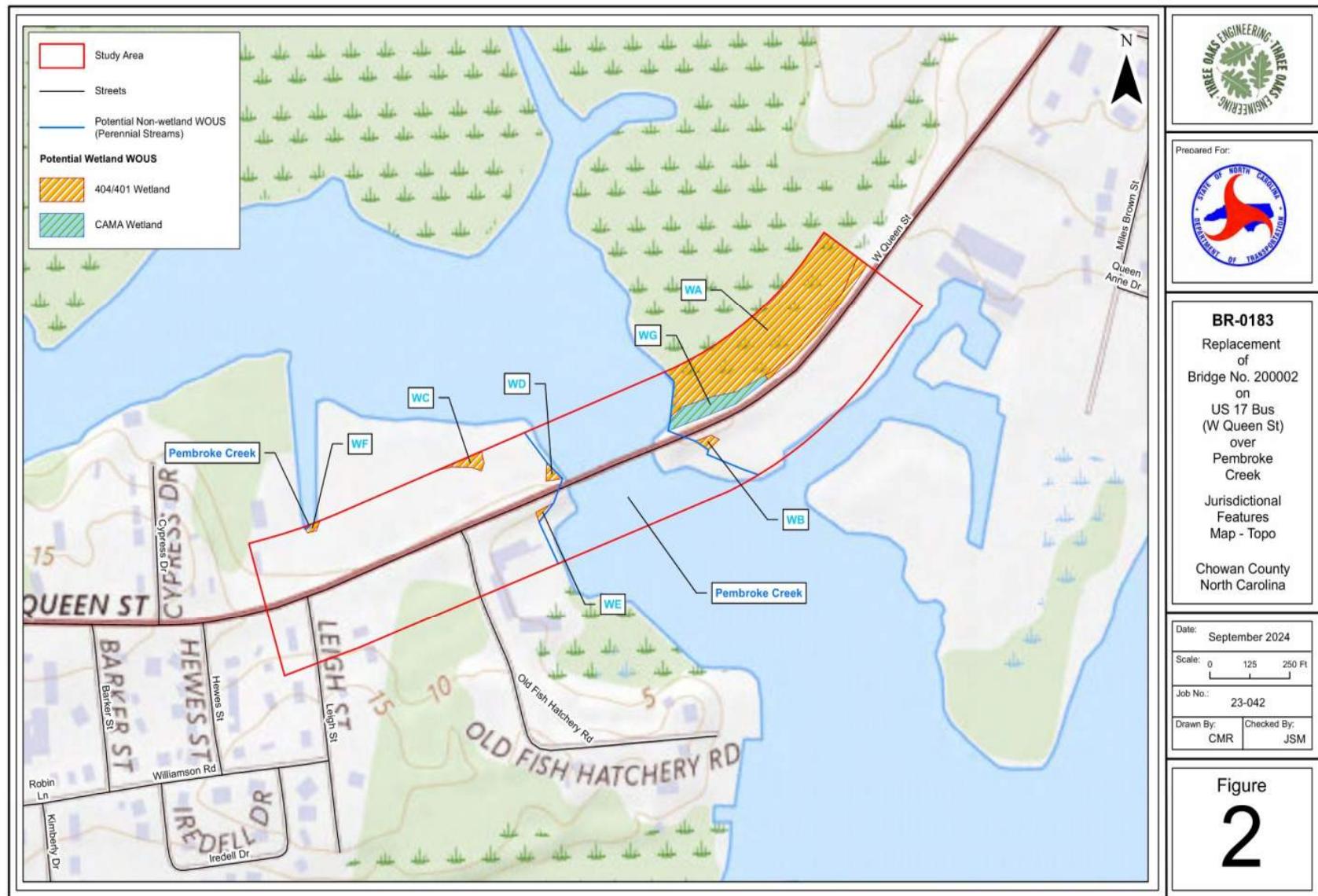


Figure 3: Jurisdictional Features Map – Aerial

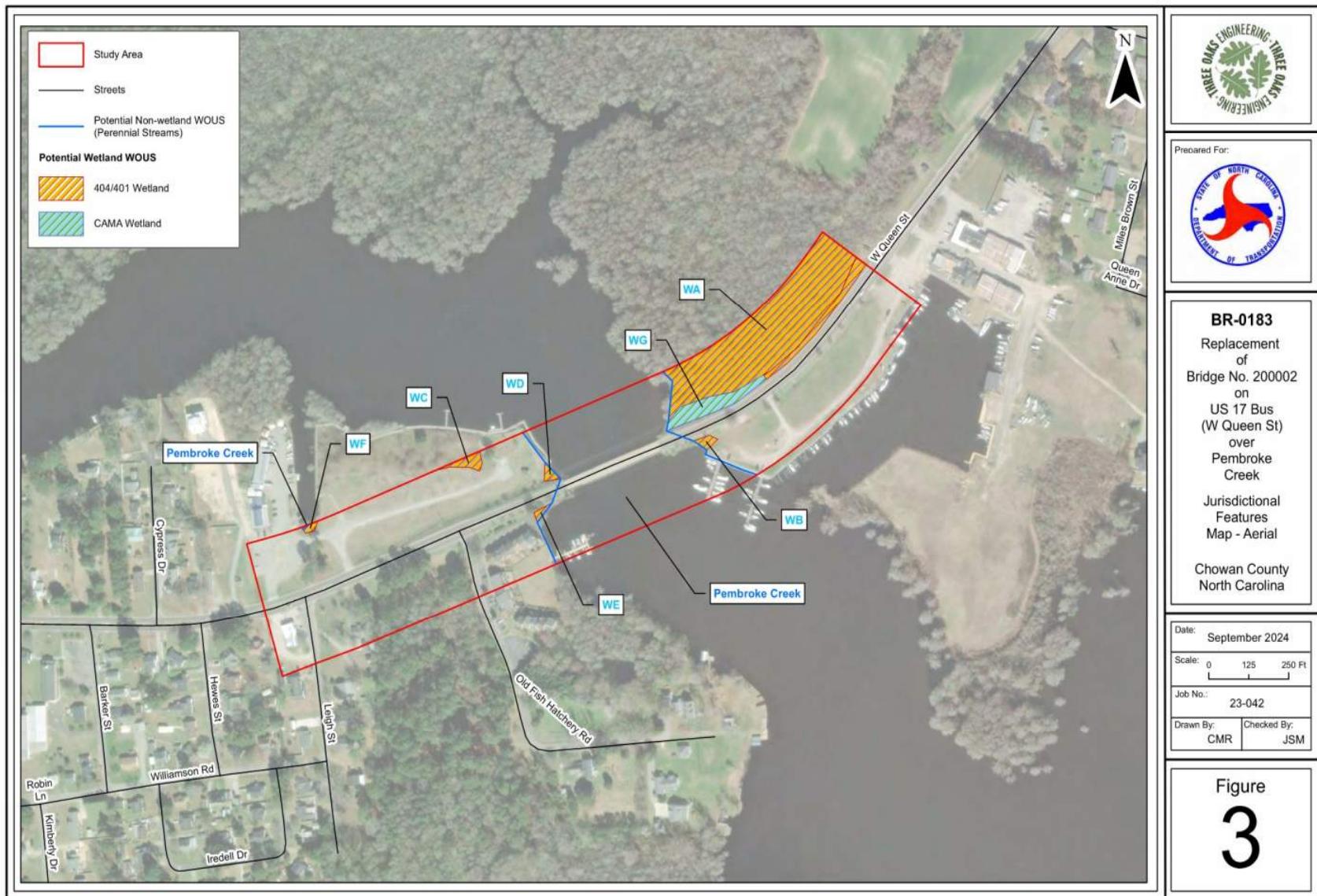


Figure 4: Jurisdictional Features Map – LiDAR

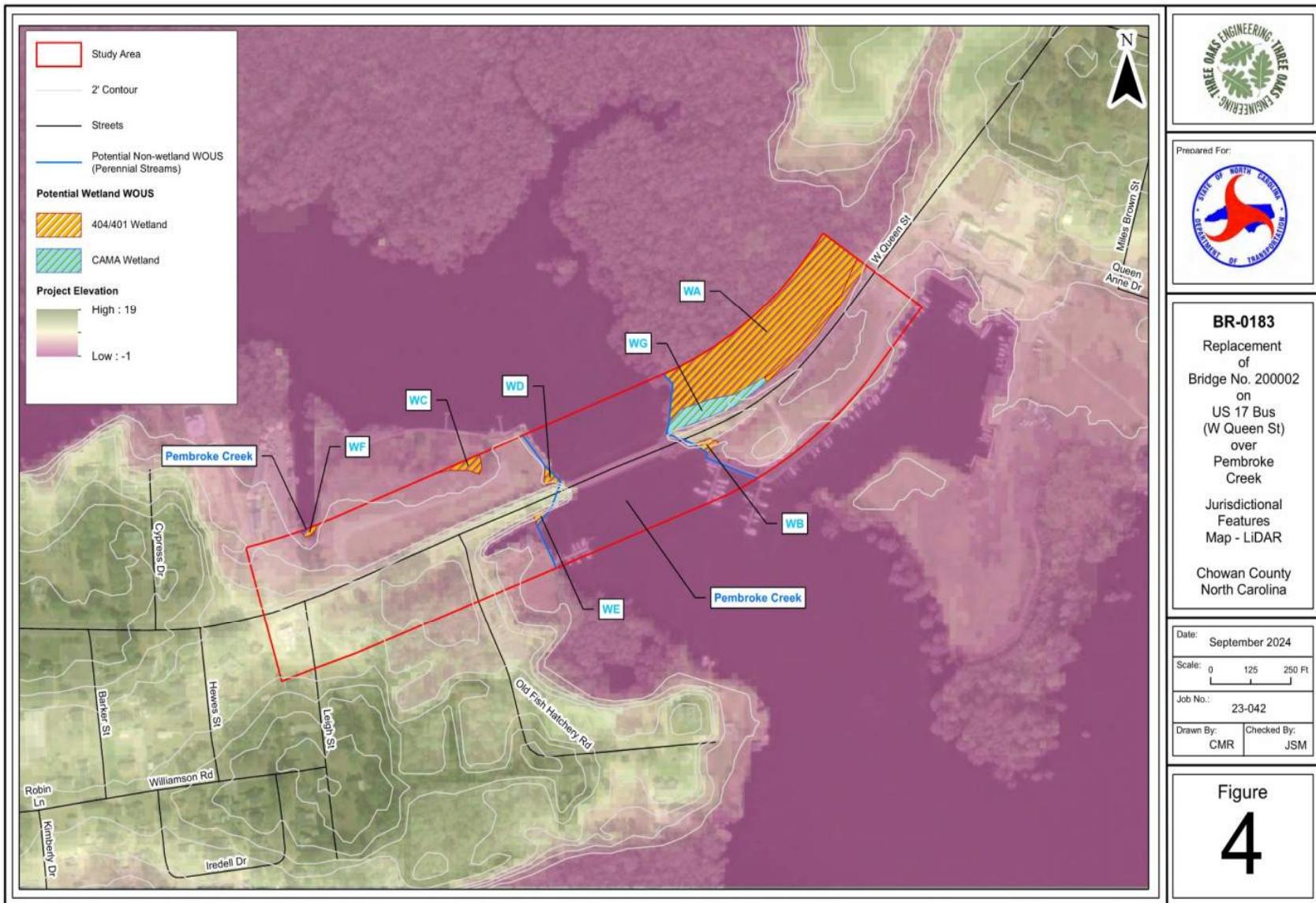
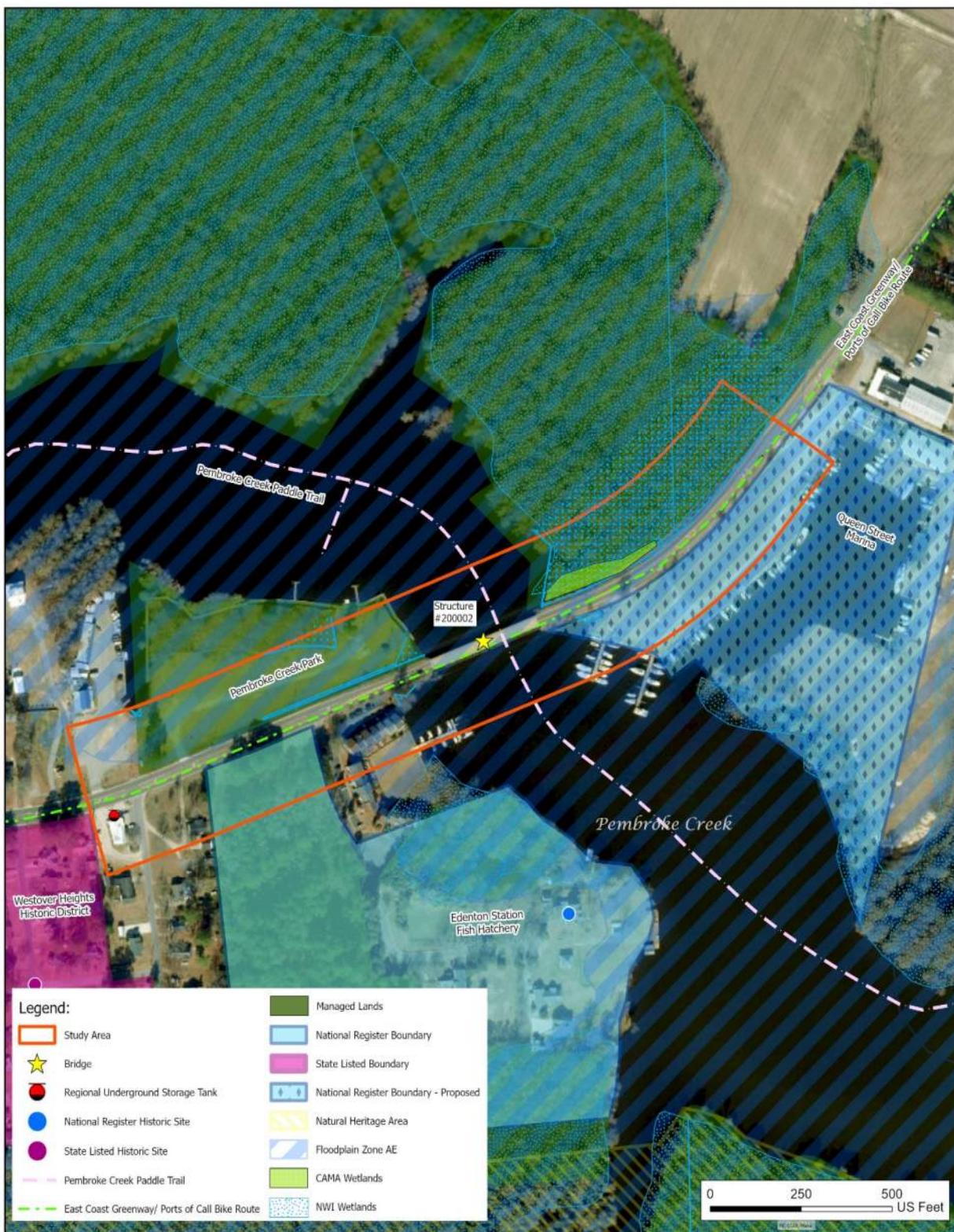


Figure 5: Project Study Area Map



Figure 6: Environmental Features Map



Appendix B

Figure 1b: USGS Topo Quadrangle Map

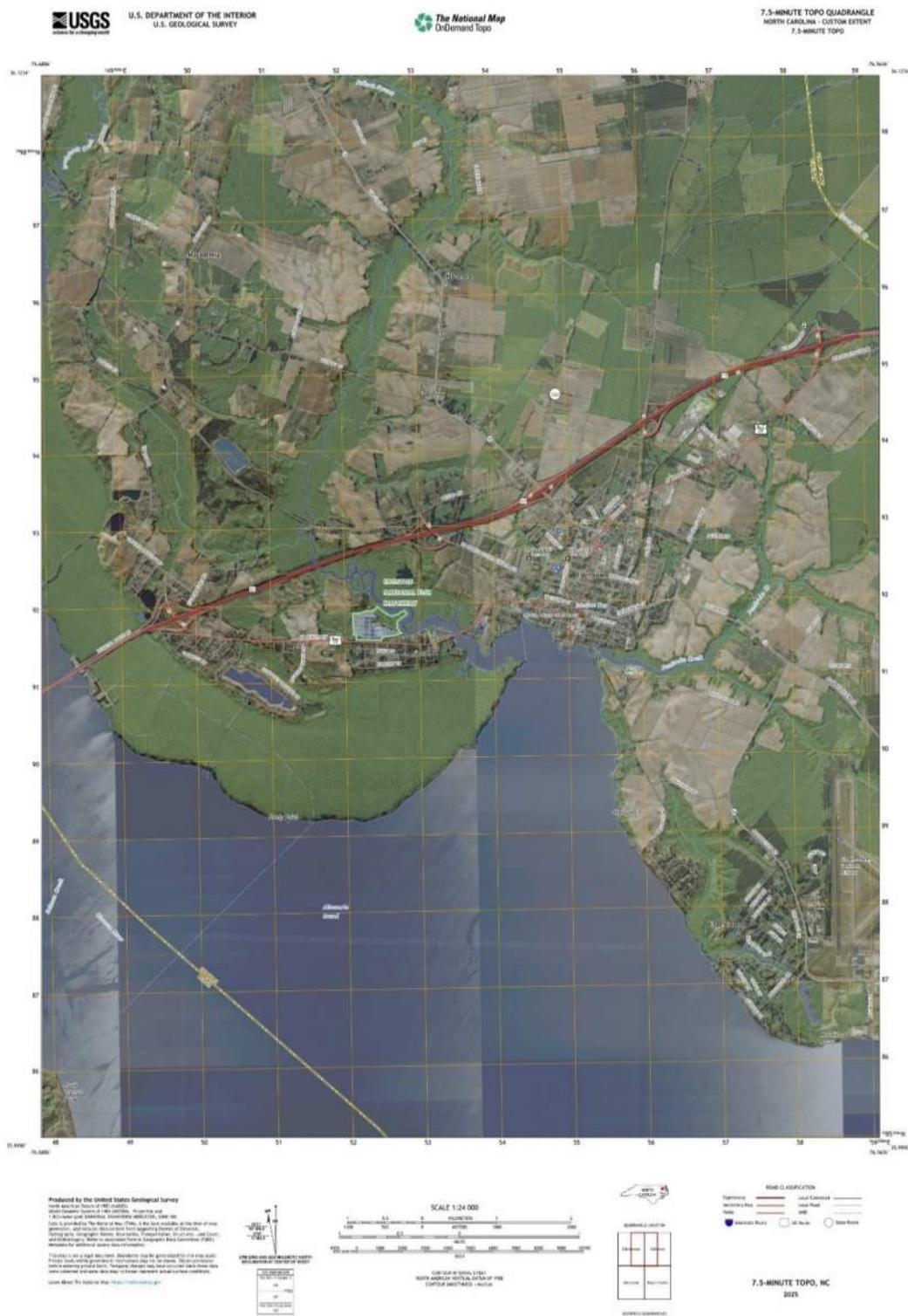


Figure 2b: Public Hearing Map – Alternative 1



Figure 3b: Public Hearing Map – Alternative 2



Least Environmentally Damaging Practicable Alternative (LEDPA)/ Preferred Alternative Selection

Replacement of Bridge No. 002 over Pembroke Creek

Chowan County

SPOT ID BR-0183

North Carolina Department of Transportation

Division 1



MERGER CONCURRENCE POINT NUMBER 3

January 21, 2026 10:00am

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1. Introduction

Lead federal agency: U.S. Army Corps of Engineers (USACE). This project is state funded. Primary points of contact for the subject project are:

Agency	Name
U.S. Army Corps of Engineers (USACE) – Lead Agency	Kyle Barnes
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There are currently two alternatives proposed for the replacement of the existing structure:

- Alternative 1—replace in place with a 8.28 mile (10 minute) off-site detour via US 17, Virginia Rd, N Broad St, and W Queen St and
- Alternative 2—staged construction which involves shifting the traffic through two separate stages to construct the new bridge, while maintaining traffic with lane closures along the existing W. Queen Street bridge. The final structure will widen 4 feet to the north to accommodate the proposed 12-foot lanes and 10-foot multi-use path.

The project location is shown in **Figure 1**, located in **Appendix A**. Photographs of the current bridge and project location are located in **Appendix B**. The project is state funded.

1.2 Project History and Merger Plan

This project is a part of Division 1's SPOT, is not referenced in any local plans, and is not in the current NCDOT STIP. Right-of-way acquisition and construction are scheduled to begin in 2027 and 2028, respectively. The current costs for the project as estimated in the current SPOT are shown in **Table 1**. The proposed project schedule is included in **Table 2** and is based on the Merger Plan. The schedule and cost estimates shown are subject to change.

Table 1: SPOT ID BR-0183 Cost Estimate

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*Tentative, subject to change.

1.3 Past Merger Meetings Summary & Public Involvement Efforts

CP1 & CP2: The Combined Merger Meeting for CP1 & CP2 was held on March 19, 2025. During the meeting, the Purpose and Need for the project was created and the Project Study Area was defined. Moreover, several key updates and clarifications were made. The moratorium date range for the Albemarle Sound River Herring Management Area was confirmed to be February 15 to June 30 by the NC Division of Marine Fisheries, and the presence of extensive wetlands in the project area was emphasized. Pembroke Creek Park and Pembroke Creek Paddle Trail were both confirmed as Section 4(f)resources¹. The construction timeframe and emergency response times were discussed by the merger team as being potential issues with an off-site detour, with a recommendation to consult EMS for accurate data. Chowan County EMS was contacted prior to the merger process on February 20, 2024 and June 6, 2024 and no response was received.

It was agreed that the purpose and need statement should include a deficiency rating, where the year of the structural deficiency rating is specifically noted due to annually changing scores. Following the CP1/CP2 meeting, a new purpose and need statement was derived and subsequently accepted by the merger team; *The replacement of Bridge No. 002 over Pembroke Creek is needed due to the structural deficiency of the existing bridge. As of 12/13/2022, the existing bridge has a superstructure rating of 4 out of a possible 9, a substructure rating of 4 out of a possible 9, and a sufficiency rating of 61 out of a*

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CP 2A: Merger Meeting held on January 21, 2026 – concurrence TBD (combined with CP3).

Public Involvement/Community Impacts:

Several community resources are present in the project area and have been specifically noted on multiple occasions, including initial meetings with the Town of Edenton and Chowan County, the public officials meeting, and the public meeting. These resources were discussed during the combined CP1/CP2 Merger Meeting and are listed below.

- Downtown Edenton (approximately 1 mile northeast of the bridge) – Several annual events such as July 4th celebrations occur in downtown Edenton with fireworks over the water. Local traffic uses W. Queen Street to access downtown Edenton.
- Westover General store (930 feet west of the bridge) is a popular deli for locals.
- Edenton Bay Oyster Bar (1,000 feet northeast of the bridge) is adjacent to Edenton Marina and just outside of the project study area.
- Immanuel Baptist Church (0.28 mile west of the bridge)
- Chowan Hospital (1.15 miles northeast) – Concerns are that EMS response times will increase with an off-site detour.
- John A Holmes High School (1.35 miles northeast of the bridge) – Student drivers will be moderately impacted per input from school transportation director.

Public Officials Meeting Summary:

Date & Location: 5/22/25 at 3:00pm | Location: American Legion Post 40 | 1317 W Queen St, Edenton, NC 27932

- *Preferred Alternative:*

- Most public officials are leaning toward Alternative 2 (Staged Construction) due to the ability to maintain one lane of traffic during construction.
- Public Officials requested further consultation on final design and utility coordination.
- Both alternatives provide an opportunity for the City of Edenton to enforce a new, long-awaited, speed reduction to 35 mph on this portion of W Queen Street.
- Public Officials noted that there is a low pedestrian, but occasional cyclist use on Bridge No. 002.

- *Traffic & Emergency Access:*
 - o Concerned about maintaining emergency service routes during construction.
 - o EMS is amenable to the detour that Alternative 1 (Replace in Place) poses; however, Edenton Police prefer to maintain at least a single lane access, in case of emergencies, which Alternative 2 (Phase Construction) provides.
 - o For Alternative 1 (Replace in Place), the public officials acknowledged that the truck detour shall use Virginia Road; however, noted that local residents will likely use Dr. Martin Luther King Jr. Drive.
 - o Emphasized the need for a traffic management plan, especially during local festivals (i.e. bass fishing tournaments, the Chowan County Regional Fair, etc.).
- *Utilities & Infrastructure:*
 - o Noted the presence of pump stations on both sides of the river that may be impacted during construction due to existing utilities being on the bridge.
 - o Expressed interest in using the project to facilitate natural gas connections.
 - o Acknowledged existing drainage issues, particularly near townhomes and in the northeast curve of the road.

Public Meeting Summary:

Date, Time, & Location: 5/22/25 at 5:00pm | Location: American Legion Post 40 | 1317 W Queen St, Edenton, NC 27932

Preferred Alternative:

- 16 of the 19 comments gathered in person strongly preferred Alternative 2 (Phased Construction).
- Seven residents have requested that the future design height of the new bridge, specifically the clearance between the bridge and the river, be increased to accommodate larger boats owned by residents along Pembroke Creek, north of Bridge No. 002.
- Local stakeholders preferred a single lane to be accessible to both sides of Edenton during the project with minimal disruptions, especially residents residing in Pembroke Creek Townhouses.
- Primary Concerns with Alternative 1 (Replace in Place) pertained to potential impacts on nearby businesses if access was restricted.

Local Feedback:

- Requests were made to raise the roadway on the east side of Bridge No. 002 to mitigate flooding that occasionally happens during heavy storms.
- Requests were made to improve drainage conditions, and to potentially put in a retaining wall on the west side of Bridge No. 002 to prevent muddy conditions and a flooded driveway to Pembroke Creek Townhouses.
- Several stakeholders noted that driveway widths needed to be maintained.

Construction Timing:

- Requests to avoid construction during storm season and major local events.
- Concerns about school bus routes and traffic during peak times.

Online Comments:

- A total of 21 individuals submitted comments online regarding the Pembroke Creek Bridge replacement project.
- There was a mixed response from online respondents , with 5 participants favoring Alternative 1 (On Site detour) and 4 participants favoring Alternative 2 (Phased Construction)
- It is noteworthy that opinions on the preferred alternatives were mixed. Several respondents preferred keeping Alternative 2 (Phased Construction) so that one lane will regularly stay open so that access can be maintained for nearby homes, businesses, and churches.
- Many requested specific start and end dates for construction, as well as details on road closures and detours.
- Several commenters noted inconsistencies between project visuals and actual site conditions, particularly regarding sidewalk width, shoulder dimensions, and terrain.
- There were multiple questions about whether the new bridge will offer increased clearance for boats and if it will be raised higher than the current structure.
- Concerns were raised about construction impacts, including noise, driveway access, emergency response delays, and disruptions to local businesses.
- Suggestions included adding a 10-foot multi-use path, lighting, benches, and fishing access, as well as lowering the speed limit.
- Some respondents recommended using the construction period to install natural gas lines and improve pedestrian and cyclist infrastructure.
- Broader concerns included property value impacts, environmental effects, and alignment with Edenton's long-term planning goals.

Of the 19 comments received in person, 16 (84%) were in favor of Alternative 2. Of the 21 comments received online, 8 (38%) were in favor of Alternative 2, and 5 (23%) were in favor of Alternative 1.

The Design Public Meeting Maps showing the DSAs can be viewed at the following locations:

[BR-0183 Alternative 1 \(Replace in Place/Offsite Detour\)](#)

https://connect.ncdot.gov/site/Preconstruction/division/div01/BR-0183/Human%20Environment/BR-0183%20Alternative%201%20Public%20Meeting%20Map_DRAFT.pdf

[BR-0183 Alternative 2 \(Phased Construction\):](#)

https://connect.ncdot.gov/site/Preconstruction/division/div01/BR-0183/Human%20Environment/BR-0183%20Alternative%202%20Public%20Meeting%20Map_DRAFT.pdf

Coordination with USCG

The USCG was contacted on June 12, 2024 during the initial distribution of project materials and information requests. The USCG responded on June 14, 2024 and determined that a Coast Guard Bridge Permit will not be required for the proposed bridge replacement. The project will be placed in the USCG Advance Approval category as per Title 33 Code of Federal Regulations Part 115.70. This Advance Approval determination is valid for five years from the date of the response, which can be found in the **Appendix C**.

2. Purpose and Need of the Project

The replacement of Bridge No. 002 over Pembroke Creek is needed due to the structural deficiency of the existing bridge. As of December 13, 2022, the existing bridge has a superstructure rating of 4 out of a possible 9, a substructure rating of 4 out of a possible 9, and a sufficiency rating of 61 out of a possible 100. Replacing the bridge will bring the facility to current design standards and ensure a safe and sustainable travel route. An additional need is for dedicated bicycle and pedestrian accommodation along the bridge. The inclusion of a multiuse path on the replacement bridge will improve safety for bicycles and pedestrians, including users of the East Coast Greenway.

3. Detailed Study Alternatives and Impacts

Total impacts by build alternative and potentially competing resources are shown in **Table 3**. Per NCDOT merger guidance, impacts in CP2A were calculated using Slope Stakes +25' buffer.

Table 3: Detailed Study Alternatives and Impacts

Resource	Alternative 1 (Replace in Place)	Alternative 2 (Staged Construction)
Schools	0	0
Existing and Proposed Greenway Crossings	3 (Pembroke Creek Paddle Trail; NC Bicycle Route 3 – Ports of Call; East Coast Greenway)	3 (Pembroke Creek Paddle Trail; NC Bicycle Route 3 – Ports of Call; East Coast Greenway)
Places of Worship	0	0
Major Utility Crossings	3 – Sanitary Sewer, Water, OH Power	3 – Sanitary Sewer, Water, OH Power
FEMA Floodway Width	1,473.99 ft	1,476.51 ft
Stream Impacts* (Linear Feet)	344.7*	329.5*
Stream Crossings (Number)	1 (Pembroke Creek)	1 (Pembroke Creek)
CAMA Wetlands* (Acres)	0.24**	0.27**
404/401 Wetlands* (Acres)	0.514**	0.603**
Stream Mitigation Sites	0	0
Anadromous fish spawning waters	Pembroke Creek	Pembroke Creek
Anadromous fish habitat	Pembroke Creek	Pembroke Creek
Albemarle Sound River Herring Management Area	Pembroke Creek (Feb 15 – June 30 in water work moratorium)	Pembroke Creek (Feb 15 – June 30 in water work moratorium)
Navigable Waters	Pembroke Creek	Pembroke Creek
Outstanding Resources Waters (ORW)	0	0
High Quality Waters	0	0
Waters Supply I or II Watersheds	0	0
303(d) Waters	0	0
Prime Farmlands / Farmlands of Statewide Importance (Acres)	8.5***	8.5***
Estimated Residential Structures Impacted	0	0

Resource	Alternative 1 (Replace in Place)	Alternative 2 (Staged Construction)
Estimated Business Structures Impacted	0	0
Hazardous Materials Sites	0	0
Potential Low Income Population Impacts	No	No
Potential Minority Population Impacts	No	No
EMS Facilities	0	0
Offsite Detour	8.28 miles / 10 minutes	No
Conservation Easements	2 (Pembroke Park and northeast quadrant wetlands under NC Land and Water Fund Easements)	2 (Pembroke Park and northeast quadrant wetlands under NC Land and Water Fund Easements)
Recreational Areas/Parks (no.)	1 (Pembroke Creek Park Kayak/Canoe Launch)	1 (Pembroke Creek Park Kayak/Canoe Launch)
Voluntary Agricultural Districts	0	0
Historic Properties (no.)	2 (Edenton Marina [CO1219] and Edenton Station, US Fish and Fisheries Commission [CO0750])	2 (Edenton Marina [CO1219] and Edenton Station, US Fish and Fisheries Commission [CO0750])

* Impacts calculated based on slope stake limits plus an additional 25 feet.

** Wetland impacts reported to the nearest 0.1 acre using impacts calculated based on slope stake limits plus an additional 25 feet.

*** Most soils in the Study Area that have Prime Farmland and/or Farmland of Statewide Importance status have been developed, aside from a small portion of forested land in the southwest corner of the Study Area.

4. Section 106 Effects Assessment

Due to the potential impacts on two historic properties in the project area, a Section 106 Effects Assessment was necessary prior to a decision on the LEDPA. A Section 106 Effects Assessment was held on December 4, 2025. Alternative 2 was presented to the SHPO as the ‘worst-case scenario’ due to the slightly increased impact to the historic properties when compared to Alternative 1. A finding of ‘No Adverse Effect’ was issued for both the Edenton Marina (CO1219) and Edenton Station, US Fish and Fisheries Commission (CO0750). It was also determined that FHWA will use HPO’s concurrence as a basis for a “de minimis” finding for the Edenton Marina (CO1219) and Edenton Station, US Fish and Fisheries Commission (CO0750). The signed SHPO Effects Concurrence form with further details can be found in the **Appendix C**.

Table 4: Section 106 Effects Assessment

Historic Resource	NRHP Status	Impacts (ac)	SHPO Effects Determination
Edenton Street Hatchery (CO0750)	Eligible	0.1030 ac	No Adverse Effect
Edenton Marina (CO1219)	Listed	0.5824 ac	No Adverse Effect

5. Preferred Alternative/LEDPA

NCDOT Division 1 recommends Alternative 2, Staged Construction, as the LEDPA. Alternative 2 has the following:

- Direct access to downtown Edenton remains open during construction
- Prevents potential delay in EMS response time
- Prevents the use of US 17, a high-speed and heavily traveled road, by school buses
- Preferred by public
- Negligible differences in impact quantities

For this reason, NCDOT is recommending Alternative 2 as its Preferred Alternative.

6. Merger Plan Review/Next Steps

Based on the Merger Plan for the project, NCDOT proposes the next Merger Meeting will be CP 4A (Avoidance and Minimization Measures). Prior to the next Merger Meeting, NCDOT will complete impact analyses based on refined designs and reduced slope stake limits. It is anticipated that the CP 4A meeting will be held in six months; Merger Team members will be notified of any changes that require a revision of this timetable.

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 3 Least Environmentally Damaging Practical Alternative (LEDPA)

Project Name/Description: BR-0183 proposes to replace Bridge No. 002 over Pembroke Creek on US 17 BUS (W. Queen Street) in Edenton, Chowan County, NC **STIP Project: SPOT ID BR-0183**

The Merger Team has concurred on this date of January 21, 2026 on the above alternatives to be carried forward for detailed study for STIP Project BR-0183.

USACE _____

DMF _____

USEPA _____

NCDOT _____

USFWS _____

NOAA Fisheries _____

NCDWR _____

NCHPO _____

NCWRC _____

ARPO _____

NCDCM _____

Appendix A

Figure 1: Alternative 1 Off-site Detour Route

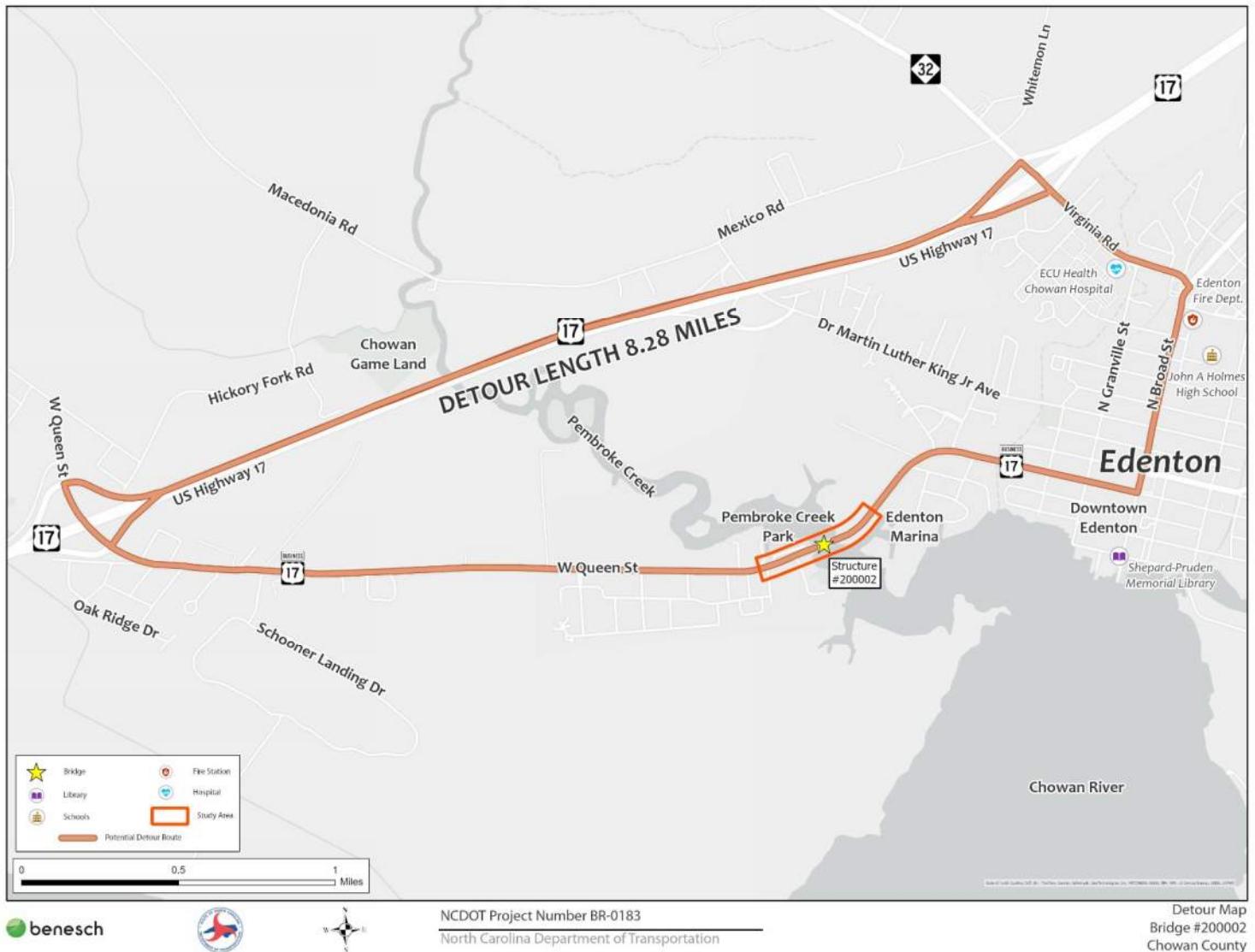


Figure 2: Project Study Area Map



Figure 3: Environmental Features Map

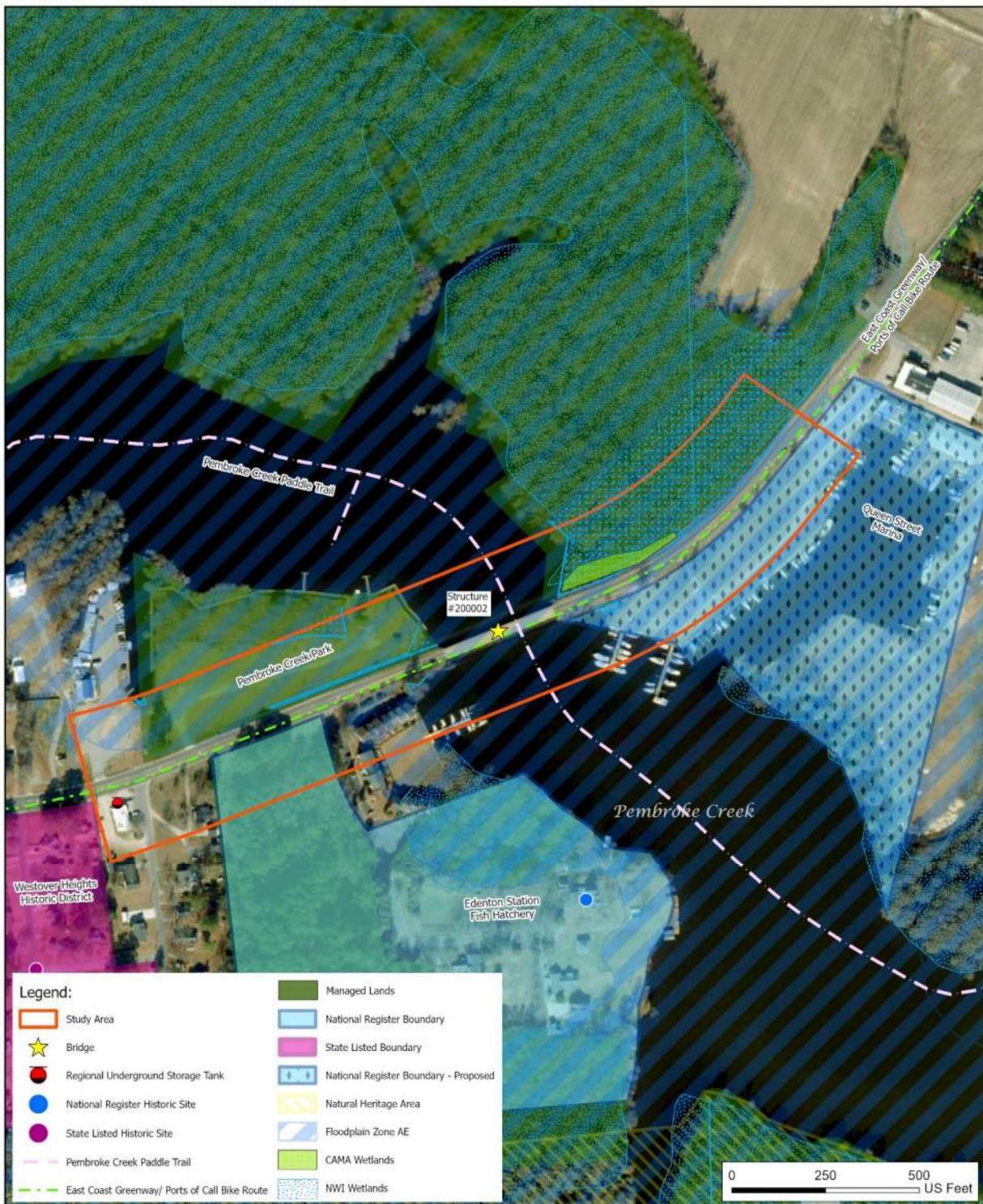


Figure 5: Impacts – Alternative 1 – Replace in Place

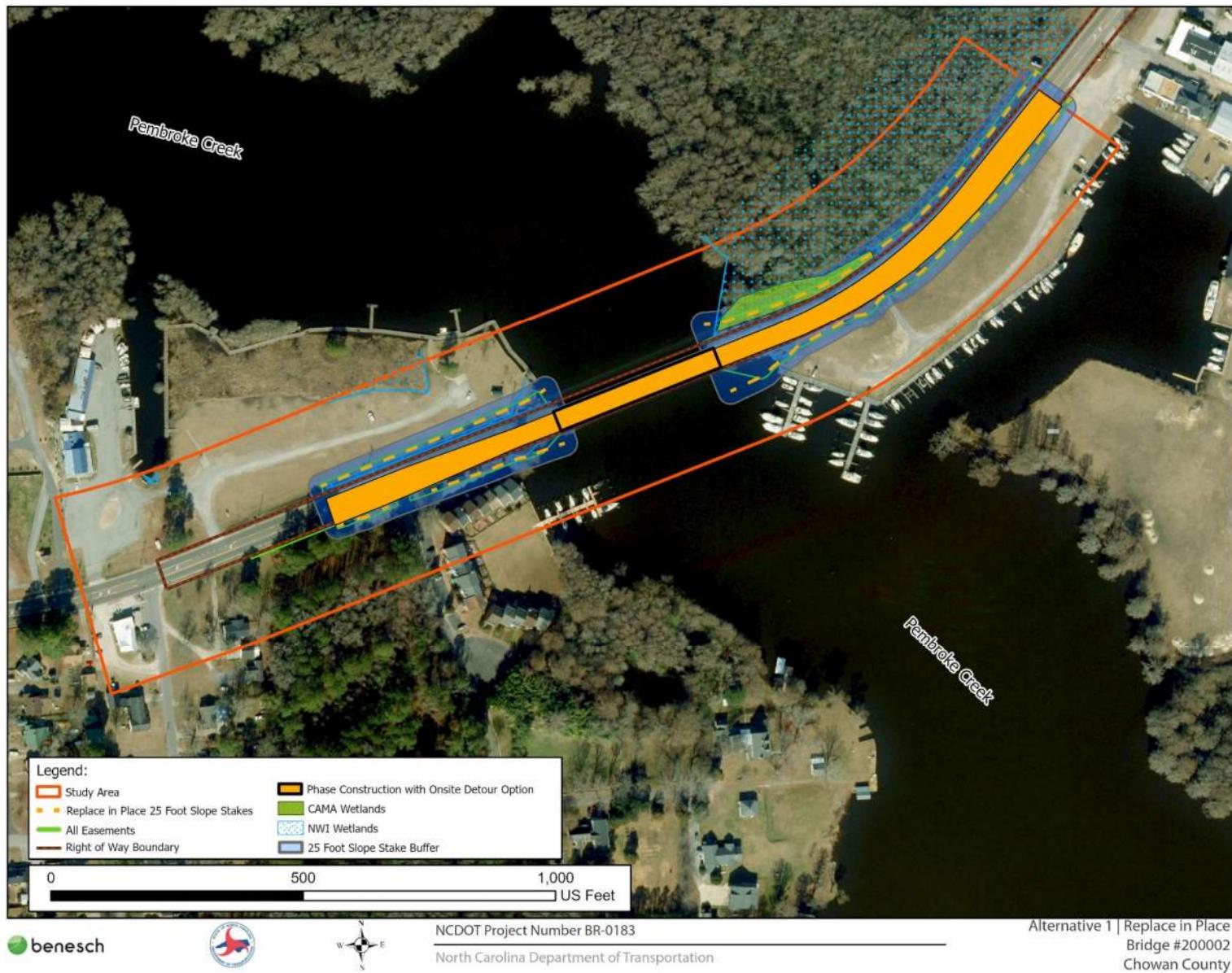


Figure 6: Impacts – Alternative 2 – Staged Construction

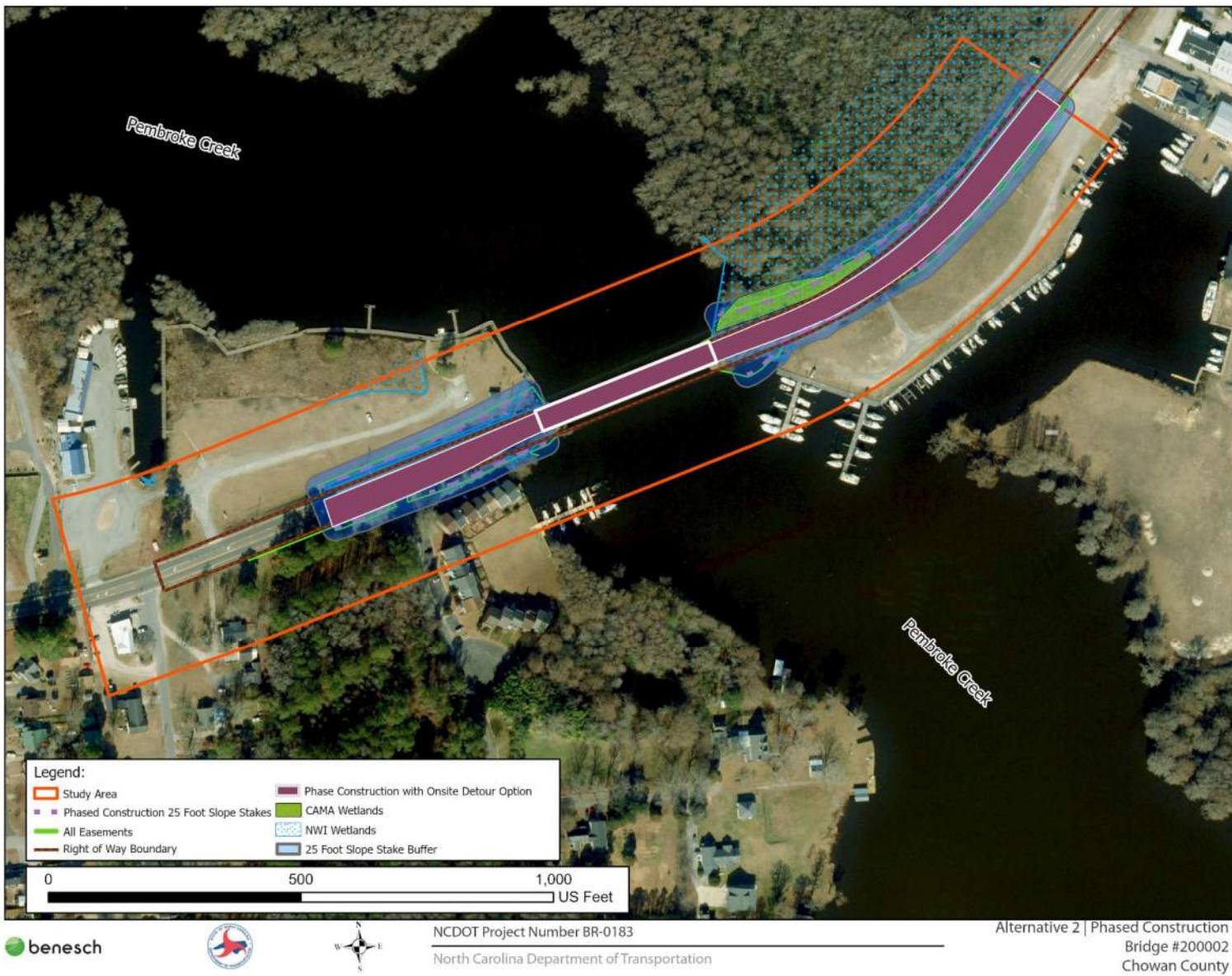
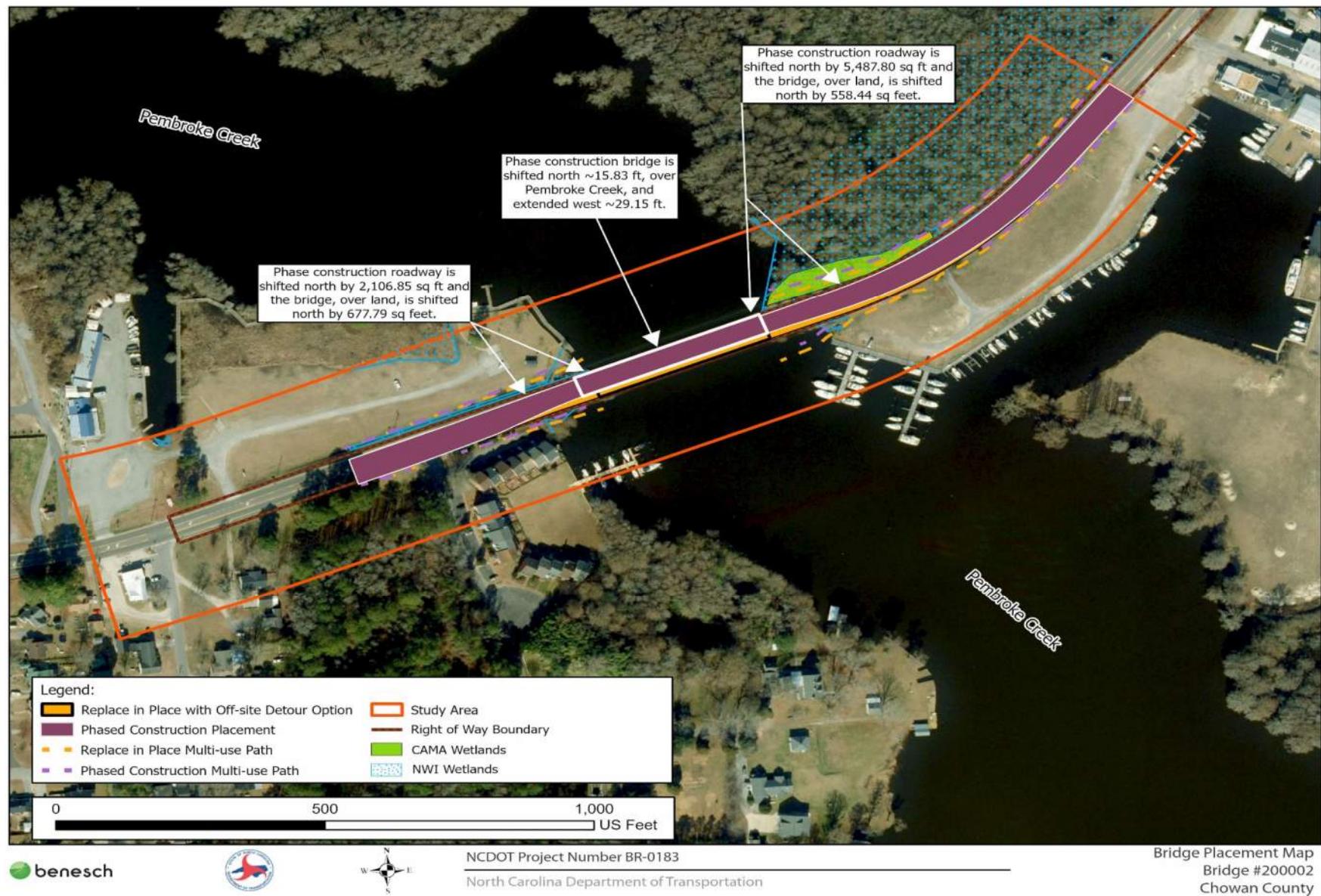


Figure 7: Impacts – Alternative 1 & Alternative 2 Comparison



Appendix B

Bridge 002 – View from Pembroke Creek Park



Bridge 002 – Looking East



Looking West Along Bridge 002



View of Townhomes in Southwest Quadrant



Appendix C



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-0183	County:	Chowan
WBS No.:	67183.1.1	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. 2 on US 17 Business (West Queen Street) over Pembroke Creek in Edenton (off-site detour for Alternative 1 (replace in-place), no improvements anticipated; no off-site detour for Alternative 2 (staged)).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions: HPOWeb reviewed on 20 December 2023 and yielded one NR, one SL, and no LD, DE, or SS properties in the Area of Potential Effects (APE). The APE equates with the study area boundaries provided in the review request (see attached). Chowan County current GIS mapping, aerial photography, and tax information revealed an APE of predominantly residential development, containing above-ground resources dating from the 1900s to the 2020s (viewed 20 December 2023). Constructed in 1951, Bridge No. 2 is neither aesthetically nor technologically significant according to the NCDOT Historic Bridge Inventory. Pre-1975 resources are unexceptional examples of their types. The comprehensive architectural surveys of Edenton and Chowan County (1970s, 1985-6, 1989-90, 1997, and 2002-3), as well as other studies, recorded the Westover Heights residential subdivision, study-listed (but minimally evaluated) as the Westover Heights Historic District (CO1181) in 2003, and the National Register-listed (2002) Edenton Station, U.S. Fish and Fisheries Commission (CO0750) (Thomas R. Butchko, *Edenton: An Architectural Portrait* (Edenton, NC: The Edenton Women's Club, 1992) and Thomas R. Butchko, Brad Barker, and Nancy Van Dolsen, *Between the River and the Sound: The Architectural Heritage of Chowan County, North Carolina* (Edenton, NC: The Edenton Women's Club, 2012)). In addition to the historic district and the fish hatchery property, the Edenton Marina (CO1219) (aka Queen Street Marina and Edenton Bay Oyster Bar and Seafood Company) warranted evaluation of its National Register eligibility (see attached). County GIS/tax materials and other visuals, like Google Maps "Streetview," clearly illustrated the relative placement of the resources and the proposed work, which indicated the need for field investigation and NR eligibility evaluation of the three properties noted above. The project is subject to compliance with both GS 121-12(a) and Section 106. NCDOT engaged MdM Historical Consultants, Inc. to prepare an eligibility evaluation for the three properties identified above, presented in a May 2024 report on file at NCDOT-Historic Architecture and NCHPO. The study recommends the Westover Heights Historic District and Edenton Marina as eligible for listing in the National Register of Historic Places and confirms the NR-listed status of the Edenton Station, U.S. Fish and Fisheries Commission. NCHPO agreed with the recommendations in a 27 June 2024 memorandum (see attached). An effects consultation with HPO and USACE, required under Section 106 to determine how the proposed

project may or may not affect the three resources (see attached approved boundary maps) and develop mitigation measures if needed, occurred on 4 December 2025.

**Should the project limits or design change, please notify
NCDOT Historic Architecture as additional review may be necessary.**

ASSESSMENT OF EFFECTS

Property Name:	Edenton Station, U.S. Fish and Fisheries Commission	Status:	NR
Survey Site No.:	CO0750	PIN:	780409170287
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> Proposed construction activities minimized, eliminated, or otherwise adjusted to avoid adversely impacting or compromising the historic property for both Alternatives 1 and 2: shifts in alignment and footprint expansion moved north beyond historic property boundary; no access points changed; aerial utilities will be relocated approximately 20 feet south (within easement) to allow for construction of multi-use path in coordination with property owner (Chowan County), who supports the project; new bridge will utilize a two-bar metal rail style and extension of existing guardrail on the southeastern approach. See attached design detail.</p>			
<p><u>List of Environmental Commitments:</u> None.</p>			
<p>FHWA will use HPO's concurrence as a basis for a "de minimis" finding for the Edenton Station, U.S. Fish and Fisheries Commission (CO0750).</p>			

ASSESSMENT OF EFFECTS

Property Name:	Edenton Marina	Status:	DE
Survey Site No.:	CO1219	PIN:	780405283563
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> Proposed construction activities minimized, eliminated, or otherwise adjusted to avoid adversely impacting or compromising the historic property for both Alternatives 1 and 2: shifts in alignment and footprint expansion moved north beyond historic property boundary; no access points changed; aerial utilities will be relocated approximately ten feet south and existing concrete piers conserved for relocation in coordination with property owner, who supports the project; trees (mostly crepe myrtles) along West Queen Street frontage removed and replaced with native species in accordance with NCDOT and Town of Edenton guidelines; new bridge will utilize a two-bar metal rail style and extension of existing guardrail on the southeastern approach. See attached design detail.</p>			
<p><u>List of Environmental Commitments:</u> None.</p>			
<p>FHWA will use HPO's concurrence as a basis for a "de minimis" finding for the Edenton Marina (CO1219).</p>			

ASSESSMENT OF EFFECTS			
Property Name:	Westover Heights Historic District	Status:	SL, DE
Survey Site No.:	CO1181	PIN:	Multiple
Effects: <input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
Explanation of Effects Determination: While located within the original study area, the historic district now stands beyond the project limits as currently defined and will not be affected by any construction activities.			
List of Environmental Commitments: None.			

SUPPORT DOCUMENTATION

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

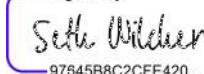
FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS


 NCDOT Architectural Historian
 Signed by:

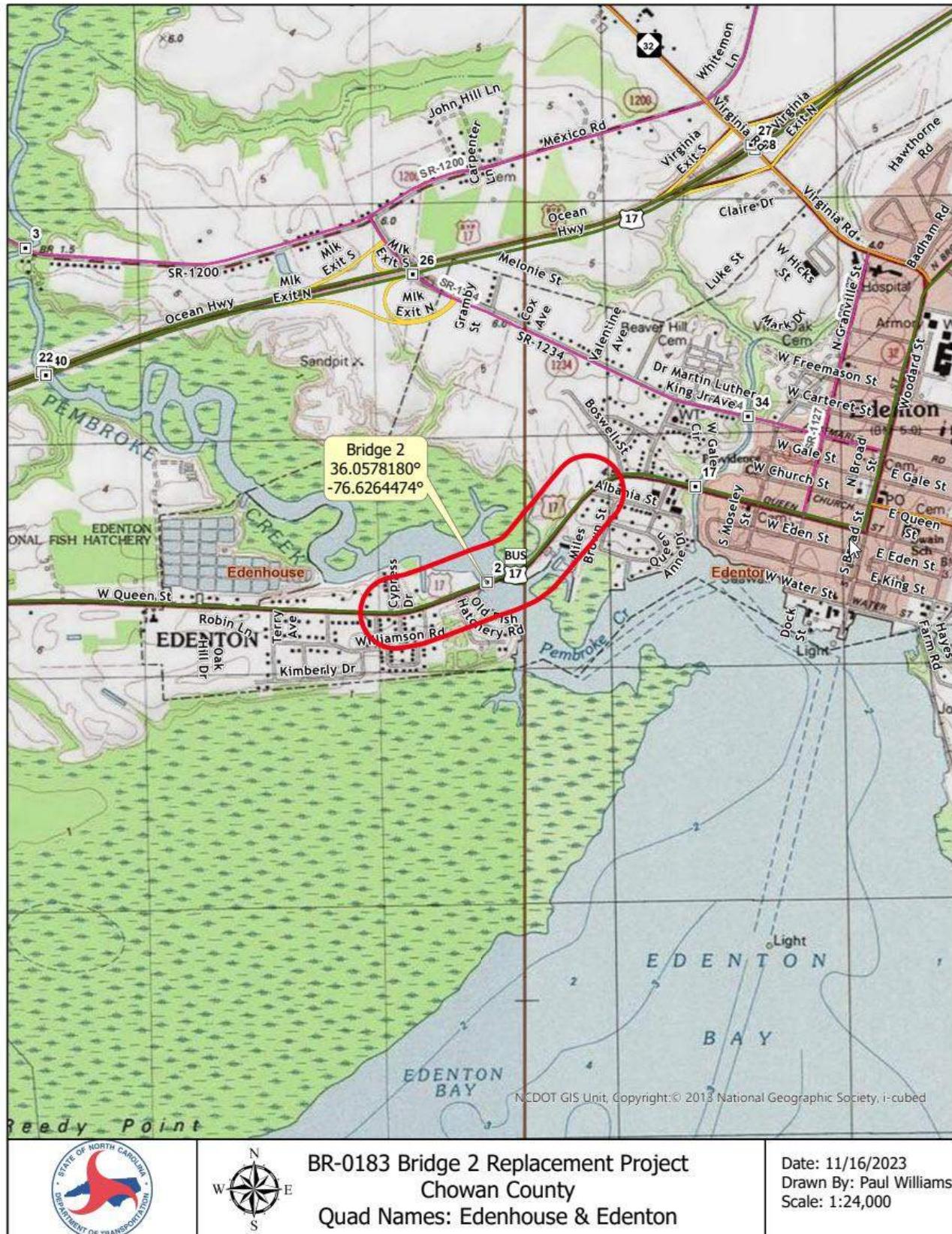
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4 December 2025
 Date
 12/24/2025

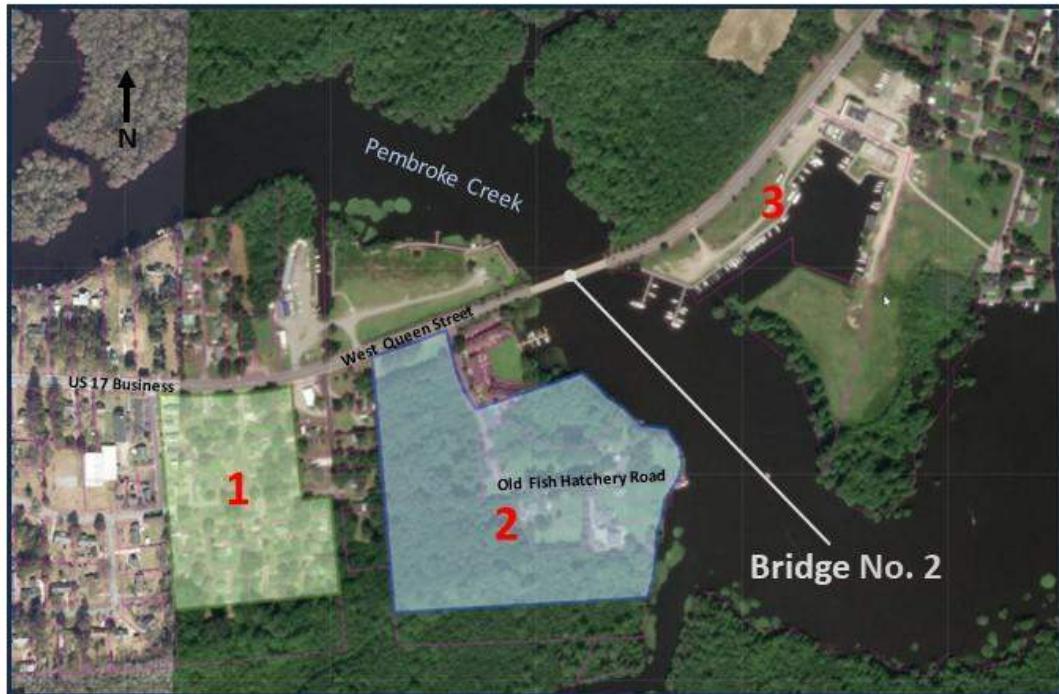
State Historic Preservation Office Representative Date
 Signed by:

 97645B8C2CFE420...

Federal Agency Representative Date

Bridge No. 2 Replacement, Chowan County
 WBS No. 67183.1.1
 TIP No. BR-0183
 PA Tracking No. 23-11-0014







Evaluated Properties

BR-0183, Bridge No. 2 Replacement Edenton, Chowan County
Base map: HPOWeb, nts

- 1.** Westover Heights Historic District (CO1181). Between Barker and Leigh Streets, south of West Queen Street. Various addresses and PINs. NR-eligible (also study-listed).
- 2.** Edenton Station, U.S. Fish and Fisheries Commission (CO0750). Old Fish Hatchery Road. PIN: 780409170287 and six adjacent parcels. National Register-listed.
- 3.** Edenton Marina (CO1219). 621 West Queen Street. PIN: 780405283563. NR-eligible.

NCDOT – Historic Architecture
December 2023/July 2024
PA Tracking No. 23-11-0014



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

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

June 27, 2024

MEMORANDUM



TO: Vanessa E. Patrick vepatrick@ncdot.gov
Architectural Historian
NCDOT, Environmental Analysis Unit

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

SUBJECT: Historic Structures Survey Report: Replace Bridge No. 2 on US 17 Business (West Queen Street) over Pembroke Creek, Edenton, TIP No. BR-0183, WBS No. 67183.1.1, PA
Tracking No. 23-11-0014, Chowan County, ER 24-0693

Thank you for your May 13, 2024, memorandum transmitting the Historic Structures Survey Report (HSSR) for the above-referenced undertaking. We have reviewed the report, accepted it as final, and offer the following comments.

We concur with the recommendations concerning the National Register of Historic Places (NRHP) that the:

- Study-listed Westover Heights Historic District (CO1181) remains potentially eligible for listing under Criteria A and C.
- Edenton Station, U.S. Fish and Fisheries Commission (CO0750) continues to merit listing in the NRHP under Criteria A and C.
- Edenton Marina (CO1219) is eligible for listing in the NRHP under Criterion A.

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.

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

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

Location: 109 East Jones Street, Raleigh NC 27601 Mailing Address: 4617 Mail Service Center, Raleigh NC 27699-4617 Telephone/Fax: (919) 814-6570/814-6898



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

Memorandum

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

FROM: Vanessa E. Patrick I
 Architectural Historian
 NCDOT—Historic Architecture

DATE: June 28, 2024

SUBJECT: *Historic Structures Survey Report – Replace Bridge No. 2 on US 17 Business (West Queen Street) over Pembroke Creek, Edenton, Chowan County, North Carolina. TIP No. BR-0183, WBS No. 67183.1.1, PA Tracking No. 23-11-0014. ER 24-0693.*

Thank you for your recent comments on the above report. We are pleased that you concur with our recommendation that the Edenton Marina (CO1219) is eligible for listing in the National Register of Historic Places under Criterion A, the Westover Heights Historic District (CO1181) remains potentially NR-eligible under Criteria A and C, and the Edenton Station, U.S. Fish and Fisheries Commission (CO0750) continues to merit its NR listing under Criterion A.

The three resources will be addressed at an upcoming effects consultation once the project design is sufficiently advanced:

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

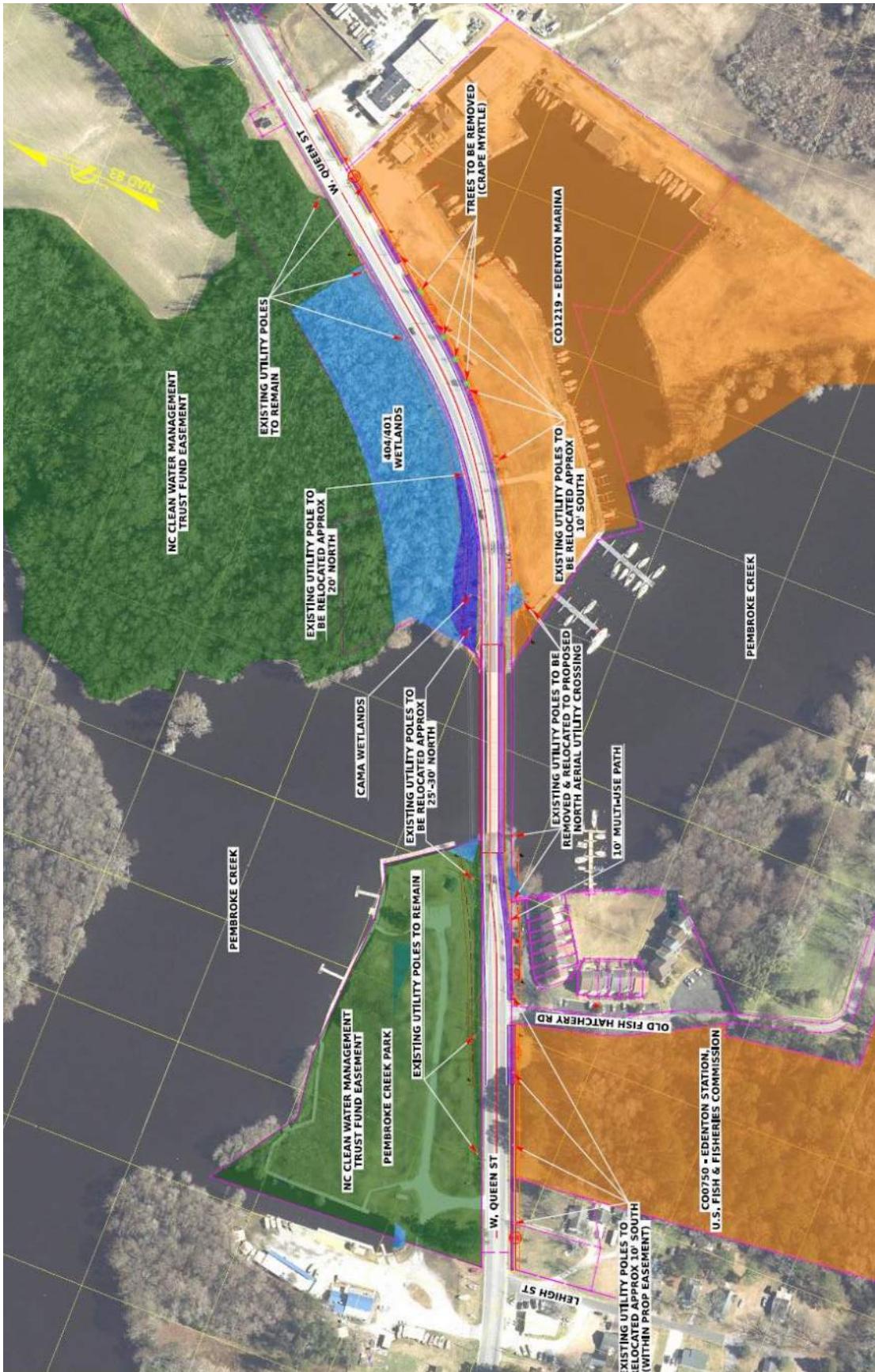
A handwritten signature of Vanessa E. Patrick.

V.E.P.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ANALYSIS UNIT
MSC 1598
RALEIGH, NC 27699-1598

Telephone: 919-707-6000
Customer Service: 1-877-368-4968
Website: ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH, NC 27610





16591
14 JUN 2024

Mr. Paul Williams
North Carolina Department of Transportation
113 Airport Drive
Edenton, NC 27932

Dear Mr. Williams:

Coast Guard review of your proposed project as provided in your email dated June 12, 2024, 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 – US 17 Bridge over Pembroke Creek, mile 0.8, at position 36.057910, -76.626497, at Chowan County, NC.

The project will be placed in our Advance Approval category as per Title 33 Code of Federal Regulations Part 115.70. This Advance Approval determination is for the location and structure described above and **is valid for five years from the date of this letter**. 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 Advance Approval category. This includes modification, replacement, and removal of the above bridge, following its initial construction.
- c. Prior to bridge construction, the bridge owner should submit a bridge maintenance project plan to this office at least 30 days (preferably 90 days) prior to work commencing on or over the navigable waterway. Please see enclosure (1).
- d. Please submit photographs and as-built drawings of both plan and elevation views of the bridge upon completion of the project. Plans should be in the standard 8 1/2 x 11 inch format. The drawings, along with the enclosed Completion Report Form, must indicate the vertical clearance from ordinary high water to the lowest portion of the bridge and horizontal clearance, pier face to pier face, or bank to bank, in the main navigation span. Please see enclosures (2) and (3).

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. Although the project will not require a bridge permit, other areas of Coast Guard jurisdiction apply. The following conditions apply concerning construction of the above bridge:

- a. You or your contractor must notify this office at least 30 days (preferably 90 days) in advance of the start of construction and any other work which may be an obstruction to navigation, so we may issue and update the information in our Local Notice to Mariners and monitor the project. The notice should include details of the project as described in enclosure (1).
- b. At no time during the project will the waterway be closed to navigation without the prior notification and approval of the Coast Guard. The bridge owner or contractor is required to maintain close and regular contact with Coast Guard Sector North Carolina at (910) 772-2230 or D05-SMB-SecNC-MarineEvents@uscg.mil to keep them informed of activities on the waterway.
- c. The lowest portion of the superstructure of the bridge across the waterway should clear the 100-year flood height elevation, if feasible.
- d. 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.

If you have any further questions, please contact Mr. Jack H. Williams at the above listed address or telephone number.

Sincerely,

HAL R. PITTS
Bridge Program Manager
By direction

Encl: (1) Bridge Maintenance Project Plan
(2) Bridge Completion Report (CG-4599)
(3) Plan Sheet Job Aid

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

BRIDGE MAINTENANCE PROJECT PLAN

1. The bridge owner, or entity acting on behalf of the bridge owner, should submit a bridge maintenance project plan at least 30 days (preferably 90 days) prior to commencement of work on or over the navigable waterway. Correspondence may be submitted via .pdf email attachment to CGDFiveBridges@uscg.mil or mailed.
2. Once received, the request will be assigned to a project officer for review and processing. The project officer will publish a local notice to mariners. If appropriate, the project officer will publish a temporary deviation from drawbridge operating regulations.
 - a. Bridge Information: Provide bridge name, bridge type (highway, railroad, pedestrian, pipeline, etc.), roadway (s) carried, waterway name, mile (statute) on waterway from confluence, municipal location (town/city, county (if applicable/if known), and state).
 - b. Project Description: Provide the general description, nature and scope of the project. Drawings may be submitted, particularly if there are any planned temporary reductions in navigation clearances.
 - c. Project Dates/Work Hours: Provide primary and alternate (if applicable) project dates and work hours. Alternate dates and work hours may be included to account for inclement weather, etc.
 - d. Navigation Clearances: Provide any proposed temporary reductions in navigation clearances (vertical and/or horizontal), including the amount of the reduction (s) in feet and when the reduction (s) will be in place.
 - e. Temporary Deviation (from Operating Regulations): For drawbridges – Provide any proposed temporary deviation from operating regulations including: purpose (why it is necessary); dates/times of closure; if the bridge will be closed when bridge work is not being performed, provide justification for closure during non-work hours; whether the bridge will be able to open for an emergency and within how much time of notice; whether vessels may pass through the bridge in the closed position at any time or with prior notice.
 - f. Project Resources: Provide list of vessels, barges, equipment and location of personnel involved in the project. Indicate whether the project resources will relocate from the navigation channel during work hours, and if so, provide the timeframe for notice and method of notice. Indicate whether the resources will relocate from the navigation channel during non-work hours, and if not, provide justification for them to remain in the navigation channel during non-work hours.
 - g. Communications: Provide communications plan for project resources. This should include VHF-FM channel 13 for vessels and drawbridge tenders and may include mobile phone devices for vessels and project personnel. Vessel operators need to be able to communicate with project resources for safe navigation.
 - h. Bridge Owner Information: If the request is submitted by an entity on behalf of the bridge owner, provide the bridge owner representative's contact information (name, telephone and email) and the bridge owner's mailing address for the appropriate office.