



Pre-Construction Notification (PCN) Form

For Nationwide Permits and Regional General Permits
(along with corresponding Water Quality Certifications)

April 13, 2022 Ver 4.3

Please note: fields marked with a red asterisk * below are required. You will not be able to submit the form until all mandatory questions are answered.

Also, if at any point you wish to print a copy of the E-PCN, all you need to do is right-click on the document and you can print a copy of the form.

Below is a link to the online help file.

<https://edocs.deq.nc.gov/WaterResources/0/edoc/624704/PCN%20Help%20File%202018-1-30.pdf>

A. Processing Information

Pre-Filing Meeting Date Request was submitted on: *

4/20/2022

If this is a courtesy copy, please fill in this with the submission date.

Is this project connected with ARPA funding? *

Yes No

County (or Counties) where the project is located: *

Johnston

Is this a NCDMS Project? *

Yes No

Click Yes, only if NCDMS is the applicant or co-applicant.

DON'T CHECK YES, UNLESS YOU ARE DMS OR CO-APPLICANT.

Is this project a public transportation project? *

Yes No

This is any publicly funded by municipal, state or federal funds road, rail, airport transportation project.

Is this a NCDOT Project? *

Yes No

(NCDOT only) T.I.P. or state project number:

BR-0026

WBS # *

67026.1.1

(for NCDOT use only)

1a. Type(s) of approval sought from the Corps: *

- Section 404 Permit (wetlands, streams and waters, Clean Water Act)
 Section 10 Permit (navigable waters, tidal waters, Rivers and Harbors Act)

Has this PCN previously been submitted? *

Yes
 No

1b. What type(s) of permit(s) do you wish to seek authorization? *

- Nationwide Permit (NWP)
 Regional General Permit (RGP)
 Standard (IP)

1c. Has the NWP or GP number been verified by the Corps? *

Yes No

Regional General Permit (RGP) Number:

201902350 - Work associated with bridge construction, widening, replacement, and interchanges

RGP Numbers (for multiple RGPs):

List all RGP numbers you are applying for not on the drop down list.

1d. Type(s) of approval sought from the DWR: *

check all that apply

- 401 Water Quality Certification - Regular
- Non-404 Jurisdictional General Permit
- Individual 401 Water Quality Certification
- 401 Water Quality Certification - Express
- Riparian Buffer Authorization

1e. Is this notification solely for the record because written approval is not required?

*

For the record only for DWR 401 Certification: Yes No

For the record only for Corps Permit: Yes No

1f. Is this an after-the-fact permit application? *

Yes No

1g. Is payment into a mitigation bank or in-lieu fee program proposed for mitigation of impacts?

If so, attach the acceptance letter from mitigation bank or in-lieu fee program.

Yes No

Acceptance Letter Attachment

Click the upload button or drag and drop files here to attach document

FILE TYPE MUST BE PDF

1h. Is the project located in any of NC's twenty coastal counties? *

Yes No

1j. Is the project located in a designated trout watershed? *

Yes No

Link to trout information: <http://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Agency-Coordination/Trout.aspx>

B. Applicant Information



1a. Who is the Primary Contact? *

Jason Dilday

1b. Primary Contact Email: *

jjdilday1@ncdot.gov

1c. Primary Contact Phone: *

(xxx)xxx-xxxx
(919)707-6111

1d. Who is applying for the permit? *

- Owner
- Applicant (other than owner)

(Check all that apply)

1e. Is there an Agent/Consultant for this project? *

Yes No

2. Owner Information

2a. Name(s) on recorded deed: *

NCDOT

2b. Deed book and page no.:

2c. Contact Person:

(for Corporations)

2d. Address *

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699-1598

State / Province / Region

NC

Country

USA

2e. Telephone Number: *

(xxx)xxx-xxxx

(919)707-6111

2f. Fax Number:

(xxx)xxx-xxxx

2g. Email Address: *

jjdilday1@ncdot.gov

3. Applicant Information (if different from owner)

3a. Name: *

Jason Dilday

3b. Business Name:

(if applicable)

3c. Address *

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699-1598

State / Province / Region

NC

Country

USA

3d. Telephone Number: *

(919)707-6111

(xxx)xxx-xxxx

3e. Fax Number:

(xxx)xxx-xxxx

3f. Email Address: *

jdilday1@ncdot.gov

C. Project Information and Prior Project History

1. Project Information

1a. Name of project: *

Replace Bridge 50 on NC 210 over Middle Creek (BR-0026-Central)

1b. Subdivision name:

(if appropriate)

1c. Nearest municipality / town: *

Smithfield

2. Project Identification

2a. Property Identification Number:

(tax PIN or parcel ID)

2b. Property size:

(in acres)

2c. Project Address

Street Address

Address Line 2

City

Postal / Zip Code

State / Province / Region

Country

2d. Site coordinates in decimal degrees

Please collect site coordinates in decimal degrees. Use between 4-6 digits (unless you are using a survey-grade GPS device) after the decimal place as appropriate, based on how the location was determined. (For example, most mobile phones with GPS provide locational precision in decimal degrees to map coordinates to 5 or 6 digits after the decimal place.)

Latitude: *

35.507734

ex: 34.208504

Longitude: *

-78.401539

-77.796371

3. Surface Waters

3a. Name of the nearest body of water to proposed project: *

Middle Creek

3b. Water Resources Classification of nearest receiving water: *

C; NSW

Surface Water Lookup

3c. What river basin(s) is your project located in? *

Neuse

3d. Please provide the 12-digit HUC in which the project is located. *

030202010903

River Basin Lookup

4. Project Description and History

4a. Describe the existing conditions on the site and the general land use in the vicinity of the project at the time of this application: *

Land use in the project vicinity consists of commercial and residential development, agricultural fields and forested, stream corridors.

4b. Have Corps permits or DWR certifications been obtained for this project (including all prior phases) in the past? *

Yes No Unknown

4f. List the total estimated acreage of all existing wetlands on the property:

0.5

4g. List the total estimated linear feet of all existing streams on the property:

(intermittent and perennial)

750

4h. Explain the purpose of the proposed project: *

The purpose of this project is to replace a structurally deficient bridge.

4i. Describe the overall project in detail, including indirect impacts and the type of equipment to be used: *

This project will replace the current 4-span, 136 foot bridge with a 2-span, 160 foot bridge on NC210 on the existing alignment, utilizing an off-site detour. Standard road building equipment, such as trucks, bulldozers and cranes will be used.

5. Jurisdictional Determinations

5a. Have the wetlands or streams been delineated on the property or proposed impact areas? *

Yes No Unknown

Comments:

5b. If the Corps made a jurisdictional determination, what type of determination was made? *

Preliminary Approved Not Verified Unknown N/A

Corps AID Number:

Example: SAW-2017-99999

SAW-2019-00506

5c. If 5a is yes, who delineated the jurisdictional areas?

Name (if known): Nathan Howell

Agency/Consultant Company: Three Oaks Engineering

Other:

5d. List the dates of the Corp jurisdiction determination or State determination if a determination was made by the Corps or DWR.

USACE field verification on April 16, 2019.

6. Future Project Plans

6a. Is this a phased project? *

Yes No

Are any other NWP(s), regional general permit(s), or individual permits(s) used, or intended to be used, to authorize any part of the proposed project or related activity? This includes other separate and distant crossing for linear projects that require Department of the Army authorization but don't require pre-construction notification.

D. Proposed Impacts Inventory



1. Impacts Summary

1a. Where are the impacts associated with your project? (check all that apply):

Wetlands Streams-tributaries Buffers
 Open Waters Pond Construction

2. Wetland Impacts

If there are wetland impacts proposed on the site, then complete this question for each wetland area impacted.

"W." will be used in the table below to represent the word "wetland".

2a. Site #* (?)	2a1 Reason* (?)	2b. Impact type* (?)	2c. Type of W.*	2d. W. name*	2e. Forested*	2f. Type of Jurisdiction* (?)	2g. Impact area* (acres)
Site 2/3	Fill	P	Headwater Forest	WA/WC	Yes	Both	0.003 (acres)

2g. Total Temporary Wetland Impact

0.000

2g. Total Permanent Wetland Impact

0.003

2g. Total Wetland Impact

0.003

2i. Comments:

An additional 0.036 acre of wetland impact will occur due to handclearing.

3. Stream Impacts

If there are perennial or intermittent stream impacts (including temporary impacts) proposed on the site, then complete this question for all stream sites impacted.

"S." will be used in the table below to represent the word "stream".

	3a. Reason for impact* (?)	3b. Impact type *	3c. Type of impact *	3d. S. name *	3e. Stream Type* (?)	3f. Type of Jurisdiction *	3g. S. width* <small>Average (feet)</small>	3h. Impact length* <small>(linear feet)</small>
S1	1B-Bank Stabilization	Permanent	Bank Stabilization	Middle Creek	Perennial	Both	50 <small>Average (feet)</small>	67 <small>(linear feet)</small>
S2	4-Ditch Construction	Permanent	Fill	SB	Perennial	Both	6 <small>Average (feet)</small>	57 <small>(linear feet)</small>
S3	4-Ditch Construction	Temporary	Dewatering	SB	Perennial	Both	6 <small>Average (feet)</small>	64 <small>(linear feet)</small>
S4	5-Construction Access	Temporary	Dewatering	SA	Perennial	Both	3 <small>Average (feet)</small>	83 <small>(linear feet)</small>
S5	6-Fill	Permanent	Fill	SC	Intermittent	Both	3 <small>Average (feet)</small>	149 <small>(linear feet)</small>
S6	6-Construction Access	Temporary	Dewatering	SC	Intermittent	Both	3 <small>Average (feet)</small>	14 <small>(linear feet)</small>

** All Perennial or Intermittent streams must be verified by DWR or delegated local government.

3i. Total jurisdictional ditch impact in square feet:

0

3i. Total permanent stream impacts:

273

3i. Total temporary stream impacts:

161

3i. Total stream and ditch impacts:

434

3j. Comments:

Impacts at Site 1B are for bank stabilization an are not considered a "loss of Waters of the U.S."

4. Open Water Impacts

If there are proposed impacts to lakes, ponds, estuaries, tributaries, sounds, the Atlantic Ocean, or any other open water of the U.S. then individually list all open water impacts below.

4a. Site #* (?)	4a1. Impact Reason	4b. Impact type* (?)	4c. Name of waterbody (?)	4d. Activity type*	4e. Waterbody type*	4f. Impact area* <small>(acres)</small>
1A	Construction Causeway	T	Middle Creek	Causeway	Tributary	0.03 <small>(acres)</small>

4g. Total temporary open water Impacts:

0.03

4g. Total permanent open water impacts:

0.00

4g. Total open water impacts:

0.03

4h. Comments:

6. Buffer Impacts (for DWR)

If project will impact a protected riparian buffer, then complete the chart below. Individually list all buffer impacts below.

6a. Project is in which protect basin(s)? *

Check all that apply.

- Neuse
- Catawba
- Goose Creek
- Other
- Tar-Pamlico
- Randleman
- Jordan Lake

6b. Impact Type* (?)	6c. Per or Temp* (?)	6d. Stream name*	6e. Buffer mitigation required?*	6f. Zone 1 impact*	6g. Zone 2 impact*
1-Allowable-Bridge	P	Middle Creek	No	7,401 <small>(square feet)</small>	4,244 <small>(square feet)</small>

6h. Total buffer impacts:

	Zone 1	Zone 2
Total Temporary impacts:	0.00	0.00

	Zone 1	Zone 2
Total Permanent impacts:	7,401.00	4,244.00

	Zone 1	Zone 2
Total combined buffer impacts:	7,401.00	4,244.00

6i. Comments:

E. Impact Justification and Mitigation



1. Avoidance and Minimization

1a. Specifically describe measures taken to avoid or minimize the proposed impacts in designing the project: *

The bridge will be replaced on the existing alignment. The new bridge will have less bents in the water than the existing structure. Bridge was redesigned to reduce potential impact to federally protected aquatic species. See stormwater management plan for additional minimization measures.

1b. Specifically describe measures taken to avoid or minimize the proposed impacts through construction techniques: *

An offsite detour will be used during construction. NCDOT's Design Standards in Sensitive Watersheds will be adhered to. Construction conditions detailed in the USFWS Programmatic Biological Opinion (PBO) for aquatic mussels and the PBO for the Neuse River waterdog and Carolina Madtom will be adhered to.

2. Compensatory Mitigation for Impacts to Waters of the U.S. or Waters of the State

2a. Does the project require Compensatory Mitigation for impacts to Waters of the U.S. or Waters of the State?

- Yes
- No

2c. If yes, mitigation is required by (check all that apply):

- DWR
- Corps

2d. If yes, which mitigation option(s) will be used for this project?

- Mitigation bank
- Payment to in-lieu fee program
- Permittee Responsible Mitigation

3. Complete if Using a Mitigation Bank

3a. Name of Mitigation Bank:

Falling Creek Mitigation Site

3b. Credits Purchased/Requested (attach receipt and letter)

Type:	Quantity:
Stream	412

3c. Comments

NC Stream Temperature Classification Maps can be found under the Mitigation Concepts tab on the Wilmington District's RIBITS website.

5. Complete if Using a Permittee Responsible Mitigation Plan

5a. If using a permittee responsible mitigation plan, provide a description of the proposed mitigation plan including mitigation credits generated.

6. Buffer mitigation (State Regulated Riparian Buffer Rules) - required by DWR

6a. Will the project result in an impact within a protected riparian buffer that requires buffer mitigation? If yes, you must fill out this entire form - please contact DWR for more information.

Yes No

F. Stormwater Management and Diffuse Flow Plan (required by DWR)

*** Recent changes to the stormwater rules have required updates to this section .***

1. Diffuse Flow Plan

1a. Does the project include or is it adjacent to protected riparian buffers identified within one of the NC Riparian Buffer Protection Rules?

Yes No

1b. All buffer impacts and high ground impacts require diffuse flow or other form of stormwater treatment. If the project is subject to a state implemented riparian buffer protection program, include a plan that fully documents how diffuse flow will be maintained.

All Stormwater Control Measures (SCM)s must be designed in accordance with the [NC Stormwater Design Manual](#). Associated supplement forms and other documentation shall be provided.

What type of SCM are you providing?

- Level Spreader
 - Vegetated Conveyance (lower SHWT)
 - Wetland Swale (higher SHWT)
 - Other SCM that removes minimum 30% nitrogen
 - Proposed project will not create concentrated stormwater flow through the buffer
- (check all that apply)

For a list of options to meet the diffuse flow requirements, click [here](#).

2. Stormwater Management Plan

2a. Is this a NCDOT project subject to compliance with NCDOT's Individual NPDES permit NCS000250? *

Yes No

Comments:

G. Supplementary Information

1. Environmental Documentation

1a. Does the project involve an expenditure of public (federal/state/local) funds or the use of public (federal/state) land? *

Yes No

1b. If you answered "yes" to the above, does the project require preparation of an environmental document pursuant to the requirements of the National or State (North Carolina) Environmental Policy Act (NEPA/SEPA)? *

Yes No

1c. If you answered "yes" to the above, has the document review been finalized by the State Clearing House? (If so, attach a copy of the NEPA or SEPA final approval letter.) *

Yes No

Comments:*

Type I Categorical Exclusions do not require submittal to the State Clearing House.

2. Violations (DWR Requirement)

2a. Is the site in violation of DWR Water Quality Certification Rules (15A NCAC 2H .0500), Isolated Wetland Rules (15A NCAC 2H .1300), or DWR Surface Water or Wetland Standards or Riparian Buffer Rules (15A NCAC 2B .0200)? *

Yes No

3. Cumulative Impacts (DWR Requirement)

3a. Will this project (based on past and reasonably anticipated future impacts) result in additional development, which could impact nearby downstream water quality? *

Yes No

3b. If you answered "no," provide a short narrative description.

Due to minimal transportation impact resulting from this bridge replacement, this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect or cumulative effects study will not be necessary.

4. Sewage Disposal (DWR Requirement)

4a. Is sewage disposal required by DWR for this project? *

Yes No N/A

5. Endangered Species and Designated Critical Habitat (Corps Requirement)

5a. Will this project occur in or near an area with federally protected species or habitat? *

Yes No

5b. Have you checked with the USFWS concerning Endangered Species Act impacts? *

Yes No

5c. If yes, indicate the USFWS Field Office you have contacted.

Raleigh

5d. Is another Federal agency involved? *

Yes No Unknown

5e. Is this a DOT project located within Division's 1-8? *

Yes No

5j. What data sources did you use to determine whether your site would impact Endangered Species or Designated Critical Habitat? *

N.C. Natural Heritage Program database; USFWS-IPaC query; biological surveys for protected species identified for the project area, which include red-cockaded woodpecker, Neuse River waterdog, Carolina madtom, dwarf wedgemussel, Atlantic pigtoe, and yellow lance. Habitat for red-cockaded woodpecker does not exist in the study area and the biological conclusion is No Effect. Habitat for all listed aquatic species exist in the study area. Also, this project occurs within listed critical habitat for Neuse River waterdog. All aquatic species received Biological Conclusions of May Affect, Not Likely to Adversely Affect. Section 7 for these species was satisfied through the use of PBOs for the affected species. Construction measures detailed in the PBOs will be adhered to as well as payment into the N.C. Nongame Aquatic Species Fund has been made. The tricolored bat is currently listed as proposed endangered by FWS. In the event the species receives its official listing during project construction, it is anticipated to be covered under a programmatic agreement for the species.

6. Essential Fish Habitat (Corps Requirement)

6a. Will this project occur in or near an area designated as an Essential Fish Habitat? *

Yes No

6b. What data sources did you use to determine whether your site would impact an Essential Fish Habitat? *

NMFS county index

7. Historic or Prehistoric Cultural Resources (Corps Requirement)

Link to the State Historic Preservation Office Historic Properties Map (does not include archaeological data: <http://gis.ncdcr.gov/hpweb/>)

7a. Will this project occur in or near an area that the state, federal or tribal governments have designated as having historic or cultural preservation status (e.g., National Historic Trust designation or properties significant in North Carolina history and archaeology)? *

Yes No

7b. What data sources did you use to determine whether your site would impact historic or archeological resources? *

NEPA documentation

8. Flood Zone Designation (Corps Requirement)

Link to the FEMA Floodplain Maps: <https://msc.fema.gov/portal/search>

8a. Will this project occur in a FEMA-designated 100-year floodplain? *

Yes No

8b. If yes, explain how project meets FEMA requirements:

NCDOT Hydraulics Unit coordination with FEMA

8c. What source(s) did you use to make the floodplain determination? *

FEMA maps

Miscellaneous



Comments

Please use the space below to attach all required documentation or any additional information you feel is helpful for application review. Documents should be combined into one file when possible, with a Cover Letter, Table of Contents, and a Cover Sheet for each Section preferred.

[Click the upload button or drag and drop files here to attach document](#)

BR-0026 Application_attachments.pdf

15.17MB

File must be PDF or KMZ

Signature



*

By checking the box and signing below, I certify that:

- The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief; and
- The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.
- I have given true, accurate, and complete information on this form;
- I agree that submission of this PCN form is a "transaction" subject to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I agree to conduct this transaction by electronic means pursuant to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I understand that an electronic signature has the same legal effect and can be enforced in the same way as a written signature; AND
- I intend to electronically sign and submit the PCN form.

Full Name: *

Jason Dilday

Signature *

A rectangular box containing a handwritten signature in cursive script that reads "Jason Dilday".

Date

9/15/2023

Falling Creek Mitigation Site

The Falling Creek mitigation site is part of the Falling Creek Umbrella Mitigation Bank. The 260 acre site is adjacent to Falling Creek in the Upper Neuse Cataloging Unit (03020201) and located northwest of the intersection of Grantham School Road and Corbett Hill Road in Wayne County NC.

NCDOT has acquired 9,867.58 credits from Falling Creek mitigation site from Wildlands Holding to offset unavoidable impacts associated within the Neuse 03020201. Wildlands Holding III will debit their ledger for 412 linear feet of mitigation, to offset 206 linear feet of impacts associated with BR-0026.

PO Number	7700002014	TIP Debits:					
HUC	3020201	PO Number	TIP	Debit Amount	Permit Date	Notes	Links
River Basin	Neuse	7700002014	BR-0026	412		206 lf impacts at 2:1	
Site Name	Falling Creek Stream	* 7700002014		0			
Bank Name	Falling Creek UMB						
Sponsor	Wildland Holdings III						
Notes							
		Record: 1 of 1 No Filter Search					
CREDITS:	Actual Total Credits	9867.58	Actual Total Debits	412	Remaining Credits	9455.58	Update Totals



North Carolina Department of Transportation
 Highway Stormwater Program
 STORMWATER MANAGEMENT PLAN
 FOR NCDOT PROJECTS



(Version 3.00; Released August 2021)

WBS Element: 67026.1.1 TIP/Proj No: BR-0026 County(ies): Johnston Page 1 of 2

General Project Information

WBS Element:	67026.1.1	TIP Number:	BR-0026	Project Type:	Bridge Replacement	Date:	6/28/2023
NCDOT Contact:	Tierre R Peterson			Contractor / Designer:	Bradley Ridnour		
	Address: 1000 Birch Ridge Drive Raleigh, NC 27610				Address: 4700 Falls of Neuse Road Suite 100 Raleigh, NC 27609		
	Phone: (919)707-6488				Phone: (606)302-2872		
	Email: trpeterson@ncdot.gov				Email: bsridnour@jmt.com		
City/Town:	Smithfield, NC			County(ies):	Johnston		
River Basin(s):	Neuse			CAMA County?	No		
Wetlands within Project Limits?	Yes						

Project Description

Project Length (lin. miles or feet):	865 Feet	Surrounding Land Use:	Residential/Agricultural
	Proposed Project		Existing Site
Project Built-Upon Area (ac.)	0.8 ac.		0.5 ac.
Typical Cross Section Description:	2 - 12' Travel Lanes @ 2% NC, 4' Paved and 4' Grass Shoulders		Average Lane Width 9'. 2 - 9' Lanes. Grass Shoulders.
Annual Avg Daily Traffic (veh/hr/day):	Design/Future: 14000	Year: 2045	Existing: 8900 Year: 2020

General Project Narrative:
 (Description of Minimization of Water Quality Impacts)

The purpose of this project is to replace bridge no. 500050 located on NC 210 over Middle Creek. The existing bridge is a four span (34'-0", 33'-11", 33'-11", 34'-0") concrete and steel bridge with 2 - 9' paved lanes. The replacement bridge will be a two span (60'-0", 100'-0" 54" prestressed girder bridge set on 4' caps with 1.5:1 spill-through abutments with 2 - 12' paved lanes.

There will be no deck drains on the replacement bridge. Runoff from the bridge will be routed into grate inlets placed at the downstream end of the bridge, beyond the approach slab. These grated inlets will be placed at either end of the bridge and stormwater will be discharged outside of buffer zone 2.

During construction, NCDOT and NCDENR best management practices shall be adhered to in order to minimize erosion and sedimentation to the adjacent property and the stream. Construction runoff will be filtered through silt fences and check dams placed between the construction site and Middle Creek and other runoff areas.

There should be no stormwater impacts to the project area as a result of this project.



North Carolina Department of Transportation

Highway Stormwater Program
STORMWATER MANAGEMENT PLAN

FOR NCDOT PROJECTS



(Version 3.00; Released August 2021)

WBS Element: 67026.1.1 TIP/Proj No.: BR-0026 County(ies): Johnston Page 2 of 2

General Project Information

Waterbody Information

Surface Water Body (1):	Middle Creek		NCDWR Stream Index No.:	27-43-15-(4)	
NCDWR Surface Water Classification for Water Body	Primary Classification:		Class C		
	Supplemental Classification:		Nutrient Sensitive Waters (NSW)		
Other Stream Classification:	None				
Impairments:	None				
Aquatic T&E Species?	No	Comments:			
NRTR Stream ID:	n/a		Buffer Rules in Effect:	Neuse	
Project Includes Bridge Spanning Water Body?	Yes	Deck Drains Discharge Over Buffer?	No	Dissipator Pads Provided in Buffer?	No
Deck Drains Discharge Over Water Body?	No	(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)	
(If yes, provide justification in the General Project Narrative)					

Surface Water Body (2):			NCDWR Stream Index No.:		
NCDWR Surface Water Classification for Water Body	Primary Classification:				
	Supplemental Classification:				
Other Stream Classification:					
Impairments:					
Aquatic T&E Species?		Comments:			
NRTR Stream ID:			Buffer Rules in Effect:		
Project Includes Bridge Spanning Water Body?		Deck Drains Discharge Over Buffer?		Dissipator Pads Provided in Buffer?	
Deck Drains Discharge Over Water Body?		(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)	
(If yes, provide justification in the General Project Narrative)					

Surface Water Body (3):			NCDWR Stream Index No.:		
NCDWR Surface Water Classification for Water Body	Primary Classification:				
	Supplemental Classification:				
Other Stream Classification:					
Impairments:					
Aquatic T&E Species?		Comments:			
NRTR Stream ID:			Buffer Rules in Effect:		
Project Includes Bridge Spanning Water Body?		Deck Drains Discharge Over Buffer?		Dissipator Pads Provided in Buffer?	
Deck Drains Discharge Over Water Body?		(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)	
(If yes, provide justification in the General Project Narrative)					

TIP PROJECT: BR-0026

CONTRACT: C204792

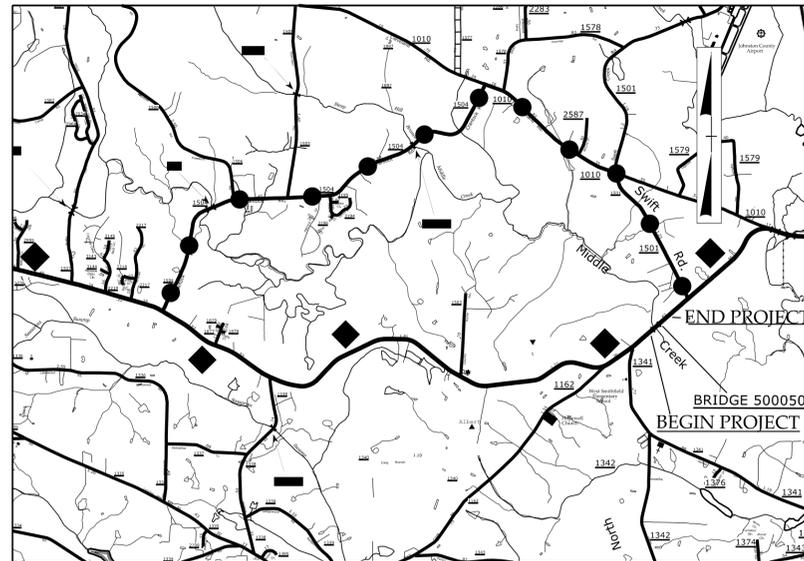
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PERMIT DRAWING
SHEET 1 OF 7

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0026	1	8
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
67026.1.1		P.E.	
67026.2.1		R/W & UTIL	
67026.3.1		CONSTRUCTION	

JOHNSTON COUNTY

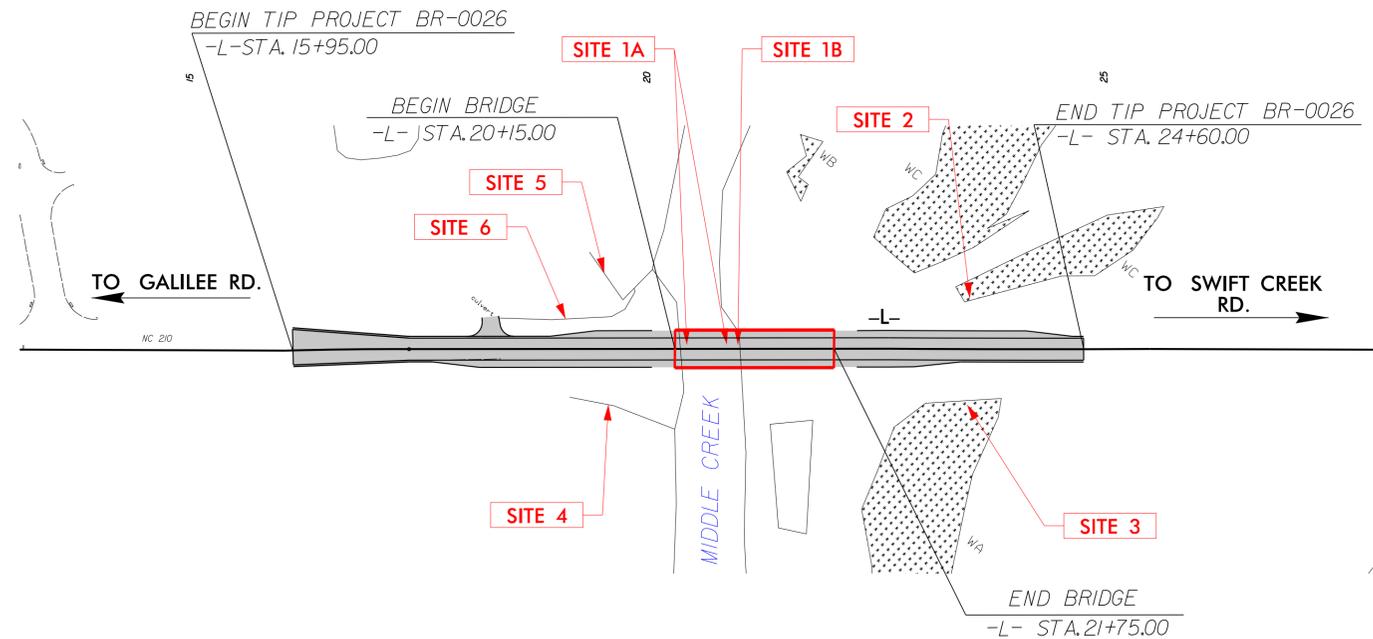
LOCATION: REPLACE BRIDGE (500050) ON NC-210 OVER MIDDLE CREEK
TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE



VICINITY MAP
OFF-SITE DETOUR

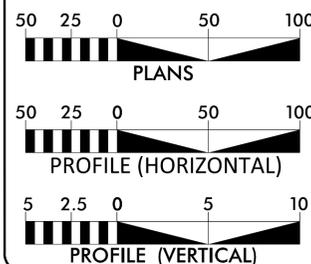
WETLAND AND SURFACE WATER IMPACTS

Clearing and Grubbing: Method III
Utility Design Included



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2020 = 8,900
ADT 2045 = 14,000
K = 10%
D = 65%
T = 4%
V = 45 MPH
* TTST = 1% DUAL = 3%
FUNC CLASS = MINOR ARTERIAL
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY PROJECT = 0.134 MI
LENGTH STRUCTURE PROJECT = 0.030 MI
TOTAL LENGTH OF PROJECT = 0.164 MI

NCDOT CONTACT: DAVID STUTTS, P.E.
PROJECT ENGINEER, PEF/PRG MGT.

Prepared in the Office of:

JOHNSON, MIRMIRAN, & THOMPSON
4700 Falls of Neuse Road, Suite 100, Raleigh, NC 27609

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
APRIL 26, 2022

LETTING DATE:
JANUARY 16, 2024

JOHN LANSFORD, P.E.
PROJECT ENGINEER

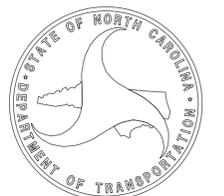
KEITH BRIDGERS
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

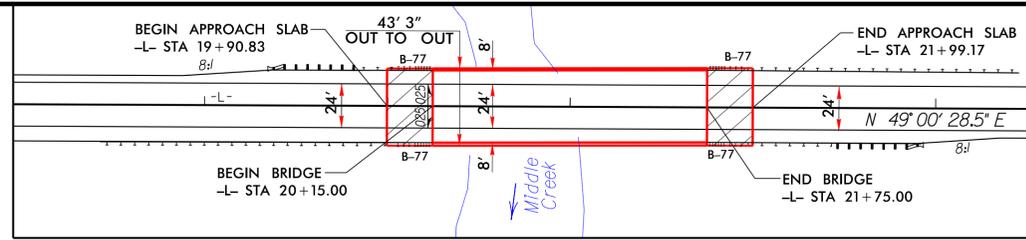
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ROADWAY DESIGN
ENGINEER

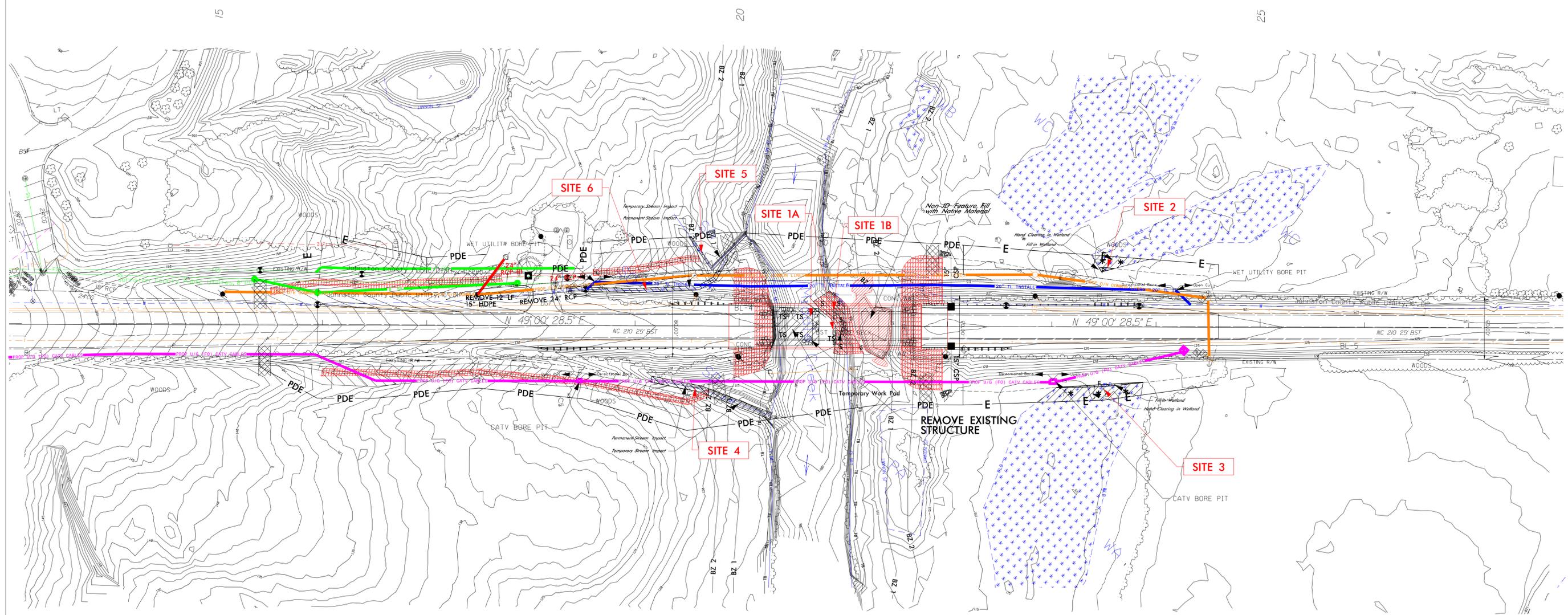
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1" = 50 feet

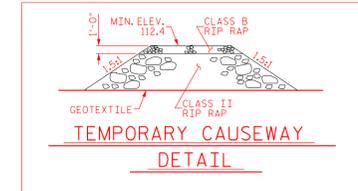
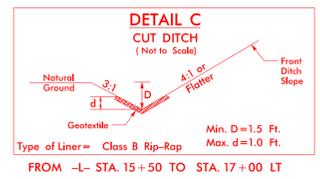
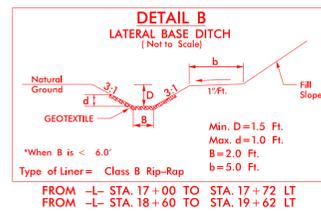
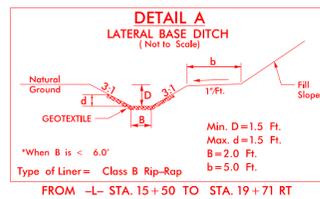


Relationship Between Approaches and Structure



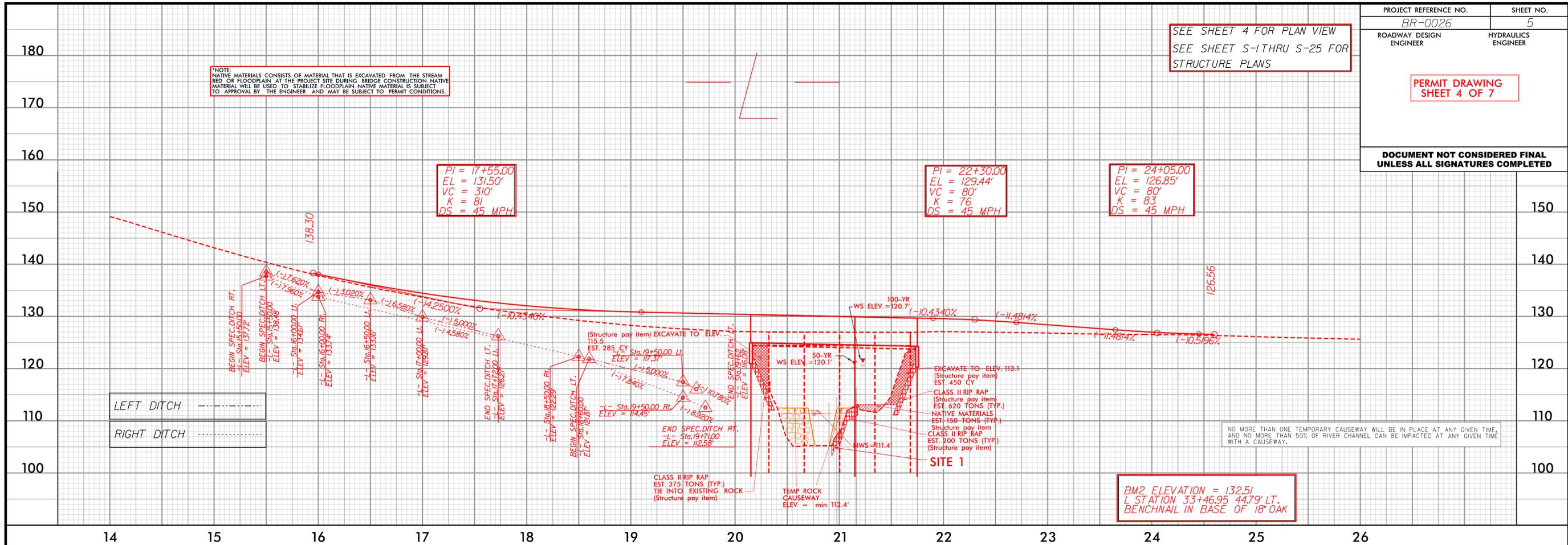
NO MORE THAN ONE TEMPORARY CAUSEWAY WILL BE IN PLACE AT ANY GIVEN TIME, AND NO MORE THAN 50% OF RIVER CHANNEL CAN BE IMPACTED AT ANY GIVEN TIME WITH A CAUSEWAY.

-  F F F F FILL IN WETLAND
-  * * * * * HAND CLEARING IN WETLAND
-  P P P P PERMANENT SURFACE WATER IMPACTS
-  TS TS TEMPORARY SURFACE WATER IMPACTS



SEE SHEET 4 FOR PLAN VIEW
SEE SHEET S-1 THRU S-25 FOR
STRUCTURE PLANS

NOTE
NATIVE MATERIALS CONSISTS OF MATERIAL THAT IS EXCAVATED FROM THE STREAM
BED OR FLOODPLAIN AT THE PROJECT SITE DURING BRIDGE CONSTRUCTION. NATIVE
MATERIAL WILL BE USED TO STABILIZE FLOODPLAIN. NATIVE MATERIAL IS SUBJECT
TO APPROVAL BY THE ENGINEER AND MAY BE SUBJECT TO PERMIT CONDITIONS.



LEFT DITCH - - - - -
RIGHT DITCH - - - - -

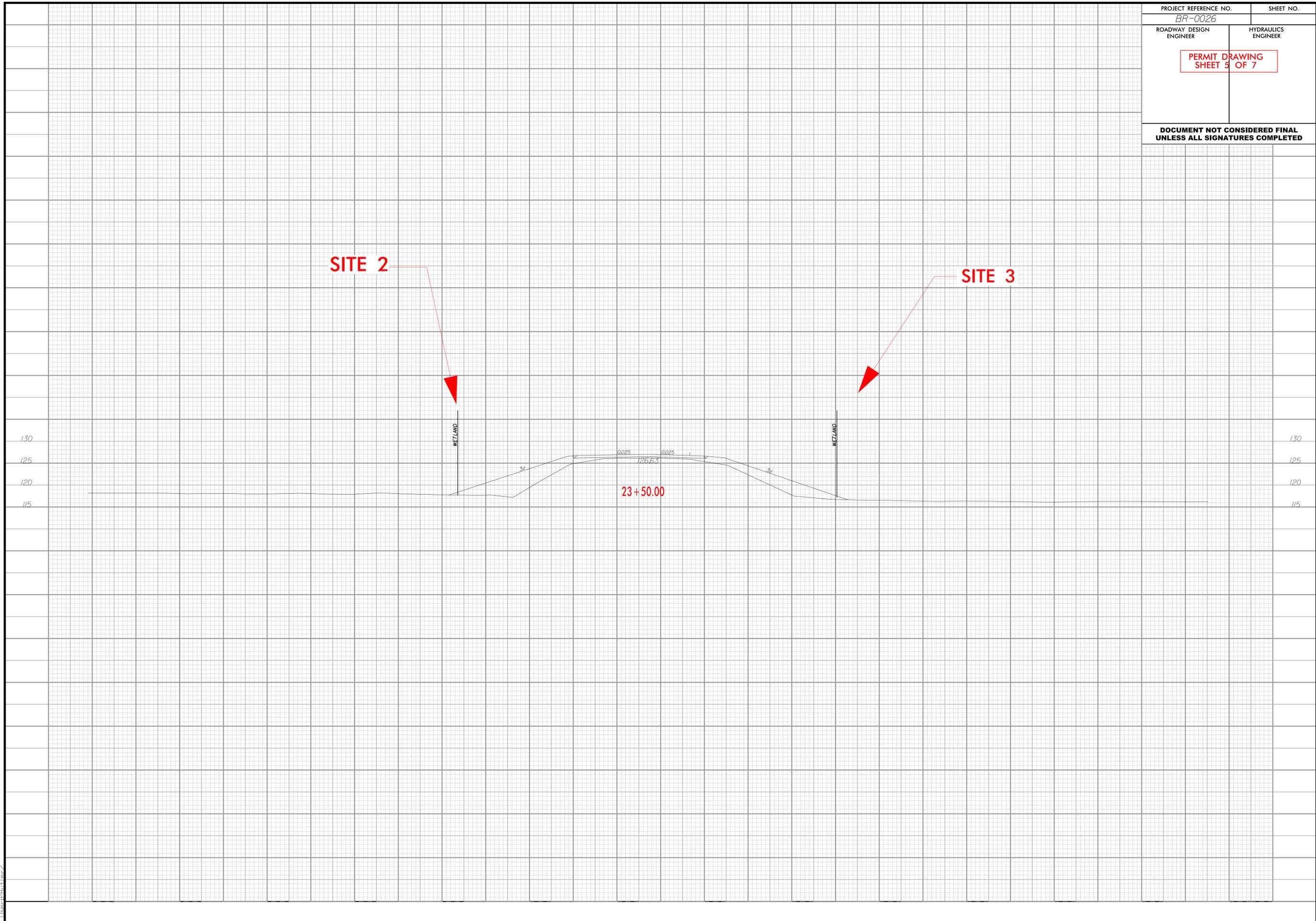
NO MORE THAN ONE TEMPORARY CAUSEWAY WILL BE IN PLACE AT ANY GIVEN TIME,
AND NO MORE THAN 50% OF RIVER CHANNEL CAN BE IMPACTED AT ANY GIVEN TIME
WITH A CAUSEWAY.

BM2 ELEVATION = 132.51
L STATION 33+46.95 44.79' LT.
BENCHNAIL IN BASE OF 18" OAK

BRIDGE HYDRAULIC DATA		
DESIGN DISCHARGE	= 7500	CFS
DESIGN FREQUENCY	= 50	YRS
DESIGN HW ELEVATION	= 120.1	FT
BASE DISCHARGE	= 8900	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 120.7	FT
OVERTOPPING DISCHARGE	= 14219	CFS
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING ELEVATION	= 124.6	FT
DATE OF SURVEY	= (3/16/2021)	
W.S. ELEVATION AT DATE OF SURVEY	= 111.4'	FT

PROJECT REFERENCE NO. <i>BR-0026</i>	SHEET NO.
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<div style="border: 1px solid red; padding: 2px; display: inline-block;"> PERMIT DRAWING SHEET 5 OF 7 </div>	

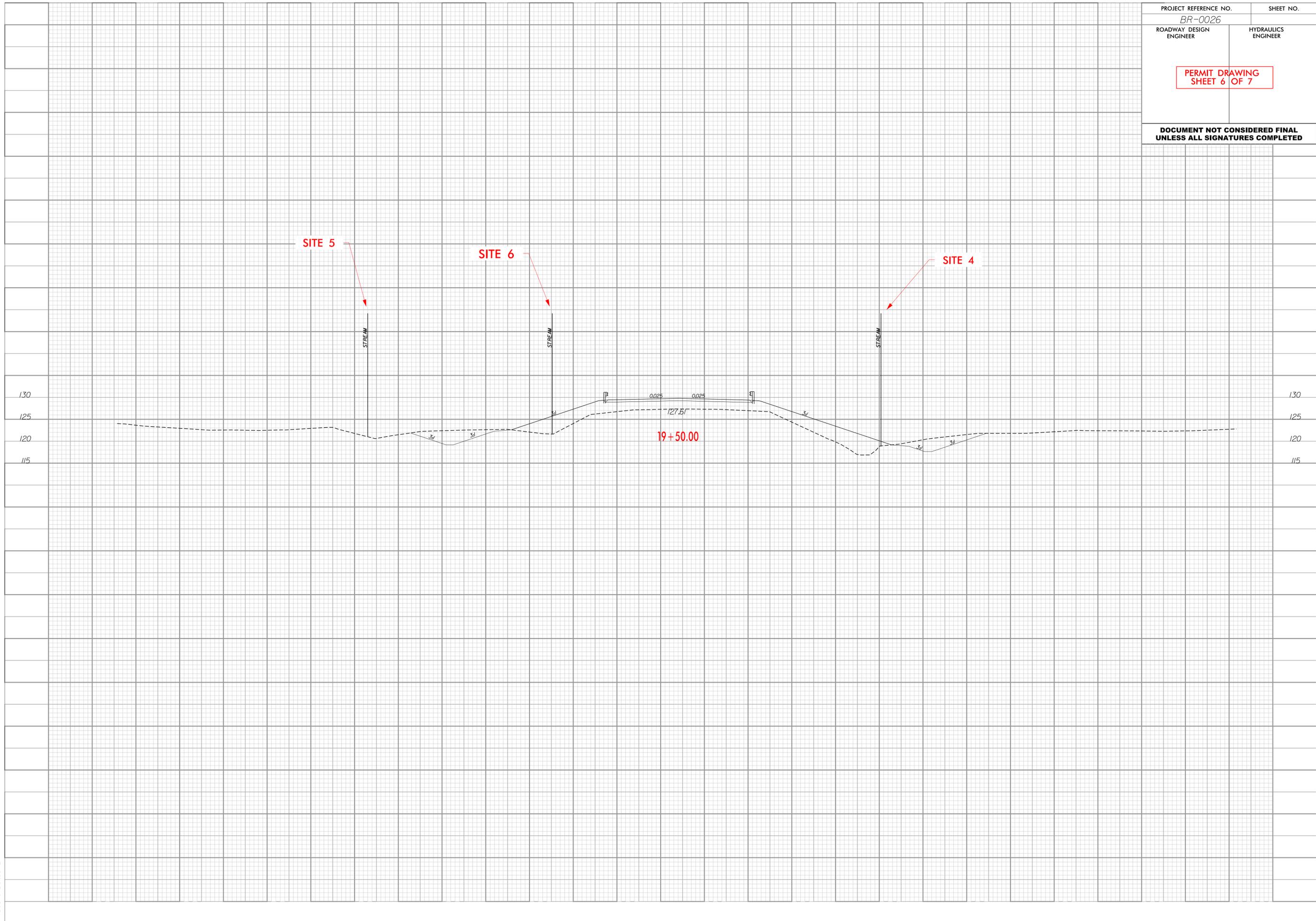
**DOCUMENT NOT CONSIDERED FINAL
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PROJECT REFERENCE NO. <i>BR-0026</i>	SHEET NO.
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PERMIT DRAWING SHEET 6 OF 7	

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WETLAND AND SURFACE WATER IMPACTS SUMMARY

Site No.	Station (From/To)	Structure Size / Type	WETLAND IMPACTS					SURFACE WATER IMPACTS				
			Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Natural Stream Design (ft)
1A	Sta.20+36 to Sta.20+92	Temporary Causeway						0.03				
1B	Sta.20+71 to Sta.21+02	Rip Rap Stabilization					0.02		67			
2	Sta.23+38 to Sta.23+91	Fill / Erosion Control	< 0.01				< 0.01					
3	Sta.22+88 to Sta.23+86	Fill / Erosion Control	< 0.01				0.03					
4	Sta.19+14 to Sta.19+92	Drainage Ditch / Construction					< 0.01	< 0.01	57	64		
5	Sta.19+56 to Sta.19+98	Construction Access						< 0.01		83		
6	Sta.18+36 to Sta.19+88	Fill/ Construction Access					0.01	< 0.01	149	14		
TOTALS*:			< 0.01				0.04	0.04	0.05	273	161	0

*Rounded totals are sum of actual impacts

NOTES:

Johnston County Public Utilities (Water) will have an temporary stream impact (Sta. 18+50) within Site 6 of 6 linear feet (29 29 square feet). This portion of the stream will be subsequently filled, and therefore is reported as a permanent surface water impact.

Site 1B is permanent stablization and is therefore not considered a loss of waters of the US.

NC DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 September 2023
 Johnston County
 STIP BR-0026
 WBS Element No. 67026.1.1

TIP PROJECT: BR-0026

CONTRACT: C204792

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

BUFFER DRAWING
SHEET 1 OF 3

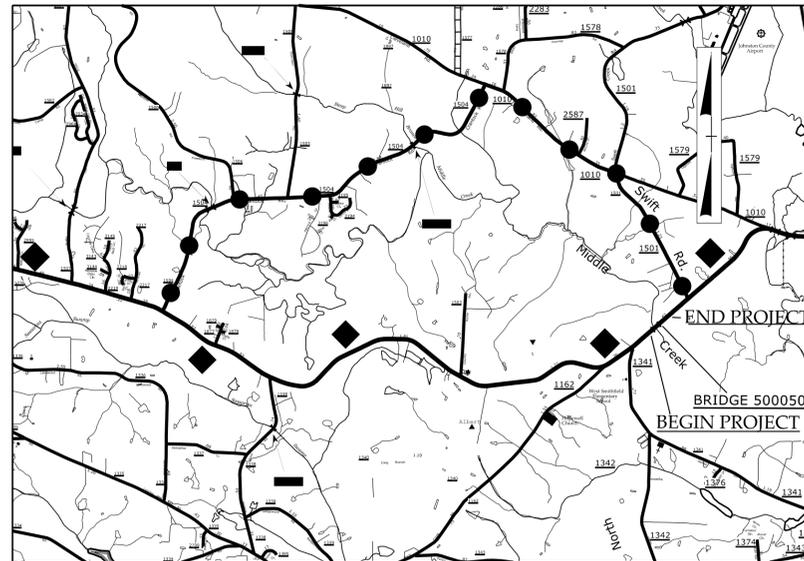
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0026	1	8
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
67026.1.1		P.E.	
67026.2.1		R/W & UTIL	
67026.3.1		CONSTRUCTION	

JOHNSTON COUNTY

LOCATION: REPLACE BRIDGE (500050) ON NC-210 OVER MIDDLE CREEK
TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE

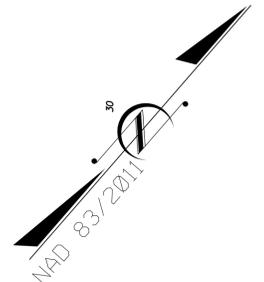
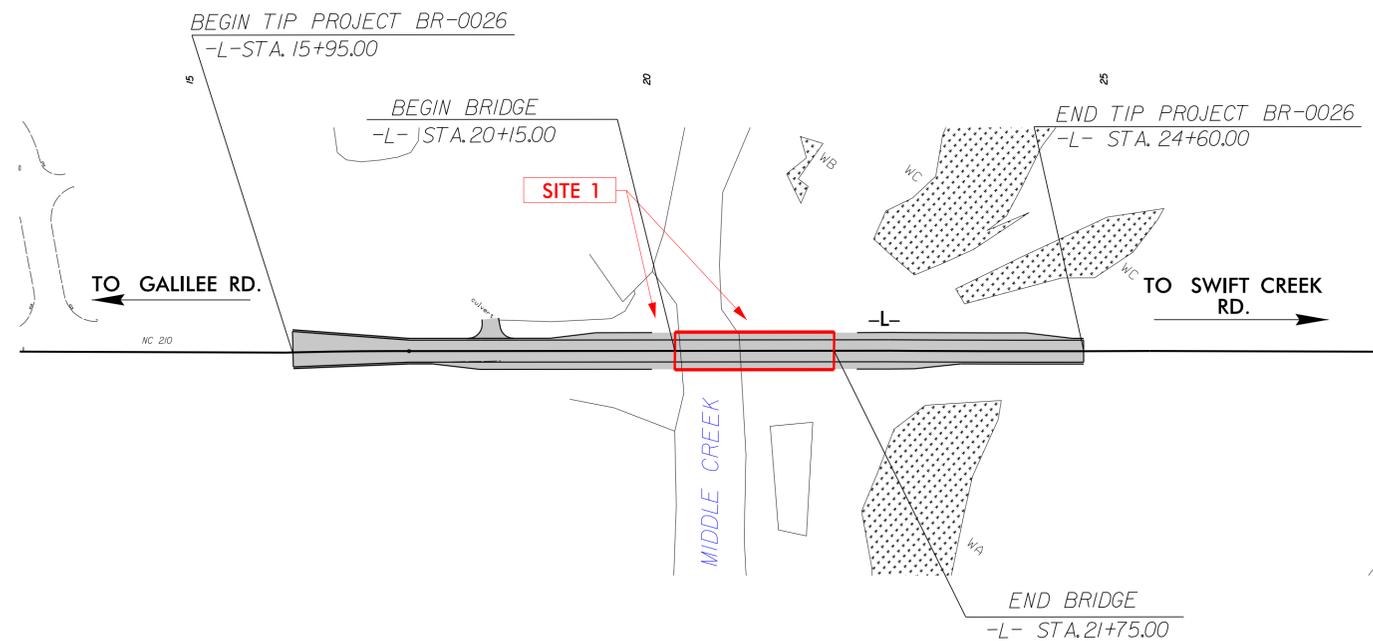
RIPARIAN BUFFER IMPACTS

Clearing and Grubbing: Method III



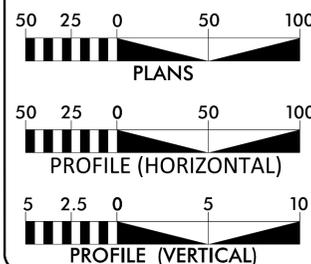
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OFF-SITE DETOUR



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GRAPHIC SCALES



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ADT 2045 = 14,000
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REGIONAL TIER

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PROJECT ENGINEER, PEF/PRG MGT.

Prepared in the Office of:

JOHNSON, MIRMIRAN, & THOMPSON
4700 Falls of Neuse Road, Suite 100, Raleigh, NC 27609

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PROJECT ENGINEER

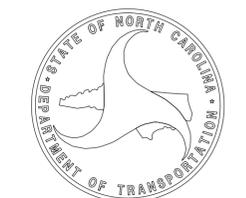
KEITH BRIDGERS
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

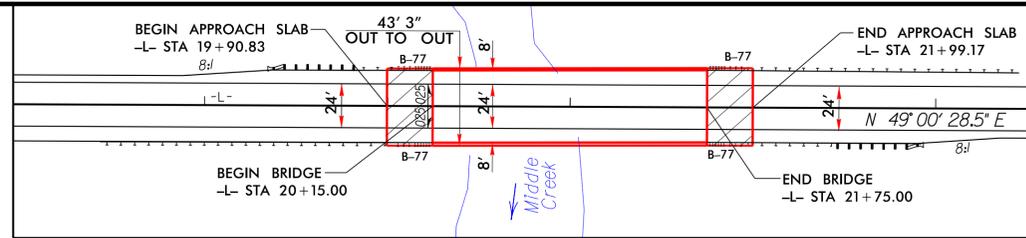
SIGNATURE: _____ P.E.

ROADWAY DESIGN
ENGINEER

SIGNATURE: _____ P.E.



1" = 50 feet



Relationship Between Approaches and Structure

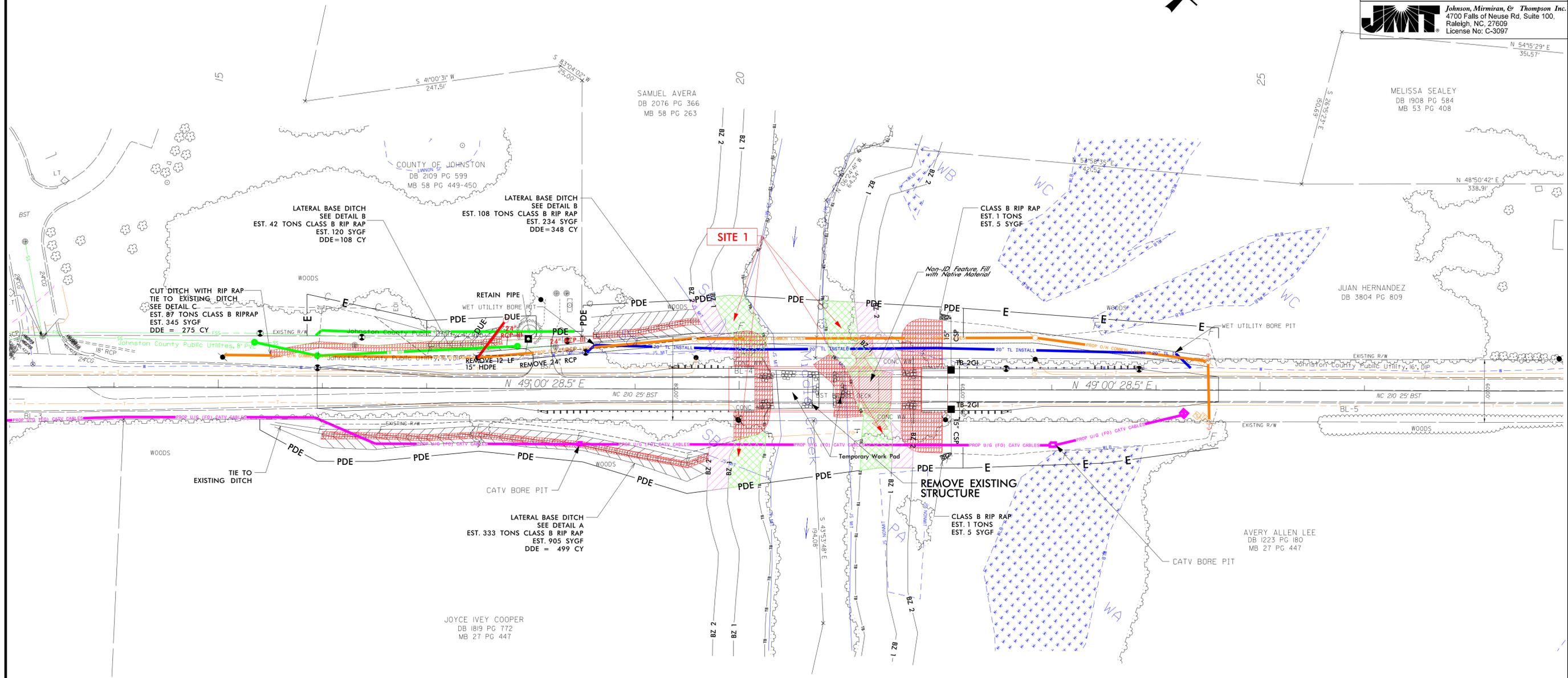


PROJECT REFERENCE NO. <i>BR-0026</i>	SHEET NO. 4
RW SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

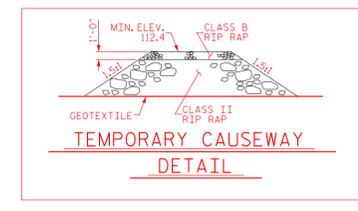
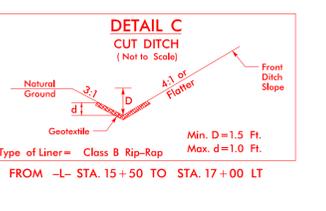
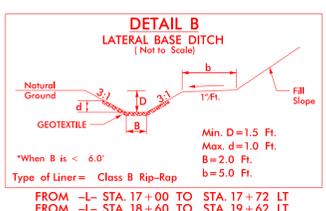
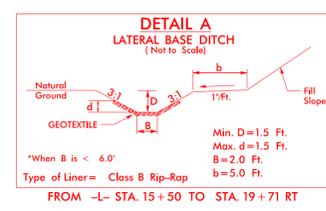
BUFFER DRAWING SHEET 2 OF 3

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

JMT Johnson, Mirmiran, & Thompson, Inc.
4700 Falls of Neuse Rd., Suite 100,
Raleigh, NC, 27609
License No: G-3097



- ALLOWABLE IMPACTS ZONE 1
- ALLOWABLE IMPACTS ZONE 2



9/16/2023 9:06:08 AM I:\s\1223\0026_BPD_02.dgn



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

November 1, 2019

Dr. Wenonah Haire
Tribal Historic Preservation Officer
Catawba Indian Nation
1536 Tom Steven Road
Rock Hill, SC 29730

Dear Dr. Haire,

The North Carolina Department of Transportation is starting the project development, environmental, and engineering studies for the replacement of Bridge 500050 on NC 210 over Middle Creek in Johnston County as project BR-0026.

The United States Army Corps of Engineers (USACE) is the lead federal agency and a Permit is anticipated under the Section 404 Process with the USACE.

The project vicinity map is attached.

We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts of the project including recommendation of alternates to be studied. Your comments may be used in the preparation of the SEPA Environmental Document, in accordance with the State Environmental Policy Act.

Please respond by November 29th so that your comments can be used in the scoping of this project. If you have any questions concerning this project, or would like any additional information, please contact me at dstutts@ncdot.gov or (919) 707-6442.

Thank you,

David Stutts, P.E.
NCDOT Project Engineer – PEF/Program Management

cc: Matt Wilkerson – NCDOT Archaeology Team Leader
Eric Alsmeyer – USACE Division 4



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

November 1, 2019

Mr. Bryan Printup
Tribal Historic Preservation Office
Tuscarora Indian Nation
5226 Walmore Road
Lewistown, NY 14092

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NCDOT Project Engineer – PEF/Program Management

cc: Matt Wilkerson – NCDOT Archaeology Team Leader
Eric Alsmeyer – USACE Division 4

Type I or II Categorical Exclusion Action Classification Form

TIP Project No.	BR-0026
WBS Element	67026.1.1
Federal Project No.	N/A

A. Project Description:

NCDOT Project BR-0026 proposes to replace Bridge No. 500050 on NC 210 over Middle Creek in Johnston County, North Carolina (Figures 1 and 2). The project will remove the existing bridge and replace it with a new bridge in its existing location. In addition, wide outside paved shoulders are proposed along both sides of the bridge (Figure 3).

The replacement structure will be approximately 160 feet long providing a 40-foot clear deck width. The bridge will include two 12-foot vehicular lanes and 8-foot shoulders on each side. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway approaches will be raised approximately 3 feet on each side of the new bridge to accommodate the increased height of the girders to be used and match the new low chord.

Project construction will extend approximately 475 feet from the west end of the new bridge and approximately 285 feet from the east end of the new bridge. The approaches will be widened to provide two 12-foot vehicular lanes and 8-foot shoulders on both sides (with 4-foot paved shoulders). The roadway will be designed as a Minor Arterial using Regional Tier Guidelines with a 45 mile per hour design speed (Figure 3).

Traffic will be detoured off-site during the construction period (Figure 1).

B. Description of Need and Purpose:

The purpose of the proposed project is to replace a structurally deficient bridge. The existing structure was built in 1934 and reconstructed in 1961. It is 136 feet long, carries two lanes, has a clear roadway width of 28 feet and a deck width of 29.333 feet. NCDOT Structures Management Unit records indicate Bridge No. 500050 currently has a sufficiency rating of 9 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to a superstructure condition appraisal of 4 out of 9 according to Federal Highway Administration standards. The bridge also meets the criteria for functionally obsolete due to a structural evaluation appraisal of 3 out of 9.

C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

D. Proposed Improvements:

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:**Estimated Traffic:**

Current Year (2020)	8,900 vehicles per day (vpd)
Future Year (2045)	14,000 vpd
Tractor-Trailer Semi-truck (TTST)	1%
Dual Axle Trucks (Dual)	3%

Alternatives Evaluation:

Off-site Detour (Recommended) – Bridge No. 500050 will be replaced along its existing alignment. Traffic will be detoured off-site (see Figure 1) during the construction period. NCDOT Guidelines for Evaluation of Offsite Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from the off-site detour. The off-site detour for this project would include NC 210, SR 1504 (Crantock Road), SR 1010 (Cleveland Road), and Swift Creek Road. The detour for the average road user would result in 14 minutes of additional travel time (10.3 miles additional travel). Up to an 8-month duration of construction is expected on this project. Due to the length of the detour route, NCDOT performed a cost evaluation on an on-site detour versus an off-site detour as well as construction feasibility and potential environmental impacts considerations. It was agreed upon and determined by NCDOT that an off-site detour was the acceptable option. Division 4 agrees with the use of an off-site detour and public comments received did not indicate substantial concerns from the surrounding community. Commitments to accommodate schools and EMS have been included in Section H to help minimize impacts to their services. The Johnston County TIMS Supervisor reported that 20 school buses travel across Bridge 50 for a total of 56 trips per day during the school year. She stated that an off-site detour would be impactful but that, if given noticed, rerouting the affected buses would be possible. Representatives from the Smithfield Fire Department and Johnston County Emergency Services reported that closure of Bridge 50 would have an overall moderate impact on their operations. Increased response times and delay of mutual aid to neighboring departments would be expected; however, while not ideal, it would not be overly inconvenient for their departments to maintain service by altering the response stations for varying areas during the construction period.

No Build – The no build alternative would result in eventually closing the road, which is unacceptable given the volume of traffic served by NC 210.

Rehabilitation – The bridge was constructed in 1934 and reconstructed in 1961. The current bridge is reaching the end of its useful life. Rehabilitation would only provide a temporary solution to the structural deficiency of the bridge.

On-site Detour – Due to the length of the off-site detour, an on-site detour was evaluated. A cost analysis and comparison was performed to help determine whether an on-site detour would be an acceptable option. Due to the additional cost and footprint associated with an on-site detour, the off-site detour option was selected as the preferred alternative. Division 4 agreed with this assessment and determination.

Pedestrian and Bicycle Accommodations: No sidewalks or dedicated bicycle facilities were observed within the project area. No specific recommendations for bicycle or

pedestrian accommodations were found in local plans; however, local plans do include broad goals for inclusion of bicycle and pedestrian accommodations where feasible. The *Town of Smithfield Comprehensive Growth Management Plan* identifies NC 210, Galilee Road, and Swift Creek Road as “major thoroughfares” and subsequently states, “Where feasible, major thoroughfares shall have wider outside lanes for safe travel of bicycles.”

The NCDOT Division of Bicycle and Pedestrian Transportation provided comments on this project (see Appendix), noting that the lack of development and absence of supporting plan documentation would seem to indicate that there is not a “significant” demand for bicycle or pedestrian accommodations. However, due to the presence of mobile home developments in the area which may generate bicycle and pedestrian traffic, the Division recommended inclusion of minimum 4-foot shoulders for the safety of potential bicyclists and pedestrians.

The new bridge will accommodate cyclists and pedestrians on paved shoulders. The design includes two 12-foot vehicular lanes with 8-foot paved shoulders on each side.

Natural Resources: Four potential jurisdictional streams (Middle Creek [perennial], Stream SA [perennial]/Stream SA [intermittent], Stream SB [perennial], and Stream SC [intermittent]), and two wetlands (WA and WC) may be impacted by the project based on preliminary design (slope stakes plus 25 feet) (Figure 2). Potential stream impacts total approximately 318 linear feet and potential wetlands impacts total approximately 0.09 acres. A Nationwide Permit (NWP) will likely be applicable for the project. 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.

Tribal Territory: Project notifications and requests for comment were sent to the Catawba Indian Nation and Tuscarora Indian Nation’s tribal historic preservation offices on November 4, 2019. No comments have been received to date.

Design Exceptions: There are no anticipated design exceptions.

Public Involvement: A landowner letter was sent to all property owners and residents affected directly by this project on October 15, 2018. Property owners were invited to comment. No comments were received from this public notification. A project information newsletter was subsequently sent to all property owners and residents in the project study area and along the proposed off-site detour route. A PublicInput.com web page was set up and from the newsletter citizens were invited to provide input. Additionally, a postage-paid postcard questionnaire was distributed door-to-door in four mobile home communities in the area of the bridge to be replaced and along the proposed off-site detour route. From these public outreach efforts, five comments were received. No comments received indicated pedestrian or bicycle travel across the subject bridge or expressed concerns about the detour length.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)			
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 type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.			
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 checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input 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"/>
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input 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:

Response to 1 – Dwarf wedgemussel, Northern Long Eared Bat, Neuse River waterdog

Dwarf wedgemussel is designated as a “range by basin” species and this project is within this species’ range. Additionally, suitable habitat for dwarf wedgemussel (DWM) does exist in Middle Creek within the study area. The Aquatic Survey conducted for this project identified the project location as the closest current NCNHP EO for the species; however, no Dwarf Wedgemussel individuals were observed. Although the Aquatic Survey did result in a Biological Conclusion of May Affect, Likely to Adversely Affect (MALAA), this species for this project may be covered by the Programmatic Biological Opinion (PBO) for Dwarf Wedgemussel, Tar River Spiny mussel, and Yellow Lance for Bridge and Culvert Replacements/Repairs/Rehabilitations in Eastern North Carolina, NCDOT Divisions 1-8.

The USFWS has developed a Programmatic Biological Opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), USACE, and NCDOT for the Northern Long Eared Bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. 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 five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Johnston County, where this project is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

Neuse River Waterdog is currently listed (proposed March 22, 2019) as a Proposed Threatened species with 4(d) rule considerations for protection under the Endangered Species Act. Neuse River Waterdog are known to occur in Johnston County and have previously been observed at the project site. During the Aquatic Survey for this project, seven observations of Neuse River Waterdogs were documented; however, these observations may include repeat captures of a given individual. The report’s Biological Conclusion for Neuse River Waterdog was MALAA. Upon listing, formal consultation for Neuse River Waterdog will be required; however, a PBO for the species is being developed and is currently (February 2020) in agency review. This PBO will also cover updated Critical Habitat for Neuse River Waterdog and it is anticipated that the portion of Middle Creek within the project area will be designated as Critical Habitat, once the listing of the species is finalized. Therefore, project related effects to Critical Habitat are also anticipated to be covered under the PBO.

Response to 8 – Yellow lance

Yellow lance is designated as a “range by basin” species and this project is within this species’ range. Additionally, suitable habitat for yellow lance does exist in Middle Creek within the study area. The Aquatic Survey conducted for this project identified the closest current NCNHP EO for this species as Swift Creek, located approximately 1.7 stream miles downstream of the project location. No Yellow Lance individuals were observed during the survey.

The Biological Conclusion of the Aquatic Survey for Yellow Lance was May Affect, Not Likely to Adversely Affect (MANLAA). Additionally, this species for this project may be covered by the PBO for Dwarf Wedgemussel, Tar River Spiny mussel, and Yellow Lance for Bridge and Culvert Replacements/Repairs/Rehabilitations in Eastern North Carolina, NCDOT Divisions 1-8.

Atlantic Pigtoe (*Fusconaia masoni*) are known to occur in Johnston County and they have been proposed for listing under the ESA. The Atlantic Pigtoe was proposed to be listed as Threatened under the ESA on October 11, 2018. The closest known occurrence for Atlantic Pigtoe (EO ID 11695) is approximately 1.5 stream miles away in Swift Creek. This current EO was first

observed in March 27, 1991 and last observed on March 25, 2019. As part of the Aquatic Survey conducted for this project, the project area was found not to be located within proposed Critical Habitat for Atlantic Pigtoe. The Biological Conclusion of the Aquatic Survey resulted in a determination of MANLAA.

Response to 9 – Anadromous Fish

Per a letter received from the North Carolina Wildlife Resources Commission (NCWRC) on May 14, 2018, Middle Creek within the project study area is designated as an Anadromous Fish Spawning Area (AFSA). Therefore, NCWRC recommended an anadromous fish construction moratorium from February 15 – June 30 of each calendar year.

Response to 10 – N.C. River Basin Buffer Rules

This project is located in the Neuse River Basin (USGS HUC 03020201). Middle Creek within the study area is a jurisdictional feature subject to the Neuse River Basin Riparian Buffer Rules administered by the North Carolina Department of Environmental Quality (NCDEQ). NC Division of Water Resources has recommended that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to Middle Creek. Post construction stormwater BMPs should, to the maximum extent practicable, be selected and designed to reduce nutrients. These recommendations are also consistent with and required by the PBO for Dwarf Wedgemussel, Tar River Spinymussel, and Yellow Lance for Bridge and Culvert Replacements/Repairs/Rehabilitations in Eastern North Carolina, NCDOT Divisions 1-8 that applies to this project.

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 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 30 – FPPA

Farmland soils eligible for protection under FPPA are present within the project footprint (slope stakes plus 25 feet). Within the project footprint, 0.05 acres are classified as prime farmland, 0.53 acres are farmland of statewide importance, and 0.11 acres are prime farmland if drained.

A preliminary screening of farmland conversion impacts in the project area has been completed (NRCS Form AD-1006 for point projects, Part VI only) and a total score of 55 out of 160 points was calculated for the bridge project site (slope stakes plus 25-foot buffer). Since the total site assessment score does not exceed the 60-point threshold established by NRCS for further consideration, farmland conversion impacts may be anticipated, but are not considered notable.

H. Project Commitments:**NCDOT PROJECT COMMITMENTS**

TIP Project No. **BR-0026**
Replace Bridge 500050 on NC 210 over Middle Creek
Johnston County
Federal Aid Project No. N/A
WBS Element 67026.1.1

NCDOT Division 4 Construction, NCDOT SMU

- **FEMA Floodplains and Floodways** – 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.
- **Existing Programmatic Biological Opinion Commitments** – If NCDOT and the project's contractor cannot adhere to all commitments listed in *Section 2.5 Conservation Measures of the Revised Programmatic Biological/Conference Opinion for Bridge and Culvert Replacements/Repairs/Rehabilitations in Eastern North Carolina, NCDOT Divisions 1-8*, additional coordination with USFWS will be required.
- **Anticipated Programmatic Biological Opinion Commitments** – It is anticipated that the Neuse River Waterdog will be listed as a Threatened Species under the Endangered Species Act and that the portion of Middle Creek within the project area will be designated as Critical Habitat once construction of the project begins. It is also anticipated that a PBO will be in effect once this species listing occurs. This PBO will also include the proposed Critical Habitat. If NCDOT and the project's contractor cannot adhere to all commitments listed in this anticipated PBO and provide such Section 7 document in order to acquire a 404 permit from the United States Army Corps of Engineers, additional coordination with USFWS will be required.

NCDOT Division 4 Construction

- **Construction Moratoria** – The North Carolina Wildlife Resources Commission (NCWRC) identifies Middle Creek as Anadromous Fish Spawning Area (AFSA). NCDOT is committed to an in-stream construction moratorium from February 15 – June 30.

NCDOT Hydraulic Design Unit

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

NCDOT Division 4, NCDOT SMU

- **School and EMS Notification** – The Johnston County Schools TIMS Supervisor (919-934-8340), Johnston County Emergency Services (919-989-5050), and Smithfield Fire Department (919-934-2468) will be contacted one month prior to construction and any road closures and detours.

Categorical Exclusion Approval:

TIP Project No.	<u>BR-0026</u>
WBS Element	<u>67026.1.1</u>
Federal Project No.	<u>N/A</u>

Prepared By:

2/17/2020

 Date

DocuSigned by:
Robinson Bessette

 Robby Bessette, Transportation Planner
 Three Oaks Engineering

Prepared For:

Structures Management Unit, North Carolina Department of
 Transportation

Reviewed By:

2/19/2020

 Date

DocuSigned by:
Philip S. Harris, III

 Philip S. Harris, III, PE, Environmental Analysis Unit Head
 North Carolina Department of Transportation

- Approved**
 - If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.
- Certified**
 - If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
 - If classified as Type III Categorical Exclusion.

2/19/2020

 Date

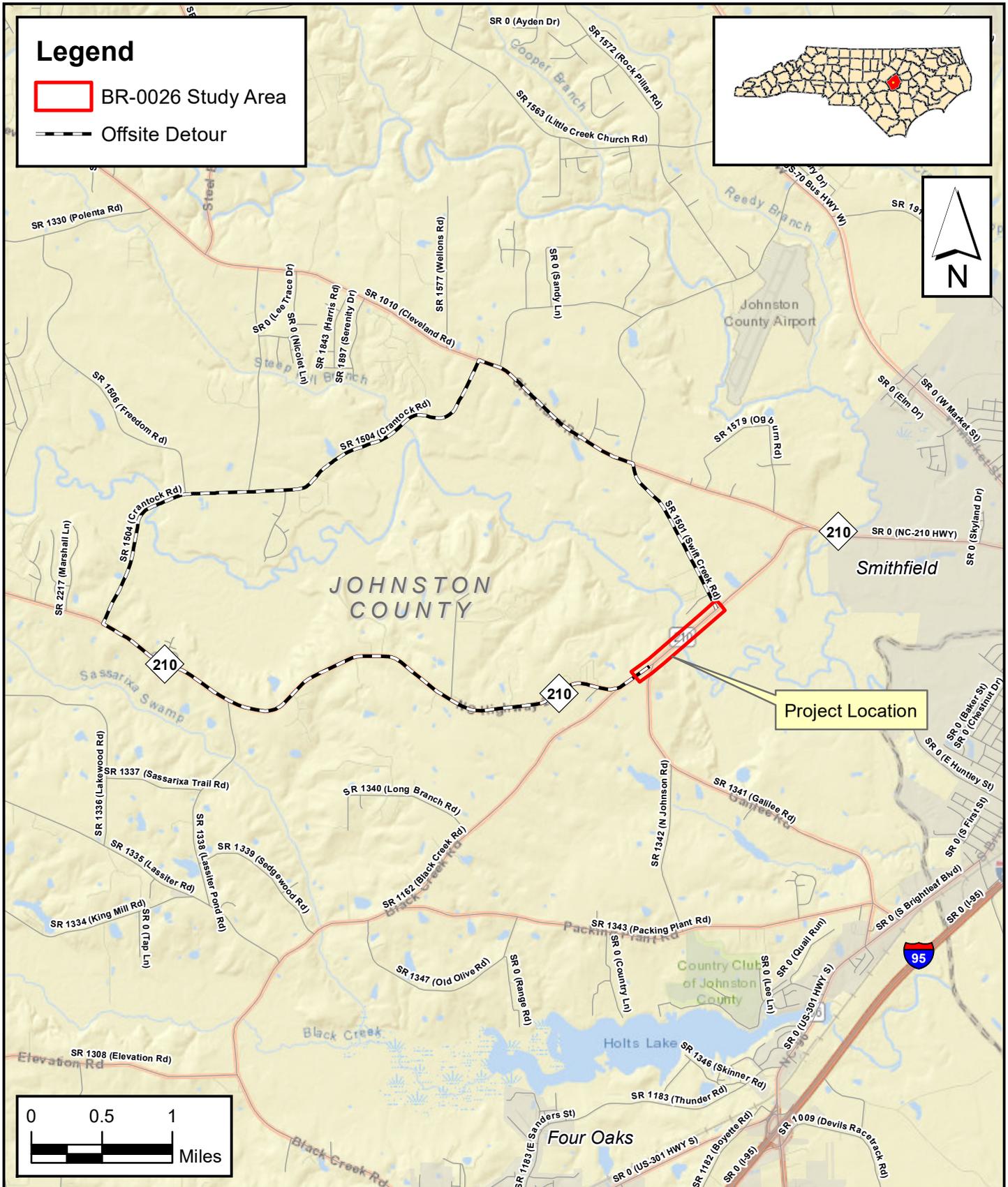
DocuSigned by:
Kevin Fischer

 Kevin Fischer, PE Assistant State Structures Engineer
 Structures Management Unit, North Carolina Department of Transportation

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

_____ N/A _____
 Date for John F. Sullivan, III, PE, Division Administrator
 Federal Highway Administration

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



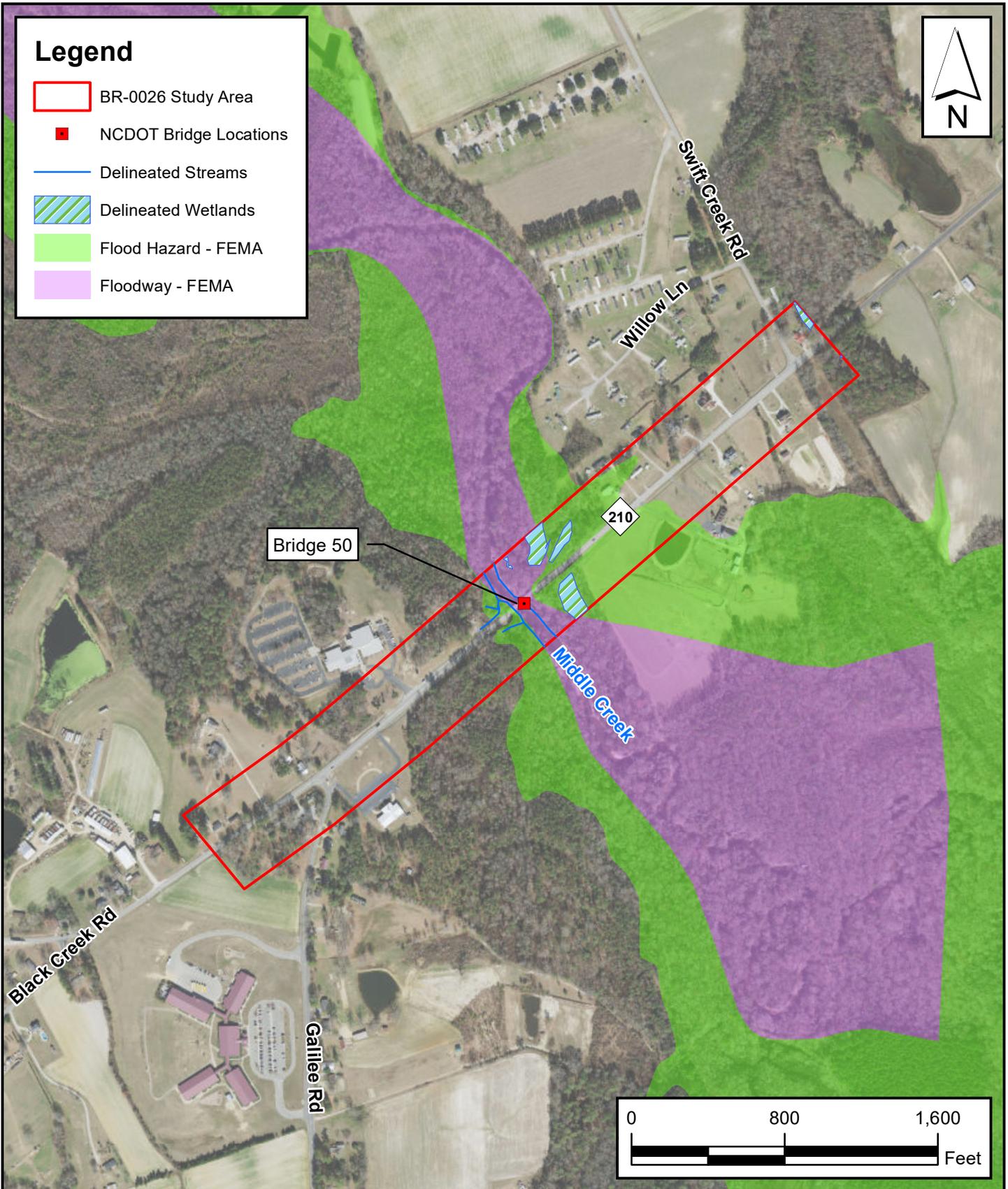
**NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**VICINITY MAP
REPLACE BRIDGE 50
ON NC 210 OVER
MIDDLE CREEK**

**JOHNSTON COUNTY
NORTH CAROLINA**

County:	JOHNSTON
Div:	4
TIP#:	BR-0026
WBS:	67026.1.1
Date:	NOVEMBER 2019

**Figure
1**



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**ENVIRONMENTAL FEATURES MAP
REPLACE BRIDGE 50
ON NC 210 OVER
MIDDLE CREEK**

JOHNSTON COUNTY
NORTH CAROLINA

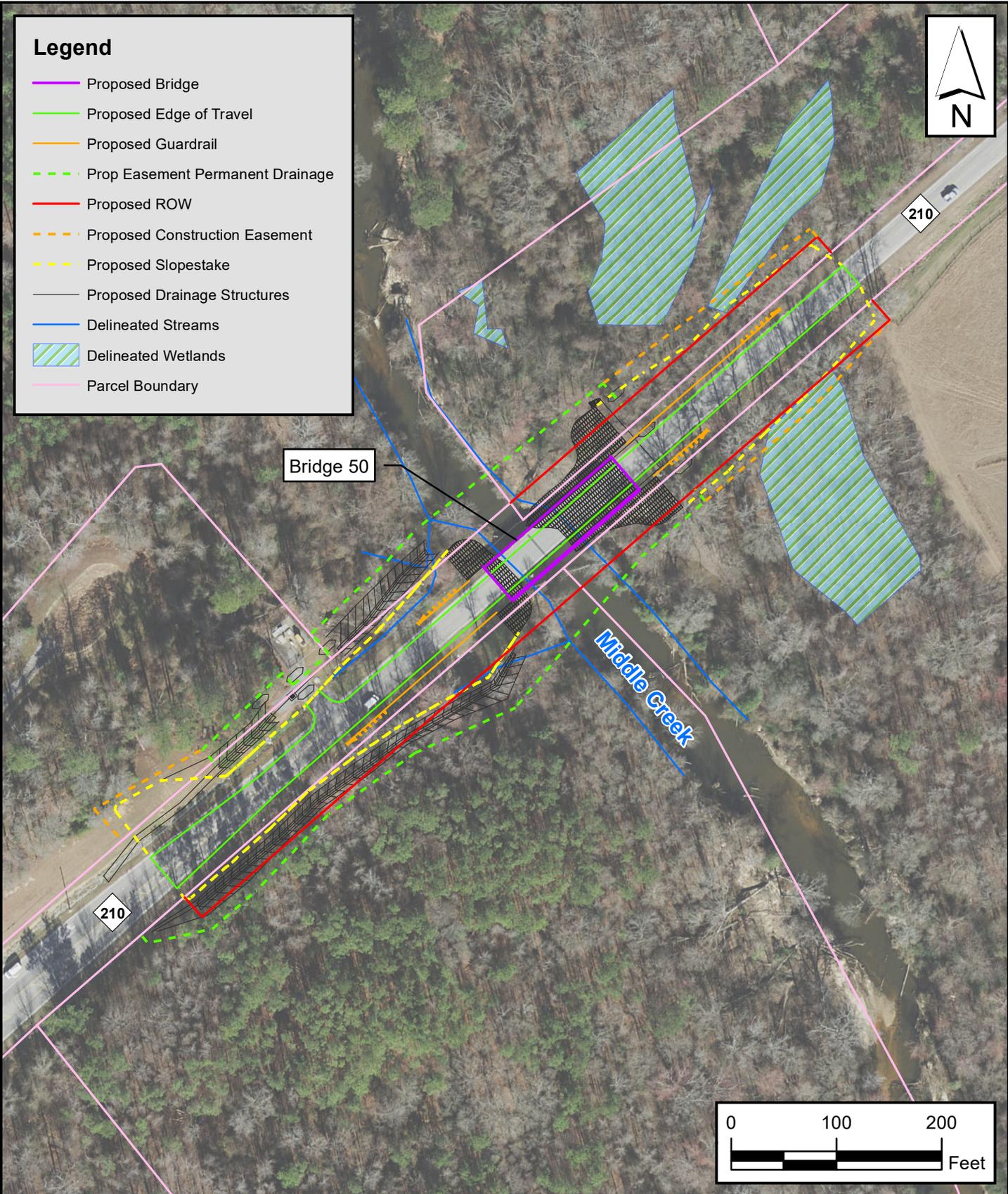
County: JOHNSTON

Div: 4 TIP# BR-0026

WBS: 67026.1.1

Date: NOVEMBER 2019

**Figure
2**



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROJECT DESIGN MAP
REPLACE BRIDGE 50
ON NC 210 OVER
MIDDLE CREEK**

JOHNSTON COUNTY
NORTH CAROLINA

County: JOHNSTON

Div: 4 TIP# BR-0026

WBS: 67026.1.1

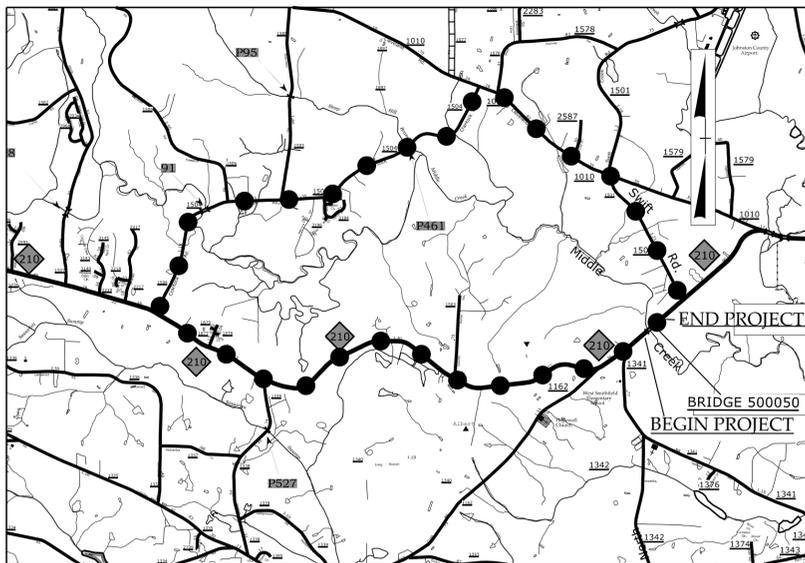
Date: NOVEMBER 2019

**Figure
3**

CONTRACT: TIP PROJECT: BR-0026

CONTRACT:

See Sheet 1A For Index of Sheets



VICINITY MAP
OFF-SITE DETOUR ●●●●●

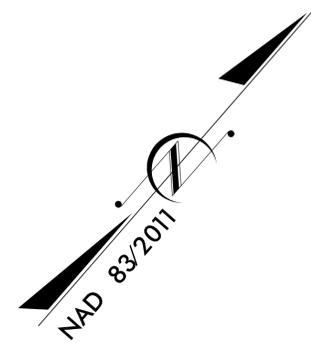
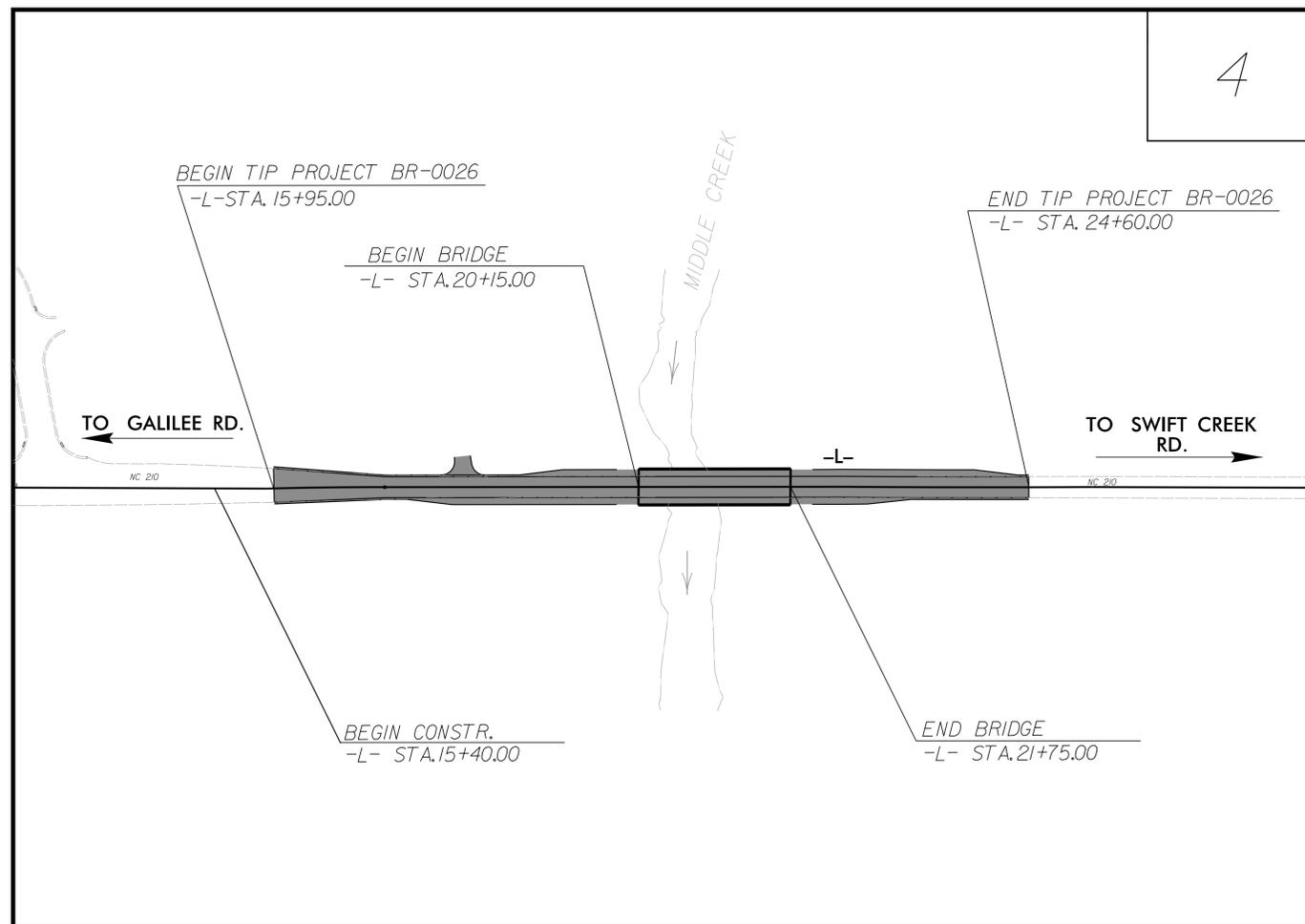
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

JOHNSTON COUNTY

LOCATION: REPLACE BRIDGE (500050) ON NC-210 OVER MIDDLE CREEK
TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0026	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
67026.1.1		P.E.	
67026.2.1		RW & UTILITIES	

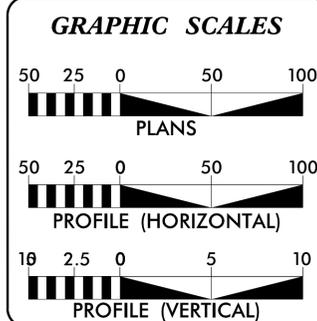
CFI PLAN SUBMITTAL
SEPTEMBER 23, 2019



THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II MODIFIED.

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2020 =	8,900
ADT 2045 =	14,000
K =	10%
D =	65%
T =	4%
V =	45 MPH
* TTST =	1% DUAL = 3%
FUNC CLASS =	MINOR ARTERIAL
REGIONAL TIER	

PROJECT LENGTH

LENGTH ROADWAY PROJECT =	0.134 MI
LENGTH STRUCTURE PROJECT =	0.030 MI
TOTAL LENGTH OF PROJECT =	0.164 MI

NCDOT CONTACT: DAVID STUTTS, P.E.
PROJECT ENGINEER, PEF/PRG MGT.

Prepared in the Office of:
VAUGHN & MELTON, INC.
3509 Haworth Dr. #100, Raleigh NC, 27609 Phone (919)-977-9455

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: OCTOBER 29, 2019	JOHN LANSFORD, P.E. PROJECT ENGINEER
LETTING DATE: AUGUST 18, 2020	KEITH BRIDGERS PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.

V&M
Vaughn & Melton
Consulting Engineers

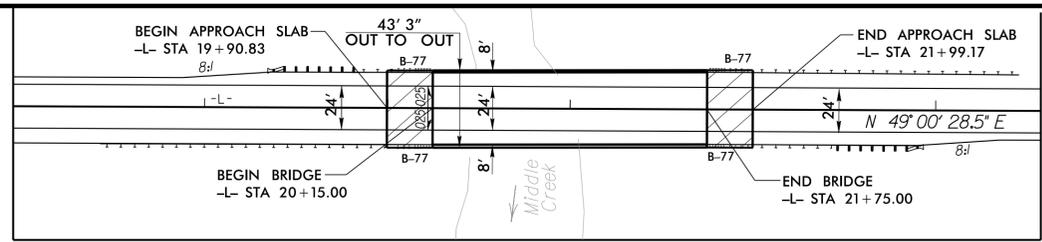
Asheville, North Carolina 828-253-2796

- Boone, NC 828-355-9933
- Tri-Cities, TN 423-467-9400
- Knockville, TN 865-546-5800
- Spartanburg, SC 864-574-4775
- Charleston, SC 843-974-5650
- Middlesboro, KY 606-348-5600
- Atlanta, GA 770-627-3509
- Raleigh, NC 919-977-9455
- Charlotte, NC 704-357-0488

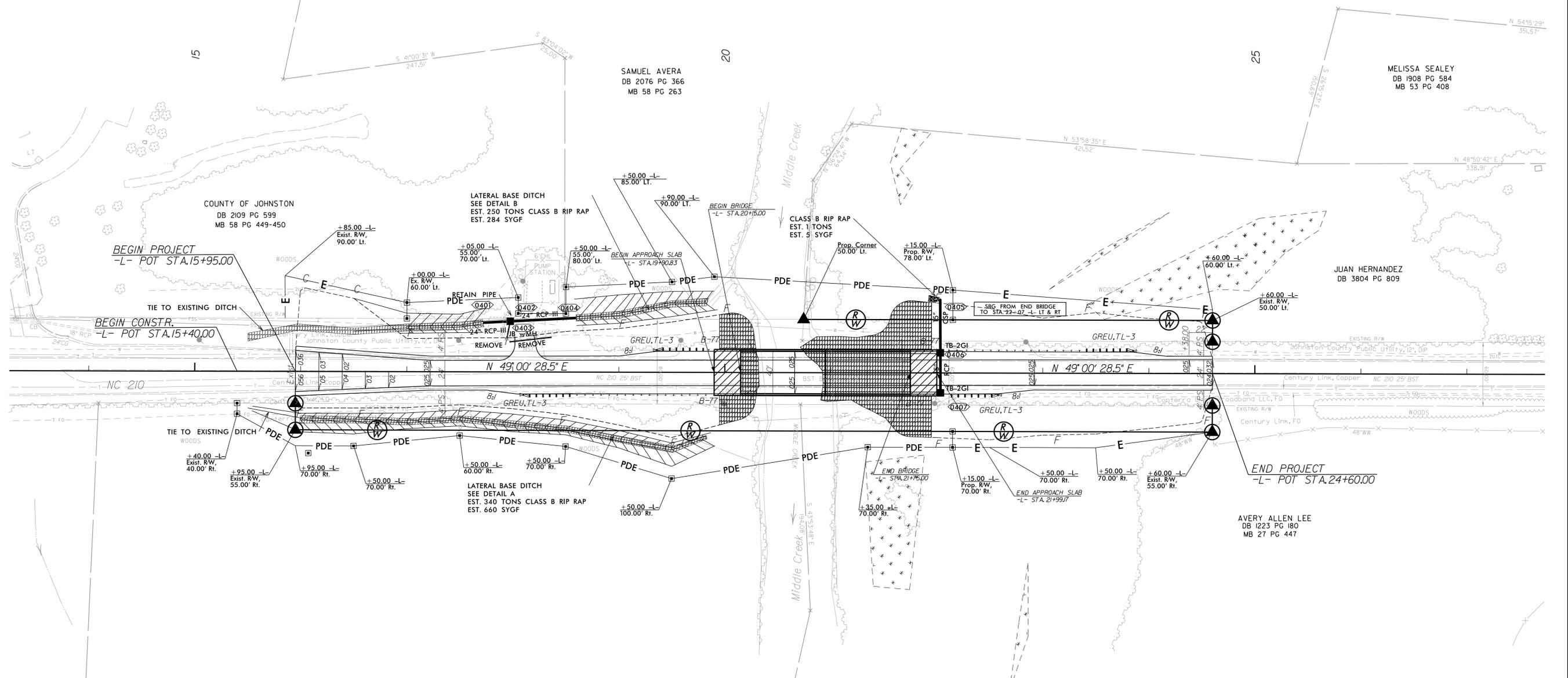
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5/14/09

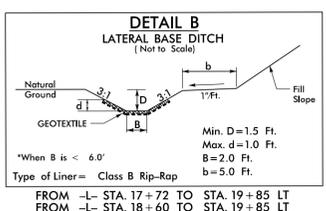
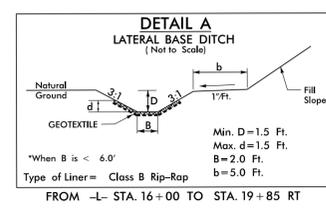
PROJECT REFERENCE NO. <i>BR-0026</i>		SHEET NO. 4	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



Relationship Between Approaches and Structure



JOYCE IVEY COOPER
DB 1819 PG 772
MB 27 PG 447



SEE SHEET 5 FOR PROFILE

9/11/2019 3:26:08 PM C:\31748-240\BR-0026\Roadway\Proj\Johnston50_rdy.L_psh04.dgn

17-12-0061



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED 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-0026	County:	Johnston
WBS No.:	67026.1.1	Document Type:	
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE
Project Description: Replace Bridge No. 50 on NC 210 over Middle Creek (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 18 January 2018 and 26 September 2018 and yielded one SL, and no NR, DE, LD, or SS properties in the Area of Potential Effects (APE). The APE for historic architectural resources equates with the study area provided in the original review request and revised in July 2018 (see attached). Johnston County current GIS mapping, aerial photography, and tax information indicated a partly wooded and partly developed APE with mostly residential resources dating from the 1900s to the 2010s (viewed 18 January 2018 and 26 September 2018). The APE intersects four properties of possible significance, including the study-listed Wallace-Rand Farm (JT0715). The remaining three properties are: the Alford-Rand-Putnam Farm (JT1990), Sanders-Smith Cemetery (JT1991), and Whitley House (JT1989). Bridge No. 50, constructed in 1934, is not eligible for the National Register according to the NCDOT Historic Bridge Inventory as it is neither aesthetically nor technologically significant. Comprehensive architectural survey of the county (1980; 2003-4), as well as later studies, recorded no additional resources besides the study-listed property noted above. County GIS/tax materials and other visuals, like Google Maps "Street View," clearly illustrated the relative placement of the study-listed and other resources and the proposed work, which indicated the need for a field investigation and NR eligibility evaluation.

Commonwealth Heritage Group, Inc. carried out the investigation and evaluation of the four properties question under the supervision of NCDOT-Historic Architecture and presented findings in an August 2018 technical report. The Wallace-Rand Farm (JT0715) is no longer extant, and the Alford-Rand Putnam Farm (JT1990), Sanders-Smith Cemetery (JT1991) and Whitley House (JT1989) have lost historical

integrity, principally in setting and association, and do not meet any criteria for inclusion in the National Register of Historic Places. The North Carolina Historic Preservation Office (HPO) has reviewed the report and agreed with the eligibility recommendations. There are no National Register-listed or -eligible resources in the APE. Thus, a finding of "no historic properties affected" will satisfy both GS 121-12(a) and Section 106 compliance requirements.

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

SUPPORT DOCUMENTATION

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

Technical report, photographs, GIS data
on file at NCDOT Historic Architecture and HPO.

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OR AFFECTED**

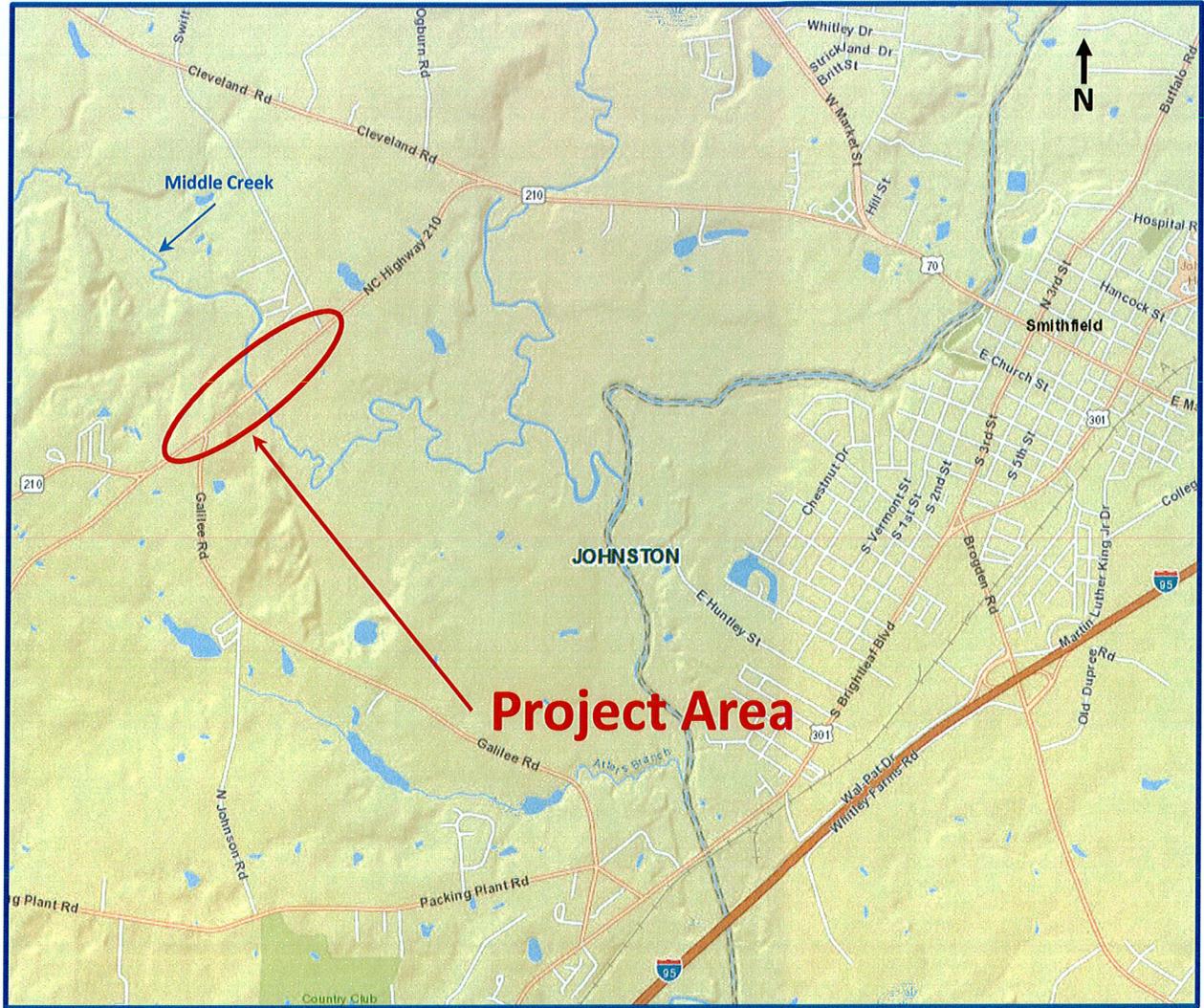
Vanessa C. Patrick

26 September 2018

NCDOT Architectural Historian

Date

BR-0026, Johnston County
WBS No. 67026.1.1
Tracking No. 17-12-0061



BR-0026

Bridge No. 50 Replacement

Johnston County

WBS No. 67026.1.1

Base map: HPOWeb, nts

Legend

 BR-0026 Study Area



NORTH CAROLINA
DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS

STUDY AREA MAP REPLACE BRIDGE 50 ON NC 210 OVER MIDDLE CREEK

JOHNSTON COUNTY
NORTH CAROLINA

County: JOHNSTON

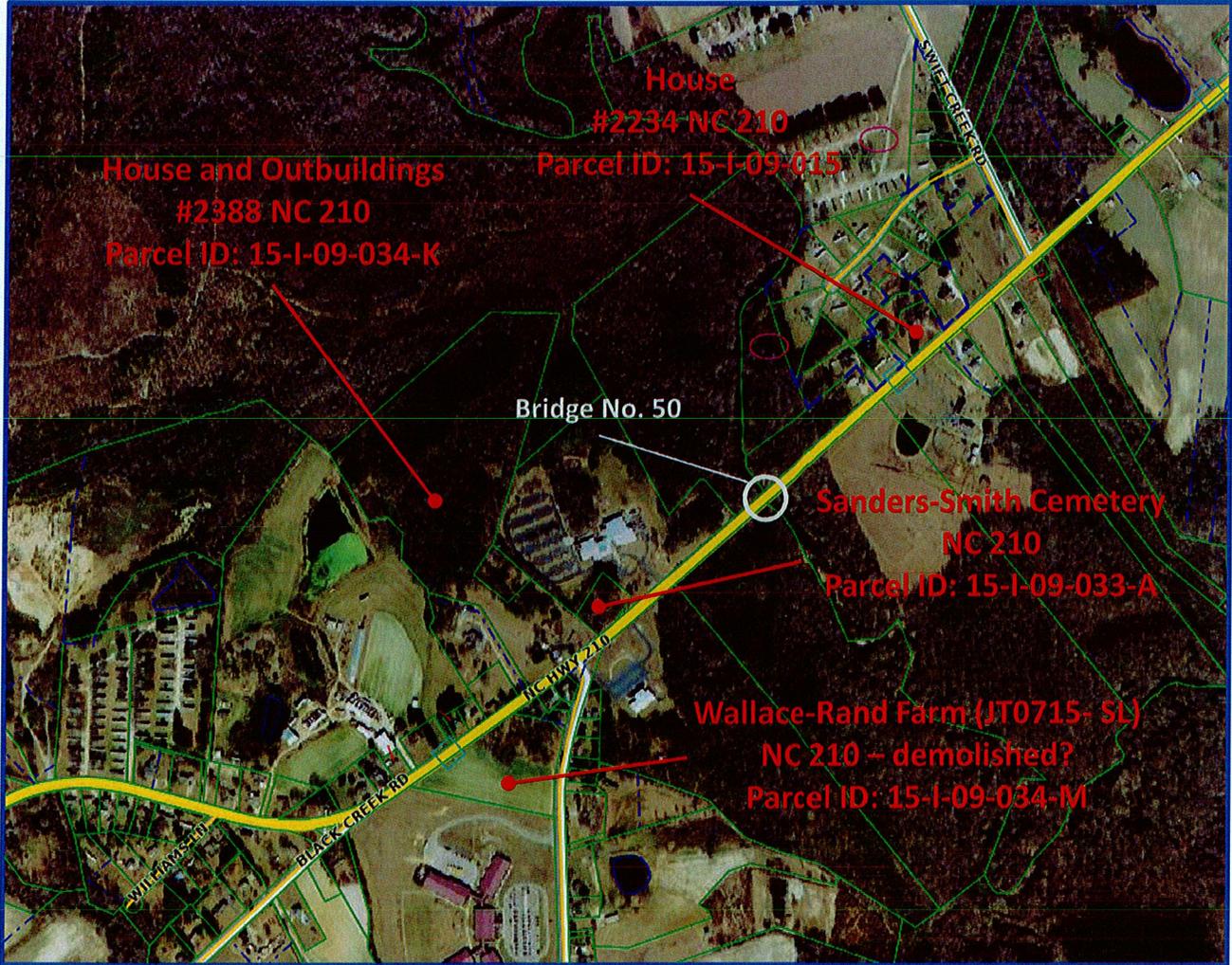
Div: 4 | STIP#BR-0026

WBS: 67026.1.1

Date: JULY 2018

Figure

2



Properties to be Evaluated

BR-0026 Bridge No. 50 Replacement Johnston County
WBS No. 67026.1.1 Base map: Current Johnston County GIS



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

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

September 21, 2018

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, Replace Bridge, on NC 210 over Middle Creek,
PA 17-12-0061, BR-0026, Johnston County, ER 18-2119

No. 50

Thank you for your August 13, 2018, memorandum transmitting the report for the above-referenced undertaking. We have reviewed the report and concur that the following properties are not eligible for listing in the National Register of Historic Places under any Criteria.

- Alford-Rand-Putnam Farm (JT1990)
- Sanders-Smith Cemetery (JT1991)
- Wallace-Rand Farm (JT0715)

Please note our reservations concerning the following property.

- Whitley House (JT1989) Because this ca. 1920 house is remarkably intact on the exterior, it has the potential to meet Criterion C as embodying the distinctive characteristics of a Craftsman bungalow farmhouse. Only one other Craftsman bungalow farmhouse, out of quite a few that have been recorded in the county, is cited in the report as a comparable example, and while it retains its rural setting (much of the surrounding Whitley House land has been subdivided for new houses), it does not preclude the possibility that a second fine example of a Craftsman bungalow could be eligible. Because the consultant could not document the interior of the Whitley House, however, we do not have sufficient information to find it eligible.

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 919-807-6579 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 26, 2018

Subject: *Historic Structures Survey Report. Replace Bridge No. 50 on NC 210 over Middle Creek, Johnston County. TIP No. BR-0026. PA No. 17-12-0061. ER 18-2119.*

Thank you for your recent comments on the above report. We are pleased that you concur with our recommendations that the Alford-Rand-Putnam Farm (JT1990), Sanders-Smith Cemetery (JT1991), and Wallace-Rand Farm (JT0715) are not eligible for listing in the National Register of Historic Places.

We understand your reservations about the eligibility of the Whitley House (JT1989). As noted in the report (p. 16), some thirty-five examples of the Craftsman bungalow farmhouse are recorded in the county, but most are smaller than the Whitley House and also less comprehensive expressions of the form. The investigator selected the most similar example for comparison. We appreciate your assessment that given the unlikely granting of interior access, the property cannot be considered eligible at present.

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

www.ncdot.gov

17-12-0061



NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

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



PROJECT INFORMATION

Project No: **Br. No 0050** *County:* **Johnston**
WBS No: **67026.3.1** *Document:* **M C C**
F.A. No: **N-A** *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* **tbd**

Project Description: NCDOT proposes to replace Bridge No. 0050 on NC 210 over Middle Creek in southeastern Johnston County. This is a state funded project though it will require federal permitting, therefore, Section 106 of the National Historic Preservation Act applies.

No design mapping or conceptual alternatives were available at the time of the review, however study area mapping was provided for the project. The project length is listed as 0.5 miles (2640 feet) though the study area shows a length closer to 0.8 miles (4200 feet). From the study area, the width on mapping is 500 feet, about 250 feet to either side of the NC 210 centerline. Offsite detours, while possible, may be lengthy, therefore several design and construction alternatives will be considered including replacement in place on approximately the same location with a temporary onsite detour adjacent to current bridge, or a shift up or downstream while using the existing bridge to maintain traffic during construction. As environmental and design factors, including this one, are still be considered, the generous study area shown on early planning mapping, described above, will serve as the Archaeological Area of Potential Effects (see Figure 1). This review covers the entire APE, though focuses on the likely location of the bridge replacement and approaches.

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW:

NO SURVEY REQUIRED

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

USGS mapping and aerial photography was examined (see Figures 1 and 2). Virtual drive-by using Bing and/or Google Maps was examined. The APE contains mixed terrain agricultural fields, residential lawns, wooded areas especially in lower, wet areas, the generally two-lane NC 210 roadway itself and the Johnston County Agricultural Center. It is notable that there have been several modern improvements along NC 210, including a major sewage line project and a pump station which is only about 150-200 feet from the bridge south of Middle Creek on NC 210 on the north side of the road (west of Bridge No. 50). Avoidance of this sewage improvement project may be part of the decision making during design development. Roadside disturbances from this type of project involve a lot of earthmoving which often destroys archaeological integrity at that location.

Several notable observations are made concerning the southwestern end of the project. Built a little over a decade ago, according to review of aerial photography over time, the Johnston County Agricultural Center is present north of the intersection with Galilee Road (SR 1341). Previously, the property was used for farm-related activities and it appears the entrance area has undergone major alteration and landscaping. Some of the parking lot fall within the APE. Here, to, is a sizable cemetery which falls almost entirely within the APE which will be discussed in greater detail below. The intersection with SR 1341 (Galilee Road) and NC

210 has been realigned in the recent past resulting in more disturbance of soils and any existing, intact archaeological context. Further, there is a major cut into the elevated landform containing the cemetery which possibly correlates to an earlier road, perhaps an extension of Galilee Road or earlier alignment of NC 210. Parcel mapping also suggests a different route in this area. And, finally, there has been recent road widening of NC 210 near this intersection in front the Agricultural Center, suggesting to this reviewer that realignment or widening at or further away from the bridge replacement may be unlikely. If so, the immediate disturbances have greatly reduced the probability for intact, significant archaeological sites to be encountered.

Soil type mapping was studied. The more elevated land forms on opposite ends of the study area generally contain Norfolk Sandy loam and make up about 40% of the APE. These are attractive, drained soils used as agricultural fields and for residences. Further away from the bridge, impacts may be limited here, though alternatives are yet developed. Closer to the bridge are the low and often flooded or waterlogged Wehadkee loam, and the sloped soils at the south margin of Middle Creek and area less likely to contain typical Native American or early historic archaeological sites.

Historic maps and aerials provide useful information regarding expectations for archaeological sites at project area. A few of these are discussed here. The 1911 Johnston County Soil Survey (MC.056.1911h) shows a road that follows a similar or same alignment as the the existing NC 210, though shows the earlier alignment of Galilee Road. Interestingly, the crossing at Middle Creek occurs out of line with the road, south or downstream. It is unclear if the current Bridge No. 50 is at the same location of just nearby the earlier bridge. Similarly, the 1910-1919 Rural Delivery Routes Map shows this same shift (Cm912.51.1918u). Some evidence of these is also seen in parcel mapping boundaries which follow a possible older road. The current bridge, built in 1934, likely resulted in the current configuration on NC 210 and the approach to the creek. Some structures were present near the western end of the APE in those earlier maps, though few remain following the later twentieth century development.

No mapping, including older and modern USGS mapping or midcentury county road mapping depicts the Sanders/Smith cemetery. Cemeteries are abundant in the area, and several are not mapped on USGS mapping. It should be noted that the cemetery has been referenced as "Black," possibly African American, in online cemetery records.

Several historic aerials were reviewed, including 1960's and 1970's contact sheets at NCDOT and also earlier maps, 1937/1939 and 1949 that were accessed from Johnston County's website. Little has changed other than what has been mentioned above. As expected an older roadbed might be visible in those earlier aerials. More land is cleared and plowed, including some of the more sloped terrain suggesting an attempt at farming at the expense of greater erosion. Infrastructure construction is visible in more modern aerial mapping impacting the APE closest to NC 210. The parcel containing the Sanders/Smith cemetery is visible in all of the aerials, including a possible road trace in earlier examples.

A visit to the Office of State Archaeology for background research showed several past archaeological reviews in the area, including for airport improvements (ER 89-8366, Bib # 2590), the nearby Johnston County landfill (ER 94-8402, Bib# 3599) and others. There are no recorded sites within the project APE, however, one is just outside and there are others in relatively close proximity. Site 31Jt94, an unassessed Native American site, is south of NC 210 on high ground 300-400 feet from the road near a residence and newer farm pond. Likely at the location of the Agricultural Center and also outside of the APE is an unnumbered 31Jt--, near some previous farm structures overlooking the creek though no further information was available. Other nearby sites include 31Jt29, 31Jt33, 31Jt34, 31Jt35 and 31Jt71, though they are further away. The two larger reviews that resulted in survey mentioned above recorded several sites, also. Most of the sites were listed as "not eligible" for listing on the National Register of Historic Places or were not formally evaluated. There is no review or recorded archaeological sites present within or overlapping the project APE.

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The reviewing Architectural Historian from NCDOT noted a house property at 2234 NC 210 includes a stone wall by the roadway. This low stone wall was mapped and will be provided to that reviewing group. A survey required form was recommended for historic architecture in January 2018.

It is believed that only one cemetery falls within the APE, the previously mentioned Sanders/Smith cemetery (1880s - 1970s) which has a larger number of burials dating to the 1910s. The parcel containing it is listed as having a cemetery and includes a parallel cut in the landform that likely equates to an early road noted earlier. Almost the entire parcel is contained within the APE. GIS based LiDAR elevation mapping clearly shows the cut landform (see Figure 4). The location was visited during a field reconnaissance. Burials, both unmarked and marked with different materials (formal granite, cement, metal/paper plaques, fieldstone), number an estimated 75 to 100. These are aligned facing southeast and are present in rows and clusters that trend parallel to the parcel which presumably was set aside for this purpose. It is not mapped on USGS mapping or older county road maps, though Johnston County parcel data and the database of cemeteries maintained by NCDOT archaeologist, Paul Mohler, do depict the presence of the cemetery here.

Using GPS equipment, a basic delineation was mapped to include the apparent limits of the burials, some woven iron fence and a modern retaining wall. A small number of headstones were mapped to demonstrate the southernmost burials, those closest to NC 210. As noted before, a major cut (perhaps 10+ feet) in the topography follows a likely old road bed and is not be considered part of the used portion of the parcel. No burials were located very close to the NC 210 roadway, and none are likely to be affected by the bridge replacement (Br. No. 50 is some 1000 feet away and NC 210 is about 100 feet away from the closest obvious burial), though alternatives have not been developed.

Based on the scale and nature of this bridge replacement project, some new, but limited impacts may be expected to the surrounding ground surfaces especially if an onsite detour is planned or the bridge is placed on a new alignment. Much of the impacts within the APE would likely fall close to the existing NC 210 facility and Middle Creek where it would cross a poorly drained landform and ascending terrain. Because of the scale of expected impacts, the known modifications and disturbances, and environmental factors, no archaeological survey is recommended for the undertaking, assuming that design shows no impacts to the cemetery burials are likely. Should any unanticipated discovery of archaeological remains be encountered during construction, please contact our office for guidance.

Should designs ultimately impact the north side of widened NC 210 close to the county Agricultural Center, impacting the major sewage line and more than 50-75 feet off the existing ROW, the cemetery should be further investigated, mapped and thoroughly documented. If impacts are then still shown to be likely and the cemetery cannot be avoided, then treatment and removal of the remains according to NC G.S. 65 or 70 is appropriate.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST – NO SURVEY REQUIRED


 NCDOT ARCHAEOLOGIST

3/14/2018

Date

17-12-0061

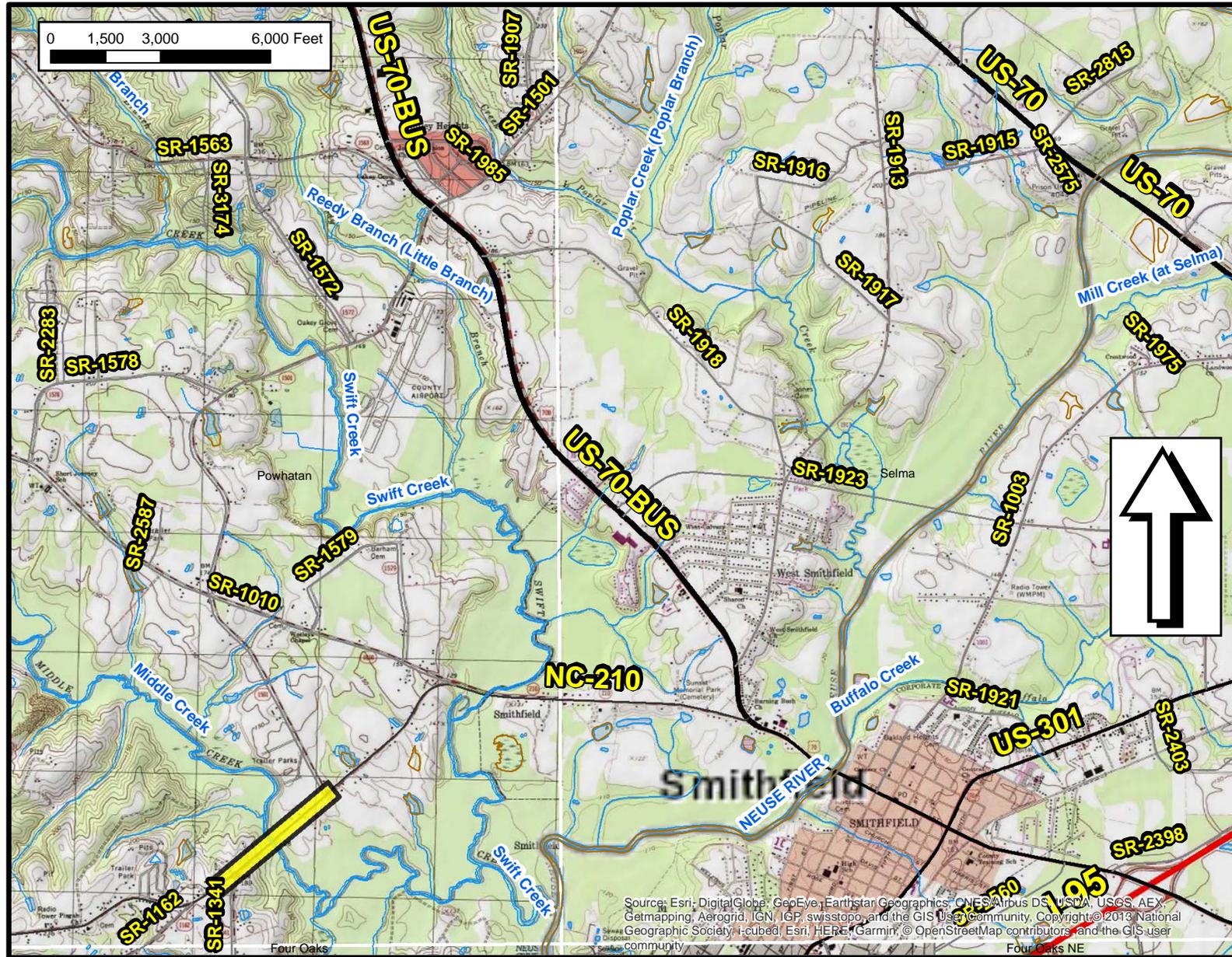


Figure 1. USGS mapping (Powhatan, left, and Selma, right) showing the general project location in Johnston County. The APE is highlighted in yellow, showing NC 210 over Middle Creek.

"NO ARCHAEOLOGICAL SURVEY REQUIRED" form for the Amended Minor Transportation Projects as Qualified in the 2015 Programmatic Agreement.

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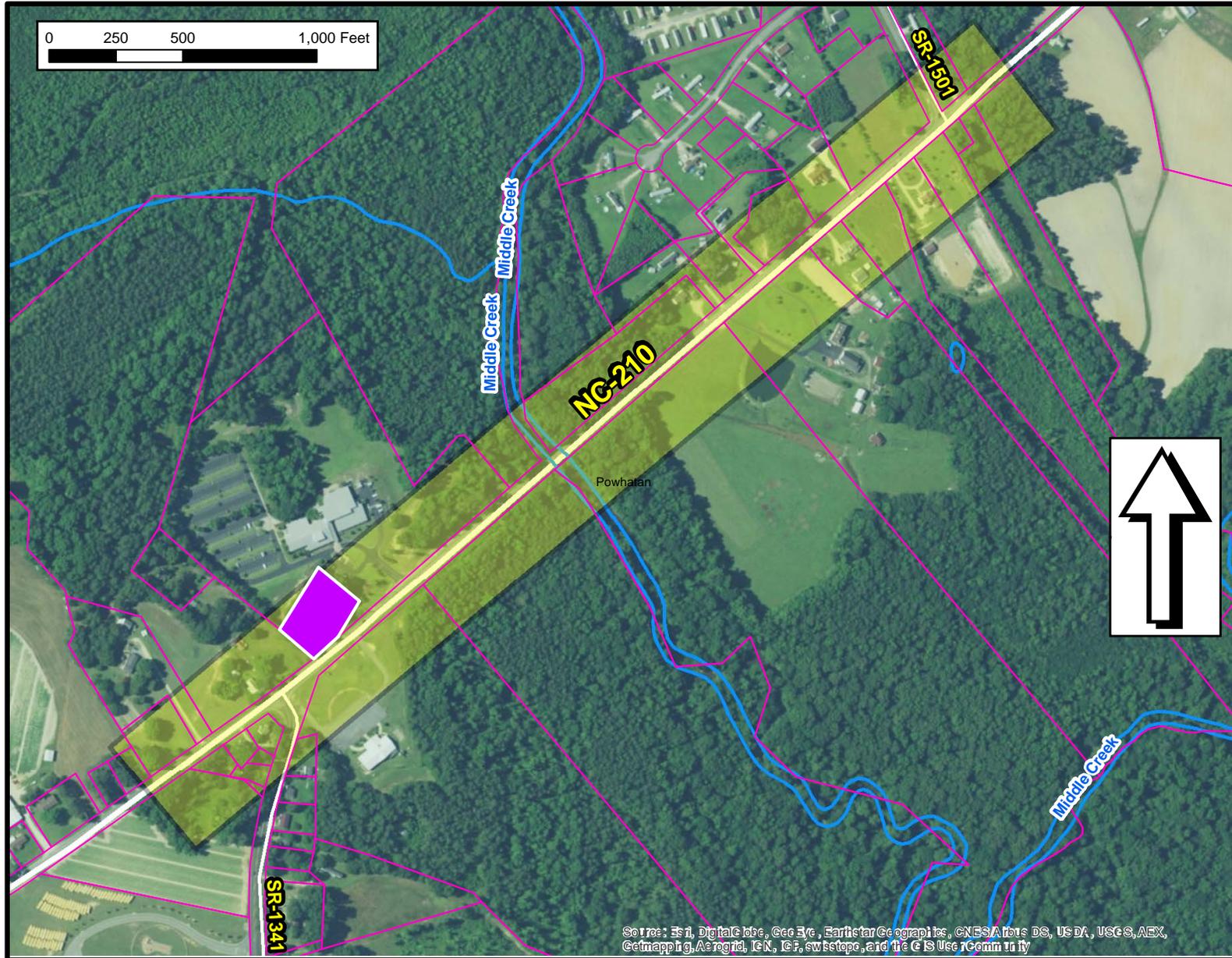


Figure 2. Aerial photograph of NC 210, Bridge No. 50, over Middle Creek. The Area of Potential Effects for the bridge replacement is approximated in yellow. The parcel containing the Sanders/Smith Cemetery is shaded purple.

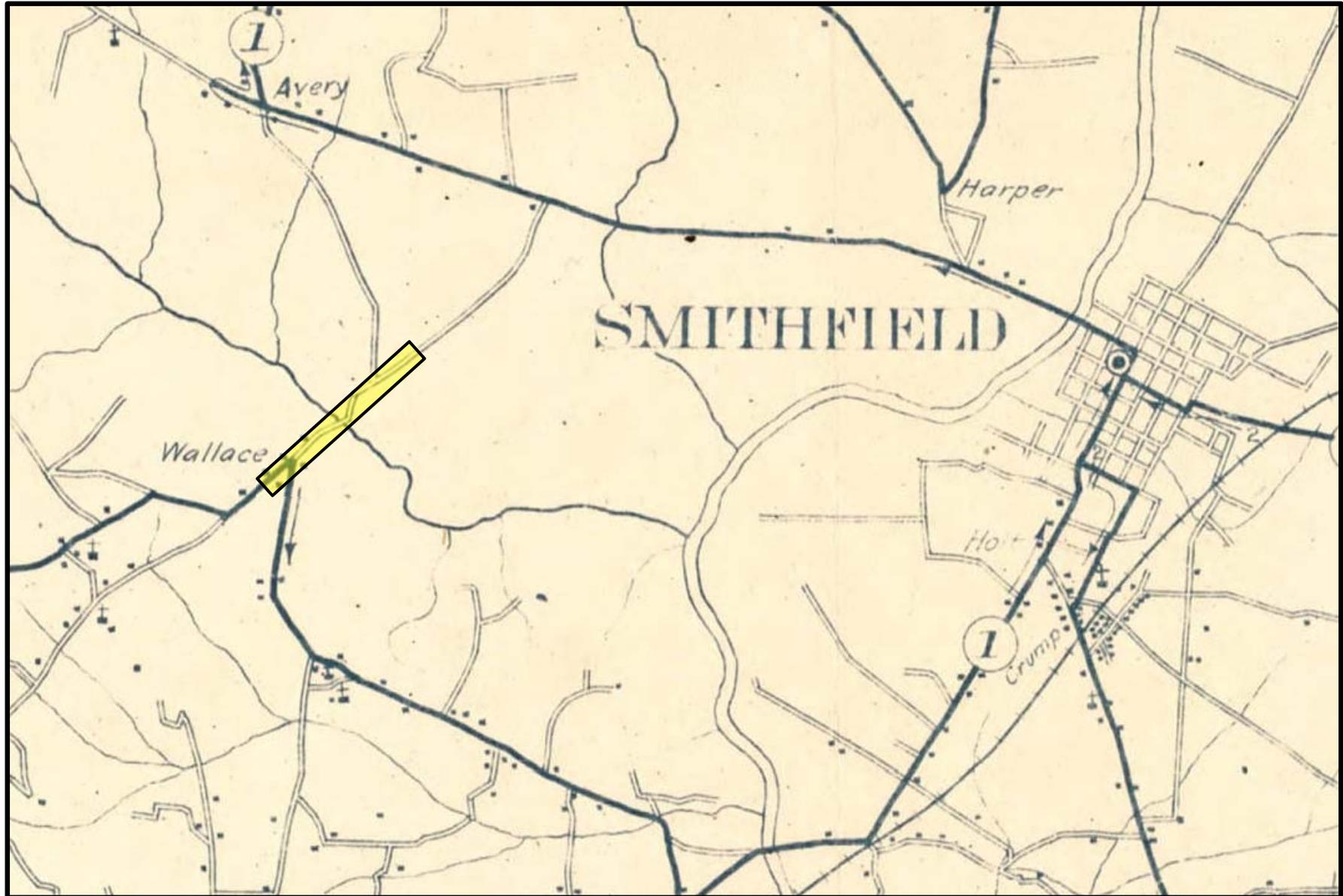


Figure 3. Excerpt of 1910-1919 Rural Delivery Routes (CM 912.51_1918u), Johnston County, showing the Smithfield vicinity and current project location at Middle Creek. Note the alignment of the intersection of an earlier version of NC 210 at SR 1341 (Galilee Road) and especially the misaligned and skewed crossing at Middle Creek. The approximate APE is shown in yellow.

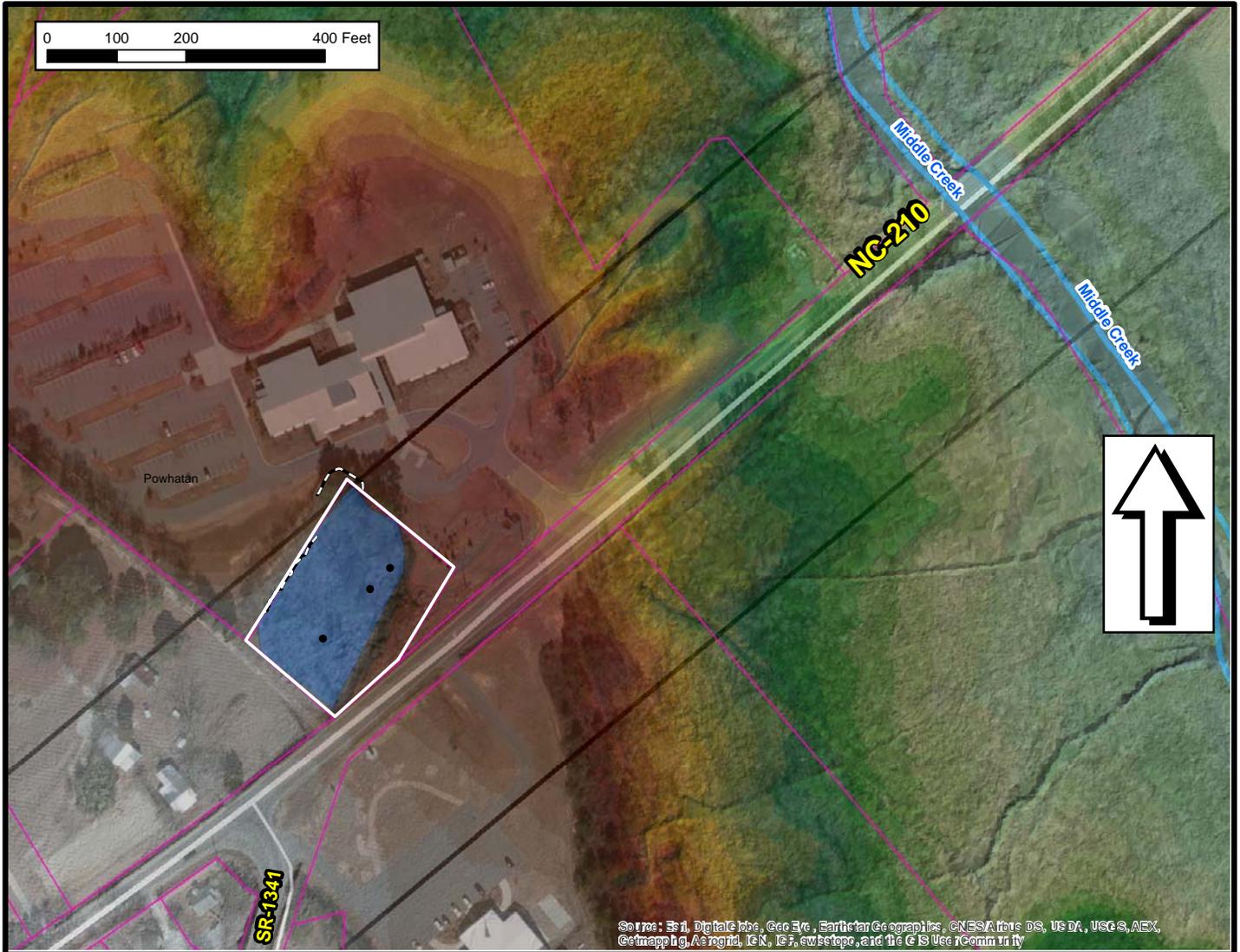


Figure 4. Detail of LiDAR elevation mapping at the western half of the project with a focus on the Sanders/Smith cemetery, the Agricultural Center, and improvements along NC 210 and the intersection with SR 1341 (Galilee Road). The APE (study area) is shown as a bold black line, parcel lines in purple with the cemetery parcel highlighted white. A blue shaded area represents the unmodified portion of that larger parcel, an existing steep cut, easily seen in the elevation data and shading, is probably outside of the used cemetery. A wire fence was mapped along the northern property line, a likely boundary for the cemetery in that direction. A modern block retaining wall next to the parking lot is also mapped. The dots are representative headstones that are closest to the roadway.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

MEMO TO: Jackie Obediente
Three Oaks Engineering

FROM: John Vine-Hodge
Division of Bicycle and Pedestrian Transportation

DATE: September 7, 2018

SUBJECT: Scoping Review for **BR-0026**, Johnston County

The Division of Bicycle and Pedestrian Transportation has reviewed project BR-0026, replacement of bridge no. 500050 on NC 210 over Middle Creek in Johnston County.

Existing Facilities

There are no known dedicated pedestrian or bicycle facilities at the bridge location, though the travel lanes may be used by bicyclists.

Surrounding Land Use

Sparsely populated, there are mobile home developments in the vicinity of both ends of the bridge.

Existing Plans

There are no known plans calling for bicycle/pedestrians accommodations at the bridge location.

Known Bike/Pedestrian Crashes (2007-2015)

There was one bicycle crash (2012) at Swift Creek Road just northeast of the bridge location.

Recommendations

The lack of development and absence of supporting plan documentation would seem to indicate not a significant demand for bicycle or pedestrian accommodations. However, the presence of mobile home developments in the area may generate some bike/pedestrian traffic. It is, therefore, recommended for minimum 4 ft. shoulders to be carried over the bridge (bridge and approaches) for the safety of any potential bicyclist or pedestrian.

We appreciate the opportunity to comment on this project. Please let us know if there is a need for additional information.