

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	<u>B-5614</u>
WBS Element	<u>45569.1.2</u>
Federal Project No.	<u>1112019</u>

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes the replacement of Bridge No. 9 on SR 1112 (Mouth of the Creek Road) over Blounts Creek in Beaufort County. Bridge No. 9 will be replaced on new alignment to the south of the existing bridge while traffic is maintained on the existing bridge. Boater access under the bridge will be maintained during construction, but there may be exceptions when access will temporarily not be allowed due to certain activities or for safety reasons, including the possibility of short duration closures when construction or demolition has to take place in the channel. The replacement structure will be an eight-span 962-foot-long bridge, with two 10-foot lanes and 5-foot paved shoulders. The roadway approaches will have two 10-foot lanes and three-foot total shoulders, of which two feet will be paved. The project length is approximately 2,100 feet. The project study area map is included in Attachment A.

B. Description of Need and Purpose:

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

Bridge No. 9 was constructed in 1990. The bridge is 600 feet long with a deck width of 24 feet. The substructure is composed of timber floor with steel I-beams. NCDOT Bridge Management Unit records indicate Bridge No. 9 has a sufficiency rating of 45.07 out of a possible 100 for a new structure as of January 07, 2019.

C. Categorical Exclusion Action Classification:

Type II(B)

D. Proposed Improvements:

This project qualifies as a **Type II(B) CE due to 23 CFR 771.117(d)(13)**, which states, “(13) Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section”

23 CFR 771.117(c)(28) states, “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).”

The constraints not met in 23 CFR 771.117(e)(1-6) that result in the processing of this Type II(B) CE under 23 CFR 771.117(d)(13), are the following:

(1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements; or

(2) An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899.

E. Special Project Information:

Cost:

The proposed project is included in the 2020-2029 State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for federal fiscal years 2021 and 2022, respectively. The estimated costs of the proposed project are as follows:

Utilities Cost	\$266,000
Right of Way Cost:	\$319,000
Construction Cost:	\$7,800,000
Total Project Cost	\$8,385,000

Design:

Design Standards	Subregional Tier
Design Speed	60 mph
Design Exceptions	none
Construction Type	Replace on new alignment

Estimated Traffic from Capacity Analysis:

2021 ADT	<1000
2041 ADT	<1000
% Trucks/Duals	n/a

Accidents:

No pedestrian or bicyclist crashes were reported within or adjacent to the project study area.

Bridge Removal:

All existing and older bridge components will be removed. A temporary causeway will be installed to provide access for the contractor to remove the timber piles and concrete footings. The removal of existing timber piles will be conducted using approved NCDOT Best Management Practice methods.

Alternatives Discussion:

No-Build – The no-build alternative would result in closing the road and removal of Bridge No. 9, which is unacceptable given the volume of traffic served by SR 1112 (Mouth of the Creek Road), as well as the connectivity across Blounts Creek that the existing bridge provides for the adjacent neighborhoods.

Rehabilitation – Bridge No. 9 was constructed in 1990. Bridge timber materials are at the end of their useful life. Timber rehabilitation would require similar effort and cost to replacing the bridge.

Off-Site Detour – An off-site detour for vehicular traffic was not chosen due to a lack of viable time and distance-equivalent options.

Replace on New Alignment with On-Site Detour (selected) – Bridge No. 9 will be replaced on new alignment south of the existing bridge. Pedestrians may use the existing bridge to cross Blounts Creek during the construction period. Traffic will be maintained on the existing bridge during construction and boater access will be maintained under the bridge during construction, except for the possibility of short duration closures when construction or demolition has to take place in the channel. Advanced notice will be provided.

Bicycle and Pedestrian Accommodations:

NCDOT Bicycle and Pedestrian Transportation did not recommend bicycle accommodations on this bridge replacement, as of April 19, 2016.

Human Environment:

Community Studies – The Community Impact Assessment (CIA, June 2016) includes the following key recommendations (responses to recommendations are in italics):

1. “Coordinate with local planning officials regarding their desire to keep the existing bridge height in the proposed bridge designs in order for the continued recreational usage of Blounts Creek by individuals with larger boats.” *(The Beaufort County Planning Director was contacted by the NCDOT PDEA Unit in April 2016 as part of the Start of Study outreach; they expressed the need to maintain the existing vertical clearance to accommodate boater traffic of all sizes. The Approved Design Criteria (April 1, 2019) will match the existing low steel for vertical clearance.)*
2. “Coordinate with the NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the inclusion of bicycle/pedestrian facilities in the B-5614 replacement bridge design, as well as the necessary level of bicycle/pedestrian access accommodation during construction.” *(The NCDOT DBPT was contacted in April 2016; they did not recommend bicycle/pedestrian facilities for the B-5614 design. The existing level of vehicular/bicycle/pedestrian traffic will be maintained during construction.)*
3. “Coordinate with local EMS officials in developing an emergency response/action plan for the project area due to potential emergency response delay from a full bridge closure during construction.” *(Indicated in project commitments. Traffic will be maintained on the existing bridge during construction of the new bridge on the new southern alignment. The Blounts Creek Volunteer Fire Chief, contacted as a result of public involvement with local officials on Dec. 28th, has expressed support of maintaining vehicular traffic during construction as it relates to EMS operations.)*
4. “Coordinate with local school officials in regard to their concerns over school bus activity during the construction phase of the project.” *(indicated in project commitments)*

Cultural Resources:

Tribal Coordination – Results of the archaeological survey were mailed to Catawba Indian Nation on January 12, 2021. A letter of concurrence acknowledging the results of the archaeological survey was received on February 17, 2021.

Natural Environment:

Approximately 620 linear feet of jurisdictional water resource and 3.16 acres of jurisdictional wetlands were identified within the study area.

Coastal Area Management Act Areas of Environmental Concern – Coastal Area Management Act (CAMA) Areas of Environmental Concern were identified in the study area. Blounts Creek is a designated Estuarine Water and Public Trust Water, and CAMA coastal wetlands are present at wetland sites WB, WD, and WE. A CAMA major development permit from the North Carolina Division of Coastal Management (NCDCM) will be required for all impacts to designated AECs within the study area.

Public Involvement: All property owners within the study area were sent notification letters and informed of the proposed project, prior to final surveys. Property owners were consulted via conference call on March 10, 2016. A newsletter was distributed by NCDOT to the local officials and stakeholders within the project vicinity in December 2020 (via email) and to the general public in January 2021 (via mail). The newsletter included key project highlights, contact information, the public hearing map detailing project design and impacts, and a comment form. The newsletter also directed recipients to the project website (site: <https://publicinput.com/BlountsCreekBridge>) developed for virtual public input, which displayed additional project-related information. NCDOT posted responses to public comments on the public website (see attachment C).

Permits:

Anticipated Permits – A US Army Corps of Engineer (USACE) Nationwide Permit, U.S. Coast Guard permit, NC Division of Water Resources Water Quality Certification and NC Division of Coastal Management CAMA Major Development Permit are anticipated for this project.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
<p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> • <i>If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required.</i> • <i>If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.</i> 				
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes”.)			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	<input 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"/>	

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Question 5 – Displacements and Right of Way Acquisition

The new alignment of Bridge No. 9 will cause one residential relocation.

Question 8 – Listed Species

The Northern long-eared bat (NLEB) Programmatic Biological Opinion (PBO) covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known in 19 counties, but may potentially occur in 11 additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30 currently known/potential counties shown on Figure 2 of the PBO at this time. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Beaufort County where B-5614 is located.

A biological conclusion of May Affect, Not Likely to Adversely Affect was reached for the West Indian Manatee. Construction activities will adhere to the guidelines outlined in GUIDELINES FOR AVOIDING IMPACTS TO THE WEST INDIAN MANATEE: Precautionary Measures for Construction Activities in North Carolina Waters.

Informal Consultation with the National Oceanic and Atmospheric Administration for the Atlantic sturgeon will be required prior to permitting.

Question 9 – Anadromous Fish Spawning Waters

Blounts Creek is classified as an anadromous fish spawning area. NCDOT should follow all stream crossing guidelines for anadromous fish passage, including an in-water work moratorium from February 15 to June 30.

Question 10 – Buffer Rules

The project is within the Tar-Pamlico River Basin where buffer rules are applicable.

Question 15 – GeoEnvironmental

The NCDOT GeoEnvironmental Section performed a record search and found one petroleum site at the former H&W Grocery, located at 5 Blounts Creek Lane (now known as 3 Blounts Creek Lane as suggested by County website). Underground storage tanks were removed in 1988. The site is anticipated to present a low monetary and scheduling impact to the project.

Question 16 – Floodplain

Beaufort County is included in the National Flood Insurance Program (NFIP). The project is in the Blounts Creek Zone AE floodway area, for which 100-year base flood elevations are established. The NCDOT Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, NCDOT Structures Management Unit will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

Question 18 – USCG Permit

A U.S. Coast Guard permit is required for construction of this project per the formal letter NCDOT received on April 14, 2021 from the U.S. Coast Guard Bridge Program Manager.

Question 29 – Noise Policy

This project is considered a Type 1 because it meets the definition of new location (item a) and/or substantial horizontal alteration (item b.ii) in the Type 1 project definition on page two of the NCDOT Traffic Noise Policy Manual. A noise analysis was completed on October 28, 2021 and Results indicated there are no impacts to noise sensitive areas due to the construction of the project and noise mitigation is not warranted.

H. Project Commitments:

NCDOT PROJECT COMMITMENTS

STIP Project No. **B-5614**

Replace Bridge No. 9 on SR 1112 (Mouth of the Creek Road) over Blounts Creek
Beaufort County
Federal Aid Project No. 1112019
WBS Element 45569.1.2

NCDOT Division 2 Construction:

Roadway Construction, Lane Reductions and Closures

NCDOT will contact the Beaufort County Emergency Medical Services Director at 252-940-6519 at least one month prior to the start of construction to allow first responders to prepare for the anticipated action.

NCDOT will contact the Chocowinity Emergency Medical Services Captain at 252-948-2446 at least one month prior to the start of construction to allow first responders to prepare for the anticipated action.

NCDOT will contact the Beaufort County Fire Marshall at 252-946-2046 at least one month prior to the start of construction to allow first responders to prepare for the anticipated action.

NCDOT will contact the Blounts Creek Volunteer Fire Department Fire Chief at 252-945-8718 at least one month prior to the start of construction to allow first responders to prepare for the anticipated action.

NCDOT will contact the Beaufort County Schools Transportation Director at 252-946-6209 at least one month prior to the start of construction to allow schools to prepare for the anticipated action.

NCDOT will contact all local officials mentioned above at least one week prior to lane reduction and/or roadway closure to allow them to prepare for the anticipated action.

Boater Access and Safety

Contractor will adhere to the conditions outlined in the Boater Safety Plan During Construction of Bridge No. 9, completed in February 2021.

NCDOT will contact the North Carolina Wildlife Resources Commission at 252-917-2663 at least one month prior to the start of construction to allow the Agency to prepare for the anticipated action.

NCDOT will contact the North Carolina Wildlife Resources Commission at 252-917-2663 at least one week prior to short duration closures and temporary disruptions to boater access underneath the existing and new bridges over Blounts Creek to allow the Agency to prepare for the anticipated action.

Manatee Guidelines

Suitable habitat for West Indian manatee is present in the study area. Construction activities will adhere to the guidelines outlined in GUIDELINES FOR AVOIDING IMPACTS TO THE WEST INDIAN MANATEE: Precautionary Measures for Construction Activities in North Carolina Waters.

Anadromous Fish Moratorium

Blounts Creek is designated as an anadromous fish water by North Carolina Wildlife Resources Commission (NCWRC). NCDOT will follow all stream crossing guidelines for anadromous fish passage, including an in-water construction work moratorium from February 15 to June 30.

Atlantic Sturgeon

Informal Consultation with the National Oceanic and Atmospheric Administration for the Atlantic sturgeon will be required prior to permitting.

U.S. Coast Guard Navigable Waters

The project will require a U.S. Coast Guard Permit. NCDOT Structures Management Unit (SMU), Environmental Coordination and Permitting (ECAP), and Division 2 will coordinate and complete the Coast guard Bridge Permit Application (CGBPA) and its associated tasks.

NCDOT Hydraulics Unit:

The NCDOT Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, NCDOT Structures Management Unit will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

Riparian Buffer Rules

The project is within the Tar-Pamlico River Basin where buffer rules are applicable. Design Standards for Sensitive Watersheds will be implemented during project construction.

I. Categorical Exclusion Approval:

STIP Project No.	B-5614
WBS Element	45569.1.2
Federal Project No.	1112019

Prepared By:

11/5/2021

Date

DocuSigned by:
Harrison Wenchell
AE57EF5E28F34A9...

Harrison Wenchell
Consultant Transportation Planner
STEWART

Prepared For:

Tierre Peterson, P.E., NCDOT Structures Management Unit

Reviewed By:

11/5/2021

Date

DocuSigned by:
Phil Harris
E1B19D59B4E6481...

Phillip Harris, III, PE Unit Head
North Carolina Department of Transportation, Environmental Analysis Unit

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

11/5/2021

Date

DocuSigned by:
Kevin Fischer
ED19A18D98EC496...

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

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

11/8/2021

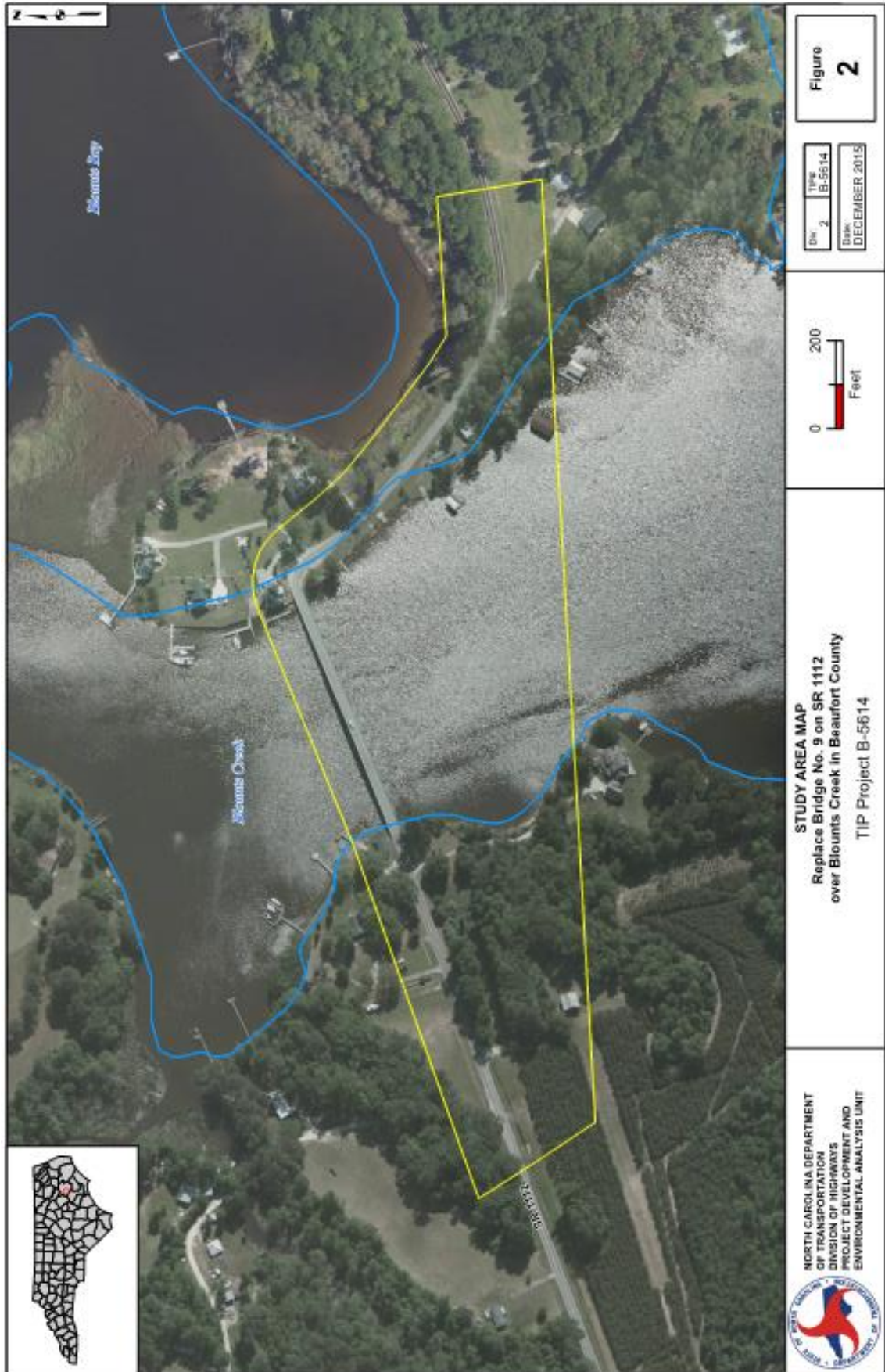
Date

DocuSigned by:
Bill Marley
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for John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

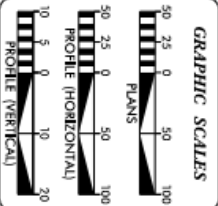
Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).

ATTACHMENT A



CONTRACT:

TIP PROJECT: B-5614



DESIGN DATA

2021 ADT	< 1000
2041 ADT	< 1000
V	60 MPH
FUNC. CLASS.	LOCAL
SUBREGIONAL TIER	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-5614	0.216 mi.
LENGTH STRUCTURES TIP PROJECT B-5614	0.182 mi.
TOTAL LENGTH TIP PROJECT B-5614	0.398 mi.

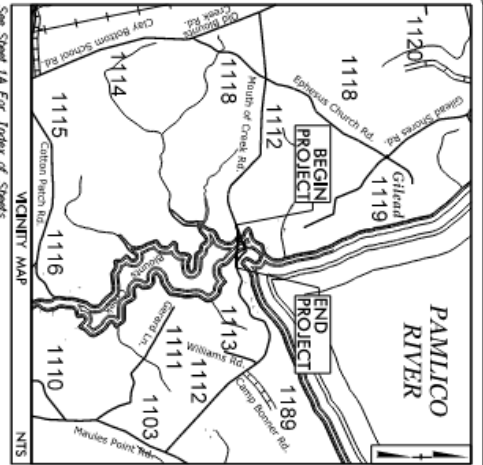
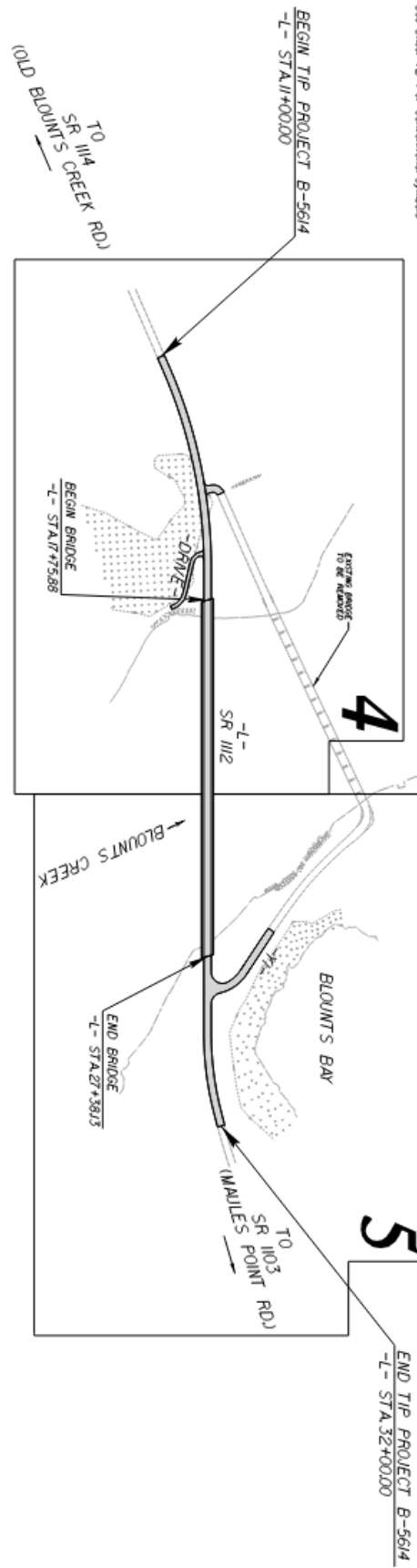
STEWART
 PROJECT ARCHITECTS
 100 STANFORD STATION
 RICHMOND, VA 23220
 RIGHT OF WAY DATE: JULY 16, 2021
 LETTING DATE: JUNE 21, 2022

ANDY YOUNG, PE
 PROJECT ENGINEER
MICHAEL BURNS, PE
 PROJECT DESIGN ENGINEER
DAVID STUTTS, PE
 SENIOR CONSULTANT

HYDRAULICS ENGINEER
 ROADWAY DESIGN ENGINEER
 PE



CLEARING ON THIS PROJECT SHALL BE TO LIMITS ESTABLISHED USING METHOD ____.
 THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.



See Sheet 1A For Index of Streets
 See Sheet 1B For Conventional Symbols

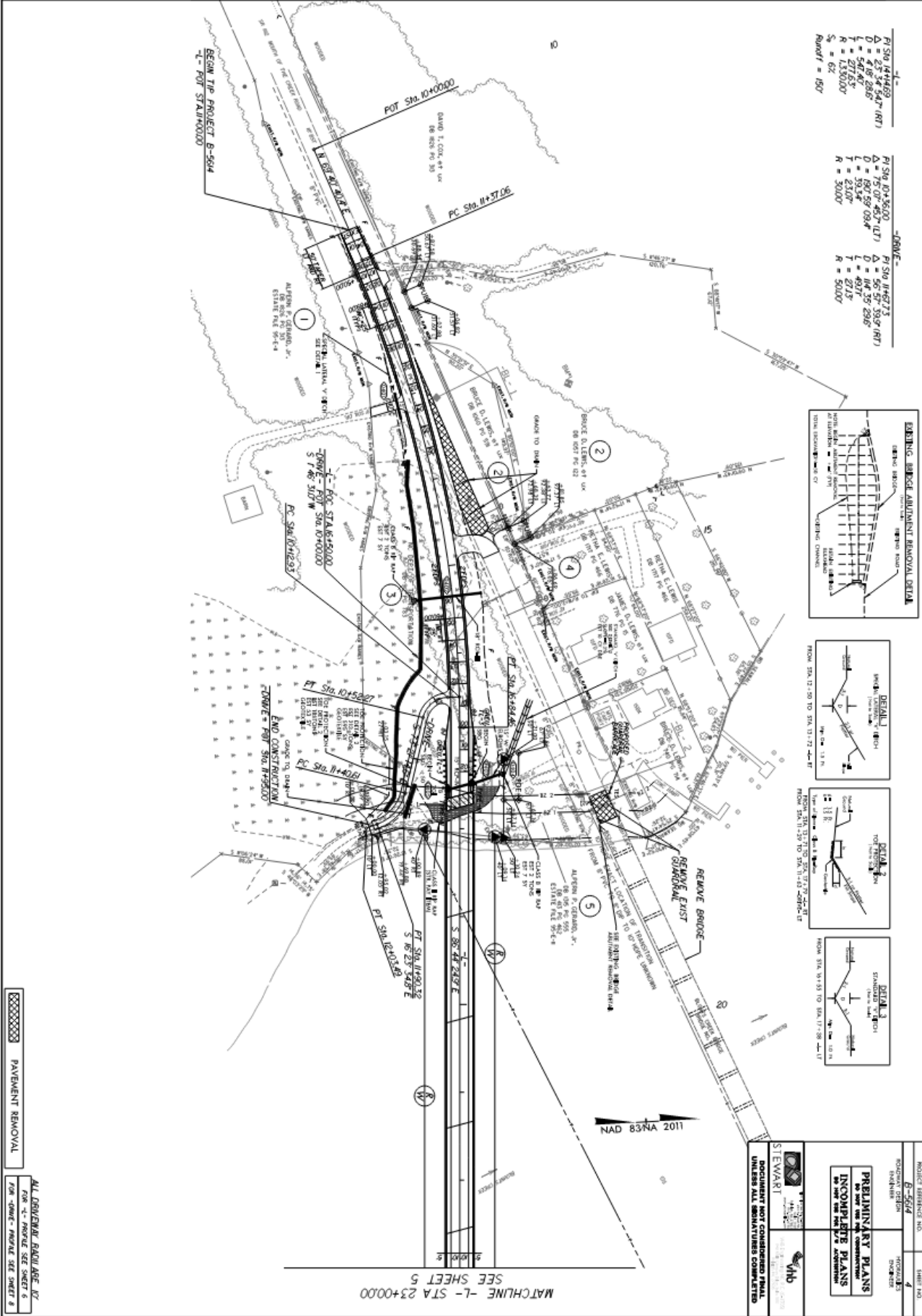
STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
BEAUFORT COUNTY
 LOCATION: BRIDGE NO. 9 ON SR 1112 (MOUTH OF THE CREEK ROAD) OVER BLOUNT'S CREEK
 TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURE

FOR REVIEW ONLY

CEI PLANS

STATE	LOCAL AGENCY	PROJECT NO.	DATE	STATUS
N.C.	B-5614	1		
DATE REVIEWED	BY	REMARKS	DATE REVIEWED	BY
4/5/2019	NA		11/20/19	PE
4/5/2019	NA		11/20/19	RIGHT-OF-WAY UTILITIES
4/5/2019	NA		11/20/19	UTILITIES

INCOMPLETE PLANS
 DO NOT USE FOR PERMITS
 ORDERS ALL REMEDIATIONS COMPLETED

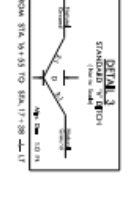
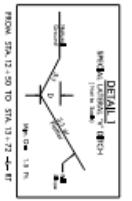
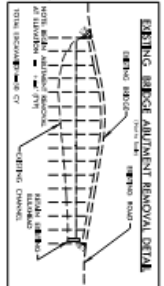


Curve Data:

PI Sta. 11+4459	$\Delta = 23^\circ 34' 54.47''$ (RT)
D = 418' 29.65'	
L = 207.65'	
R = 1330.00'	
S = 62'	
Point = 150'	

PI Sta. 10+36.00	$\Delta = 75^\circ 07' 45.7''$ (LT)
D = 1907' 59.03'	
L = 393.34'	
R = 5200'	

PI Sta. 11+67.73	$\Delta = 56^\circ 57' 59.67''$ (RT)
D = 1443' 35' 29.68'	
L = 491.7'	
R = 2713'	
S = 500.0'	

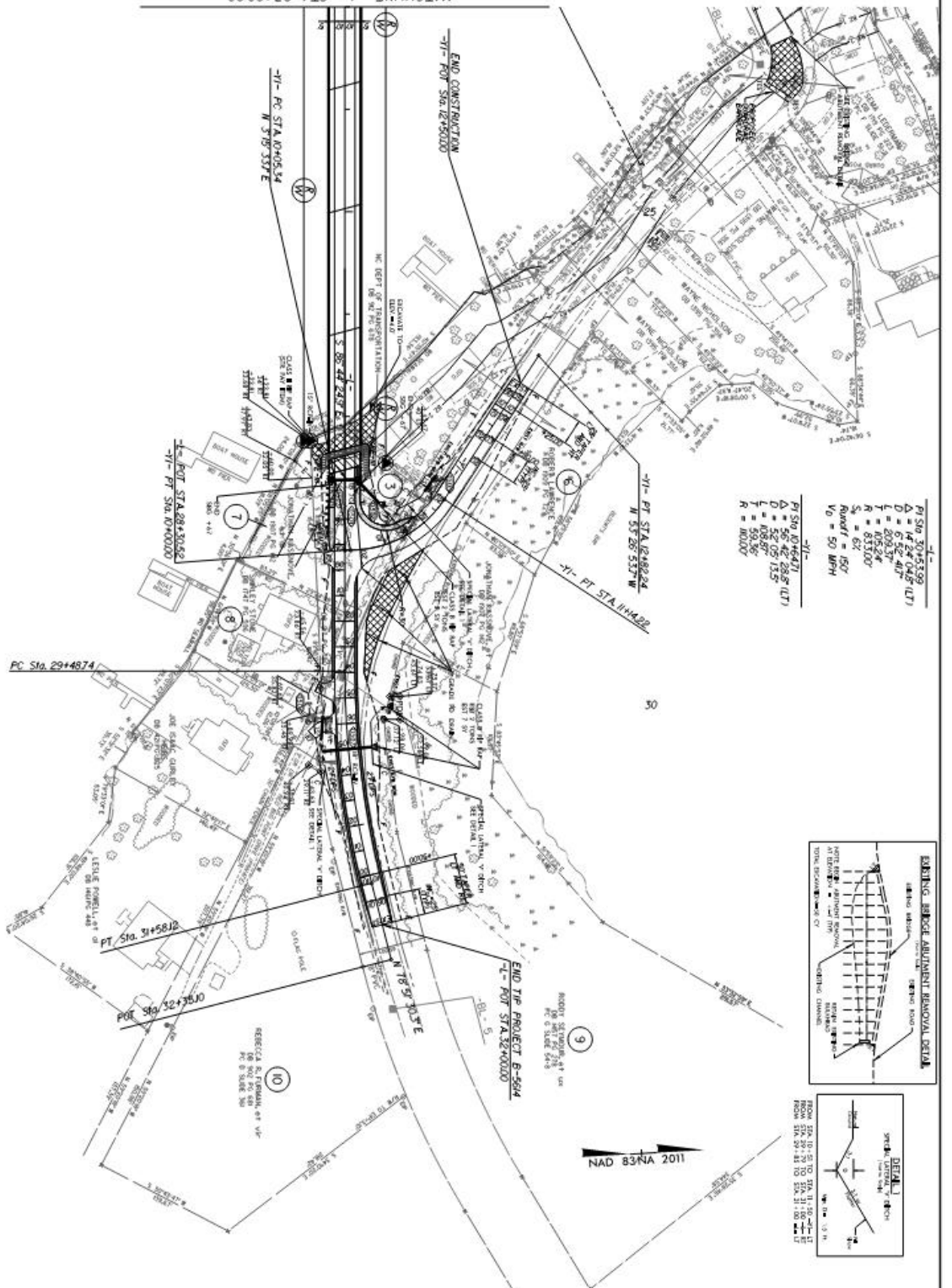


PAVEMENT REMOVAL

ALL DIMENSIONS SHOWN ARE IN FEET
 FOR "AS-BUILT" DRAWING SEE SHEET 6
 FOR "AS-BUILT" DRAWING SEE SHEET 8

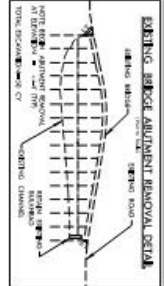
PROJECT REFERENCE NO.	DATE
B-5614	4
DESIGNED BY	DRAWN BY
STEWART	STEWART
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION UNLESS ALL SIGNATURES COMPLETED	
STEWART	MHO
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA 23+00.00
 SEE SHEET 4



PI STA 30+53.99
 P = 200.00 (LT)
 D = 6.52 (47)
 L = 209.37
 R = 185.24
 S = 6.200
 Runoff = 157
 V₀ = 50 MPH

PI STA 29+64.71
 P = 55.42 (28) (LT)
 D = 108.87 (53)
 L = 59.36
 R = 100.07



PAVEMENT REMOVAL

ALL DRAWING RADII ARE 10'
 FOR "L" ANGLE SEE SHEET 7
 FOR "V" ANGLE SEE SHEET 8

PROJECT NUMBER: 05-0000-01	SHEET NO: 5
DATE: 05/24/11	DRAWN BY: JES
CHECKED BY: JES	DESIGNED BY: JES
PRELIMINARY PLANS	
DO NOT USE FOR CONSTRUCTION	
INCOMPLETE PLANS	
NO NEW OR AMENDMENTS	
BY THE PROJECT ADMINISTRATION	
STEWART	
DOCUMENT NOT CONSIDERED FINAL	
UNLESS ALL SIGNATURES COMPLETED	

ATTACHMENT B

Project Tracking No. (Internal Use)

15-12-0021



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.:	B-5614	County:	Beaufort
WBS No.:	45569.1.1	Document Type:	CE
Fed. Aid No.:	BRZ-1112(017)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	NWP
Project Description: Replace Bridge No. 9 on SR 1112 over Blounts Creek will include road realignment.			

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.)

Date of field visit: n/a

Description of review activities, results, and conclusions:
Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on December 30, 2015. Based on this review there are no NR, DE, LL, SS, or SL in the project area. Beaufort County GIS maps provided information that four residential structures are greater than 50 years of age. The photographs from the county tax assessor's office indicate that none of these structures possess the architectural integrity or distinction to meet the criteria for National Register listing either individually or as a historic district. The project area contains several contemporary houses which appear to have replaced older structures. No historic properties will be affected by this project.

SUPPORT DOCUMENTATION

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

Historic Architecture and Landscapes NO HISTORIC PROPERTIES PRESENT OR AFFECTED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

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

Shelby Reap
NCDOT Architectural Historian

Dec. 30, 2015
Date

Historic Architecture and Landscapes NO HISTORIC PROPERTIES PRESENT OR AFFECTED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement

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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: **B-5614** County: **Beaufort**
 WBS No: **45569.1.1** Document: **MCDC**
 F.A. No: **BRZ-1112(017)** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **NWP3/14**

Project Description: *Replace Bridge No. 9 over Blounts Creek on SR1112 (Mouth of the Creek Road) in Beaufort County, North Carolina. The archaeological Area of Potential Effects (APE) is centered on the bridge structure and measures 1800ft in length (900ft from each bridge end-point) and 200ft in width (100ft from each side of the SR1112 center-line).*

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: SURVEY REQUIRED

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

Permitting and funding information was reviewed for determining the level of archaeological input required by state and federal laws. Section 106 of the National Historic Preservation Act will apply because the project is federally funded and necessitates a United States Army Corp of Engineers (USACE) permit acquisition. Next, construction design and other data was examined (when applicable) to define the character and extent of potential impacts to the ground surfaces embracing the improvement work.

Upon outline of an APE, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Tuesday, December 29, 2015. Three previously documented archaeological sites (31BF19, 31BF64, 31BF65) are located within or directly adjacent to the APE on the eastern side of Blounts Creek. 31BF19 is a previously recorded site surveyed by Loftfield (1988) and is described as a low mound 75 meters east of the Blounts Creek bridge. The excavation of four 1x1 meter squares recovered no artifacts and found this feature to be a natural topographic feature common to the south side of the Pamlico River. Local landowners consider the mound to be man-made and claim cannonballs had been found at the site, possibly giving it a Civil War era association.

31BF65 lies just to the northwest of the "mound." Eighty prehistoric pot sherds were recovered from a central site locale considered to be archaeologically significant. Approximately 69% of the sherds date to the Middle Woodland period, 19% were unidentifiable, 7.5% were Early Woodland, and 5% were Late Woodland in origin. In addition, the core site area contained midden traces as well as a prehistoric pit feature. Recovered ceramics beyond the core site area were found in highly disturbed contexts and appear to represent random dispersal of artifacts caused by recent grading and landscaping of the property. 31BF65 was considered eligible for inclusion to the NRHP under criterion "D". Supplementary testing of 31BF65 by Lautzenheiser (1996) identified the buried cultural soil zone a buried plow zone under the recent fill. As such, 31BF65 was no longer considered an eligible property and additional consideration of the site was not recommended.

Finally, 31BF64 was first reported by Bill Haag in 1954 who described it as a midden area extending southward along the creek bank for nearly ¼ mile in length. Lautzenheiser (1985) revisited the site for proposed bridge replacement work in 1985. At that time, the site appeared eligible for NRHP inclusion based on the likelihood of intact remains. However, additional investigation of the area was suggested based on the alternative chosen. Also, Lautzenheiser noted the location of two chartered shipwrecks in the direct area and suggested underwater remote sensing to determine their exact location and NRHP evaluations of the sites.

"ARCHAEOLOGICAL SURVEY REQUIRED" form for the Amended Minor Transportation Projects as Qualified in the 2015 Programmatic Agreement.

1 of 3

Examination of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the NCSHPO website is crucial in establishing the location of noteworthy historic occupations related to a perspective construction impact area. A cross-check of these mapped resources detailed several surveyed historic structure locations to the east and northwest of the project area but revealed an absence of these resources in the APE or adjacent. In addition, historic maps of Beaufort County and the project area were appraised for evidence of former structure locations, land use patterns, or other confirmation of historic occupation at this locale and archaeological/historical reference materials were inspected as well.

Further, the APE was referenced on topographic, geologic, flood boundary, lidar and NRCS soil survey maps (TaB, CrB) for the evaluation of environmental, geomorphological, hydrological, and other correlatives that may have resulted in past occupation in the project corridor. Finally, aerial photographs (NCDOT Spatial Data Viewer & other on-line sources) were examined and the Google Street View map application was utilized (when amenable) for gaining a virtual, first-hand perspective of the overall study area and for assessing disturbances, both natural and human induced, which compromise the integrity of archaeological sites/deposits.

The defined APE corridor contains no known cemeteries or documented NRHP eligible historic structures. Three archaeological sites are situated in the immediate vicinity and may extend into the current APE limits. Despite the numerous amount of previous archaeological work at these sites, further work is warranted for the current study. Because no maps exist depicting the location of past work, the relatively large APE dimensions of the project merit a closer, on-ground assessment. It is unclear if any NRHP eligible deposits associated with 31BF19, 31BF64, or 31BF65 still remain. For this reason, an archaeological survey of the APE is recommended prior to construction activities. This work will seek to determine if intact archaeological features, artifacts, or deposits are contained within the project area. All archaeological sites contained within the APE will be evaluated for NRHP eligibility. In addition, the NCDOT Archaeology Group will consult with the Eastern Office of the Office of State Archaeology at Fort Fisher to determine if underwater survey of the APE will be necessary in association with the two known shipwrecks in the immediate vicinity.

Lautzenheiser, L.

1985 Archaeological Reconnaissance, Bridge #9 on SR1112 over Blounts Creek, Beaufort County, North Carolina. Planning & Research Branch, Division of Highways, NCDOT. On file, Office of State Archaeology, Raleigh, NC.

1996 Limited Archaeological Testing, Site 31BF65, Blounts Creek, Beaufort County, North Carolina. Coastal Carolina Research, Inc., Tarboro, NC. On file, Office of State Archaeology, Raleigh, NC.

Loftfield, T. C.

1988 An Archaeological/Historical Reconnaissance of the Fleming Property at Blounts Creek, North Carolina. UNC Wilmington, Wilmington, NC. On file, Office of State Archaeology, Raleigh, NC.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST - **SURVEY REQUIRED**

Scott Eric Halverson
 NCDOT ARCHAEOLOGIST

1/27/2016
 Date

Feb-Mar 2016
 Proposed fieldwork completion date

"ARCHAEOLOGICAL SURVEY REQUIRED" form for the Amended Minor Transportation Projects as Qualified in the 2015 Programmatic Agreement.
 2 of 3



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT FORM**



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

PROJECT INFORMATION

Project No: **B-5614** County: **Beaufort**
 WBS No: **45569.1.1** Document: **CE**
 F.A. No: **BRZ-1112(017)** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **NWP3/14**

Project Description: This project calls for the replacement of Bridge No. 9 over Blounts Creek on SR 1112 (Mouth of the Creek Road) in Beaufort County, North Carolina. The archaeological Area of Potential Effects (APE) is centered on the bridge structure and measures 1800 ft in length (900 ft from each bridge end-point) and 200 ft in width (100 ft from each side of the SR 1112 centerline)

SUMMARY OF ARCHAEOLOGICAL FINDINGS

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

- There are no National Register listed or eligible ARCHAEOLOGICAL SITES present within the project's area of potential effects. (Attach any notes or documents as needed)
- No subsurface archaeological investigations were required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

SUPPORT DOCUMENTATION

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

Scott Halvorsen

Scott Halvorsen

7-8-2021

NCDOT ARCHAEOLOGIST

Date



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

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

February 17, 2021

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

Re. THPO #	TCNS #	Project Description
2021-193-40		Replacement of Bridge No. 9 on SR 1112 over Blounts Creek in Beaufort Co. known as project B-5614

Dear Mr. Stutts,

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

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

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer



NEWSLETTER

Bridge Replacement on Mouth of the Creek Road over Blounts Creek in Beaufort County

N.C. Department of Transportation's Bridge Program, Project B-5614

Issue 01 | January 2021

Project Description

The N.C. Department of Transportation proposes the replacement of the bridge on Mouth of the Creek Road over Blounts Creek in Beaufort County. The bridge was determined structurally deficient in the NCDOT inspection report and needs to be replaced. Structurally deficient bridges are safe, but they have components in poor condition due to deterioration and require significant maintenance to remain in service. The new bridge and roadway will be on new alignment, south of the existing location. The bridge will consist of two 10-foot lanes with five-foot paved shoulders. Traffic will be maintained on the existing bridge during construction. Boater access under the bridge will be maintained during construction.

Key Dates

- Environmental Document: Spring 2021*
- Right-of-Way Acquisition: Summer 2021*
- Finalize Bridge and Roadway Design Plans: Spring 2022*
- Construction Duration: Summer 2022 – Summer 2024*
- Anticipated Impacts:
 - 2 Residential Relocations
 - 0 Business Relocations
 - 0.32 Acres of Wetlands Fill
 - 1 Stream Crossings
- Estimated Construction Cost: \$8,800,000*

** Right-of-way and utilities costs not included. Future dates and costs subject to change.*

Project Website

- Additional project information
- Provide written comments, questions, or concerns
- View project maps

Visit the project website here:

<https://publicinput.com/BlountsCreekBridge>

For additional comments, questions, or concerns, please call: 855-925-2801 (Use Project Code: 9155)

PUBLIC COMMENT PERIOD:

Jan. 12-26, 2021

Project Contacts:

David Stutts, PE

Project Engineer – PEF/Program Management
 NCDOT Structures Management Unit
 1581 Mail Service Center
 Raleigh, NC 27699-1581
 919-707-6442
 dstutts@ncdot.gov

Andy Young

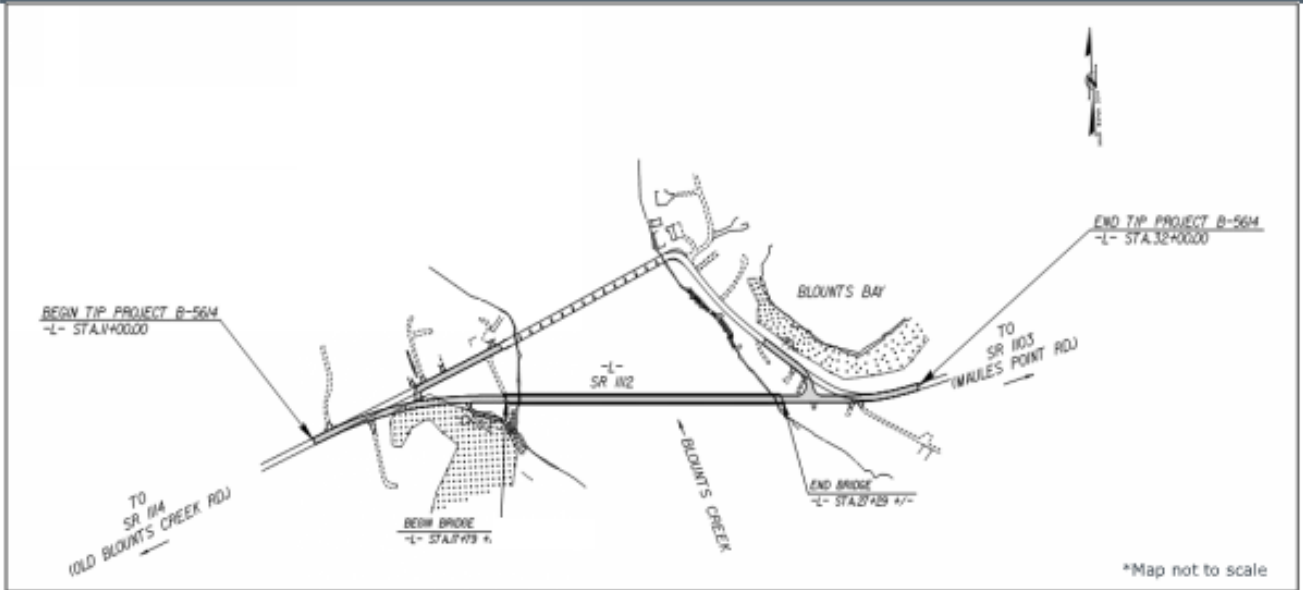
STEWART
 223 S. West St., Ste. 1100
 Raleigh, NC 27603
 919-866-4803
 ayoung@stewartinc.com

Bridge Project No.: B-5614
Attn: David Stutts, PE
NCDOT Structures Management Unit
1581 Mail Service Center
Raleigh, NC 27699-1581

Persons who do not speak English, or have a limited ability to read, speak or understand English, may receive interpretive services upon request by calling 1-800-481-6494.

Aquellas personas que no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan llamando al 1-800-481-6494.

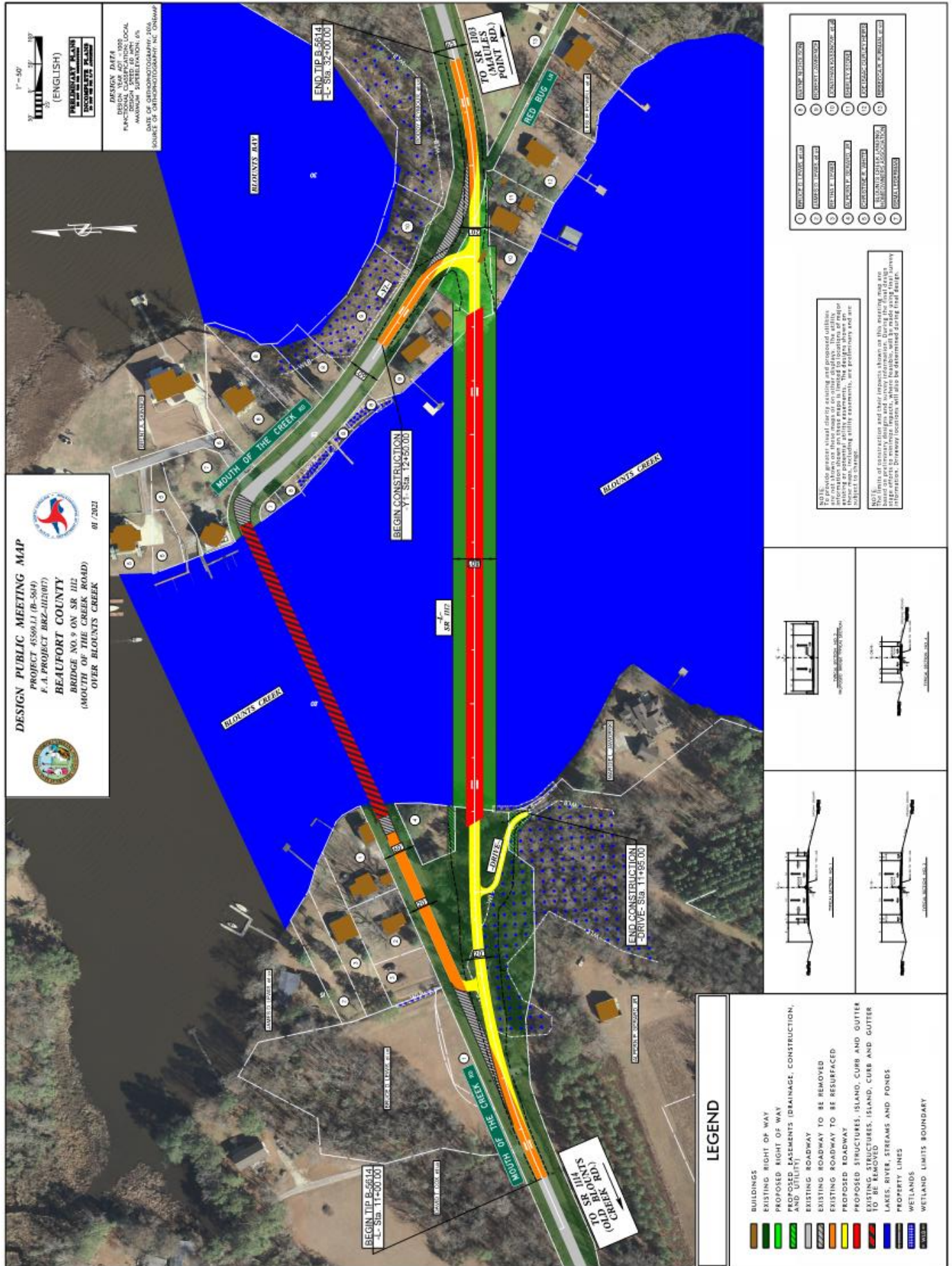
Proposed Project Improvements



Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina



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B-5614 Public Input Comments and Responses

Public Comment Period: January 12-26, 2021
Comments Received By: project website, email, phone call, comment form
Total Comments: 13

The project team met on February 2nd, 2021 to review and consider each comment. The responses below address the comments that were received.

Comment 1: Requested to speak with project staff regarding property affected by the project.

Response: Project staff spoke to citizen via phone and addressed all comments and questions.

Comment 2: Expressed support for maintaining traffic on the existing bridge during construction of the new bridge as it pertains to EMS operations.

Response: NCDOT acknowledges the comment and will coordinate with EMS local officials prior to construction. Traffic will be maintained on the existing bridge during construction of the new bridge.

Comment 3: Expressed general support for the bridge replacement.

Response: NCDOT acknowledges the public comment.

Comment 4: Asked if new bridge will be taller than the existing bridge to allow passage of sailboats.

Response: The new bridge will maintain at least the same clearance above the Creek as the existing bridge. Sailboats will still need to lower their masts when passing underneath the new bridge.

Comment 5: Asked what the new bridge's width, weight limit and boat height clearance will be. Expressed concern over log trucks using the existing bridge and contributing to congestion on existing bridge during morning commute hours.

Response: The new bridge will be 30-foot wide, which is wider than the existing ; it will include two 10-foot lanes and 5-foot paved shoulders on each side. Bridge clearance will be at least the same clearance above the Creek as the existing bridge. Posted weight limit restrictions will be removed after completion of the project.

Comment 6: Expressed concern and asked if historic property and environmental (boating/fishing) considerations have been reviewed for the project. Also expressed concern that straightening the road would lead to increased motorist speeding across the bridge. Requested that the project team return his call.

Response: The NCDOT's Cultural Resources Unit completed a review of the project study area for historic architecture and provided a "No Historic Properties Present or Affected" form. It was determined that no properties within the project study area meet the criteria for listing in the National Register of Historic Places. Recreational usage of Blounts Creek will still be allowed during construction and boater access underneath the bridge will be maintained during construction, except for the possibility of short duration closures when construction or demolition has to take place in the channel. Advance notice will be provided. The bridge will be replaced on new alignment in order to straighten out SR 1112 (Mouth of

the Creek Road) and improve safety by removing the unsafe "elbow turn" currently at the east side of the existing bridge. The speed limit on SR 1112 will remain the same (55 mph).

Comment 7: Offered input regarding pronunciation of "Blounts Creek."

Response: NCDOT acknowledges the public comment.

Comment 8: Offered assistance with project questions or information if needed.

Response: NCDOT acknowledges the public comment.

Comment 9: Asked if there will be a new paved entrance to Kelly Lane.

Response: The current entrance from Mouth of the Creek Road to Kelly Lane will be replaced in kind.

Comment 10: Submitted the following comment and questions:

Comment: Height of new bridge would allow for the passage of powerboats and sailboats.

Response: The new bridge will maintain at least the same clearance above the Creek as the existing bridge. Sailboats will still need to lower their sails when passing underneath the new bridge.

Question: Will electric and water utilities services will be maintained during construction.

Response: Utility service will be maintained to existing customers throughout construction, with minor interruptions possible during utility relocation work. Utility owners will coordinate with customers in advance of any service disruptions.

Question: Will driveway access be maintained.

Response: Driveway access will be maintained during construction, with minor interruptions possible during tie-in work.

Question: Will NCDOT abandon sections of right of way where pavement will be removed adjacent to property #1.

Response: NCDOT will not abandon any existing right of way.

Question: Will rip rap be used to control erosion during removal of existing bridge.

Response: Erosion control methods, including rip rap, will be determined in the development of the erosion control plan.

Question: Will all bridge supports be removed from waterway.

Response: Piles will be sufficiently removed at the mudline from the waterway on the existing bridge.

Question: What affect will filling of wetlands have on rising tide and runoff.

Response: Construction fill in wetland areas will not adversely affect adjacent channel and runoff. NCDOT's hydraulic engineers have designed a stormwater drainage system that will sufficiently handle all stormwater and runoff throughout the project area.

Question: What environmental impact will construction and demolition have on wildlife and migratory fish.

Response: *The NCDOT's Natural Resources Technical Report (NRTR) determined the project is not likely to adversely affect migratory fish and other wildlife species.*

Comment 11: Submitted the following comment and questions:

Question: How will you handle flood risk and driveway damage during heavy rain and hurricanes?

Response: All measures will be taken in the drainage design to avoid property and driveway damage during flood events.

Question: Why are you requesting additional easements?

Response: All easements shown in the public hearing map should be considered preliminary. However, consideration has been taken for drainage, utilities, wetlands, and other factors that may require us to acquire additional easement when designing a new roadway alignment.

Question: Will we be reimbursed for any damages or adverse impact on our drive, street entrance (fencing and plantings) or bank erosion?

Response: Right-Of-Way plans will determine if reimbursement is required for any impacts required by the project. All impacts will be minimized as best as possible following our standards and specification during design.

Question: Why did you choose the most expensive option? I think there are more critical problems warranting financial investment such as rural health care, internet and wireless access and preserving the natural environment.

Response: The purpose of this project is to improve the deteriorating infrastructure of our state's bridges and highways. The bridge over Blounts Creek has been maintained for over 30 years. It has timber decking that is decayed and a steel superstructure that is corroded. The timber piles that support the bridge are also decayed and damaged. The bridge rating is a 45.07 out of 100 and is considered structurally deficient. The Department is replacing this bridge on new alignment in order to keep the road open during construction. All efforts to preserve and maintain the natural environment have been incorporated into our project during the planning phase and will continue through design and construction.

Claim: "Multiple environmental agencies have also opposed the current project due to adverse environmental impact on wetlands, fisheries, water, and wildlife."

Response: NCDOT ensures all environmental regulations and unique situations are reviewed and incorporated into the project planning phase prior to design in order to avoid and minimize impacts where necessary. Minimization measures for unavoidable impacts have been developed through direct coordination with federal and state environmental regulatory and resource agencies.

Comment 12: Requested to speak with project staff regarding property affected by the project.

Response: *Project staff spoke to citizen via phone and addressed all comments and questions.*



Comment 13: Asked how high above the water the new bridge will be.

Response: Bridge clearance will be at least the same clearance above the Creek as the existing bridge.

The project team greatly appreciates the input received. The NCDOT will continue to refine the project design based on the comments received. You may contact the project staff listed below if you have any additional questions.

David Stutts, P.E.

NCDOT Project Engineer
1581 Mail Services Center
Raleigh, NC 27699-1581
919-707-6442
dstutts@ncdot.gov

Andy Young, P.E.

Manager, Transportation Design
223 S. West St., Ste. 1100
Raleigh, NC 27603
919-866-4803
ayoung@stewartinc.com