

**Chatham County**  
**Bridge No. 10 on SR 1916 (Corinth Road)**  
**over Shaddox Creek**  
**Federal Aid Project No. BRSTP-1916(6)**  
**W.B.S. No. 33712.1.1**  
**T.I.P. No. B-4461**

CATEGORICAL EXCLUSION

UNITED STATES DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

AND

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

5/23/14  
DATE

Richard W. Hancock, PE  
Richard W. Hancock, PE,  
Manager, Project Development & Environmental Analysis Unit

5/27/14  
DATE

John F. Sullivan, III  
John F. Sullivan, III, Division Administrator  
Federal Highway Administration

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CATEGORICAL EXCLUSION

Documentation Prepared in  
Project Development and Environmental Analysis Unit By

5-23-2014  
DATE

  
Joseph S. Qubain  
Project Planning Engineer  
Bridge Project Development Section

5-23-2014  
DATE

  
John L. Williams, PE  
Project Engineer  
Bridge Project Development Section



## **PROJECT COMMITMENTS**

Chatham County

Bridge No. 10 on SR 1916 (Corinth Road)  
over Shaddox Creek

Federal Aid Project No. BRSTP-1916(6)

W.B.S. No. 33712.1.1

T.I.P. No. **B-4461**

### **Roadway Design / Structure Design / Division – Bicycle Accommodation**

Bicycle accommodations will be designed on the bridge and approaches with standard bicycle safe railing

### **Division Eight – As Built Construction Plans**

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 structures and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

### **Hydraulics Unit – FEMA 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)

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**INTRODUCTION:** Bridge No. 10 is included in the latest approved North Carolina Department of Transportation (NCDOT) Transportation Improvement Program. The location is shown in Figure 1. No substantial environmental impacts are anticipated. The project is classified as a Federal "Categorical Exclusion".

## **I. PURPOSE AND NEED STATEMENT**

NCDOT Bridge Management Unit records indicate Bridge No. 10 has a sufficiency rating of 6 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to structural evaluation appraisal of 3 out of 9 and a substructure condition appraisal of 4 out of 9 according to Federal Highway Administration (FHWA) standards. The bridge also meets the criteria for functionally obsolete due to deck geometry appraisal of 2 out of 9.

Bridge No. 10 carries 2,500 vehicles per day with 4,500 vehicles per day projected for the future. The substandard deck width, bridge railing and approach guardrail is becoming increasingly unacceptable. Components of both the concrete superstructure and substructure have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities. The bridge is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations.

## **II. EXISTING CONDITIONS**

The project is located in the southeastern corner of Chatham county on SR 1916 (Corinth Road) over Shaddox Creek (see Figure 1). The road is a busy truck route serving as the main access point for a number of large industrial facilities that are located north and south of the bridge

SR 1916 is classified as a major collector in the Statewide Functional Classification System and is a marked evacuation route for Shearin Harris Nuclear Power Plant and it is not a National Highway System Route.

In the vicinity of the bridge, SR 1916 has a 20 ft. pavement width with 2 ft. grass shoulders. The roadway grade is in a crest vertical curve through the project area. The existing bridge is on a tangent. The roadway is approximately 21 feet above the streambed.

The existing bridge was built in 1951 and is a six-span structure that consists of reinforced concrete deck on i-beams with reinforced concrete cap and timber piles. The overall length of the structure is 109'-5" The clear roadway width on the bridge is 22 feet. There is no posted weight limit for the bridge.

There are no utilities attached to the existing structure, but overhead power lines and a number of utilities are present in the project area. Utility impacts are anticipated to be high.

The current traffic volume of vehicles per day (VPD) is expected to increase to 4,500 VPD by the year 2039. The projected volume includes thirteen percent truck-tractor semi-trailer (TTST) and seven percent dual-tired vehicles (DT). The posted speed limit is 55 miles per hour in the project area.

There were two accidents reported in the vicinity of Bridge No. 10 during a recent three-year period. Neither of the two accidents was associated with the alignment or geometry of the bridge or its approach roadway.

This section of SR 1916 is not part of a designated bicycle route. But is a popular route for local cyclists, thus standard bicycle safe rail and 4 ft. paved shoulders will be provided on the bridge and the road approaches. Sidewalks do not exist on the existing bridge and there is no indication of pedestrian usage on or near the bridge. Neither permanent nor temporary pedestrian accommodations are required for this project

### **III. ALTERNATIVES**

#### **A. Project Description**

The replacement structure will consist of a bridge approximately 137'-7" feet long. The bridge length is based on preliminary design information and is set by hydraulic requirements. The bridge will be of sufficient width to provide for two 12 ft. lanes, with 4.75 ft. offsets on each side. The roadway grade of the new structure will be approximately at the same elevation as that of the existing the bridge.

The existing roadway will be widened to a 33.5 ft. pavement width to provide two 12 ft. lanes. Six foot shoulders will be provided, 4.75 feet of which will be paved in accordance with the current NCDOT Design Policy (The shoulder will include three additional feet where guardrail is required). Improvements to the approach roadways will be required for a distance of approximately 130 feet to the south and 120 feet to the north of the new structure. This roadway will be designed as a collector route.

The temporary detour will be approximately 1,050 feet in length. The width will be 22 ft. paved to provide two 11 ft. lanes. Six foot grass shoulder will be provided on each side of the detour (The shoulder will include three additional feet where guardrail is required). The temporary bridge will be approximately 90 ft. long, with a 26 ft. clear roadway.

#### **B. Reasonable and Feasible Alternatives**

Two alternatives for replacing Bridge No. 10 that were studied in detail are described below.

##### **Alternate 1**

Alternate 1 involves replacement of the structure along the existing roadway alignment, with a temporary onsite detour west of the existing bridge (see Figure 3a). This alternate will be designed using Sub-Regional Tier guidelines with a design speed of 55 miles per hour. Traffic will be maintained onsite (see Figure 3b) during the construction.

**Alternate 2 (Preferred)**

Alternate 2 involves replacement of the structure along the existing roadway alignment with a temporary onsite detour to the east of the existing bridge (see Figure 2a). This alternate will be designed using Sub-Regional Tier guidelines with a design speed of 55 miles per hour. Traffic will be maintained onsite (see Figure 2b) during the construction

**C. Alternatives Eliminated from Further Consideration**

The “do-nothing” alternative will eventually necessitate closure of the bridge. This is not acceptable due to the traffic service provided by SR 1916.

“Rehabilitation” of the old bridge is not practical due to its age and deteriorated condition. Bridge No. 10 is more than sixty years old, a typical life expectancy is about fifty years. The bridge is structurally deficient and functionally obsolete. The current sufficiency rating is 6 out of a possible 100 for a new structure.

An alternate with an offsite detour was not feasible due to amount of traffic, the high percentage of trucks from industrial users and limited availability of acceptable detours.

Staged Construction is not feasible because the 22 ft. deck width and beam configuration will not support removal of a portion and maintenance of traffic on the remaining portion.

**D. Preferred Alternative**

Bridge No. 10 will be replaced on the existing alignment, while traffic is maintained on a temporary two-lane onsite detour to the east of the bridge (see Figure 2a and 2b).

Alternate 2 was selected because it avoids impacts to a high voltage transmission line to the west side and minimizes impacts to the many utilities surrounding the existing bridge. In addition, this alternative avoids the wetlands in the project area, which are located to the west of the existing bridge.

NCDOT Division 8 concurs that this is the preferred alternative.

**IV. ESTIMATED COSTS**

The estimated costs, based on 2013 prices, are as follows:

Structure	\$ 565,000
Roadway Approaches	\$ 258,000
Detour Structure and Approaches	\$ 184,000
Structure Removal	\$ 36,000
Relocate Existing Water Line	\$ 107,000
Miscellaneous & Mobilization	\$ 185,000
Engineering & Contingencies	\$ 215,000
Total Construction Cost	\$ 1,550,000
Right-of-way Costs	\$ 15,000
Right-of-way Utility Costs	\$ 157,000
Total Project Cost	\$ 1,722,000

## V. NATURAL ENVIRONMENT

### Physical Characteristics

The study area lies in the piedmont physiographic region of the state (Figure 1). Topography in the project vicinity is comprised of gently rolling hills with narrow, level floodplains along streams. Elevations in the study area range from 180 to 120 ft. above sea level. Land use in the project vicinity consists primarily of industrial development and forested land.

### Soils

The Chatham County Soil Survey identifies three soil types within the study area (Table 1).

Table 1. Soils in the study area

Soil Series	Mapping Unit	Drainage Class	Hydric Status
Chewacla and Wehadkee	CH	Poorly Drained	Hydric
Peawick	Pc	Moderately Well Drained	Nonhydric
Riverview	Rv	Well Drained	Nonhydric

FPPA eligible soils are present within all four quadrants of the Direct Bridge Impact Area (DBIA). A preliminary screening of farmland conversion impacts in the project area has been completed (NRCS Form AD-1006, Part VI only) and a total score of 35 out of 160 points was calculated for the project site. Since the total site assessment score does not exceed the 60-point threshold established by NRCS, notable project impacts to eligible soils are not anticipated, and the form will not be submitted to NRCS. If a new location alternative is considered that is outside of the DBIA, then NCDOT must reassess the impacts to farmlands.

### Water Resources

Water resources in the study area are part of the Cape Fear river basin (U.S. Geological Survey [USGS] Hydrologic Unit 03030002). One stream was identified in the study area (Table 2). The physical characteristic of this stream is provided in Table 3.

Table 2 Water resources in the study area.

Stream Name	Map ID	DWQ Index Number	Best Usage Classification
Shaddox Creek	Shaddox Creek	16-43	WS-IV

Table 3 Physical characteristics of water resources in the study area

Map ID	Bank Height (ft)	Bankfull Width (ft)	Water Depth (in)	Channel Substrate	Velocity	Clarity
Shaddox Creek	6 – 8	30 – 40	36 – 60	Sand, Silt	Low	Turbid

No Outstanding Resource Waters (ORW), High Quality Waters (HQW), WS-I, or WS-II waters occur within 1.0 mile up or downstream of the project study area. Shaddox Creek is not designated as a National Wild and Scenic River. There have been no benthic or fish samples taken within 1.0 mile up or downstream of the project study area. There are no waters within the project study area or within 1.0 mile downstream listed on North Carolina's 2012 Final 303(d) list of impaired waters.

## Biotic Resources

Terrestrial communities in the study area may be impacted by project construction as a result of grading and paving of portions of the study area. At this time, decisions regarding the final location and design of the proposed bridge replacement have not been made. Therefore, community data are presented in the context of total coverage of each type within the study area (Table 4). Once a final alignment and preliminary design have been determined, probable impacts to each community type can be calculated.

Table 4 Coverage of terrestrial communities in the study area

Community Coverage (ac.)	Community Coverage (ac.)
Maintained / Disturbed	6.82
Floodplain Forest	1.21
Mixed Hardwood Forest	1.07
<b>Total</b>	<b>9.10</b>

## Jurisdictional Topics

### Permits

The proposed project has been designated as a CE for the purposes of NEPA documentation. As a result, a Nationwide Permit (NWP) 23 will likely be applicable. Other permits that may apply include a NWP No. 33 for temporary construction activities such as stream dewatering, work bridges, or temporary causeways that are often used during bridge construction or rehabilitation. The USACE holds the final discretion as to what permit will be required to authorize project construction.

In addition to the 404 permit, other required authorizations include the corresponding Section 401 Water Quality Certification (WQC) from the NCDWQ. A NCDWQ Section 401 Water Quality General certification for a CE may be required prior to the issuance of a Section 404 Permit. Other required 401 certifications may include a GC 3893 for temporary construction access and dewatering.

### Federally Protected Species

As of December 26, 2012 the United States Fish and Wildlife Service (USFWS) lists three federally protected species for Chatham County (Table 4). Biological Conclusion rendered based on survey results in the study area. Habitat requirements for each species are based on the current best available information as per referenced literature and USFWS correspondence.

Table 5 Federally protected species listed for Chatham County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Notropis mekistocholas</i>	Cape Fear shiner	E	No	No Effect
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	No	No Effect
<i>Ptilimnium nodosum</i>	Harperella	E	No	No Effect

E - Endangered

### **Cape Fear shiner**

USFWS optimal survey window: April-June (tributaries); year round (large rivers)

Habitat Description: The Cape Fear shiner is known only from the Cape Fear River watershed. In general, habitat occurs in streams with clean gravel, cobble, or boulder substrates. It is most often observed inhabiting slow pools, riffles, and slow runs associated with water willow (*Justicia americana*) beds, which it uses for cover. Juveniles can be found inhabiting slackwater, among large rock outcrops and in flooded side channels and pools. Spawning occurs May through June, when water temperatures reach 66 degrees Fahrenheit.

Biological Conclusion: No Effect

In a letter dated May 29, 2009 the North Carolina Wildlife Resources Commission (NCWRC) requested design standards for sensitive watersheds on due to the proximity of known populations of the Cape fear shiner. NCDOT does not believe design standards for sensitive watersheds are warranted due to the degraded nature of the surrounding habitat. There are several National Pollution Discharge Elimination System (NPDES) permitted facilities upstream and downstream of the project area that have received discharge violations. This project will have 'No Effect' on the Cape fear shiner due to a lack of suitable habitat (concurrence received from the USFWS via telephone and email on June 23, 2009). In an email dated July 15, 2009 the NCWRC agreed that design standards for sensitive watersheds are not warranted for this project.

### **Red cockaded woodpecker**

USFWS optimal survey window: year round; November-early March (optimal)

Habitat Description: The red-cockaded woodpecker (RCW) typically occupies open, mature stands of southern pines, particularly longleaf pine (*Pinus palustris*), for foraging and nesting/roosting habitat. The RCW excavates cavities for nesting and roosting in living pine trees, aged 60 years or older, and which are contiguous with pine stands at least 30 years of age to provide foraging habitat. The foraging range of the RCW is normally no more than 0.5 miles.

Biological Conclusion: No Effect

Suitable habitat for the red cockaded woodpecker does not exist in the study area. Forests in the study area are comprised of a mixed hardwood and pine canopy (more than 50% hardwood). Where pine trees occur in maintained or disturbed areas, they are not of sufficient age or density to provide suitable nesting or foraging habitat. A review of the NCNHP database (updated August 2008) indicates no known RCW occurrences within 1.0 mile of the study area.

### **Harperella**

USFWS optimal survey window: July-October in periods of low water

Habitat Description: Harperella, found in North Carolina's eastern Piedmont and western Coastal Plain, comprises populations that occupy both riverine and ponded habitats. In the riverine habitat, this annual herb occurs in the Rocky Bar and Shore natural community, and grows on rocky, sandy, or gravelly shoals and margins of clear, swift flowing reaches of seasonally flooded streams. It can also be in such fluvial habitats as crevices of exposed bedrock and, rarely, along sheltered muddy stream banks. The species is typically found in riverine microsites, such as the downstream side of large rocks or amidst thick clones of water willow, that are sheltered from the erosive effects of swift water. In Harperella's ponded habitat, the species is found in the

Coastal Plain along the edges of intermittent pineland ponds, damp meadows, and soggy ground around springs. These areas tend to be seasonally flooded and contain soils of a peat muck overlying sand or sandy silt. An occurrence in Georgia's Coastal Plain also occurs on a granite outcrop that is unrelated to its ponded habitat. In riverine and pond environments, the plant is restricted to a very narrow, intermediate range of mean water depths and moderate, periodic flooding. It is entirely absent from both the shallowest or driest areas as well as deep waters. The species can tolerate a lot of shade.

**Biological Conclusion: No Effect**

Habitat in the form of rocky, sandy, or gravelly shoals does not occur within the project study area. Shaddox Creek has steep, heavily vegetated, and incised banks with no sandy or gravelly shoal habitat available. A survey for *Harperella* was conducted on July 9, 2009 by NCDOT biologists, no individuals were observed. A review of the North Carolina Natural Heritage Program (NCNHP) database (updated May 2009) indicates no known occurrences within 1.0 mile of the project study area. It can be concluded that construction of the proposed project will not affect *Harperella*.

### **Bald eagle**

Habitat for the bald eagle primarily consists of mature forest in proximity to large bodies of open water for foraging. Large, dominant trees are utilized for nesting sites, typically within 1.0 mile of open water. Suitable foraging habitat (confluence of Haw River and Deep River) is within 1.0 mile of the project study area. Suitable nesting habitat for bald eagle nesting do not exist in the study area or within 660 feet of the study area. No large dominant trees of suitable size for nesting were observed during surveys on April 2, 2009 within the study area and to a distance of 660 feet on all sides by NCDOT biologists. No individual nest trees or bald eagles were observed.

### **Northern long-eared bat**

A US Fish and Wildlife Service proposal for listing the Northern Long-eared Bat (*Myotis septentrionalis*) as an Endangered species was published in the Federal Register in October 2013. The listing may become effective as soon as October 2014. This species is not included in USFWS's current list of protected species for Chatham County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary."

## **VI. HUMAN ENVIRONMENT**

### **Section 106 Compliance Guidelines**

This project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implemented by the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at Title 36 CFR Part 800. Section 106 requires Federal agencies to take into account the effect of their undertakings (federally funded, licensed, or permitted) on properties included in or eligible for inclusion in the National Register

of Historic Places and afford the Advisory Council a reasonable opportunity to comment on such undertakings.

#### **Historic Architecture**

NCDOT – Human Environment Unit, under the provisions of a Programmatic Agreement with FHWA, NCDOT, HPO, OSA and the Advisory Council on Historic Preservation (effective July 1, 2009), reviewed the proposed project and determined that no surveys are required (see attached form dated 1 - -27 – 2009)

#### **Archaeology**

NCDOT – Human Environment Unit, under the provisions of a Programmatic Agreement with FHWA, NCDOT, HPO, OSA and the Advisory Council on Historic Preservation (effective July 1, 2009), reviewed the proposed project and determined that no surveys are required (see attached form dated 1 - -27 – 2009)

#### **Community Impacts**

No adverse impact on families or communities is anticipated. right-of-way acquisition will be limited. No relocatees are expected with implementation of the proposed alternative.

No adverse effect on public facilities or services is expected. The project is not expected to adversely affect social, economic, or religious opportunities in the area.

The project is not in conflict with any plan, existing land use, or zoning regulation. No change in land use is expected to result from the construction of the project.

The Farmland Protection Policy Act eligible soils are present within all four quadrants of the Direct Bridge Impact Area. A preliminary screening of farmland conversion impacts in the project area has been completed (NRCS Form AD-1006, Part VI only) and a total score of 35 out of 160 points was calculated for the B-4461 project site. Since the total site assessment score does not exceed the 60-point threshold established by NRCS, notable project impacts to eligible soils are not anticipated, and the form will not be submitted to NRCS. If a new location alternative is considered that is outside of the DBIA, then NCDOT must reassess the impacts to farmlands.

The project will not have a disproportionately high and adverse human health and environmental effect on any minority or low-income population.

#### **Noise & Air Quality**

This project is an air quality neutral project in accordance with 40 CFR 93.126. It is not required to be included in the regional emissions analysis and project level CO or PM2.5 analyses are not required. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. Therefore, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs. Any burning of vegetation shall be performed in accordance with applicable local laws and regulations of the North Carolina State Implementation Plan (SIP) for air quality compliance with 15 NCAC 2D.0520.

Noise levels may increase during project construction; however, these impacts are not expected to be substantial considering the relatively short-term nature of construction noise and the limitation of construction to daytime hours. The transmission loss characteristics of nearby

natural elements and man-made structures are believed to be sufficient to moderate the effects of intrusive construction noise.

## **VII. GENERAL ENVIRONMENTAL EFFECTS**

The project is expected to have an overall positive impact. Replacement of an inadequate bridge will result in safer traffic operations.

The bridge replacement will not have an adverse effect on the quality of the human or natural environment with the use of the current North Carolina Department of Transportation standards and specifications.

The proposed project will not require right-of-way acquisition or easement from any land protected under Section 4(f) of the Department of Transportation Act of 1966.

An examination of local, state, and federal regulatory records by the GeoEnvironmental Section revealed no sites with a Recognized Environmental Concern (REC) within the project limits. RECs are most commonly underground storage tanks, dry cleaning solvents, landfills and hazardous waste disposal areas.

Chatham County is a participant in the National Flood Insurance Program. There are no practical alternatives to crossing the floodplain area. Any shift in alignment will result in an impact area of about the same magnitude. The proposed project is not anticipated to increase the level or extent of upstream flood potential.

The Federal Highways Administration has determined that a U.S. Coast Guard Permit is not required for this project.

## **VIII. COORDINATION & AGENCY COMMENTS**

NCDOT has sought input from the following agencies as a part of the project development:

U.S. Army Corps of Engineers,  
NC Department of Environment & Natural Resources,  
U.S. Fish & Wildlife Service,  
NC Wildlife Resource Commission,  
North Carolina State Historic Preservation Office,  
Progress Energy, and  
Chatham County Planning Department

The N.C. Wildlife Resource Commission and U.S. Fish & Wildlife Service in standardized letters provided a request that they prefer any replacement structure to be a spanning structure.

**Response:** NCDOT – replacing the existing structure with a new bridge.

Chatham County Planning Department in were concerned with limited roads for detour

**Response:** NCDOT – the traffic will be maintained with an onsite detour.

Progress Energy informed that the project FERC did not require a permit.

The Army Corps of Engineers, N.C. Division of Water Quality, and North Carolina State Historic Preservation Office, had no special concerns for this project.

## **IX PUBLIC INVOLVEMENT**

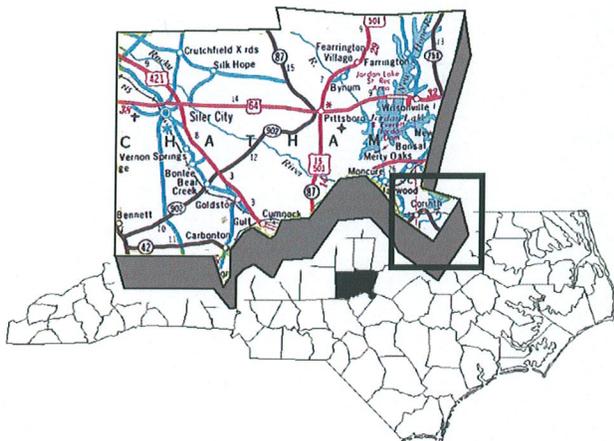
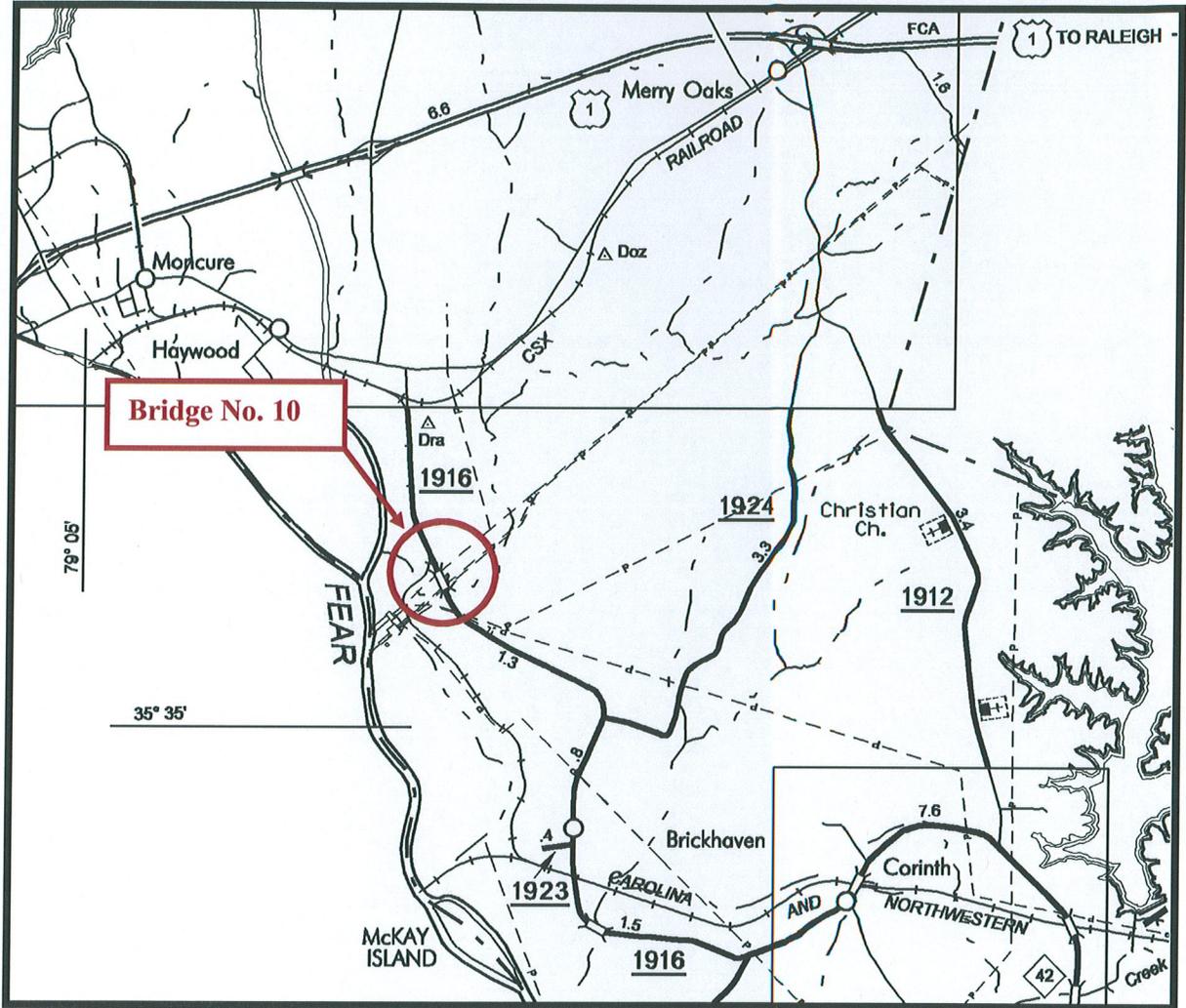
A notification letter was sent to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

A newsletter was later sent in November 2009. No comments have been received to date.

There is not substantial controversy on social, economic, or environmental grounds concerning the project.

## **X CONCLUSION**

On the basis of the above discussion, it is concluded that no substantial adverse environmental impacts will result from implementation of the project. The project is therefore considered a federal "Categorical Exclusion" due to its limited scope and lack of substantial environmental consequences.



	<p>NC DEPARTMENT OF TRANSPORTATION          DIVISION OF HIGHWAYS          PROJECT DEVELOPMENT and          ENVIRONMENTAL ANALYSIS</p>
	<p><b>CHATHAM COUNTY</b>          Replace Bridge No. 10 on SR 1916          Over Shaddox Creek  <b>B-4461</b></p>
<p>Figure 1</p>	

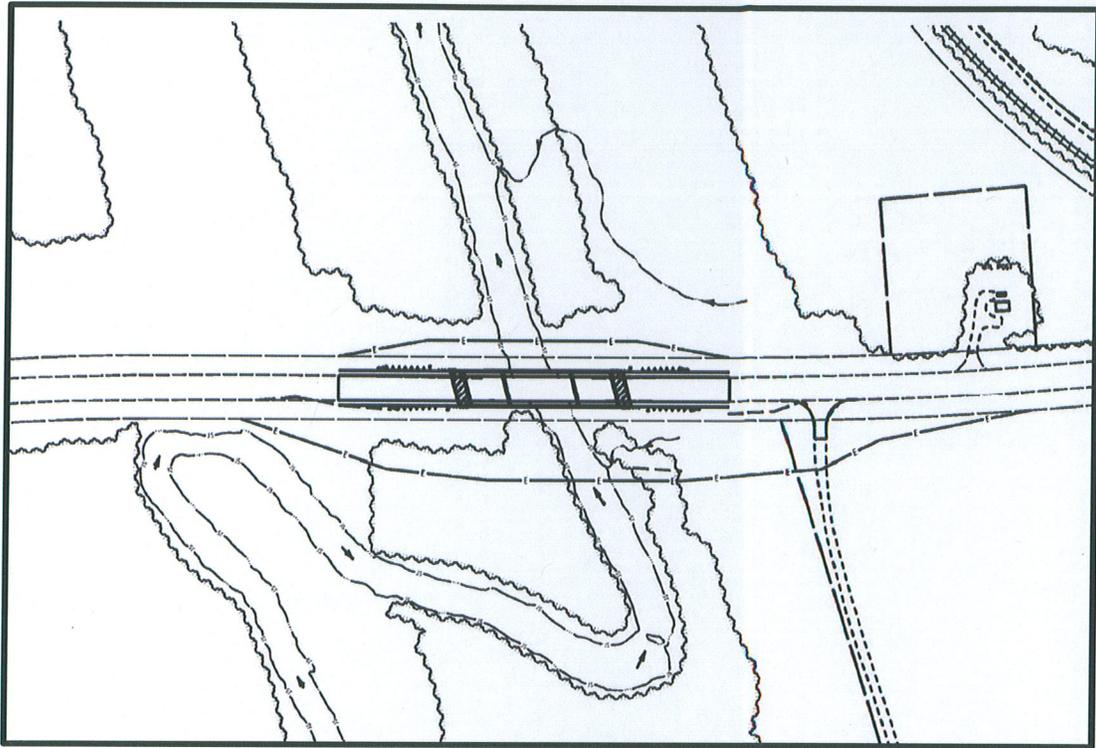


Figure 2 a  
Proposed Bridge Replacement -- Alternate 2 (Preferred)

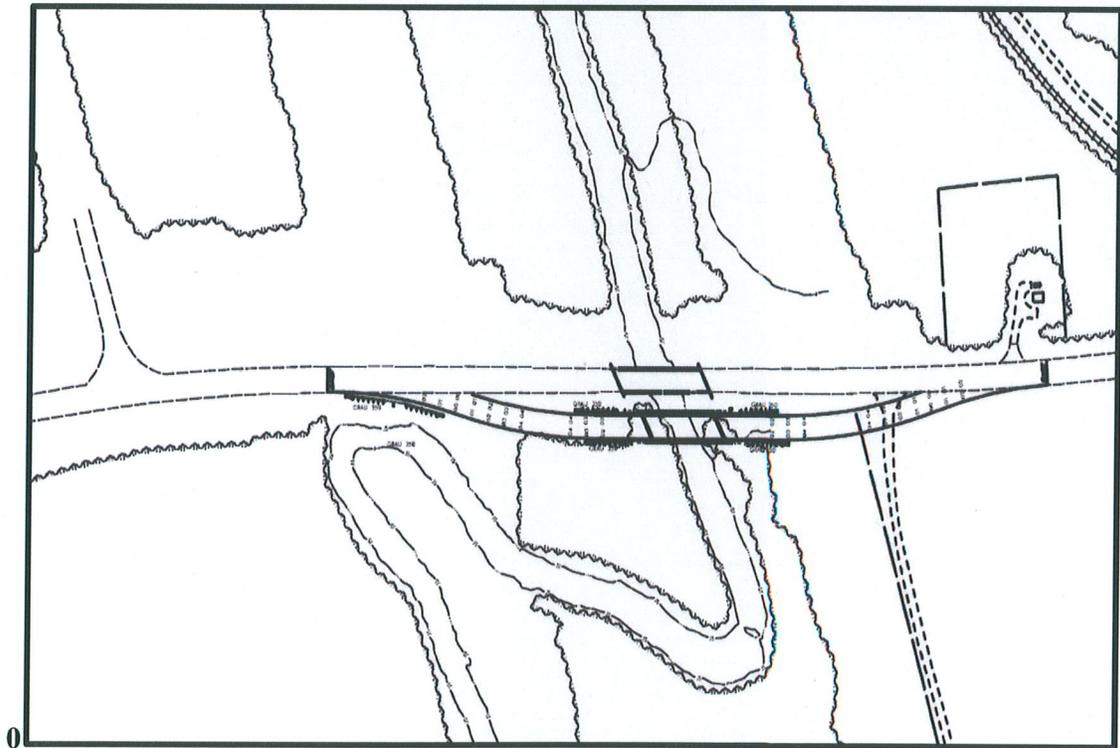


Figure 2 b  
Proposed Temporary Detour -- Alternate 2 (Preferred)

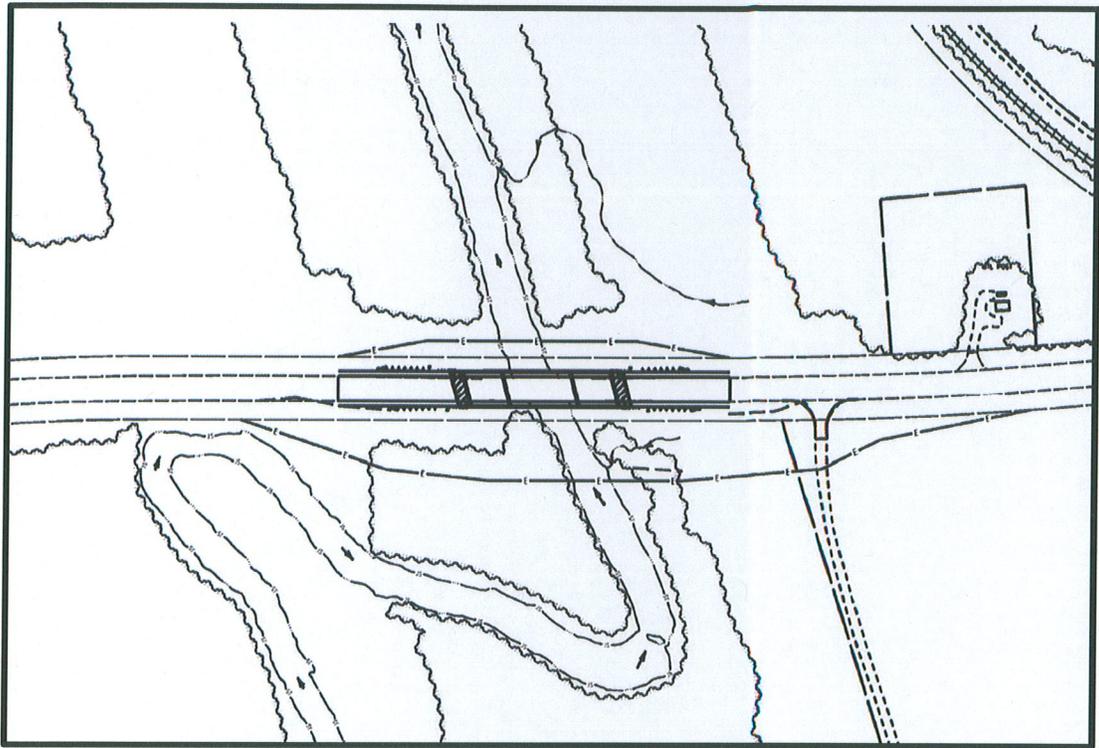


Figure 3 a  
Alternate 1

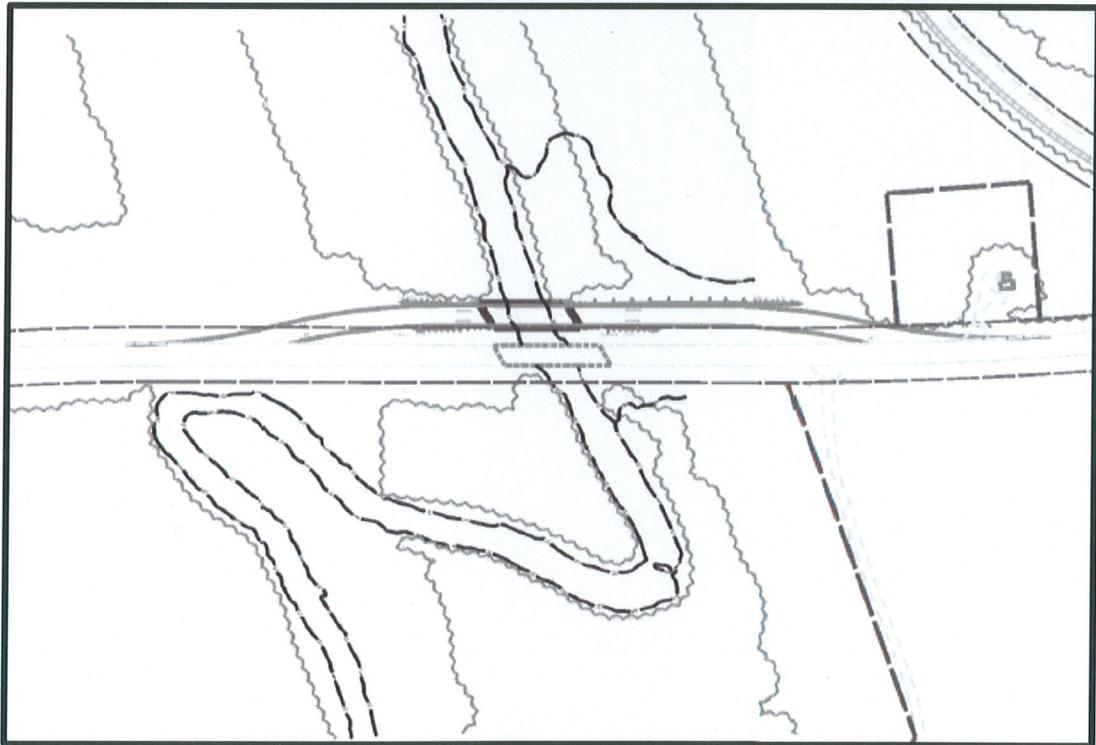
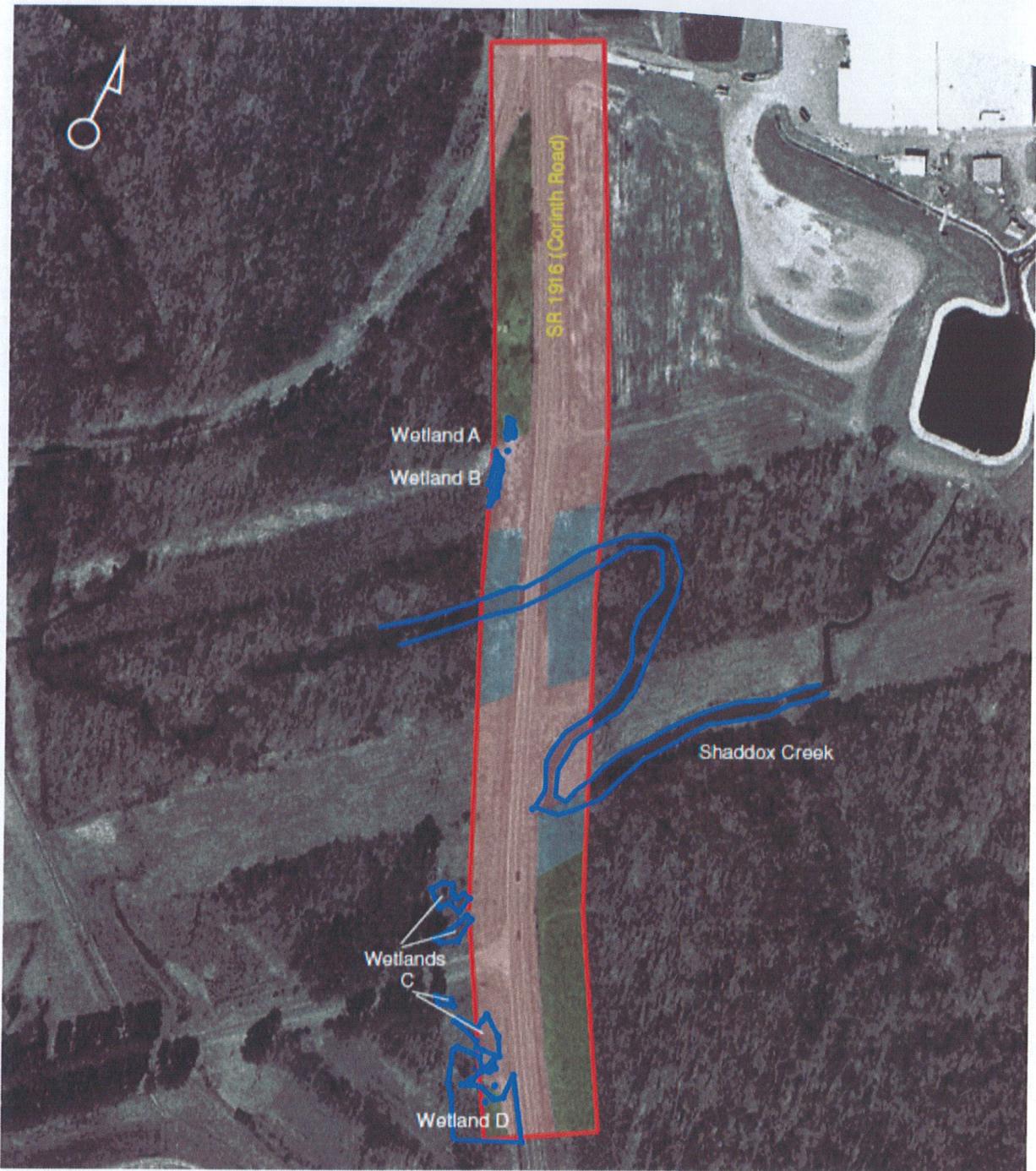


Figure 3 b  
Alternate 1 -- Detour



- Jurisdictional Features
- Study Area
- Mixed Hardwoods
- Maintained Disturbed
- Floodplain Forest

0 85 170 340 510 680 Feet

Chatham South Aerial

**B-4461 Chatham County**

Natural Communities and Jurisdictional Features

Bridge No. 10 on SR 1916 over Shaddox Creek



Figure 4



Caren B. Anders, P.E.  
Vice President  
Transmission Operations & Planning  
Progress Energy Carolinas, Inc.

October 20, 2009

Ms. Dionne C. Brown  
North Carolina Department of Transportation  
Division of Highways  
Project Development & Environmental Analysis Branch  
4701 Atlantic Avenue  
Suite 116  
Raleigh, NC 27604

**Subject: North Carolina Department of Transportation (NCDOT) Bridge No. 10  
Replacement on SR 1916 Cape Fear Plant Lands**

Dear Ms. Brown:

This letter is written in response to your letter of Inquiry dated September 21, 2009 requesting a determination on whether the Federal Energy Regulatory Commission (FERC) will require a permit for the replacement of the bridge No. 10 over Shaddox Creek on SR 1916 (Corinth Road). The inquiry has been reviewed with Progress Energy business units and it was determined that the FERC will not require a permit for the North Carolina Department of Transportation (NCDOT) bridge replacement project. Progress Energy has the authority to grant/allow activities such as this on its property.

In order to move the bridge replacement project forward, it is requested that the NCDOT complete the attached Land Request Form and provide the necessary project information/drawings. Please provide a timeline for this project because it impacts the primary ingress and egress route for Plant employees and other entities needing access to the Plant.

If there are any questions, please feel free to contact Jeremy Thigpen at (919) 546-2492.

Sincerely,

A handwritten signature in black ink that reads 'Caren Anders'.

Caren Anders, Vice President  
Transmission Operations and Planning

Enclosure

100 East Davie Street  
Raleigh, NC 27601-1808

t > 919.546.7497  
f > 919.546.7175

Bridge Construction CFY 2013-2014

SHPO Number	TIP	Project	County	Division	Project Engineer	Archaeological Survey	Architectural Survey
ER 08-2626	B-4461	Bridge 10 on SR 1916 over Sheddox Creek	Chatham	8	D. Brown	ND	ND
ER 08-2628	B-4731	Bridge 129 on SR 2159 over Branch of Rocky River	Chatham	8	D. Brown	ND	ND

A- (NC) 2/11/08

S - (NC) 11/7/08 CES

Due 12/31/08

Patricia Saunders  
11/27/08

NOV 13 2008