

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>B-4591</u>
State Project No.	<u>N/A</u>
W.B.S. No.	<u>38421.1.1</u>
Federal Project No.	<u>BRZ-1002(23)</u>

A. Project Description:

The purpose of this project is to replace New Hanover County Bridge No. 4 on SR 1002 over Island Creek. Bridge No. 4 is 42 feet long. The replacement structure will provide a minimum 32 feet, two 12-foot lanes with 4-foot offsets, clear deck width. The bridge length will be approximately 75 feet. The roadway grade of the new bridge will be raised approximately 2 feet.

The approach roadway will extend approximately 995 feet from the west end of the new bridge and 1160 feet from the east end of the new bridge. The approaches will be widened to include a 24-foot pavement width providing two 12-foot lanes. 4-foot paved shoulders for bicycle accommodations and 2-foot grass shoulders will be provided on each side (9-foot shoulders where guardrail is included). The roadway will be designed as a Minor Collector using Subregional Guidelines with a 60 mile per hour design speed.

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

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 4 has a sufficiency rating of 4 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to substructure condition appraisal of 2 out of 9 and a structure evaluation of 2 out of 9 according to Federal Highway Administration (FHWA) standards and therefore eligible for FHWA's Highway Bridge Program. The bridge is also considered functionally obsolete due to a deck geometry appraisal of 2 out of 9.

The superstructure and substructure of Bridge No. 4 have timber elements that are fifty-nine years old. Timber components have a typical life expectancy between 40 to 50 years due to the natural deterioration rate of wood. Rehabilitation of a timber structure is generally practical only when a few elements are damaged or prematurely deteriorated. However, past a certain degree of deterioration, most timber elements become impractical to maintain and upon eligibility are programmed for replacement. Timber components of Bridge No. 4 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities; therefore the bridge is approaching the end of its useful life.

Bridge No. 4 carries 3,300 vehicles per day with 6,100 vehicles per day projected for the future. There is currently no posted weight limit on the bridge for single vehicles or tractor semi-trailers. Replacement of the bridge will result in safer traffic operations.

C. Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
 - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - b. Widening roadway and shoulders without adding through lanes
 - c. Modernizing gore treatments
 - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
 - e. Adding shoulder drains
 - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - g. Providing driveway pipes
 - h. Performing minor bridge widening (less than one through lane)
 - i. Slide Stabilization
 - j. Structural BMP's for water quality improvement
2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
 - a. Installing ramp metering devices
 - b. Installing lights
 - c. Adding or upgrading guardrail
 - d. Installing safety barriers including Jersey type barriers and pier protection
 - e. Installing or replacing impact attenuators
 - f. Upgrading medians including adding or upgrading median barriers
 - g. Improving intersections including relocation and/or realignment
 - h. Making minor roadway realignment
 - i. Channelizing traffic
 - j. Performing clear zone safety improvements including removing hazards and flattening slopes
 - k. Implementing traffic aid systems, signals, and motorist aid
 - l. Installing bridge safety hardware including bridge rail retrofit
3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
 - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
 - b. Rehabilitating or replacing bridge decks
 - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements

d. Replacing a bridge (structure and/or fill)

4. Transportation corridor fringe parking facilities.
5. Construction of new truck weigh stations or rest areas.
6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.
8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information:

The estimated costs, based on 2009 prices, are as follows:

Structure	\$ 240,000
Roadway Approaches	\$ 585,000
Detour Structure and Approaches	- 0 -
Structure Removal	\$ 8,000
Misc. & Mob.	\$ 224,000
Eng. & Contingencies	\$ 143,000
Total Construction Cost	\$ 1,200,000
Right-of-way Costs	\$ 69,000
Right-of-way Utility Costs	\$ 31,000
Total Project Cost	\$ 1,300,000

Estimated Traffic:

Current	-	3300 vpd
Year 2035	-	6100 vpd
TTST	-	3%
Dual	-	6%

Accidents: Traffic Engineering has evaluated in recent years and found five accidents occurring in the vicinity of the project. One was associated with the geometry of its approach roadways.

Design Exceptions: There are no anticipated design exceptions for this project.

Pedestrian and Bicycle Accommodations: This portion of SR 1002 is designated as New Hanover County Bicycle Route No. 3; four foot paved shoulders on approaches, four foot offsets on the bridge and bicyclist safe bridge railing will be provided for bicycle accommodations.

Bridge Demolition: Bridge No. 4 is constructed entirely of timber and steel and should be possible to remove with no resulting debris in the water based on standard demolition practices.

Alternatives Discussion:

No Build – The no build alternative would result in eventually closing the road which is unacceptable given the volume of traffic served by SR 1002.

Rehabilitation – The bridge was constructed in 1951 and the timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the timber components which would constitute effectively replacing the bridge.

Offsite Detour – Bridge No. 4 will be replaced on the existing alignment. Traffic will be detoured offsite (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 offsite detour. The offsite detour for this project would include US 117 and NC 210. The majority of traffic on the road is through traffic. The detour for the average road user would result in 8 minutes additional travel time (6.5 miles additional travel). Up to a 12-month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that on the basis of delay alone the detour is acceptable. New Hanover County Emergency Services along with New Hanover County Schools Transportation have also indicated that the detour is acceptable. NCDOT Division 3 has indicated the condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concurs with the use of the detour.

Other Agency Comments:

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: The Hydraulic Unit recommends replacing the existing structure with a bridge.

Project located in area considered Inland Waters, but both **N.C. Marine Fisheries and N.C. Wildlife Resource Commission** are concerned about impacts to anadromous fish nursery and spawning and request in-water work moratorium from February 15 to June 15.

Response: NC DOT will abide by the in-water construction moratorium from February 15 to June 15. Stream Crossing Guidelines for anadromous fish will be implemented in the design and construction of this project.

The **N.C. Division of Water Quality**, the **U.S. Army Corps of Engineers**, and the **N.C. Division of Coastal Management** had no special concerns for this project.

Public Involvement:

A newsletter has been sent to all those living along SR 1002 between the intersection with NC 210 and the intersection with SR 1318. No comments have been received to date.

Based on responses to the newsletter, a Citizen's Informational Workshop was determined unnecessary.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions

<u>ECOLOGICAL</u>	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<u> x </u>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	<u> </u>
(3) Will the project affect anadromous fish?	<input checked="" type="checkbox"/>	<u> </u>
(4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<u> </u>	<input checked="" type="checkbox"/>
(5) Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<u> x </u>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<u> x </u>
(7) Does the project involve waters classified as Outstanding Resource Water (ORW) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	<u> x </u>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<u> x </u>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<u> x </u>
 <u>PERMITS AND COORDINATION</u>		
(10) If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)?	<input checked="" type="checkbox"/>	<u> </u>
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<u> x </u>
(12) Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	<u> x </u>
(13) Could the project result in the modification of any existing regulatory floodway?	<input checked="" type="checkbox"/>	<u> </u>

(14)	Will the project require any stream relocations or channel changes?	<input type="checkbox"/>	<u> x </u>
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SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

		<u> YES </u>	<u> NO </u>
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(15)	Will the project induce substantial impacts to planned growth or land use for the area?	<input type="checkbox"/>	<u> x </u>
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(16)	Will the project require the relocation of any family or business?	<input type="checkbox"/>	<u> x </u>
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(17)	Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?	<input type="checkbox"/>	<u> x </u>
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(18)	If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<u> x </u>	<input type="checkbox"/>
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(19)	Will the project involve any changes in access control?	<input type="checkbox"/>	<u> x </u>
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(20)	Will the project substantially alter the usefulness and/or land use of adjacent property?	<input type="checkbox"/>	<u> x </u>
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(21)	Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<u> x </u>
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(22)	Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)?	<u> x </u>	<input type="checkbox"/>
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(23)	Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	<u> x </u>
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(24)	Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	<u> x </u>	<input type="checkbox"/>
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(25)	If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility?	<u> x </u>	<input type="checkbox"/>
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(26)	Is there substantial controversy on social, economic, or environmental grounds concerning the project?	<input type="checkbox"/>	<u> x </u>
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(27)	Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	<u> x </u>	<input type="checkbox"/>
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(28)	Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places?	<input type="checkbox"/>	<u> x </u>
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|------|---|--------------------------|---------------------|
| (29) | Will the project affect any archaeological remains which are important to history or pre-history? | <input type="checkbox"/> | <u> x </u> |
| (30) | Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | <u> x </u> |
| (31) | Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? | <input type="checkbox"/> | <u> x </u> |
| (32) | Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers? | <input type="checkbox"/> | <u> x </u> |

F. Additional Documentation Required for Unfavorable Responses in Part E

Response to Question 2: Survey update for TE species and habitat conducted on July 7, 2009 by NCDOT biologists. Biological conclusions for Red-cockaded Woodpecker (RCW) and Rough Leaf-Loosestrife changed from July 5, 2007 survey of “No Effect (habitat present)” to “No Effect (No habitat present)”. For RCW, the lower- canopy forest is thick with undergrowth and the pines are too young to support RCW nesting or foraging activity. No suitable habitat was observed for Rough Leaf-Loosestrife as the area lacks longleaf pine, has no burning regime, and exhibits no characteristic ecotone between pine and wetland.

Potential habitat remains for Golden Sedge and Cooley’s Meadowrue. No individuals were observed during 6 person-hours of survey effort. Biological conclusion for Golden Sedge and Cooley’s Meadowrue to remain “No Effect (habitat present)”.

Response to Question 3: NCDOT will abide by an in-water moratorium from February 15 to June 15.

Response to Question 4: NCDOT will pursue minimizations and investigate potential on-site stream and wetland mitigation opportunities during the design process. The approximated impacts are 0.45 acres.

Response to Question 10: NCDOT will acquire the appropriate CAMA permits.

Response to Question 13: New Hanover County is a participant in the Federal Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). The project is within a **Flood Hazard Zone, designated as Zone AE, for which the 100-year base flood elevations and corresponding regulatory floodway have been established.** The Hydraulic Unit will coordinate with FEMA to determine if a Conditional Letter of

Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for this project. If required, the Division will submit sealed as-built construction plans to the Hydraulic Unit upon project completion certifying the project was built as shown on the construction plans.

G. CE Approval

TIP Project No.	B-4591
State Project No.	N/A
W.B.S. No.	38421.1.1
Federal Project No.	BRZ-1002(23)

Project Description:

The purpose of this project is to replace New Hanover County Bridge No. 4 on SR 1002 over Island Creek. Bridge No. 4 is 42 feet long. The replacement structure will provide a minimum 32 feet, two 12-foot lanes with 4-foot offsets, clear deck width. The bridge length will be approximately 75 feet. The roadway grade of the new bridge will be raised approximately 2 feet.

The approach roadway will extend approximately 995 feet from the west end of the new bridge and 1160 feet from the east end of the new bridge. The approaches will be widened to include a 24-foot pavement width providing two 12-foot lanes. 4-foot paved shoulders for bicycle accommodations and 2-foot grass shoulders will be provided on each side (9-foot shoulders where guardrail is included). The roadway will be designed as a Minor Collector using Subregional Guidelines with a 60 mile per hour design speed.

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


Categorical Exclusion Action Classification:

- TYPE II(A)
- TYPE II(B)

Approved:

8/26/10
Date


Bridge Project Development Engineer
Project Development & Environmental Analysis Branch

8/25/10
Date


Project Engineer
Project Development & Environmental Analysis Branch

8/25/10
Date


Project Planning Engineer
Project Development & Environmental Analysis Branch

For Type II (B) projects only:

8/25/10
Date


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

PROJECT COMMITMENTS:

**New Hanover County
Bridge No. 4 on SR 1002
Over Island Creek
Federal Aid Project No. BRZ-1002(23)
W.B.S. No. 38421.1.1
T.I.P. No. B-4591**

Division Three Construction, Resident Engineer's Office – Offsite Detour

In order to have time to adequately reroute school busses, New Hanover County Schools will be contacted at (910) 254-4080 at least one month prior to road closure.

New Hanover County Emergency Services will be contacted at (910) 341-4300 at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

All Design Groups/ Division Resident Construction Engineer – Anadromous Fish

A moratorium on in-water construction will be in place from February 15 to June 15 of any given year.

Stream Crossing Guidelines for Anadromous Fish will be implemented in the design and construction of this project.

Hydraulic Unit – FEMA Coordination

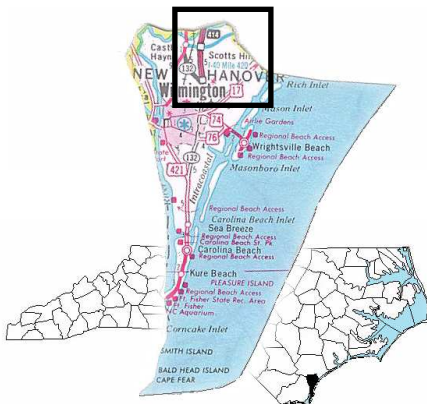
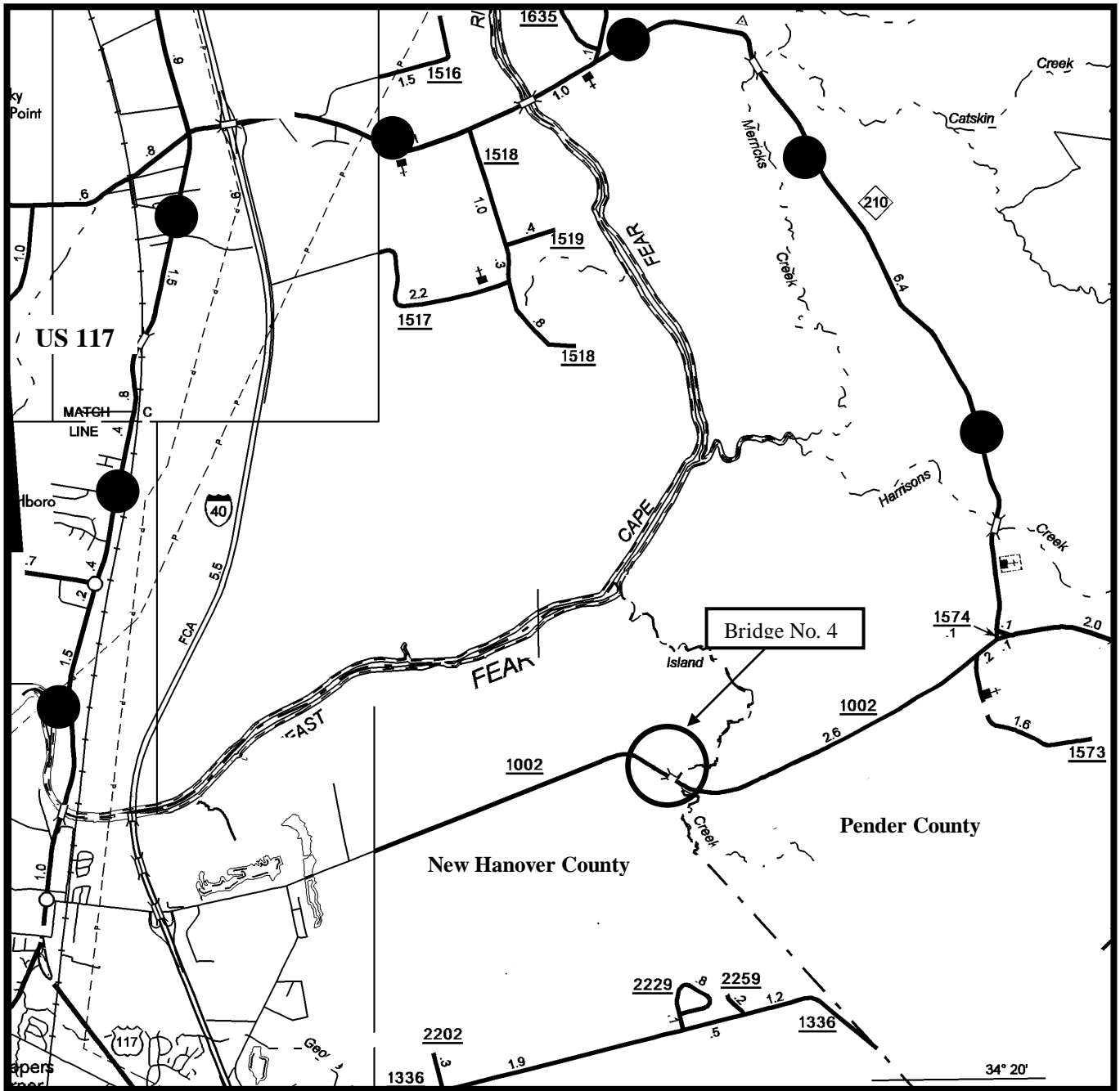
The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).


Division Construction-FEMA

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.

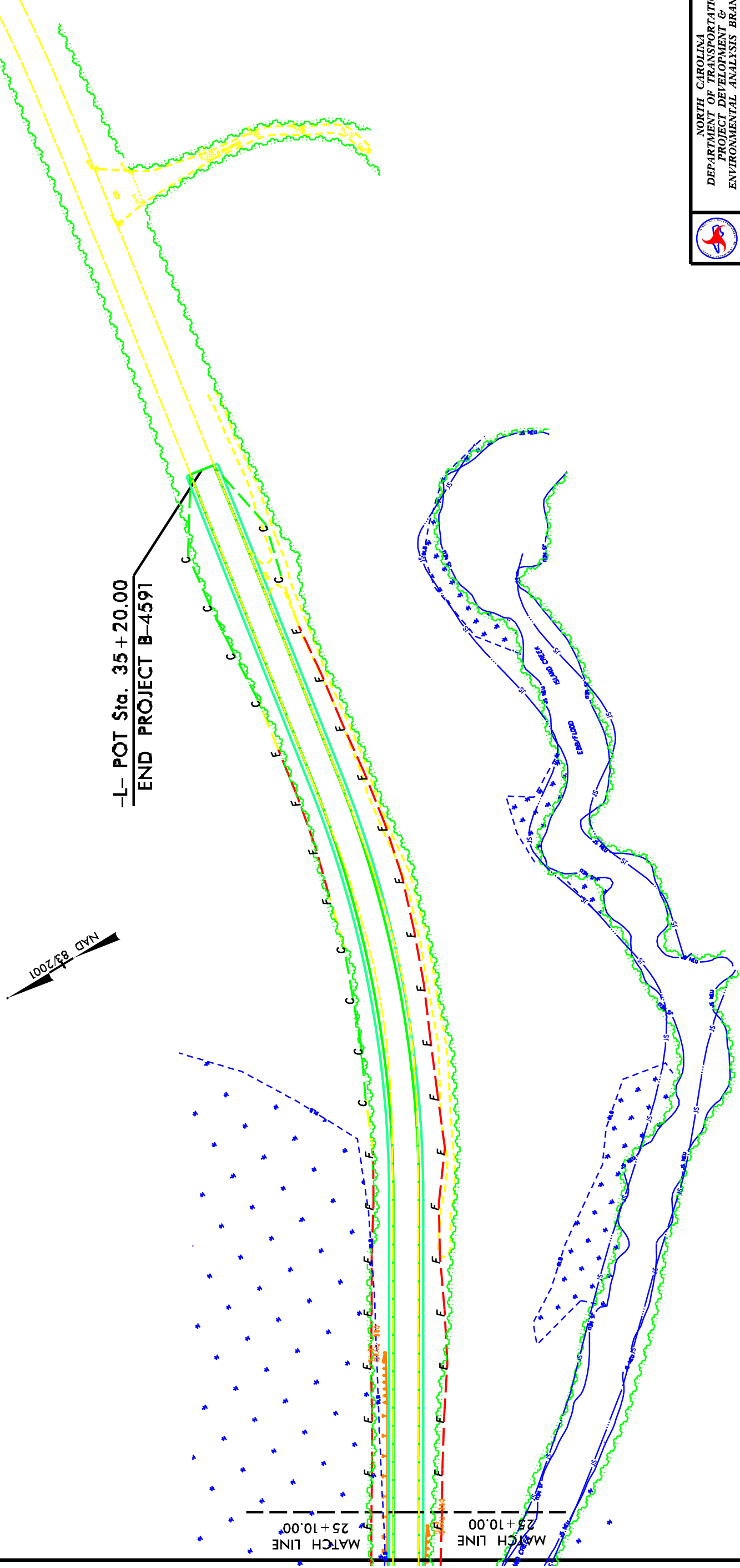
Roadway Design/ Structure Design Unit - Bicycle Accommodations

The Roadway Design and Structure Design Unit will provide a 4 foot paved shoulders to allow for safe passage of bicyclists. The bicyclist safe bridge railing will also be provided.



	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH
	<p align="center"> NEW HANOVER COUNTY REPLACE BRIDGE NO. 4 ON SR 1002 OVER ISLAND CREEK B-4591 </p>
Figure 1	

**ALTERNATIVE 1
(PREFERRED)**



NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS BRANCH

NEW HANOVER COUNTY
BRIDGE NO. 4 ON SR 1002
OVER THE ISLAND CREEK
B-4591

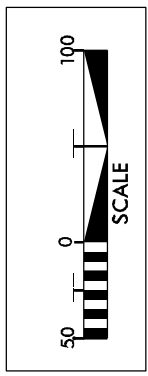


FIGURE 2

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Fifth Coast Guard District

431 Crawford Street
Portsmouth, Va. 23704-5004
Staff Symbol: dpb
Phone: (757) 398-6422
Fax: (757) 398-6334
Email: Bill.H.Brazier@uscg.mil

16591
6 APR 09

Mr. John Williams, P.E.
North Carolina Department of Transportation
1551 Mail Service Center
Raleigh, NC 27699-1551

Dear Mr. Williams:

I apologize for our late response to your letter of December 19, 2008, requesting Advance Permit Approval for the following North Carolina Department of Transportation Bridge Replacement Projects:

- 1) B-4922, Bridge No. 23 over Knobbs Creek;
- 2) B-4787, Bridge No. 95 over Johnson's Mill Run;
- 3) B-4772, Bridge No. 326 over Mill Branch Creek;
- 4) B-4736, Bridge No. 233 over Slades Swamp;
- 5) B-4728, Bridge No. 251 over Brush Creek;
- 6) B-4710, Bridge No. 3 over Browns Creek;
- 7) B-4711, Bridge No. 5 over Horsepin Branch;
- 8) B-4591, Bridge No. 4 over Island Creek;
- 9) B-4421, Bridge No. 42 over Durham Creek;
- 10) B-4418, Bridge No. 54 over St. Clair Creek; and
- 11) B-2948, Bridge No. 78 over Little Rockfish Creek

The Coast Guard Authorization Act of 1982 exempts bridge projects from a Coast Guard bridge permit when the bridge project crosses non-tidal waters which are not used, susceptible to use in their natural condition, or susceptible to use by reasonable improvement as a means to transport interstate commerce. The information provided with the aforementioned letter indicates that these bridge projects are exempt; therefore, a Coast Guard Bridge permit will not be required for these proposed bridge replacement projects.

These determinations are for the location and replacement of the Abovementioned Bridge projects and **are valid for five years from the date of this letter**. If the construction does not commence within this time period, you must contact this office for reaffirmation of this

16591
6 APR 09

authorization. Further bridge projects along the same waterways will have to be independently evaluated before they may be considered for this determination.

The fact that a Coast Guard permit is not required does not relieve you of the responsibility for compliance with the requirements of any other Federal, State, or local agency who may have jurisdiction over any aspect of the project. Please contact Mr. Bill H. Brazier at the above address or telephone number for any further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Waverly W. Gregory, Jr." The signature is written in black ink and is positioned to the right of the word "Sincerely,".

WAVERLY W. GREGORY, JR.
Chief, Bridge Administration Branch
By direction of the Commander
Fifth Coast Guard District

Copy: Coast Guard Sector North Carolina, Waterways Management

Bridge Construction CFY 2012 Projects

SHPO Number	TIP	Project	County	Division	Project Engineer	Archaeological Survey	Architectural Survey
ER 08-2540	B-4591	Bridge 4 on SR 1002 over Island Creek	New Hanover	3	D. Brown	Yes	No

A - Dept letter
NCH/BIS 11-26-08

S - (NC)
11/16/08 CES

Due 12/31/08

See Attached

Peter B. Sandbrook
10/25/08

NOV 14 2008

RECEIVED
FEB 11 2008

FEB 14 2008

Projects Unit
Project Development
Environmental Services Bureau



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

January 26, 2009

MEMORANDUM

TO: Dionne Brown, Project Engineer
Project Development, Bridge Unit
NCDOT Division of Highways

FROM: Peter Sandbeck *Peter B Sandbeck*

SUBJECT: Bridge 4 on SR 1002 over Island Creek, B-4591, New Hanover County, ER 08-2540

This letter pertains to project B-4591, replacement of Bridge 4 over Island Creek, SR 1002, on the New Hanover and Pender Counties line.

Although no archaeological sites have been previously identified within the project study area, Civil War era maps indicate a line of Confederate breastworks near the eastern edge of the study area. At least two artillery batteries were placed near the western extent of the study area. In addition, it appears that the current alignment of SR 1002 was moved northward from its original alignment. If this is the case, remnants of the original bridge structure and an associated dwelling may exist immediately to the south of the currently used bridge.

We recommend that a comprehensive archaeological survey be conducted to identify and evaluate the significance of archaeological remains that may be damaged or destroyed by the proposed project. Potential effects on significant cultural resources should be considered during the planning phase of this project to minimize or to mitigate for damage to these resources.

Two copies of the resulting archaeological survey report, as well as one copy of the appropriate site forms, should be forwarded to us for review and comment as soon as they are available and well in advance of any construction activities.

We have determined that the project as proposed will not have an effect on any historic structures.

If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Matt Wilkerson, NCDOT
Mary Pope Furr, NCDOT



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

November 23, 2009

MEMORANDUM

TO: Matt Wilkerson
Office of Human Environment
NCDOT Division of Highways

FROM: Peter Sandbeck *PBS for Peter Sandbeck*

SUBJECT: Archaeological Survey for Replacement of Bridge 4 on SR1002 over Island Creek, B-4591,
New Hanover County, ER 08-2540

We have reviewed the above referenced report detailing the archaeological research conducted in connection with the proposed bridge replacement over Island Creek. It is well written and adequately addresses the prehistory and history of the study area. During the course of the survey, no archaeological or historic remains were discovered within the area of potential effect. The researchers recommend a finding of "no historic properties affected" in connection with the bridge replacement. We concur with this recommendation.

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 please contact Renee Gledhill-Earley, environmental review coordinator, at 919/807-6579. In all future communication concerning this project, please cite the above referenced tracking number.