

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	B-4655
W.B.S. No.	38455.1.2
Federal Project No.	<u>BRZ-1006(40)</u>

A. Project Description:

The purpose of this project is to replace Wake County Bridge No. 277 on SR 1006 (Old Stage Road) over Black Creek. Bridge No. 277 is 60 feet long. The replacement structure will be a bridge approximately 85 feet long providing a minimum 30 feet, 6 inch clear deck width. The bridge will include two 11-foot lanes and 4-foot, 3 inch offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements. The proposed bridge length has been increased from the existing due to an improved roadway vertical alignment and to meet FEMA requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

The approach roadway will extend approximately 508 feet from the south end of the new bridge and 398 feet from the north end of the new bridge. The approaches will be widened to include a 22-foot pavement width providing two 11-foot lanes. Six-foot shoulders (4-foot paved and 2-foot grass) will be provided on each side (9-foot shoulders where guardrail is included). The roadway will be designed as a Rural Minor Collector route using Sub-Regional Tier 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. 277 has a sufficiency rating of 13.89 out of a possible 100 for a new structure.

The bridge is considered functionally obsolete due to a clear roadway of 24 ft where the Subregional Tier guidelines require a min. of 30' clear roadway width. The bridge also meets the criteria for functionally obsolete due to structural appraisal of 3 out of 9 and a deck geometry appraisal of 2 out of 9. The Bridge was built in 1965 with a superstructure of reinforced concrete girders and substructure of reinforced concrete caps on timber piles.

Bridge No. 277 carries 4,450 vehicles per day with 6,909 vehicles per day projected for the future. The substandard deck width is becoming increasingly unacceptable and replacement of the bridge will result in safer traffic operations.

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 posted weight limit on the bridge is down to 23

tons for single vehicles and 26 tons for truck-tractor semi-trailers. The bridge is approaching the end of its useful life. 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 2015 prices, are as follows:

Structure	\$ 314,000
Roadway Approaches	384,000
Structure Removal	22,000
Misc. & Mob.	180,000
Eng. & Contingencies	150,000
Total Construction Cost (March 2015)	\$ 1,050,000
Right-of-way Costs (STIP)	\$ 90,000
Right-of-way Utility Costs (June 2015)	51,000
Total Project Cost	\$ 1,191,000

Estimated Traffic:

Current	-	4613 vpd
Year 2037	-	6909 vpd
TTST	-	1%
Dual	-	2%

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

Pedestrian and Bicycle Accommodations:

The Wake County Transportation Plan calls for bicycle accommodations along Old Stage Road. To meet this requirement, 4' paved shoulders on the approaches, 4' 3" bridge offsets and 2 bar metal bridge rail has been added to the design of this project. Upon coordination with the Assistant Planning Director for the town of Fuquay-Varina, it was determined that pedestrian accommodations are not needed.

Bridge Demolition: Bridge No. 277 includes a superstructure of concrete channels and a substructure of reinforced concrete caps on timber piles. Both end bents will be removed 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 1006

Rehabilitation – Reinforced concrete components of Bridge No. 277 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.

Offsite Detour – Bridge No. 277 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 Church Road, Mt. Pleasant Road, and NC 42. The majority of traffic on the road is through traffic. The detour for the average road user would result in 2 minutes additional travel time (1.5 miles additional travel) up to 8 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. Wake County Emergency Services along with Wake County Schools Transportation have also indicated that the detour is acceptable. NCDOT Division 5 has indicated the condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concur with the use of the detour.

Onsite Detour – An onsite detour was not evaluated due to the presence of an acceptable offsite detour.

Staged Construction – Staged construction was not considered because of the availability of an acceptable offsite detour.

New Alignment – Given that the alignment for SR 1006 is acceptable, a new alignment was not considered as an alternative.

Alternatives for Carlie Adams Road (-Y-)

During the Preliminary design phase of the project, the Division requested to add a left turn lane onto Carlie Adams Road, as a result two alternatives have been studied.

Alternative 1: Widening the bridge by approximately 12 feet to obtain the required width for the extra lane. This will provide a 42 feet and 10 inches clear roadway width that allow for the storage and the taper length needed for the left turn lane onto Carlie Adams Road if it remains in its current position.

Alternative 2: Extending the southern roadway approach by approximately 320 feet in order to incorporate the left turn lane without widening the bridge. Carlie Adams Road would be realigned approximately 300 feet to the south in order to provide the needed left turn storage and taper prior to the bridge.

After reviewing both alternatives and based on the cost estimate of each option, The North Carolina Department of Transportation (NCDOT) decided to proceed with the replacement without adding the left turn lane.

Public Involvement:

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

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"/>	<input checked="" type="checkbox"/>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(5) Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(7) Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>PERMITS AND COORDINATION</u>	<u>YES</u>	<u>NO</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 type="checkbox"/>	<input checked="" type="checkbox"/>
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(12) Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(13) Could the project result in the modification of any existing regulatory floodway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(14) Will the project require any stream relocations or channel changes? X

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

YES NO

(15) Will the project induce substantial impacts to planned Growth or land use for the area? X

(16) Will the project require the relocation of any family or business? X

(17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population? X

(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor? X

(19) Will the project involve any changes in access control? X

(20) Will the project substantially alter the usefulness and/or land use of adjacent property? X

(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness? X

(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)? X

(23) Is the project anticipated to cause an increase in traffic volumes? X

(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours? X

(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? X

(26) Is there substantial controversy on social, economic, or environmental grounds concerning the project? X

(27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project? X

(28) Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places? X

- | | | | |
|------|---|--------------------------|--------------|
| (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: As of April 2, 2015, the United States Fish and Wildlife (USFWS) lists four federally protected species for Wake County. A Biological Conclusion has been given based on survey results in the study area. Habitat requirements for each species are based on the current best available information from referenced literature and/or USFWS.

Red-cockaded woodpecker

Biological Conclusion: No Effect

Suitable habitat for the red-cockaded woodpecker does not exist in the study area. The pine stand within the study area was observed to be less than 30 years old and not of sufficient age to provide suitable nesting or foraging habitat. A review of NCNHP records, updated April 2015, indicates no known RCW occurrence within 1.0 mile of the study area.

Dwarf wedgemussel

Biological Conclusion: No Effect

A thorough description of the habitat assessment and survey results for the dwarf wedgemussel is attached, along with the rationale for the biological conclusion rendered.

Michaux's sumac

Biological Conclusion: No Effect

Suitable habitat for Michaux's sumac is present in the study area along roadside shoulders and edges of clearings. Surveys were conducted by KHA biologists throughout areas of suitable habitat on May 30, 2012. No individuals of Michaux's sumac were observed. A review of NCNHP records, updated April 2015, indicates no known occurrences within 1.0 mile of the study area.

Northern Long-eared Bat

Biological Conclusion : May Affect, Likely to Adversely Affect

The US Fish and Wildlife Service have developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the NLEB in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program in Divisions 1-8 is "May Affect, Likely to Adversely Affect." The PBO will provide incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where B-4655 is located.

Response to Question 30: We are not impacting the Myatt's Mill complex near the study area. See study area map (Figure. 2)

G. CE Approval

TIP Project No.	<u>B-4655</u>
W.B.S. No.	<u>38455.1.2</u>
Federal Project No.	<u>BRZ-1006(40)</u>

Project Description:

The purpose of this project is to replace Wake County Bridge No. 277 on SR 1006 (Old Stage Road) over Black Creek. Bridge No. 277 is 60 feet long. The replacement structure will be a bridge approximately 85 feet long providing a minimum 30 feet, 6 inch clear deck width. The bridge will include two 11-foot lanes and 4-foot, 3 inch offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

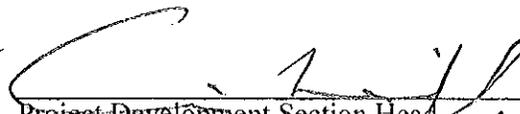
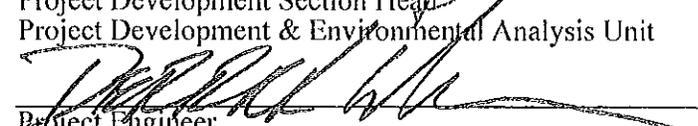
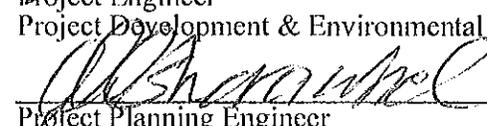
The approach roadway will extend approximately 508 feet from the south end of the new bridge and 398 feet from the north end of the new bridge. The approaches will be widened to include a 22-foot pavement width providing two 11-foot lanes. Six-foot grass shoulders will be provided on each side (9-foot shoulders where guardrail is included). The roadway will be designed as a Rural Minor Collector route using Sub-Regional Tier 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)
 X TYPE II(B)

Approved:

<u>8/5/15</u> Date	 Project Development Section Head Project Development & Environmental Analysis Unit
<u>8/5/15</u> Date	 Project Engineer Project Development & Environmental Analysis Unit
<u>8/5/15</u> Date	 Project Planning Engineer Project Development & Environmental Analysis Unit

8/3/15
Date

Bryan Taylor
Consultant Project Manager
Stewart, Inc.



For Type II(B) projects only:

8-5-15
Date

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

PROJECT COMMITMENTS

Replacement of Bridge No. 277 on
SR 1006 over Black Creek Wake County
WBS No. 38455.1.2
Federal-Aid Project BRZ-1006(40)
TIP Project B-4655

All commitments developed during the project development and design phase have been incorporated into the design. Current status, changes, or additions to the project commitments as shown in the environmental document for the project are listed below.

Hydraulic Unit and Division 5:

- Wake 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.

Division 5:

- Project requirement for PBO compliance: the contract administrator for construction must submit to the NCDOT Natural Environment Section (Neil Medlin, Biological Surveys Group Leader) the actual amount of tree clearing that occurred for the project. That information must be sent after the tree clearing is completed and should be reported in tenths of acres.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

April 25, 2012

Memorandum to: Deanna Riffey, Project Management Group
Natural Environment Section

From: Heather Wallace, Environmental Senior Scientist
Natural Environment Section, Biological Surveys Group

Subject: Freshwater mussel survey report for proposed replacement of bridge
No.277 over Black Creek, Wake County on SR 1006 (Old Stage
Road); TIP # **B-4655**.

The North Carolina Department of Transportation proposes to replace Bridge No. 277 over Black Creek in Wake County on SR 1006 (TIP B-4655). Black Creek is located in the Neuse River basin. Black Creek originates approximately six miles upstream from the project study area and flows through a watershed that is largely agricultural (both crops and animal operations). The stream eventually flows into the Neuse River, over 20 miles downstream from the project study area.

The dwarf wedgemussel (*Alasmidonta heterodon*) and the Tar spiny mussel (*Elliptio steinstansana*) are both listed by the United States Fish and Wildlife Service (USFWS) as potentially occurring in Wake County. Both species require well-oxygenated, relatively silt-free water, and in North Carolina, both mussels are endemic to the Neuse and Tar River drainages. The dwarf wedgemussel inhabits creek and river areas with a slow to moderate current and sand, gravel, or firm silt bottoms. Stream banks in these areas are generally stable with extensive root systems holding soils in place. The Tar spiny mussel requires a stream with fast flowing, circumneutral pH water. The bottom should be composed of unconsolidated gravel and coarse sand, and sometimes cobble. The water needs to be relatively silt-free, and stream banks should be stable, typically with many roots from adjacent riparian trees and shrubs (North Carolina Mussel Atlas: http://www.ncwildlife.org/wildlife_species_con/WSC_Mussel_Learn_More.htm).

Prior to conducting in-stream surveys, a review of the North Carolina NHP database was conducted to determine if there were any records of rare mussels within the proposed project study area or receiving waters. **This review indicated that there are no known occurrences of dwarf wedgemussel or Tar spiny mussel in Black Creek or any of its tributaries.** In addition, according to the WRC database, eastern elliptio (*Elliptio complanata*) is the only freshwater mussel documented in the creek.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-707-6000
FAX: 919-250-4224
WEBSITE: WWW.NCDOT.ORG/DOH/PRECONSTRUCT/PE/

LOCATION:
CENTURY CENTER, BUILDING A
1000 BIRCH RIDGE DRIVE
RALEIGH NC 27610

Black Creek appears on NCDWQ's 2012 Draft 303d list of Impaired Waters due to low dissolved oxygen. The classification is for the section of the stream that flows from the dam of Panther Lake (approximately ¼ mile upstream from Bridge No. 277) to the confluence with Sassarixa Creek. Therefore, the study area occurs within this section of the stream.

Black Creek has been surveyed several times in the recent past. The various survey locations are all shown on Figure 1, and lie both upstream and downstream from the project site. Survey locations and results, from downstream to upstream are as follows:

- SR 1330 crossing (TIP B-4559) in 2007. During this survey, only eastern elliptio were found. The stream at this location is incised and impounded. Substrate consists of sand and detritus.
- SR 1331 crossing (TIP 4560) in 2009. The stream had no discernible flow, and had areas of thick detritus and shifting sand. Only eastern elliptio and Asian clam (*Corbicula fluminea*) shells were observed. An earlier (2005) survey found a few live individuals of the same species present.
- NC 50 crossing (TIP B-4556) in 2007. At this crossing, the stream is channelized, with steep banks and stagnant water. A beaver dam is downstream. No mussels were found.
- SR 2756 (Division design project) in 2011. The channel was sandy, braided, and the water was stagnant. Many beaver dams were observed. No mussels were found during this survey.

A mussel survey was conducted on April 19, 2012 by NCDOT biologists Neil Medlin (Permit No. 12-ES00030), Jared Gray, Tim Bassette, and Heather Wallace. Due to a nearby beaver impoundment and resulting deep, stagnant water conditions, surveys could not be conducted at the SR 1006 crossing. Instead, surveys were conducted at the SR 2742 crossing, just downstream. Mussel surveys were conducted from the bridge to a point approximately 400 meters upstream. The survey was conducted by wading in the creek while using visual (bathyscope) and tactile methods to survey for mussels.

Near the SR 2742 bridge crossing, Black Creek was 2 meters wide, with banks one meter high, with some erosion/undercutting. On the day of the site visit, the overall water depth was very shallow; with 100% of the stream reach less than 2 feet in depth. The creek contained riffles, runs, and pools with normal substrate compactness. The substrate was dominated by gravel and sand, but silt and clay were also present. Sandbars were common throughout the stream. The riparian buffer was wide with natural and rural land use in surrounding areas. **After 1.75-person hours of survey time 215 live *E. complanta* and over 100 shells were located in Black Creek, and *Corbicula fluminea* were rare.**

As a result of this survey and past surveys, as well as the physical characteristics of the creek, and a review of GIS and NHP data, **the biological conclusion for dwarf wedgemussel and Tar spiny mussel for B-4655 in Black Creek is "No Effect".**

cc: April Annis, Project Manager, Bridge Engineering Unit



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

Ramona M. Bartos, Administrator

Pat McCrory, Governor
Susan W. Kluttz, Secretary
Kevin Cherry, Deputy Secretary

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

February 26, 2013

MEMORANDUM

TO: Shelby Spillars
Office of Human Environment
NCDOT Division of Highways

FROM: Ramona M. Bartos *RSB for Ramona M. Bartos*

SUBJECT: Historic Architectural Survey Report, Replace Bridge 277 on Old Stage Road (SR 1006) over Black Creek, B-4655, Wake County, ER 13-0276

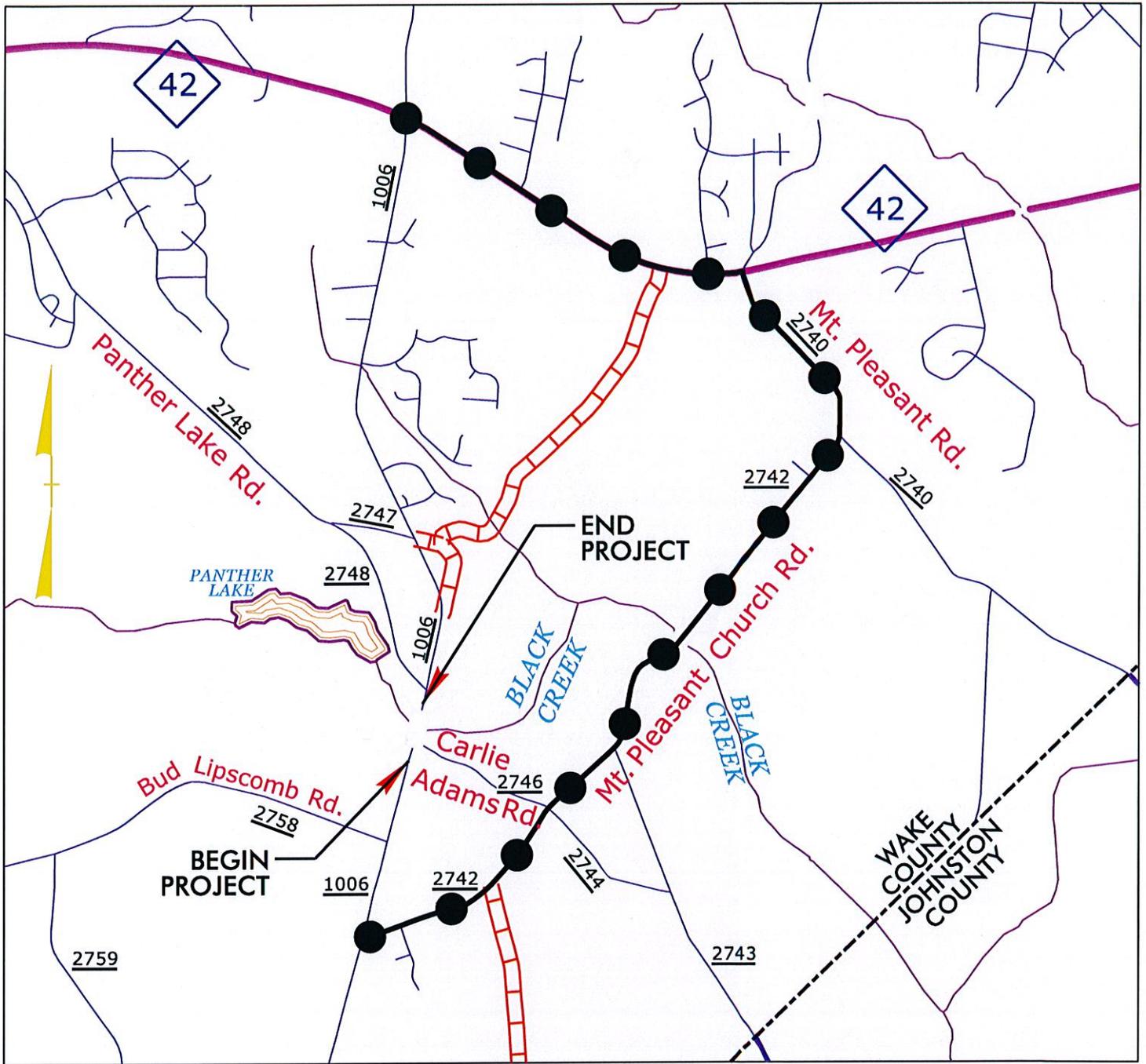
Thank you for your submittal of February 5, 2013, transmitting the above report prepared by New South Associates.

For the purpose of compliance with Section 106 of the National Historic Preservation Act, we concur that the **Myatt's Mill Complex** (WA 1139) is eligible for listing in the National Register of Historic Places under Criterion A for its association with recreation and that the proposed National Register boundaries appear appropriate.

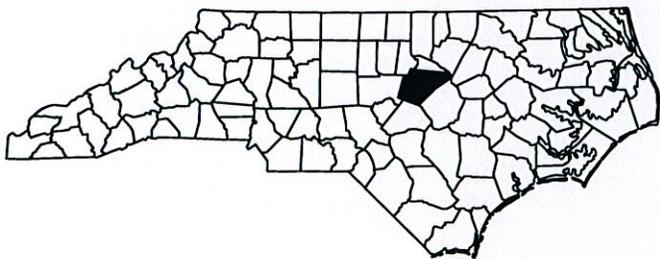
The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

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.

cc: Mary Pope Furr, NC DOT, mfurr@ncdot.gov



● — ● Denotes off-site detour



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPEMENT &
ENVIRONMENTAL ANALYSIS UNIT

WAKE COUNTY
REPLACE BRIDGE NO. 277 ON SR 1006
OVER BLACK CREEK
B-4655

Figure 1



Small text block in the bottom left corner, likely containing a legend or scale information.