

**Davidson County
Bridge No. 38 on SR 1493 (Frye Bridge Rd.)
over Muddy Creek
Federal Aid Project No. BRZ-1493(2)
W.B.S. No. 38514.1.1
T.I.P. No. B-4741**

CATEGORICAL EXCLUSION

UNITED STATES DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

AND

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

4/15/13
DATE

Willis J. Thorpe

For Gregory J. Thorpe, PhD,
Manager, Project Development & Environmental Analysis Unit

4/18/13
DATE

John F. Sullivan, III

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

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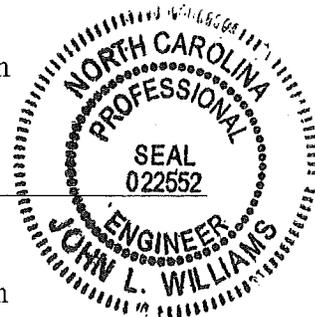
Documentation Prepared in
Project Development and Environmental Analysis Unit By:

4-15-13
DATE

Natalie Lockhart
Natalie Lockhart
Project Planning Engineer
Bridge Project Development Section

4-15-13
DATE

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



PROJECT COMMITMENTS:

**Davidson County
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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.

Division Construction, All Design Groups- Bike Accommodations

Bridge No. 38 is located on state Bike Route No. 2 Mountains to Sea. The NCDOT Division of Bicycle and Pedestrian Transportation recommend 4 ft. wide paved shoulders on both sides for shoulder sections or 14 ft. wide outside lanes in curb and gutter sections continued for at least 100 ft. on either side of the approach roadway. Bicycle safe railing height is also recommended.

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INTRODUCTION: Bridge No. 38 is included in the latest approved North Carolina Department of Transportation (NCDOT) Transportation Improvement Program and is eligible for the Federal-Aid Highway Bridge 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. 38 has a sufficiency rating of 19.1 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to a structural evaluation of 2 out of 9. The bridge is also considered functionally obsolete due to deck geometry of 2 out of 9 according to Federal Highway Administration (FHWA) standards and therefore eligible for FHWA’s Highway Bridge Program.

Bridge No. 38 has a sixty-three year old timber substructure that has 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 members are damaged or prematurely deteriorated. However, past a certain degree of deterioration, timber structures become impractical to maintain and upon eligibility are programmed for replacement. Bridge No. 38 is approaching the end of its useful life.

Bridge No. 38 carries 3,000 vehicles per day with 5,600 vehicles per day projected for the year 2035. The posted weight limit on the bridge is 9 tons for single vehicles and 12 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.

II. EXISTING CONDITIONS

The project is located southeast of rural Clemmons, Davidson County, along Frye Bridge Road (see Figure 1). Development in the area is residential in nature.

SR 1493 is classified as a minor collector in the Statewide Functional Classification System and it is not a National Highway System Route.

In the vicinity of the bridge, SR 1493 has a 22-foot pavement width with 2-foot grass shoulders (see Figure 3). The roadway grade is in a sag vertical curve through the project area. The existing bridge is on a tangent. The roadway is situated approximately 29.0 feet above the creek bed.

Bridge No. 38 is a nine span bridge that consists of reinforced concrete deck on approach continuous I-beams and main simple I-beams supported by reinforced concrete cap and timber pile at end bent 1 and bent 1, reinforced concrete spill through at abutment 2 and reinforced concrete pile and beam at bent 6, 7, and 8. The existing bridge (see Figure 3) was constructed in 1951. The overall length of the structure is 270 feet. The clear roadway width is 22.0 feet.

There are no utilities attached to the existing structure, but Energy United has overhead power lines along the west side of Frye Bridge Rd. that cross Muddy Creek parallel to west side of bridge and SR 1493 at north approach to Windfield Subdivision. AT&T has underground telephone cable along the west side of Frye Bridge Rd. both north and south of stream that goes over Muddy Creek parallel to the west side of bridge. This cable crosses to the east side of SR 1493 in south approach at top of the hill. Time Warner Cable has aerial CATV attached to power poles along the west side of SR 1493 crossing over Muddy Creek west of the bridge and crossing over North approach into the Windfield Subdivision with power lines. Davidson Water has a six inch water main along the west side of SR 1493 south approach. The six inch DI water main crosses to the east side of SR 1493 at the south end of bridge then crosses under Muddy Creek parallel to upstream side of bridge and continues along east side of SR 1493. The City of Winston Salem has a Sodium Bi-Sulfite Mixing Station with a 3000 gallon tank in the Northeast quadrant for removing Chlorine from Muddy Creek Wastewater Treatment Facility upstream. A sixty-six inch Reinforced Concrete Outfall paralleling the west side of Muddy Creek crosses under SR 1493 bridge and continues southwest before discharge into the Yadkin River. Utility impacts are anticipated to be low.

The current traffic volume of 3,000 vehicles per day (VPD) is expected to increase to 5,600 VPD by the year 2035. The projected volume includes one percent truck-tractor semi-trailer (TTST) and two percent dual-tired vehicles (DT). The posted speed limit is 45 miles per hour in the project area. Four school buses cross the bridge daily on their morning and afternoon routes.

There were three accidents reported in the vicinity of Bridge No. 38 during a recent three-year period. Neither of the accidents was associated with the alignment or geometry of the bridge. The bridge does not meet acceptable standards for bridge railing or approach railing.

This section of SR 1493 is part of Scenic Bike Route 2 and also a part of the Mountains to Sea Trail. Sidewalks do not exist on the existing bridge and there is no indication of pedestrian usage on or near the bridge. Bicycle traffic will be maintained on existing bridge during construction. Neither permanent nor temporary pedestrian accommodations are required for this project.

III. ALTERNATIVES

A. Project Description

Alternate 2

Bridge No. 38 will be replaced on a new alignment to the east of the existing bridge, while traffic remains on the existing structure during construction (see Figure 2A). The total project length of the new alignment will be 1310 feet.

The permanent replacement structure will be a bridge approximately 280 feet long providing a minimum 30 feet clear deck width. The bridge approaches will include two 11-foot lanes and 4-foot offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements.

The existing roadway will be widened to a 22-foot pavement width to provide two 11-foot lanes. Four-foot shoulders will be provided on each side, which will be paved in accordance with the current NCDOT Design Policy (The shoulder will include three additional feet where guardrail is required) 4-foot of which is paved to accommodate bicycles. The shoulders will be 9 feet where guardrail is included. The roadway will be designed. The bridge is higher than existing on the south end and the north end is close to existing. The grade on the existing structure was approx. -0.3%. The grade on our proposed structure is +1.4%.

There is a de-chlorination plant located east adjacent to the bridge, which is in close proximity to the proposed ROW. Alternate 2 would have impacts to the driveway that gives access to this plant. A new driveway as well as relocating the stream monitor that is part of the de-chlorination facility would cause a relocation cost of about \$ 631,000.

Alternate 3 (Preferred Alternate)

Bridge No. 38 will be replaced on new alignment to the west while traffic remains on the existing structure during construction (see Figure 2B). The total project length of the new alignment will be 1600 feet.

The permanent replacement structure will be a bridge approximately 280 feet long providing a minimum 30 feet clear deck width. The bridge approaches will include two 11-foot lanes and 4-foot offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements.

The existing roadway will be widened to a 22-foot pavement width to provide two 11-foot lanes. Four-foot shoulders will be provided on each side, which will be paved in accordance with the current NCDOT Design Policy (The shoulder will include three additional feet where guardrail is required) 4-foot of which is paved shoulders to accommodate bicycles. The shoulders will be 9 feet where guardrail is included. The roadway will be designed using Sub-Regional Tier Design guidelines with a 50 mph design speed. The bridge length is based on

preliminary design information and is set by hydraulic requirements. The bridge is higher than existing on the south end and the north end is close to existing. The grade on the existing structure was approx. -0.3%. The grade on our proposed structure is +1.4%.

Bridge No. 38 is located on state Bike Route No. 2 Mountains to Sea. The NCDOT Division of Bicycle and Pedestrian Transportation recommend 4 ft. wide paved shoulders on both sides for shoulder sections or 14 ft. wide outside lanes in curb and gutter sections continued for at least 100 ft. on either side of the approach roadway. Bicycle safe railing height is also recommended. No temporary pedestrian accommodations are needed during construction in the work zone.

B. Alternatives Eliminated from Further Consideration

Alternate 1

Alternate 1 involves replacement of the structure along the existing roadway alignment utilizing an offsite detour during the construction period. Based on the Guidelines, the criteria above indicate that the preference of an offsite detour but with now stronger evaluation of other project variables. In this case, Davidson County Emergency Services has indicated that, the delay is unacceptable. There will be extended travel times for local residents and emergency services if the bridge is closed. NCDOT concurs with this concern and believes that an offsite detour is not justifiable.

C. Other 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 1493.

“Rehabilitation” of the old bridge is not practical due to its age and deteriorated condition. Bridge No. 38 has a sixty-three year old timber substructure has 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 members are damaged or prematurely deteriorated.

Staged Construction is not feasible for this bridge because the 20-foot 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. 38 will be replaced on a new alignment to the west of the existing shown by Alternative 3 in Figure 2B. This alternate is the preferred alternate because of higher utility costs that Alternate 2 has because of impacts to the de-chlorination plant located east adjacent to the bridge. NCDOT Division 9 concurs with the selection of Alternative 3 as the preferred alternative.

IV. ESTIMATED COSTS

The estimated costs, based on 2012 prices, are as follows:

	Alternative 2	Alternative 3 Preferred
Structure	\$ 756,000	\$ 756,000
Roadway Approaches	\$ 1,418,000	\$ 484,000
Structure Removal	\$ 85,000	\$ 85,000
Misc. & Mob.	\$ 341,000	\$ 235,000
Eng. & Contingencies	\$ 400,000	\$ 240,000
Total Construction Cost	\$ 3,000,000	\$ 1,800,000
Right-of-way Costs	\$ 360,000	\$ 380,000
Right-of-way Utility Costs	\$ 631,000	\$ 110,000
Total Project Cost	\$ 3,991,000	\$ 2,290,000

V. NATURAL ENVIRONMENT

Physical Characteristics

Water Resources

Water resources in the study area are part of the Yadkin river basin [United States Geological Survey (USGS) Hydrologic Unit Code 03040103]. Two streams were identified in the study area (Table 1). The physical characteristics of these streams are provided in Table 2.

Table 1. Water resources in the project study area.

Stream Name	Map ID	DWQ Index Number	Best Usage Classification
Muddy Creek	Muddy Creek	12-94-(0.5)	C
UT to Muddy Creek	SA	12-94-(0.5)	C

Table 2. Physical characteristics of water resources in the project study area.

Map ID	Bank Height (ft)	Bankful Width (ft)	Water Depth (ft)	Channel Substrate	Flow	Clarity
Muddy Creek	10-15	30-40	1-3	Sand, silt, boulders	Moderate	High
SA	1-2	1	0	Sand, silt	None	N/A

There are no designated Primary Nursery Areas or anadromous fish waters present in the project study area. Neither Water Supplies (WS-I: undeveloped watersheds or WS-II:

predominantly undeveloped watersheds), Outstanding Resource Waters (ORW), nor HQW (High Quality Waters) occur within 1.0 mile of the project study area. This section of Muddy Creek is not listed on the North Carolina 2012 Final 303(d) list of impaired waters nor is any waters within 1.0 mile of the project study area (NCDWQ 2012). There are no benthic or fish sampling sites within 1.0 mile of the project study area.

Biotic Resources

Design alternatives have yet to be identified for this project, therefore, the estimated area of impact to these natural communities has not been calculated. Table 3 quantifies the natural communities within the project study area; however, actual impact acreage within the construction limits will be less. Impacts to plant communities associated with construction activities include the removal of vegetation, soil compaction, damaging and/or exposing root systems, as well as potential impacts associated with petroleum spills.

Table 3: Coverage of terrestrial natural communities in the project study area.

Community	Coverage (acres)
Piedmont/Low Mountain Alluvial Forest	0.33
Basic Mesic Forest	0.58
Maintained Disturbed	16.91
Total	17.82

Jurisdictional Topics

Surface Waters and Wetlands

No jurisdictional wetlands were identified within the project study area.

Permits

The proposed project has been designated as a Categorical Exclusion (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 NWP 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 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 NCDWQ. A NCDWQ Section 401 Water Quality General Certification for a Categorical Exclusion (GC 3701) may be required prior to the issuance of a Section 404 Permit. Other required 401 certifications may include a GC 3366 for temporary construction access and dewatering.

Federally Protected Species

As of January 31, 2008 the United States Fish and Wildlife Service (USFWS) lists two federally protected species for Davidson County (Table 4). A brief description of each species' habitat requirements follows, along with the Biological Conclusion rendered based on

survey results in the project study area.

Table 4. Federally Protected Species for Davidson County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Clemmys muhlenbergii</i>	Bog Turtle	T(S/A)	No	Not Required
<i>Helianthus schweinitzii</i>	Schweinitz's sunflower	E	Yes	No Effect

E - Endangered.

T(S/A) - Threatened due to similarity of appearance.

Schweinitz's Sunflower

Biological Conclusion: No Effect

Suitable habitat for Schweinitz's sunflower is present in the project study area due to its partially-disturbed nature, the presence of field edges, roadsides, and mafic rock origins of the Southern Outer Piedmont. A search of the NCNHP database (updated December 1, 2012) showed no occurrences of Schweinitz's sunflower within 1.0 mile of the project study area. Surveys for Schweinitz's sunflower were conducted on October 1, 2012 by NCDOT biologists and no individuals were observed. It can be concluded that the construction of the proposed project will not affect Schweinitz's sunflower.

Bald and Golden Eagle Protection Act

Habitat for the bald eagle primarily consists of mature forest in close 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. Surveys for nest trees were conducted on October 17, 2007 within the project study area and within 660 feet of the project study area. No bald eagles or nests were observed. The oldest trees within the survey area were sparse tulip poplars and willow oaks approximately 30-40 years of age which were not suitable for nesting. There are no large bodies of water within 1.0 mile of the 660 feet survey area. This project will not affect the bald eagle or its habitat.

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

In a form dated January 26, 2009 the N.C. Historic Preservation Office (HPO) recommended an architectural survey because the area of potential effect is more than 25 years old. There are no National Register listed or Study listed properties within the project area. The form is attached in the Appendix.

Archaeology

In a form dated January 26, 2009 the N.C. Historic Preservation Office (HPO) indicated no surveys for archaeology is required. The form is attached in the Appendix.

Community Impacts

No adverse impact on families or communities is anticipated. Right-of-way acquisition will be limited. There is one relocatee in the northwest quadrant that will be impacted by this bridge replacement.

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 requires all federal agencies or their representatives to consider the potential impact to prime farmland of all land acquisition and construction projects. All construction will take place along new alignment. While there are soils classified as prime, unique, or having state or local importance in the vicinity of the project none will be impacted by this project.

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 (if applicable) 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 records at the North Carolina Department of Environment and Natural Resources, Division of Environmental Management, Groundwater Section and the North Carolina Department of Human Resources, Solid Waste Management Section revealed no underground storage tanks or hazardous waste sites in the project area.

Davidson 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.

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 Natural Resources, U.S. Fish & Wildlife Service, N.C. Wildlife Resource Commission, and North Carolina State Historic Preservation Office.

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 will be replacing the existing structure with a new bridge.

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

IX. PUBLIC INVOLVEMENT

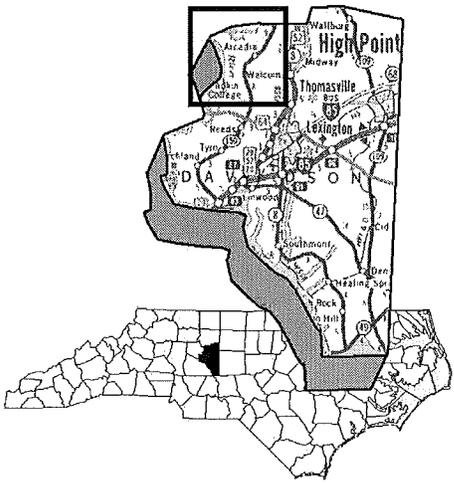
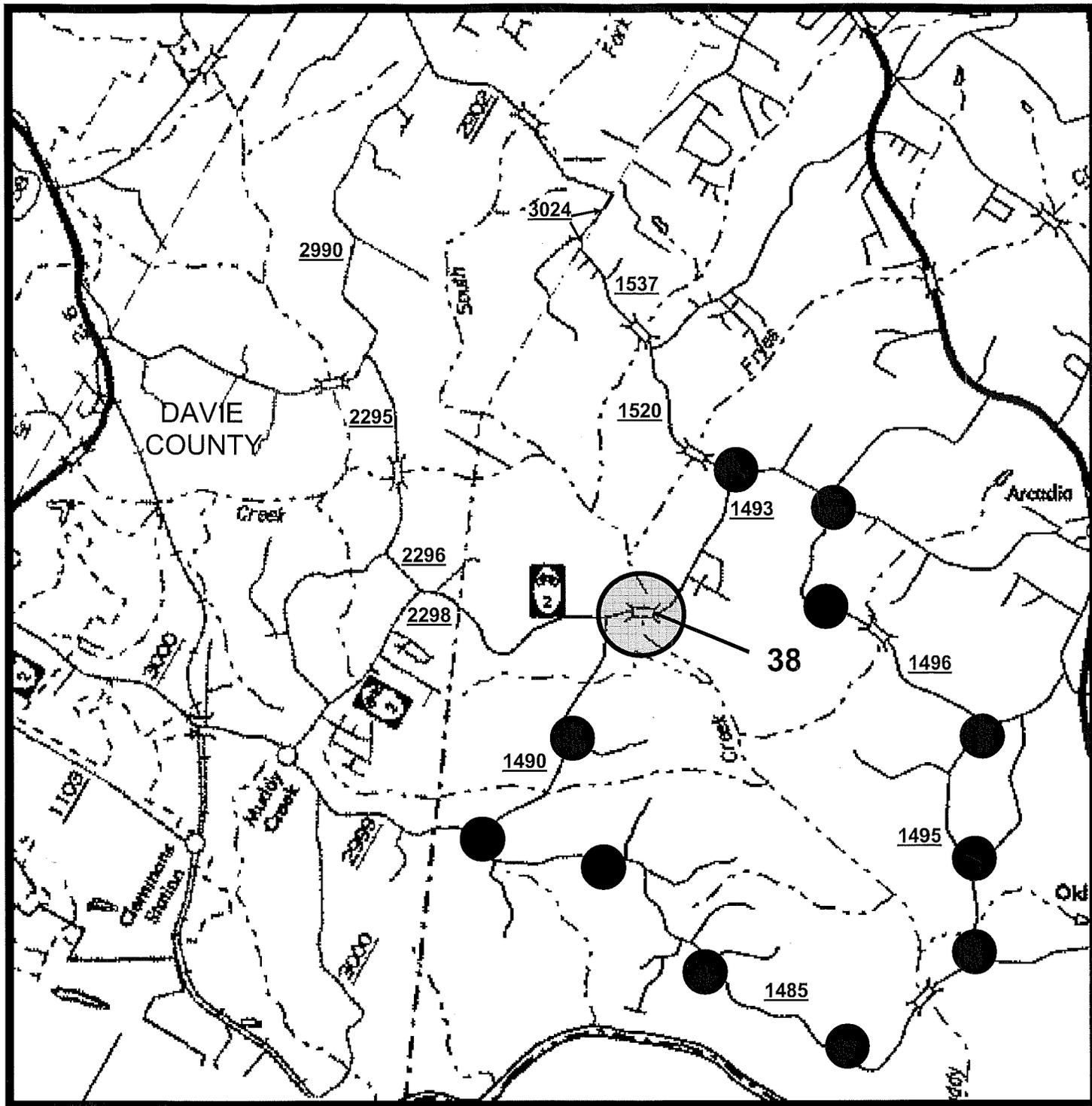
A newsletter has been sent to all those living along SR 1493(Frye Bridge Rd.). No comments have been received to date.

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

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 to be a federal "Categorical Exclusion" due to its limited scope and lack of substantial environmental consequences.

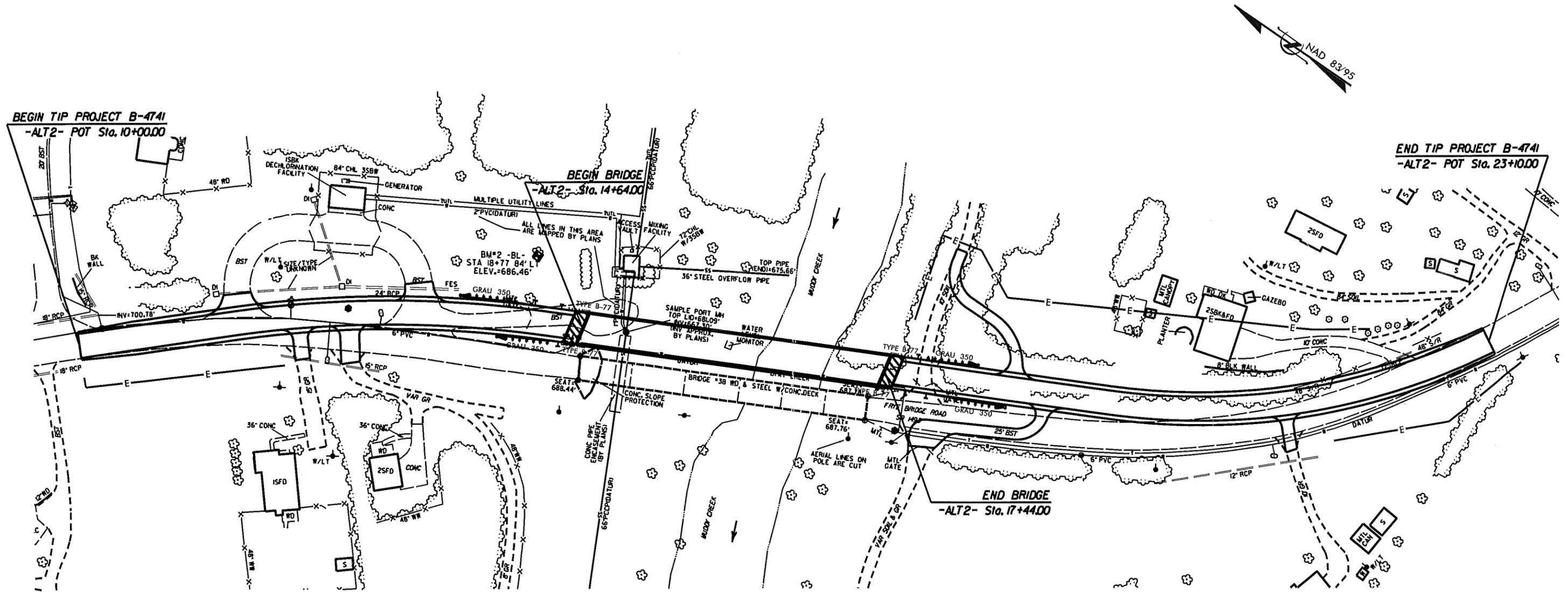


NORTH CAROLINA DEPARTMENT OF
 TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT &
 ENVIRONMENTAL ANALYSIS BRANCH

DAVIDSON COUNTY
REPLACE BRIDGE NO. 38 ON SR 1493
OVER MUDDY CREEK
B-4741

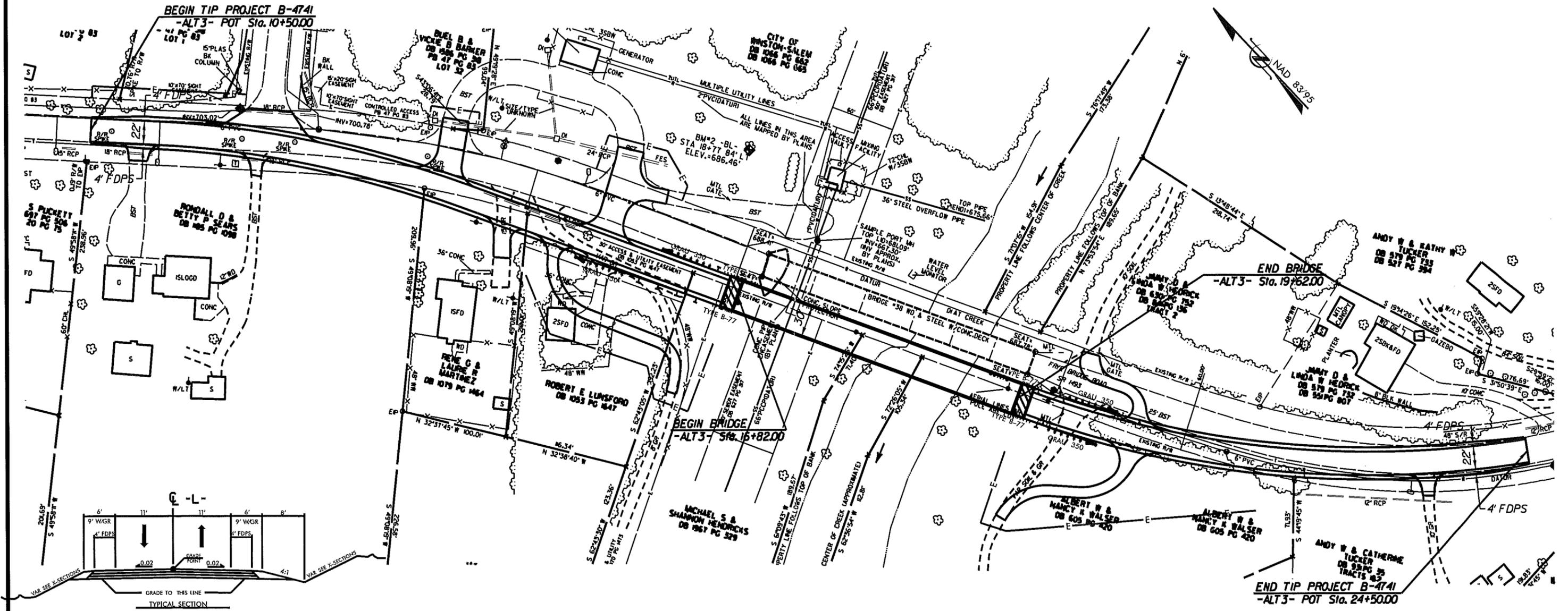
Figure 1

Alt 2
 Replace bridge on new alignment east with on-site detour



	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT
DAVIDSON COUNTY REPLACE BRIDGE NO. 38 ON SR 1493 OVER MUDDY CREEK B-4741	
FIGURE 2A	

Alt. 3
 Replace bridge on new alignment west with on-site detour



	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT
DAVIDSON COUNTY REPLACE BRIDGE NO. 38 ON SR 1493 OVER MUDDY CREEK B-4741	
FIGURE 2B	

B-4741

Bridge No. 38 on SR 1493 over Muddy Creek

In Davidson County

Figure 3



Bridge No. 38 North Face



Bridge No. 38 East Approach



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: Natalie Lockhart, Project Engineer
Project Development, Bridge Unit
NCDOT Division of Highways

FROM: Peter Sandbeck

Peter B Sandbeck

SUBJECT: Bridge 38 on SR 1493 over Muddy Creek, B-4741, Davidson County, ER 08-2635

Thank you for sending information on the proposed bridge replacement.

Because the architectural survey for the area of potential effect is more than 25 years old, we recommend that a Department of Transportation architectural historian identify and evaluate any structures over fifty years old and report the findings to us.

There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

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: Matt Wilkerson, NCDOT
Mary Pope Furr, NCDOT

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Project Description: **Replace Bridge No. 38 over Muddy Creek on SR 1493 (Frye Bridge Road)**

On **September 15, 2009** representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other

Reviewed the subject project at historic architectural resources photograph review session/consultation and

All parties present agreed

- There are no properties over fifty years old within the project's Area of Potential Effects (APE).
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's APE.
- There are properties over fifty years old within the project's APE, but based on the historical information available and the photographs of each property, the properties identified as _____ are considered not eligible for the National Register and no further evaluation of them is necessary. Photographs of these properties are attached.
- There are no National Register-listed or Study Listed properties within the project's APE.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project. #1-5
- More information is requested on properties _____

Signed:

Vanessa E. Patrick

Representative, NCDOT

9-15-09

Date

FHWA, for the Division Administrator, or other Federal Agency

Date

Representative, HPO

Date

Renee Bleckhill-Early

State Historic Preservation Officer

9-15-09

Date

If a survey report is prepared, a final copy of this form and the attached list will be included.