

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>B-4953</u>
W.B.S. No.	<u>40078.1.1</u>
Federal Project No.	<u>BRZ-1912(2)</u>

A. Project Description:

The purpose of this project is to replace Alamance County Bridge No. 64 on SR 1912 over Quaker Creek (see Figure 3). Bridge No. 64 is 62 feet long. The replacement structure will be a bridge approximately 65 feet long providing a minimum 27'-6" clear deck width. The bridge will include two 10-foot lanes and 3'-9" offsets (see Figure 2). 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 170 feet from the west end of the new bridge and 115 feet from the east end of the new bridge. The approaches will be widened to include a 20-foot pavement width providing two 10-foot lanes. Six-foot shoulders with four-foot paved will be provided on each side (9-foot shoulders where guardrail is included). The roadway will be designed as a Rural Local Route using Sub Regional Tier Guidelines with a 45 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. 64 has a sufficiency rating of 21.6 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to a superstructure rating of 4 out of 9 according to Federal Highway Administration (FHWA) standards and therefore eligible for FHWA's Highway Bridge Program. The bridge also meets the criteria for functionally obsolete due to structural appraisal of 2 out of 9 and a deck geometry appraisal of 3 out of 9.

The superstructure and substructure of Bridge No. 64 have timber elements that are fifty-five 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. 64 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities, and therefore, the bridge is approaching the end of its useful life.

Bridge No. 64 carries 410 vehicles per day with 600 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.

The posted weight limit on the bridge is down to 10 tons for single vehicles and 14 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 2013 prices, are as follows:

Structure	\$ 302,000
Roadway Approaches	\$ 164,000
Structure Removal	\$ 25,000
Misc. & Mob.	\$ 90,000
Eng. & Contingencies	\$ 95,000
Total Construction Cost	\$ 676,000
Right-of-way Costs	\$ 23,000
Right-of-way Utility Costs	\$ 0
Total Project Cost	\$ 699,000

Estimated Traffic:

Year 2015	-	452 vpd
Year 2035	-	600 vpd
TTST	-	1%
Dual	-	2%

Accidents: Traffic Engineering has evaluated a recent five year period and found two accidents occurring in the vicinity of the project. None were associated with the geometry of the bridge or its approach roadways.

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

Pedestrian and Bicycle Accommodations: This portion of SR 1912 is not a part of a designated bicycle route nor is it listed in the Transportation Improvement Program (TIP) as a bicycle project. Alamance County is planning a greenway along Quaker Creek, which, as it approaches from the south (downstream), would run along the west bank, preferably underneath the bridge, come onto the bridge to cross the creek, and continue along the west side of the creek as it proceeds north. The greenway project is unfunded, and there is no a detailed plan for the project. There is currently a bench in topography underneath the bridge that looks as though there will be enough vertical and horizontal clearance to support a greenway. The current proposed design alternative for the structure includes 3'-9" offsets on the bridge as well as four-foot paved shoulders on the approaches to accommodate bicycles on the roadway. NCDOT has coordinated with the County Planner, and the county is in support of our proposed action. Neither permanent nor temporary bicycle or pedestrian accommodations are required for this project.

Bridge Demolition: Bridge No. 64 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 1912.

Rehabilitation – The bridge was constructed in 1956 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. 64 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 SR 1915, SR 1921, and SR 1916. The majority of traffic on the road is through traffic. The detour for the average road user would result in 3 minutes additional travel time (3 miles additional travel distance). 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. Alamance County Emergency Services along with Alamance County Schools Transportation have also indicated that the detour is acceptable. NCDOT Division 7 has indicated that the condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concurs 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 1912 is acceptable, a new alignment was not considered as an alternative.

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: NCDOT will be replacing the existing bridge with a new bridge.

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

Public Involvement:

A newsletter has been sent to all those living along SR 1912 between the intersection with SR 1916 (Johnson Road) and the intersection with SR 1915 (Miles Chapel Road). No comments have been received to date.

Based on the lack of 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 type="checkbox"/>	<u> x </u>
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<u> x </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> x </u>	<input 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 Resources Waters (ORW) and/or High Quality Waters (HQW)?	<input checked="" type="checkbox"/> x	<u> </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 type="checkbox"/>	<u> x </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> |

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

YES **NO**

- | | | | |
|------|---|--------------------------|--------------------------|
| (15) | Will the project induce substantial impacts to planned growth or land use for the area? | <input type="checkbox"/> | <u> x </u> |
| (16) | Will the project require the relocation of any family or business? | <input type="checkbox"/> | <u> x </u> |
| (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> |
| (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"/> |
| (19) | Will the project involve any changes in access control? | <input type="checkbox"/> | <u> x </u> |
| (20) | Will the project substantially alter the usefulness and/or land use of adjacent property? | <input type="checkbox"/> | <u> x </u> |
| (21) | Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness? | <input type="checkbox"/> | <u> x </u> |
| (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"/> |
| (23) | Is the project anticipated to cause an increase in traffic volumes? | <input type="checkbox"/> | <u> x </u> |
| (24) | Will traffic be maintained during construction using existing roads, staged construction, or on-site detours? | <u> x </u> | <input type="checkbox"/> |
| (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"/> |

- | | | | |
|------|---|-------------------------------------|--------------------------|
| (26) | Is there substantial controversy on social, economic, or environmental grounds concerning the project? | <input type="checkbox"/> | <u> x </u> |
| (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"/> |
| (28) | Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places? | <input checked="" type="checkbox"/> | <u> </u> |
| (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 checked="" type="checkbox"/> | <u> </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 7: Quaker Creek, in the study area, has been designated as High Quality Waters and Water Supply Watershed (WS-II). Therefore, Design Standards for Sensitive Watersheds will be implemented during project construction.

Response to Question 13: Alamance County is a participant in the National Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). The project is located 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.

Response to Question 28 & 30: The project alternative will maintain traffic through the use of an off-site detour and the bridge will be replaced in place, relocating a small driveway east of the mill further east to terminate outside of the guardrail. A small amount of right-of-way may be needed to construct the new bridge, which will be larger than the existing bridge, with Alaska 2-bar bridge railing to be used on the new structure. The project alternative is deemed “No Adverse Effect” and a “DeMinimus” for the historic mill site, Dickey Mill, pursuant to Section 4(f).

G. CE Approval

TIP Project No.	<u>B-4953</u>
W.B.S. No.	<u>40078.1.1</u>
Federal Project No.	<u>BRZ-1912(2)</u>

Project Description:

The purpose of this project is to replace Alamance County Bridge No. 64 on SR 1912 over Quaker Creek (see Figure 3). Bridge No. 64 is 62 feet long. The replacement structure will be a bridge approximately 65 feet long providing a minimum 27'-6" clear deck width. The bridge will include two 10-foot lanes and 3'-3" offsets (see Figure 2). 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 170 feet from the west end of the new bridge and 115 feet from the east end of the new bridge. The approaches will be widened to include a 20-foot pavement width providing two 10-foot lanes, three-foot turf shoulders will be provided on each side (6-foot turfshoulders where guardrail is included). The roadway will be designed as a Rural Local Route using Sub Regional Tier Guidelines with a 45 mile per hour design speed.

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

Categorical Exclusion Action Classification:

<u> </u>	TYPE II(A)
<u> x </u>	TYPE II(B)

Approved:

<u>9/3/13</u> Date	<u><i>Brittney Kelly</i></u> Bridge Project Development Engineer Project Development & Environmental Analysis Unit
<u>9/10/13</u> Date	<u><i>John L. Williams</i></u> Project Engineer Project Development & Environmental Analysis Unit
<u>9/13/13</u> Date	<u><i>William H. Gordon</i></u> Project Planning Engineer Project Development & Environmental Analysis Unit

For Type II(B) projects only:

<u>9/13/13</u> Date	<u><i>John F. Sullivan, III</i></u> John F. Sullivan, III, PE, Division Administrator Federal Highway Administration
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PROJECT COMMITMENTS:

**Alamance County
Bridge No. 64 on SR 1912
Over Quaker Creek
Federal Aid Project No. BRZ-1912(2)
W.B.S. No. 40078.1.1
T.I.P. No. B-4953**

All Units – Historic Site Adjacent to Bridge

The proposed project is located adjacent to historic mill site, Dickey Mill, which is eligible for the National Register of Historic Places. The Mill is located north of the existing bridge (see Figure 2). As recorded on the concurrence form, the project alternative will maintain traffic through the use of an off-site detour and the bridge will be replaced in place, relocating a small driveway east of the mill further east to terminate outside of the guardrail. A small amount of right-of-way may be needed to construct the new bridge, which will be larger than the existing bridge, with Alaska 2-bar bridge railing to be used on the new structure. Any change to the footprint must be re-coordinated with the State Historic Preservation Office (HPO) through NCDOT's Historic Architecture Section.

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

In order to have time to adequately reroute school busses, Alamance County Schools will be contacted at (336) 570-6480 at least one month prior to road closure.

Alamance County Emergency Services will be contacted at (336) 227-1365 at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

Roadside Environmental Unit, Division Resident Engineer – Sensitive Watersheds

Quaker Creek is designated as High Quality Waters and Water Supply Watershed (WS-II) and will be subject to all Design Standards for Sensitive Watersheds.

Hydraulic Unit, Natural Environment Unit – Buffer Rules

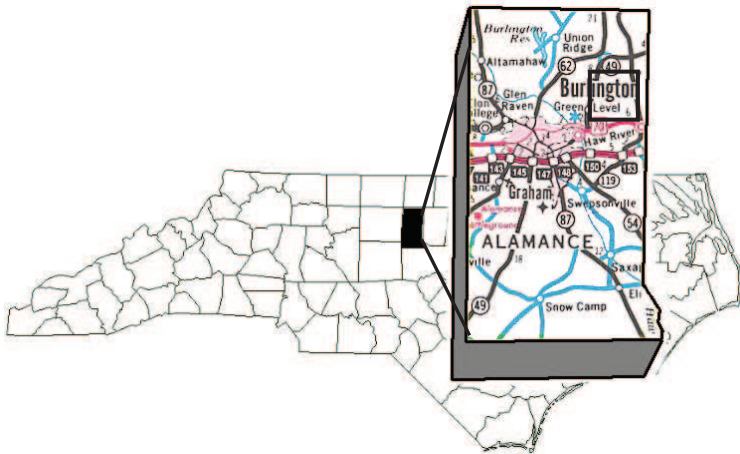
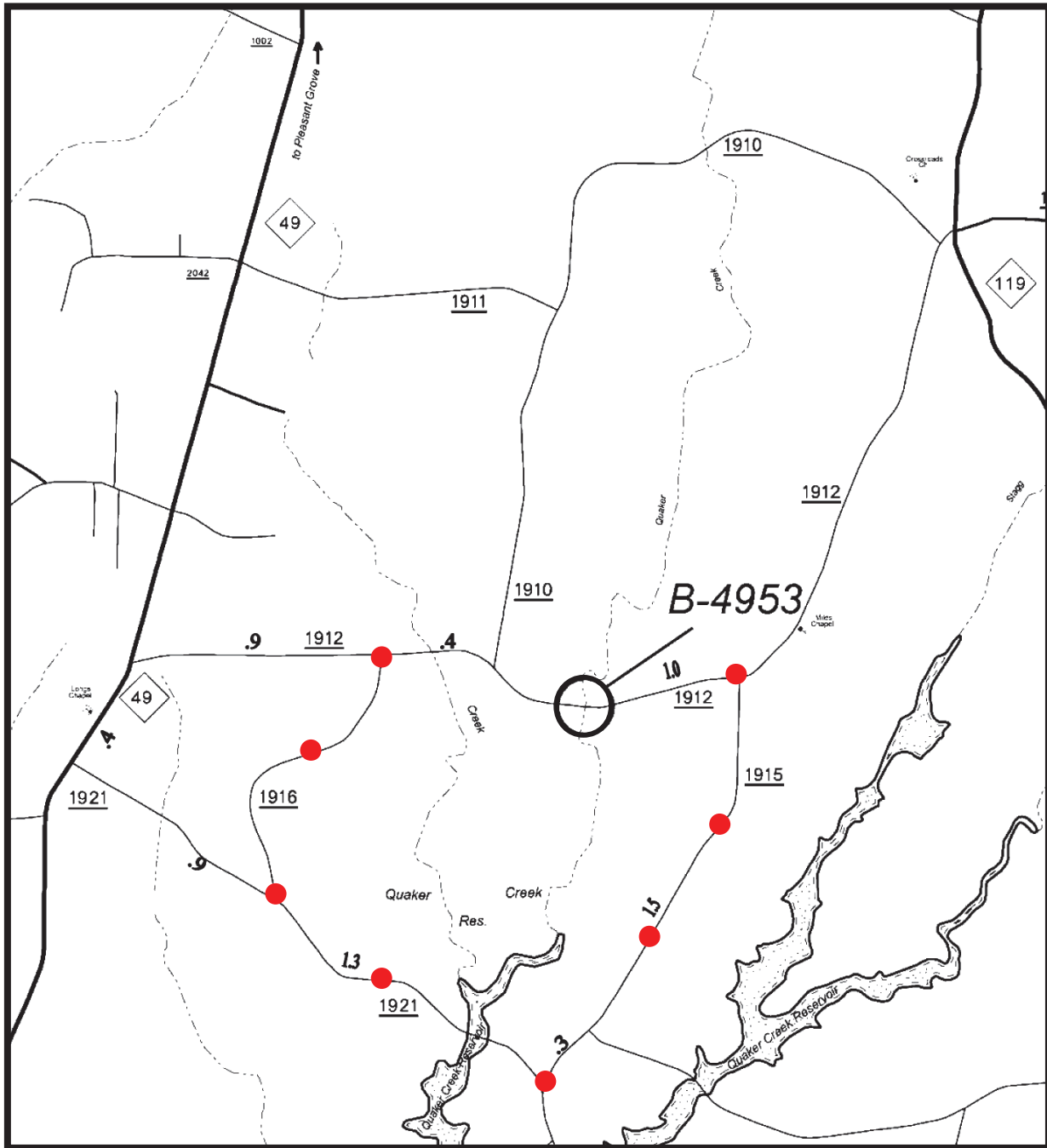
The Jordan Lake Buffer Rules apply to this project.

Hydraulics Unit – FEMA Coordination

The Hydraulics Unit will coordinate with FEMA 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.



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH</p>
<p align="center">ALAMANCE COUNTY REPLACE BRIDGE NO. 64 ON SR 1912 OVER QUAKER CREEK B-4953</p> <p align="center">● ● ● OFFSITE DETOUR</p>	
<p align="center">FIGURE 1</p>	



Bridge No. 64 on SR 1912 – Left Bridge Face



Bridge No. 64 on SR 1912 – Right Bridge Face



Bridge No. 64 on SR 1912 – View to the West



Bridge No. 64 on SR 1912 – View to the East



Historic Property – Dickey Mill

Figure 3. Images of Study Area.

NCDOT Bridge Construction CFY 2013-2014

SHPO Number	TIP	Project	County	Division	Project Engineer	Archaeological Survey	Architectural Survey
ER 08-2614	B-4400	Bridge 160 on SR 1122 over Prong Stinking Quarter	Alamance	7	C. Wright	NO NO	NO
ER 08-2615	B-4401	Bridge 161 on SR 1124 over North prong Stinking Quarter Creek	Alamance	7	C. Wright	NO	YES
ER 08-2622	B-4953	Bridge 64 on SR 1912 over Quaker Creek	Alamance	7	C. Wright	MAYBE	YES

A - ~~11/12/11~~ 11/12/11

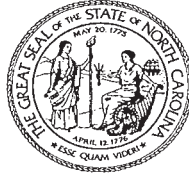
(NC)

3 - B-4400, ER 08-2614
 REQUEST SURVEY FOR B-4401 & B-4953

11/12/11
 CRS

Due 12/31/11

See Attached
 Peter B Sandbrook
 b/z e/f



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
January 26, 2009

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

MEMORANDUM

TO: Christy M. Wright, P.E.
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck

SUBJECT: Bridge 64 on SR 1912 over Quaker Creek, B-4953, Alamance County, ER 08-2622

We have reviewed the proposed bridge replacement project and offer the following comments.

The aerial photograph accompanying the project documentation shows the location of a mill within the area of potential effect (APE). If this mill is to be affected by the proposed bridge replacement, we recommend that its archaeological potential be evaluated by an experienced professional archaeologist. Please forward the recommended, alignment clearly delineating the APE, as soon as it is available so we may make final recommendations regarding needed archaeological investigations.

We have conducted a search of our maps and files and have located the following structure of historical or architectural importance within the general area of the project:

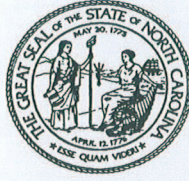
- ◆ AM 121, The Dickey Mill, a study listed property.

We recommend that a Department of Transportation architectural historian identify and evaluate any effect this project may have on this property.

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



RECEIVED
Division of Highways

DEC 16 2009

Preconstruction
Project Development and
Environmental Analysis Branch

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

December 10, 2009

MEMORANDUM

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

FROM: Peter Sandbeck *PBS for Peter Sandbeck*

SUBJECT: Archaeological Reconnaissance for the Replacement of Bridge 64 on SR 1912 Over Quaker Creek, B-4953; Alamance County, ER 08-2622

Thank you for your letter of November 10, 2009, transmitting the archaeological report by Shane Petersen of your staff concerning the above project. We have reviewed the report and offer the following comments.

Dickey Mill (31AM396**), a late nineteenth century property, is located in close proximity to the proposed bridge replacement project. However, the investigation by Mr. Petersen and Mr. Mohler found no evidence that archaeological remains associated with the mill are located within the area of potential effect (APE). As a consequence, your finding of "no historic properties affected" is appropriate for the project as currently proposed. If plans change, please forward the new information to us for our review and comment.

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: Felix Davila, FHWA
Christy Huff, NCDOT

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

Project Description: Replace Bridge No. 64 over Quaker Creek on SR 1912

On May 26, 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 223 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.
- More information is requested on properties 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Signed:

Mary Pope
Representative, NCDOT

5/26/2009
Date

FHWA, for the Division Administrator, or other Federal Agency

Date

Patricia Sander

5.26.09

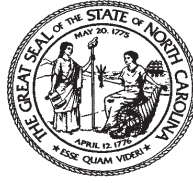
Representative, HPO

Date

State Historic Preservation Officer

Date

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



North Carolina Department of Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, 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

September 10, 2012

MEMORANDUM

TO: Mary Pope Furr
Office of Human Environment
NCDOT Division of Highways

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

SUBJECT: Revised Historic Architectural Resources Survey Report, Replacement of Bridge 64 on SR 1912, over Quaker Creek, B-4953, Alamance County, ER 08-2622

Thank you for your letter of August 21, 2012, transmitting the above report.

For the purpose of compliance with Section 106 of the National Historic Preservation Act, we concur with your finding that **Dickey Mill** (AM 0121) is *eligible* for listing in the National Register of Historic Places under Criterion A for Industry and Criterion C for Architecture/Engineering, and that the proposed National Register boundaries appear appropriate.

We also concur that barring additional information to the contrary, **Bridge 64** (AM 2334) and the two properties listed in **Appendix B** are *not eligible* for listing in the National Register.

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: Jessica Hill, Alamance County HPC, jessica.hill@alamance-nc.com

Federal Aid #: BRZ-2426(1)

TIP#: B-4953

County: Alamance

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Replace Bridge No. 64 on SR 1912 over Quaker Creek

On 9/18/2012, 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 and agreed on the effects findings listed within the table on the reverse of this signature page.

Signed:

Mary Pope 9/18/2012
Representative, NCDOT Date

John W. Brown 9-18-12
FHWA, for the Division Administrator, or other Federal Agency Date

Renee Hedhill-Early 9.18.12
Representative, HPO Date

Federal Aid #: BRZ-2426(1)

TIP#: B-4953

County: Alamance

Property and Status	Alternative	Effect Finding	Reasons
Dickey Mill (DE, A&C)	No Adverse Alt. 1	No Adverse Effect	detour off-site, replace bridge in place, small driveway east of mill will have to be relocated east to terminate outside of guardrail - some small ROW to construct new bridge, new bridge 30' wide (4' bigger than existing), will try to use 1-bar 2 bar Minnesota-Rail on new structure "Alaska" Rail
			MP# DB 10/16/12 10-14-12

Initialed: NCDOT MP# FHWA DB HPO RSE

FHWA Intends to use the SHPO's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f):
Dickey Mill