

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No	B-4967
W.B.S. No	40158.1.1
Federal Project No.	BRZ-1203(2)

A. Project Description:

The purpose of this project is to replace Hoke County Bridge No. 8, which is on the Scotland and Hoke county line, on SR 1412 / SR 1203 (Turnpike Road / Horace Waiter Road), over Lumber River (Drowning Creek). Bridge No. 8 is 211 feet long. The replacement structure will be a bridge approximately 225 feet in length providing a minimum 30' 6" clear deck width. The bridge will include two 11 foot lanes and 4' 3" offsets. The bridge length is based on preliminary design information and is set by hydraulic requirement. The roadway grade of the new structure will be approximately the same as the existing structure.

The approach roadway will extend approximately 175 feet from the west end of the new bridge and 225 feet from the east end. The approaches will be widened to include a 22 foot pavement width providing two 11 feet lanes. Six foot shoulders will be provided on both sides of the road, four feet paved and the remaining two feet turf. Shoulders will be nine feet where guardrail is included. The roadway will be designed using Sub-regional Tier guidelines with a 60 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure1).

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 8 has a sufficiency rating of 27.46 out of a possible 100 for a new structure.

According to Federal Highway Administration (FHWA) standards the bridge is considered structurally deficient due to the structural condition evaluation of 3 out of 9. The superstructure was 4 and the substructure appraisal was 3 out of 9.

In 2014, Bridge No. 8 is estimated to carry 735 vehicles per day with 900 vehicles per day projected for the future year 2035. The substandard superstructure, and substructure are unacceptable and that cannot be addressed by maintenance activities. 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 2014 prices, are as follows:

Structure (bridge)	\$ 806,000
Roadway Approaches	\$ 239,000
Structure Removal	\$ 97,000
Misc. & Mob.	\$ 174,000
Eng. & Contingencies	\$ 234,000
Total Construction Cost	\$ 1,550,000
Right-of-Way Costs	18,000
Utility Relocation	\$ 153,000
Total Project Cost	\$ 1,721,000

Estimated Traffic:

Year 2010	-	735 vpd
Year 2035	-	900 vpd
Dual	-	4%
TTST	-	2%

Accidents: Traffic Engineering has evaluated a recent ten-year period and found eight accidents occurring near the project.

Design Exceptions: Design exceptions are anticipated for sag vertical curve K factor and nighttime stopping sight distance (SSD).

Pedestrian and Bicycle Accommodations: The bridge is on a bicycle route, the NC Bike Route #1 Carolina Connection. The design will provide four feet wide paved shoulder on both sides of the road, with a minimum of four feet offset on the bridge and, bike-safe railings (two bar metal rail). There is no indication of a high numbers of pedestrians

Bridge Demolition: Bridge No. 8 was constructed timber deck on steel beams. Based on standard demolition practices, it should be possible to remove with no debris in the water.

Alternatives Discussion:

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

Rehabilitation – The bridge was constructed in 1951 and is reaching the end of its useful life. Rehabilitation would not solve the problem of structural deficiency.

Offsite Detour vs Onsite Detour – Bridge No. 8 will be replaced on the existing alignment. The majority of traffic on the road is through traffic. During the construction period, traffic will be detoured offsite (see Figure 1). 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 detour for the average road user would result in 16 minutes additional travel time (12.5 miles additional travel). The offsite detour would include SR 1412, SR 1400, SR 1403, US 401, SR 1200 and SR 1203. A twelve month duration of construction is expected on this project.

Although Based on the Guidelines, the detour is on the border line between Evaluation and Unacceptable, an onsite detour will have significant impact on existing wetlands, terrestrial communities and River\Creek classified as High Water Quality (HWQ).

Division 8 concurs with the use of the offsite detour. The condition of detour roads and intersections are acceptable without improvement.

Alternatives Discussion: (continued)

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

New Alignment – A new alignment was studied, with traffic to be maintained during construction on existing. Given that the alignment for SR 1203/SR 1412 is acceptable and higher impacts from the new alignment and an onsite detour, this alternative was eliminated from further consideration.

Agency Coordination and Comments:

US Fish and Wildlife Service

FWS did not identify any issues of concern

US Environmental Protection Agency

EPA did not identify any environmental issues of concern. They provided standard comments and requests that are normal to bridge replacement projects.

N.C. Division of Water Quality

DWQ provided standard comments and requests that are normal to bridge replacement projects.

Response: DOT will take all-appropriate measures to ensure that water quality standards are met and designated uses are not degraded or lost.

Corps of Engineers

The Corps indicated that the project is likely to impact streams and/or wetlands and advised that a permit authorization is needed.

Response: DOT will take all-appropriate measures to minimize any adverse impacts and would follow the normal procedures to obtain permits.

Wildlife Resources Commission - Lumber River State Park

Lumber River State Park is near the bridge, but there is no impact from the construction of the project. See attached email from Park Superintendent

National Park Service - Lumber River

The National Park Service has designated the Lumber River as a “National Wild & Scenic River” with a classification of “scenic”. Additionally, the State of North Carolina has the same classification for the river. Since it is not being used as a park, recreation area, wildlife and waterfowl refuge and is not a historic site, then Section 4(f) does not apply.

Coordinating with Southeast Region of Fisheries and Aquatic Resources indicated that they presently have no problems with the project. Once the type of permit is determined, they will review the project.

Public Involvement:

In May 2010, NCDOT sent a letter to all property owners affected directly by this project. No comments have been received to date. Accordingly, a Citizen's Information Workshop was determined unnecessary.

E. Threshold Criteria

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

<u>ECOLOGICAL</u>		<u>YES</u>	<u>NO</u>
(1)	Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<u>X</u>
(2)	Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	<u> </u>
(3)	Will the project affect anadromous fish?	<input 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"/>	<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>		<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"/>	<u>N/A</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

	<u>YES</u>	<u>NO</u>
(15) Will the project induce substantial impacts to planned growth or land use for the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(16) Will the project require the relocation of any family or business?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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"/>	<input checked="" type="checkbox"/>
(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(19) Will the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(20) Will the project substantially alter the usefulness and / or land use of adjacent property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(23) Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	<input checked="" type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(26) Is there substantial controversy on social, economic, or environmental grounds concerning the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	<input checked="" type="checkbox"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

- (29) Will the project affect any archaeological remains, which are important to history or pre-history? X
- (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)? X
- (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? X
- (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?

F. Additional Documentation Required for Unfavorable Responses in Part E

Response to Question 2:

As of January 31, 2008 the United States Fish and Wildlife Service (USFWS) lists four federally protected species for Hoke County and five federally protected species for Scotland County.

Federally protected species listed for Hoke and Scotland Counties

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
^{1 & 2} <i>Alligator mississippiensis</i>	American alligator	T (S/A)	No	Not Subject
^{1 & 2} <i>Lysimachia asperulaefolia</i>	Rough-leaved loosestrife	E	Yes	No Effect
¹ <i>Neonympha mitchellii francisci</i>	Saint Francis' satyr butterfly	E	No	No Effect
² <i>Oxypolis canbyi</i>	Canby's dropwart	E	No	No Effect
^{1 & 2} <i>Picoides borealis</i>	Red-cockaded woodpecker	E	Yes	No Effect
^{1 & 2} <i>Rhus michauxii</i>	Michaux's sumac	E	Yes	No Effect
^{1 & 2} <i>Schwalbea americana</i>	American chaffseed	E	Yes	No Effect

E – Endangered T(S/A) – Threatened by Similarity of Appearance

¹Hoke County ²Scotland County

Habitat requirements for each species are based on the current best available information as per referenced literature and USFWS correspondence.

American alligator

Habitat is not present and no alligators were seen.

Rough-leaved loosestrife

Habitat is present within parts of the power line areas. The pocosin area in the southwest quadrant is potential habitat since the area is game lands property and has been prescribed burned recently although the understory is still a bit dense and an area that is wetter within the powerline on the southeast side of the road. Surveys were conducted in these areas on June 9, 2014. No rough-leaved loosestrife was found. Surveys were also conducted in May 2010 with no species found. A review of NCNHP records on June 9, 2014 indicates no known rough-leaved loosestrife within 1.0 mile of the project study area.

Therefore, this project will have no effect on this species.

Saint Francis' satyr butterfly

Field surveys were conducted on May 4 and July 22, 2009. No suitable habitat was found within the project study areas and no St. Francis' satyrs were observed during the 12-person hours of survey time, it can be concluded that project construction will not impact this species

Red-cockaded woodpecker (RCW)

Foraging habitat exists in the study area in the northeast and southeast quadrants. Nesting habitat in the study area exists in the southeast quadrant also. These areas were surveyed on April 21, 2010 in addition to any nesting habitat within a half mile. No nesting habitat was located within the half mile survey on the north side. Two stands located on the south side within the half mile survey contained nesting habitat. Surveys were conducted but no RCW cavity trees were found. A review of NCNHP records on April 7, 2010 indicates no known RCW trees within 1.0 mile of the project study area.

Michaux's sumac

Good habitat exists within the powerline areas and areas between the roadside and the tree line where vegetation is mowed somewhat regularly and is open. Surveys were conducted June 9, 2014. No Michaux's sumac was found. A previous survey was also conducted in May 2010 with no species found. A review of NCNHP records on June 9, 2014 indicates no known Michaux's sumac within 1.0 mile of the project study area.

Therefore, this project will have no effect on this species

American chaffseed

Marginal habitat exists within parts of the powerline areas. Although the gamelands appear to be prescribed burned the understory is dense in most areas. The gamelands and under the powerline during this visit did not appear to have been burned in a couple years and was more dense than the last site visit in 2009. Surveys were conducted on June 9, 2014. No species were observed A previous survey was also conducted in May 2010 with no species found. A review of NCNHP records on June 9, 2014 indicates no known American chaffseed within 1.0 mile of the project study area.

Therefore, this project will not affect this species.

Response to Question 7:

Drowning Creek is designated High Quality Waters (HQW), therefore it will be subject to all Design Standards in Sensitive Watersheds.

Response to Question 13:

Hoke County is a participant in the National Flood Insurance Regular Program, administered by the Federal Emergency Management Agency (FEMA). The Hydraulic Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, the Division will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on **construction** plans.

Response to Question 32:

Lumber River (Drowning Creek) is designated High Quality Waters (HQW), therefore it will be subject to all Design Standards in Sensitive Watersheds.

G. CE Approval

TIP Project No.	<u>B-4967</u>
W.B.S. No.	<u>42286.1.1</u>
Federal Project No.	<u>BRZ-1203(2)</u>

Project Description:

The purpose of this project is to replace Hoke County Bridge No. 8, which is on the Scotland and Hoke county line, on SR 1412 / SR 1203 (Turnpike Road / Horace Waiter Road), over Lumber River (Drowning Creek). Bridge No. 8 is 211 feet long. The replacement structure will be a bridge approximately 225 feet in length providing a minimum 30' 6" clear deck width. The bridge will include two 11 foot lanes and 4' 3" offsets. The bridge length is based on preliminary design information and is set by hydraulic requirement. The roadway grade of the new structure will be approximately the same as the existing structure.

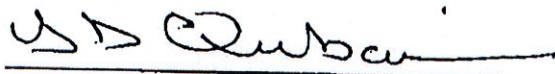
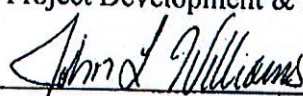
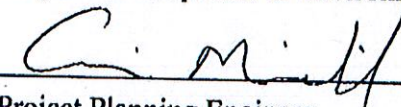
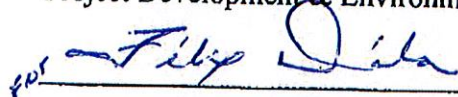
The approach roadway will extend approximately 175 feet from the west end of the new bridge and 225 feet from the east end. The approaches will be widened to include a 22 foot pavement width providing two 11 feet lanes. Six foot shoulders will be provided on both sides of the road, four feet paved and the remaining two feet turf. Shoulders will be nine feet where guardrail is included. The roadway will be designed using Sub-regional Tier guidelines with a 60 mile per hour design detor.

Traffic will be detoured off-site during construction (see Figure1).

Categorical Exclusion Action Classification:

 TYPE II(A)
 X TYPE II(B)

Approved:

<u>9-22-14</u>	
Date	Bridge Project Development Engineer Project Development & Environmental Analysis Unit
<u>9-22-14</u>	
Date	Project Engineer Project Development & Environmental Analysis Unit
<u>9-22-14</u>	
Date	Project Planning Engineer Project Development & Environmental Analysis Unit
<u>9-23-14</u>	
Date	John F. Sullivan, III, PE, Division Administrator Federal Highway Administration

PROJECT COMMITMENTS

Hoke County
Bridge No. 8 on SR 1203/SR 1412
Over Lumber River
Federal Aid Project No. BRZ-1203(2)
W.B.S. No. 40158.1.1
T.I.P. No. B-4967

Roadway Design – Bicycle Lanes

The design will provide a four feet paved shoulders on both sides of the road and a minimum of four feet offset on the bridge with bike-safe railings (two bar metal rail)

Division Eight – As Built Construction Plans

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structures and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Hydraulics Unit – FEMA Coordination

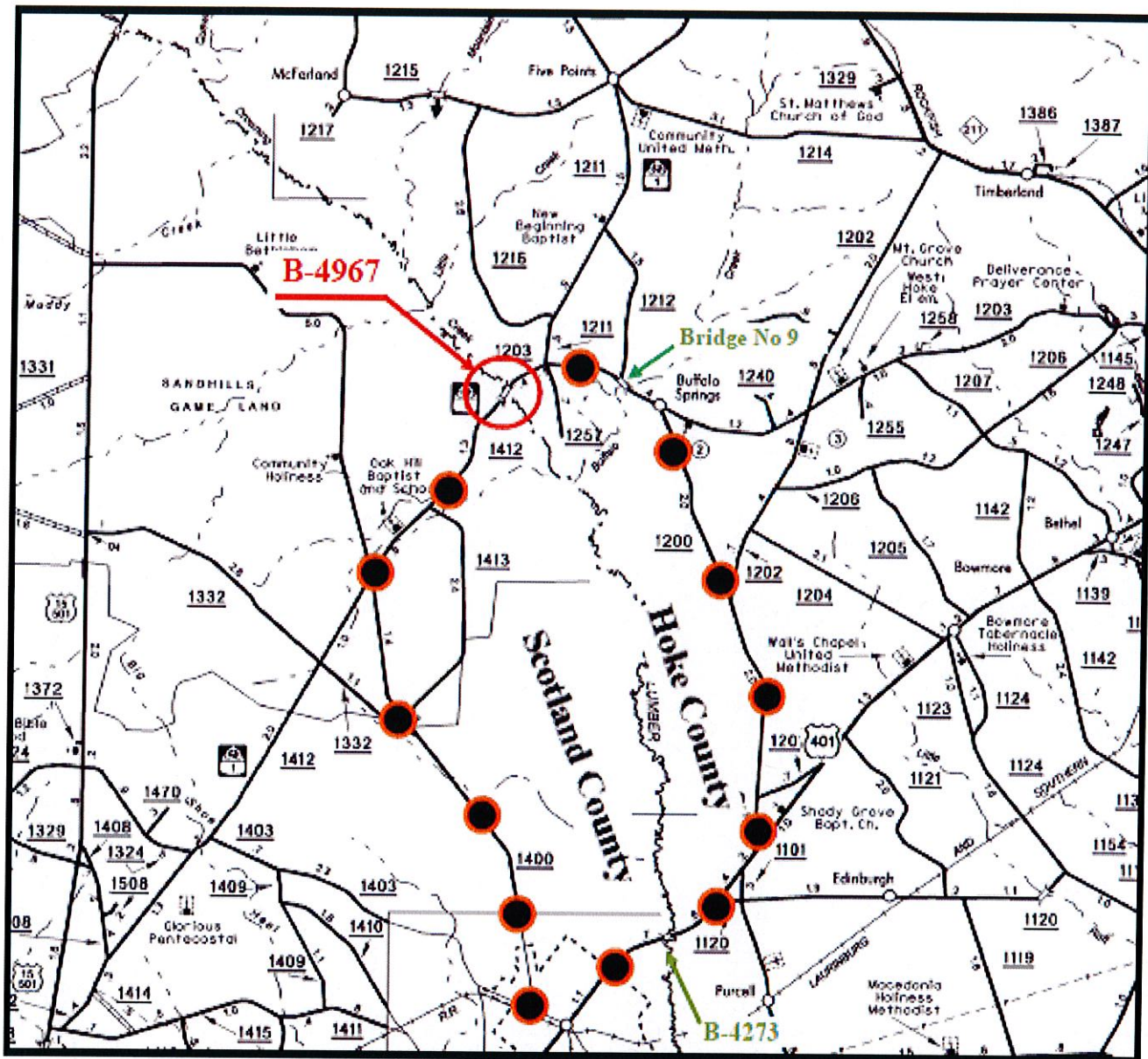
The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

Roadside Environmental Unit, Division Resident Engineer – Sensitive Watersheds

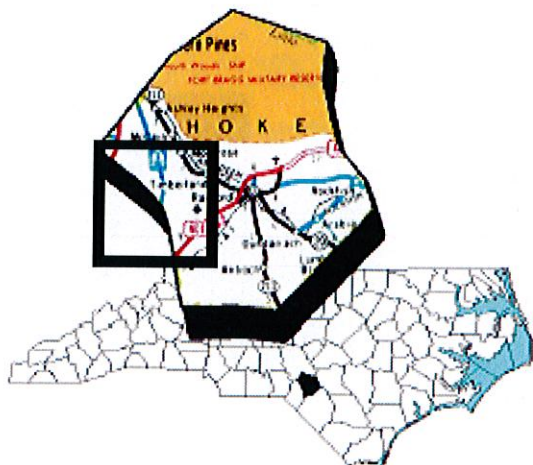
Drowning Creek is designated High Quality Waters (HQW), therefore it will be subject to all Design Standards in Sensitive Watersheds.


PDEA – National Park Service - Lumber River

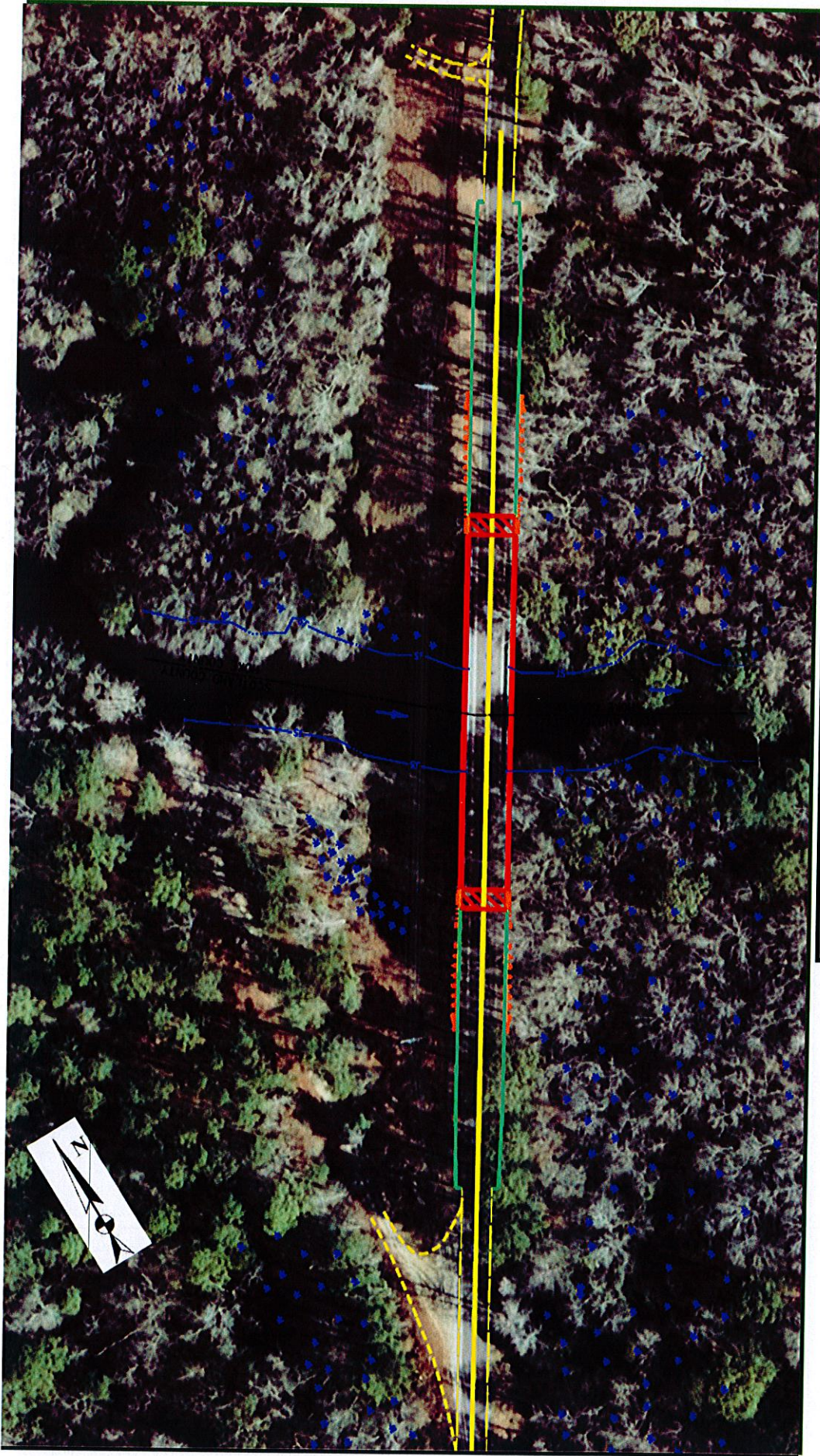
When the type of permit is determine, PDEA will coordinate with the National Park Service regarding the Lumber River, which is classified as National Wild & Scenic River.




 DETOUR ROUTE



	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH
	<p align="center"> SCOTLAND/HOKE COUNTY LINE REPLACE BRIDGE NO. 8 ON SR 1412 / SR 1203 OVER DROWNING CREEK B-4967 </p>
<p align="center">FIGURE 1</p>	



	<p>North Carolina Department of transportation Division of Highways PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>SCOTLAND AND HOKE COUNTY LINE REPLACE BRIDGE NO. 8 ON SR 1203/SR 1412 OVER LUMBER RIVER B-4967</p>	
<p>FIGURE 2</p>	

10-01-0014

NO SURVEY REQUIRED FORM

PROJECT INFORMATION

Project No: B-4967 County: Hoke/Scotland
 WBS No: 40158.1.1 Document: CE
 F.A. No: BRZ-1203(2) Funding: State Federal

Federal (USACE) Permit Required? Yes No Permit Type: Nationwide

Project Description:

Replace Bridge No. 8 on SR 1203/SR 1412 over Drowning Creek/Lumber River. Design plans (6/29/2010) show the bridge will be replaced with a new bridge along the east side of the existing bridge. The Area of Potential Effects (A.P.E.) is approximately 579 meters (1,900 feet) long and 30 meters (100 feet) wide. This includes an approximately 30-meter (100-foot) wide corridor that extends along the east side of the road for approximately 213 meters (700 feet) in each direction from the existing bridge.

SUMMARY OF CULTURAL RESOURCES REVIEW*Brief description of review activities, results of review, and conclusions:*

Review consisted of archaeological background research and visual examination of the Area of Potential Effects (A.P.E.). Background research shows the A.P.E. has not been previously reviewed or surveyed for archaeological sites, and there are no previously recorded sites in the vicinity. Examination of historic maps (1909, 1921, 1938, 1949) show the road and bridge have existed since 1909 at the latest, and no structures have been located in the A.P.E. since then. Examination of county soil surveys (the bridge is on the Hoke/Scotland County line) indicates the project will impact soils with little potential for archaeological sites on the south side of the existing bridge, and low to moderate potential on the north side.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

The A.P.E. in the southeast quadrant is swamp/wetlands from the bridge south for approximately 2.2 kilometers (1.3 miles). The soil types are Swamp, Johns loamy sand (somewhat poorly drained), and Rutlege loamy sand (very poorly drained). The A.P.E. in the northeast quadrant is wetlands from the bridge north for 150 meters (492 feet), and then a moderate slope up to a ridge top. The soil types are Johnston loam (poorly drained) next to the bridge and Vaucleuse loamy sand (well drained) beginning approximately 100 meters (321 feet) from the bridge. The area within 97 meters (320 feet) of the bridge has a low potential for archaeological sites, and the A.P.E. from there north has low to moderate potential.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Photocopy of County Survey Notes

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL**NO SURVEY REQUIRED**

Caleb Smith

7/21/2010

NCDOT Cultural Resources Specialist

Date

10-01-0014

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: B-4967 County: Hoke
 WBS No: 40158.1.1 Document: CE
 F.A. No. BRZ-1203(2) Funding: State Federal

Federal (USACE) Permit Required? Yes No Permit Type:

Project Description:

Replace Bridge No. 8 on SR 1203/SR 1412 over Lumber River.

SUMMARY OF CULTURAL RESOURCES REVIEW*Brief description of review activities, results of review, and conclusions:*

Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on February 23, 2010. Based on this review, there are no existing NR, SL, LD, SS, or DE properties in the Area of Potential Effects. Aerial photography and Hoke tax information revealed no structures exist within the APE. Google maps "street view" confirmed that no properties eligible for National Register Listing were identified historic structures/landscapes in the APE.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

There are no structures within the APE of this bridge replacement project. The Hoke County Tax Parcel Data is considered valid for the purposes of determining the likelihood of historic resources being present.

SUPPORT DOCUMENTATION

See attached: Map and Aerial Photograph

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL**NO SURVEY REQUIRED**


 NCDOT Cultural Resources Specialist

2/23/2010
 Date

Qubain, Joseph

From: Williams, John L
Sent: Monday, February 24, 2014 12:07 PM
To: Qubain, Joseph
Subject: FW: B-4967 Bridge on Turnpike Road over Lumber River

From: Lee, Neill
Sent: Thursday, February 20, 2014 9:35 AM
To: Williams, John L
Subject: RE: B-4967 Bridge on Turnpike Road over Lumber River

John,

Thanks for contacting me regarding this project and discussing it with me. As we discussed, with the conditions in your email being met, this project will not have any adverse effect on Lumber River State Park. Please let me know if I can provide any additional information.

Neill Lee, Park Superintendent
Lumber River State Park

E-mail correspondence to and from this address is subject to the North Carolina Public Record laws and may be disclosed to third parties unless the content is exempt by statute or other regulation.

From: Williams, John L
Sent: Tuesday, February 18, 2014 3:56 PM
To: Lee, Neill
Cc: Qubain, Joseph
Subject: B-4967 Bridge on Turnpike Road over Lumber River

Hi Neill,

As a follow-up to today's conversation, you indicated that you echoed the concerns of the Wildlife Resources Commission in that so long as we were able to:

- maintain at least the existing vertical and horizontal clearance for boaters with the new bridge
- and leave the privative boat access functional at the end of the project

then we have addressed the concerns of the Lumber River State Park.

If we are able to do that would you agree that our project does not have an adverse effect on the Lumber River State Park?

Another e-mail will follow this one with regard to another bridge replacement project over the Lumber River.

John Williams
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