

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	B-5166
W.B.S. No.	42342.1.1
Federal Project No.	<u>BRSTP-1300(9)</u>

A. Project Description:

The purpose of this project is to replace Granville County Bridge No. 138 on SR 1300 (Cornwall Rd.) over Grassy Creek. Bridge No. 138 is 106 feet long. The replacement structure will be a bridge approximately 110 feet long providing a minimum 30 foot-6 inch clear deck width. The bridge will include two 11-foot lanes and 4 foot-3 inch offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

The approach roadway will extend approximately 375 feet from the south end of the new bridge and 400 feet from the north end of the new bridge. The approaches will be widened to include a 22-foot pavement width providing two 11-foot lanes. Four-foot paved shoulders and two-foot grass shoulders will be provided on each side, for a total of 6-foot shoulder width (9-foot shoulders where guardrail is included). The roadway will be designed as a Rural Minor Collector using Sub-Regional Tier Guidelines with a 60 mile per hour design speed.

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

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 138 has a sufficiency rating of 42.74 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to a deck condition of 4 out of 9 and a superstructure condition appraisal of 5 out of 9 according to Federal Highway Administration (FHWA) standards.

The deck overhangs are cracked, spalled and deteriorated with exposed rebar up to 8" deep at all of the deck scuppers and ends of spans at expansion joints. The deck underside has transverse and map cracking in all bays with heavy deposits of efflorescence seepage scattered throughout the underside. Additionally, curbs are scaled with up to 4" deep deterioration and spalling along the full length of both curbs in all spans with some areas of exposed rebar.

The superstructure condition is also deteriorating due to the fact that all end diaphragms are cracked with heavy efflorescence leakage. Wood shoring has been placed under all end diaphragms at bent 1 and bent 2. Overhang diaphragms are cracked with heavy efflorescence leakage and spalled.

C. Proposed Improvements:

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

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
 - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - b. Widening roadway and shoulders without adding through lanes
 - c. Modernizing gore treatments
 - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
 - e. Adding shoulder drains
 - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - g. Providing driveway pipes
 - h. Performing minor bridge widening (less than one through lane)
 - i. Slide Stabilization
 - j. Structural BMP's for water quality improvement

2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
 - a. Installing ramp metering devices
 - b. Installing lights
 - c. Adding or upgrading guardrail
 - d. Installing safety barriers including Jersey type barriers and pier protection
 - e. Installing or replacing impact attenuators
 - f. Upgrading medians including adding or upgrading median barriers
 - g. Improving intersections including relocation and/or realignment
 - h. Making minor roadway realignment
 - i. Channelizing traffic
 - j. Performing clear zone safety improvements including removing hazards and flattening slopes
 - k. Implementing traffic aid systems, signals, and motorist aid
 - l. Installing bridge safety hardware including bridge rail retrofit

3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
 - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
 - b. Rehabilitating or replacing bridge decks
 - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
 - d. Replacing a bridge (structure and/or fill)

4. Transportation corridor fringe parking facilities.

5. Construction of new truck weigh stations or rest areas.

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

D. Special Project Information:

The estimated costs, based on 2015 prices, are as follows:

Structure	\$ 416,000
Roadway Approaches	301,000
Structure Removal	38,000
Misc. & Mob.	147,000
Eng. & Contingencies	148,000
Total Construction Cost	\$ 1,050,000
Right-of-way Costs	21,000
Right-of-way Utility Costs	53,212
Total Project Cost	\$ 1,124,212

Estimated Traffic:

Current	-	1,146 vpd
Year 2037	-	1,762 vpd
TTST	-	4%
Dual	-	4%

Accidents: Traffic Engineering has evaluated a recent ten year period and found four 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 1300 is designated as a Local Bicycle Route and bicycle accommodations will be provided. To meet this requirement, 4 foot paved shoulders on the approaches, 4 foot-3 inch bridge offsets and 2 bar metal bridge rail has been added to the design of this project. Permanent and/or temporary pedestrian accommodations are not required for this project.

Bridge Demolition:

Bridge No. 138 includes a superstructure composed of reinforced concrete deck on I-beams and can be removed by standard techniques with no resulting fill. The end bents, composed of reinforced concrete caps on timber piles, can also be removed with standard practices not resulting in any fill. The interior bents, reinforced concrete piers and beam, will require fill.

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 1300.

Rehabilitation – The Bridge was constructed in 1949 and the reinforced concrete components within the bridge deck are reaching the end of their useful life. Rehabilitation would require replacing the reinforced concrete deck components which would constitute effectively replacing the bridge.

Offsite Detour – Bridge No. 138 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 1410 (Oak Hill Rd.), SR 1412 (Dick Blackwell Rd.), SR 1415 (Mountain Creek Rd.), and SR 1418 (Johnnie Daniel Rd.). The majority of traffic on the road is through traffic. The detour for the average road user would result in 5 ½ minutes additional travel time (5.1 miles additional travel). Less than 6 month duration of road closure is expected on this project.

Based on the Guidelines, the criteria above indicate that an off-site detour is an acceptable alternative. Granville County Emergency Services along with Granville County Schools Transportation have also indicated that the detour is acceptable. NCDOT Division 5 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 1300 is acceptable, a new alignment was not considered as an alternative.

Public Involvement:

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

E. Threshold Criteria

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

<u>ECOLOGICAL</u>		<u>YES</u>	<u>NO</u>
(1)	Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<u>X</u>
(2)	Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	_____
(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 type="checkbox"/>	<u>X</u>
(8)	Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<u>X</u>
(9)	Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<u>X</u>
<u>PERMITS AND COORDINATION</u>		<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>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"/>	_____
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | |
|------|---|--------------------------|----------|
| (30) | Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | <u>X</u> |
| (31) | Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? | <input type="checkbox"/> | <u>X</u> |
| (32) | Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers? | <input type="checkbox"/> | <u>X</u> |

F. Additional Documentation Required for Unfavorable Responses in Part E

Response to Question 2:

As of March 25, 2015, the United States Fish and Wildlife (USFWS) lists three federally protected species for Granville County. A brief description of each species' survey results follows, along with the Biological Conclusion rendered based on the surveys in the study area (Figure 2).

Dwarf wedgemussel

Biological Conclusion: No Effect

The November 12, 2009 freshwater mussel survey memorandum concluded no effect, but recommended re-survey in two years. Based on this recommendation, a re-survey request was submitted and a determination was made that, since this project is in the Roanoke Basin, a re-survey will not be required.

Harperella

Biological Conclusion: No Effect

A plant-by-plant survey was performed on August 4, 2009 by NCDOT biologists Rachelle Beauregard, Sara Easterly, Jim Mason, and James Pflaum. No individuals were observed within the project study area. Minimal and marginal habitat was present within Grassy Creek and Stream SB. Much of Grassy Creek contained substantial amounts of water and was slow-moving. Signs of beaver activity were observed, which may have contributed to the state of the main creek. Some shoals and small islands were present, but they lacked rocky or sandy habitat. Re-surveys were completed by Ecological Engineering consultants on July 10, 2015. Habitat was present, but no specimens of targeted plants were observed within the study area. In addition to the surveys, a review of the North Carolina Natural Heritage Program (NCNHP) database (last updated in August 2015) revealed no known occurrences of this species within 1.0 mile of the project. Based on the survey results and the lack of known occurrences within 1.0 mile of the project, a biological conclusion of No Effect has been rendered for this species.

Smooth coneflower

Biological Conclusion: No Effect

A plant-by-plant survey was performed on August 4, 2009 by NCDOT biologists Rachelle Beauregard, Sara Easterly, Jim Mason, and James Pflaum. Habitat was present within the study area along the roadsides, field edges, and within the power line ROW. Complementary prairie species, such as common quinine and kidney-leaved rosinweed, were identified. However, no coneflower individuals were observed within the project study area. Re-surveys were completed by Ecological Engineering consultants on July 10, 2015. Habitat was present, but no specimens of target plants were observed within the study area. In addition to the surveys, a review of the NCNHP database (last updated in August 2015) revealed no known occurrences of this species within 1.0 mile of the project. Based on the survey results and the lack of known occurrences within 1.0 mile of the project, a biological conclusion of No Effect has been rendered for this species.

Northern long-eared bat

Biological Conclusion: May Affect, Likely to Adversely Affect

The US Fish and Wildlife Service have developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program in Divisions 1-8 is "May Affect, Likely to Adversely Affect." The PBO will provide incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Granville County, where B-5166 is located.

Response to Question 13:

This project is expected to qualify for an MOA, will coordinate with FMP to determine the status of MOA.

G. CE Approval

TIP Project No.	<u>B-5166</u>
W.B.S. No.	<u>42342.1.1</u>
Federal Project No.	<u>BRSTP-1300(9)</u>

Project Description:

The purpose of this project is to replace Granville County Bridge No. 138 on SR 1300 (Cornwall Rd.) over Grassy Creek. Bridge No. 138 is 106 feet long. The replacement structure will be a bridge approximately 110 feet long providing a minimum 30 foot-6 inch clear deck width. The bridge will include two 11-foot lanes and 4 foot-3 inch offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

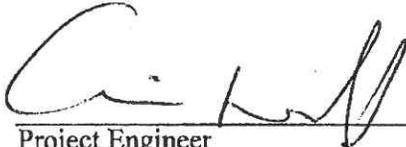
The approach roadway will extend approximately 375 feet from the south end of the new bridge and 400 feet from the north end of the new bridge. The approaches will be widened to include a 22-foot pavement width providing two 11-foot lanes. Four-foot paved shoulders and two-foot grass shoulders will be provided on each side, for a total of 6-foot shoulder width (9-foot shoulders where guardrail is included). The roadway will be designed as a Rural Minor Collector using Sub-Regional Tier Guidelines with a 60 mile per hour design speed.

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

Categorical Exclusion Action Classification:

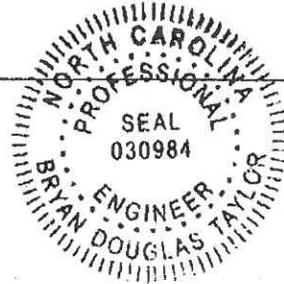
 TYPE II(A)
 X TYPE II(B)

Approved:

10/9/15 
Date Project Engineer
Project Development & Environmental Analysis Unit

10/9/15 
Date Project Planning Engineer
Project Development & Environmental Analysis Unit

10/9/15 
Date Consultant Project Manager
Stewart, Inc.



For Type II(B) projects only:

10/9/15 
Date John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

PROJECT COMMITMENTS

Replacement of Bridge No. 138 on
SR 1300 over Grassy Creek Granville County
WBS No. 42342.1.1
Federal-Aid Project BRSTP-1300(9)
TIP Project B-5166

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

Hydraulic Unit:

- This project is expected to qualify for an MOA, will coordinate with FMP to determine the status of MOA.

Division 5:

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

November 12, 2009

Memorandum to: Jim Mason, Project Manager
Natural Environment Unit

From: Heather Renninger, Environmental Specialist
Natural Environment Unit, Biological Surveys Group

Subject: Freshwater mussel survey report for proposed replacement of bridge No.138 over Grassy Creek, Granville County on SR 1300 (Cornwall Road); TIP # B-5166.

The North Carolina Department of Transportation proposes to replace Bridge No. 138 over Grassy Creek in Granville County on SR 1300 (TIP B-5166). Grassy Creek is located in the Roanoke River basin. From the project site, Grassy Creek flows approximately 5 miles until its waters become impounded as part of Kerr Lake.

The dwarf wedgemussel (*Alasmidonta heterodon*) is listed by the United States Fish and Wildlife Service (USFWS) as potentially occurring in Granville County. The dwarf wedgemussel occurs in two river basins in North Carolina: the Tar and the Neuse River basins. Populations of dwarf wedgemussels typically occur in creeks and river areas with a slow to moderate current and sand, gravel, or firm silt bottoms. Water in these areas must be well-oxygenated. Stream banks in these areas are generally stable with extensive root systems holding soils in place. The dwarf wedgemussel records for Granville County are both considered "current", and are located in the Tar River basin. The dwarf wedgemussel is not known to occur in the Roanoke River basin.

Prior to conducting in-stream surveys, a review of the North Carolina Natural Heritage Program (NHP) database was conducted (July 14, 2009) to determine if there were any records of rare mussels within the proposed project study area or receiving waters. **This review indicated that there are no known occurrences of the federally protected dwarf wedgemussel within the project study area or in Grassy Creek.** The closest occurrence of the dwarf wedgemussel is from Shelton Creek in the Neuse River basin (subbasin 030301) which is over 10 miles from the project site. The project site is located in Roanoke subbasin 030206.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
NATURAL ENVIRONMENT UNIT
1598 MAIL SERVICE CENTER
RALEIGH NC 27699-1598

TELEPHONE: 919-431-2000

FAX: 919-431-2002

WEBSITE: WWW.NCDOT.ORG

LOCATION:
ENVIRONMENTAL RESOURCE CENTER
4701 ATLANTIC AVENUE, SUITE 116
RALEIGH NC 27604

A mussel survey was conducted on July 21, 2009 by NCDOT biologists Neil Medlin (Permit No. NC-2009-30), Heather Renninger, Jared Gray, and Anne Burroughs. Mussel surveys were conducted from a point approximately 400 meters downstream of the project crossing to a point approximately 100 meters upstream and totaled 8 person-hours. The survey was conducted by wading in the creek while using visual (batiscope) and tactile methods to survey for mussels.

At the SR 1300 bridge crossing, Grassy Creek was 8 meters wide, with banks 1 meter high, showing some erosion. On the day of the site visit, the overall water depth was very shallow; with 90% of the stream reach less than 2 feet in depth. The creek contained runs and pools with normal substrate compactness. The substrate above and below the bridge was dominated by cobble, but bedrock and gravel were subdominant. The riparian buffer was moderate with natural areas, active crops, and rural land use in surrounding areas. In general, the instream habitat available in Grassy Creek contained patchy habitat due to large areas of rocky substrate. **However, many freshwater mussels were found in 8-person hours of survey time.** Approximately 97 *Elliptio complanata* and two *Pyganodon cataracta* were located during the survey.

As a result of this survey, as well as the physical characteristics of the creek, and a review of GIS and NHP data, it appears that the dwarf wedgemussel does not exist in the project vicinity. **Therefore, the biological conclusion for dwarf wedgemussel for B-5166 in Grassy Creek is "No Effect"**. However, suitable habitat was present. Additional surveys of the project site should be conducted in two years to insure the mussel is not present.

cc: Tracy Walter, Project Manager, Bridge Engineering Unit



1151 SE Cary Parkway, Suite 101
Cary, North Carolina 27518
(919) 557-0929

July 10, 2015

MEMORANDUM TO: James Mason – NCDOT ECAP

FROM: David Cooper – Ecological Engineering, LLP

SUBJECT: Protected Species Update for TIP No. B-5166
Granville County
Bridge No. 138 on SR 1300 (Cornwall Road) over Grassy Creek

This memo serves to update the status of federally protected species for the above-referenced project.

Species: smooth coneflower (*Echinacea laevigata*), harperella (*Ptilimnium nodosum*)

Survey Date: 7/10/2015

Survey Information: Surveyed for smooth coneflower and harperella on 6/10/2015. Habitat present within study area, but no specimens of targeted plants observed within study area. No known occurrences within 1.0 mile per NCNHP records dated April 2015.

Length of Survey: 5 Person Hours

Biological Conclusion: No Effect, but Habitat Present

Principal Investigators:

David Cooper, Environmental Scientist – Ecological Engineering, LLP
Heather Smith, Environmental Scientist/LSSIT – Ecological Engineering, LLP

If you have any questions, please contact David Cooper at dcooper@ecologicaleng.com or (919) 557-0929.



RECEIVED
Division of Highways

JUN - 9 2009

Preconstruction
Project Development and
Environmental Analysis Branch

North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

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

June 5, 2009

MEMORANDUM

TO: Tracy Walter
Project Development and Environmental Analysis
NCDOT Bridge Unit

FROM: Peter Sandbeck *ADR for Peter Sandbeck*

SUBJECT: Bridge 138 on SR 1300 over Grassy Creek, B-5166, Granville County, ER 09-1294

Thank you for your letter of May 29, 2009, concerning the above project.

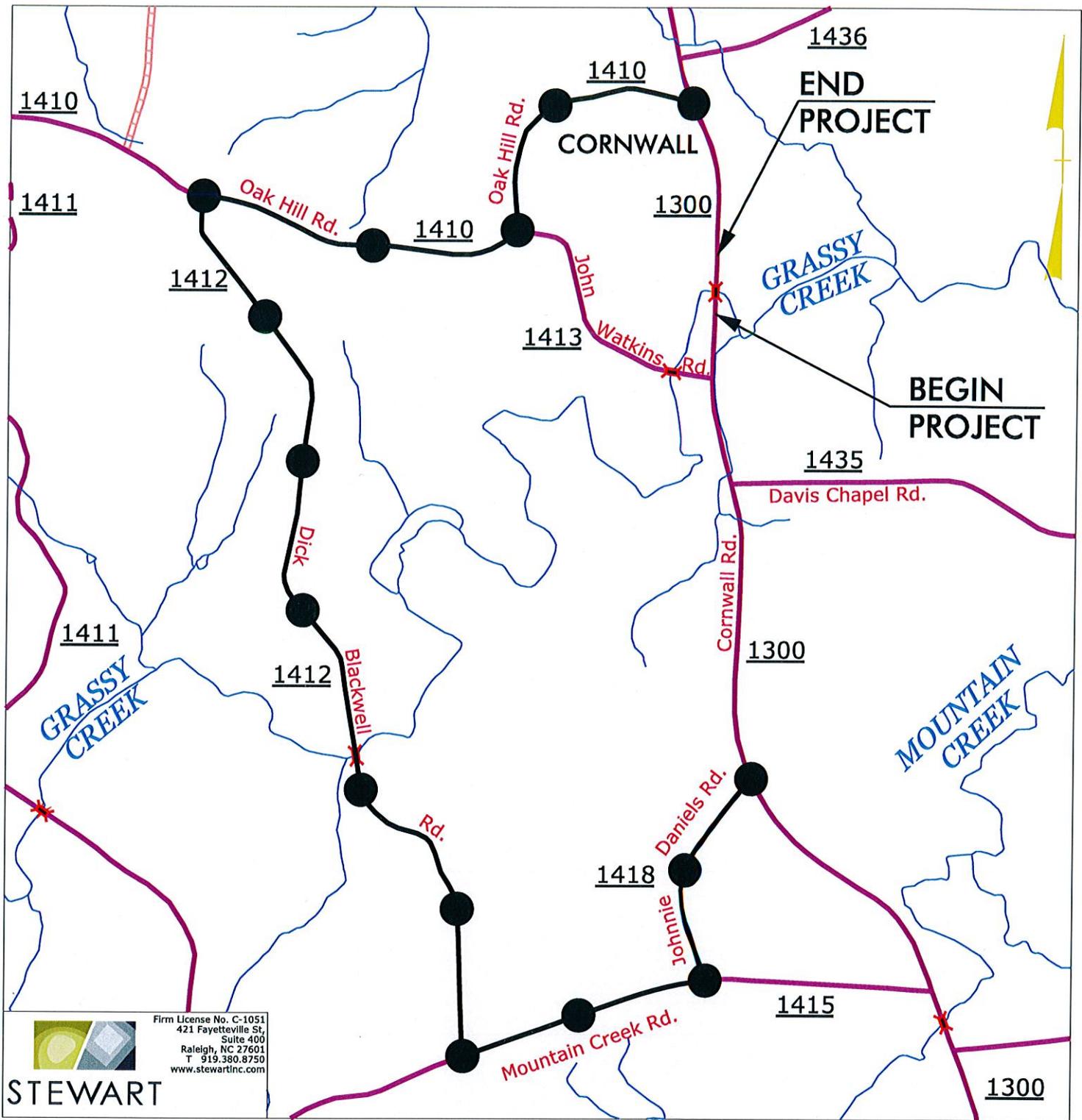
There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that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

The Adoniram Masonic Lodge, GV 101, a National Register-listed property, is located in the general vicinity of the project area. The project as proposed will not adversely effect this property. However, if the APE for the project changes, please notify our office for further review.

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

cc: Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT



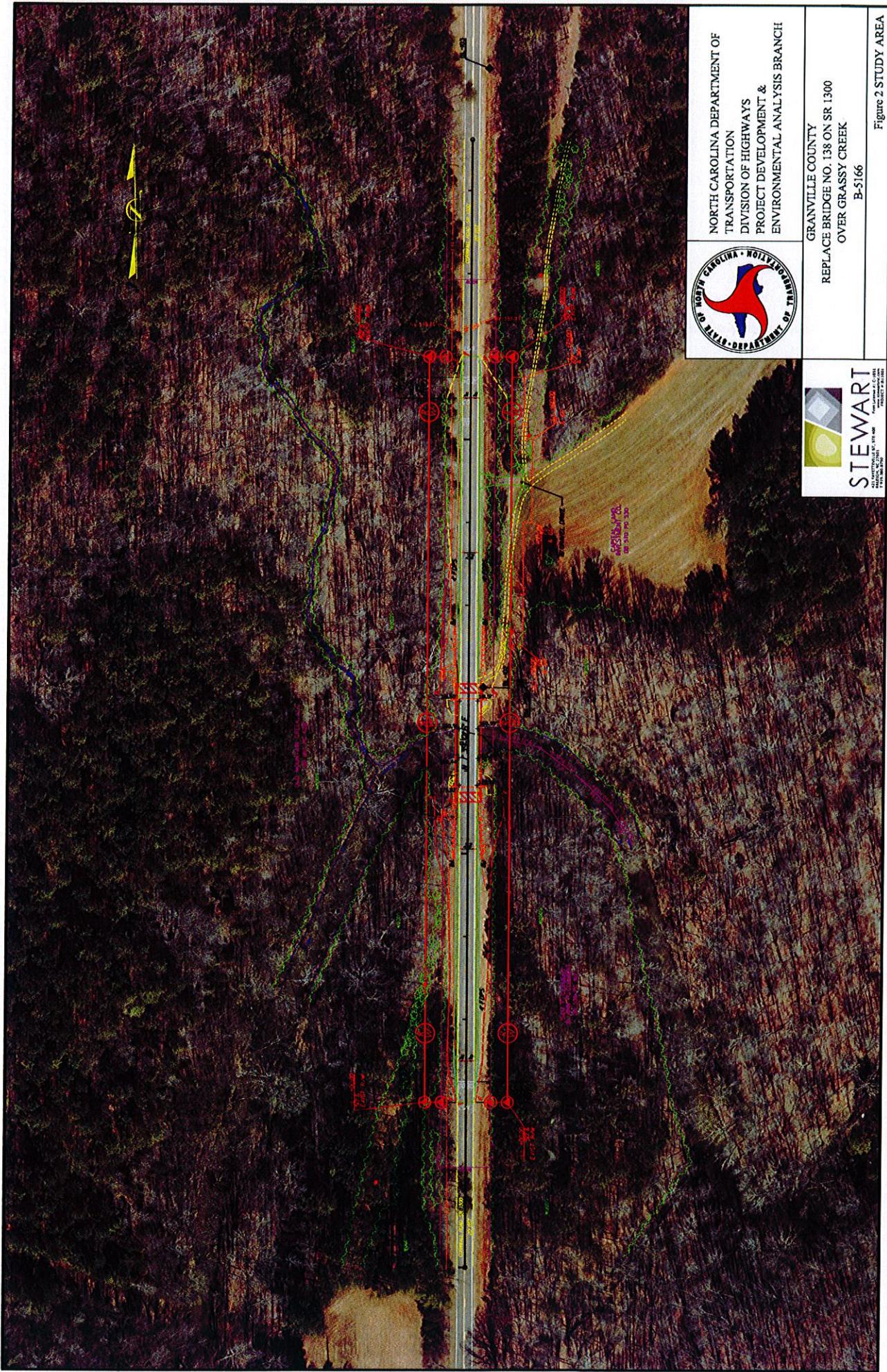
● — ● Denotes off-site detour



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

GRANVILLE COUNTY
REPLACE BRIDGE NO. 138 OVER
GRASSY CREEK ON SR 1300
B-5166

Figure 1



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



GRANVILLE COUNTY
 REPLACE BRIDGE NO. 138 ON SR 1300
 OVER GRASSY CREEK
 B-5166


STEWART
 ENGINEERS, ARCHITECTS & PLANNERS
 1000 W. HARRIS STREET, SUITE 100
 WARRINGTON, NC 27581
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 FAX: 919.781.1101
 WWW.STEWART-PA.COM

Figure 2 STUDY AREA