

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>B-5300</u>
W.B.S. No.	<u>46000.1.1</u>
Federal Project No.	<u>BRSTP-0264(53)</u>

A. Project Description:

The purpose of this project is to replace Beaufort County Bridge No. 55 on US 264 over Pantego Creek. Bridge No. 55 is 75 feet long. The replacement structure will be a bridge approximately 96 feet long providing a minimum 39-foot 6-inch deck width. The bridge will include two 12-foot lanes, 2-foot 3-inch offsets, and a 5-foot 6-inch sidewalk on both sides. 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 230 feet from the southern end of the new bridge and 174 feet from the northern end of the new bridge. The approaches will be widened to include a 24-foot 6-inch pavement width providing two 12-foot lanes. This will be a curb and gutter section with sidewalks tying into the existing sidewalks in the southeast quadrant only. The roadway will be designed as an Arterial Route using Sub Regional Tier guidelines with a 30 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. 55 has a sufficiency rating of 6 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to superstructure condition appraisal of 4 out of 9 and a substructure condition appraisal of 4 out of 9 according to Federal Highway Administration (FHWA) standards. The bridge also meets the criteria for functionally obsolete due to structural appraisal of 3 out of 9 and a deck geometry appraisal of 3 out of 9.

The substructure of Bridge No. 55 has timber elements that are sixty-four 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. 55 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable

maintenance activities; therefore the bridge is approaching the end of its useful life.

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 & Approach Slabs	\$ 516,000
Roadway Approaches	271,000
Structure Removal	39,000
Misc. & Mob.	138,000
Eng. & Contingencies	136,000
Total Construction Cost	\$1,100,000
Right-of-way Costs	73,000
Utility Costs	88,000
Total Project Cost	\$1,261,000

**Estimated Traffic:**

Current (2014)-	4070 vpd
Year 2035 -	6900 vpd
TTST -	8%
Dual -	6%

**Accidents:** Traffic Engineering has evaluated a recent three year period and there were no accidents occurring in the vicinity of the project.

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

**Pedestrian and Bicycle Accommodations:** This portion of US 264 is not a part of a designated bicycle route nor is it listed in the Transportation Improvement Program (TIP) as a bicycle project. Five-foot six inch sidewalks will accommodate pedestrian traffic on both sides of the bridge. The sidewalk will tie into the existing sidewalk in the southeast quadrant.

**Bridge Demolition:** Bridge No. 55 is constructed entirely of timber, concrete, 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 US 264.

**Rehabilitation** – The bridge was constructed in 1950 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. 55 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 1621/1628 (Swamp Road), SR 1626 (Wilkinson Station Road), and SR 1625 (Swindell Road)/ NC 99 (Pungo Road). The majority of traffic on the road is through traffic. The detour for the average road user would result in 10 minutes additional travel time 6.8 miles additional travel). Up to a 10 month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that the preference of an offsite detour but with now stronger evaluation of other project variables. In this case, Beaufort County Emergency Services along with Beaufort County Schools Transportation have indicated that an offsite detour is acceptable. There is the Pantego Volunteer Fire Department in the vicinity but coordination with department indicates that it will not be substantially affected by the detour. NCDOT Division 2 has indicated that the condition of all roads, bridges and intersections along the detour are acceptable without improvement and concur with the use of the detour.

The proposed action will impact the Pantego Town Park with a temporary construction easement. The Town of Pantego agrees with using a temporary construction easement at Pantego Town Park and a Section 4(f) does not apply. The Town of Pantego agreement letter is located in Appendix B. The temporary construction easement will not have any permanent or adverse changes to the activities or features of the park. Section 4(f) of the USDOT Act of 1966 stipulates that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply: (1.) There is no feasible and prudent alternative to the use of land. (2.) The action includes all possible planning to minimize harm to the property resulting from use.

**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 US 264 is acceptable, a new alignment was not considered as an alternative.

**Other Agency Comments:**

The N.C. Marine Fisheries, in a letter dated January 27, 2012, noted that Pantego Creek is designated as an Anadromous Fish Spawning Area (AFSA). An in-water work moratorium is requested from February 15<sup>th</sup> to June 30<sup>th</sup>.

**Response:** NCDOT will impose a moratorium from February 15<sup>th</sup> to June 30<sup>th</sup> for all in-water work activities.

The U.S. Fish & Wildlife Service, the N.C. Division of Water Quality, the Army Corps of Engineers, and the Division of Coastal Management had no special concerns for this project.

**Public Involvement:**

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

E. Threshold Criteria

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

<u>ECOLOGICAL</u>	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Will the project affect anadromous fish?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(5) Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(7) Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PERMITS AND COORDINATION

YES

NO

- |      |  |                                     |                                     |
|------|--|-------------------------------------|-------------------------------------|
| (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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (11) | Does the project involve Coastal Barrier Resources Act resources?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (12) | Will a U. S. Coast Guard permit be required?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (13) | Could the project result in the modification of any existing regulatory floodway?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (14) | Will the project require any stream relocations or channel changes?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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"/>            | <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? | <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 type="checkbox"/>            | <u>  X  </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 2:** Habitat for the West Indian manatee is present in Pantego Creek. A review of NCNHP records, updated October 15, 2014, indicates there are no known occurrences of the West Indian manatee within 1.0 mile of the study area. The biological conclusion is "May Affect – Not Likely to Adversely Affect." Special project commitments are included in the attached Project Commitment Sheet.

**Response to Question 3:** Pantego Creek is designated an Anadromous Fish Spawning Area (AFSA). NC Division of Marine Fisheries has recommended an in-water work moratorium from February 15<sup>th</sup> to June 30<sup>th</sup>.

**Response to Question 10:** This portion of Pantego Creek is in an Area of Environmental Concern (AEC) and therefore a CAMA permit will be required.

**Response to Question 13:** Beaufort County is a participant in the Federal Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). The project is within a flood hazard zone, which is within a Redelineated Detailed Flood Study, having a 100-year floodway. 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 30:** Pantego Town Park is adjacent to Bridge No.55 in the northwest quadrant along US 264. A temporary construction easement will be required within the area of park to replace the existing structure. The temporary construction easement will not have any permanent or adverse changes to the activities or features of the park. The Town of Pantego has given NCDOT permission to use temporary construction easement in the park during construction. See letter in Appendix B. FHWA has determined that the temporary construction easement does not constitute a "use" under Section 4(f) of the USDOT Act.

G. CE Approval

TIP Project No.	<u>B-5300</u>
W.B.S. No.	<u>46000.1.1</u>
Federal Project No.	<u>BRSTP-0264(53)</u>

Project Description:

The purpose of this project is to replace Beaufort County Bridge No. 55 on US 264 over Pantego Creek. Bridge No. 55 is 75 feet long. The replacement structure will be a bridge approximately 96 feet long providing a minimum 39-foot 6-inch deck width. The bridge will include two 12-foot lanes, 2-foot 3-inch offsets, and a 5-foot 6-inch sidewalk on both sides. 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.

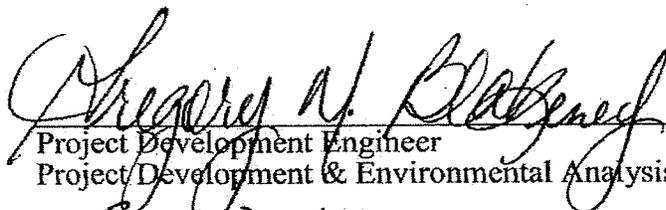
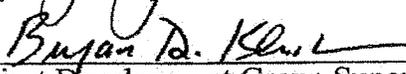
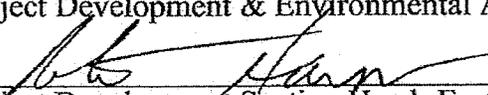
The approach roadway will extend approximately 230 feet from the southern end of the new bridge and 174 feet from the northern end of the new bridge. The approaches will be widened to include a 24-foot 6-inch pavement width providing two 12-foot lanes. This will be a curb and gutter section with sidewalks tying into the existing sidewalks in the southeast quadrant only. The roadway will be designed as an Arterial Route using Sub Regional Tier guidelines with a 30 mile per hour design speed.

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

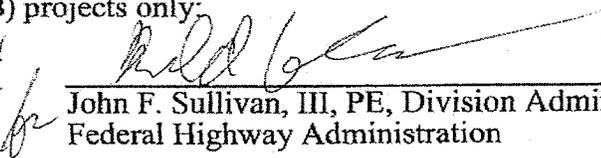
Categorical Exclusion Action Classification:

       TYPE II(A)  
  X   TYPE II(B)

Approved:

<u>10/30/14</u> Date	<u></u> Project Development Engineer Project Development & Environmental Analysis Unit
<u>10-30-14</u> Date	<u></u> Project Development Group Supervisor Project Development & Environmental Analysis Unit
<u>10/30/14</u> Date	<u></u> Project Development Section Head- Eastern Region Project Development & Environmental Analysis Unit

For Type II(B) projects only:

<u>10/31/14</u> Date	<u></u> John F. Sullivan, III, PE, Division Administrator Federal Highway Administration
-------------------------	--

## **PROJECT COMMITMENTS:**

**Beaufort County**  
**Bridge No. 55 on US 264 over Pantego Creek**  
**Federal Aid Project No. BRSTP-0264(53)**  
**W.B.S. No. 46000.1.1**  
**T.I.P. No. B-5300**

All standard procedures and measures, including NCDOT's Best Management Practices for Protection of Surface Waters, Guidelines for Best Management Practices for Bridge Demolition and Removal, will be implemented, as applicable, to avoid or minimize environmental impacts. The following special commitments have been agreed to by NCDOT:

### ***Division 2 Construction:***

In order to allow Emergency Management Services (EMS) time to prepare for road closure, the NCDOT Resident Engineer will notify the Director of the Beaufort County EMS at (252) 946-2046 of the bridge removal 30 days prior to road closure.

In order to allow Beaufort County Schools to prepare for road closure, the NCDOT Resident Engineer will notify the Transportation Director at (252) 946-6209 of the bridge removal 30 days prior to road closure.

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.

Pantego Creek is designated as an Anadromous Fish Spawning Area; therefore an in-water work moratorium shall be in place from February 15<sup>th</sup> to June 30<sup>th</sup>.

Due to potential habitat for the West Indian manatee and the biological conclusion of "May Affect – Not Likely to Adversely Affect", construction activities should adhere to the guidelines outlined in Precautions for Construction in Areas Which May Be Used by the West Indian Manatee in North Carolina (2003 USFWS).

### ***Hydraulic Unit – FEMA Coordination:***

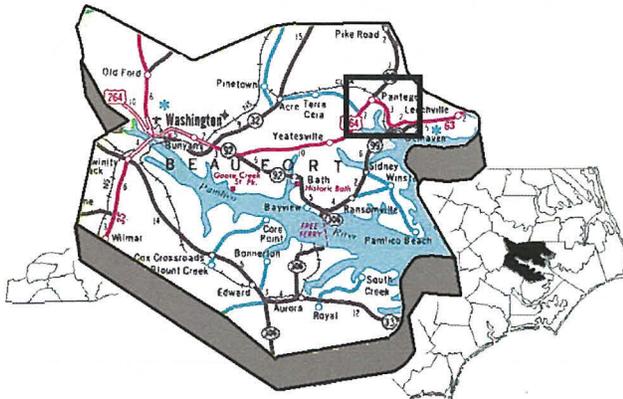
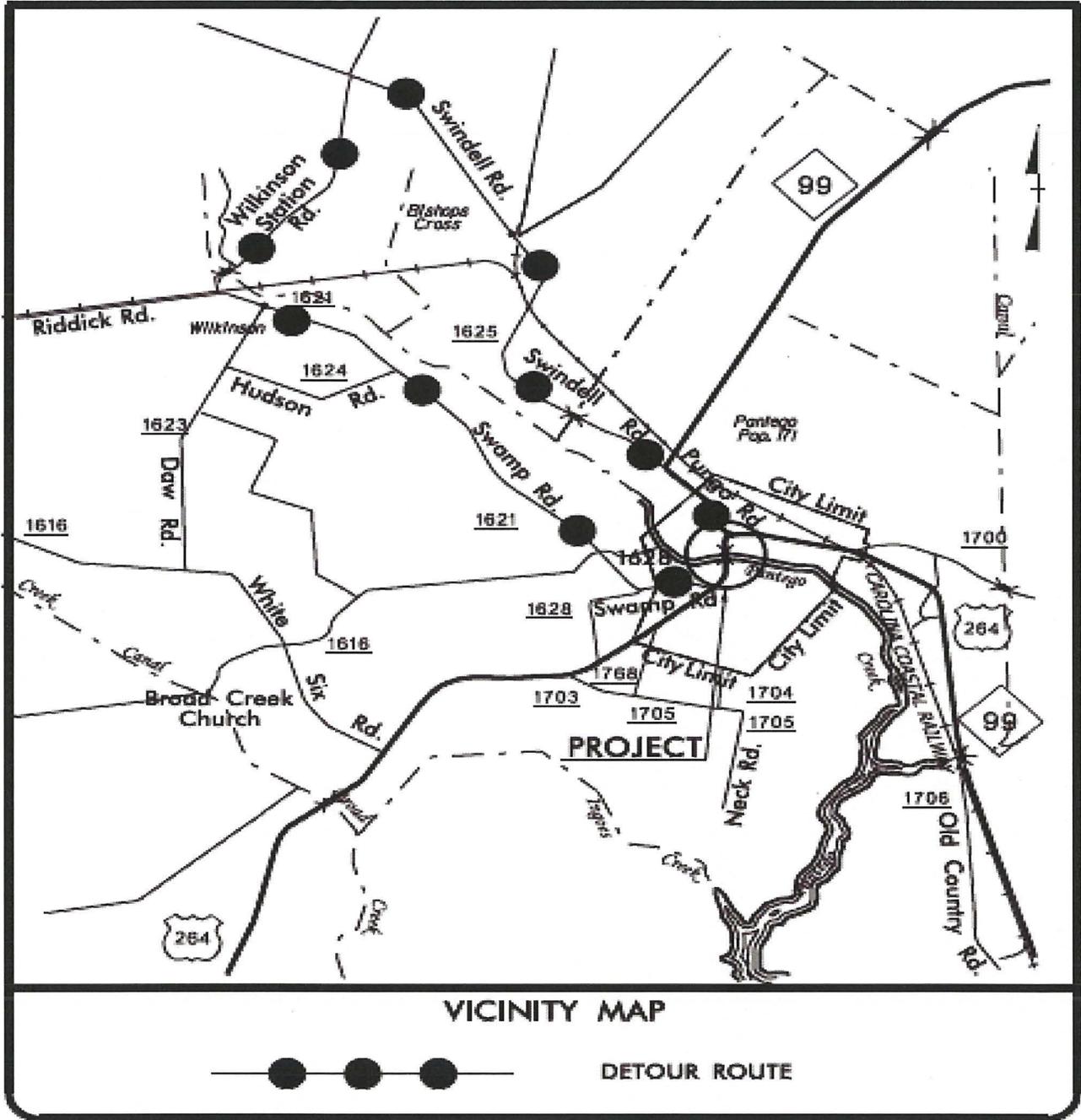
The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

***Hydraulic Design Unit, Natural Environment Section, Roadside Environmental Unit:***

This project is subject to NC Division of Water Quality Riparian Buffer Rules for the Tar-Pamlico River Basin. Sedimentation and erosion control measures shall adhere to Design Standards in Sensitive Watersheds.

# Appendix A

Figures



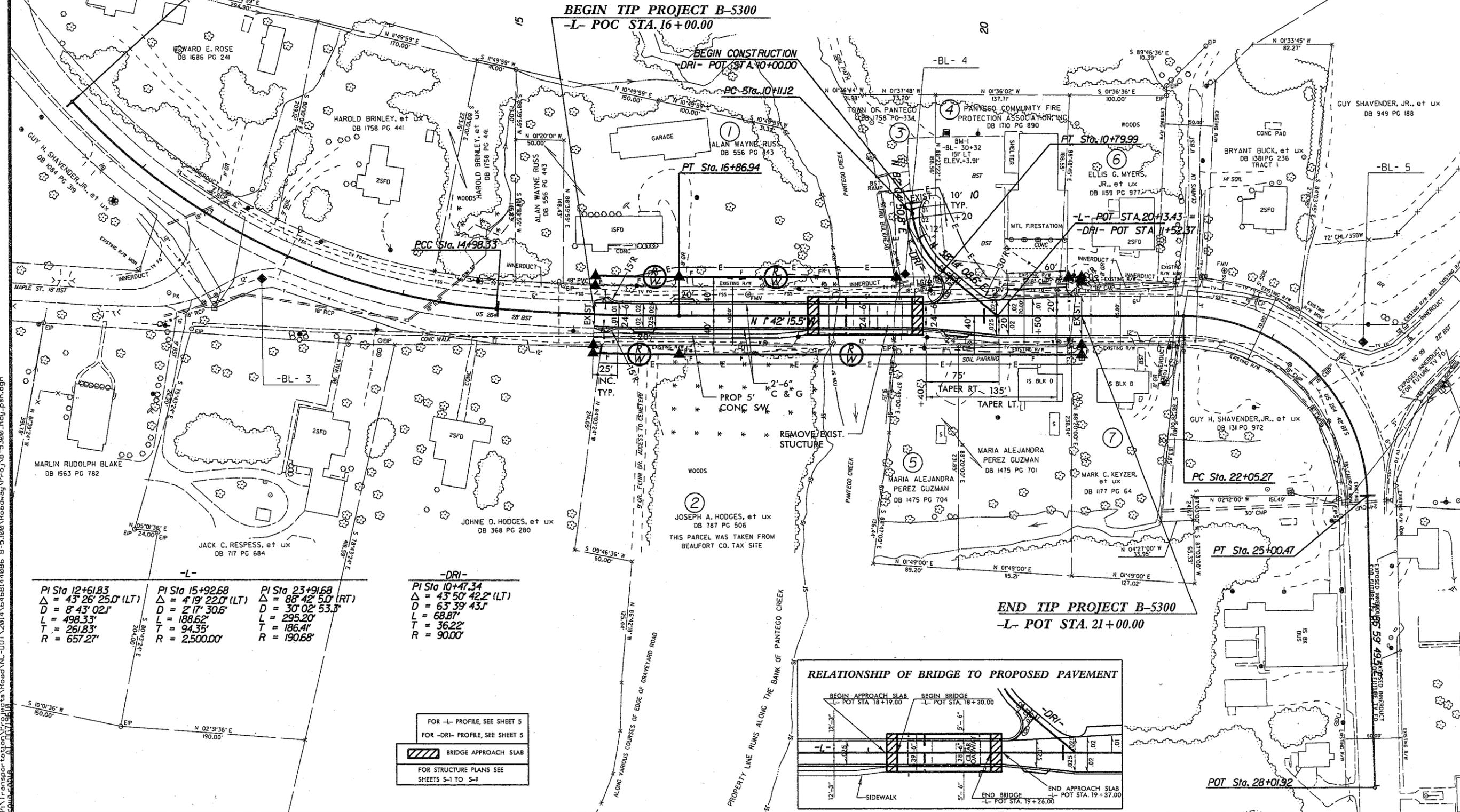
	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT &amp; ENVIRONMENTAL ANALYSIS UNIT</p>
<p><b>BEAUFORT COUNTY REPLACE BRIDGE NO. 55 ON US 264 OVER PANTEGO CREEK B-5300</b></p>	
<p>Figure 1</p>	

8/17/99  
 I:\AUG-2014\1641\Projects\Roadway\NC-DOT\2014\646814\086 B-5300\Roadway\Proj\AB-5300\_Rdypsh.dgn  
 P:\Transportation\Projects\Roadway\NC-DOT\2014\646814\086 B-5300\Roadway\Proj\AB-5300\_Rdypsh.dgn  
 10/17/10



North Carolina Department of Transportation  
 Division of Highways  
 Project Development & Environmental Analysis Unit  
 Beaufort County  
 Replace Bridge No. 55 on US 264 Over Pantego Creek  
 B-5300  
 Figure 2A

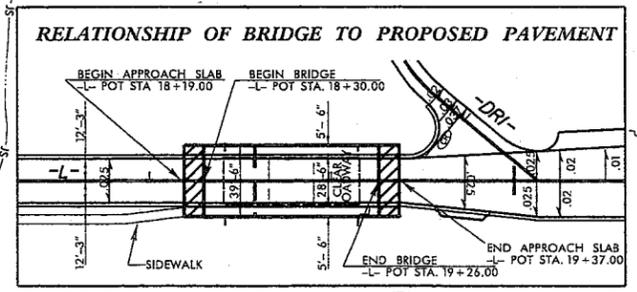
NAD 83/NA 2011



-L-		
PI Sta 12+61.83	PI Sta 15+92.68	PI Sta 23+91.68
$\Delta = 43^{\circ} 26' 25.0''$ (LT)	$\Delta = 4^{\circ} 19' 22.0''$ (LT)	$\Delta = 88^{\circ} 42' 5.0''$ (RT)
D = 8' 43.02'	D = 2' 17.305'	D = 30' 02.533'
L = 498.33'	L = 188.62'	L = 295.20'
T = 261.83'	T = 94.35'	T = 186.41'
R = 657.27'	R = 2,500.00'	R = 190.68'

-DRI-	
PI Sta 10+47.34	$\Delta = 43^{\circ} 50' 42.2''$ (LT)
D = 63' 39.43'	L = 68.87'
T = 36.22'	R = 90.00'

FOR -L- PROFILE, SEE SHEET 5  
 FOR -DRI- PROFILE, SEE SHEET 5  
 BRIDGE APPROACH SLAB  
 FOR STRUCTURE PLANS SEE SHEETS S-1 TO S-7



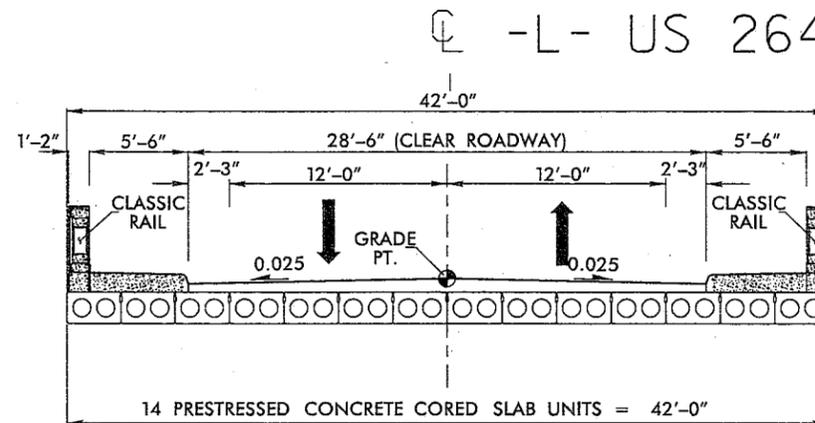
6/2/09



North Carolina Department of Transportation  
Division of Highways  
Project Development & Environmental Analysis Unit

Beaufort County  
Replace Bridge No. 55 on US 264  
Over Pantego Creek  
B-5300

Figure 2B

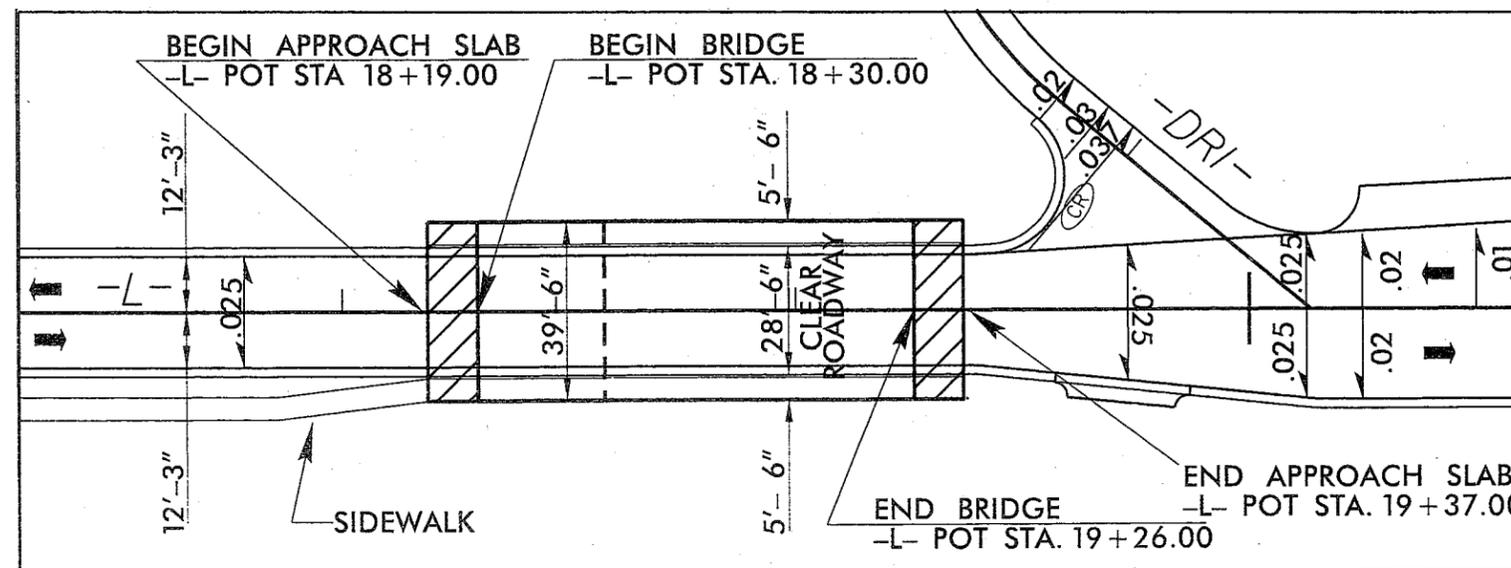
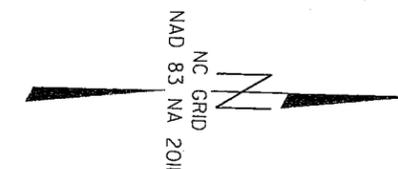


USE TYPICAL SECTION NO. 6

-L- STA. 18+30.00 BEGIN BRIDGE TO -L- STA. 19+26.00 END BRIDGE

TYPICAL SECTION NO. 6  
CORED SLAB STRUCTURE WITH CLASSIC RAIL  
(SEE STRUCTURE PLANS)

SKETCH SHOWING BRIDGE-PAVEMENT RELATIONSHIP  
FOR -L- OVER PANTEGO CREEK (n.t.s.)



P:\JUC-2014\16-41\01\01\01\01\Road\NC-001\2014\646814\086 B-5300\Roadway\N-rs\AB-5300\_Rdy.txd

# Appendix B

Reference Letters



North Carolina Department of Environment and Natural Resources  
Division of Marine Fisheries

Beverly Eaves Perdue  
Governor

Dr. Louis B. Daniel III  
Director

Dee Freeman  
Secretary

TO: Chris Rivenbark  
THROUGH: Anne Deaton  
FROM: Kevin Hart  
DATE: January 27, 2012  
SUBJECT: Scoping Comments on Replacement of Bridge No. 55 on US 264 over Pantego Creek (B-5300) and Bridge No. 16 on SR 132 (B-4598)

The following comments by the North Carolina Division of Marine Fisheries (NCDMF) on the subject project are offered pursuant to G.S. 113-131. The North Carolina Division of Transportation is seeking scoping comments on the replacement of Bridge No. 55 on US 264 over Pantego Creek (B-5300) and Bridge No. 16 on SR 1324 over Mason Creek (B-4598).

Pantego Creek is a designated Anadromous Fish Spawning Area (AFSA). The elevated noise and turbidity levels associated with the bridge replacement have been shown to have adverse impacts on migrating anadromous fish (i.e. river herring and striped bass). Performing all work outside of the February 15 to June 30 AFSA moratorium would avoid and minimize the impacts to the migrating anadromous fish species.

Mason Creek is designated as a Primary Nursery Area (PNA). The NCDMF will request that all in water work be performed outside of the April 1 to September 30 PNA moratorium. Working outside of this period will minimize and avoid impacts of elevated turbidity levels that will have adverse impacts to resident and larval fishes.

The NCDMF appreciates the opportunity to provide input on this project development. If you have any comments or questions, please call me at (252) 948-3878.

(HA)12-01-0006

**NO PREHISTORIC OR HISTORIC PROPERTIES  
PRESENT/AFFECTED FORM**

**PROJECT INFORMATION**

Project No: **B-5300** County: **Beaufort**  
 WBS No: **46000.1.1** Document:  
 F.A. No: Funding: State  Federal   
 Federal (USACE) Permit Required?  Yes No Permit Type: **Not specified in request**  
 Project Description: **Replace Bridge No. 55 on US 264 (Main Street) over Pantego Creek in Pantego (presumed no off-site detour planned).**

**SUMMARY OF FINDINGS**

*The North Carolina Department of Transportation (NCDOT) reviewed the subject project and determined:*

## Historic Architecture/Landscapes

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- All properties greater than 50 years of age located in the APE have been considered and 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.
- There are no historic properties present or **affected** by this project. *(Attach any notes or documents as needed)*

## Archaeology

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- No subsurface archaeological investigations are required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified Archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties present or affected by this project. *(Attach any notes or documents as needed)*

## SUMMARY OF CULTURAL RESOURCES REVIEW

*Brief description of review activities, results of review, and conclusions:* HPOWeb reviewed on 8 February 2012 and yielded two SL and no NR, DE, SS, or LD properties in the project area. The project is contained within the Pantego Historic District (BF 168 – SL). Beaufort County current GIS mapping, aerial photography, and tax information (viewed 8 February 2012) suggested the presence of properties containing pre-1962 resources in the Area of Potential Effects (APE), and a field survey accordingly was conducted on 26 June 2012 (see attached map and photographs). The APE extends 800 feet from either end of the existing bridge (N-S) and 150 feet to either side of the existing US 264 (Main Street) centerline (E-W) to encompass all proposed construction activities as currently defined. Constructed in 1950, Bridge No. 55 is a six-span, 75-foot-long, steel, stringer/multibeam bridge with circa-1980 timber helper bents, and is not eligible for the National Register of Historic Places according to the NCDOT Historic Bridge Survey as it is not historically, architecturally, or technologically significant. The Pantego Jail (BF 169 – SL) has been moved from its site near Bridge No. 55 and now sits next to the Pantego Academy (BF 18 – NR), within the historic district, but outside the APE. Several pre-1962 houses are located in the APE, most to the south of the existing bridge; all significant built or landscape resources appear to be beyond project impact. As the project design evolves, please recognize several resources standing particularly close to the roadways that are contributing elements to the historic district: the store building on the north side of US 264, NW of the Church Street intersection, and large trees at the southern end of the project area. For the project as currently defined, a finding of “no historic properties affected” will satisfy both GS 121-12(a) and Section 106 compliance requirements for historic architecture.

**Should any aspect, including an off-site detour and related improvements, of the project change, please notify NCDOT Historic Architecture as additional review may be necessary.**

## SUPPORT DOCUMENTATION

See attached: **Location map; survey map; photographs (additional images on file NCDOT – Historic Architecture)**

Signed:

  
\_\_\_\_\_  
Cultural Resources Specialist, NCDOT

  
\_\_\_\_\_  
Date

12-01-0006

**NO SURVEY REQUIRED FORM****PROJECT INFORMATION**

Project No: **B-5300** County: Beaufort  
 WBS No: 46000.1.1 Document: Minimum Criteria Sheet  
 F.A. No: unknown Funding:  State  Federal

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

Project Description: Replace Bridge No. 55 over Pantego Creek on US264. The archaeological APE subsumes the existing US264 right-of-way.

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

A map review and site file search was conducted at the Office of State Archaeology on Thursday, January 12, 2012. No previously recorded archaeological sites are situated within the currently defined APE or immediate project study area. A review of NRHP listed properties/districts utilizing the NCSHPO GIS web service demonstrated that the project area is located in the Study Listed Pantego Historic District. Aerial photographs, topographic maps, NRCS soil data (Me, Pe), and archaeological/historical reference materials were inspected by the cultural resource specialist to gauge environmental and other factors that may have contributed to historic or prehistoric occupation within the presently defined APE. The Google Street View map application illustrates that the ground surfaces north of the bridge location are markedly disturbed from a host of contributing agents including: commercial and residential development, past grading and heavy machinery utilization at this location, and above/below ground utility impacts. South of the bridge, the soils are characterized by (Me) Muckalee loam, a frequently flooded and poorly drained type that signals poor archaeological site potential.

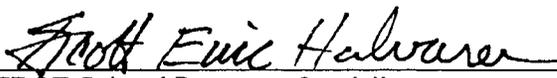
*Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:*

The absence of documented archaeological resources in the immediate area and impacted ground surfaces which characterize the existing right-of-way and those sections immediately adjacent, make it highly unlikely that significant archaeological resources would be impacted by the bridge replacement project as currently proposed. No further archaeological work is recommended for the B-5300 project.

**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**

  
 NCDOT Cultural Resources Specialist

1/13/2012  
 Date

# Town of Pantego

File

Post Office Box 87  
Pantego, North Carolina, 27860  
Clerk 252-944-8809  
Fax 252-935-2832

October 14, 2014

Gregory M. Blakeney  
Project Development and Environmental Analysis Unit  
North Carolina Department of Transportation  
1548 Mail Service Center  
Raleigh, NC 27699-1548

Dear Mr. Blakeney,

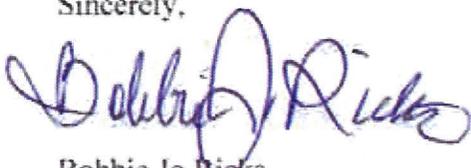
This is a follow-up to your email and our telephone conversation last week, regarding Transportation Improvement Project B-5300 (Replacement of Bridge No. 55 on US 264 over Pantego Creek).

By copy of this letter, The Town of Pantego authorizes the NCDOT to establish a temporary construction easement at Pantego Town Park along US 264 for TIP No. B-5300. It is our understanding the amount and location of the land to be used does not impair the use of the remaining parkland for its intended purpose.

The Temporary Construction Easement will be of short duration and will not change the ownership or result in the retention of long-term or indefinite interests in the land for transportation purposes. The temporary occupancy will not result in any temporary or permanent adverse change to the activities, features or attributes important to the park. In addition, the temporary occupancy will include only a minor amount of land at Pantego Town Park.

I trust this letter is sufficient for your needs. Please do not hesitate to contact me at 252-944-8809 or 252-943-3303 should you have any questions regarding the project.

Sincerely,



Bobbie Jo Rickes  
Town Clerk