

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

STIP Project No.	<b>B-5373</b>
W.B.S. No.	<b>46088.1.1</b>
Federal Project No.	<b>BRZ-1435(9)</b>

A. Project Description:

The purpose of this project is to replace Stanly County Bridge No. 44 on SR 1435 (Poplin Road) over Long Creek (see **Figure 1**). Bridge No. 44 is a low-water, single span 41-foot long, one-lane bridge. The replacement structure will be a 65-foot bridge at approximately the same grade and elevation. The new bridge width will include two 11-foot lanes and variable width shoulders to total a clear roadway width of 27 feet and 10 inches (see **Figure 2**). The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

The proposed approach roadway will extend approximately 210 feet east and 280 feet west from the new bridge. The approaches will include a 22-foot pavement width, providing two 11-foot lanes. Three-foot grass shoulders will be provided on each side. The roadway will be designed with Sub-Regional Tier Guidelines with a 40-mile per hour (mph) design speed. The posted speed limit for the road is 55 mph; the recommended bridge speed limit is 40 mph.

Traffic will be detoured off-site during construction using SR 1435 (Kendalls Church Road), SR 1400 (Old Salisbury Road), SR 1214 (Austin Road) and SR 1435 (Harwood Road).

B. Purpose and Need:

NCDOT Bridge Management Unit records (March 16, 2015) indicate Bridge No. 44 has a sufficiency rating of 21.4 out of a possible 100 for a new structure and is in fair condition.

The bridge is considered “structurally deficient<sup>1</sup>” due to substructure condition appraisal of 3 out of 9 according to Federal Highway Administration (FHWA) standards. The bridge also meets the criteria for “functionally obsolete<sup>2</sup>” due to structural appraisal of 3 out of 9 and a deck geometry appraisal of 2 out of 9<sup>3</sup>.

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<sup>1</sup> “Structurally deficient” means that while the bridge remains safe, it requires repairs and was built to design standards no longer used for bridges. It is in relatively poor condition, and/or has insufficient load-carrying capacity. The insufficient load capacity could be due to age, the original design or to wear and tear.

<sup>2</sup> “Functionally obsolete” means that the bridge is safe, but needs to be replaced to meet current and future traffic demands. It is narrow, has inadequate under-clearances, has insufficient load-carrying capacity, is poorly aligned with the roadway, and/or can no longer adequately service today’s traffic.

<sup>3</sup> Bridge Inspection Evaluation codes: “Critical” is 0-3; “Poor” is 4; “Fair” is 5-6; and “Good” is 7-9.

Bridge No. 44 was built in 1961 and is in need of replacement. This is a state-funded bridge replacement project.

The timber deck on I-beams of Bridge No. 44 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. The posted weight limit for the bridge is 17 tons for single vehicles and 22 tons for tractor-trailer semi-trucks.

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 are as follows:

Structure	\$ 234,000
Roadway Approaches	\$ 183,100
Structure Removal	\$ 22,400
Misc. & Mob.	\$ 85,500
Eng. & Contingencies	\$ 75,000
Total Construction Cost (2015)	\$ 600,000
Right-of-way Costs (2014)	\$ 23,300
Right-of-way Utility Costs	\$ 0*
<b>Total Project Cost</b>	<b>\$ 623,300</b>

*\*There are no utilities in this area.*

**Estimated Traffic:**

Current (2013) - 200 vpd  
Design Year (2035) - 300 vpd  
TTST - 1%  
Dual - 11%

**Accidents:** Traffic Safety Systems Management Unit has evaluated a recent ten year period and found five accidents occurring in the vicinity of the project. Two of the accidents involved animals in the road; two of the accidents involved hitting fixed objects; and one of the accidents involved a collision of two vehicles with one making a left turn from a different roadway. None are believed to be 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 1435 is not a part of a designated bicycle route nor is it listed in the State Transportation Improvement Program (STIP) as a bicycle project. The NCDOT Division of Bicycle and Pedestrian Transportation indicated that there are no existing bicycle or pedestrian accommodations and that the Stanly County CTP (April 25, 2103) does not call for any improvements for the future of this bridge. Bicycle routes are nearby, however. No recommendations are being made for bicycle and pedestrian facilities on the bridge.

**Bridge Demolition:** Bridge No. 44 is constructed entirely of timber and steel I-beams and should be possible to remove with no resulting debris in the water based on standard demolition practices.

**Alternatives Discussion:**

**No Build** – The No Build Alternative would result in eventually closing the road which is unacceptable given the volume of traffic served by SR 1435 (Poplin Road).

**Rehabilitation** – The bridge was constructed in 1961 and rehabilitated in 1975, by replacing the superstructure with steel I-beams. In July 2014, priority maintenance occurred; however, the timber and steel materials within the bridge are reaching the end of their useful life. Continual rehabilitation would require replacing the components which would constitute effectively replacing the bridge.

**Replace in Place with Offsite Detour (Alternative 1)** – Bridge No. 44 will be replaced on the existing alignment. Traffic will be routed along the off-site detour while the new bridge is being constructed. The Division 10 office has indicated that the condition of all roads, bridges and intersections on the off-site detour are acceptable without improvement and concurs with use of this detour. **This alternative is the Preferred Alternative.** This alternative is more fitted to the existing terrain and roadway characteristics compared to Alternative 2.

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 off-site detour. The off-site detour for this project would include SR 1435 (Kendalls Church Road), SR 1400 (Old Salisbury Road), SR 1214 (Austin Road) and SR 1435 (Harwood Road).

The detour for the average road user would result in eight minutes additional travel time (5.1 miles additional travel). Up to a six-month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that on the basis of delay alone, the detour is acceptable. Stanly County Emergency Services Director and School Transportation Coordinator indicated that an off-site detour would have a low impact on their services.

NCDOT Division 10 has indicated the condition of all roads, bridges and intersections on the off-site detour are acceptable without improvement and recommends the use of the off-site detour.

**Replace in Place with Offsite Detour (Alternative 2)** – Bridge No. 44 will be replaced on the existing alignment at approximately five feet higher than the existing elevation to meet the 25-year FEMA flood elevation. Traffic will be routed along the off-site detour while the new bridge is being constructed. This alternative is not the preferred alternative because the five feet of elevation increase results in a 140-foot long bridge (verses a 65-foot bridge with Alternative 1) and costs are \$255,000 more than Alternative 1.

### **Other Agency Comments:**

The **NC Division of Water Resources** and **U.S. Fish & Wildlife Service** in standardized letters provided a request that they prefer any replacement structure to be a spanning structure. The U.S. Fish and Wildlife Services recommends that a biologist conduct a survey in Long Creek to look for any listed mussel species. Stanly County is also known to contain habitat that supports the Schweinitz's sunflower, a federally endangered species. A biologist survey is recommended.

**Response:** NCDOT will be replacing the existing bridge with a new bridge at the same grade and elevation. The Division of Water Resources has noted that Long Creek has a stream classification of C and is a 303(d) listed stream. Therefore, they recommend that the most protective sediment and erosion control BMPs be implemented in accordance with the *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) to reduce the risk of further impairment to the affected stream. It is also requested that road design plans provide treatment of storm water runoff through best management practices as detailed in the most recent version of the NCDWR *Stormwater Best Management Practices*. A Natural Resources Technical Report was completed in July 2013, which included biological surveys for protected species. Any unresolved biological conclusions will be added to the project commitments. (See page 9, Response to Question 2.)

The **Stanly County Planning Department** commented on the project by completing the Local Officials Input Form, found in the Community Impact Assessment, dated June 3, 2015. They noted that there are no known plans for development in the vicinity and there are no concerns for the off-site detour. There are Voluntary Agricultural Districts (VAD) or Enhanced VAD's (EVAD) nearby.

**Response:** Comments are noted.

The **United States Department of Agriculture** provided guidance and support regarding the Farmland Protection Policy Act (FPPA) and this project's impacts on farmland. As is required by the FPPA, the Form NRCS-AD-1006 (for point projects) has been complete according to the FHWA guidelines. Since Alternative 1 received a total point value of less than 160 points, Alternative 1 falls below the NRCS minimal criteria and will not be evaluated further for farmland impacts. No other alternatives other than those already discussed in this document will be considered without a re-evaluation of the project's potential impacts upon farmland.

**Response:** Form AD-1006 was completed. This project will not have significant impacts to farmland.

**Public Involvement:**

In May 2015, a newsletter was sent to 24 local residents living along SR 1435 (Price Dairy Road) and nearby roads. This newsletter described the project and its purpose, provided a tentative schedule, and showed the designated detour route. Comments were requested by May 29, 2015. No comments were received about the project by mail, email, or telephone.

Based on there being no responses to the newsletter, a Public Meeting 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"/>	<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 type="checkbox"/>	<input checked="" 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)?

X

(11) Does the project involve Coastal Barrier Resources Act resources?

X

(12) Will a U. S. Coast Guard permit be required?

X

(13) Could the project result in the modification of any existing regulatory floodway?

(14) Will the project require any stream relocations or channel changes?

X

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

YES

NO

(15) Will the project induce substantial impacts to planned growth or land use for the area?

X

(16) Will the project require the relocation of any family or business?

X

(17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?

X

(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?

X

(19) Will the project involve any changes in access control?

X

(20) Will the project substantially alter the usefulness and/or land use of adjacent property?

X

(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?

X

(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)?

X

(23) Is the project anticipated to cause an increase in traffic volumes?

X

(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?

X



	<u>YES</u>	<u>NO</u>
(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"/>
(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"/>	<input checked="" type="checkbox"/>
(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"/>	<input checked="" type="checkbox"/>
(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"/>	<input checked="" type="checkbox"/>

F. Additional Documentation Required for Unfavorable Responses in Part E

**Response to Question 2:** Habitat is present for the Schweinitz's sunflower. Surveys for this species were completed on September 11, 2013 and the biological conclusion is "no effect." On April 2, 2015, the Northern long-eared bat (NLEB) was added to the U.S. Fish and Wildlife Service (USFWS) list of protected species for Stanly County. Endangered Species Act compliance for the NLEB will be documented for this project prior to project letting. Construction authorization will not be requested until any pending coordination with the USFWS concerning the NLEB is complete.

**Response to Question 13:** Stanly County is a participant in the Federal Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). According to the NC Floodplain Mapping Program, 100-year base flood elevations have been established in a limited detailed flood study. 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. The Division will submit sealed as-built construction plans to the Hydraulic Unit upon project completion 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.

**Response to Question 25:** The roadway will essentially be at the same location and elevation; however, the new slope stakes will extend out further than the existing right of way limits and result in acquisition of new right of way outside of the existing facility.

G. CE Approval

STIP Project No.	<u>B-5373</u>
W.B.S. No.	<u>46088.1.1</u>
Federal Project No.	<u>BRZ-1435(9)</u>

Project Description:

The purpose of this project is to replace Stanly County Bridge No. 44 on SR 1435 (Poplin Road) over Long Creek (see **Figure 1**). Bridge No. 44 is a low-water, single span 41-foot long, one-lane bridge. The replacement structure will be a 65-foot bridge at approximately the same grade and elevation. The new bridge width will include two 11-foot lanes and variable width shoulders to total a clear roadway width of 27 feet and 10 inches (see **Figure 2**). The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

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Traffic will be detoured off-site during construction using SR 1435 (Kendalls Church Road), SR 1400 (Old Salisbury Road), SR 1214 (Austin Road) and SR 1435 (Harwood Road).

Categorical Exclusion Action Classification:

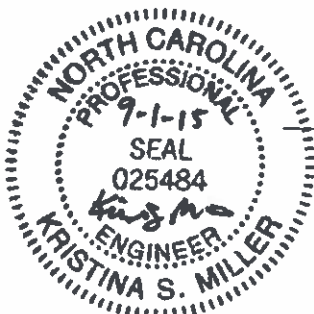
       TYPE II(A)  
  x   TYPE II(B)

Approved:

9-1-15 Charles R. Cox  
Date Charles Cox, PE – NCDOT Proj. Dev. Group Supervisor  
Project Development & Environmental Analysis Unit

9-1-15 Zahid Baloch  
Date Zahid, Baloch, PE – NCDOT Project Planning Engineer  
Project Development & Environmental Analysis Unit

9-1-15 Kristina S. Miller  
Date Kristina Miller, PE - Consultant Project Manager  
Rummel, Klepper and Kahl, LLP. (RK&K)



For Type II(B) projects only:

9-2-15 *Michael O. Fitzmaurice*  
Date *for* John F. Sullivan, III, PE - Division Administrator  
Federal Highway Administration

## **PROJECT COMMITMENTS**

T.I.P. Project No. B-5373  
Replacement of Bridge No. 44 on SR 1435 (Poplin Road)  
Over Long Creek  
Stanly County  
Federal Aid Project No. BRZ 1435 (9)  
WBS Element 46088.1.1

### Hydraulic Unit – FEMA Coordination

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.

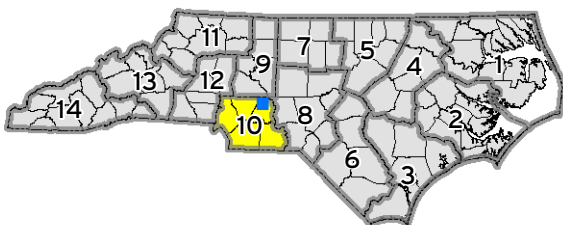
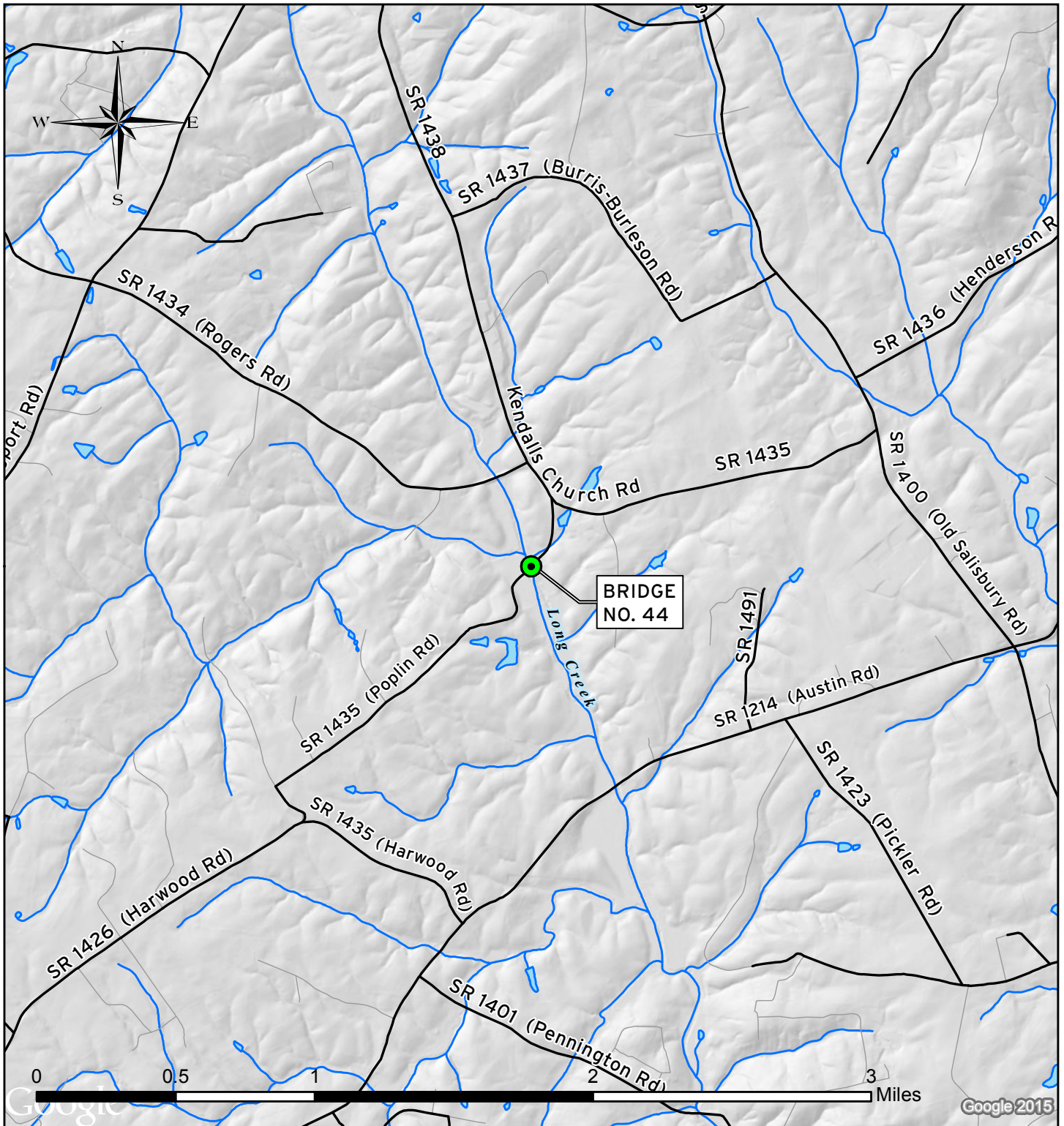
### Division Construction

This project involves construction activities on or adjacent to FEMA-regulated streams. 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.

### Natural Environment Section

Endangered Species Act compliance for the Northern long-eared bat (NLEB) will be documented for this project prior to project letting. Construction authorization will not be requested until any pending coordination with the USFWS concerning the NLEB is complete. For other protected species, NCDOT will ensure that all protected species surveys and concurrence (if applicable) will be resolved prior to construction authorization.

# Figures



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

**B-5373**  
**REPLACE BRIDGE NO. 44 ON SR 1435**  
**OVER LONG CREEK**  
**STANLY COUNTY**

VICINITY MAP

FIGURE 1



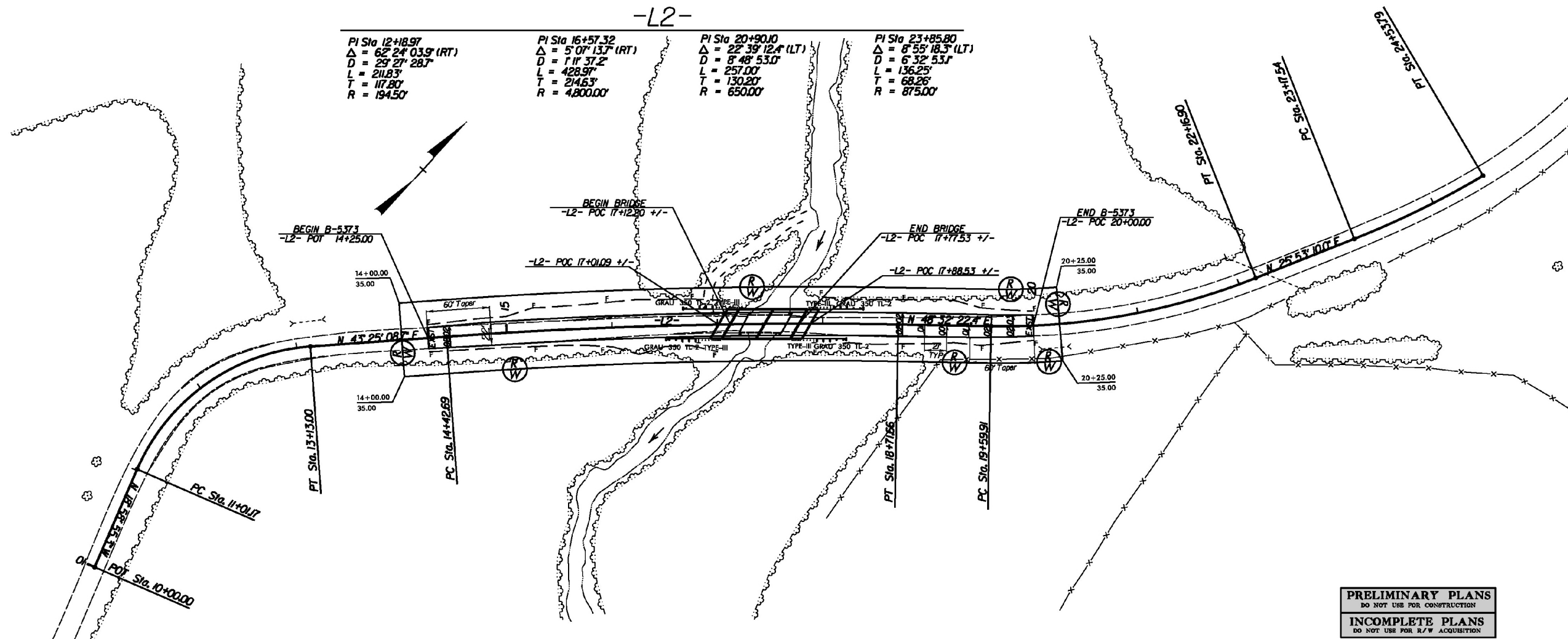
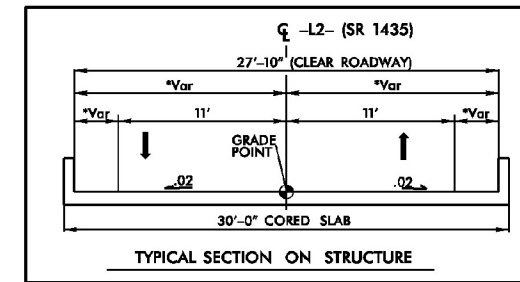
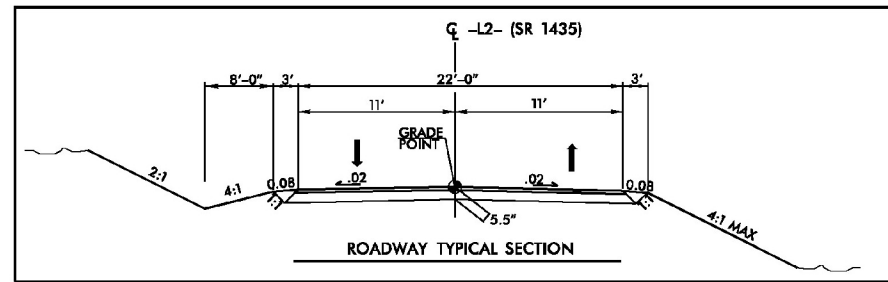
**PROJECT: 46088.1.1 TIP: B-5373**  
**STANLY COUNTY**

**BRIDGE 44 OVER LONG CREEK**  
**ON SR 1435 (POPLIN ROAD)**

PLANS

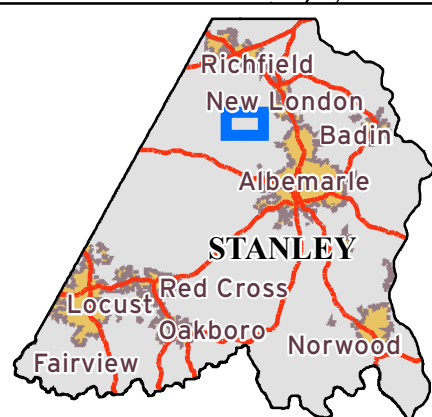
ALTERNATIVE 2

-L2-  
 DESIGN SPEED = 40 MPH  
 SUPERELEVATION = .06 MAX



**PRELIMINARY PLANS**  
 DO NOT USE FOR CONSTRUCTION

**INCOMPLETE PLANS**  
 DO NOT USE FOR R/W ACQUISITION



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

**B-5373**  
**REPLACE BRIDGE NO. 44 ON SR 1435**  
**OVER LONG CREEK**  
**STANLY COUNTY**

**PRELIMINARY DESIGN**

FIGURE 2



# Appendix



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Asheville Field Office  
160 Zillicoa Street  
Asheville, North Carolina 28801

January 11, 2013

Ms. Dionne C. Brown  
Bridge Project Planning Engineer  
North Carolina Department of Transportation  
1548 Mail Service Center  
Raleigh, North Carolina 27699-1548

Dear Ms. Brown:

Subject: Information Request, State Transportation Improvement Project Numbers B-5369, B-5370, B-5371, B-5373, B-5374, and B-5792

On December 12, 2012, we received your letter (via email) requesting information on the subject projects to aid in initial project evaluation. We submit the following comments and recommendations in accordance with the provisions of section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. §§1531-1543); the Fish and Wildlife Coordination Act, as amended (16 U.S.C. §§661-667e); the National Environmental Policy Act (42 U.S.C. §4321 et seq.); the Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§1536, 1538); the Bald and Golden Eagle Protection Act (Eagle Act) (16 U.S.C. 668-668d); and the Clean Water Act (33 U.S.C. §1251 et seq.).

**General Recommendations for Replacing Structures that Cross Rivers and Streams** - We generally recommend the use of clear-spanning bridge structures designed, at a minimum, to accommodate the active channel width. Use of culverts is discouraged. Properly sized spanning structures will provide for the passage of aquatic species and accommodate the movement of debris and bed material. Furthermore, spanning structures usually: (1) can be constructed with minimal in-stream impacts, (2) do not require stream-channel realignment, and (3) retain the natural streambed conditions; and the horizontal and vertical clearances may be designed to allow for human and wildlife passage beneath the structures. If possible, bridge supports (bents) should not be placed in the streams. Bents can collect debris during flood events, resulting in the scouring of bridge foundations. In-stream bents can also result in hydrologic changes, such as bedload scour or deposition, which may adversely affect in-stream habitat. Deck drains of the spanning structures should not discharge directly into the streams; instead, they should drain through a vegetated area before entering the streams. Removal of vegetation in riparian areas should be minimized. Armoring of the bank with riprap should be minimized. The reseeded of disturbed areas should be performed promptly after grading, and seed mixes should consist of

native vegetation in order to prevent the spread of invasive plant species. New structures should be constructed without the use of in-stream causeways or work pads whenever possible. When causeways are necessary, using the largest washed stone practicable for the application will prevent unnecessary damage to in-stream habitat and will facilitate complete removal. We recommend that all equipment be refueled and receive maintenance outside of the riparian zone. Refueling and maintenance should take place in designated refueling sites that are provisioned to quickly contain any spills of fuel, lubricants, and other fluids.

**Migratory Birds** - The MBTA (16 U.S.C. 703-712) prohibits the taking, killing, possession, transportation, and importation of migratory birds (including the bald eagle), their eggs, parts, and nests, except when specifically authorized by the Department of the Interior. To avoid impacts to migratory birds, we recommend conducting a visual inspection of the bridges and any other migratory bird nesting habitat within the project area during the migratory bird nesting season of March through September. If migratory birds are discovered nesting in the project impact area, including on the existing bridges, the North Carolina Department of Transportation (NCDOT) should avoid impacting the nests during the migratory bird nesting season (March through September). If birds are discovered nesting on the bridges during years prior to the proposed construction date, the NCDOT, in consultation with us, should develop measures to discourage birds from establishing nests on the bridges by means that will not result in the take of the birds or eggs, or the NCDOT should avoid construction and demolition activities during the nesting period.

**Bald Eagle** - The bald eagle has been removed from the federal list of endangered and threatened species due to its recovery. However, this species continues to be afforded protection by the Eagle Act (16 U.S.C. 668-668d) and the MBTA (16 U.S.C. 703-712). The Eagle Act, enacted in 1940 and amended several times, prohibits anyone without a permit issued by the Secretary of the Interior from "taking" bald eagles, including their parts, nests, or eggs. "Take" is defined as to "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." "Disturb" means "To agitate or bother a bald or golden eagle to the degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, causing injury, death, or nest abandonment." In addition to immediate impacts, these definitions also cover impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present if, upon an eagle's return, such alterations agitate or bother the eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits and causes injury, death, or nest abandonment.

If any active nests are located within a half mile of the project sites, we request that work at the sites be restricted from mid-January through July in order to prevent adverse impacts to the bald eagle. This will prevent disturbance of the eagles from the egg-laying period until the young fledge, which encompasses their most vulnerable times. We ask that you consult with this office before construction begins to confirm that the eagles have left the nest. Once this has been confirmed, construction may begin.

**B-5369 - Bridge No. 53 on SR 2114 over Cold Water Creek in Cabarrus County** - A full list of federally endangered and threatened species and federal species of concern with known occurrences in Cabarrus County is available on the U.S. Fish and Wildlife Service (USFWS) website at <http://www.fws.gov/nc-es/es/countyfr.html>.

A review of available information indicates that the project area is within the municipal area of the Town of Concord. We are unaware of any listed species within the vicinity of the project area. The surrounding area appears to be suburban and probably does not have the habitat requirements for listed species. We request that the NCDOT follow the above-listed recommendations to avoid further disruption to the natural environment.

**B-5370 – Bridge No. 444 on SR 1506 over East Fork Stewarts Creek in Union County** - A full list of federally endangered and threatened species and federal species of concern with known occurrences in Union County is available on the USFWS website at <http://www.fws.gov/nc-es/es/countyfr.html>. A review of available information indicates that the project site is within the municipal limits of the Town of Unionville. The project area appears to be disturbed by agricultural and suburban land use, but the area around the bridge has standing timber that may provide habitat for the Georgia aster (*Symphyotrichum georgianum*), a federal species of concern; Michaux's sumac (*Rhus michauxii*), a federally endangered species; and Schweinitz's sunflower (*Helianthus schweinitzii*), a federally endangered species. These species can tolerate minor disturbance and often thrive in areas where human activities limit competition with other plant species. We recommend that a biologist survey for these species prior to construction.

**B-5371 - Bridge No. 71 on US 601 over Clear Creek in Union County** - A full list of federally endangered and threatened species and federal species of concern with known occurrences in Union County is available on the USFWS website at <http://www.fws.gov/nc-es/es/countyfr.html>. A review of available information indicates that the project site appears to be disturbed by agricultural and suburban land use, but the area around the bridge has standing timber that may provide habitat for the Georgia aster (*Symphyotrichum georgianum*), a federal species of concern; Michaux's sumac (*Rhus michauxii*), a federally endangered species; and Schweinitz's sunflower (*Helianthus schweinitzii*), a federally endangered species. These species can tolerate minor disturbance and often thrive in areas where human activities limit competition with other plant species. We recommend that a biologist survey for these species prior to construction.

**B-5373 – Bridge No. 44 on SR 1435 over Long Creek in Stanly County** - A full list of federally endangered and threatened species and federal species of concern with known occurrences in Stanly County is available on the USFWS website at <http://www.fws.gov/nc-es/es/countyfr.html>. A review of available information indicates that Long Creek harbors a population of the Carolina creekshell (*Villosa vaughaniana*), a federal species of concern and listed as endangered in North Carolina. The Carolina creekshell is also a species associated with the Carolina heelsplitter (*Lasmigona decorata*), a federally endangered species recorded from adjacent Union County. We recommend that a biologist conduct a survey in Long Creek to look for any listed mussel species. Stanly County is also known to harbor the Schweinitz's sunflower (*Helianthus schweinitzii*), a federally endangered species. We recommend that a biologist survey the action area for this species.

**B-5374 – Bridge No. 448 on SR 2153 over Buffalo Creek in Union County** - A full list of federally endangered and threatened species and federal species of concern with known occurrences in Union County is available on the USFWS website at <http://www.fws.gov/nc-es/es/countyfr.html>. Our records indicate that this project is in close proximity to known

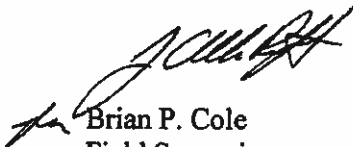
populations of the Georgia aster (*Symphotrichum georgianum*), a federal species of concern, which is commonly associated with the Schweinitz's sunflower (*Helianthus schweinitzii*), a federally endangered species. We recommend that a biologist survey the action area for these species.

**B-5792 – Bridge No. 342 on NC 16 over Andrew Terrance and Irwin Creek in Mecklenburg County** - A full list of federally endangered and threatened species and federal species of concern with known occurrences in Mecklenburg County is available on the USFWS website at <http://www.fws.gov/nc-es/es/countyfr.html>. A review of available information indicates the project site is within the municipal area of the City of Charlotte. This area appears to be heavily affected by urban development. We request that the NCDOT follow the above-listed recommendations to avoid further disruption to the natural environment.

If you have questions about these comments, please contact Mr. Jason Mays of our staff at 828/258-3939, Ext. 226. In any future correspondence concerning these projects, please reference our log numbers with your project numbers as follows:

<u>NCDOT</u> <u>Project Nos.</u>	<u>USFWS</u> <u>Log Nos.</u>
• B-5369	4-2-13-056
• B-5370	4-2-13-057
• B-5371	4-2-13-058
• B-5373	4-2-13-059
• B-5374	4-2-13-060
• B-5792	4-2-13-061

Sincerely,

  
Brian P. Cole  
Field Supervisor

cc:

Ms. Liz Hair, Asheville Regulatory Field Office, U.S. Army Corps of Engineers, 151 Patton Avenue, Room 208, Asheville, NC 28801-5006  
Ms. Marla J. Chambers, Western NCDOT Permit Coordinator, North Carolina Wildlife Resources Commission, 12275 Swift Road, Oakboro, NC 28129  
Ms. Polly Lespinasse, Mooresville Regional Office, North Carolina Division of Water Quality, 610 East Center Avenue, Suite 301, Mooresville, NC 28115



North Carolina Department of Environment and Natural Resources

Division of Water Quality

Charles Wakild, P. E.  
Director

Pat McCrory  
Governor

John E. Skvarla, III  
Secretary

MEMORANDUM

To: Dionne C. Brown, NCDOT

From: Alan Johnson, NC Division of Water Quality, MRO

Date: March 18, 2013

Subject: Scoping comments on proposed bridge replacement projects

Reference your correspondence dated December 12, 2012, in which you requested comments for the referenced projects:

Project	Stream Name	River Basin	Stream Classification(s)	303(d) Listing
B-5369	Cold Water Crk	Yadkin-Pee Dee	C, 303d	Turbidity, Ecological /Biological Integrity
B-5370	East Fork Stewarts Crk	Yadkin-Pee Dee	WS III	
B-5374	Buffalo Crk	Yadkin-Pee Dee	C	
B-5373	Long Crk	Yadkin-Pee Dee	C, 303d	Copper, Ecological /Biological Integrity
B-5371	Clear Crk	Yadkin-Pee Dee	C, 303d	Turbidity
B-5792	Irwin Crk	Catawba	C, 303d	Copper, Lead, Zinc

Project Specific Comments:

1. Streams Classified as 303d waters of the State: It is recommended that the most protective sediment and erosion control BMPS be implemented in accordance with the *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) to reduce the risk to further impairment to the affected stream. It is also requested that road design plans provide treatment of storm water runoff through best management practices as detailed in the most recent version of the NCDWQ *Stormwater Best Management Practices*
2. B-5369: Rock/gravel substrate. Stream bank is relatively stable. Due to height of bridge, vegetation exist underneath and is not shaded out providing stability.
3. B-5371: There are two eroding drainage ditches at this site that requires maintenance. One located in the northeast quadrant, the other in the southwest quadrant.

General Project Comments:

1. The use of rip rap should be minimized for stream stabilization where soft measures can be performed. The use of heavy coir fiber/coconut matting and coir fiber logs is encouraged for areas that may need only "temporary" stabilization. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that

precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.

2. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.
3. The construction of floodway benches/storm water benches is highly recommended to reduce scouring and erosion of the stream banks and which also allows for wildlife passage.
4. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification (if required), the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical.
5. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
6. Stormwater shall not be discharge directly to the stream. Bridge deck drains shall not directly discharge in the stream. Stormwater shall be directed across the bridge and pre-treated through site appropriate means (grass swales, preformed scour holes, vegetated buffers, etc.) before entering the stream.
7. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3687/Nationwide Permit No. 6 for Survey Activities.
8. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.

Thank you for requesting our input at this time. If you have any questions or require additional information, please contact me at 704-669-1699 or [alan.johnson@ncdenr.gov](mailto:alan.johnson@ncdenr.gov).

cc: Sonia Corrillo, Wetland Unit  
Lyn Hardison, Environmental Assist. Officer,  
Washington Regional Office  
File Copy

13-03-0040

**NO ARCHAEOLOGICAL SURVEY REQUIRED FORM**

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.

**PROJECT INFORMATION**

Project No: B-5373

County: Stanly

WBS No: 46088.1.1

Document: PCE or CE

F.A. No: BRZ-1435(9)

Funding:  State  FederalFederal Permit Required?  Yes  No Permit Type:**Project Description:** Replacement of Bridge 44 on SR 1435 over Long Creek..**SUMMARY OF CULTURAL RESOURCES REVIEW**

**Brief description of review activities, results of review, and conclusions:** A review of the map files at the Office of State Archaeology was carried out on March 19, 2013. No sites were noted within the project vicinity. However, records indicated that SR 1435, including Bridge 44, previously had been subjected to review by the OSA as part of a NCDOT Division 8 project.

**Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:** OSA records indicate that NCDOT Division 8 project regarding SR 1435, including Bridge 44, had been cleared for work without further archaeological work. Based on this recommendation no further work is warranted.

**SUPPORT DOCUMENTATION**

See attached:  Map(s)  Previous Survey Info  Photos  Correspondence  
 Photocopy of County Survey Notes Other: Reference 04-1749 OSA

**FINDING BY NCDOT ARCHAEOLOGIST**NO ARCHAEOLOGY SURVEY REQUIRED
  
 NCDOT ARCHAEOLOGIST II

 3/14/13  
 Date



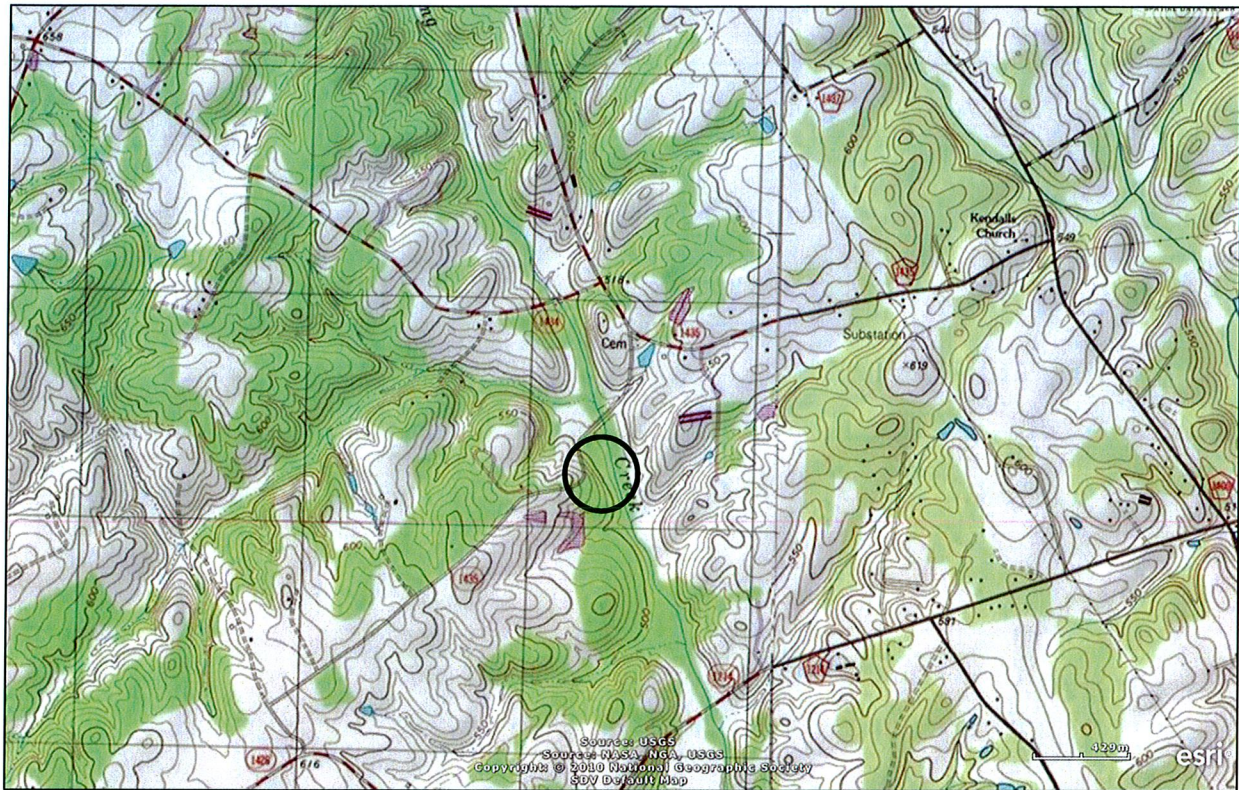


Figure 1. Bridge 44 over Long Creek, Richfield Quad.



Figure 2. Aerial of Bridge 44 project area.



13-03-0040



## HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	B-5373	<b>County:</b>	Stanly
<b>WBS No.:</b>	46088.1.1	<b>Document Type:</b>	
<b>Fed. Aid No:</b>	BRZ-1435(9)	<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	X Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	Not specified in request; assume Fed. permit(s)
<b><u>Project Description:</u></b> Replace Bridge No. 44 on SR 1435 (Poplin Road) over Long Creek (off-site detour indicated on review request as "unknown at this time").			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

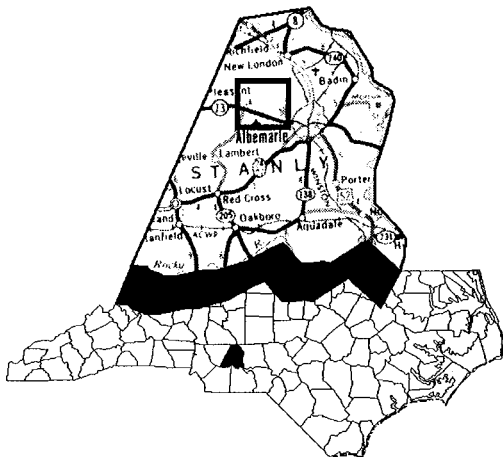
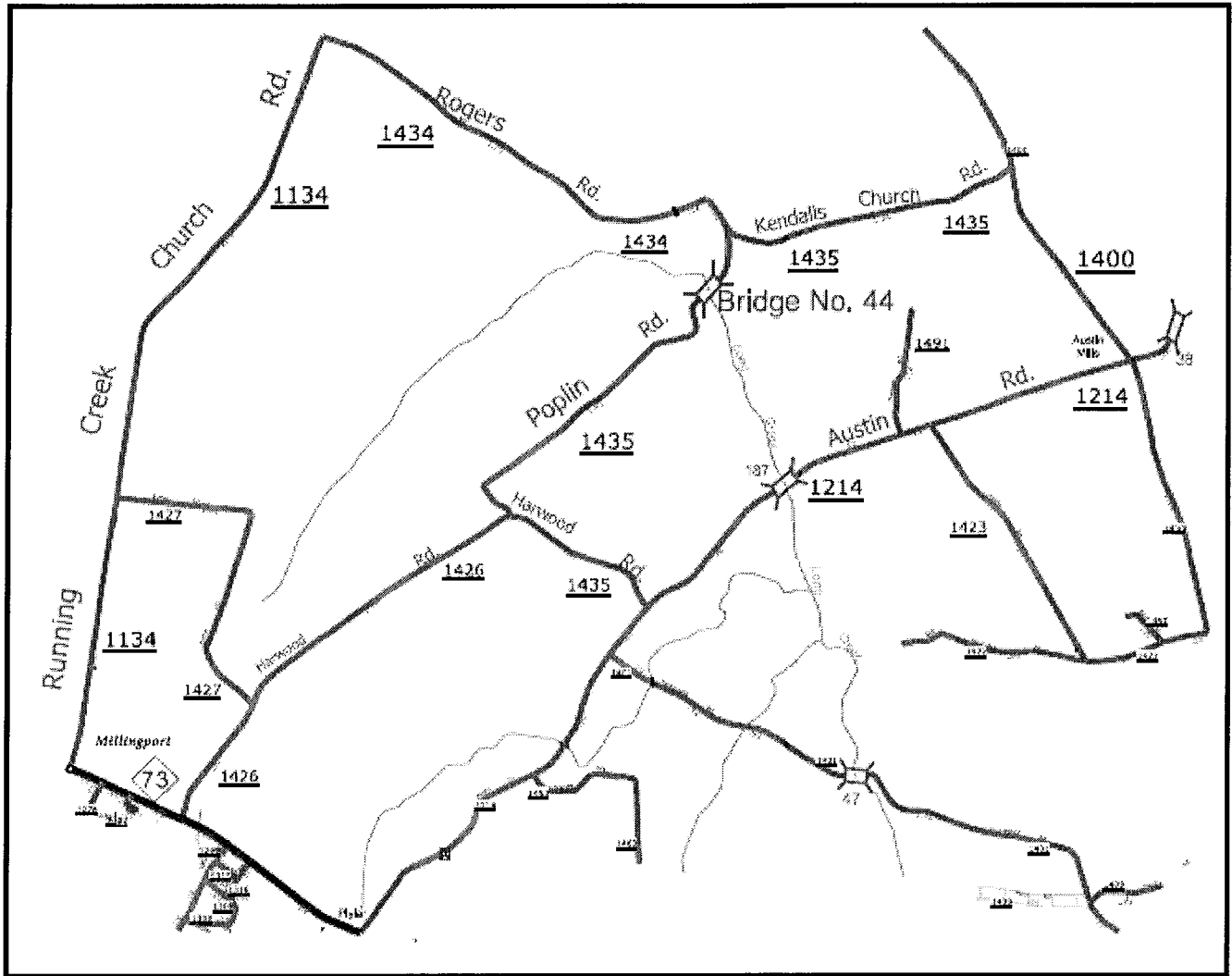
**Description of review activities, results, and conclusions:** HPOWeb reviewed on 10 April 2013 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Stanly County current GIS mapping, aerial photography, and tax information indicated an APE of mostly cultivated fields and woodland (viewed 10 April 2013). The NW quadrant of the APE intersects a large property on which stands a late 1950s house and related outbuildings. Of unexceptional design, the buildings are located approximately 925 feet and more NE of the existing bridge and 320 feet and more E of the SR 1435 (Poplin Road) centerline, beyond likely project impact. Constructed in 1961 and 1975, Bridge No. 44 is neither included in the NCDOT Historic Bridge Survey, nor representative of any distinctive engineering or aesthetic type. Google Maps "Street View" confirmed the absence of critical historic structures and landscapes in the APE (viewed 10 April 2013).


**No architectural survey is required for the project as currently defined.**

**Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:** APE extends 600 feet from either end of the existing bridge (SW-NE) and 150 feet from the SR 1435 (Poplin Road) centerline (NW-SE) to encompass proposed construction activities. While no comprehensive historic architectural survey of Stanly County exists, county GIS/tax materials and other visuals clearly illustrate the absence of significant architectural resources. No National Register-listed properties are located within the APE.

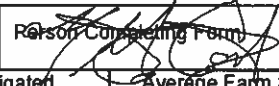
**Should any aspect of the project design change (including the addition of an off-site detour), please notify NCDOT Historic Architecture as additional review may be necessary.**





	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT &amp; ENVIRONMENTAL ANALYSIS UNIT</p>
<p>STANLY COUNTY Replace Bridge No. 44 on SR 1435 OVER LONG CREEK <b>B-5373</b></p>	
<p>TRACKING NO. 13-03-0040 Figure 1</p>	

U.S. Department of Agriculture  
**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request <b>3/21/14</b>			
Name of Project <b>B-5373</b>		Federal Agency Involved <b>FHWA</b>			
Proposed Land Use <b>Bridge replacement</b>		County and State <b>Stanly, NC</b>			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS <b>03/21/2014</b>		Person Completing Form 	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated <b>0</b>	Average Farm Size <b>147 acres</b>
Major Crop(s) <b>Corn</b>	Farmable Land In Govt. Jurisdiction Acres: <b>62.9</b> % <b>163,029 acres</b>	Amount of Farmland As Defined in FPPA Acres: <b>55</b> % <b>142,553 acres</b>			
Name of Land Evaluation System Used <b>Stanly Co., NC LESA</b>	Name of State or Local Site Assessment System <b>N/A</b>	Date Land Evaluation Returned by NRCS <b>04/18/2014</b>			
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		<b>0.4</b>	<b>0.9</b>		
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		<b>0.4</b>	<b>0.9</b>		
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		<b>0.30</b>	<b>0.4</b>		
B. Total Acres Statewide Important or Local Important Farmland		<b>0.01</b>	<b>0.4</b>		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>0.0002</b>	<b>0.0005</b>		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>62.9</b>	<b>52</b>		
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		<b>51</b>	<b>69</b>		
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)	<b>15</b>	<b>15</b>	
2. Perimeter In Non-urban Use		(10)	<b>10</b>	<b>10</b>	
3. Percent Of Site Being Farmed		(20)	<b>15</b>	<b>15</b>	
4. Protection Provided By State and Local Government		(20)	<b>0</b>	<b>0</b>	
5. Distance From Urban Built-up Area		(15)	<b>15</b>	<b>15</b>	
6. Distance To Urban Support Services		(15)	<b>10</b>	<b>10</b>	
7. Size Of Present Farm Unit Compared To Average		(10)	<b>0</b>	<b>0</b>	
8. Creation Of Non-farmable Farmland		(10)	<b>0</b>	<b>0</b>	
9. Availability Of Farm Support Services		(5)	<b>3</b>	<b>3</b>	
10. On-Farm Investments		(20)	<b>20</b>	<b>20</b>	
11. Effects Of Conversion On Farm Support Services		(10)	<b>0</b>	<b>0</b>	
12. Compatibility With Existing Agricultural Use		(10)	<b>0</b>	<b>0</b>	
<b>TOTAL SITE ASSESSMENT POINTS</b>		<b>160</b>	<b>88</b>	<b>88</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		<b>100</b>	<b>51</b>	<b>69</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		<b>160</b>	<b>88</b>	<b>88</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>139</b>	<b>157</b>	<b>0</b>
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)

Zimbra

eworkman@rkk.com

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**poplin road bridge**

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**From :** Michael Sandy <msandy@stanlycountync.gov>

Wed, Apr 01, 2015 03:37 PM

**Subject :** poplin road bridge**To :** eworkman@rkk.com

Upon my review of this bridge replacement, it is my opinion that at this time bike traffic on this section of Poplin road does not warrant additional facilities or upgrades for bikers due to the very low volume on this road.

Please contact me if you have any questions.

Michael M. Sandy, A.I.C.P., CZO, CFM  
Stanly County Planning Director  
704-986-3665

Pursuant to North Carolina General Statutes, Chapter 132, email correspondence to and from this address may be considered public record under North Carolina Public record Laws and may be disclosed to third parties.

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# Bridge No. 44 Replacement Project

Transportation Improvement Program (TIP)  
TIP No. B-5373

Bridge No. 44 on Poplin Road (S.R. 1435)  
over Long Creek

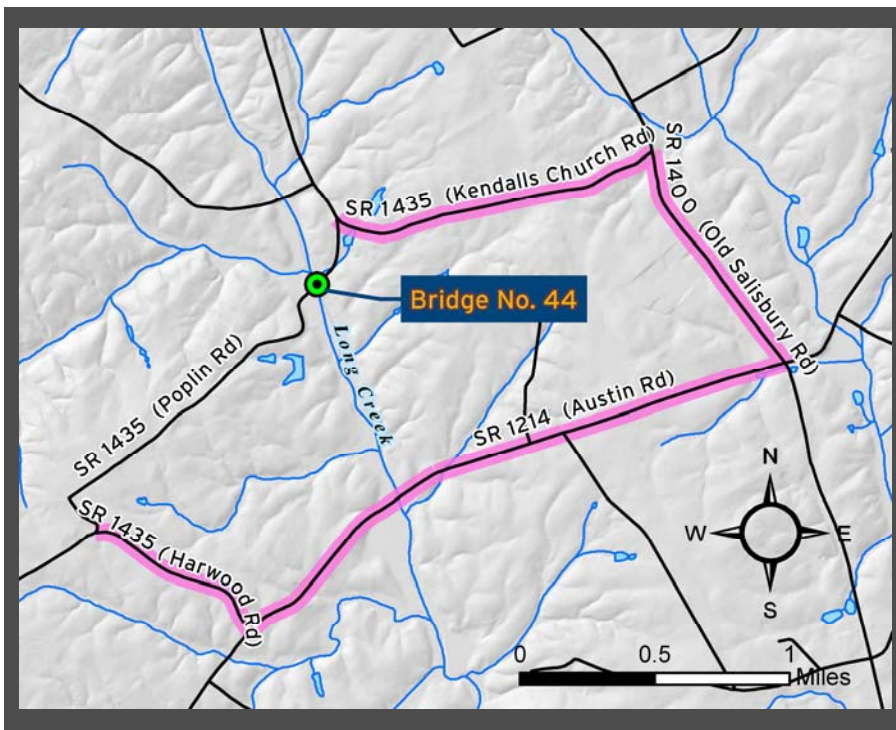
**NCDOT Mission:**  
Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health, and well-being of North Carolina.

## Project Description

The North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA) are proposing to replace Bridge No. 44 on Poplin Road (S.R. 1435) over Long Creek in Stanly County, N.C. Bridge No. 44 was built in 1961 and is reaching the end of its useful life. The purpose of the project is to provide a safer and more durable structure at this location. NCDOT proposes to replace Bridge No. 44 at its existing location.

## Schedule for Bridge No. 44 Replacement Project (TIP No. B-5373)

- August 2015: Completion of Environmental Studies
- June 2017: Right-of-Way Acquisition Begins
- June 2018: Construction Begins



## Off-site Detour and Construction Information

Traffic will be maintained during construction on a 5.2-mile off-site detour using Kendalls Church Road, Old Salisbury Road, Austin Road, and Harwood Road. Construction of the new bridge will take approximately six months to complete. Access will be maintained to existing driveways along Poplin Road (S.R. 1435) during construction.



## **Bridge No. 44 Replacement on Poplin Road (S.R. 1435) over Long Creek (TIP No. B-5373)**

North Carolina Department of Transportation  
Project Development and Environmental Analysis Unit  
Attn: Zahid Baloch, PE  
1548 Mail Service Center  
Raleigh, North Carolina 27699-1548

**Important Information—Please Read!**

### **Contact Us**

For questions or comments about this project, please contact one of the following project team members:

#### **Zahid Baloch, PE**

NCDOT—PD&EA Unit  
1548 Mail Service Center  
Raleigh, NC 27699-1548  
Phone: 919-707-6012  
Email: [zbaloch@ncdot.gov](mailto:zbaloch@ncdot.gov)

#### **Kristina Miller, PE, or**

#### **Elizabeth Workman-Maurer**

RK&K Consulting Firm  
900 Ridgefield Drive, Ste. 350  
Raleigh, NC 27609  
Phone: 919-878-9560  
Fax: 919-790-8382  
Email: [kmiller@rkk.com](mailto:kmiller@rkk.com) or  
[eworkman@rkk.com](mailto:eworkman@rkk.com)

### **Do you want to share your thoughts on the project?**

Please feel free to mail, email or fax your comments to a project team member by **May 29, 2015**.

Persons who speak Spanish and do not speak English, or have a limited ability to read, speak or understand English, may receive interpretive services upon request by calling (800) 481-6494.