

Type III Categorical Exclusion Action Classification Form

STIP Project No.	B-5619
WBS Element	PE-45574.1.1, ROW-45574.2.1, Construction-45574.3.1
Federal Project No.	PE-N/A, ROW and Construction - BRZ-1389(003)

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 530052 (52) over the Neuse River and Bridge No. 530152 (152) over the Neuse River Overflow, and their approaches, on SR 1389 (Hardy Bridge Road). The proposed project is in rural Lenoir County approximately six miles south-southeast of the town of La Grange and 1.7 miles north of the junction of SR 1389 and NC 55. Refer to **Figure 1**, Project Vicinity/Study Area Map. The proposed action is listed in the current NCDOT 2018-2027 State Transportation Improvement Program (STIP) as Project Number B-5619.

Land use in the project study area is a combination of maintained roadsides, residential, agricultural and undeveloped natural areas. The project study area is rural and predominantly undeveloped with maintained/mowed road right-of-way, open stream channel flanked by floodplain and forested wetland and agricultural fields toward the northern and southern (upland) ends of the project study area.

The proposed project will be federally funded for the Right-of-Way (ROW) and Construction portions of the proposed project. The Preliminary Engineering (PE phase) is state funded. The project is scheduled for right of way acquisition in early 2020 and let in FY 2020 according to the latest NCDOT STIP. NCDOT has requested this project to be accelerated so that it can serve as the official offsite detour for STIP Project B-4566, which replaces Bridge No. 45 over the Neuse River on NC 903 (northwest of Bridges 52 and 152) and is scheduled to be let to construction in January 2022.

Other nearby (east of La Grange, NC) STIP projects in Lenoir County include:

- R-5813 US 70 at SR 1227 (Jim Sutton Road)/SR 1252 (Willie Measley Road); ROW scheduled for 2022.
- R-2553A, upgrade US-70 to freeway from the existing freeway near La Grange to SR 1522 (Albert Suggs Road); currently unfunded.
- R-2553B, upgrade US-70 to freeway from west of SR 1522 (Albert Suggs Road) to NC 148 (Harvey Parkway); ROW scheduled for 2025.
- R-2553C; Kinston Bypass (new location freeway), NC 148 (Harvey Parkway) to US 70 East of NC 58; ROW scheduled for 2022.

B. Description of Need and Purpose:

The purpose of the project is to address the functional obsolescence and structural deficiencies of the existing SR 1389 bridges over the Neuse River and Neuse River Overflow, respectively. NCDOT Structures Management Unit records indicate that Bridge 52 (over the Neuse River) was built in 1954 and has a sufficiency rating of 48.24 out of a possible 100 for a new structure. The bridge is considered functionally obsolete due to

deck geometry and has a posted weight limit of 30 tons. Bridge 152 (over the Neuse River Overflow) was also built in 1954 and has a sufficiency rating of 42.16. The bridge is considered structurally deficient due to the appraisals of the superstructure and substructure conditions.

C. Existing Facilities:

Bridge 52 is approximately 451 feet long, 26.2 feet wide and consists of nine spans. Bridge 152 is approximately 200 feet long, 26.2 feet wide and consists of eight spans.

SR 1389 is classified as a minor collector with about six percent heavy vehicles. Existing traffic in the study area, with a base year of 2016, is 1,800 annual average daily traffic (AADT) with a forecast for 2020 of 1850 AADT and 3000 AADT for 2040.

There are no existing pedestrian or bicycle facilities along SR 1389 in the project study area inclusive of Bridge 52 and Bridge 152. State bike route number 7, Ocracoke Option, is located within the project study area at both bridge locations. The Mountains-to-Sea Trail (MST) planned corridor also identifies a paddle route section along the Neuse River at Bridge 52.

The Mountains-to-Sea State Trail (MST) Neuse River Paddle Route is located adjacent to the project corridor along the length of the Neuse River and within the DCIA. As a water course, the MST Neuse River Paddle Route is a regional resource and an interim way for through hikers who are attempting to complete the MST planned corridor from the Tennessee border to the Atlantic Ocean. The proposed replacement of Bridge 52 over Neuse River is expected to temporarily restrict full channel width of the MST Neuse River Paddle Route, but passage is expected to remain open throughout construction. NCDOT will coordinate with the NC State Parks to alert users of the Neuse River Paddle Route of the construction time period.

This proposed project falls within the MST planned corridor and is on a state bicycle route; The MST planned corridor is maintained by volunteers through the Friends of the Mountain-to-Sea organization (Sound Rivers). The precise location of the MST trail has not been determined by NC State Parks in partnership with Lenoir County. NC State Parks has requested enough clearance under the proposed replacement bridge over the Neuse River for the MST trail.

D. Categorical Exclusion Action Classification:

E. Proposed Improvements:

There will be bicycle accommodations in the proposed bridge designs. Namely, the proposed two replacement bridges will each have two 12-foot lanes with minimum 5-foot shoulders on both sides of the bridges and 42-inch high bridge railings to accommodate bicyclists. The replacement Bridge 52 will be approximately 460 feet long and Bridge 152 will be approximately 220 feet long. Minor ROW acquisition is anticipated for these proposed two bridge replacements.

F. Special Project Information:

Alternatives Discussion: In addition to the No Build Alternative, proposed alternatives included a replace-in-place construction with an on-site temporary detour either west or east of the existing Bridges 52 and 152 and a replace-in-place construction with an off-site detour of approximately 16.5 miles.

No Build Alternative: There would be no changes to the existing bridges and the need would not be addressed.

Alternatives Considered but Eliminated: In addition to the Selected Alternative, the following alternatives, Alternatives 1 and 2, were considered but eliminated from further consideration for several reasons:

- **Alternative 1** included an on-site detour using a temporary bridge to the west side of the existing bridges. The proposed replacement bridges would include 32 feet of clear roadway with two 11-foot lanes and five-foot paved shoulders on each side. Approaching roadway includes two 11-foot lanes with 7-foot shoulders on each side. The temporary detour bridge would have two 10-foot lanes with two-foot shoulders for 24 feet of clear roadway; approaches would include two 10-foot lanes with three-foot shoulders on each side. The construction cost for this alternative is \$10,700,000.00.
- **Alternative 2** included an on-site detour using a temporary bridge to the east side of the existing bridges. Proposed replacement Bridge 52 would include 32 feet of clear roadway with two 11-foot lanes with five-foot shoulders on either side. Proposed replacement Bridge 152 would have 33 feet, 10 inches of clear roadway that includes two 11-foot lanes with five foot, 11-inch shoulders on each side. The temporary detour bridge would have two 10-foot lanes with two-foot shoulders for 24 feet of clear roadway; approaches would include two 10-foot lanes with three-foot shoulders on each side. The construction cost for this alternative is \$10,900,000.00.

At the Field Scoping Meeting (FSM) in November 2018, it was determined that Alternatives 1 and 2 would have constructability issues with temporary detour bridges, horizontal geometry of potential on-site detours and the potential moratorium for in-water work which would significantly increase the time to complete construction. Alternatives 1 and 2 were eliminated from further consideration shortly after the FSM upon confirmation from Lenoir County EMS that an off-site detour is anticipated to be a low impact. Additionally, for the Selected Alternative at the FSM, the shoulder widths were increased from four-foot to five-foot lanes. After the FSM for the Selected Alternative, lane widths were increased from two 11-foot lanes to two 12-foot lanes.

Selected Alternative (Alternative 3): The Selected Alternative would replace Bridge No. 52 over the Neuse River and Bridge No. 152 over the Neuse River Overflow on existing alignment, and their approaches. It will also reroute and maintain traffic along a 16.5-mile off-site detour during construction using SR 1309, NC 903, and NC 55 (See **Figure 2**). Proposed replacement Bridge 52 will have a minimum 35-foot clear roadway with 12-foot lanes and minimum 5-foot shoulders on both sides of the bridge and 42-inch high bridge

railings to accommodate bicyclists. Proposed replacement Bridge 152 will have a minimum 36 feet and six inches of clear roadway width due to the proposed bridge structure design that includes two 12-foot lanes with minimum 6-foot three-inch shoulders on both sides of the bridge and 42-inch high bridge railings to accommodate bicyclists. Right of Way and construction will receive federal funding; construction cost (only) is estimated to be \$6,400,000.

The Selected Alternative was chosen because it best fulfills the purpose and need for the proposed project by improving safety on SR 1389 by replacing Bridge 52 and Bridge 152. The Selected Alternative also minimizes environmental (stream and wetland) and property impacts by not utilizing on-site detours. The Selected Alternative includes only two proposed bridges, as opposed to two proposed bridges and two additional temporary bridges for onsite detours associated with Alternatives 1 and 2, which results in lower costs.

Traffic Studies:

Based on information from NCDOT and their review of the traffic forecast, plus a lack of major intersections in the project vicinity, a traffic capacity analysis was deemed not necessary.

Cost Estimate:

The estimated project cost for construction of the Selected Alternative (Alternative 3), based on 2018 prices, is \$6,400,000. The estimated project cost for utilities is \$84,000 and \$11,500 for right-of-way acquisition. Therefore, the total project cost of the Selected Alternative (Alternative 3), is \$6,495,500.

Noise and Air Quality:

The Selected Alternative is considered a Type III project, as defined by NCDOT Traffic Noise Policy (October 6, 2016); therefore, traffic noise analyses are not required.

The project is in Lenoir County, which is in compliance with the National Ambient Air Quality Standards. The proposed project is in an attainment area; therefore 40 CFR Parts 51 and 93 are not applicable. This project is not anticipated to create any adverse effects on the air quality of this attainment area.

This project will not result in any meaningful changes in traffic volume, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxics (MSAT) concerns. Consequently, this effort is exempt from analysis for MSATs.

Water Resources:

The project study area lies within the Neuse River watershed (US Geological Survey [USGS] Hydrologic Unit 03020202). One stream was identified in the project study area, the Neuse River (see **Figure 3**), which flows under SR 1389 and through the project area. Bordering the river channel, the project study area is defined by forested wetland. The Neuse River has been designated by the USACE as a Navigable Water under Section 10 of the Rivers and Harbors Act. The Neuse River is also subject the Neuse Riparian Buffer Rules.

FEMA Considerations:

The floodway and floodplain associated with the Neuse River are located within the project study area. The Selected Alternative (Alternative 3) will encroach on the FEMA regulated floodplain. Therefore, in accordance with Executive Order 11988, the NCDOT Hydraulics Unit will need to coordinate with the NC Floodplain Mapping Program (FMP), the delegated state agency for administering the NFIP, to determine the status of the proposed project with regard to applicability of NCDOT’s Memorandum of Agreement (MOA) with FMP (dated August 12, 2016), or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

Jurisdictional Issues:

The Selected Alternative preliminary impacts are approximately 0.33 acre of forested wetland (PFO1C) and 133 linear feet of the Neuse River. See **Figure 3**. Preliminary impacts were calculated using preliminary designs of the Selected Alternative (Alternative 3) based on a 25-foot offset of the slope stake lines.

Bald and Golden Eagle Protection Act:

Habitat for bald eagle is present within the project study area. The closest documented bald eagle nest is located on the Neuse River, approximately eleven aerial miles from the study area. A field survey for the bald eagle, as well as active and historic nests was conducted on June 15, 2019, which consisted of a kayak survey, a pedestrian survey, and a stationary survey of the area within a 660-foot radius of the project site. No historic nests, active nests, juveniles or adults of the species were observed during this survey. Due to the lack of known occurrences, the lack of evidence of current inhabitation within 660 feet of the project site, and minimal impact anticipated for this project, it has been determined that this project will not affect this species.

Anticipated Permits or Consultation Requirements:

The proposed project has been designated as a Categorical Exclusion (CE) for the purposes of National Environmental Policy Act (NEPA) documentation. As a result, a Nationwide Permit (NWP) 23, and corresponding NC Water Quality Certification, will likely be applicable for anticipated permanent impacts to “Waters of the United States” resulting from the proposed project. A Coast Guard Advance Approval will likely also be required.

FEMA coordination and permitting will also be required due to the encroachment of the proposed project into the floodplain.

Agency and Public Involvement:

Due to the proposed project being state funded during Preliminary Engineering (PE), NCDOT sought input from state agencies via a start of study email distributed in July 2018 and local Emergency Management Services (EMS) and the County School system. Comments were received from the following state agencies and are included in

Appendix A.

- Lenoir County Schools
- Lenoir County Emergency Management Services (EMS)
- NCDOT Division of Bicycle and Pedestrian Transportation
- NC State Parks

A start of study notification was sent out to landowners within the project study area in February 2019. Additionally, a newsletter was mailed to the property owners and tenants within the detour route area (detour route shown in **Figure 2**) and some bordering areas outside the detour route in February 2019. The newsletter included a map of the project location, NCDOT contact information and a general schedule for ROW work (Fall 2019) and construction (Fall 2020).

Comments and questions about the proposed project were received from three property owners in the two-week comment period ending on March 8, 2019.

G. Project Impact Criteria Checklists:

Type III Actions		Yes	No
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Type III Actions		Yes	No
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. USFS, USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30	Are there other issues that arose during the project development process that effected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

H. Additional Documentation as Required from Section F

Question 1: The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE) and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT project and activities. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect". The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Lenoir County (Division 2), where B-5619 is located.

As of March 27, 2019, the United States Fish and Wildlife (USFWS) lists two federally protected species, under the Endangered Species Act (ESA) for Lenoir County. In

addition, one anadromous fish species from the National Marine Fisheries Service (NMFS) Threatened and Endangered Species list is included in the list.

The U.S. Fish and Wildlife Service (USFWS) lists the following two species with federal protection in Lenoir County: the red-cockaded woodpecker (*Picoides borealis*) and the sensitive joint-vetch (*Aeschynomene virginica*).

The National Marine Fisheries Service (NMFS) Threatened and Endangered Species lists the following one anadromous fish species with federal protection in Lenoir County: Atlantic sturgeon (*Acipenser oxyrinchus*). Only for Bridge 52, the biological conclusion for the Atlantic sturgeon is 'unresolved'.

Common Name	Scientific Name	Status	Habitat Present	Biological Conclusion
Atlantic sturgeon	<i>Acipenser oxyrinchus</i>	E; CH	Yes	Bridge 52: Unresolved Bridge 152: No effect
Red-cockaded woodpecker	<i>Picoides borealis</i>	E	No	No effect
Sensitive joint-vetch	<i>Aeschynomene virginica</i>	T	No	No effect

Question 6: FHWA reviewed the applicable project information and determined that Section 4(f) does not seem applicable.

Question 9: The National Marine Fisheries Service (NMFS) and the National Oceanic and Atmospheric Administration (NOAA) published a final rule in August 2017 that designated critical habitat for distinct population segments (DPS) of the Atlantic sturgeon (*Acipenser oxyrinchus*), including the Carolinas DPS that utilize the Neuse River in North Carolina.

Question 10: Streamside riparian zones within the study area are protected under provisions of the Neuse River Riparian Buffer Rules administered by NCDWR.

Question 18: USCG permit: The proposed project is not likely to require a USCG permit, pursuant to Section 9 of the Rivers and Harbors Acts. At this time, an Advanced Approval from the USCG is anticipated

Question 29: There is approximately 0.78 acres of land immediately adjoining the existing right-of-way on the north and south edges of Bridge 52 and is forested or non-productive farmland; however, it is not expected to ever be used for agricultural production based on the adjacency to the existing right-of-way, the low-lying nature of the land, the surrounding land uses, and that the land is currently heavily wooded. A preliminary screening of farmland conversion impacts in the project study area was completed (NRCS Form AD-1006) and a total score of 60 out of 160 points was calculated for the 240.55-acre Direct Community Impact Area (DCIA). Since the total site assessment score did not exceed the 60-point threshold established by NRCS, farmland conversion impacts may be anticipated, but are not considered notable.

H. Project Commitments

Lenoir County

**SR 1389 – Bridge 52 and Overflow Bridge 152 over the Neuse River, between
SR1300 and SR1307
Federal Project No. BRZ-1389(003)
WBS No. 45574.1.1
TIP No. B-5619**

- NCDOT Division 2 Construction, Resident Engineer's Office – Offsite Detour – In order to have time to adequately reroute school busses, Lenoir County Schools will be contacted at (252) 527-7092 at least one month prior to road closure. Lenoir County Emergency Services will be contacted at (252) 521-1838 at least one month prior to road closure to make the necessary temporary reassignments to primary response units.
- All Design Groups/Division Resident Engineer – NCWRC has designated the Neuse River in the project area as an Inland Primary Nursery Area with a February 15th to September 30th in-water work moratorium. Stream Crossing Guidelines for Anadromous Fish passage will be implemented in the design and construction of this project. Further coordination will be needed with NMFS for the Atlantic sturgeon and its critical habitat.
- NCDOT Environmental Analysis Unit – U.S. Coast Guard coordination; Advance Approval is anticipated.
- NCDOT Hydraulics Unit, NCDOT Environmental Analysis Unit – Buffer Rules – The Neuse River Basin Buffer Rules apply to this project.
- NCDOT Hydraulics Unit – Coordination with the NC Floodplain Mapping Program (FMP), the delegated state agency for administering the NFIP, to determine the status of the project with regard to applicability of NCDOT's Memorandum of Agreement (MOA) with FMP (dated August 12, 2016), or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).
- NCDOT Division 2 Construction – FEMA – This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.
- NCDOT Division 2 Construction - The contractor will have specific instructions regarding prevention of debris going into the Neuse River during all demolition and construction activities. The contractor's demolition plan will be submitted for review in accordance with NCDOT Standard Specifications.

- NCDOT Division 2 – Due to the project being over the Neuse River, NCDOT will follow Design Standards in Sensitive Watersheds guidelines for implementing erosion and sediment control BMPs for this project.
- NCDOT Structures Management Unit/Division 2 - To allow for a potential future greenway to be constructed on either side of the Neuse River, at least 20 feet of horizontal clearance and 10 feet of vertical clearance will be provided between the top of the riverbank and the bridge end slope underneath Bridge 52. The minimum 20 feet of horizontal clearance and 10 feet of vertical clearance on either side of the river can be provided without lengthening the bridge beyond hydraulic requirements, so no cost participation is required by local governments.

I. Categorical Exclusion Approval

STIP Project No.	B-5619
WBS Element	PE-45574.1.1, ROW-45574.2.1, Construction-45574.3.1
Federal Project No.	PE-N/A, ROW and Construction - BRZ-1389(003)

Prepared By:

10/2/2019
Date

DocuSigned by:
Lou Raymond
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Lou Raymond, PE, AICP
Mead & Hunt

Prepared For:

DocuSigned by:
Kevin Fischer
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Kevin Fischer, PE
NCDOT Structures Management Unit

Reviewed By:

10/8/2019
Date

DocuSigned by:
Phil Harris
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Phillip S. Harris, III, PE
NCDOT Environmental Analysis Unit Head

NCDOT certifies that the proposed action qualifies as a Type III Categorical Exclusion.

FHWA Approval:

10/8/2019
Date

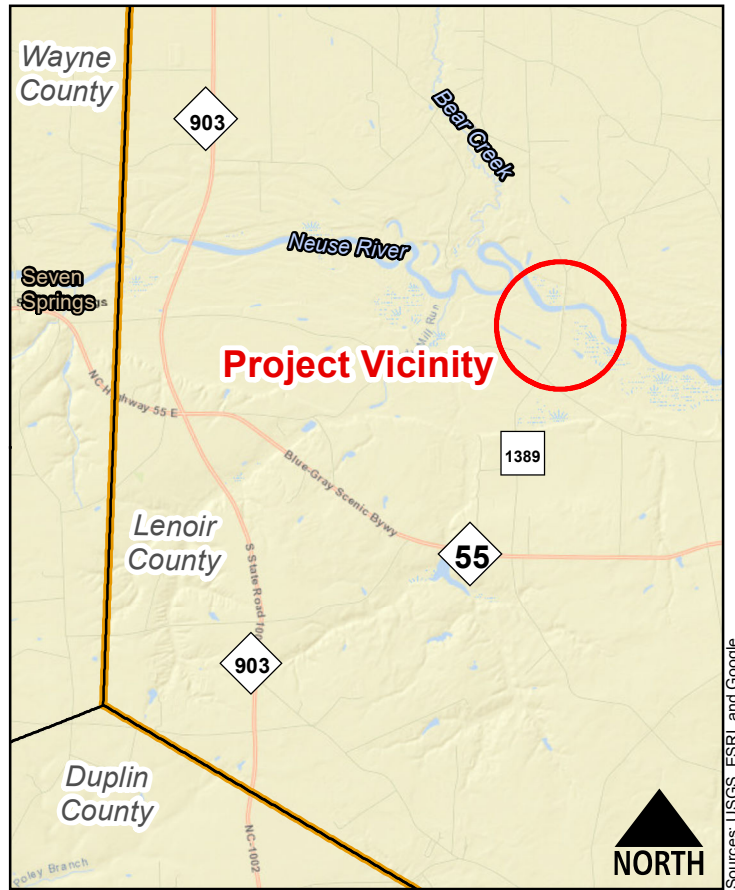
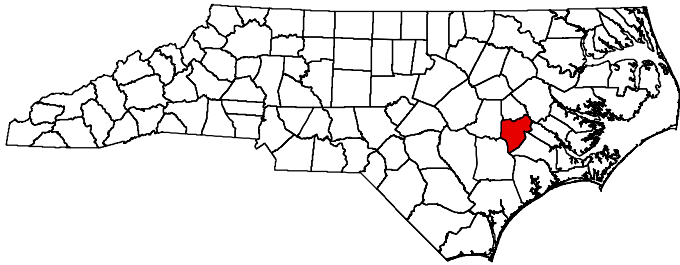
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Bill Marley, Planning and Program Development
Federal Highway Administration

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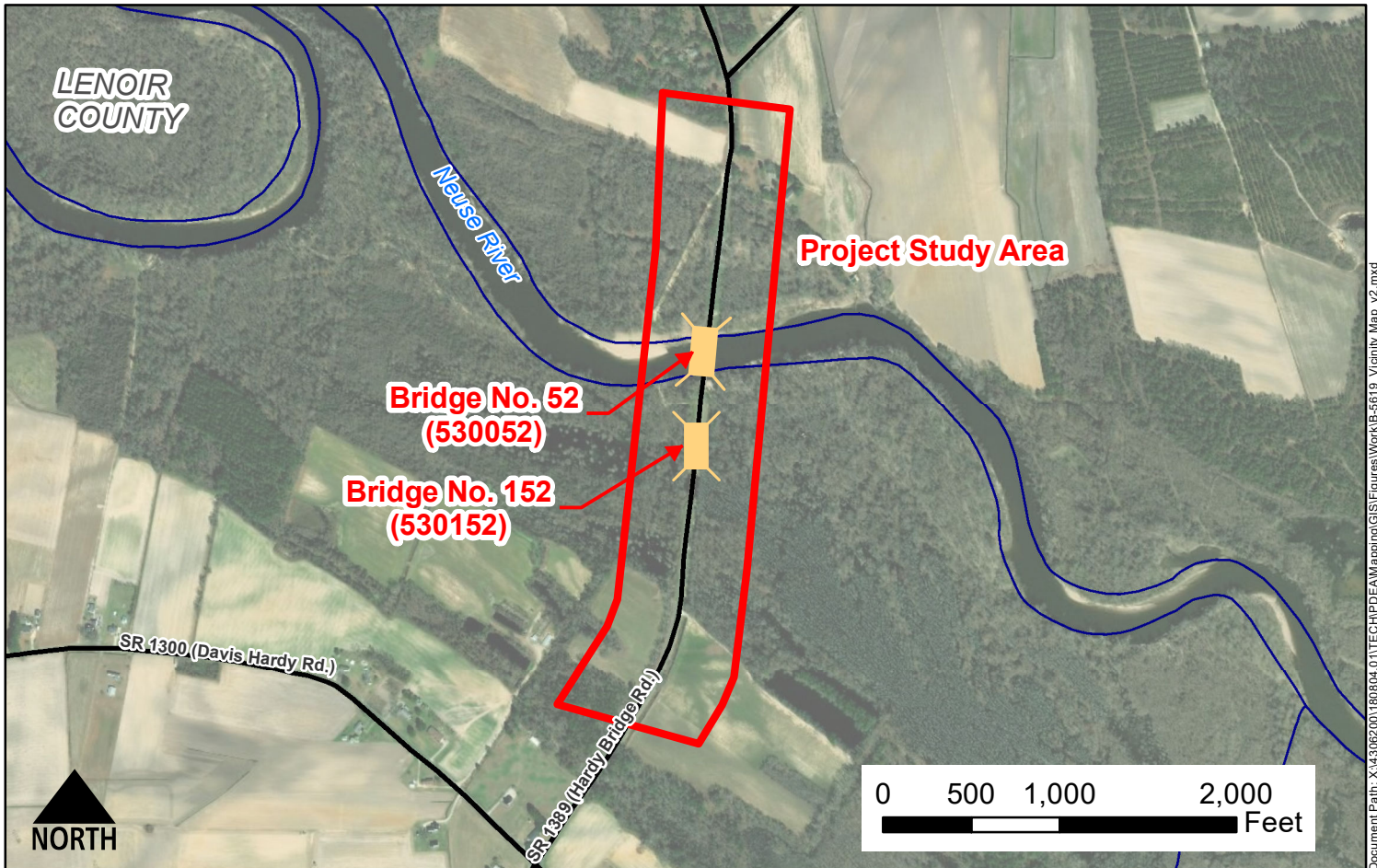


Figure 1 Project Vicinity/ Study Area

Project 45574.1.1 (B-5619)
Lenoir County
Bridge No. 52 over Neuse River and
Bridge No. 152 over Neuse River Overflow
on SR 1389 (Hardy Bridge Road)



Project Vicinity



NORTH





Figure 2: USGS Quad Map

TIP#: B-5619
Project Description: Bridge numbers
530052 and 530152 over the
Neuse River and Neuse River Overflow
on SR 1389 (Hardy Bridge Road)
Lenoir County, North Carolina



Detour Route

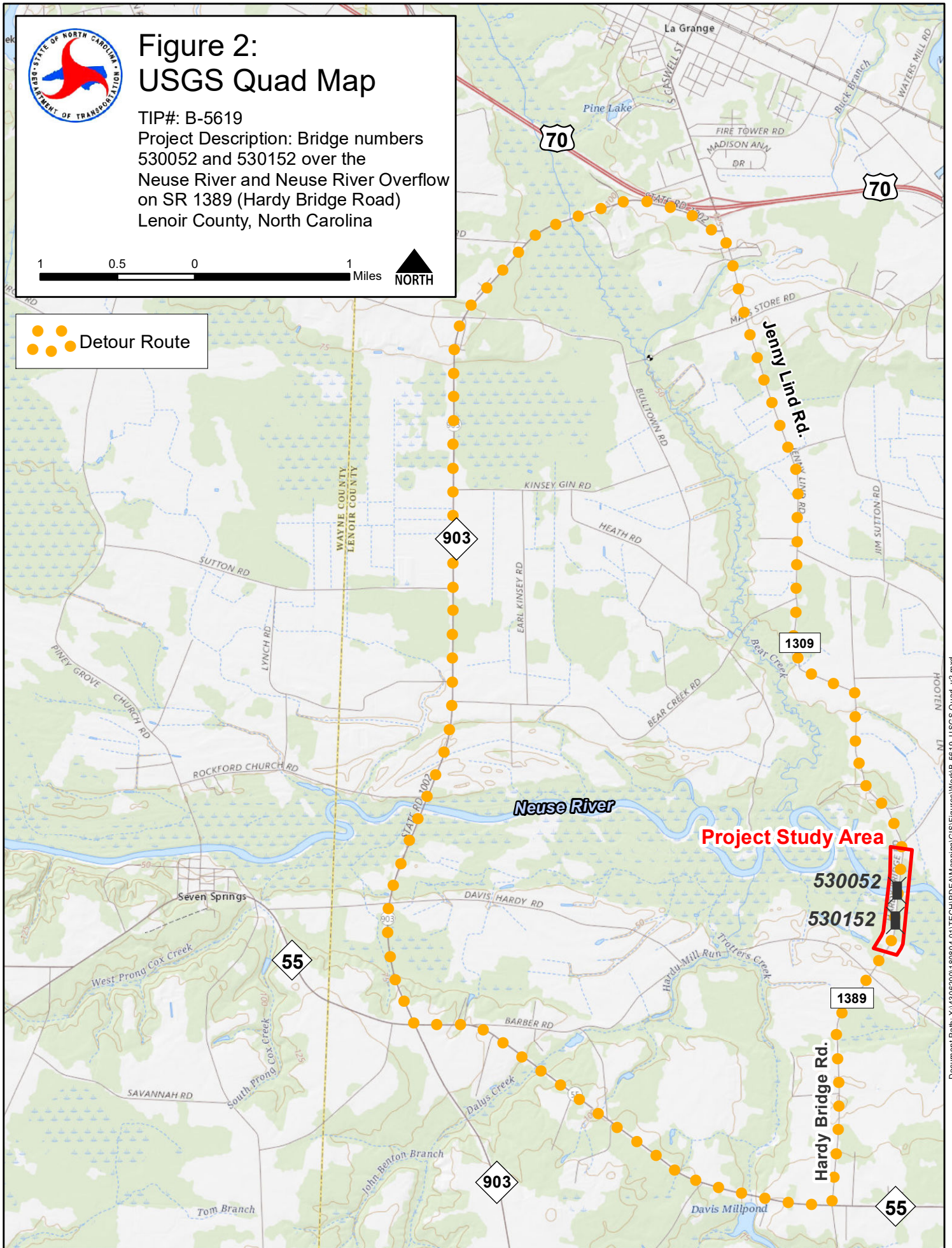




Figure 3: Aerial

TIP#: B-5619

Project Description: Bridge numbers 530052 and 530152 over the Neuse River and Neuse River Overflow on SR 1389 (Hardy Bridge Road) Lenoir County, North Carolina



- Proposed Structures
- Slope Stakes
- Slope Stakes +25'
- Jurisdictional Wetland
- Jurisdictional Stream/Ditch
- Freshwater Pond

Bridge No. 52 (530052)

Bridge No. 152 (530152)

Neuse River

Project Study Area

Davis Hardy Rd.

Hardy Bridge Rd.

APPENDIX A
Agency Correspondence

NC Department of Transportation Community Studies Group, Human Environment Section
Local Schools Input Form for
STIP Project B-5619 Consultant to insert in Short-Form COMMUNITY IMPACT
ASSESSMENT

Contact Information

Interviewee Name: Cindy Bruner

Date: 11/26/18

Title/Position:

Phone Number: 252-527-7092

Organization/Agency: Lenoir County Public Schools

Email: cbruner@lenoir.k12.nc.us

Completed Via: Email Phone

Interview Information/Instructions

If completed by phone:

Interviewed By (Name/Organization): Lou Raymond/Mead&Hunt

If completed by email:

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or fax number:

Lou Raymond, PE, AICP | Environmental Planning Manager, Associate

Mead & Hunt | 10130 Perimeter Parkway | Suite 200 | Charlotte, NC 28216

Direct1: 919-714-8667 | Direct2: 704-266-4865 | Mobile: 704-604-8793

lou.raymond@meadhunt.com | www.meadhunt.com

Project Information

Replace Bridge No. 52 over Neuse River and
Bridge No. 152 over Neuse River Overflow on SR
1389 (Hardy Bridge Road) in Lenoir County

See attached Project Vicinity Map

Check all questions that apply and provide a detailed explanation of your response in the field provided.	Check if item is applicable
1. How many school buses [cross the bridge/pass through the corridor] per day (total # of daily buses, total # daily of trips)? <i>1 bus in morning and afternoon during normal school year. In summer, 3 buses daily for English as a second language students.</i>	<input checked="" type="checkbox"/>
2. Is the corridor used by carpool traffic or pedestrians to access local schools? If yes, please describe the location and time(s) of day. <i>Yes, a lot of carpools – LaGrange ES and Moss Hill ES students being carpooled.</i>	<input checked="" type="checkbox"/>
3. [Applicable if schools are located in or near the project area] Are there any Safe Routes to School plans in place at schools in the vicinity of the project? <i>No. Neuse River is a boundary for Northern HS and Southern HS students.</i>	<input type="checkbox"/>
4. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes or the location of resources along these routes with respect to school traffic? <i>Only one bridge to Kinston. Intersection of 903 and Hwy 55 already dangerous.</i>	<input checked="" type="checkbox"/>
5. Are there any future time periods or events that you know of where bridge or road closure or reduction in number of lanes for construction would be of particular concern? <i>Only when Raleigh lets go of their water and the roads flood.</i>	<input checked="" type="checkbox"/>
6. Rate the overall impact on school transportation if the bridge or roadway were closed or at reduced capacity for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input checked="" type="checkbox"/> Moderate Impact <input checked="" type="checkbox"/> High Impact	
7. Are road names referenced by the names locals would use? <i>Yes</i>	<input checked="" type="checkbox"/>
8. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? <i>No</i>	<input type="checkbox"/>
9. Are there any other concerns you have regarding the potential impact of this project on school transportation services or any additional comments? Please be as specific as possible. <i>No</i>	<input type="checkbox"/>

NC Department of Transportation Community Studies Group, Human Environment Section

Local EMS Input Form for

STIP Project B-5619 COMMUNITY IMPACT ASSESSMENT

Contact Information

Interviewee Name: James Hood

Date: 11/26/18

Title/Position: Deputy Director of EMS

Phone Number: 252-521-1838

Organization/Agency: Lenoir County EMS

Email: jhood@co.lenoir.nc.us

Completed Via: Email Phone

Interview Information/Instructions

If completed by phone:

Interviewed By (Name/Organization):

If completed by email:

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender. If you would prefer to complete a hard copy of this form, please send all sheets to the address or fax number below:

Lou Raymond, PE, AICP | Environmental Planning Manager, Associate

Mead & Hunt | 10130 Perimeter Parkway | Suite 200 | Charlotte, NC 28216

Direct1: 919-714-8667 | Direct2: 704-266-4865 | Mobile: 704-604-8793

lou.raymond@meadhunt.com | www.meadhunt.com

Project Information

Project Description: Replacement of Bridge No. 52 over Neuse River and Bridge No. 152 over Neuse River Overflow on SR 1389 (Hardy Bridge Road) in Lenoir County.

See Attached Project Vicinity Map and Possible Detour Route

For all applicable questions, please provide a detailed explanation of your response in the field provided.	Check if item is applicable
1. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service). NO	<input type="checkbox"/>
2. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? NO	<input type="checkbox"/>
3. Are there any future time periods or events that you know of where bridge or road closure or reduction in number of lanes for construction would be of particular concern? NO	<input type="checkbox"/>
4. Rate the overall impact on emergency services if the bridge or roadway were closed or at reduced capacity for up to a year: <input type="checkbox"/> No Impact <input checked="" type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact	
5. Are road names referenced by the names locals would use? YES	<input type="checkbox"/>
6. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? Seven Springs VFD and Sandy Botton VFD	<input type="checkbox"/>
7. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible. NO	<input type="checkbox"/>



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

MEMO TO: Lou Raymond
Mead & Hunt

FROM: John Vine-Hodge
Division of Bicycle and Pedestrian Transportation

DATE: September 21, 2018

SUBJECT: Scoping Reviews for **B-5619**, Lenoir County

The Division of Bicycle and Pedestrian Transportation has reviewed B-5619, replacement of bridge no. 52 over Neuse River and bridge no. 152 over Neuse River Overflow on SR 1389 (Hardy Bridge Road) in Lenoir County.

Existing Facilities

State bike route no. 7, Ocracoke Option, is located at both bridge locations.

The Mountains-to-Sea Trail also identifies a paddle route section along the Neuse River at bridge no. 52. See [here](#).

There are no known dedicated pedestrian or bicycle facilities along the bridge corridor, though the travel lanes of the roadway may be used by bicyclists.

Surrounding Land Use

It is very sparsely populated in the immediate bridge vicinity with primary land uses appearing to be open space/farmland.

Existing Plans

The [Lenoir County Comprehensive Transportation Plan](#) (CTP) (2018) provides recommendations for bicycle accommodations/improvements at the bridge locations, as well as multi-use path needs crossing bridge no. 52 along the Neuse River.

Known Bike/Pedestrian Crashes (2007-2015)

None identified.

Recommendations

Due to the bridges being located on a state bike route, it is recommended that the replacement bridges are designed with 5 ft. min paved shoulders/offsets and bike-safe railing. FYI, AASHTO's Guide for the Development of Bicycle Facilities permits 42" to 48" bridge railing height while [NCDOT's Complete Streets Guidelines](#) primarily call for 54" bridge railing heights.

Regarding the existing paddle trail and the recommendation in the Lenoir County CTP for a multi-use path at this location, it is recommended to coordinate with the Friends of the Mountain-to-Sea organization on any future plans they may envision for this corridor and how the bridge replacement may impact people utilizing the trail network.

We appreciate the opportunity to comment on this project. Please let us know if there is a need for additional information.

From: [Raynor, Smith R](#)
To: [Lou Raymond](#); [Head, David M](#)
Cc: [Bowles, Jacquelyn K](#); [Peterson, Tierre R](#); [Jackie Obediente](#); [Rick DeCola](#); [Zeringue, Kathryn E](#)
Subject: RE: [External] FW: Start of Study - Bridge No. 52 and Bridge No. 152 (B-5619) in Lenoir County
Date: Monday, August 26, 2019 11:38:47 AM
Attachments: [image002.png](#)
[image003.png](#)

Good morning, Lou—

Thank you so much for reaching out to us about the B-5619 project. I hope that I can answer your questions.

State trails are units of the state park system. However, except in the cases where the trail is actually within the boundaries of a traditional state park, we partner with local governments, other state and federal agencies and non-profit organizations to plan, construct and maintain the trail. In the case of the Mountains to Sea State Trail, we have an adopted masterplan which shows the trail along the Neuse River in Lenoir County. The MST is not a paddle trail. The Friends of the MST has this as a paddle trail as an interim strategy for thru-hikers who are attempting to complete the trail from the TN border to the Atlantic Ocean.

In the case of Lenoir County and where your project is, we are partnering with Lenoir County to determine a precise location of the trail. Our master plan shows a planning corridor. Your bridge locations are within the planning corridor, so we will need room under the bridges for the trail. Additionally, bike and pedestrian access on the bridge to cross the Neuse should also be included. I assume that you have performed a Complete Streets analysis of this project already.

Again, thank you.

--Smith

Smith Raynor
State Trails Planner
NC State Parks
(919) 707-9305
smith.raynor@ncparks.gov



Of all the paths you take in life, make sure a few of them are dirt.
--John Muir

From: Lou Raymond <Lou.Raymond@meadhunt.com>
Sent: Monday, August 26, 2019 7:53 AM

To: Head, David M <Dave.Head@ncparks.gov>; Raynor, Smith R <smith.raynor@ncparks.gov>
Cc: Bowles, Jacquelyn K <jkbowles@ncdot.gov>; Peterson, Tierre R <trpeterson@ncdot.gov>; Jackie Obediente <jackie.obediente@threeoaksengineering.com>; Rick DeCola <rick.decola@meadhunt.com>
Subject: RE: [External] FW: Start of Study - Bridge No. 52 and Bridge No. 152 (B-5619) in Lenoir County

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Thanks Dave for your help.

Hi Ms. Raynor, have you had a chance to review the area of impact associated with this project? Please let me know if you have questions.

Thank you.

Lou Raymond, PE, AICP | Environmental Planning Manager, Associate

Mead & Hunt | 10130 Perimeter Parkway | Suite 200 | Charlotte, NC 28216
Direct1: 919-714-8667 | Direct2: 704-266-4865 | Mobile: 704-604-8793
lou.raymond@meadhunt.com | www.meadhunt.com
[LinkedIn](#) | [Careers Twitter](#) | [Mead & Hunt Insights](#)

From: Head, David M <Dave.Head@ncparks.gov>
Sent: Wednesday, August 14, 2019 12:06 PM
To: Lou Raymond <Lou.Raymond@meadhunt.com>
Cc: Bowles, Jacquelyn K <jkbowles@ncdot.gov>; Peterson, Tierre R <trpeterson@ncdot.gov>; Jackie Obediente <jackie.obediente@threeoaksengineering.com>; Rick DeCola <rick.decola@meadhunt.com>; Raynor, Smith R <smith.raynor@ncparks.gov>
Subject: RE: [External] FW: Start of Study - Bridge No. 52 and Bridge No. 152 (B-5619) in Lenoir County

Lou, Thanx for your email. Smith will be back in the office next week and will be able to respond to your questions once she reviews the area of impact associated with your project.

Thanx for your patience.

Dave

Dave Head

Planning Program Manager
NC Division of Parks and Recreation
1615 MSC Raleigh, NC 27699-1615
Email: dave.head@ncparks.gov
Phone: (919) 707-9310



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“We have not been given this earth from our parents to do with what we will. We have borrowed it from our children and we must be careful to use it in their interests as well as our own.” – **Moses Henry Cass**

From: Lou Raymond <Lou.Raymond@meadhunt.com>
Sent: Friday, August 9, 2019 11:13 AM
To: Head, David M <Dave.Head@ncparks.gov>
Cc: Bowles, Jacquelyn K <jkbowles@ncdot.gov>; Peterson, Tierre R <trpeterson@ncdot.gov>; Jackie Obediente <jackie.obediente@threeoaksengineering.com>; Rick DeCola <rick.decola@meadhunt.com>; Raynor, Smith R <smith.raynor@ncparks.gov>
Subject: RE: [External] FW: Start of Study - Bridge No. 52 and Bridge No. 152 (B-5619) in Lenoir County
Importance: High

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Good Day Mr. Head,

Given that Ms. Raynor will be out of the office until August 19 with no access to email during that time (automatic reply message), would you please help us with our questions below?? We would like to know as soon as possible so we can coordinate this information to FHWA for rendering a Section 4(f) determination on this project.

Thanks in advance for your help.

-Lou Raymond, PE, AICP
Mead & Hunt

From: Lou Raymond
Sent: Friday, August 9, 2019 11:02 AM
To: Raynor, Smith R <smith.raynor@ncparks.gov>
Cc: Bowles, Jacquelyn K <jkbowles@ncdot.gov>; Peterson, Tierre R <trpeterson@ncdot.gov>; Jackie Obediente <jackie.obediente@threeoaksengineering.com>; Rick DeCola <rick.decola@meadhunt.com>
Subject: RE: [External] FW: Start of Study - Bridge No. 52 and Bridge No. 152 (B-5619) in Lenoir County
Importance: High

Good Day Ms. Raynor,

Hope you're doing well. As a follow-up to the proposed two bridge replacements along SR 1389 (Hardy Bridge Road) in Lenoir County (STIP Project No. B-5619), we wanted to reach back out to you about the planned Mountains-to-Sea Trail (MST) facility. Is the Neuse River Paddle Route (<https://mountaintoseatrail.org/segment/11a-16a/>) considered part of the MST facility and/or do you have jurisdiction over it?

For the planned Mountains-to-Sea Trail (MST) facility across the Neuse River and the Neuse River Paddle Route are they presently publicly owned within our Project Study Area? For quick reference, attached is the Project Vicinity Map showing the Project Study Area.

Please let us know as soon as possible so we can coordinate this information to FHWA for rendering a Section 4(f) determination on this project.

Thank you!

Lou Raymond, PE, AICP | Environmental Planning Manager, Associate

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Direct1: 919-714-8667 | Direct2: 704-266-4865 | Mobile: 704-604-8793

lou.raymond@meadhunt.com | www.meadhunt.com

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From: Raynor, Smith R <smith.raynor@ncparks.gov>

Sent: Monday, December 17, 2018 8:42 AM

To: Lou Raymond <Lou.Raymond@meadhunt.com>

Cc: Rick DeCola <rick.decola@meadhunt.com>; Alex Forfa <Alex.Forfa@meadhunt.com>

Subject: RE: [External] FW: Start of Study - Bridge No. 52 and Bridge No. 152 (B-5619) in Lenoir County

Good morning, Lou—

The project to replace Bridges #52 and 152 falls within the Mountains to Sea State Trail planned corridor and is on state bicycle route. Because of this, there needs to be pedestrian and bicycle accommodation in the design of the new bridges.

Thank you so much for inviting my comment on this project.

I hope you have a wonderful holiday.

--Smith

Smith Raynor
State Trails Planner
NC State Parks
(919) 707-9305

smith.raynor@ncparks.gov



*Of all the paths you take in life, make sure a few of them are dirt.
--John Muir*

From: Lou Raymond <Lou.Raymond@meadhunt.com>
Sent: Monday, December 17, 2018 7:25 AM
To: Raynor, Smith R <smith.raynor@ncparks.gov>
Cc: Rick DeCola <rick.decola@meadhunt.com>; Alex Forfa <Alex.Forfa@meadhunt.com>
Subject: [External] FW: Start of Study - Bridge No. 52 and Bridge No. 152 (B-5619) in Lenoir County
Importance: High

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Good Morning Ms. Raynor,

Hope you're doing well. Per our conversation on 12/5, just wanted to follow-up to see if you have comments concerning this project? You mentioned that you did.

Thank you!

Lou Raymond, PE, AICP | Environmental Planning Manager, Associate

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Direct1: 919-714-8667 | Direct2: 704-266-4865 | Mobile: 704-604-8793

lou.raymond@meadhunt.com | www.meadhunt.com

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From: Lou Raymond
Sent: Thursday, November 15, 2018 9:08 AM
To: 'smith.raynor@ncparks.gov' <smith.raynor@ncparks.gov>
Cc: 'Peterson, Tierre R' <trpeterson@ncdot.gov>; 'Bowles, Jacquelyn K' <jkbowles@ncdot.gov>; 'Rivenbark, Chris' <crivenbark@ncdot.gov>; 'Newton, P. Korey' <pknewton@ncdot.gov>; 'Capehart, Cadmus' <ccapehart@ncdot.gov>; 'Lane, Heather C' <hclane@ncdot.gov>; 'rekha.patel@summitde.net' <rekha.patel@summitde.net>; 'Dan Duffield' <dan.duffield@summitde.net>; 'Suzanne Young' <suzanne.young@threeoaksengineering.com>; Rick DeCola <rick.decola@meadhunt.com>; Alex Forfa <Alex.Forfa@meadhunt.com>; 'smupef'

<smupez@ncdot.gov>

Subject: Start of Study - Bridge No. 52 and Bridge No. 152 (B-5619) in Lenoir County

Importance: High

Ms. Raynor,

Per our conversation this morning, NCDOT is starting the project development, environmental and engineering studies for the replacement of the following (see attached vicinity map):

- Bridge No. 52 over Neuse River and Bridge No. 152 over Neuse River Overflow on SR 1389 (Hardy Bridge Road) (B-5619) in Lenoir County

The Department may be in contact with your agency in the near future, if applicable, requesting project specific information.

No response to this notification is required, however we welcome your input if you have any specific or time-critical concerns that the Department should be aware of. *If you have comments concerning this project, please provide them on or before November 27, 2018.* Your comments may be used in the preparation of an environmental document, in accordance with the State or Federal Environmental Policy Act.

If you have any questions concerning this project, please contact me at 919-714-8667 on behalf of NCDOT. Please include the TIP number in all correspondence and comments.

Thank you,

Lou Raymond, PE, AICP | Environmental Planning Manager, Associate

Mead & Hunt | 10130 Perimeter Parkway | Suite 200 | Charlotte, NC 28216

Direct1: 919-714-8667 | Direct2: 704-266-4865 | Mobile: 704-604-8793

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16-01-0136
UPDATE



**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

Project No:	B-5619	County:	Lenoir
WBS No.:	45574.1.1	Document Type:	SMC
Fed. Aid No:	N/A	Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	NWP
Project Description: Replace Bridge No. 152 on SR 1389 (Hardy Bridge Road) over Neuse River Overflow and Bridge No. 52 on SR 1389 (Hardy Bridge Road) over the Neuse River.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on May 17, 2018. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is UPDATED on the following maps. There are no structures within the new APE based on Aerial Imagery and Topographic Mapping. Bridge No. 152 and Bridge No. 52 are not eligible for National Register listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.

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:

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Lenoir County survey, Lenoir County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

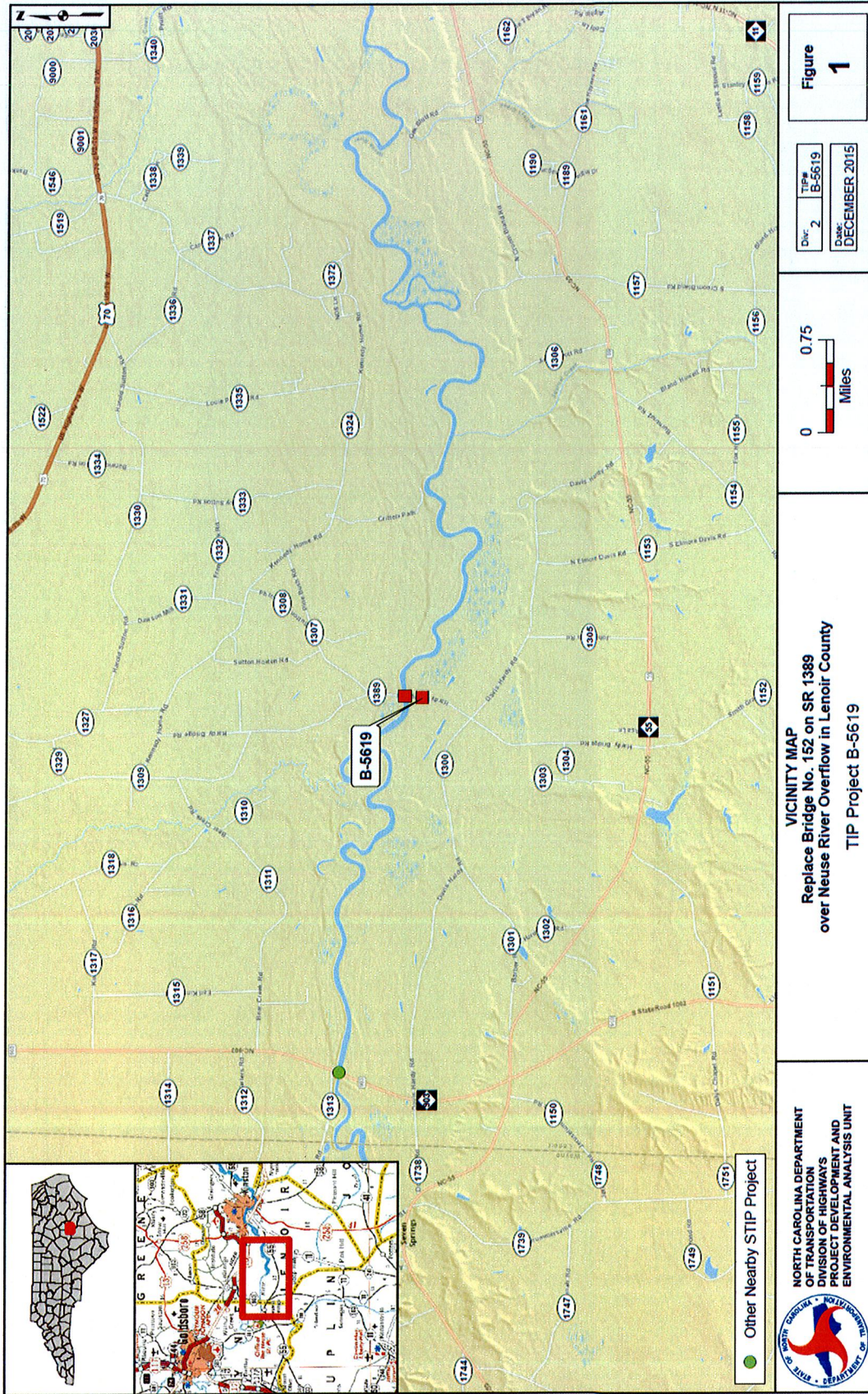
SUPPORT DOCUMENTATION

Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Kate Hassel 5/17/2018
NCDOT Architectural Historian Date




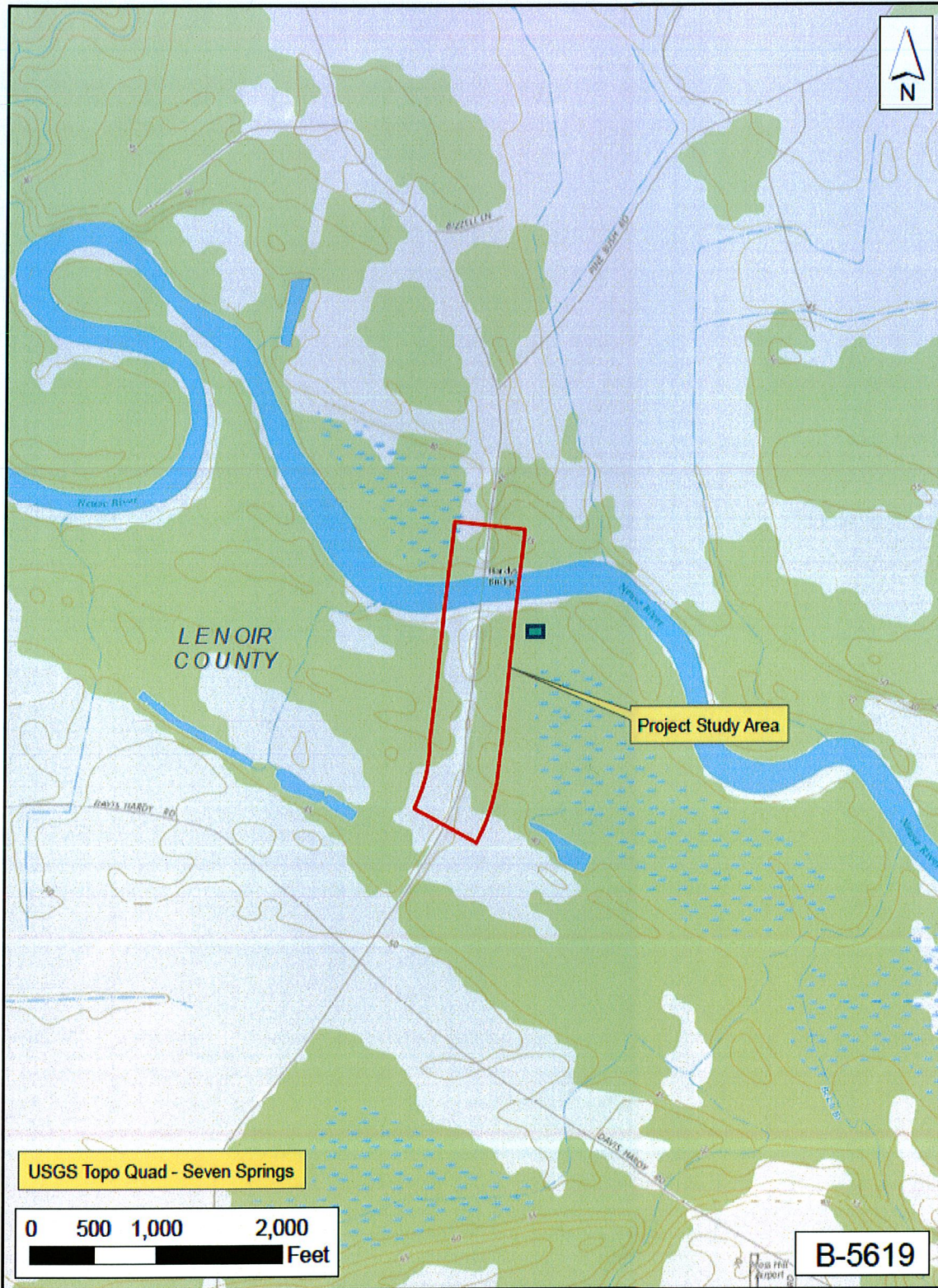
Div: 2
 TIP# B-5619
 Date: DECEMBER 2015

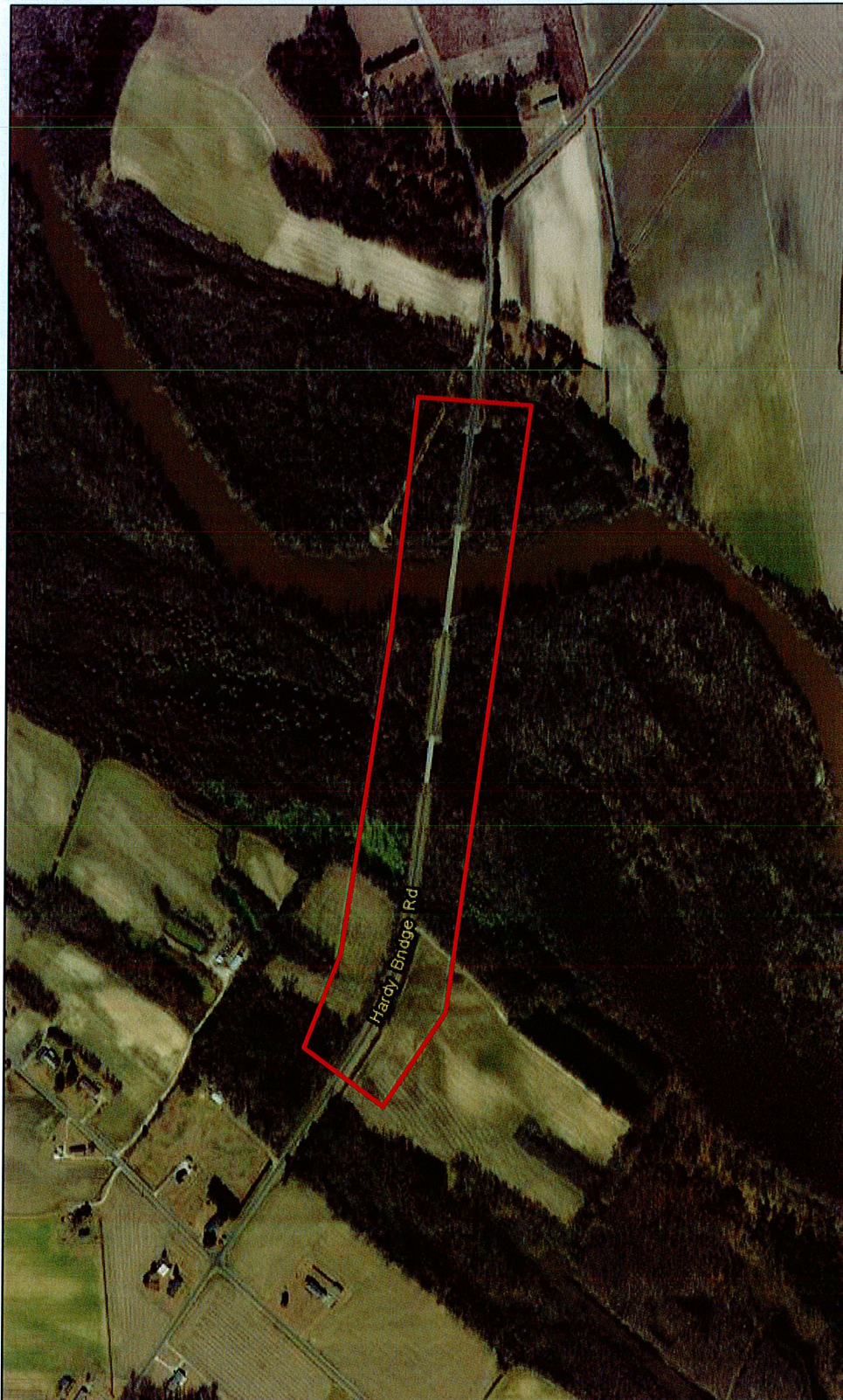
Figure
1

VICINITY MAP
 Replace Bridge No. 152 on SR 1389
 over Neuse River Overflow in Lenoir County
 TIP Project B-5619

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







State Historic Preservation Office GIS.

16-01-0136



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-5619 Br No 152&52 **County:** Lenoir
WBS No: 45574.1.1 **Document:** Ce
F.A. No: TBD **Funding:** State Federal

Federal Permit Required? Yes No **Permit Type:** u s a c e

Project Description: NCDOT proposes to replace two bridges (Br. No. 52 and Br. No. 152) on SR 1389 (Hardys Bridge Road) at the Neuse River in western Lenoir County. Bridge No. 52 crosses the Neuse River while Bridge No. 152 is for the Neuse River southern overflow. Designs are not available at this early stage of project development, however, proposed alternatives include a replace-in-place construction with an on-site temporary detour either up or downstream of current bridge. For purposes of this review, the archaeological Area of Potential Effects is the current length of the project, 0.5 miles or 2600 feet. The existing ROW at Bridge No. 152 is 60 feet wide, though a width of 300 feet will be used for the APE allowing for multiple designs, including temporary detours.

Since the undertaking is likely a federally funded project which also will have USACE involvement, Section 106 of the National Historic Preservation Act applies for archaeological review.

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:

USGS mapping (Seven Springs) and aerial photography was studied (see Figures 1 and 2). The rural, agricultural setting is relatively flat terrain with a majority of the APE passing through forest. Agricultural fields are only present at the southern limits of the APE. Notations of swamps are present on the USGS mapping adjacent or closeby to SR 1389 and aerial photography shows the presence of water alongside the road in many areas. Google and Bing street view tools were used, confirming some areas of swampy conditions. GIS software was used to import, view and manipulate LiDAR data which shows little variability in the terrain near the bridges.

According to USGS mapping and GIS resources (data layer created and updated by NCDOT archaeologist Paul J. Mohler), no cemetery is present at or adjacent to the APE.

Soils mapping shows upwards of two thirds of the soils as being frequently flooded and poorly drained (Chewacla loam -Ch and Kinston loam -Kn).

Several historic maps were examined to further establish the context and history of this location. A detailed 1900 soils map shows a road approaching from the northwest, but no crossing of the Neuse River (MC.155.1900u). A few years later, early twentieth century maps show a bridge present on the 1906 Bureau of Fisheries Map of the Neuse River (Cm912.54 1906u), and likewise on the c. 1910-1919 Lenoir County Rural Delivery Routes map (Cm912.54 1918u). The 1927 Lenoir County Soil Survey map (MC.059.1927j) shows a named bridge, "Hardys Bridge," at this river crossing. No other structures are depicted nearby. By 1957 the current bridges had been constructed on the newly aligned SR 1389 as can be seen on the Seven Springs USGS map from that year. A remnant of the older alignment to the original Hardys Bridge is still present on the 1950s USGS mapping west of the current bridges, though is vanished from USGS mapping by 1980. The old alignment is detectable on aerial photographs, and the bridge launch is likely represented

16-01-0136

by a sandy landing accessed from a roadbed present to the north. Property boundary lines also provide strong clues as to the original alignment.

The Office of State Archaeology was visited to review archaeological mapping and to reference any known archaeological surveys and sites. This helps establish an archaeological context for comparison. There are no known and documented archaeological sites within or adjacent to the project APE. An environmental review (possibly for a water or sewage line as this follows multiple roads for a substantial length), ER 88-0462/ER 89-8548, is noted as passing over the project location along SR 1389 on OSA's mapping, though the reference could not be located. The notation does not suggest that an archaeological survey was recommended.

There are several archaeological sites mapped in the general vicinity near the bridges (31Lr11, 31Lr34, 31Lr35, 31Lr42, 31Lr50, 31Lr51, 31Lr52, 31Lr55, 31Lr56, etc). Most of these site are present at the margins of the agricultural land often near connecting streams just before dropping into the floodplains of the Neuse River, though some of the sites are mapped over swamp symbology. This suggests that archaeological sites may be present in otherwise unlikely, flooded or soils that are wet in the modern era.

For this undertaking, bridge construction for two structures with onsite detours, expansion of the current construction footprint for any needed expansion for width and heighth, easements and drainage and also the adjacent, temporary detours will be likely though across often poorly drained and regularly flooded soils. No archaeological survey is recommended for this undertaking as currently proposed.

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

For this bridge replacement project for two bridges, the entire archaeological APE was considered allowing for multiple designs should other alignments be considered other than replace-in-place, including realignment or the use of onsite, temporary detours. The scale and nature of the project likely includes expansion of the travelway footprint at the margins of the existing bridges which overlay some soils already modified by the 1950s roadway and bridge construction, though designs have not been prepared. Soils near the bridge include mainly low, swampy types that are frequently flooded and poorly drained, usually poor indicators for archaeological sites, though some sites do exist on similar landforms in the county. Historic maps show a bridge present only after the turn of the century. The modern road was built in the mid-century. No industry or buildings are depicted near the bridge on any of the maps examined. For archaeological review, this federally funded, USACE permitted project should be considered compliant with Section 106.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

REVISED 5/07/2018

Date

16-01-0136

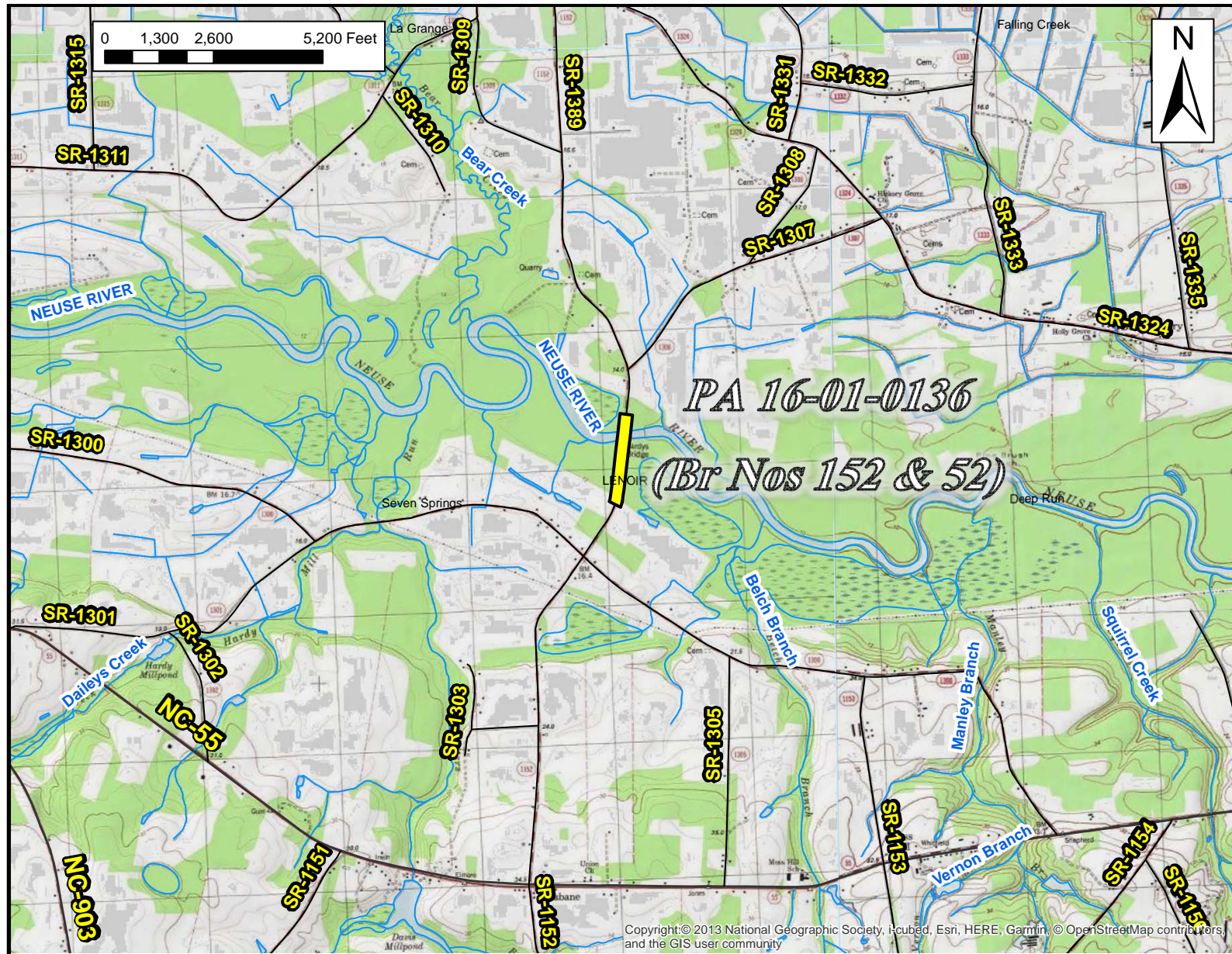


Figure 1. Vicinity of PA 16-01-0136, TIP # B-5619< shown on USGS mapping (Seven Springs and Deep Run), the proposed replacement of Bridge No. 152 and Bridge No. 52 on Hardys Bridge Road (SR 1389). Note swampy floodplain terrain.

"No ARCHAEOLOGY SURVEY REQUIRED" form for the Amended Minor Transportation Projects as Qualified in the 2015 Programmatic Agreement.

16-01-0136

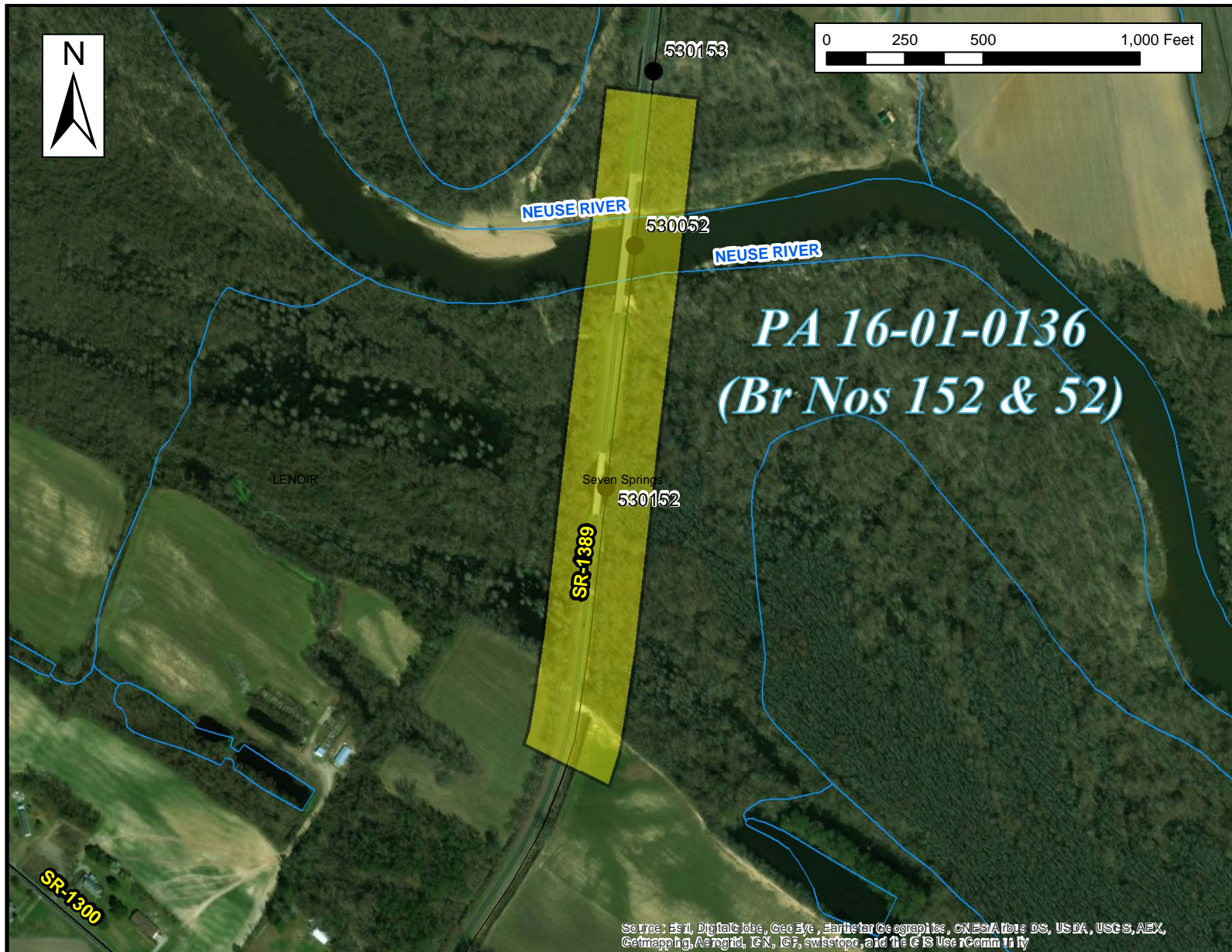


Figure 2. Aerial map of PA 16-01-0136 showing the setting of the proposed replacement of two bridges at the Neuse River on SR 1389, Hardys Bridge Road. The approximate APE is shown in yellow. Note the standing water in the forest.

"No ARCHAEOLOGY SURVEY REQUIRED" form for the Amended Minor Transportation Projects as Qualified in the 2015 Programmatic Agreement.