

Type I or II Categorical Exclusion Action Classification Form

| | |
|---------------------|----------------|
| STIP Project No. | BR-0074 |
| WBS Element | 67074.1.1 |
| Federal Project No. | N/A |

A. Project Description:

Project No. BR-0074 proposes to replace Bridge Nos. 91 and 92, which carry US 70 over Southwest Prong Slocum Creek in Havelock, Craven County (**Figure 1**). The proposed bridges are both two-lane roadways with 8-foot outside shoulders. The bridges would be replaced on the existing alignment while detouring traffic onsite during construction utilizing an existing parallel service road west of US 70. The service road would carry two lanes of traffic in one direction during construction. Two lanes of traffic in the other direction will be carried per bridge while the other is being replaced. The environmental features in the study area are shown on **Figure 2** and the design is depicted on the **Title Sheet**.

The design speed is 50 mph with a posted speed limit of 45 mph. The 2019 ADT is 30,500 vehicles per day (vpd) and design year ADT is to be determined. The functional classification is Principal Arterial, Tier Classification is Statewide, and the terrain is level. The proposed roadway typical section on either side of the bridge is two (2) twelve-foot lanes in the westbound and eastbound directions with a 30-foot grassed median (2-foot median paved shoulders) and 8-foot shoulders (4-foot outside paved shoulders).

The 2022 verified cost estimates for the selected alternative are as follows:

Right-of-Way \$452,200
 Utility Estimates \$0
Construction \$9,900,000
Total \$10,352,200

B. Description of Need and Purpose:

The purpose of the proposed project is to replace bridges that are structurally deficient. Bridge No. 240091 has a sufficiency rating of 66.32 out of 100 and the most recent bridge inspection rated the substructure a 5 out of 9. Bridge No. 240092 has a sufficiency rating of 68.93 out of 100 and the most recent bridge inspection rated the substructure a 6 out of 9. Bridge 91 was constructed in 1956 and Bridge 92 was constructed in 1944. Both bridges are considered “functionally obsolete” and are nearing the end of their useful lives. Being structurally deficient does not mean that the bridges are unsafe but does mean the bridges are in need of repair or replacement. As a bridge ages, the cost of repairs and continued maintenance necessitates the need for replacement.

C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

D. Proposed Improvements:

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

This portion of US 70 is a four-lane median divided roadway that serves as the main entrance into the Havelock and Marine Corps Air Station (MCAS) Cherry Point. It is also a freight corridor accessing the Port of Morehead City. Due to high traffic volumes, use as a freight corridor, and lack of suitable off-site detour route, an on-site detour is the most viable alternative.

Environmental Commitments

The list of project commitments (green sheet) is located at the end of the checklist.

Traffic

The below traffic forecast is derived from the Traffic Forecast for BR-0074 dated April 4, 2019.

Current (2019): 30,500 vehicles per day

Future (2045): 33,800 vehicles per day

TTST: 2%

Duals: 2%

Design Exceptions

There are no anticipated design exceptions for this project.

Bridge Demolition

The existing bridges are made of concrete and steel and therefore, they should be possible to remove with no debris falling to the water below.

Anticipated Permit or Consultation Requirements

A Nationwide Permit from the U.S. Army Corps of Engineers (USACE) and corresponding Section 401 Water Quality Certification (WQC) from the North Carolina Division of Water Resources (DWR) are anticipated prior to the issuance of a Section 404 Permit. Permitting decisions are at the discretion of the USACE and DWR.

Water resources in the study area are part of the Neuse River basin (HUC 03020204). Streamside riparian zones within the study area are protected under provisions of the Neuse River Buffer Rules administered by DWR. Therefore, a Buffer Authorization will be required for this project.

Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC) were identified in the study area. A site visit by the North Carolina Division of Coastal Management (DCM) Transportation Field Representative determined that Southwest Prong Slocum Creek is a Public Trust Area and the adjacent shoreline is a Coastal Shoreline AEC. A CAMA major permit from the DCM will be required for all impacts to designated AECs within the study area.

In a letter dated March 29, 2019, the U.S. Coast Guard (USCG) determined that a bridge permit will not be required for the project. The project is placed in the Advance Approval category as per Title 33 Code of Federal Regulations Part 115.70. The Advance Approval determination is valid until March 29, 2024.

Jurisdictional Features

One jurisdictional stream and six jurisdictional wetlands were identified within the study area and are described in detail in the *Natural Resources Technical Report* (July 2021). There are no designated Outstanding Resource Water (ORW), High Quality Waters (HQW) or water supply watersheds (WS-I or WS-II) within or within 1.0 mile downstream of the study area. No streams in the study area or within 1.0 mile of the study area are identified on the North Carolina 2022 Final 303(d) list of impaired waters. No waters in the project area are designated as a National Wild and Scenic River.

Protected Species

As noted in the *Natural Resources Technical Report* (July 2021), the United States Fish and Wildlife Service (USFWS) lists eleven federally-protected species for Craven County (Table 1). For each species, a discussion of the presence or absence of habitat is included below along with the Biological Conclusion rendered based on survey results in the study area.

Table 1. Federally Protected Species

| Scientific Name | Common Name | Federal Status | Habitat Present | Biological Conclusion |
|--|--------------------------|----------------|-----------------|-----------------------|
| <i>Alligator mississippiensis</i> | American alligator | T (S/A) | Yes | Not Required |
| <i>Acipenser oxyrinchus oxyrinchus</i> | Atlantic sturgeon | E | No | No Effect |
| <i>Laterallus jamaicensis</i> | Eastern black rail | T | No | No Effect |
| <i>Chelonia mydas</i> | Green sea turtle | T | No | No Effect |
| <i>Dermochelys coriacea</i> | Leatherback sea turtle | E | No | No Effect |
| <i>Noturus furiosus</i> | Carolina madtom | E | Yes | No Effect |
| <i>Necturus lewisi</i> | Neuse River waterdog | T | Yes | No Effect |
| <i>Myotis septentrionalis</i> | Northern long-eared bat | T | Yes | MA-LAA |
| <i>Picoides borealis</i> | Red-cockaded woodpecker | E | No | No Effect |
| <i>Calidris canutus rufa</i> | Rufa red knot | T | No | No Effect |
| <i>Trichechus manatus</i> | West Indian manatee | E | Yes | MA-NLAA |
| <i>Lysimachia asperulaefolia</i> | Rough-leaved loosestrife | E | Yes | No Effect |
| <i>Aeschynomene virginica</i> | Sensitive -joint vetch | T | Yes | No Effect |

E – Endangered; T – Threatened; T (S/A)- Threatened due to similarity of appearance; MA-NLAA – May affect, not likely to adversely affect; MA-LAA – May affect, likely to adversely affect

Southwest Prong Slocum Creek has been identified as an Anadromous Fish Spawning Area and Essential Fish Habitat.

Rough-leaved loosestrife

Due to the lack of known occurrences and the lack of observed individuals, it has been determined that the proposed project would have “No Effect” on RLLS.

Sensitive-joint vetch

Due to lack of observed individuals and known occurrences, it has been determined that the proposed project would have “No Effect” on SJV.

Floodplains

Bridge Nos. 91 and 92 are within the regulatory floodway, 100-year floodplain, and 500-year floodplain of Southwest Prong Slocum Creek.

Hazardous Materials

The NCDOT GeoEnvironmental Section performed a records search for the study area in April 2019 to identify known and potential sites of concern. Two sites, Tim Newton Auto Sales and Ronco Bicycle Shop were identified as Underground Storage Tanks (UST) facilities and are located either within or adjacent to the study area. Both sites were assigned a “Low” Anticipated Risk from the NCDOT GeoEnvironmental Section.

Section 4(f)

The North Carolina Wildlife Resource Commission (WRC) operates the Slocum Creek Boating Access Area, a boat ramp accessed via Church Rd. Church Road would be utilized as a detour route for the duration of construction, carrying a single direction of traffic. As part of the on-site detour, access to the Slocum Creek Boating Access Area would be temporarily changed. All vehicles would utilize the western-most driveway while the eastern driveway would be closed. A barrier would be placed in front of the eastern driveway to prevent access onto the detour route.

Cultural Resources

It was determined that no historic architecture or archaeological surveys are required for the project.

A tribal coordination letter was sent to the Catawba Indian Nation on December 2, 2021. No response has been received to date.

Alternatives

Two alternatives were considered during project development. Alternative 1 proposed to construct a temporary bridge to the east and replace the bridges in place. Alternative 2 would utilize Church Rd as a temporary detour and replace the bridges in place. Alternative 1 would likely require three construction seasons due to the in-water work moratorium while Alternative 2 is anticipated to only require two seasons. Alternative 2 was selected due to fewer wetland impacts, a shorter construction schedule, and lower cost. An off-site detour was not considered due to high traffic volumes and lack of acceptable detour route.

F. Project Impact Criteria Checklists:

| F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B) | | | | |
|---|---|-------------------------------------|-------------------------------------|----|
| <p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> • If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required. • If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G. | | | | |
| <u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes”.) | | | Yes | No |
| 1 | Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 2 | Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)? | <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 a residential or commercial displacement, or a substantial amount of right of way acquisition? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 6 | Does the project require an Individual Section 4(f) approval? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 7 | Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G. | | | | |
| <u>Other Considerations</u> | | | Yes | No |
| 8 | Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7? | <input checked="" type="checkbox"/> | <input 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 a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 15 | Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.? | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 22 | Does the project involve any changes in access control or the modification or construction of an interchange on an interstate? | <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, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)? | <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 | Does the project include a <i>de minimis</i> or programmatic Section 4(f)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 29 | Is the project considered a Type I under the NCDOT Noise Policy? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 30 | Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 31 | Are there other issues that arose during the project development process that affected the project decision? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

8. The US Fish and Wildlife Service has revised the previous programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known in 22 counties, but may potentially occur in 8 additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30 current known/potential counties shown on Figure 2 of the PBO at this time. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Craven County , where BR-0074 is located.

9. Southwest Prong Slocum Creek as an Anadromous Fish Spawning Area. As a result, a construction moratorium will be in effect from February 15 to September 30. This is a project commitment.

10. Southwest Prong Slocum Creek is subject to the Neuse River Buffer Rules program. A Buffer Authorization will be obtained prior to construction.

15.. Two sites, Tim Newton Auto Sales and Ronco Bicycle Shop were identified as Underground Storage Tanks (UST) facilities and are located either within or adjacent to the study area. Both sites were assigned a "Low" Anticipated Risk from the NCDOT GeoEnvironmental Section. A Phase 1 GeoEnvironmental Report will be completed prior to right-of-way acquisition. This is a project commitment.

16. Bridge Nos. 91 and 92 are within the regulatory floodway, 100-year floodplain, and 500-year floodplain of Southwest Prong Slocum Creek. The NCDOT Hydraulics Unit will coordinate with the NC Floodplain Mapping Program to determine the status of the project with regard to applicability of NCDOT'S Memorandum of Agreement (MoA), or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR). This is a project commitment.

18. The project is placed in the USCG's Advance Approval category as per Title 33 Code of Federal Regulations Part 115.70. The Advance Approval determination is valid until March 29, 2024.

28. In a letter dated June 7, 2022 WRC concurred that the temporary change in access to the Slocum Creek Boating Access would result in a *de minimis* impact under Section 4(f).

H. Project Commitments:

NCDOT PROJECT COMMITMENTS

STIP Project No. **BR-0074**
Replacement of Bridge Nos. 91 and 92 carrying US 70
Craven County
Federal Aid Project No. N/A
WBS Element 67074.1.1

Project Management Unit

The NCDOT Project Manager will coordinate with NCDOT Work Zone Traffic Control and Integrated Mobility Division to evaluate the necessary level of bicycle/pedestrian access accommodation during construction.

Division Construction

A construction moratorium will be in effect from February 15 to September 30 to protect the Anadromous Fish Spawning Area waters and Primary Nursey Areas upstream of the project.

The USCG must be notified at least 30 days in advance of the start of construction and any other work which may be an obstruction to navigation, so they may issue and update the information in the Local Notice to Mariners and monitor the project. The notice should include details of the project; dates and hours of operation; and vessels, barges and equipment to be used during the project.

Construction activities will adhere to the guidelines outlined in Guidelines for Avoiding Impacts to the West Indian Manatee Precautionary Measures for Construction Activities in North Carolina Waters (2003 USFWS).

At no time during the project will the waterway be closed to navigation without the prior notification and approval of the USCG.

Hydraulics Unit

The NCDOT Hydraulics Unit will coordinate with the North Carolina Floodplain Mapping Program (FMP), the delegated state agency for administering FEMA's National Flood Insurance Program, to determine the status of the project with regard to the applicability of NCDOT's Memorandum of Agreement with the FMP or approval of a conditional Letter of Map revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

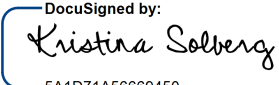
GenEnvironmental Unit

A Phase 1 GeoEnvironmental Report will be complete prior to right-of-way acquisition.

I. Categorical Exclusion Approval:


| | |
|---------------------|------------------|
| STIP Project No. | <u>BR-0074</u> |
| WBS Element | <u>67074.1.1</u> |
| Federal Project No. | <u>N/A</u> |

Prepared By:

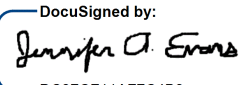
| | |
|-------------|---|
| 7/15/2022 |  |
| <u>Date</u> | <u>Kristina Solberg, PE Kimley-Horn & Associates</u> |

Prepared For: Claudia Lee, P.E., NCDOT Project Manager

Reviewed By:

| | |
|-------------|---|
| 7/15/2022 |  |
| <u>Date</u> | <u>Colin Mellor, Eastern Regional Team Lead NCDOT Environmental Policy Unit</u> |

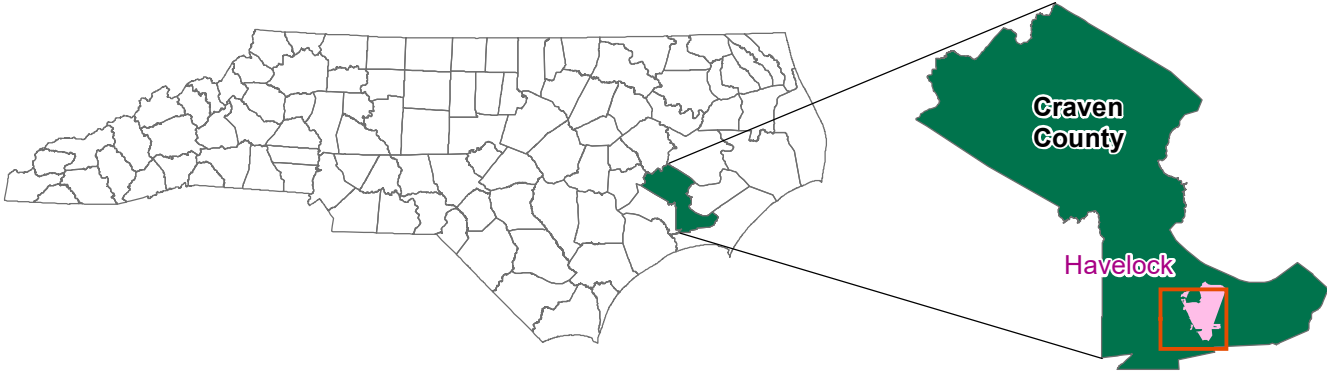
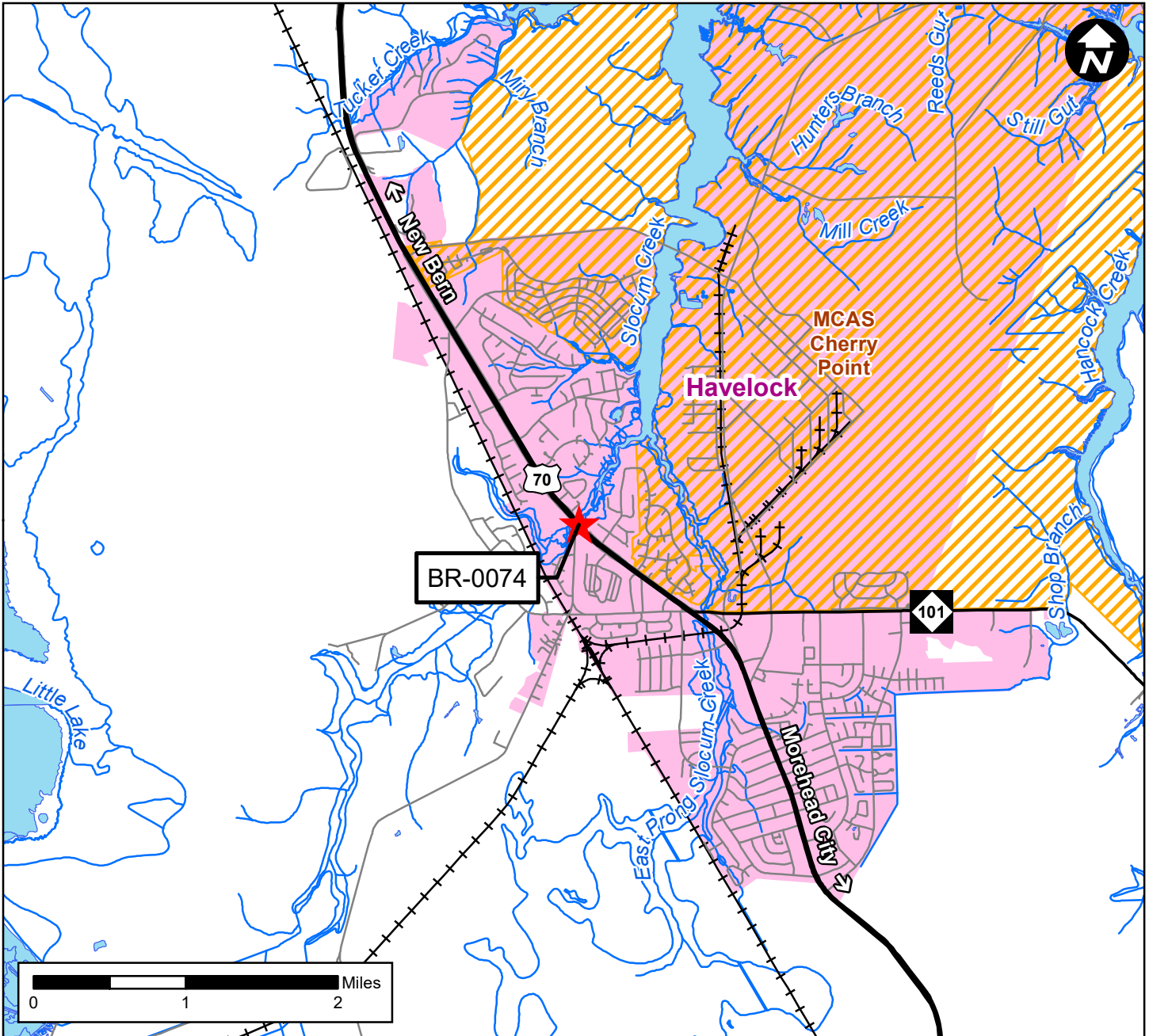
- Approved**
 - If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.
- Certified**
 - If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
 - If classified as Type III Categorical Exclusion.

| | |
|-------------|---|
| 7/15/2022 |  |
| <u>Date</u> | <u>Jennifer Evans, PE, Manager of the Project Management Unit North Carolina Department of Transportation</u> |

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

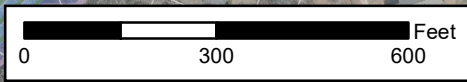
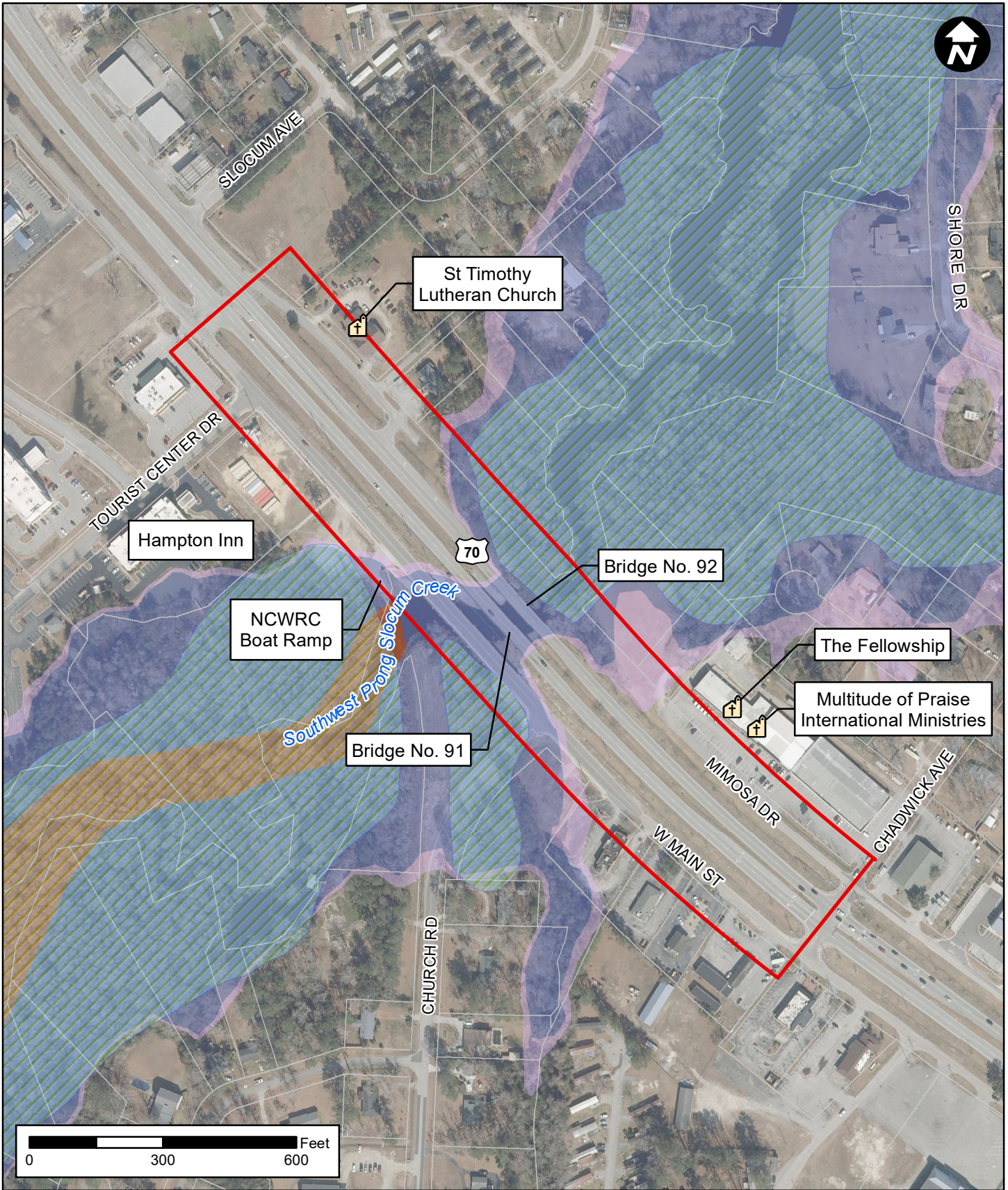
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|-------------|---|
| | <u>N/A</u> |
| <u>Date</u> | <u>for John F. Sullivan, III, PE, Division Administrator Federal Highway Administration</u> |

Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).



- +--- Railroad
- Streams (NCDEQ)
- Bodies of Water (NWI)
- Havelock
- MCAS Cherry Point

Figure 1: Vicinity Map
BR-0074
Bridge No. 91 and 92 Replacement
Craven County, NC



- Project Study Area
- 100-Year Floodplain
- Wetlands (NWI)
- 500-Year Floodplain
- Parcels
- Floodway
- Place of Worship

Figure 2:
Environmental Features Map
BR-0074
Bridge No. 91 and 92 Replacement
Craven County, NC

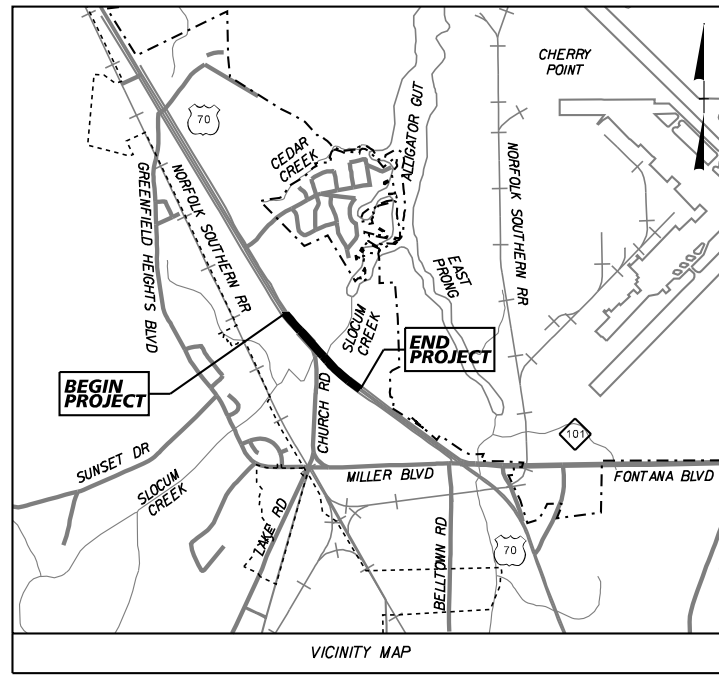
09/08/2022

K:\RAL_Roadway\01036510 - BR-0074 US 70\Roadway\Pro\BR0074_rdy_1shdgn

6/6/2022

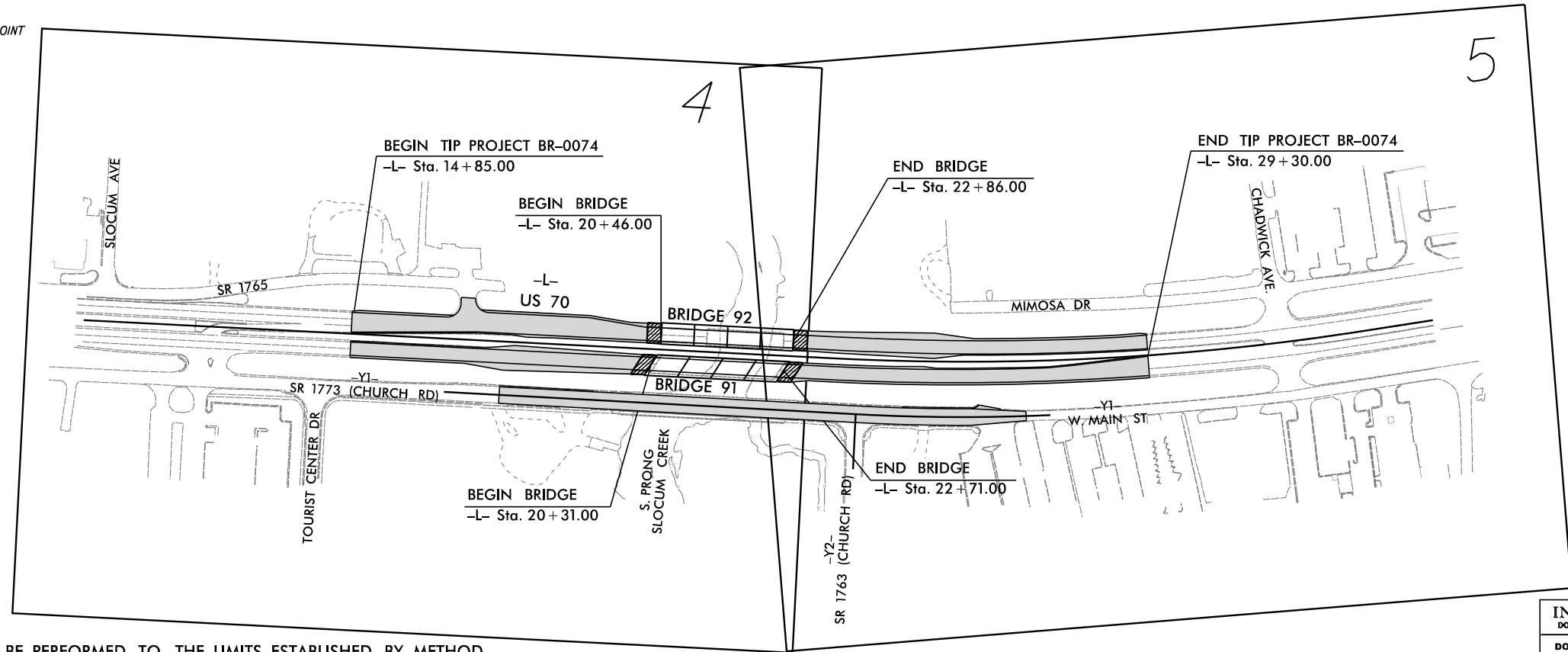
TIP PROJECT: BR-0074

CONTRACT:



----- HAVELOCK CITY LIMIT
 - - - - MARINE CORPS AIR STATION CHERRY POINT

STAGE 2 (ALIGNMENT DEFINED)

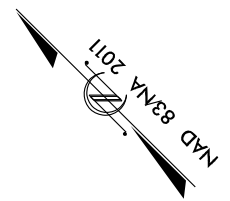


CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD ____
 THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF CITY OF HAVELOCK

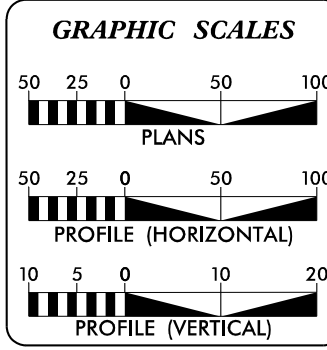
STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
CRAVEN COUNTY

LOCATION: BRIDGES 91 AND 92 OVER S. PRONG SLOCUM CREEK ON US 70
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES

| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|-----------------|-----------------------------|-------------|--------------|
| N.C. | BR-0074 | 1 | |
| STATE PROJ. NO. | F.A. PROJ. NO. | DESCRIPTION | |
| 67074.1.1 | | P.E. | |
| | | | |
| | | | |
| | | | |



INCOMPLETE PLANS
 DO NOT USE FOR R/W ACQUISITION
 DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

| | |
|-------------|-----------|
| AADT 2024 = | 31,100 |
| AADT 2045 = | 33,800 |
| D = | 55% |
| K = | 9% |
| T = | 4%* |
| V = | 45/55 MPH |

* (TTST 2% + DUAL 2%)
 FUNCTIONAL PRINCIPAL CLASSIFICATION: ARTERIAL
 STATEWIDE TIER

PROJECT LENGTH

| | | |
|---------------------------------------|---|-------------|
| LENGTH ROADWAY TIP PROJECT BR-0074 | = | 0.229 MILES |
| LENGTH STRUCTURES TIP PROJECT BR-0074 | = | 0.045 MILES |
| TOTAL LENGTH TIP PROJECT BR-0074 | = | 0.274 MILES |

PLANS PREPARED FOR THE NCDOT BY:

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JANUARY 21, 2023

LETTING DATE: JANUARY 16, 2024

JEFFREY W. MOORE, P.E.
PROJECT ENGINEER

TYLER G. SPRING, P.E.
PROJECT DESIGN ENGINEER

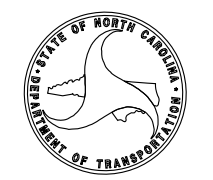
CLAUDIA W. LEE, P.E.
PROJECT MANAGER
NCDOT PROJECT MGMT UNIT

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.



Certificate Of Completion

| | |
|---|----------------------------------|
| Envelope Id: 414C71D9025B4227BDCABFC317585A16 | Status: Completed |
| Subject: Please DocuSign: BR-0074 Type I CE Final 7-15-2022.pdf | |
| Source Envelope: | |
| Document Pages: 12 | Signatures: 3 |
| Certificate Pages: 2 | Initials: 0 |
| AutoNav: Enabled | Envelope Originator: |
| Envelopeld Stamping: Enabled | Kristina Solberg |
| Time Zone: (UTC-05:00) Eastern Time (US & Canada) | 401 Fayetteville St. |
| | Suite 600 |
| | Raleigh, NC 27601 |
| | Kristina.Solberg@kimley-horn.com |
| | IP Address: 208.127.224.42 |


Record Tracking

| | | |
|----------------------|----------------------------------|--------------------|
| Status: Original | Holder: Kristina Solberg | Location: DocuSign |
| 7/15/2022 1:47:04 PM | Kristina.Solberg@kimley-horn.com | |

Signer Events

Colin Mellor
 cmellor@ncdot.gov
 North Carolina Department of Transportation
 Security Level: Email, Account Authentication (None)

Signature

DocuSigned by:

 33883EFFD0F44D3...

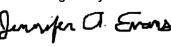
Timestamp

Sent: 7/15/2022 1:52:24 PM
 Viewed: 7/15/2022 1:53:54 PM
 Signed: 7/15/2022 1:54:44 PM

Signature Adoption: Uploaded Signature Image
 Using IP Address: 152.22.32.26

Electronic Record and Signature Disclosure:
 Not Offered via DocuSign

Jennifer Evans
 jenniferevans@ncdot.gov
 Project Engineer - Division 7
 North Carolina Department of Transportation
 Security Level: Email, Account Authentication (None)

DocuSigned by:

 DC37CF11AF7C4B3...

Sent: 7/15/2022 1:52:24 PM
 Viewed: 7/15/2022 2:09:33 PM
 Signed: 7/15/2022 2:09:52 PM

Signature Adoption: Drawn on Device
 Using IP Address: 152.22.36.26

Electronic Record and Signature Disclosure:
 Not Offered via DocuSign

Kristina Solberg
 kristina.solberg@kimley-horn.com
 Security Level: Email, Account Authentication (None)

DocuSigned by:

 5A1D71A56669450...

Sent: 7/15/2022 1:52:25 PM
 Viewed: 7/15/2022 1:52:35 PM
 Signed: 7/15/2022 1:55:37 PM

Signature Adoption: Pre-selected Style
 Using IP Address: 208.127.224.42

Electronic Record and Signature Disclosure:
 Not Offered via DocuSign

| In Person Signer Events | Signature | Timestamp |
|------------------------------|-----------|-----------|
| Editor Delivery Events | Status | Timestamp |
| Agent Delivery Events | Status | Timestamp |
| Intermediary Delivery Events | Status | Timestamp |
| Certified Delivery Events | Status | Timestamp |
| Carbon Copy Events | Status | Timestamp |

| Carbon Copy Events | Status | Timestamp |
|--------------------|--------|-----------|
|--------------------|--------|-----------|

Claudia W. Lee
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CC+Transportation Program Management Unit
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Electronic Record and Signature Disclosure:
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Jeff Moore
Jeff.Moore@kimley-horn.com
Senior Vice President
Kimley-Horn
Security Level: Email, Account Authentication (None)

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Sent: 7/15/2022 1:52:25 PM
Viewed: 7/15/2022 1:57:31 PM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

| Witness Events | Signature | Timestamp |
|----------------|-----------|-----------|
|----------------|-----------|-----------|

| Notary Events | Signature | Timestamp |
|---------------|-----------|-----------|
|---------------|-----------|-----------|

| Envelope Summary Events | Status | Timestamps |
|-------------------------|--------|------------|
|-------------------------|--------|------------|

| | | |
|---------------------|------------------|----------------------|
| Envelope Sent | Hashed/Encrypted | 7/15/2022 1:52:25 PM |
| Certified Delivered | Security Checked | 7/15/2022 1:52:35 PM |
| Signing Complete | Security Checked | 7/15/2022 1:55:37 PM |
| Completed | Security Checked | 7/15/2022 2:09:52 PM |

| Payment Events | Status | Timestamps |
|----------------|--------|------------|
|----------------|--------|------------|