

Type III Categorical Exclusion Action Classification Form

STIP Project No.	HB-0040
WBS Element	50607.1.1
Federal Project No.	NA

A. Project Description:

The North Carolina Department of Transportation proposes to replace Wrightsville Beach Bridge 21 on U.S. 76 (Causeway Drive), and Bridges 22 and 24 on U.S. 74 (West Salisbury Street) in New Hanover County. **(Figure 1)** This project is currently funded by the N.C. Department of Transportation’s State Bridge Program for preliminary engineering only as HB-0040. Funding for construction will be determined at a later date.

B. Description of Need and Purpose:

The three existing structures, Wrightsville Beach Bridges 21, 22, and 24, are nearing the end of their usable life. These bridges are located on two urban collector primary routes that serve Wrightsville Beach (West Salisbury Street U.S. 74 and Causeway Drive U.S. 76). Bridge Inspections conducted in 2023 indicate Bridge 21 is structurally deficient with a sufficiency rating of 8.7 out of a possible 100 score. The inspector requested priority maintenance on this bridge due to cracking. Bridge 22 was given a sufficiency rating of 81.5 and was assigned priority maintenance due to exposed rebar and cracking. Bridge 24 was rated a sufficiency score of 44.0 and was listed as structurally deficient. This bridge was also assigned priority maintenance due primarily to delamination in multiple areas.

The purpose of the project is to replace aging structures thereby ensuring connectivity and providing a long-term, safe, and efficient multi-modal crossing of Banks Channel and Lees Cut.

C. Categorical Exclusion Action Classification:

Type III

D. Proposed Improvements:

Bridge 21 along Causeway Drive (U.S. 76) crossing Banks Channel is proposed to be replaced by two new structures. The eastbound bridge will have two (2) 11.5-ft eastbound lanes traveling to the island while the westbound bridge will have two (2) 11-ft westbound lanes leaving the island. The structures will also include a 12-ft multi-use path on the north side of the westbound bridge and a 6-ft bike lane on both bridges. See the typical section on page 6 for details.

Bridges 22 and 24 along Salisbury Street (U.S. 74) are proposed to be replaced by new structures consisting of two (2) 12-ft lanes, one lane in each direction, with a 12-ft multi-use path on the south side of the bridge. These bridges will also include a 6-ft bike lane in each direction. See the typical section on page 7 for details.

E. Special Project Information:

Design Exceptions

A Design Exception is anticipated for the horizontal stopping sight distance on Lumina Avenue approaching the proposed dual bridge on Causeway Avenue. The existing horizontal curve is being maintained, but the roadway is being widened to the inside and an existing building will impede the sight of drivers as they approach the signal.

Traffic

Under the 2017 Existing Conditions and 2040 Future Conditions, the intersection capacity analysis indicates that each bridge operates at Level of Service (LOS) C or better during the peak hours, an acceptable rate of flow. Traffic forecasts for future build conditions are affected by high seasonal traffic. Seasonal traffic is expected to begin in March and end in September with the highest volumes in July.

2021 AADT:

Causeway Bridge (13,500 vpd)

Salisbury Bridge (10,000 vpd)

This traffic volume information was collected during the COVID-19 pandemic and may not be representative of typical traffic volumes and patterns.

Source: [NCDOT Interactive Traffic Volume Map](#)

Floodway

The entirety of Wrightsville Beach is in an AE flood zone, which is an area with a 1% chance or higher chance of experiencing a flood. AE zones are considered high-risk and have at least a one-in-four chance of flooding during a 30-year period. Properties along the study area have an average base flood elevation of 12 feet. Wrightsville Beach is a barrier island that borders the Atlantic Ocean as well as the Intracoastal Waterway which makes it a regulatory floodway. Past hurricanes (Hazel, 1954 and Fran, 1996) have caused the barrier island to submerge entirely. Storms and high tides have impacted Wrightsville Beach by flooding points of low elevation.

Sea Level Rise and Bridge Design

During scoping, the NC Division of Coastal Management (DCM) requested raising the existing bridges to account for future sea level rise while considering the structural constraints and mitigating impacts to surrounding properties and driveways. The profile of each bridge will be raised as much as practicable to preserve navigational clearance throughout the lifespan of each bridge while also limiting impacts at the bridge approaches.

Water Resources

The Natural Resources Technical Report (NRTR) was approved in March 2024. All work was carried out in compliance with the environmental coordination and permitting guidelines set by NCDOT. Fieldwork was conducted on July 10 and 11, Aug 3, and Oct 13, 2023. The approved NRTR can be found here:

<https://connect.ncdot.gov/site/Preconstruction/division/div03/HB-0040/layouts/15/DocIdRedir.aspx?ID=XWJTQ275DEMR-300033157-9>

Water resources in the study area are part of the White Oak River Basin [U.S. Geological Survey (USGS) Hydrologic Unit 03020302]. Lees Cut and Banks Channel are the two jurisdictional streams that were identified within the study area.

The water resources in the study area have not been designated as an Outstanding Resource Water (ORW). There are no designated water supply watersheds (WS-I or WS-II) within or within 1.0 mile downstream of the study area. The North Carolina 2022 Final 303(d) list of impaired water resources does not list Lees Cut or Banks Channel as impaired waters.

The National Marine Fisheries Service (NMFS) has identified waters within the study area as an Essential Fish Habitat. The approved NRTR provides a list of the managed fish species reported to occur in the study area.

Thirteen jurisdictional wetlands were identified within the study area. All wetlands in the study area are located within the White Oak River basin [USGS Hydrologic Unit 03020302]. CAMA coastal wetlands are present. Estuarine public trust waters are present including the UT to Lees Cut and Banks Channel. The coastal shoreline is also present adjacent to the normal high-water line. No Coastal Barrier Resources System (CBRS) units exist within the study area.

There are no construction moratoria affecting the study area and no anadromous fish spawning areas have been identified within the study area. Streams within the study area are located in the White Oak River Basin, which is not subject to riparian buffer rules administered by North Carolina Division of Water Resources (NCDWR).

Stream and Wetland Impacts

Impacts to streams will be avoided by bridging. Impacts to wetlands were calculated using the slope stakes plus a 25-foot buffer. Wetland impacts were only identified at Bridge 22. The combined wetland impact for WD, WG, WH, WI, WJ, and WK is 0.04 acres as shown in **Table 1**. The wetland designations can be found in **Figure 2**.

Table 1: Total Area of Wetland Impacts

Wetland Designation	Area Impacted (ac)
WD	0.01
WG	0.00
WH	0.01
WI	0.00
WJ	0.02
WK	0.00
Total Acres of Wetlands Impacted:	0.04

Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC)

The study area is located within the Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC). CAMA coastal wetland is present at wetland sites WA, WB, WD, WE, WF, WG, WH, WI, WJ, and WK (**Figure 2**). Estuarine public trust waters are present including the UT to Lees Cut and Banks Channel. Coastal shoreline is also present adjacent to the normal high-water line.

Protected Species

The United States Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) list the following federally protected species within the study area, under the Endangered Species Act (ESA) (**Table 2**). For each species, a discussion of the presence or absence of habitat is included in the NRTR approved in March 2024 along with the Biological Conclusion rendered based on survey results in the study area. The approved NRTR can be found here:

<https://connect.ncdot.gov/site/Preconstruction/division/div03/HB-0040/layouts/15/DocIdRedir.aspx?ID=XWJTQ275DEMR-300033157-9>

Table 2: ESA Federally Protected Species within the Study Area (as of March 2024)

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Myotis septentrionalis</i>	Northern Long-eared Bat	E	Yes	MA-LAA
<i>Perimyotis subflavus</i>	Tricolored Bat	PE	Yes	MA-LAA
<i>Trichechus manatus</i>	West Indian Manatee	T	Yes	MA-NLAA
<i>Charadrius melodus</i>	Piping Plover	T	No	No Effect
<i>Calidris canutus rufa</i>	Red Knot	T	No	No Effect
<i>Picoides borealis</i>	Red-Cockaded Woodpecker	E	No	No Effect
<i>Alligator mississippiensis</i>	American Alligator	T(S/A)	N/A	Not required
<i>Chelonia mydas</i>	Green Sea Turtle	T	Yes	MA-NLAA
<i>Lepidochelys kempii</i>	Kemp’s Ridley Sea Turtle	E	Yes	MA-NLAA
<i>Dermochelys coriacea</i>	Leatherback Sea Turtle	E	Yes	MA-NLAA
<i>Caretta caretta</i>	Loggerhead Sea Turtle	T	Yes	MA-NLAA
<i>Planorbella magnifica</i>	Magnificent Ramshorn	E	N/A	No Effect
<i>Thalictrum cooleyi</i>	Cooley’s Meadowrue	E	No	No Effect
<i>Lysimachia asperulaefolia</i>	Rough-Leaved Loosestrife	E	No	No Effect

E – Endangered; T – Threatened; T(S/A) – Threatened due to similarity of appearance; PE – Proposed Endangered; Candidate species not listed
 MA-LAA – May Affect, Likely to Adversely Affect
 MA-NLAA – May Affect, Not Likely to Adversely Affect

Pedestrian and Bicycle Accommodations

In compliance with NCDOT’s Complete Streets Policy, this project was evaluated using the project evaluation methodology. The Complete Streets Project Sheet was submitted to the Integrated Mobility Division (IMD) to provide an initial project screening and to outline the recommended improvements. The Stage 1 Project Sheet submission was reviewed and approved by the Complete Streets Policy Administrator with the recommendation to coordinate with the local government agencies (LGA) included in the Complete Streets Review Assessment (CSRA).

Stage 1 Complete Streets coordination noted concurrence by IMD to consider a multi-use path and bike lanes to accommodate bicycles and pedestrians:

- Bridge No. 22 on U.S. 74 (Salisbury Street) will feature two 6-ft bike lanes on both sides that tie to the existing shoulder and a 12-ft multi-use path.

- Bridge No. 24 on U.S. 74 (Salisbury Street) will feature two 6-ft bike lanes on both sides that tie to the existing shoulder and a 12-ft multi-use path.
- Bridge No. 21 on U.S. 76 (Causeway Drive) will have two 6-ft bike lanes in both directions of the bridges that will tie to the existing shoulder and a 12-ft multi-use path.

The proposed pedestrian and bicycle facilities were also coordinated with the Town of Wrightsville Beach.

Alternatives Considered

The following alternatives were considered for the proposed Wrightsville Beach Bridges improvements:

No Build - This scenario assumes no modifications to the existing roadway.

Build

Causeway Drive Bridge 21:

Options Considered:

- Alt 1 – Four 11-ft lanes with 10-ft MUP and Shared-Use Lanes
- Alt 2 – Three 11-ft lanes with 10-ft MUP and 6-ft bike lane
- Alt 3 – Four 11-ft lanes with 5-ft S/W, Dedicated EB 5-ft Bike Lane & WB Shared-Use Lane
- Alt 4 – Three 11-ft lanes with 10-ft MUP & 2 5-ft Bike Lanes
- Alt 5 – Four 11-ft lanes with 10-ft MUP & 6-ft Bike Lane
- Alt 6 – Four 11-ft lanes with 10-ft MUP & 2 6-ft Bike Lanes
- Alt 7 – Three lanes: Two 14-ft Shared-Use lanes, one 11-ft lane, 10-ft MUP

Proposed Alternative:

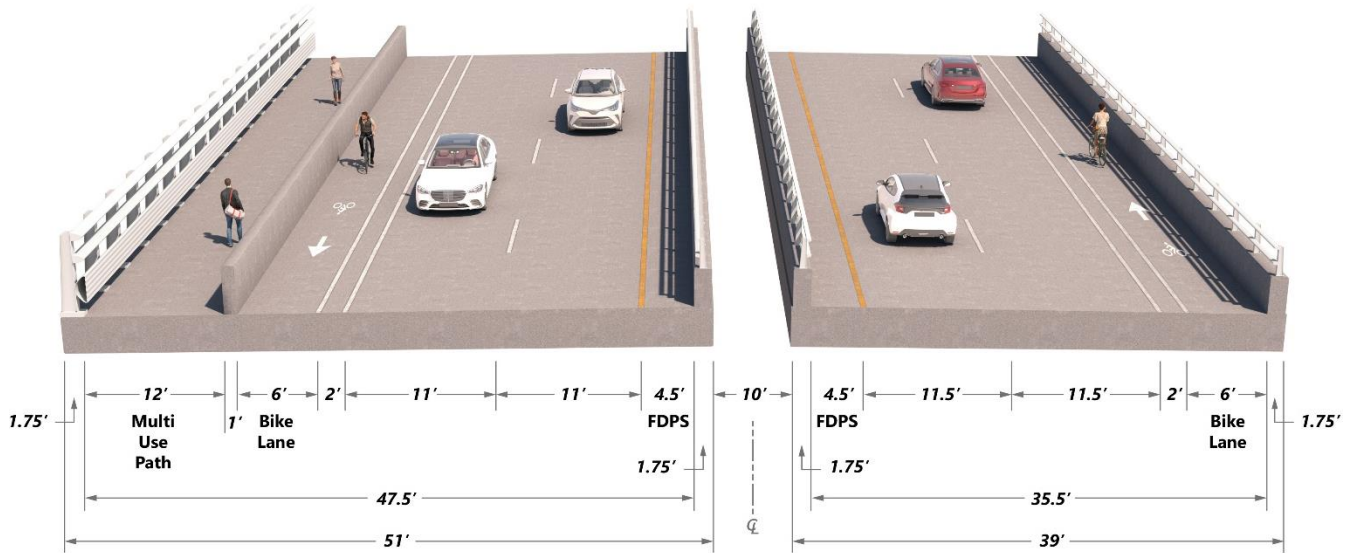
Multiple options were considered to replace Bridge 21 as shown above. The proposed alternative shown to the public during meetings with the Town of Wrightsville Beach officials and First Responders held in August 2023 and shown at the Public Meeting conducted in October 2023 included three (3) 11-ft lanes; two (2) eastbound lanes traveling to the island and one (1) westbound lane leaving the island. The proposed structure also included a 10-ft multi-use path on the north side of the bridge and two (2) 6-ft bike lanes.

After the Public Meeting, additional coordination took place with Town representatives, local municipalities and residents to discuss the proposed alternative for Bridge 21 and how it addresses the needs of the community. The public is concerned that replacing a 3-lane structure with a 3-lane structure would not accommodate the growing traffic needs of the area during peak season.

Due to the public feedback received, the previous alternatives developed for Bridge 21 shown above were revisited. Alternative 6, showing two lanes in each direction along with two bike lanes, was reworked to develop the new proposed design for Bridge 21. The single structure will be replaced by two new structures as shown in the typical section below. The eastbound bridge will have two (2) 11.5-ft eastbound lanes traveling to the island and the westbound bridge will have two (2) 11-ft westbound lanes leaving the island. The structures will also include a 12-ft multi-use path on the north side of the westbound bridge and a 6-ft bike lane on each bridge. The profile of the bridge will be raised as much as possible to preserve navigational clearance while also limiting impacts at the bridge approaches.

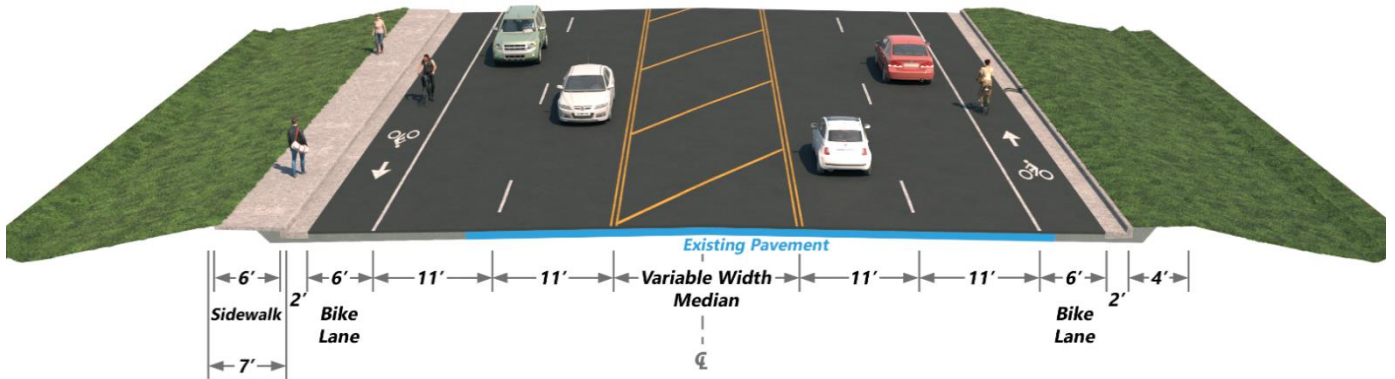
-L2 - US 76 (Causeway Dr.)

Looking East



US 76 (Causeway Dr.)

(Bridge Approaches Only)



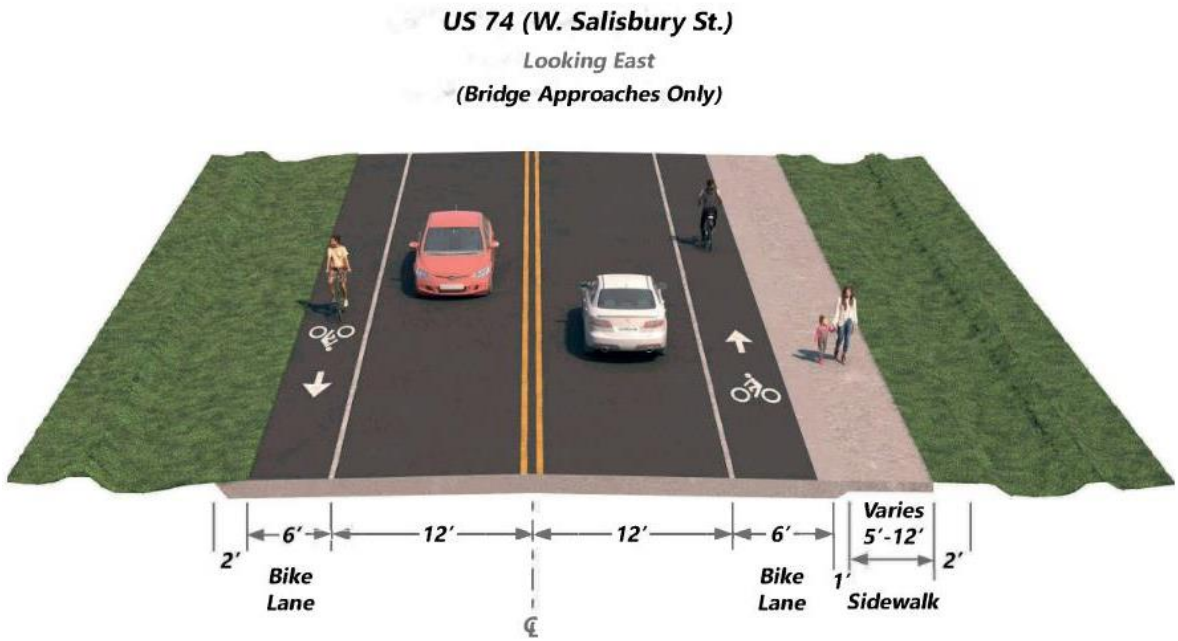
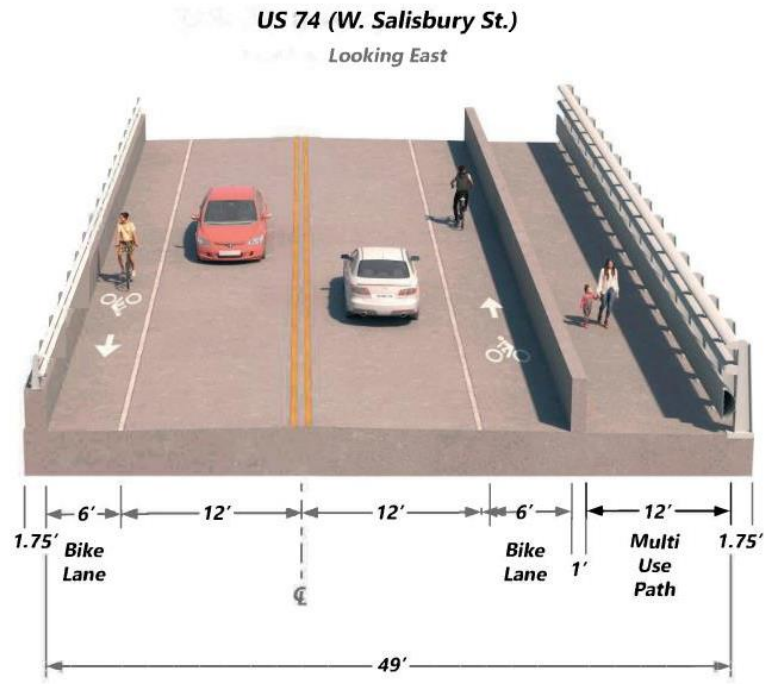
Salisbury Street Bridges 22 and 24:

Options Considered:

- Alt 1 - Two 11-ft lanes with 10-ft MUP on the southern side and 6-ft Bike Lane on the northern side
- Salisbury Street (both bridges) - Two (2) 12-ft lanes with 12-ft MUP and two (2) 6-ft bike lanes

Proposed Alternative:

Bridges No. 22 and 24 along Salisbury Street are proposed to be replaced by new structures with two 12-ft lanes, one lane in each direction, with a 12-ft multi-use path on the south side of the bridge and two (2) 6-ft bike lanes as shown in the typical section below. The profile of each bridge will be raised as much as possible to preserve navigational clearance while also limiting impacts at the bridge approaches.



Traffic Control/Construction Phasing/Detours

During the construction of HB-0040, each bridge will have sections closed for construction with a duration of 24 months. Pedestrian access will be limited during all bridge construction. No interim pedestrian accommodations have been determined.

Bridge 22 will be constructed first utilizing an off-site detour. During construction, traffic on W Salisbury Street (U.S. 74) will be directed towards City of Wilmington and make a U-turn onto Causeway Drive (U.S. 76). Traffic traveling east of Bridge 22 on Lookout Harbor will make a right turn towards the beach and travel down N Lumina Avenue to then be directed to Causeway Drive (U.S. 76).

Bridge 24 will begin construction after the completion of Bridge 22. Traffic on W Salisbury Street (U.S. 74) will be directed away from the bridge and follow a directed route. Traffic west of Bridge 24 on Lookout Harbor will make a left turn towards City of Wilmington and travel down W Salisbury Street (U.S. 74) to make a U-turn onto Causeway Drive (U.S. 76). Traffic east of Bridge No. 24 will be directed down N Lumina Avenue to Causeway Drive (U.S. 76).

Bridge 21 will be constructed in four phases, concurrent with construction of Bridge 24. Two-way traffic will be maintained on Causeway Drive (U.S. 76) for the entire duration of construction. Traffic control phasing will begin with Phase 1, which will consist of the partial removal of Bridge 21. During this phase, traffic on Causeway Drive (U.S. 76) will be placed in a temporary three-lane pattern with two (2) 12-ft lanes heading eastbound and westbound, and one (1) 12-ft right turn lane heading eastbound towards the beach.

Phase 2 will begin with construction of the left bridge while traffic remains in the same three-lane pattern from Phase 1.

Phase 3 will shift traffic to the newly constructed bridge. Traffic will be placed in a temporary three-lane pattern with two (2) 11-ft lanes heading eastbound and westbound, and one (1) 11-ft right turn lane headed eastbound towards the beach. The remainder of Bridge 21 will be removed during this phase.

The fourth and final phase will finish the construction of the north bridge and fully construct the south bridge. Traffic will remain in the three-lane pattern established in Phase 3 until the completion of construction and all lanes are open to traffic.

Boat Access

Wynn Plaza is a waterfront park with boat access on Waynick Boulevard located on the southeast side of Bridge 21, adjacent to the project area. This park is owned by the Town of Wrightsville Beach and serves as a memorial to a local firefighter. While Wynn Plaza is considered a 4(f) resource, there are no anticipated impacts to the waterfront park from the HB-0040 bridge replacement project.

Public Involvement

Meetings with the Town of Wrightsville Beach officials and First Responders were conducted on August 28, 2023, at the Wrightsville Beach Town Hall. This meeting was held to present information on the NCDOT proposed bridge replacements and gather feedback from this group of stakeholders. The entire meeting summary can be found here: <https://connect.ncdot.gov/site/Preconstruction/division/div03/HB-0040/layouts/15/DocIdRedir.aspx?ID=XWJTQ275DEMR-1453372586-26>

The official Public Meeting was held on September 26, 2023 at Wrightsville Beach Baptist Church. The mailing list included over 1,300 properties surrounding the project study area. An open comment period was available for the public to submit comments by phone, email, or mail by October 10, 2023.

The comment period concluded on October 10, 2023. During the public comment period there were 427 comment entries received, either during the meeting or through the website, email, phone, and mail. The

majority of comments received were in favor of the bridge replacements. These comments were sorted into categories which include Bicycles/Pedestrians, Boat Access, Construction Duration, Design, Detour, Duplicate, General Comments, Impacts, Mapping, Right-of-way (ROW), Safety, Schedule, and Traffic.

Based on feedback from the public meeting, the public expressed concerns about the traffic congestion during peak season and the inability to exit the island during construction periods. The public is also concerned with emergency response times and the ability for first responders to reach incidents as well as an increase in the difficulty of leaving the island in the event an emergency or natural disaster were to occur. The public also noted the height of the new bridges should be increased to accommodate boaters during high tide as well as in response to predicted sea level rise.

While some comments received during the comment period were directly addressed by phone or email, the remaining comments were compiled into a summary document and addressed with a response for each category. The comment response document is available in its entirety on the project website (<https://publicinput.com/wrightsvillebeach-bridges>).

Community Studies

While notably adverse community impacts are anticipated with this project, no Environmental Justice populations appear to be affected; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.

The project will not alter travel patterns, reduce travel time, affect access to properties in the area, or open areas for development or redevelopment. Due to its minimal transportation impact-causing activities, this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect and cumulative effects study will not be necessary.

Right-of-Way Impacts

The study area is primarily located within the existing NCDOT right-of-way for Bridges 22 and 24. However, right-of-way is anticipated to be acquired around Bridge 21 from parcels adjacent to the roadway. Temporary construction easements will be required for side streets and driveway tie ins.

The proposed alternative for Causeway Drive Bridge 21 estimates 22 residential relocatees and one business relocatee based on a high-level estimate developed in January 2024 by NCDOT Division ROW, see **Appendix A**. This alternative would impact two separate condominium developments, one with 20 units total (Harbor Inn), and one with 6 units total (Channel View).

The estimate assumes that all 20 units and associated undivided interests in common areas in Harbor Inn will be acquired and only 2 of the units and associated undivided interests in common areas in Channel View would be acquired. The potential exists for additional claims in Channel View due to impacts on the overall condominium regime.

Cost Estimate

This project is currently funded in the NCDOT's State Bridge Program for preliminary engineering only. **Table 3** shows the high-level estimates developed by the NCDOT Central ROW Unit in February 2024 and includes the dual bridge Causeway concept, the two Salisbury bridges, detour route upgrades and wet utilities.

Table 3: Estimated Costs for Bridges 21, 22, 24 (as of 2/22/2024)

Right-of-Way Acquisition Cost	\$32,200,000
Utility Relocation Cost	\$1,950,000
Construction Cost	\$44,600,000
Total Cost	\$78,750,000

Anticipated Permits and Agency Coordination

Utilities

There are currently utilities suspended from the southern bridge (Bridge 21) and the northern bridges (Bridges 22 and 24). Due to NCDOT structure attachment policies, these facilities may require directional bore under the waterway and would be relocated within ROW or public utility easement (PUE). Bridges 22 and 24 also have aerial power with communication attachments that span the existing waterways with poles located within the permitted areas. These facilities will require relocation and PUE will be acquired causing additional environmental impacts to the area. A major sewer line is buried by the smaller northern bridges (22 and 24). There is also saltwater intake used for supplying saltwater to UNCW Marine Science and Research Center seen adjacent to Bridge 21 which may require relocation off-site. Permits for Water, Sewer, Power, Communications and possibly saltwater intake will be needed from the state to move the utility lines off the bridges.

Structures

The proposed structures for Bridges 21 and 24 will be Cored Slab Unit (CSU) Bridges. Carbon fiber reinforcement (CFRP) and glass fiber reinforcement (GFRP) will be used throughout the bridge. Bridge 22 will be constructed of box beams. Concrete overlay wearing surface reinforced with GFRP will be utilized on all three proposed bridges. The bridges are located east of the Highly Corrosive Line on the Corrosive Areas Map, and all comprehensive corrosive measures required by the NCDOT Structures Design Manual will be applied. NCDOT SMU advises for the structures to be built from barges, due to the road being closed while construction occurs. Any spans set by top-down construction will be limited to 60 feet. A waterproof membrane is to be applied to the underside of proposed bridge superstructures.

Environmental

This project requires a CAMA Major Permit and 401/404 permits. CAMA Areas of Environmental Concern potentially affected by the project include coastal wetlands, estuarine public trust waters, and associated buffers. Water interests in the area should be identified to prevent conflict during construction.

NCDOT has coordinated with NCDMF, USACE, and NOAA NMFS and there will be no in-water work moratoriums.

Through coordination with the USCG it has been determined that these bridges fall into the exempt category and a USCG permit is not required. **Appendix A** includes the exemption letters provided by USCG.

Technical Studies

The following technical studies have been completed for this project. All documents can be found on the project sharepoint site.

- Historic Architecture Survey – Completed 1/17/24 – Finding: No historic properties present. This is an evaluation of eligibility of properties for National Register listing and to determine if a transportation project will impact eligible resources. **Appendix A** includes the SHPO concurrence.

- *Archaeological Screening* – Completed 1/17/23 – Finding: No archaeology survey required (**Appendix A**). The entire document can be found here: <https://connect.ncdot.gov/site/Preconstruction/division/div03/HB-0040/layouts/15/DocIdRedir.aspx?ID=XWJTQ275DEMR-1453372586-7>
- *Tribal Concurrence* – Concurrence received 8/8/23 – One tribe has been identified in New Hanover County, the Catawba Indian Nation. A coordination letter was mailed to the Catawba Indian Nation in June 2023 to inform them of the proposed project and to request any information on historic properties of traditional religious or cultural importance or any other information pertinent to this project area. The Tribe indicated they had no immediate concerns.
- *GeoEnvironmental Planning Report* – Completed 10/19/23 – Finding: Nine sites of concern were identified within the project limits. These sites are anticipated to present low geoenvironmental impacts to the project. The sites of concern are shown in **Figure 2**. Sites of concern identified in this report should be reviewed by the GeoEnvironmental Section once the Final Right-of-Way (ROW) plans are complete to determine if Phase II Investigations and Right-of-Way Recommendations are necessary prior to right-of-way being acquired. The entire document can be found here: <https://connect.ncdot.gov/site/Preconstruction/division/div03/HB-0040/layouts/15/DocIdRedir.aspx?ID=XWJTQ275DEMR-1872120324-4>
- *Community Impact Assessment* – Completed March 2024 – This document describes the community features and resources in the project study area and surrounding areas that may be subject to direct or indirect impacts. The approved document can be found here: <https://connect.ncdot.gov/site/Preconstruction/division/div03/HB-0040/layouts/15/DocIdRedir.aspx?ID=XWJTQ275DEMR-1945691894-12>
- *Traffic Operations Report* – Completed January 2024 - The purpose of this study was to analyze and evaluate an off-site detour and the impact of closing individual bridges for replacement within Wrightsville Beach and to recommend feasible intersection improvements at study intersections. The off-site detour is no longer recommended due to construction phasing as discussed above. The approved document can be found here: <https://connect.ncdot.gov/site/Preconstruction/division/div03/HB-0040/layouts/15/DocIdRedir.aspx?ID=XWJTQ275DEMR-1643631275-26>
- *Hydraulic Planning Report* – Draft Completed May 2024 – The purpose of this report is to evaluate the preliminary hydraulic recommendations for major crossings and to identify risks and impacts. The Proposed Hydraulics Structures are a 13@65' 24" Cored Slab Bridge, a 1@95' 39" Box Beam Bridge, and an 8@70', 1@ 65' 24" Cored Slab Bridge. The profile of each bridge will be raised as much as possible to preserve navigational clearance while also limiting impacts at the bridge approaches. The HPR is in draft form at the time the CE is developed. The draft HPR can be found here: <https://connect.ncdot.gov/site/Preconstruction/division/div03/HB-0040/layouts/15/DocIdRedir.aspx?ID=XWJTQ275DEMR-2119971632-1>

F. Project Impact Criteria Checklists:

F3. Type III Actions				
<p>Proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C) answer questions below.</p> <ul style="list-style-type: none"> • <i>NCDOT will certify the Categorical Exclusion for FHWA approval.</i> • <i>If any questions are marked "Yes" then additional information will be required for those questions in Section G.</i> 				
			Yes	No
1	Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (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 (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 substantial residential or commercial displacements or right of way acquisition?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/>	<input checked="" 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	Does the project impact anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9	Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11	Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
13	Does the project include 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"/>	
14	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
15	Does the project require work encroaching and adversely effecting 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"/>	
16	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Areas of Environmental Concern (AEC)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

<u>Type III Actions (continued)</u>		Yes	No
17	Does the project require a US Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	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"/>
19	Does the project involve Coastal Barrier Resource Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project impact federal lands (e.g. US Forest Service (USFS), US Fish and Wildlife Service (USFWS), etc.) or Tribal (Trust) Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	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"/>
22	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Will maintenance of traffic cause substantial disruption?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
24	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"/>
25	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, 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"/>
26	Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	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"/>
29	Is the project in an Air Quality non-attainment or maintenance area for a National Ambient Air Quality Standard (NAAQS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	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'):

Response to Question 1:

Northern Long-eared Bat

The US Fish and Wildlife Service has issued a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, the USFWS only considers NLEBs to be known or potentially found in 30 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 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 New Hanover County, where HB-0040 is located.

Tricolored Bat

The US Fish and Wildlife Service has issued a programmatic conference opinion (PCO) in conjunction with the FHWA, the USACE, and NCDOT for the tricolored bat (TCB) (*Perimyotis subflavus*) in eastern North Carolina. The PCO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. NCDOT, FHWA, and USACE have agreed to three conservation measures (listed in the PCO) which will avoid/minimize take to TCBs. These conservation measures apply to all counties in Divisions 1-8. The programmatic determination for TCB for the NCDOT program is May Affect, Likely to Adversely Affect. Once the TCB is officially listed, the PCO will become the programmatic biological opinion (PBO) by formal request from FHWA and USACE. The PBO will ensure compliance with Section 7 of the Endangered Species Act for approximately five years (effective through December 31, 2028) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes New Hanover County, where HB-0040 is located.

West Indian Manatee

Habitat for the manatee is present in the open water portions of the study area. The channels are sufficient depth with access to the oceanic and estuarine environment. The Guidelines for Avoiding Impacts to the West Indian Manatee: Precautionary Measures for Construction Activities in North Carolina Waters (USFWS, 2003) will be implemented for this project to minimize the potential for effect on this species.

Green Sea Turtle

Turtle nesting habitat is present outside the study area, along Wrightsville Beach oceanfront, and therefore the presence of turtles within the open waters in the study area cannot be completely eliminated. Per consultation with NOAA NMFS, no conservation measures are required.

Kemp's Ridley Sea Turtle

Turtle nesting habitat is present outside the study area, along Wrightsville Beach oceanfront, and therefore the presence of turtles within the open waters in the study area cannot be completely eliminated. Per consultation with NOAA NMFS, no conservation measures are required.

Leatherback Sea Turtle

Turtle nesting habitat is present outside the study area, along Wrightsville Beach oceanfront, and therefore the presence of turtles within the open waters in the study area cannot be completely eliminated. Per consultation with NOAA NMFS, no conservation measures are required.

Loggerhead Sea Turtle

Turtle nesting habitat is present outside the study area, along Wrightsville Beach oceanfront, and therefore the presence of turtles within the open waters in the study area cannot be completely eliminated. Per consultation with NOAA NMFS, no conservation measures are required.

Response to Question 5:

The proposed alternative for Causeway Drive Bridge 21 estimates 22 residential relocatees and one business relocatee based on a high-level estimate developed in January 2024 by NCDOT Division ROW, see **Appendix A**. This alternative would impact two separate condominium developments, one with 20 units total (Harbor Inn), and one with 6 units total (Channel View).

The estimate assumes that all 20 units and associated undivided interests in common areas in Harbor Inn will be acquired and only 2 of the units and associated undivided interests in common areas in Channel View would be acquired. The potential exists for additional claims in Channel View due to impacts on the overall condominium regime.

Response to Question 14:

Nine (9) sites of concern were identified within the proposed Study Area. Low monetary and scheduling impacts are anticipated resulting from these sites. See **Figure 2** for UST locations.

Response to Question 16:

New Hanover County is a CAMA county, as replacements of the three bridges will require a CAMA permit. The study area is located within the Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC). CAMA coastal wetland is present at wetland sites WA, WB, WD, WE, WF, WG, WH, WI, WJ, and WK (**Figure 2**). Estuarine public trust waters are present including the UT to Lees Cut and Banks Channel. Coastal shoreline is also present adjacent to the normal high-water line.

Response to Question 23:

Construction will impact the local bus route that transports students to and from Wrightsville Beach Elementary. Currently there are three school buses with eight trip routes for the school. During all three bridge replacements, the Causeway Bridge will remain open to traffic for the duration of construction in an effort to minimize the impacts on the school transportation system. The distance from the west side approach to the Salisbury Street bridges detoured around, crossing the Causeway Bridge, to the east side approach to the bridges is approximately 2.5 miles. NCDOT will coordinate with The Town of Wrightsville Beach Elementary School, the School District and New Hanover County Public Schools transportation departments in order to minimize impacts to school bus routes during construction.

There are no plans for local public transit (WAVE) to service residents of Wrightsville Beach currently. Future service is not planned, so no impacts associated with transit services.

Local emergency services will face delays transporting to and from Wrightsville Beach. Initial coordination with the Town yielded options to minimize the delays. One proposal was to set up a remote EMS facility on the island, potentially at the Public Works Station on the northern side of the island. NCDOT will continue coordination in an effort to minimize disruption to emergency services during construction.

See Section Traffic Control/Construction Phasing/Detours in Section E for additional information.

H. Project Commitments (attach as Green Sheet to CE Form):

NCDOT PROJECT COMMITMENTS

STIP Project No. **HB-0040**

Replace Wrightsville Beach Bridge No. 21, 22, and 24 on
U.S. 74 (West Salisbury Street) and U.S. 76 (Causeway Drive)

New Hanover County

Federal Aid Project No. NA

WBS Element 50607.1.1

Town of Wrightsville Beach – Emergency Response Coordination

- NCDOT Division 3 Construction will coordinate with the Town of Wrightsville Beach Police and Fire Departments, New Hanover County Emergency Management, Sheriff's Office, and Fire Marshal's Office in order to minimize disruption to emergency services during construction.

Town of Wrightsville Beach – Local School Coordination

- NCDOT Division 3 Construction will coordinate with The Town of Wrightsville Beach Elementary School, the School District and New Hanover County Public Schools transportation departments in order to minimize impacts to school bus routes during construction.

NCDOT Highway Division 3 and NCDOT GeoEnvironmental Unit

- GeoEnvironmental sites of concern identified in this report should be reviewed by the GeoEnvironmental Section once the Final Right-of-Way plans are complete to determine if Phase II Investigations and Right-of-Way Recommendations are necessary prior-to-right of way being acquired.

I. Categorical Exclusion Approval:

STIP Project No.	<u>HB-0040</u>
WBS Element	<u>50607.1.1</u>
Federal Project No.	<u>NA</u>

Prepared By:

9/9/2024

Date

DocuSigned by:

 F9A7BD231055433...

Charles R. Cox, PE
 RS&H Architects-Engineers-Planners, Inc.

Prepared For:

Derek Pielech, PE

Reviewed By:

9/9/2024

Date

DocuSigned by:

 778B5A61D79D495...

Derek Pielech, PE
 NCDOT, Division 3 Bridge Program Manager

Approved


Certified

- If classified as Type III Categorical Exclusion.

9/9/2024

Date

for

DocuSigned by:

 913C75BF0C534BF


Trevor Carroll, PE, Division 3 Engineer
 North Carolina Department of Transportation

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

9/9/2024

Date

for

Signed by:

 24DD84444F5B48A...

Yolonda K. Jordan, Division Administrator
 Federal Highway Administration

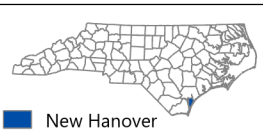
Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).



Legend

BRIDGE NO.

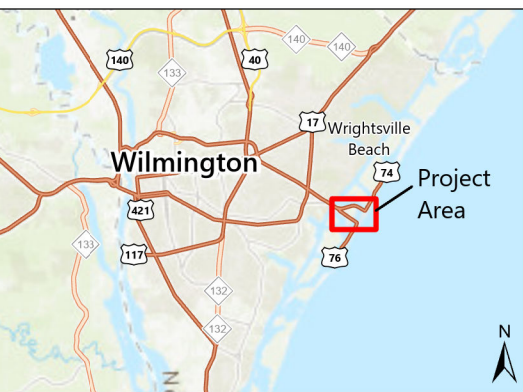
- 640021
- 640022
- 640024
- Study Area
- School
- Place of Worship
- Fire Station
- Medical Facility
- Government Building
- Municipal Boundary



Wrightsville Beach Bridge Replacement
 Replacement of Bridges No. 640021, 640022, and 640024 in Wrightsville Beach.

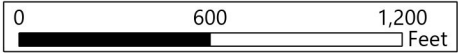
STIP No. HB-0040
 Division 3
 October 2023

Figure: 1
 Vicinity Map



Legend

- Study Area
- Traffic Signal
- Underground Storage Tank
- Gas Station
- Fire Station
- School
- Bike Route
- Historic Local District
- Managed Area
- Park
- Wetland
- Parcel Boundary
- Municipal Boundary



Wrightsville Beach Replacement Bridges

Replacement of Bridges No. 640021, 640022, and 640024 in Wrightsville Beach.

Division 3 STIP Project No. HB-0040



June 2024

Figure 2:
Environmental Features Map



Appendix A

Approved PJD Jurisdictional Features Map – Figure 3 (3 pages)

USCG Permit Exemption Letters (6 pages)

Cultural Resources SHPO Concurrence

Archaeology Report – First Page

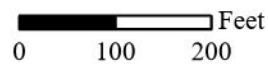
ROW Estimate January 2024 - NCDOT Division ROW Unit



NC CGIA, Maxar, Microsoft



October 2023



Wetland (404)

HB-0040_Project Study Area

Wetland (CAMA-404)

2021 ESRI World Imagery

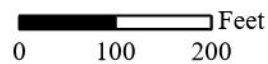
HB-0040
New Hanover County, NC
Figure 3: Jurisdictional Features
Sheet 1 of 3



NC CGIA, Maxar, Microsoft



December 2023



Wetland (404)

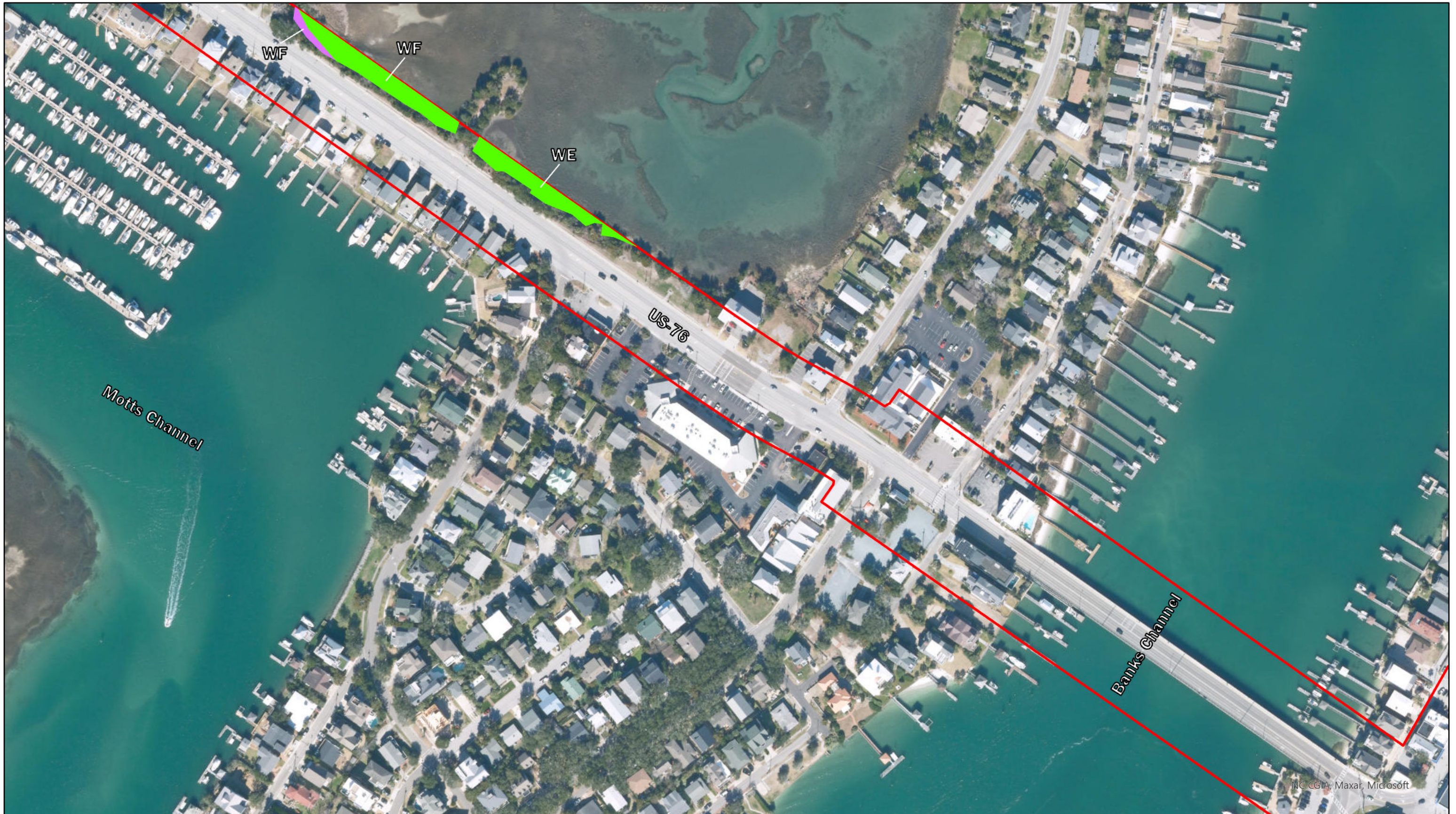
Wetland (CAMA-404)



HB-0040 Project Study Area

2021 ESRI World Imagery

HB-0040
New Hanover County, NC
Figure 3: Jurisdictional Features
Sheet 2 of 3



October 2023



0 100 200 Feet

Wetland (404)

Wetland (CAMA-404)



HB-0040_Project Study Area

2021 ESRI World Imagery

HB-0040
New Hanover County, NC
Figure 3: Jurisdictional Features
Sheet 3 of 3

**U.S. Department of
Homeland Security**
**United States
Coast Guard**



Commander
United States Coast Guard
Fifth Coast Guard District

431 Crawford Street
Portsmouth, VA 23704-5004
Staff Symbol: dpb
Phone: (757) 398-6227
Fax: (757) 398-6334
Email: Jack.H.Williams2@uscg.mil
or CGDFiveBridges@uscg.mil

16591
10 OCT 2023

Mr. Donnie Brew
Federal Highway Administration – North Carolina Division
310 New Bern Ave, Suite 410
Raleigh, NC 27601

Dear Mr. Brew:

Coast Guard review of your Coast Guard Bridge Permit Exemption determination as provided in your email dated September 28, 2023, as authorized in 23 U.S.C. 144 (c)(2), is complete.

Based on the documentation provided and our research, it is determined that a Coast Guard Bridge Permit will not be required for the proposed fixed bridge – US 74 (North Banks Channel) within Banks Channel, mile 1.7, at Wrightsville Beach, NC.

The project will be placed in our Federal Highway Administration Surface Transportation Assistance Act (STAA) exemption category for the location and structure described above. The Coast Guard concurrence of the Federal Highway Administration determination is **valid for five years from the date of this letter**. If the construction project does not commence within this time period, the Coast Guard requests that the Federal Highways Administration contact this office for reaffirmation of this concurrence. The Surface Transportation Assistance Act (STAA) exempts bridge projects from Coast Guard Bridge Permits when the bridge project crosses non-tidal waters which are not used, susceptible to use in their natural condition, or susceptible to use by reasonable improvement as a means to transport interstate or foreign commerce, and tidal waters used only by recreational boating, fishing, and other small vessels less than 21 feet in length.

The fact that a Coast Guard Bridge Permit is not required does not relieve the bridge owner of the responsibility for compliance with the requirements of any other Federal, State, or local agency who may have jurisdiction over any aspect of the project. Although the project will not require a bridge permit, other areas of Coast Guard jurisdiction apply. The following must be met:

- a. The bridge owner or their contractor must notify this office at least 30 days in advance of the start of construction and any other work which may be an obstruction to navigation, so we may issue and update the information in our 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.
- b. At no time during the project will the waterway be closed to navigation without the prior notification and approval of the Coast Guard. The bridge owner or contractor is required to maintain close and regular contact with Coast Guard Sector North Carolina at (910) 772-2230 or D05-SMB-SecNC-MarineEvents@uscg.mil. to keep them informed of activities on the waterway.

16591
10 OCT 2023

- c. The lowest portion of the superstructure of the bridge across the waterway should clear the 100-year flood height elevation, if feasible.
- d. In addition, the requirement to display navigational lighting at the aforementioned bridge is waived, as per Title 33 Code of Federal Regulations, Part 118.40(b). This waiver may be rescinded at any time in the future should nighttime navigation through the proposed bridge be increased to a level determined by the District Commander to warrant lighting.
- e. The applicant shall submit to the Coast Guard photographs and as-built drawings of both plan and elevation views of the bridge upon completion of the project. Plans should be in the standard 8 ½ x 11-inch format. The drawings, along with the enclosed Completion Report Form, must indicate the vertical clearance from ordinary high water to the lowest portion of the bridge and horizontal clearance, pier face to pier face, or bank to bank, in the main navigation span. Please see enclosures (1) and (2).

If you have any further questions, please contact Mr. Jack Williams at the above listed address or telephone number.

Sincerely,

PITTS.HAL.R. Digitally signed by
PITTS.HAL.R.1121267272
1121267272 Date: 2023.10.11
15:45:30 -04'00'

HAL R. PITTS
Bridge Program Manager
By direction

Encl: (1) Bridge Completion Report (CG-4599)
(2) Plan Sheet Job Aid

Copy: North Carolina Department of Transportation
CG Sector North Carolina, Waterways Management
U. S. Army Corps of Engineers, Wilmington District

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Fifth Coast Guard District

431 Crawford Street
Portsmouth, VA 23704-5004
Staff Symbol: dpb
Phone: (757) 398-6227
Fax: (757) 398-6334
Email: Jack.H.Williams2@uscg.mil
or CGDFiveBridges@uscg.mil

16591
18 OCT 2023

Mr. Donnie Brew
Federal Highway Administration – North Carolina Division
310 New Bern Ave, Suite 410
Raleigh, NC 27601

Dear Mr. Brew:

Coast Guard review of your Coast Guard Bridge Permit Exemption determination as provided in your email dated September 28, 2023, as authorized in 23 U.S.C. 144 (c)(2), is complete.

Based on the documentation provided and our research, it is determined that a Coast Guard Bridge Permit will not be required for the proposed fixed bridge – US 76 (South Banks Channel) across Banks Channel, mile 0.3, at Wrightsville Beach, NC.

The project will be placed in our Federal Highway Administration Surface Transportation Assistance Act (STAA) exemption category for the location and structure described above. The Coast Guard concurrence of the Federal Highway Administration determination is **valid for five years from the date of this letter**. If the construction project does not commence within this time period, the Coast Guard requests that the Federal Highways Administration contact this office for reaffirmation of this concurrence. The Surface Transportation Assistance Act (STAA) exempts bridge projects from Coast Guard Bridge Permits when the bridge project crosses non-tidal waters which are not used, susceptible to use in their natural condition, or susceptible to use by reasonable improvement as a means to transport interstate or foreign commerce, and tidal waters used only by recreational boating, fishing, and other small vessels less than 21 feet in length.

The fact that a Coast Guard Bridge Permit is not required does not relieve the bridge owner of the responsibility for compliance with the requirements of any other Federal, State, or local agency who may have jurisdiction over any aspect of the project. Although the project will not require a bridge permit, other areas of Coast Guard jurisdiction apply. The following must be met:

- a. The bridge owner or their contractor must notify this office at least 30 days in advance of the start of construction and any other work which may be an obstruction to navigation, so we may issue and update the information in our 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.
- b. At no time during the project will the waterway be closed to navigation without the prior notification and approval of the Coast Guard. The bridge owner or contractor is required to maintain close and regular contact with Coast Guard Sector North Carolina at (910) 772-2230 or D05-SMB-SecNC-MarineEvents@uscg.mil. to keep them informed of activities on the waterway.

16591
18 OCT 2023

- c. The lowest portion of the superstructure of the bridge across the waterway should clear the 100-year flood height elevation, if feasible.
- d. In addition, the requirement to display navigational lighting at the aforementioned bridge is waived, as per Title 33 Code of Federal Regulations, Part 118.40(b). This waiver may be rescinded at any time in the future should nighttime navigation through the proposed bridge be increased to a level determined by the District Commander to warrant lighting.
- e. The applicant shall submit to the Coast Guard photographs and as-built drawings of both plan and elevation views of the bridge upon completion of the project. Plans should be in the standard 8 ½ x 11-inch format. The drawings, along with the enclosed Completion Report Form, must indicate the vertical clearance from ordinary high water to the lowest portion of the bridge and horizontal clearance, pier face to pier face, or bank to bank, in the main navigation span. Please see enclosures (1) and (2).

If you have any further questions, please contact Mr. Jack Williams at the above listed address or telephone number.

Sincerely,

PITTS.HAL.R. Digitally signed by
PITTS.HAL.R.1121267272
1121267272 Date: 2023.10.18
12:53:44 -04'00'

HAL R. PITTS
Bridge Program Manager
By direction

Encl: (1) Bridge Completion Report (CG-4599)
(2) Plan Sheet Job Aid

Copy: North Carolina Department of Transportation
CG Sector North Carolina, Waterways Management
U. S. Army Corps of Engineers, Wilmington District

**U.S. Department of
Homeland Security**
**United States
Coast Guard**



Commander
United States Coast Guard
Fifth Coast Guard District

431 Crawford Street
Portsmouth, VA 23704-5004
Staff Symbol: dpb
Phone: (757) 398-6227
Fax: (757) 398-6334
Email: Jack.H.Williams2@uscg.mil
or CGDFiveBridges@uscg.mil

16591
10 OCT 2023

Mr. Donnie Brew
Federal Highway Administration – North Carolina Division
310 New Bern Ave, Suite 410
Raleigh, NC 27601

Dear Mr. Brew:

Coast Guard review of your Coast Guard Bridge Permit Exemption determination as provided in your email dated September 28, 2023, as authorized in 23 U.S.C. 144 (c)(2), is complete.

Based on the documentation provided and our research, it is determined that a Coast Guard Bridge Permit will not be required for the proposed fixed bridge – US 74 (Lees Cut) within Banks Channel, mile 0.09, at Wrightsville Beach, NC.

The project will be placed in our Federal Highway Administration Surface Transportation Assistance Act (STAA) exemption category for the location and structure described above. The Coast Guard concurrence of the Federal Highway Administration determination is **valid for five years from the date of this letter**. If the construction project does not commence within this time period, the Coast Guard requests that the Federal Highways Administration contact this office for reaffirmation of this concurrence. The Surface Transportation Assistance Act (STAA) exempts bridge projects from Coast Guard Bridge Permits when the bridge project crosses non-tidal waters which are not used, susceptible to use in their natural condition, or susceptible to use by reasonable improvement as a means to transport interstate or foreign commerce, and tidal waters used only by recreational boating, fishing, and other small vessels less than 21 feet in length.

The fact that a Coast Guard Bridge Permit is not required does not relieve the bridge owner of the responsibility for compliance with the requirements of any other Federal, State, or local agency who may have jurisdiction over any aspect of the project. Although the project will not require a bridge permit, other areas of Coast Guard jurisdiction apply. The following must be met:

- a. The bridge owner or their contractor must notify this office at least 30 days in advance of the start of construction and any other work which may be an obstruction to navigation, so we may issue and update the information in our 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.
- b. At no time during the project will the waterway be closed to navigation without the prior notification and approval of the Coast Guard. The bridge owner or contractor is required to maintain close and regular contact with Coast Guard Sector North Carolina at (910) 772-2230 or D05-SMB-SecNC-MarineEvents@uscg.mil. to keep them informed of activities on the waterway.

16591
10 OCT 2023

- c. The lowest portion of the superstructure of the bridge across the waterway should clear the 100-year flood height elevation, if feasible.
- d. In addition, the requirement to display navigational lighting at the aforementioned bridge is waived, as per Title 33 Code of Federal Regulations, Part 118.40(b). This waiver may be rescinded at any time in the future should nighttime navigation through the proposed bridge be increased to a level determined by the District Commander to warrant lighting.
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If you have any further questions, please contact Mr. Jack Williams at the above listed address or telephone number.

Sincerely,

PITTS.HAL.R.1 Digitally signed by
PITTS.HAL.R.1121267272
Date: 2023.10.11 15:47:59
-04'00'
121267272

HAL R. PITTS
Bridge Program Manager
By direction

Encl: (1) Bridge Completion Report (CG-4599)
(2) Plan Sheet Job Aid

Copy: North Carolina Department of Transportation
CG Sector North Carolina, Waterways Management
U. S. Army Corps of Engineers, Wilmington District



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator


Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

January 12, 2024

MEMORANDUM

TO: Kate Husband klhusband@ncdot.gov
Architectural Historian
NCDOT Division of Highways

FROM: Renee Gledhill-Earley 
Environmental Review Coordinator

SUBJECT: HB-0040: Replace Bridge Nos. 21, 22, and 24 in Wrightsville Beach, PA No. 23-06-0015,
New Hanover County, ER 23-2758

Thank you for your December 12, 2023, memorandum transmitting the Historic Structures Survey Report (HSSR) for the above-referenced undertaking. We have reviewed the report, accepted it as final, and offer the following comments.

We concur that the following properties are not eligible for listing on the National Register of Historic Places (NRHP) under any criteria.

- Station One Condominium (NH3687)
- Wrightsville Beach Commercial Historic District (NH3688)
- Wrightsville Beach Commercial Historic District, Northern Extension (NH3689)

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT mfurr@ncdot.gov

Location: 109 East Jones Street, Raleigh NC 27601 Mailing Address: 4617 Mail Service Center, Raleigh NC 27699-4617 Telephone/Fax: (919) 814-6570/814-6898



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 Team.



PROJECT INFORMATION

Project No: **HB-0040** County: **New Hanover**
 WBS No: **50607.1.1** Document: **Federal CE**
 Federal Aid No: **N/A** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **USACE, USCG**

Project Description: NCDOT’s Division 3 proposes to replace three (3) bridges: Bridge No. 21 on Causeway Drive (US 76) over Banks Channel, Bridge No. 22 on West Salisbury Street (US 74) over Lees Cut, and Bridge No. 24 on West Salisbury Street (US 74) over Banks Channel, all within Wrightsville Beach, New Hanover County. Bridge No. 21 was built in 1972 whereas Bridge No. 22 and Bridge No. 24 were both built in 1957. All three (3) bridges, however, are thought to be structurally deficient, functionally obsolete, or both; therefore, they have been selected for replacement. As part of the project’s submittal, it was noted that some form of easement will be required; however, the need for additional ROW was yet to be determined. Existing ROW along US 74 appears to be about 130 feet whereas existing ROW along US 76 appears to be about 70 feet. Although Preliminary Design Plans have yet to be developed, Conceptual Sketches have been generated. Nevertheless, a Study Area for the project was generated in order to facilitate the environmental review process at this stage. Overall, the Study Area encompasses about 84.7 acres, inclusive of the existing roadways, the structures to be replaced, any modern development, and the waterways being crossed.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

This project was accepted for review on Monday, July 3, 2023. A review of the databases maintained by the Office of State Archaeology (OSA) was received Tuesday, July 11, 2023. No archaeological surveys have been conducted at these particular bridge locations, although twenty-six (26) archaeological sites have been recorded within one (1) mile of the proposed project, one of which (31NH687 – the Wilmington to Wrightsville Trolley Line Remnants) is adjacent to the south-island side of Bridge No. 21. Digital copies of HPO’s maps (Wrightsville Beach Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Friday, July 14, 2023. There are various known historic architectural resources located within and adjacent to the Study Area; however, intact and significant archaeological deposits are not anticipated to be found in association with such resources. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or precontact settlement within the project limits, and to assess the level of slope as well as modern, agricultural, hydrological, and other erosive-type disturbances within and surrounding the Study Area.

(This project falls within a North Carolina County in which the following federally recognized tribes have expressed an interest: 1) Catawba Indian Nation. We recommend that you ensure that this documentation is forwarded to these tribes using the process described in the current NCDOT Tribal Protocol and PA Procedures Manual.)

REQUEST FOR R/W COST ESTIMATE / RELOCATION EIS

COST ESTIMATE REQUEST

RELOCATION EIS REPORT

NEW REQUEST:

UPDATE REQUEST:

REVISION REQUEST:

Update to 2nd Estimate

Revision to 1st Estimate

Revision No.: 1

DATE RECEIVED: 01/02/2024

DATE ASSIGNED: 01/02/2024 # of Alternates Requested: **3**

DATE DUE: 01/02/2024

TIP No.: BR-0040	DESCRIPTION: <u>Wrightsville Beach Southern Causeway Bridge Improvements/Replacement</u>
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WBS ELEMENT: N/A **COUNTY:** New Hanover

DIV: 3 **APPRAISAL OFFICE:** NA

REQUESTOR: Krista Kimmel **DEPT:** DDC

TYPE OF PLANS: HEARING MAPS | LOCATION MAP | AERIAL | VICINITY | PRELIMINARY | CONCEPTUAL

**** Based on past project historical data, the land and damage figures have been adjusted to include condemnation and administrative increases that occur during settlement of all parcels.****

APPRAISER: BMS **COMPLETED:** X # of Alternates Completed: **3**

TYPE OF ACCESS:	Alt 1		ALT 2		ALT 3	
	NONE: <input type="checkbox"/>	LIMITED: <input type="checkbox"/>	NONE: <input type="checkbox"/>	LIMITED: <input type="checkbox"/>	NONE: <input type="checkbox"/>	LIMITED: <input type="checkbox"/>
	PARTIAL: <input type="checkbox"/>	FULL: <input checked="" type="checkbox"/>	PARTIAL: <input type="checkbox"/>	FULL: <input checked="" type="checkbox"/>	PARTIAL: <input type="checkbox"/>	FULL: <input checked="" type="checkbox"/>
ESTIMATED NO. OF PARCELS:	8		8		8	
RESIDENTIAL RELOCATEES:	22	\$ 1,320,000.00	22	\$ 1,320,000.00	22	\$ 1,320,000.00
BUSINESS RELOCATEES:	1	\$ 100,000.00	1	\$ 100,000.00	1	\$ 100,000.00
GRAVES:		\$		\$		\$
CHURCH / NON – PROFIT:		\$		\$		\$
MISC:		\$		\$		\$
SIGNS:		\$		\$		\$
LAND, IMPROVEMENTS, & DAMAGES:	\$ 16,799,000.00		\$ 17,199,000.00		\$ 16,799,000.00	
ACQUISITION:	\$ 1,149,000.00		\$ 1,149,000.00		\$ 1,149,000.00	
TOTAL ESTIMATED R/W COST:	\$ 17,948,000.00		\$ 18,348,000.00		\$ 17,948,000.00	

**** The estimated number of above relocatees includes those parcels where the proposed acquisition areas involve relocation of livable or business units only. ****

NOTES: All alternatives would impact two separate condominium developments, one with 20 units total (Harbor Inn), and one with 6 units total (Channel View). The above estimate assumes that all 20 units and associated undivided interests in common areas in Harbor Inn will be acquired and only 2 of the units and associated undivided interests in common areas in Channel View would be acquired. The potential exists for additional claims in Channel View due to impacts on the overall condominium regime. Alternative 3 mirrors the impacts in Alternative 1. Demolition costs are included in acquisition.