STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

November 15, 2022

Mr. Hal R. Pitts
USCG-Fifth CG District
431 Crawford Street
Portsmouth, VA 23704-5004

Subject: **U.S. Coast Guard Bridge Permit Application** for the Proposed Replacement of Bridge No. 9 over Blounts Creek on Mouth of Creek Road (SR1112) in Beaufort County, North Carolina; TIP No. B-5614, Federal Aid Project No. 1112019; WBS 45569.1.2

Dear Mr. Pitts,

Application is hereby made for a U.S. Coast Guard bridge permit.

A. ADMINISTRATIVE AND NAVIGATION INFORMATION

1. Application Date: November 15, 2022

a. Applicant information:

1) Name: North Carolina Department of Transportation

2) Address: 1000 Birch Ridge Drive, Raleigh NC 27610

3) Telephone number: 919-707-6151

4) Email address: driffey@ncdot.gov

b. Consultant/Agent information (if employed): N/A

1) Name (company or individual):

2) Address:

3) Telephone number:

4) Email address:

5) Letter authorizing a consultant/agent to obtain permits on behalf of the applicant

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ANALYSIS UNIT
1598 MAIL SERVICE CENTER
RALEIGH NC 27699-1598

Telephone: (919) 707-6000
Fax: (919) 212-5785
Customer Service: 1-877-368-4968
Website: www.ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH NC 27610

included: ☐ Yes ☐ No

c. Name of Proposed Bridge(s): Replacement of Bridge for Bridge No. 9

1) Name of the waterway that the bridge(s) would cross: Blounts Creek

2) Number of miles above the mouth of the waterway where the bridge(s) would be located and provide latitude and longitude coordinates (degree/minute/second) at centerline of navigation channel (contact the local Coast Guard Bridge Office for guidance): The bridge is proposed 0.26 mile from the confluence with Blounts Bay (Pamlico River). The centerline of the navigation channel at bridge location is 35°25'59.2"N 76°58'16.0"W.

3) City or town, county/parish, and state where the bridge(s) would be located at, near, or between: Chocowinity, NC

4) Brief description of project to include type of bridge(s) proposed [fixed or movable (drawbridge, bascule, vertical lift, swing span, pontoon), highway, railway, pedestrian, pipeline] and existing bridge(s) at project site, if applicable: The proposed project involves the replacement of fixed 15 span fixed Bridge No. 9 over Blounts Creek with a new 8 span fixed bridge located on new alignment south of the existing bridge. Traffic will be maintained on the existing bridge and boater traffic will be maintained under the new bridge during construction, except for the possibility of short duration of closures when construction or demolition will pose a hazard in the channel. The existing bridge will be removed top down or via barge.

5) Drawbridge Regulations (if applicable): N/A

6) Date of plans and number of plan sheets: 4/22/2022; 4 plan sheets; See Appendix A

7) Estimated cost of bridge(s) and approaches:

Provide the estimated cost of the bridge(s) as proposed, with vertical and horizontal navigational clearances: $10,100,000; Vertical: 15 feet Horizontal 111.24 feet

Provide the estimated cost of a low-level bridge(s) on the same alignment with only sufficient clearance to pass high water while meeting the intended purpose and need: A low-level bridge would not meet the purpose and need of the project; therefore, no cost was estimated.

8) Type and source of project funding (federal, state, private, etc.): Federal

9) Proposed project timeline: Mobilization is proposed to begin in September 2023, with an in-water work is restriction from February 15 to June 30. Proposed bridge completion is 2025 and demolition of the existing Bridge 9 is scheduled for 2025.

10) Other Federal actions (e.g., permits, approvals, funding, etc.) associated with the proposal:

- US Army Corps of Engineers (USACE) Section 404 Permit, and Section 10 Permit
- National Marine Fisheries Service (NMFS) concurrence for Endangered Species Act listed species

- US Fish and Wildlife Service concurrence for Endangered Species Act listed species
- Federal Highway Administration

d. Legal authority for proposed action:

1) Cite appropriate Bridge Act: General Bridge Act of 1946

2) If not the owner of the existing bridge(s) that is being replaced or modified, include a signed statement from the bridge owner authorizing the removal or modification work and cite its location: N/A

3) For privately owned bridges, cite authorization for right to build (e.g. deed or easement from the property owner authorizing the proposed construction or modification work): N/A

e. International bridges (if applicable):

1) Cite the International Bridge Act of 1972, or a copy of the Special Act of Congress if constructed prior to 1972, as the legislative authority for international bridge construction: N/A

2) For permits issued under the International Bridge Act of 1972, cite Presidential approval, via the State Department, included with the application as required: N/A

NOTE: Please include a copy of State Department approval for international bridges in the application package for a Coast Guard bridge permit.

f. Dimensions of the proposed bridge(s):

1) Vertical clearance as indicated on plan sheets: 15' MHW

2) Horizontal clearance as indicated on plan sheets: 111.24' MHW

3) Length of bridge(s) project: 962.25'

If no prior permit exists, and this is a modification or replacement project, is the length the same as the old bridge: No
If not, what is the difference: +362.25'

4) Width of bridge(s) project: 30' Inside and 32'3" Outside

If no prior permit exists, and this is a modification or replacement project, is the width the same as the old bridge: No
If not, what is the difference: +6'

5) Depth of the waterway at project site at MHW if tidal or OHW if non-tidal, using the appropriate elevation and datum (e.g., NGVD 1929, NAVD 1988, etc.): 13.6' MHW

6) Width of waterway at project site at MHW if tidal or OHW if non-tidal: 901.4' MHW width

7) Significant effect on flood heights and associated drift, if any, that could cause a

navigation hazard: None

g. Temporary Bridge(s) dimensions (vertical clearance, horizontal clearance, length and width), if applicable: N/A, temporary work platforms will be utilized.

h. [Include the following language, if applicable] Enclosed are the waterway data requirements as determined by the Coast Guard District Bridge Office. If a navigation impact report was conducted please cite location(s) in the case file, list title and date of document as appropriate: "Navigational Impact Report for Replacement of Blount's Creek Bridge" was completed in January 2022. See Appendix E.

i. Existing bridge(s) if applicable:

1) Name of bridge(s): Bridge No. 9

2) Type of bridge(s) and number of lanes (e.g., fixed or moveable (drawbridge, bascule, vertical lift, swing span, pontoon, etc.); highway, railway, pedestrian, pipeline): Bridge No. 9: fixed concrete girder spans with two lanes of highway traffic.

3) For movable spans identify the existing drawbridge operating regulation governing the structure (e.g. 33 CFR 117.XXX, if applicable): N/A

When applicable, identify if the local Coast Guard Bridge Office identified that modification of an existing drawbridge requires revision or removal of the existing regulation (e.g. if the bridge project involves replacing the existing drawbridge with a fixed bridge): N/A

NOTE: If the waterway is not already identified in 117 Subpart B, please note if an operating schedule other than open on demand is being considered.

4) Latitude and longitude coordinates (degree/minute/second) at centerline of the bridge(s): 35°25'59.9"N 76°58'15.6"W

5) Dimensions of the existing bridge(s):

a) Vertical clearance(s) as indicated on previous plan sheets (include both the open and closed-to-navigation clearances for movable spans). [The proposed and existing vertical clearances must be compared using the same datums. This may require surveying the existing bridge]: 15' MHW

b) Horizontal clearance as indicated on previous plan sheets: 36'

c) Length of existing bridge(s): 600'

d) Width of existing bridge(s): 24'

6) Owner of the existing bridge(s): North Carolina Department of Transportation

j. Discuss construction methodology, if known, and removal of existing bridge(s), as applicable:

1) Discuss proposed construction methodology and restrictions: The proposed replacement of Bridge No. 9 over the Blounts Creek will be on new alignment to the south of the existing bridge while traffic is maintained on the existing bridge and boater access will be

maintained under the bridge during construction, except for the possibility of short duration closures when construction or demolition has to take place in the channel.

In-water work is restricted from February 15 to June 30 due to a moratorium imposed by the North Carolina Wildlife Resources Commission (NCWRC).

2) Discuss maintenance of land traffic during construction activities: Land traffic will be maintained on the existing structure during construction.

3) Discuss extent of removal of existing bridge(s) (e.g. in its entirety, two feet below the mud line, down to or below the natural bottom of the waterway or to a specific elevation), time needed for removal, etc.: Existing Bridge No. 9 will be removed completely, including piles to the extent practicable. Piles will be cut at the mudline due to the existing waterline which is thought to be bored through the existing piles.

4) Discuss demolition methodology: The existing bridge will be removed top down or via barge. The proposed bridge will utilize a work platform.

NOTE: In the interest of navigational safety, the Coast Guard must make the final decision concerning the extent of bridge(s) removal.

k. Other agencies with jurisdiction over the proposed project:

1) Agency:

US Army Corps of Engineers (USACE)
NC Division of Water Resources (NCDWR)
NC Division of Coastal Management (NCDCM)

2) Permits or type of approvals required for the project:

- USACE Section 404 Permit and Section 10 Permit
- NCDWR Section 401 Water Quality Certification
- NCDCM Coastal Area Management Act (CAMA) Permit

B. ENVIRONMENTAL INFORMATION:

1. National Environmental Policy Act

Lead Federal Agency: Federal Highway Administration
List Cooperating Agencies for project: No additional Federal Cooperating Agencies

a. Type of environmental document.

☐ Environmental Impact Statement/Record of Decision (EIS/ROD)
Cite location(s) in the application package:
☐ Environmental Assessment/Finding of No Significant Impact (EA/FONSI)
Cite location(s) in the application package:
☒ Categorical Exclusion (CE)
Cite location(s) in the application package: See Appendix B

b. Has the environmental document been modified, reevaluated, supplemented or rescinded for the proposed action?

☐ Yes ☒ No
If yes, cite location(s) in the application package:

2. Environmental Effects Abroad

a. Does the proposed project involve a bridge connection to Canada or Mexico?

☐ Yes ☒ No
If yes, cite location(s) in NEPA document where environmental effects abroad are described:

3. Clean Water Act

a. Has a Water Quality Certification (WQC), waiver or statement that the WQC is not required been obtained from the appropriate federal, interstate, or state agency?

☒ Yes ☐ No
If yes, cite location(s) in the application package: Appendix C

NOTE: The USCG will not accept an application package as complete if a WQC, waiver, or statement from the appropriate regulatory body has not been obtained.

b. Name of the Federal, State or Tribal certifying agency and point of contact with phone and email address, if available: Garcy Ward, NCDWR, (252) 948-3917 Garcy.Ward@ncdenr.gov

c. If the WQC is granted under a Programmatic Agreement (e.g., U.S. Army Corps of Engineers (USACE) Nationwide Permit (NWP) include the date of the NWP, the type of NWP (14, 15, etc.) and the NWP number and title: The WQC corresponds with the USACE General Permit 50 (NCDOT Bridges, Road Widenings, and Interchanges).

d. For permit amendment actions, include a new WQC or a written confirmation from the certifying agency that the existing WQC has been reissued/renewed or is still valid for the proposed action.

☐ New WQC Attached
☐ Written Confirmation of WQC validity attached

4. **Wetlands**

a. Is the proposed project located in or adjacent to a wetland?

☒ Yes ☐ No

b. If yes, what is the acreage of wetlands that will be permanently and temporarily impacted by the proposed project? 0.370 ac (Permanent); 0.008 ac (Temporary)

Include USACE permit (nationwide authorization or individual), if required, and cite where wetland mitigation measures are described in the application package: To compensate for wetland loss, the NC Department of Environmental Quality, Division of Mitigation Service (DMS) will provide compensatory mitigation. The DMS wetland mitigation acceptance letter is attached as Appendix D in this permit application. A General Permit 50 application was submitted to the USACE on September 8, 2022.

5. **Coastal Zone Management Act** - The Coastal Zone Management Act (CZMA) of 1972 (16 U.S.C. § 1451), as amended, and its implementing regulations (15 CFR Part 930), requires all projects located within the designated coastal zone of a state to be consistent with the State's federally approved CZM plan (CZMP).

a. Is the project located in a state that has an approved Coastal Zone Management Act Plan (CZMP)?

☒ Yes ☐ No

b. If yes, is the project within an area included in the federally approved CZMP?

☒ Yes ☐ No

c. If yes, has the State specifically excluded this activity from its federally approved CZMP?

☐ Yes ☒ No

Include State CZM concurrence/with consistency certification and cite location(s) in the application package: An application for a CAMA Major Development Permit was submitted to the NC Division of Coastal Management on September 8, 2022.

6. **Floodplains**

a. Is the proposed project located in the base floodplain? An encroachment into the base floodplain does not exist when only the piers, pilings, or pile bents are located in the floodplain.

☒ Yes ☐ No

b. Is there a significant encroachment (constituting a considerable probability of loss of human life; likely future damage associated with the encroachment that could be substantial in cost or extent; or a notable adverse impact on natural and beneficial floodplain values) into the floodplain?

☐ Yes ☒ No

c. If yes, provide documentation and cite location(s) in the application package:

7. **Wild and Scenic Rivers**

a. Is the river involved in the proposed bridge project a designated Wild and Scenic River?

☐ Yes ☒ No

b. If yes, attach correspondence with the river-administering agency and cite location(s) in the application package:

8. **Coastal Barrier Resources Act**

a. Does the proposed project connect to a unit of the Coastal Barrier Resources System?

☐ Yes ☒ No

b. If yes, and the project is federally funded, cite location of Section 6 exception in the application package and any correspondence with the FWS:

9. **Land and Water Conservation Fund Act**

a. Does the proposed project involve a conversion of land or facilities funded under Section 6(f) of the Land and Water Conservation Fund Act?

☐ Yes ☒ No

b. If yes, include correspondence with the NPS and authorization from the Secretary of the Interior for that conversion and cite location(s) in the application package:

10. **National Marine Sanctuaries Act**

a. Is the proposed project in or adjacent to a National Marine Sanctuary?

☐ Yes ☒ No

b. Is the proposed bridge(s) likely to destroy, cause loss of, or injure a resource of a National Marine Sanctuary? (If no, provide evidence) Project is not within a National Marine Sanctuary.

☐ Yes ☒ No

c. If yes, include evidence of consultation with Office of National Marine Sanctuaries and the agency's findings/conditions and cite location(s) in the application package:

11. **Marine Protected Areas**

a. Is the proposed project in or adjacent to a Marine Protected Area (MPA) as defined in section 4(d) of Executive Order 13158?

☐ Yes ☒ No

b. If yes, will the proposed project affect the natural or cultural resources that are protected by the MPA? (If no, provide evidence)

☐ Yes ☒ No

c. If yes, include evidence of correspondence with MPA Center, if applicable, and cite location(s) in the application package:

12. **Endangered Species Act**

a. Are there federally designated threatened or endangered species and/or critical habitat in the area that the proposed project is located? (If no, provide evidence)

☒ Yes ☐ No

b. May the proposed project affect federally designated threatened or endangered species and/or critical habitat? (If no, provide evidence)

☒ Yes ☐ No

c. If yes, was there formal or informal consultation with the United States Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS)?

☐ Formal consultation
☒ Informal consultation

d. If formal, provide date(s) and attach biological assessment, biological opinion, and any other relevant correspondence and cite location(s) in application package: N/A

e. If informal, provide dates and include correspondence or documented phone conversations with and from USFWS/NMFS and cite location(s) in the application package:

ESA Section 7 concurrence was received from NOAA Marine Fisheries for the Atlantic sturgeon on June 4, 2021. See attached.

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration, the US Army Corps of Engineers and NCDOT for the northern long-eared bat in eastern North Carolina. The PBO covers the entire NCDOT program in NCDOT Divisions 1-8 (B-5614 is in Division 2), including all NCDOT projects and activities.

f. Include Biological Assessment/Biological Evaluation, as appropriate. N/A

13. **Fish and Wildlife Coordination Act**

a. Include any correspondence with USFWS and the relevant state wildlife agency regarding Fish and Wildlife Coordination Act coordination and cite location(s) in the application package: N/A

14. **Magnuson-Stevens Fishery Conservation and Management Act**

a. Will the proposed project likely adversely affect designated Essential Fish Habitats (EFH) as defined in the Magnuson-Stevens Act? (If no, provide evidence)

☐ Yes ☒ No

b. Identify location of EFH assessment and relevant correspondence with NMFS in the application package: The National Marine Fisheries Service (NMFS) has identified Blounts Creeks as Essential Fish Habitat. Table 1 lists the fish species that may occur in the study area that are managed under MSFCMA (species listed by NMFS for the Blounts Creek, including the life stages which are known to occur.

Table 1. Commercial fish species reported to occur in the study area

Species	Life Stage
Snapper Grouper	All
Penaeid Shrimp	All Life Stages

The proposed project will require that the existing structure over the Blounts Creek be removed and a new structure built in proximity. The new bridge structure may require footings to be placed within Blounts Creek. Aquatic surveys in June 2022 did not reveal SAV presence within the study area. There should not be any direct permanent impacts to submerged aquatic vegetation (SAV) due to installation of bridge piles. However, the existing bridge footings will be removed. Therefore, the proposed project will likely result in a negligible net effect on available Essential Fish Habitat.

15. **Marine Mammal Protection Act**

a. Does the proposed project involve a "take" of marine mammals as defined in the Marine Mammal Protection Act?

☐ Yes ☒ No
NCDOT will adhere to the "Guidelines for Avoiding impacts to the West Indian Manatee: Precautionary Measures for Construction Activities in North Carolina Waters

b. If yes, include the incidental harassment authorization or letter of authorization from NMFS and any relevant correspondence and cite location(s) in the application package:

16. **Migratory Bird Treaty Act**

a. Does the proposed project involve a potential take of migratory birds as defined in the Migratory Bird Treaty Act? (If no, provide evidence)

☐ Yes ☒ No
Neither birds nor their nests have been observed under the bridge.

b. If yes, is a permit required?

☐ Yes ☐ No

c. If a permit is required, include it and any correspondence with USFWS and cite location(s) in the application package:

17. **Bald and Golden Eagle Protection Act**

a. May the proposed project take or disturb bald or golden eagles (including nests) as defined in the Bald and Golden Eagle Protection Act? (If no, provide evidence)

☐ Yes ☒ No

b. If yes, is a permit required?

☐ Yes ☐ No

c. If a permit is required, include it and any correspondence with USFWS and cite location(s) in the application package.

18. **Invasive Species**

a. Does the proposed project have potential to introduce or foster the spread of invasive species?

☐ Yes ☒ No

b. If yes, cite the document that describes measures that will be taken to minimize this risk and location(s) in the application package: NCDOT Best Management Practices for Construction and Maintenance Activities

19. **Section 106**

a. Does the proposed project have potential to impact properties (including submerged abandoned shipwrecks) listed in or eligible for inclusion in the National Register of Historic Places?

☐ Yes ☒ No

b. If yes, provide evidence of consultation with the State Historic Preservation Officer (and the Advisory Council on Historic Preservation, if applicable) and cite location (s) in the application package. Include:

☐ Copies of the correspondence

☐ Memorandum of Agreement
☐ No effect determination

c. For projects involving Federal lands only provide:

☐ Archeological clearances
☐ Archeological reports

20. **Clean Air Act**

a. Does the proposed project occur in an area of nonattainment or maintenance for any criteria pollutant?

☐ Yes ☒ No

b. If project occurs in a nonattainment or maintenance area, do the transportation or general conformity regulations, or both, apply?

☐ General ☐ Transportation

c. Is the project exempt from a transportation conformity analysis for any of the reasons listed in 40 CFR § 93.126? Which reason?

☐ Yes ☐ No Reason:

d. Is the project exempt from a general conformity analysis for any of the reasons listed in 40 CFR § 93.153(c)?

☐ Yes ☐ No

e. If general conformity applies, is the project listed in a conforming State Implementation Plan (SIP)?

☐ Yes ☐ No

f. If a general conformity determination was prepared, include the draft and final determinations and any relevant correspondence and cite their location(s) in the application package:

g. If transportation conformity applies, is the project listed in a conforming SIP, Transportation Improvement Program (TIP), Regional Transportation Plan (RTP), or Federal Implementation Plan (FIP)?

☐ Yes ☐ No

h. If yes, cite location of information regarding listing in the application package:

i. If transportation conformity applies, does the project contribute to any new localized CO, PM_{10}, or $PM_{2.5}$ violations or increase the frequency or severity or any existing violations of the same?

☐ Yes ☐ No

j. If yes, cite location of information in the application package:

21. **Actions to Address Environmental Justice in Minority or Low-Income Populations**

a. Does the proposed project involve disproportionate adverse impacts to minority and/or low-income populations as defined in Executive Order 12898?

☐ Yes ☒ No

b. If yes, include the analysis describing the impacts and cite location(s) in the application package:

c. If yes, cite the location in the application package that describes measures to be taken to reduce those impacts:

22. **Hazardous Materials, Substances or Wastes**

a. Does the proposed project involve or is it located near a Superfund site or any site regulated under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA) or State law regulating hazardous materials, substances or wastes?

☐ Yes ☒ No

b. If yes, cite the location(s) in the NEPA document where hazardous materials, substances or wastes are discussed:

See Enclosure [ ] for plan sheets.

See Enclosure [ ] for Waterway Data Requirements

WATERWAY DATA REQUIREMENTS (as required by the Coast Guard, include the below information as an attachment to the application letter per Appendix A of the BPAG)

A. **Means of Data Collection:** See BPAG for additional information

B. **Present governing bridge(s) or aerial structure(s) on the waterway:**

1. Identify all bridges upstream and downstream of the proposed bridge site and their existing horizontal and vertical clearances to determine the existing minimum horizontal and vertical clearances (including overhead transmission line clearances). Provide in table format. There are no other bridges that cross Blounts Creek and there are no bridges between the Pamlico River and the proposed project.

   (If all bridges downstream have the same minimum clearance, state instead of the above requested information.)

2. Does the proposed bridge(s) match (or is greater than) the navigational clearance of existing structures on the waterway? N/A

3. What is the most restrictive horizontal clearance on the waterway? (This may be a fixed bridge downstream/upstream of the proposed structure, a low hanging power line downstream/upstream of the bridge(s), or it may be some other structure that limits horizontal clearance. Sometimes the existing to-be-replaced bridge(s) is the most restrictive structure.)

   Existing Bridge No. 9 is the most restrictive structure to horizontal clearance on the waterway.

a. Milepoint: 32

b. Horizontal clearance: 36' MHW

4. What is the most restrictive vertical clearance on the waterway? (This may be a fixed bridge downstream/upstream of the proposed structure, a low hanging power line downstream/upstream of the bridge(s), or it may be some other structure which limits vertical clearance. Sometimes the existing to-be-replaced bridge(s) is the most restrictive structure.) Power is the most restrictive. Overhead power and telephone cables are located immediately south of the existing bridge. Power is being relocated as a part of this project and will not be the future limiting factor.

a. Milepoint: 32

b. Vertical clearance: 10' MHW

5. Will the proposed bridge(s) become the most restrictive/obstructive structure across the waterway? Yes

C. **Waterway characteristics:** (All domestic bridge navigational clearances should be stated in linear feet in decimal form vs. feet and inches. All international bridge navigational clearances should be stated in linear unit of measure as well as the metric equivalent.)

1. Various waterway stages: (Datum that is used). NAVD 88

2. Natural flow of the waterway including currents, waterway velocity, water direction, and velocity fluctuations (seasonal, daily, hourly, etc.), that might affect navigation. Blounts Creek is a coastal channel and is affected by the tide; therefore waterway velocity, direction, and velocity fluctuations are dependent on daily tidal changes.

3. Width of the waterway at bridge site: Width at Mean High Tide = 901.4' and Width at Mean Low Tide = 883.9'

4. Depth of the waterway and elevation fluctuations at bridge site: [List the depth at each waterway bridge stage (ex. Range of tides, average high water elevation, etc.)]. Depths at Mean High Tide = 13.8' and Depths at Mean Low Tide = 11.6'

5. Waterway layout and geometry: (For example, is there a dam or lock; does the elevation of the approach impact the required bridge(s) clearance?) N/A

6. Channel and waterway alignment: Location of the channel(s): See Sheet 2 & 3 of the bridge drawings for channel alignment under proposed bridge.

7. Other limiting factors: (For example, bends in the waterway within one-half mile of project site, hindrances to free navigation, fog, hydraulics, etc.) There is a bend in the river approximately 300' upstream from the existing bridge as it passes from the creek into Blounts Bay and into Pamlico River. The proposed bridge will be downstream, approximately 250' further into the cove from the existing bridge, and there are no other bends for another 2,500' due to shoreline peninsulas. MHT = 1.9', MLT = 0.3' according to the BSR. All bridge substructure is made of vertical shafts and therefore tides will not create navigation limitations

D. **Do vessels that engage in emergency operations (i.e., law enforcement, fire, rescue, emergency dam repair, etc.), national defense activities (i.e. cruisers, fuel barges, munitions ships, etc.) or channel maintenance (i.e., dredges, dam and levee repair, etc.) operate on the waterway? If yes, describe the vessels and provide the following information:**

1. Does levee maintenance, bridge work (other bridges), channel maintenance and emergency operations upstream of bridge require certain vessels to transit the waterway? N/A

2. Does the proposed bridge(s) impact USCG and/or other government vessels' ability to transit the bridge(s) to conduct mission essential functions (icebreakers, patrols, etc.)? No. The proposed bridge will exceed the existing bridge navigational opening. The existing has a 36' horizontal

clearance and the proposed has a 111.24' clearance.

3. Vessels using the waterway during the proposed bridge(s) lifespan (should include):

a. Vessel name; The existing bridge does not have a bridge tender, therefore detailed vessel usage is not available.

b. Registration/documentation numbers;

c. Vessel type;

d. Vessel owner contact information (company/individual name, address, contact info.);

e. Primary vessel mooring location (include waterway milepoint, if known);

f. Vessel overall length;

g. Vessel beam;

h. Vessel draft (depth of hull below waterline at full load);

i. Vessel air draft (height of the highest fixed point of the vessel above the waterline, when empty);

j. Specialized vessels that use the waterway (e.g. vessels which have limited maneuverability due to inherent design or mode of operation);

k. Safety margin required by vessel to navigate through the bridge(s);

l. Vessel transit frequencies under proposed bridge(s), transit speeds, and load configurations; and

m. Vessel traffic characteristics (to include if tug assist is required for transit through the bridge(s) due to limited horizontal clearance).

4. Will the proposed bridge(s) provide the horizontal and vertical clearances for the safe, efficient passage of the largest of these vessels? Why?

In correspondence with the USACE and the USCG for the Navigation Impact Study, no Clearance concerns were raised regarding the new fixed span bridge and vessels operated by

either agency.

5. If no, estimate the number of vessels in each of the above categories unable to pass through the proposed bridge(s). Give the name, length overall (LOA), beam, draft and height of highest fixed point above the waterline for vessels affected by the bridge(s). N/A

6. Can these vessels be modified (i.e., folding mast, relocation or equipment, etc.) without decreasing their respective response times? If so, name the vessels. N/A

7. If modifications are feasible, state the name of the vessel(s), their trip frequency, the necessary modifications, the cost of the modification(s) and who will pay for them (i.e., vessel owner, applicant, other). N/A

8. Provide any additional information concerning the potentially impacted or burdened users of the waterway as well as the future use of the waterway. N/A

E. **Has the United States Corps of Engineers (USACE) completed or does it plan to complete a federal navigation project on the waterway? If yes, provide the following information:**
No

1. Project name, downstream/upstream milepoints, depth, type of project, scope, status of project and other limiting factors.

2. Whether there is/was a "design vessel" used in planning the channel? What is/was the design vessel? Was the design vessel reviewed by the Coast Guard?

3. The following specifications of the vessel for which the navigation project is or will be designed: LOA, beam, draft and height of highest fixed point above the waterline.

4. Will the proposed bridge(s) provide the horizontal and vertical clearances necessary for the safe, efficient passage of the vessel for which the navigation project was designed?

5. If so, can the vessel be modified to clear the proposed bridge(s) without substantially increasing operating costs?

6. If modifications are feasible, state the necessary modifications, costs of any modification(s), and who will pay for the modifications.

7. Are there projected changes in waterway usage based upon anticipated waterway improvement projects?

8. Does the proposed bridge(s) impact USACE ability to transit the bridge(s) in a Federal project

channel?

F. **<u>Describe the present and prospective recreational navigation:</u>** Will the proposed bridge(s) affect the safe, efficient movement of any segment of the present or prospective recreational fleet operation on the waterway? If yes, provide the following information: The proposed bridge will exceed the existing bridge navigational opening. The existing has a 36' horizontal clearance and the proposed has a 111.24' clearance.

1. Vessels utilizing the waterway during the proposed bridge(s) lifespan. (Information in this bullet should include:)

   The existing bridge does not have a bridge tender, therefore detailed vessel usage is not available.

a. Vessel name;

b. Registration/documentation numbers;

c. Vessel type;

d. Vessel owner contact information (company/individual name, address, contact info.);

e. Primary vessel mooring location (include waterway milepoint, if known);

f. Vessel overall length;

g. Vessel beam;

h. Vessel draft (depth of hull below waterline at full load);

i. Vessel air draft (height of the highest fixed point of the vessel above the waterline, when empty);

j. Specialized vessels that use the waterway (e.g., vessels which have limited maneuverability due to inherent design or mode of operation);

k. Safety margin required by vessel to navigate through the bridge(s);

l. Vessel transit frequencies under proposed bridge(s), transit speeds, and load configurations; and

m. Vessel traffic characteristics (to include if tug assist is required for transit through the bridge(s) due to limited horizontal clearance).

2. What is the estimated percentage of the recreational fleet, which may be affected by the proposed bridge(s)? N/A

3. Will the proposed bridge(s) eliminate the access of these vessels to existing or planned commercial, water-oriented facilities (i.e., restaurants, shops, recreational areas, marinas, etc.) in the vicinity of the proposed bridge(s)? If yes, describe these facilities. No

4. Is it feasible to modify the affected segments of the fleet to clear the proposed bridge(s) without substantially increasing operating costs? If yes, name the vessel(s), state the necessary modifications, cost of modifying each vessel and person or entity responsible for financing the modifications. N/A

5. Provide any additional information concerning the potentially impacted or burdened users of the waterway as well as the future use of the waterway. N/A

NOTE: Check with local USACE District Office, Chamber of Commerce or other organizations for proposed marinas, recreational areas, shops, etc.

G. **Describe the present and waterway and prospective commercial navigation and the cargoes moved on the waterway:** Will the proposed bridge(s) affect the safe, efficient movement of any segment of the present or prospective commercial fleet operating on the waterway? No If yes, provide the following information:

1. Vessel name;

2. Registration/documentation numbers;

3. Vessel type;

4. Vessel owner contact information (company/individual name, address, contact info.);

5. Primary vessel mooring location (include waterway milepoint, if known); vessel overall length;

6. Vessel beam;

7. Vessel draft (depth of hull below waterline at full load);

8. Vessel air draft (height of the highest fixed point of the vessel above the waterline, when empty);

9. Specialized vessels that use the waterway (e.g. vessels which have limited maneuverability due to inherent design or mode of operation);

10. Safety margin required by vessel to navigate through the bridge(s);

11. Vessel transit frequencies under proposed bridge(s), transit speeds, and load configurations; and

12. Vessel traffic characteristics (to include if tug assist is required for transit through the bridge(s) due to limited horizontal clearance).

13. Does the proposed bridge(s) impact existing and future cruise ship ports-of-call/terminals? No

14. Does the proposed bridge(s) impact ports supporting post-Panamax vessels? No

15. Does the proposed bridge(s) impact vessels that produce unique products for the region? No

16. Does the proposed bridge(s) impact vessels that require helper boats/tugs? (Note the combined clearance requirement of the vessel and the helper boat/tug.) No

17. Document annual cargo movements (cargo types and quantities);

18. State the estimated percentage of the commercial fleet, which may be affected by the proposed bridge(s).

19. Will the proposed bridge(s) clearance impact present and/or prospective upstream commercial activity, e.g., jobs and economic growth and development? No

20. If yes, address any existing or planned commercial/industrial developments negatively affected by the proposed clearances and discuss the economic impacts the proposed clearances will have on these businesses:

21. Document the foreseeable needs to future navigation;

22. Provide existing and historical navigational use and waterway conditions;

23. Provide input from waterway dependant facilities concerning future use;

24. Describe land use zoning along the waterway (particularly within the riparian zone); Residential

25. Describe future vessel size and traffic trends;

26. Include input from states based on state development plans;

27. Include input from facilities based on business plans;

28. Document local commercial shipping and other businesses affected by this restriction.

Note: the next opportunity to adjust clearances for navigation is usually between 50-100 years unless interim waterway improvement projects include the cost of bridge alterations.

29. Is it feasible to modify the restricted vessels to clear the proposed bridge(s) without substantially increasing operating costs? If yes, name the vessel(s), state the necessary modifications, cost of modifying each vessel and company or entity responsible

30. Provide any additional information concerning the potentially impacted or burdened users of the waterway as well as the future use of the waterway.

H. **Identify the name and contact information for marine facilities located within a 3-mile radius of the proposed project (public boat ramps, marinas or major docking facilities, boat repair facilities, etc.:** See attached list.

I. **Will the proposed bridge(s) block access of any vessel presently using local service facilities (i.e., repair shops, parts distributors, fuel stations)?** No **If yes, provide the following information:**

1. Describe the facilities impacted and estimate the number of vessels currently using these facilities.

a. Vessel information should include the following for each blocked vessel:

1) Vessel name;

2) Registration/ documentation numbers;

3) Vessel type;

4) Vessel owner contact information (company/individual name, address, contact info);

5) Primary vessel mooring location (include waterway milepoint, if known); vessel overall length;

6) Vessel beam;

7) Vessel draft (depth of hull below waterline at full load); and

8) Vessel air draft (height of the highest fixed point of the vessel above the waterline, when empty);

2. Could any of these facilities be considered critical infrastructure, key resources, or important/unique U.S. industrial capability (i.e., are these facilities unique or one of only a few of the type in the area?) Address whether the proposed clearances negatively affect those facilities and their customers.

3. What economic impact will loss of access have on these facilities? Include estimated dollar amount to support Commandant and DHS goals.

4. What is the distance to alternate service facilities capable of servicing the affected vessels? Describe the facilities.

5. Will use of these alternate facilities substantially increase vessel operation affected vessels? Describe the facilities.

6. Is it feasible to modify the affected vessels to clear the proposed bridge(s)?

7. If yes, state the name, necessary modifications, cost of modifying each vessel and who will pay for the modifications.

J. **Are alternate routes bypassing the proposed bridge(s) available for use by vessels unable to pass the proposed bridge(s)? If yes, provide the following information:** No

1. State the number of vessels that will be forced to use alternate routes.

2. For each vessel identified in section H1.a. above, include the following information:

a. Vessel name;

b. Registration/documentation numbers;

c. Vessel type;

d. Vessel owner contact information (company/individual name, address, contact info.);

e. Primary vessel mooring location (include waterway milepoint, if known);

f. Vessel overall length;

g. Vessel beam;

h. Vessel draft (depth of hull below waterline at full load);

i. Vessel air draft (height of the highest fixed point of the vessel above the waterline, when empty); and

j. Specialized vessels that use the waterway (e.g., vessels which have limited maneuverability due to inherent design or mode of operation);

3. Identify any alternate routes and provide the respective distances between the proposed bridge(s) and these routes.

4. Will use of these routes substantially increase the transit time and/or operating costs of the affected vessels? This relates to the mobility goals of the Commandant and DHS.

5. If yes, describe the impacts of increased transit time and/or operating costs.

6. Is it feasible to modify these vessels to clear the proposed bridge(s)?

7. If yes, state the name, necessary modifications, cost of modifying each vessel and who will pay for these modifications.

K. Will the bridge(s) prohibit the entry of any vessels to the local harbor of refuge? If yes, describe the harbor and provide the following information: No

1. What percentage of vessels currently using the harbor refuge will not be able to pass the proposed bridge(s) to gain access to that refuge? Describe the vessels.

2. Provide vessel information for those vessels identified in J.1.:

a. Vessel name;

b. Registration/documentation numbers;

c. Vessel type;

d. Vessel owner contact information (company/individual name, address, contact info.);

e. Primary vessel mooring location (include waterway milepoint, if known);

f. Vessel overall length;

g. Vessel beam;

h. Vessel draft (depth of hull below waterline at full load);

i. Vessel air draft (height of the highest fixed point of the vessel above the waterline, when empty); and

j. Specialized vessels that use the waterway (e.g. vessels which have limited maneuverability due to inherent design or mode of operation);

3. Is it feasible to modify these vessels to clear the proposed bridge(s)?

4. If yes, state the name, necessary modification, cost of modifying each vessel and who will pay for the modifications.

5. If alternate refuges are available, describe them and state the distance of each from the present harbor of refuge.

NOTE: A harbor of refuge is defined as a naturally or artificially protected water area that provides a place of relative safety or refuge for commercial and recreational vessels traveling along the coast or operating in a region.

L. Will the proposed bridge(s) be located within one-half mile of a bend in a waterway? Yes **If yes, describe the bend and provide the following information:**

1. Is there sufficient distance between the bridge(s) and the bend to allow proper vessel alignment for the safe, efficient passage of vessels through the proposed bridge(s)? Yes, the distance to the bend will be greater than the existing condition.

2. If no, what factors make construction of the bridge(s) at an alternate location impractical?

M. **Are there other factors (i.e., dockages, lightering areas, existing bridges, etc.) located within one-half mile of the proposed bridge(s), which would create hazardous passage through the proposed structure?** No **If yes, provide the following information:**

1. Describe the factors. (For example, construction impacts to navigation and waterway users, etc.) There are 10 docks on the eastern approach. The horizontal opening will be wider than the current bridges' opening.

2. What mitigative measures are being recommended? (For example, navigation safety during construction, etc.) Why?

N. **Do local hydraulic conditions (i.e., wave chop, cross currents, tides, shoals, etc.) increase the hazard of passage through the proposed bridge(s)?** No. Boaters currently navigate the existing bridge with 36' spans, there will not be an increase in hazard of passage through the proposed bridge which will have a 111.24' horizontal clearance between bents.
If yes, provide the following information:

1. Describe the conditions:

2. What mitigative measures are being recommended? Why?

O. **Do local atmospheric conditions (i.e., strong, prevailing winds, fog, rapidly developing storms, etc.) increase the hazard of passage through the proposed bridge(s)?** No **If yes, provide the following information:**

1. Describe the conditions:

2. What mitigative measures are being recommended? Why?

P. **Have guide clearances been established for the waterway?** No **If yes, provide the following information:**

1. Horizontal guide clearance;

2. Vertical guide clearance;

3. Do the proposed bridge(s) clearances differ from these guide clearances?

4. If yes, what factors justify deviating from these guide clearances?

Q. **Are there other natural or man-made conditions that affect navigation (atmospherics,**

exclusion zones, etc.)?

1. Describe the conditions:

2. What mitigative measures are being recommended? Why?

R. **State any other factors considered necessary for the safe, efficient passage of vessels through the proposed bridge(s)? Are clearance gauges needed?** No **Why?**

S. **Include a description of the impacts to navigation caused or which could be reasonably caused by the proposed bridge(s) including but not limited to: proposed construction methodology, proposed or prospective changes to the existing bridge(s) operating schedule (for movable bridges), and any proposed mitigation to all unavoidable impacts to navigation.**

1. Conduct a navigational impact report, and include a review of all bridges upstream and downstream of the proposed site to determine the minimum vertical and horizontal clearances available on the waterway. Reference the Navigational Impact Report

2. If the proposed bridge(s) is fixed, and is replacing an existing drawbridge with unlimited vertical clearance, the applicant must determine whether the proposed bridge(s) will accommodate existing and perspective navigation.

   N/A

T. **Is there any proposed or completed mitigation for impacted waterway users?** During construction and demolition, the Department will attempt to maintain public access however not at the risk of public safety. **Are there any impacts that cannot be mitigated?**

1. Can vessels and cargoes be partially disassembled/dismantled in order to transit the proposed bridge(s), and if so, is it economically reasonable? The Coast Guard must take into consideration a vessel's ability to adjust its operations without economic loss. Adjustment or mitigations techniques may include using other routes, lowering electronics (GPS, radar, communication antennae, etc.), lowering crane booms, etc. The new structure is in close proximity to the existing though upstream. Similar waterway conditions are expected for the new structure.

2. Are alternative routes available for vessel passage? No

3. Can vessels transit at typical lower water stages (mean low water, mean pool level, etc.)? The new structure is near the existing though upstream. Similar waterway conditions are expected for the new structure.

Please initiate the U.S. Coast Guard permitting process. It is requested that any correspondence from your office regarding this project include the NCDOT TIP Number (B-5614). Should you have any questions regarding this information, please contact Deanna Riffey at (919) 707-6151 or driffey@ncdot.gov.

Sincerely,

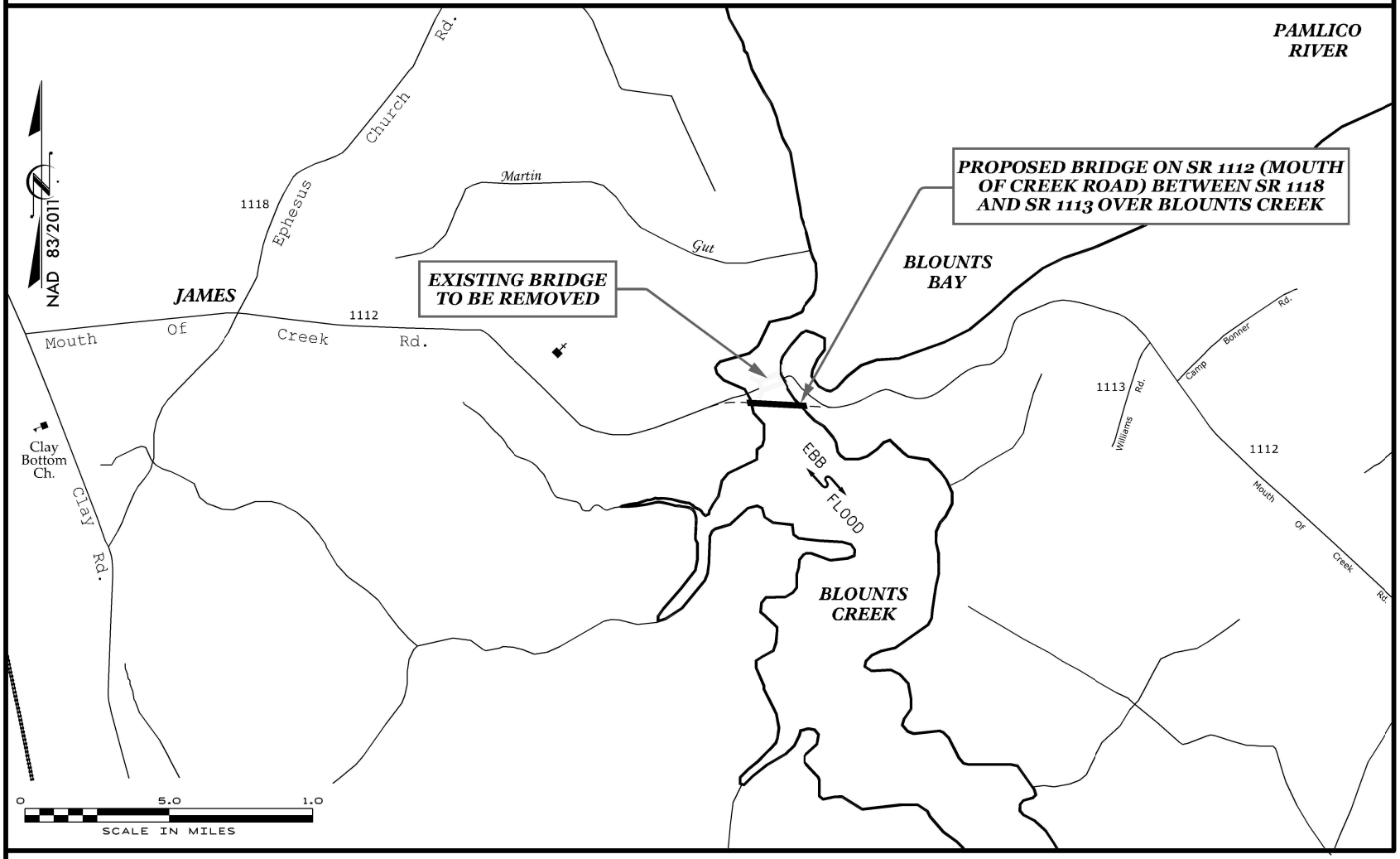
DocuSigned by:
Mack C. Rivenbark III
AAAD1248B309416...

Chris Rivenbark, Eastern Team Lead
Environmental Permitting & Coordination Group

Enclosures

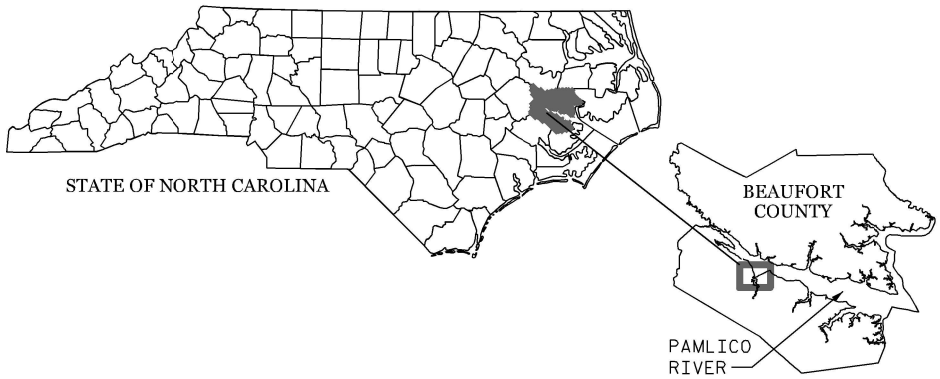
Appendix A
Bridge Plans

VICINITY MAP



DATUM DESCRIPTION

VERTICAL DATUM: NAVD 88



THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

9/27/2022

NORTH CAROLINA PROFESSIONAL SEAL 032967 ENGINEER JASON R. DOUGHTY

DocuSigned by: Jason R Doughty 5F73FA2DEA974E8...

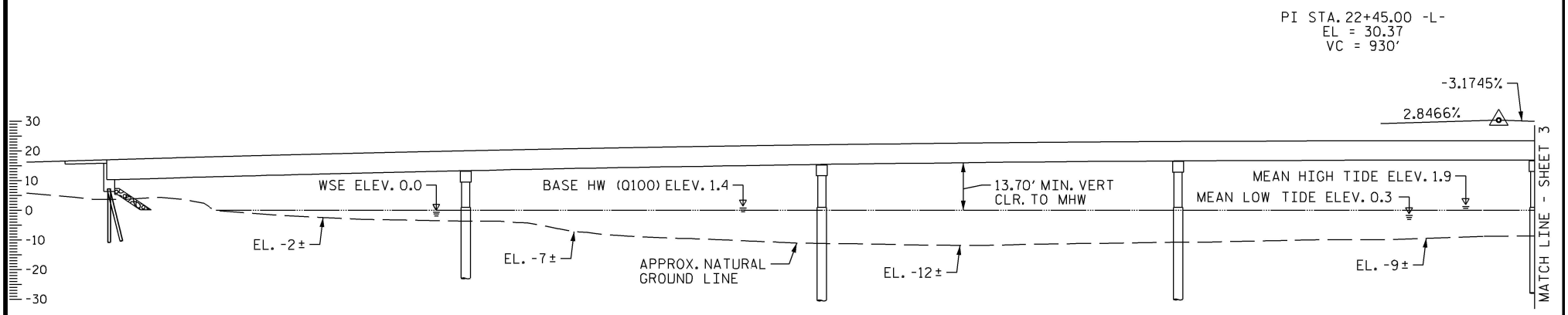
State of North Carolina
Department of Transportaion
Raleigh, NC

Proposed Bridge
on
SR 1112 (Mouth of Creek Road)
0.5 miles upstream
from mouth of
Blounts Creek
near
Washington, NC

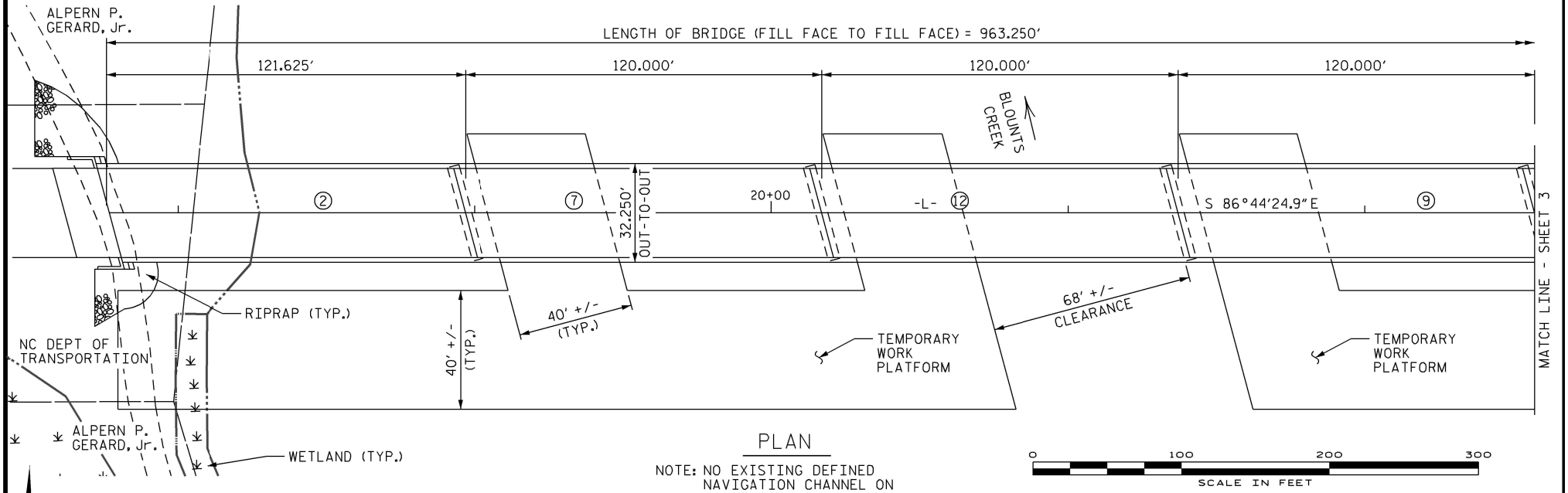
Beaufort County

State Project No. : B-5614

April 22, 2022 Sheet 1 of 4



ELEVATION



PLAN

NOTE: NO EXISTING DEFINED NAVIGATION CHANNEL ON WATER BODY

(#) DENOTES APPROXIMATE WATER DEPTH AT MEAN LOW WATER (FT)

NAD 83/2011

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

9/27/2022

NORTH CAROLINA PROFESSIONAL SEAL 032967 ENGINEER JASON R. DOUGHTY

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State of North Carolina
Department of Transportaion
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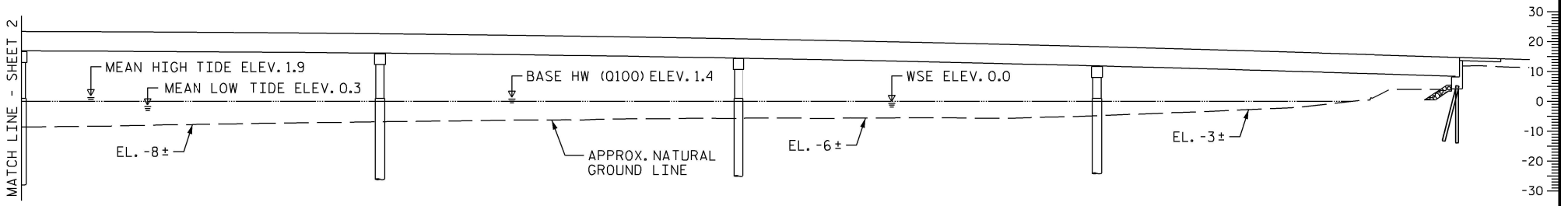
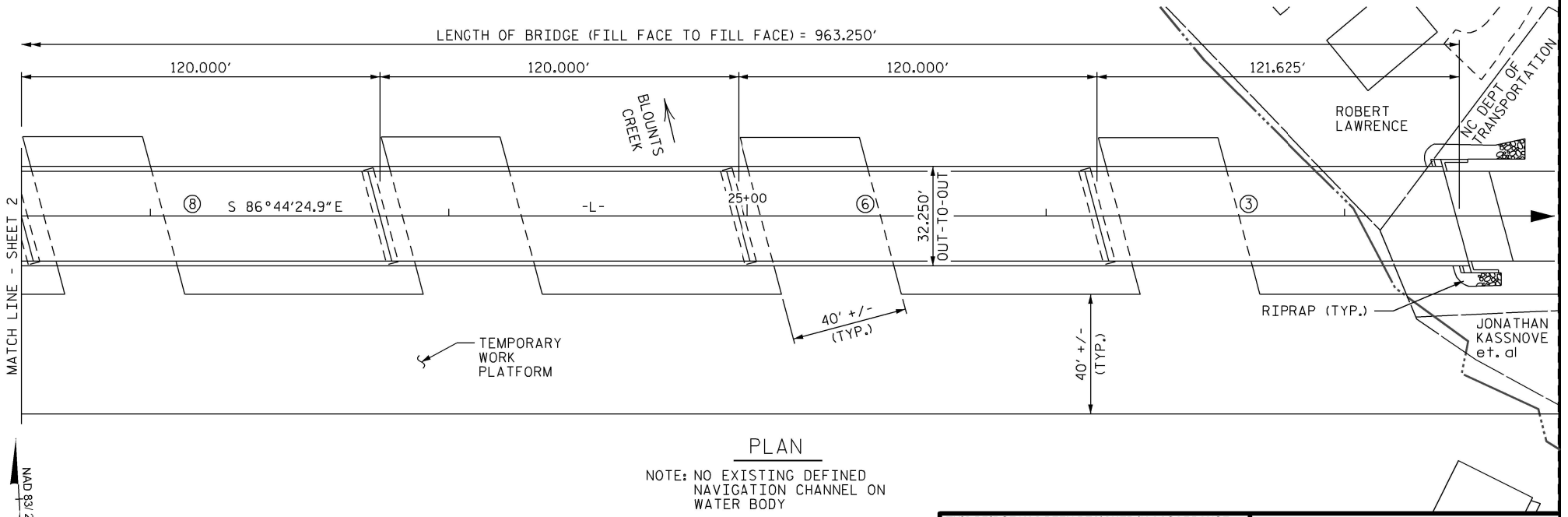
April 22, 2022 Sheet 2 of 4



ELEVATION



PLAN

NOTE: NO EXISTING DEFINED NAVIGATION CHANNEL ON WATER BODY

(#) DENOTES APPROXIMATE WATER DEPTH AT MEAN LOW WATER (FT)

NAD 83/2011

0 100 200 300
SCALE IN FEET

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

9/27/2022

NORTH CAROLINA PROFESSIONAL SEAL 032967 ENGINEER JASON R. DOUGHTY

DocuSigned by: Jason R Doughty 5F73FA2DEA974E8...

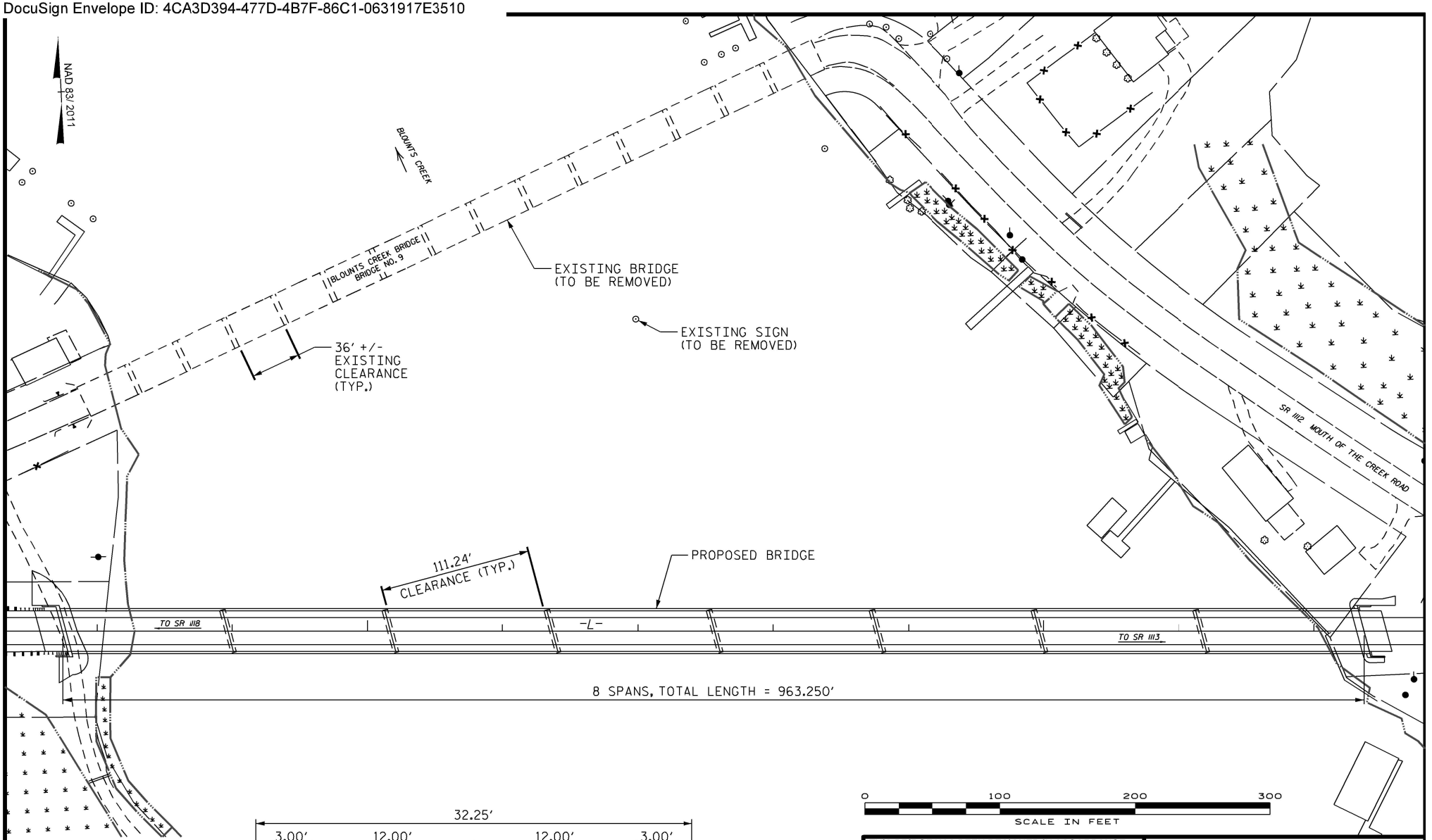
State of North Carolina
Department of Transportaion
Raleigh, NC

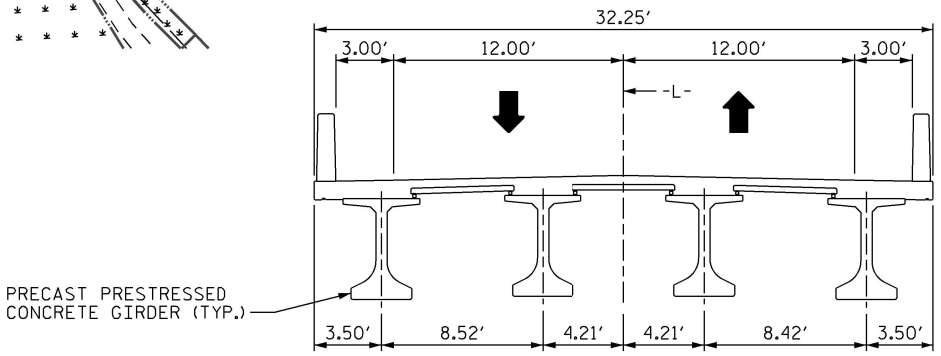
Proposed Bridge
on
SR 1112 (Mouth of Creek Road)
0.5 miles upstream
from mouth of
Blounts Creek
near
Washington, NC

Beaufort County

State Project No. : B-5614

April 22, 2022 Sheet 3 of 4





TYPICAL SECTION

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

9/27/2022

NORTH CAROLINA PROFESSIONAL SEAL 032967 ENGINEER JASON R. DOUGHTY

DocuSigned by:
Jason R Doughty
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State of North Carolina
Department of Transportaion
Raleigh, NC

Proposed Bridge
on
SR 1112 (Mouth of Creek Road)
0.5 miles upstream
from mouth of
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near
Washington, NC

Beaufort County

State Project No. : B-5614

April 22, 2022 Sheet 4 of 4

Appendix B
NEPA Categorical Exclusion

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	**B-5614**
WBS Element	**45569.1.2**
Federal Project No.	**1112019**

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes the replacement of Bridge No. 9 on SR 1112 (Mouth of the Creek Road) over Blounts Creek in Beaufort County. Bridge No. 9 will be replaced on new alignment to the south of the existing bridge while traffic is maintained on the existing bridge. Boater access under the bridge will be maintained during construction, but there may be exceptions when access will temporarily not be allowed due to certain activities or for safety reasons, including the possibility of short duration closures when construction or demolition has to take place in the channel. The replacement structure will be an eight-span 962-foot-long bridge, with two 10-foot lanes and 5-foot paved shoulders. The roadway approaches will have two 10-foot lanes and three-foot total shoulders, of which two feet will be paved. The project length is approximately 2,100 feet. The project study area map is included in Attachment A.

B. Description of Need and Purpose:

The purpose of the proposed project is to replace a structurally deficient bridge.

Bridge No. 9 was constructed in 1990. The bridge is 600 feet long with a deck width of 24 feet. The substructure is composed of timber floor with steel I-beams. NCDOT Bridge Management Unit records indicate Bridge No. 9 has a sufficiency rating of 45.07 out of a possible 100 for a new structure as of January 07, 2019.

C. Categorical Exclusion Action Classification:

Type II(B)

D. Proposed Improvements:

This project qualifies as a **Type II(B) CE due to 23 CFR 771.117(d)(13)**, which states, *"(13) Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section"*

23 CFR 771.117(c)(28) states, *"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)."*

The constraints not met in 23 CFR 771.117(e)(1-6) that result in the processing of this Type II(B) CE under 23 CFR 771.117(d)(13), are the following:

(1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements; or

(2) An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899.

E. Special Project Information:

Cost:
The proposed project is included in the 2020-2029 State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for federal fiscal years 2021 and 2022, respectively. The estimated costs of the proposed project are as follows:

Utilities Cost	$266,000
Right of Way Cost:	$319,000
Construction Cost:	$7,800,000
Total Project Cost	$8,385,000

Design:

Design Standards	Subregional Tier
Design Speed	60 mph
Design Exceptions	none
Construction Type	Replace on new alignment

Estimated Traffic from Capacity Analysis:

2021 ADT	<1000
2041 ADT	<1000
% Trucks/Duals	n/a

Accidents:
No pedestrian or bicyclist crashes were reported within or adjacent to the project study area.

Bridge Removal:
All existing and older bridge components will be removed. A temporary causeway will be installed to provide access for the contractor to remove the timber piles and concrete footings. The removal of existing timber piles will be conducted using approved NCDOT Best Management Practice methods.

Alternatives Discussion:
No-Build – The no-build alternative would result in closing the road and removal of Bridge No. 9, which is unacceptable given the volume of traffic served by SR 1112 (Mouth of the Creek Road), as well as the connectivity across Blounts Creek that the existing bridge provides for the adjacent neighborhoods.

Rehabilitation – Bridge No. 9 was constructed in 1990. Bridge timber materials are at the end of their useful life. Timber rehabilitation would require similar effort and cost to replacing the bridge.

Off-Site Detour – An off-site detour for vehicular traffic was not chosen due to a lack of viable time and distance-equivalent options.

Replace on New Alignment with On-Site Detour (selected) – Bridge No. 9 will be replaced on new alignment south of the existing bridge. Pedestrians may use the existing bridge to cross Blounts Creek during the construction period. Traffic will be maintained on the existing bridge during construction and boater access will be maintained under the bridge during construction, except for the possibility of short duration closures when construction or demolition has to take place in the channel. Advanced notice will be provided.

Bicycle and Pedestrian Accommodations:
NCDOT Bicycle and Pedestrian Transportation did not recommend bicycle accommodations on this bridge replacement, as of April 19, 2016.

Human Environment:
Community Studies – The Community Impact Assessment (CIA, June 2016) includes the following key recommendations (responses to recommendations are in italics):

1. "Coordinate with local planning officials regarding their desire to keep the existing bridge height in the proposed bridge designs in order for the continued recreational usage of Blounts Creek by individuals with larger boats." *(The Beaufort County Planning Director was contacted by the NCDOT PDEA Unit in April 2016 as part of the Start of Study outreach; they expressed the need to maintain the existing vertical clearance to accommodate boater traffic of all sizes. The Approved Design Criteria (April 1, 2019) will match the existing low steel for vertical clearance.)*
2. "Coordinate with the NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the inclusion of bicycle/pedestrian facilities in the B-5614 replacement bridge design, as well as the necessary level of bicycle/pedestrian access accommodation during construction." *(The NCDOT DBPT was contacted in April 2016; they did not recommend bicycle/pedestrian facilities for the B-5614 design. The existing level of vehicular/bicycle/pedestrian traffic will be maintained during construction.)*
3. "Coordinate with local EMS officials in developing an emergency response/action plan for the project area due to potential emergency response delay from a full bridge closure during construction." *(Indicated in project commitments. Traffic will be maintained on the existing bridge during construction of the new bridge on the new southern alignment. The Blounts Creek Volunteer Fire Chief, contacted as a result of public involvement with local officials on Dec. 28th, has expressed support of maintaining vehicular traffic during construction as it relates to EMS operations.)*
4. "Coordinate with local school officials in regard to their concerns over school bus activity during the construction phase of the project." *(indicated in project commitments)*

Cultural Resources:
Tribal Coordination – Results of the archaeological survey were mailed to Catawba Indian Nation on January 12, 2021. A letter of concurrence acknowledging the results of the archaeological survey was received on February 17, 2021.

Natural Environment:
Approximately 620 linear feet of jurisdictional water resource and 3.16 acres of jurisdictional wetlands were identified within the study area.

Coastal Area Management Act Areas of Environmental Concern – Coastal Area Management Act (CAMA) Areas of Environmental Concern were identified in the study area. Blounts Creek is a designated Estuarine Water and Public Trust Water, and CAMA coastal wetlands are present at wetland sites WB, WD, and WE. A CAMA major development permit from the North Carolina Division of Coastal Management (NCDCM) will be required for all impacts to designated AECs within the study area.

Public Involvement: All property owners within the study area were sent notification letters and informed of the proposed project, prior to final surveys. Property owners were consulted via conference call on March 10, 2016. A newsletter was distributed by NCDOT to the local officials and stakeholders within the project vicinity in December 2020 (via email) and to the general public in January 2021 (via mail). The newsletter included key project highlights, contact information, the public hearing map detailing project design and impacts, and a comment form. The newsletter also directed recipients to the project website (site: https://publicinput.com/BlountsCreekBridge) developed for virtual public input, which displayed additional project-related information. NCDOT posted responses to public comments on the public website (see attachment C).

Permits:
Anticipated Permits – A US Army Corps of Engineer (USACE) Nationwide Permit, U.S. Coast Guard permit, NC Division of Water Resources Water Quality Certification and NC Division of Coastal Management CAMA Major Development Permit are anticipated for this project.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)			
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. • *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.*			
PROJECT IMPACT THRESHOLDS (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)?	☐	☑
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	☐	☑
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	☐	☑
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	☐	☑
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	☑	☐
6	Does the project require an Individual Section 4(f) approval?	☐	☑
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)?	☐	☑
If any question 8-31 is checked "Yes" then additional information will be required for those questions in Section G.			
Other Considerations		Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	☑	☐
9	Is the project located in anadromous fish spawning waters?	☑	☐
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)?	☑	☐
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	☐	☑
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	☐	☑
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	☐	☑

Other Considerations for Type I and II Ground Disturbing Actions (continued)		Yes	No
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?	☐	☑
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	☑	☐
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?	☑	☐
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)?	☐	☑
18	Does the project require a U.S. Coast Guard (USCG) permit?	☑	☐
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	☐	☑
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	☐	☑
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	☐	☑
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	☐	☑
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	☐	☑
24	Will maintenance of traffic cause substantial disruption?	☐	☑
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	☐	☑
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?	☐	☑
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	☐	☑
28	Does the project include a *de minimis* or programmatic Section 4(f)?	☐	☑
29	Is the project considered a Type I under the NCDOT Noise Policy?	☑	☐
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	☐	☑
31	Are there other issues that arose during the project development process that affected the project decision?	☐	☑

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

Question 5 – Displacements and Right of Way Acquisition
The new alignment of Bridge No. 9 will cause one residential relocation.

Question 8 – Listed Species
The Northern long-eared bat (NLEB) Programmatic Biological Opinion (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 19 counties, but may potentially occur in 11 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 currently 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 Beaufort County where B-5614 is located.

A biological conclusion of May Affect, Not Likely to Adversely Affect was reach for the West Indian Manatee. 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.

Informal Consultation with the National Oceanic and Atmospheric Administration for the Atlantic sturgeon will be required prior to permitting.

Question 9 – Anadromous Fish Spawning Waters
Blounts Creek is classified as an anadromous fish spawning area. NCDOT should follow all stream crossing guidelines for anadromous fish passage, including an in-water work moratorium from February 15 to June 30.

Question 10 – Buffer Rules
The project is within the Tar-Pamlico River Basin where buffer rules are applicable.

Question 15 – GeoEnvironmental
The NCDOT GeoEnvironmental Section performed a record search and found one petroleum site at the former H&W Grocery, located at 5 Blounts Creek Lane (now known as 3 Blounts Creek Lane as suggested by County website). Underground storage tanks were removed in 1988. The site is anticipated to present a low monetary and scheduling impact to the project.

Question 16 – Floodplain
Beaufort County is included in the National Flood Insurance Program (NFIP). The project is in the Blounts Creek Zone AE floodway area, for which 100-year base flood elevations are established. The NCDOT Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, NCDOT Structures Management Unit will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

Question 18 – USCG Permit
A U.S. Coast Guard permit is required for construction of this project per the formal letter NCDOT received on April 14, 2021 from the U.S. Coast Guard Bridge Program Manager.

Question 29 – Noise Policy
This project is considered a Type 1 because it meets the definition of new location (item a) and/or substantial horizontal alteration (item b.ii) in the Type 1 project definition on page two of the NCDOT Traffic Noise Policy Manual. A noise analysis was completed on October 28, 2021 and Results indicated there are no impacts to noise sensitive areas due to the construction of the project and noise mitigation is not warranted.

H. Project Commitments:

NCDOT PROJECT COMMITMENTS

STIP Project No. **B-5614**
Replace Bridge No. 9 on SR 1112 (Mouth of the Creek Road) over Blounts Creek
Beaufort County
Federal Aid Project No. 1112019
WBS Element 45569.1.2

NCDOT Division 2 Construction:

Roadway Construction, Lane Reductions and Closures
NCDOT will contact the Beaufort County Emergency Medical Services Director at 252-940-6519 at least one month prior to the start of construction to allow first responders to prepare for the anticipated action.

NCDOT will contact the Chocowinity Emergency Medical Services Captain at 252-948-2446 at least one month prior to the start of construction to allow first responders to prepare for the anticipated action.

NCDOT will contact the Beaufort County Fire Marshall at 252-946-2046 at least one month prior to the start of construction to allow first responders to prepare for the anticipated action.

NCDOT will contact the Blounts Creek Volunteer Fire Department Fire Chief at 252-945-8718 at least one month prior to the start of construction to allow first responders to prepare for the anticipated action.

NCDOT will contact the Beaufort County Schools Transportation Director at 252-946-6209 at least one month prior to the start of construction to allow schools to prepare for the anticipated action.

NCDOT will contact all local officials mentioned above at least one week prior to lane reduction and/or roadway closure to allow them to prepare for the anticipated action.

Boater Access and Safety
Contractor will adhere to the conditions outlined in the Boater Safety Plan During Construction of Bridge No. 9, completed in February 2021.

NCDOT will contact the North Carolina Wildlife Resources Commission at 252-917-2663 at least one month prior to the start of construction to allow the Agency to prepare for the anticipated action.

NCDOT will contact the North Carolina Wildlife Resources Commission at 252-917-2663 at least one week prior to short duration closures and temporary disruptions to boater access underneath the existing and new bridges over Blounts Creek to allow the Agency to prepare for the anticipated action.

Manatee Guidelines
Suitable habitat for West Indian manatee is present in the study area. 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.

Anadromous Fish Moratorium
Blounts Creek is designated as an anadromous fish water by North Carolina Wildlife Resources Commission (NCWRC). NCDOT will follow all stream crossing guidelines for anadromous fish passage, including an in-water construction work moratorium from February 15 to June 30.

Atlantic Sturgeon
Informal Consultation with the National Oceanic and Atmospheric Administration for the Atlantic sturgeon will be required prior to permitting.

U.S. Coast Guard Navigable Waters
The project will require a U.S. Coast Guard Permit. NCDOT Structures Management Unit (SMU), Environmental Coordination and Permitting (ECAP), and Division 2 will coordinate and complete the Coast guard Bridge Permit Application (CGBPA) and its associated tasks.

NCDOT Hydraulics Unit:

The NCDOT Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, NCDOT Structures Management Unit will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

Riparian Buffer Rules
The project is within the Tar-Pamlico River Basin where buffer rules are applicable. Design Standards for Sensitive Watersheds will be implemented during project construction.

I. Categorical Exclusion Approval:

STIP Project No.	**B-5614**
WBS Element	45569.1.2
Federal Project No.	1112019

Prepared By:

11/5/2021
Date

DocuSigned by: Harrison Wenchell AE57EF5E28F34A9...

Harrison Wenchell
Consultant Transportation Planner
STEWART

Prepared For: Tierre Peterson, P.E., NCDOT Structures Management Unit

Reviewed By:

11/5/2021
Date

DocuSigned by: Phil Harris E1B19D59B4E6481...

Phillip Harris, III, PE Unit Head
North Carolina Department of Transportation, Environmental Analysis Unit

☐ **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.

11/5/2021
Date

DocuSigned by: Kevin Fischer ED19A18D98EC496...

Kevin Fischer, PE Assistant State Structures Engineer
North Carolina Department of Transportation

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

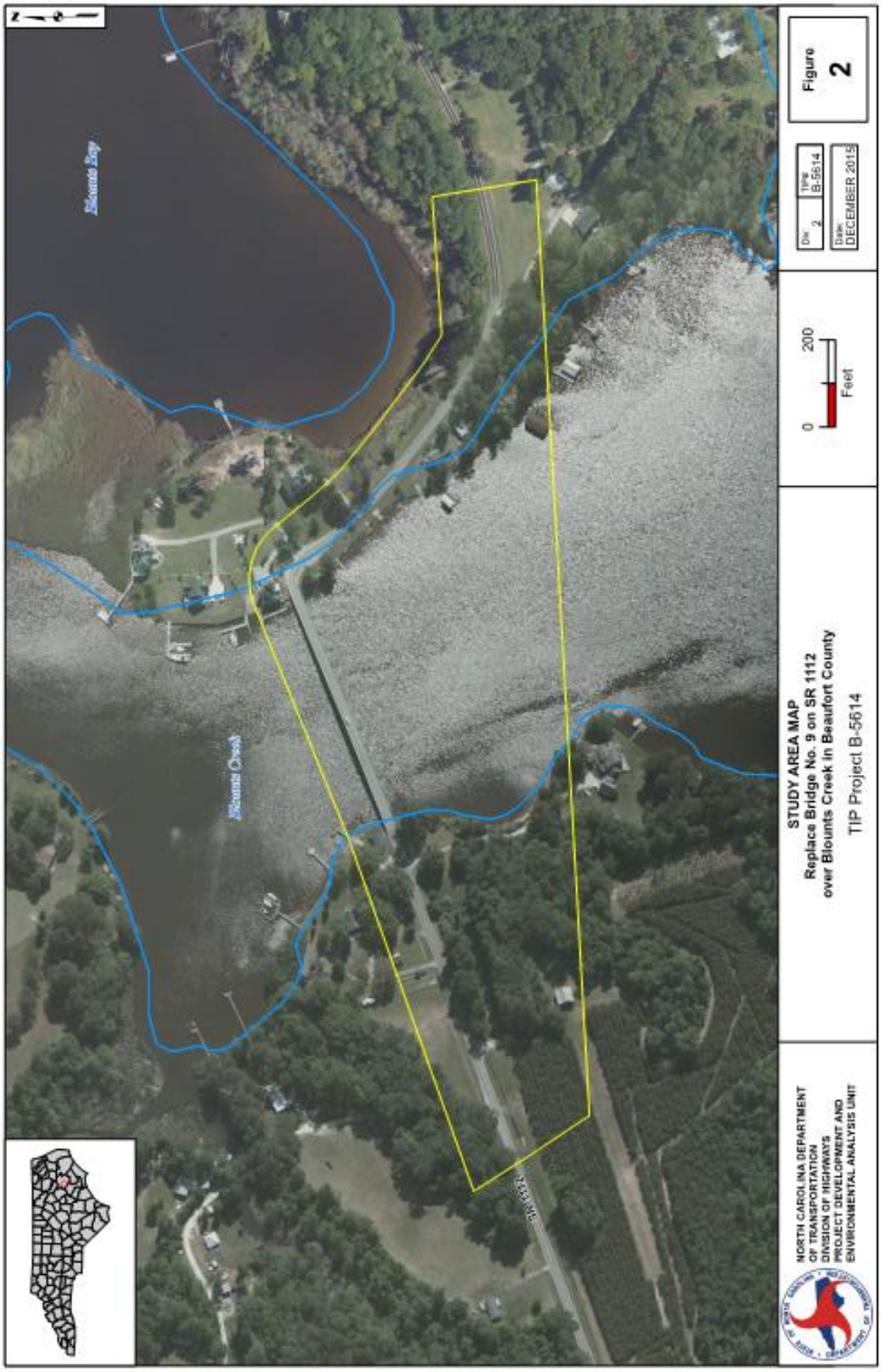
11/8/2021
Date

DocuSigned by: Bill Marley F27AAAAB09D141E...

for John F. Sullivan, III, PE, 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).

ATTACHMENT A



CONTRACT:

TIP PROJECT: B-5614

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

BEAUFORT COUNTY

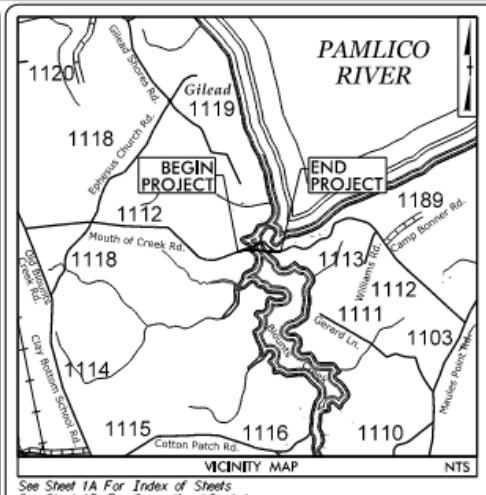
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-5614	1	

STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
45569.1.1	N/A	PE
45569.1.2	N/A	PE
45569.2.1	1112019	RIGHT-OF-WAY
45569.2.1	1112019	UTILITIES

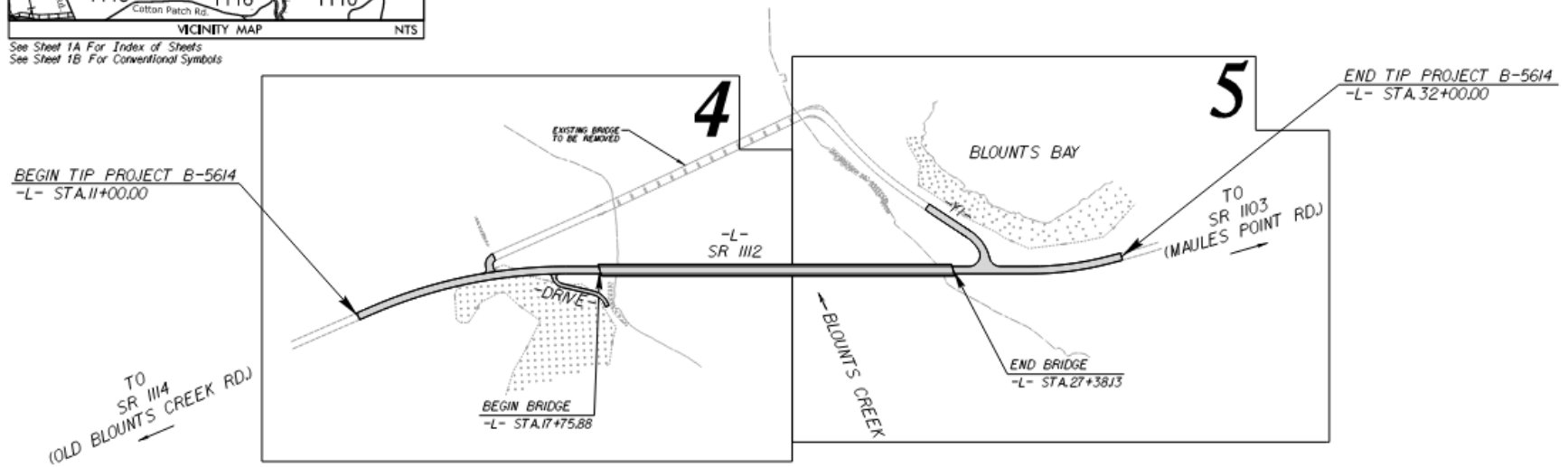
CFI PLANS
FOR REVIEW ONLY

LOCATION: BRIDGE NO. 9 ON SR 1112 (MOUTH OF THE CREEK ROAD) OVER BLOUNTS CREEK

TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURE



See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Symbols



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

CLEARING ON THIS PROJECT SHALL BE TO LIMITS ESTABLISHED USING METHOD ____.
THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.

GRAPHIC SCALES
PLANS: 50 25 0 50 100
PROFILE (HORIZONTAL): 50 25 0 50 100
PROFILE (VERTICAL): 10 5 0 10 20

DESIGN DATA
2021 ADT = <1000
2041 ADT = <1000
V = 60 MPH
FUNC. CLASS. = LOCAL
SUBREGIONAL TIER

PROJECT LENGTH
LENGTH ROADWAY TIP PROJECT B-5614 = 0.216 mi.
LENGTH STRUCTURES TIP PROJECT B-5614 = 0.182 mi.
TOTAL LENGTH TIP PROJECT B-5614 = 0.398 mi.

Prepared in the Offices of:
STEWART
vhb

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JULY 16, 2021

LETTING DATE: JUNE 21, 2022

ANDY YOUNG, PE
PROJECT ENGINEER

MICHAEL BURNS, PE
PROJECT DESIGN ENGINEER

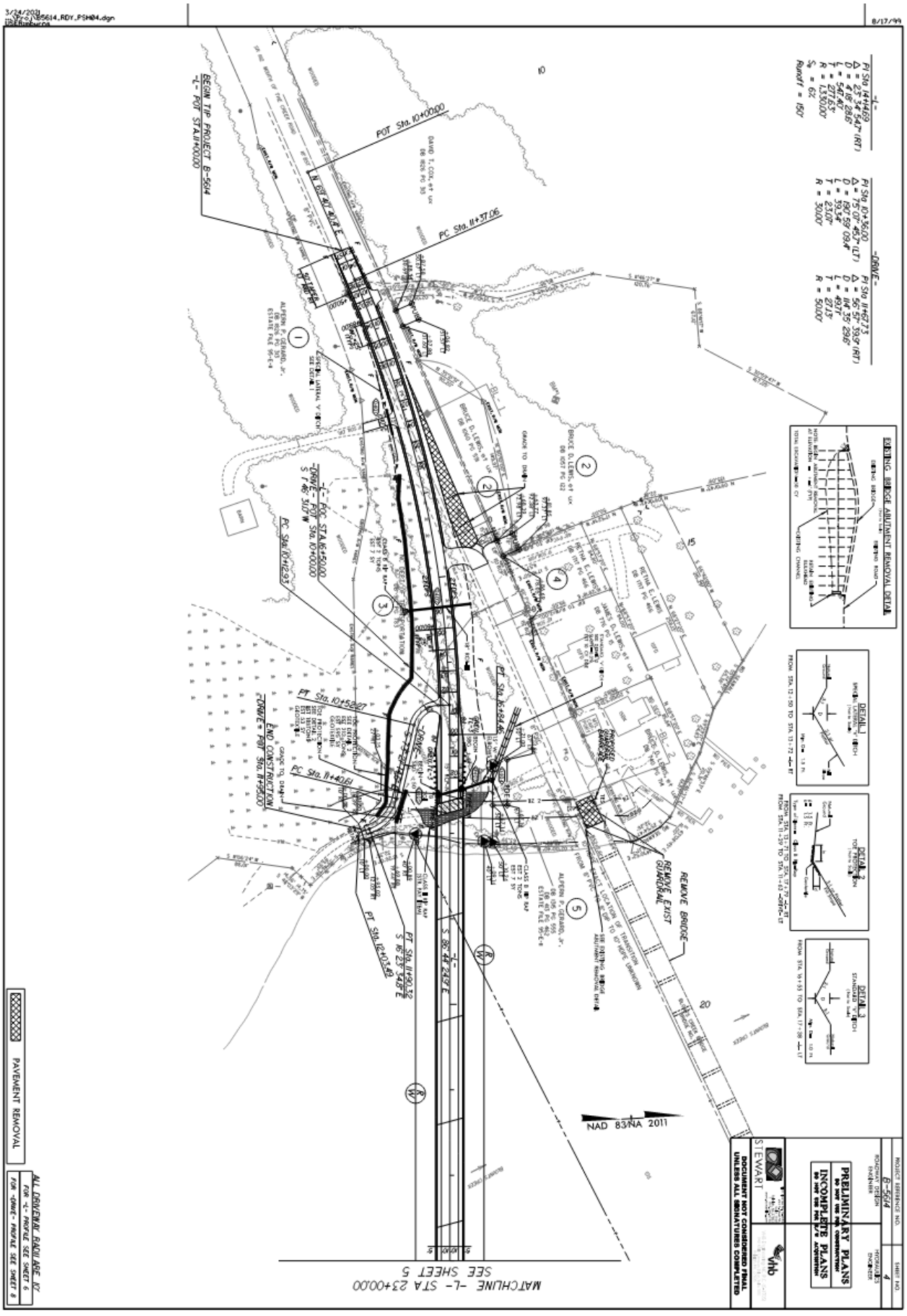
DAVID STUTTS, PE
NCDOT CONTACT

HYDRAULICS ENGINEER
P.E.
SIGNATURE:

ROADWAY DESIGN ENGINEER
P.E.
SIGNATURE:

STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION

3/24/2021
\\Roadway\Proj\B5614_RDY_TSH.dgn
DSENumburns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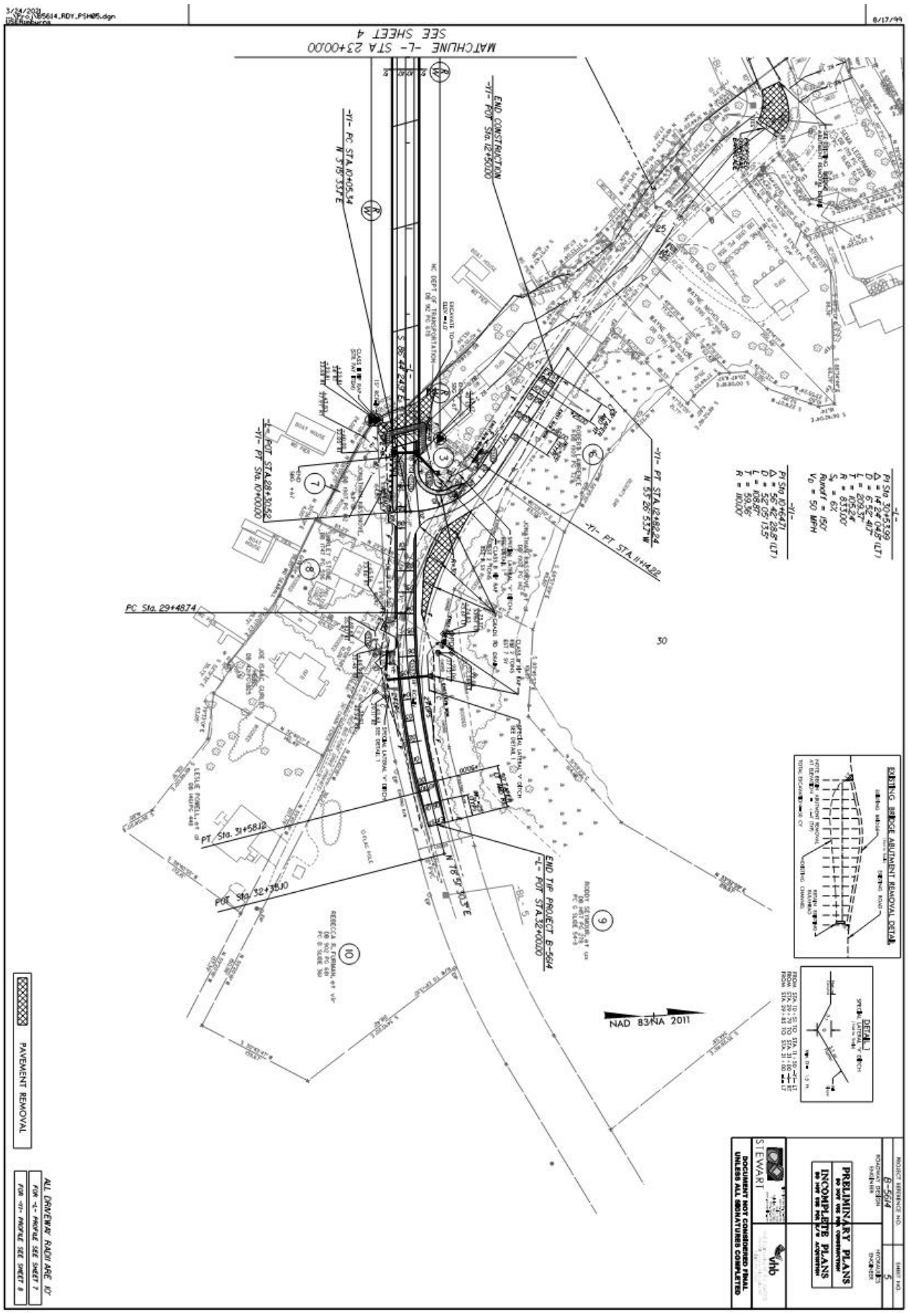
PI Sta 14+14.69
Δ = 23° 34' 54.7" (RT)
D = 4° 18' 28.6"
L = 547.40'
T = 277.63'
R = 1,330.00'
Superelevation = 6%
Runoff = 150'
-DRIVE-
PI Sta 11+56.00
Δ = 35° 07' 49.7" (LT)
D = 19° 59' 09.4"
L = 193.54'
T = 99.70'
R = 300.00'
PI Sta 11+67.23
Δ = 56° 57' 19.9" (RT)
D = 11° 35' 29.6"
L = 497.17'
T = 271.13'
R = 500.00'
BEGIN TIP PROJECT B-5614
"-L-" POT STA.10+00.00
POT Sta. 10+00.00
PC Sta. 11+37.06
PC Sta. 10+12.93
PT Sta. 10+56.47
PT Sta. 11+40.61
END CONSTRUCTION
-DRIVE- POT Sta. 11+25.00
PT Sta. 11+90.32
PT Sta. 12+03.49
REMOVE BRIDGE
REMOVE EXIST GUARDRAIL
EXISTING BRIDGE ABUTMENT REMOVAL DETAIL
DETAIL 1
DETAIL 2
DETAIL 3
NAD 83/NA 2011
MATCHLINE -L- STA 23+00.00
SEE SHEET 5
PAVEMENT REMOVAL
ALL DRIVEWAY RADII ARE 10'
FOR "-L-" PROFILE SEE SHEET 6
FOR "-DRIVE-" PROFILE SEE SHEET 8
PROJECT REFERENCE NO.
B-5614
SHEET NO.
4
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
PRELIMINARY PLANS
INCOMPLETE PLANS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
STEWART
vhb


MATCHLINE -L- STA 23+00.00
SEE SHEET 4
END CONSTRUCTION
-Y1- POT Sta. 12+50.00
-Y1- PC STA 10+05.34
N 3°19'33"E
-Y1- PT STA 12+48.24
N 55°26'53"W
-Y1- PT STA 11+44.22
PC Sta. 29+48.74
PT Sta. 31+58.12
POT Sta. 32+35.10
N 78°59'10"E
END TIP PROJECT B-5614
-L- POT STA 32+00.00
NAD 83/NA 2011
EXISTING BRIDGE ABUTMENT REMOVAL DETAIL
PAVEMENT REMOVAL
ALL DRIVEWAY RADII ARE 10'
FOR -L- PROFILE SEE SHEET 7
FOR -Y1- PROFILE SEE SHEET 8
PRELIMINARY PLANS
INCOMPLETE PLANS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
STEWART
vhb
B-5614
5

ATTACHMENT B

Project Tracking No. (Internal Use)

15-12-0021

HISTORIC ARCHICTECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

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

PROJECT INFORMATION

Project No:	B-5614	***County***:	Beaufort
WBS No.:	45569.1.1	***Document Type:***	CE
Fed. Aid No:	BRZ-1112(017)	***Funding***:	☐ State ☒ Federal
Federal Permit(s):	☒ Yes ☐ No	***Permit Type(s)***:	NWP
Project Description: Replace Bridge No. 9 on SR 1112 over Blounts Creek will include road realignment.			

SUMMARY OF HISTORIC ARCHICTECTURE AND LANDSCAPES REVIEW

☐ There are no National Register-listed or Study Listed properties within the project's area of potential effects.

☒ There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.

☐ There are no properties within the project's area of potential effects.

☒ There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.

☒ There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

Date of field visit: n/a

Description of review activities, results, and conclusions:
Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on December 30, 2015. Based on this review there are no NR, DE, LL, SS, or SL in the project area. Beaufort County GIS maps provided information that four residential structures are greater than 50 years of age. The photographs from the county tax assessor's office indicate that none of these structures possess the architectural integrity or distinction to meet the criteria for National Register listing either individually or as a historic district. The project area contains several contemporary houses which appear to have replaced older structures. No historic properties will be affected by this project.

SUPPORT DOCUMENTATION

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

Historic Architecture and Landscapes NO HISTORIC PROPERTIES PRESENT OR AFFECTED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OF AFFECTED**

Shelby Reap — Dec. 30, 2015

NCDOT Architectural Historian — Date

Project Tracking No.:
15-12-0021

ARCHAEOLOGICAL SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	**B-5614**	*County:*	**Beaufort**
WBS No:	**45569.1.1**	*Document:*	**MCDC**
F.A. No:	**BRZ-1112(017)**	*Funding:*	☒ State ☐ Federal

Federal Permit Required? ☒ Yes ☐ No *Permit Type:* **NWP3/14**

Project Description: ***Replace Bridge No. 9 over Blounts Creek on SR1112 (Mouth of the Creek Road) in Beaufort County, North Carolina. The archaeological Area of Potential Effects (APE) is centrered on the bridge structure and measures 1800ft in length (900ft from each bridge end-point) and 200ft in width (100ft from each side of the SR1112 center-line).***

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: *SURVEY REQUIRED*

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

Permitting and funding information was reviewed for determining the level of archaeological input required by state and federal laws. Section 106 of the National Historic Preservation Act will apply because the project is federally funded and necessitates a United States Army Corp of Engineers (USACE) permit acquisition. Next, construction design and other data was examined (when applicable) to define the character and extent of potential impacts to the ground surfaces embracing the improvement work.

Upon outline of an APE, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Tuesday, December 29, 2015. Three previously documented archaeological sites (31BF19, 31BF64, 31BF65) are located within or directly adjacent to the APE on the eastern side of Blounts Creek. 31BF19 is a previously recorded site surveyed by Loftfield (1988) and is described as a low mound 75 meters east of the Blounts Creek bridge. The excavation of four 1x1 meter squares recovered no artifacts and found this feature to be a natural topographic feature common to the south side of the Pamlico River. Local landowners consider the mound to be man-made and claim cannonballs had been found at the site, possibly giving it a Civil War era association.

31BF65 lies just to the northwest of the "mound." Eighty prehistoric pot sherds were recovered from a central site locale considered to be archaeologically significant. Approximately 69% of the sherds date to the Middle Woodland period, 19% were unidentifiable, 7.5% were Early Woodland, and 5% were Late Woodland in origin. In addition, the core site area contained midden traces as well as a prehistoric pit feature. Recovered ceramics beyond the core site area were found in highly disturbed contexts and appear to represent random dispersal of artifacts caused by recent grading and landscaping of the property. 31BF65 was considered eligible for inclusion to the NRHP under criterion "D". Supplementary testing of 31BF65 by Lautzenheiser (1996) identified the buried cultural soil zone a buried plow zone under the recent fill. As such, 31BF65 was no longer considered an eligible property and additional consideration of the site was not recommended.

Finally, 31BF64 was first reported by Bill Haag in 1954 who described it as a midden area extending southward along the creek bank for nearly ¼ mile in length. Lautzenheiser (1985) revisited the site for proposed bridge replacement work in 1985. At that time, the site appeared eligible for NRHP inclusion based on the likelihood of intact remains. However, additional investigation of the area was suggested based on the alternative chosen. Also, Lautzenheiser noted the location of two chartered shipwrecks in the direct area and suggested underwater remote sensing to determine their exact location and NRHP evaluations of the sites.

Project Tracking No.:

15-12-0021

Examination of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the NCSHPO website is crucial in establishing the location of noteworthy historic occupations related to a perspective construction impact area. A cross-check of these mapped resources detailed several surveyed historic structure locations to the east and northwest of the project area but revealed an absence of these resources in the APE or adjacent. In addition, historic maps of Beuafort County and the project area were appraised for evidence of former structure locations, land use patterns, or other confirmation of historic occupation at this locale and archaeological/historical reference materials were inspected as well.

Further, the APE was referenced on topographic, geologic, flood boundary, lidar and NRCS soil survey maps (TaB, CrB) for the evaluation of environmental, geomorphological, hydrological, and other correlatives that may have resulted in past occupation in the project corridor. Finally, aerial photographs (NCDOT Spatial Data Viewer & other on-line sources) were examined and the Google Street View map application was utilized (when amenable) for gaining a virtual, first-hand perspective of the overall study area and for assessing disturbances, both natural and human induced, which compromise the integrity of archaeological sites/deposits.

The defined APE corridor contains no known cemeteries or documented NRHP eligible historic structures. Three archaeological sites are situated in the immediate vicinity and may extend into the current APE limits. Despite the numerous amount of previous archaeological work at these sites, further work is warranted for the current study. Because no maps exsist depicting the location of past work, the relatively large APE dimensions of the project merit a closer, on-ground assessment. It is unclear if any NRHP eligible deposits associated with 31BF19, 31BF64, or 31BF65 still remain. For this reason, an archaeological survey of the APE is recommended prior to construction activities. This work will seek to determine if intact archaeological features, artifacts, or deposits are contained within the project area. All archaeological sites contained within the APE will be evaluated for NRHP eligibility. In addition, the NCDOT Archaeology Group will consult with the Eastern Office of the Office of State Archaeology at Fort Fisher to determine if underwater survey of the APE will be necessary in association with the two known shipwrecks in the immediate vicinity.

Lautzenheiser, L.

1985 Archaeological Reconnaissance, Bridge #9 on SR1112 over Blounts Creek, Beaufort County, North Carolina. Planning & Research Branch, Division of Highways, NCDOT. On file, Office of State Archaeology, Raleigh, NC.

1996 Limited Archaeological Testing, Site 31BF65, Blounts Creek, Beaufort County, North Carolina. Coastal Carolina Research, Inc., Tarboro, NC. On file, Office of State Archaeology, Raleigh, NC.

Loftfield, T. C.

1988 An Archaeological/Historical Reconnaissance of the Fleming Property at Blounts Creek, North Carolina. UNC Wilmington, Wilmington, NC. On file, Office of State Archaeology, Raleigh, NC.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST – *SURVEY REQUIRED*

Scott Eric Halvorsen 1/27/2016

NCDOT ARCHAEOLOGIST **Date**

Feb - Mar 2016

Proposed fieldwork completion date

"ARCHAEOLOGICAL SURVEY REQUIRED" form for the Amended Minor Transportation Projects as Qualified in the 2015 Programmatic Agreement.

Project Tracking No.:

15-12-0021

NO NATIONAL REGISTER OF HISTORIC PLACES ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES PRESENT FORM

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

PROJECT INFORMATION

Project No:	**B-5614**	*County:*	**Beaufort**
WBS No:	**45569.1.1**	*Document:*	**CE**
F.A. No:	**BRZ-1112(017)**	*Funding:*	☒ State ☐ Federal

Federal Permit Required? ☒ Yes ☐ No *Permit Type:* **NWP3/14**

Project Description: *This project calls for the replacement of Bridge No. 9 over Blounts Creek on SR 1112 (Mouth of the Creek Road) in Beaufort County, North Carolina. The archaeological Area of Potential Effects (APE) is centered on the bridge structure and measures 1800 ft in length (900 ft from each bridge end-point) and 200 ft in width (100 ft from each side of the SR 1112 centerline)*

SUMMARY OF ARCHAEOLOGICAL FINDINGS

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

☒ There are no National Register listed or eligible ARCHAEOLOGICAL SITES present within the project's area of potential effects. (Attach any notes or documents as needed)

☐ No subsurface archaeological investigations were required for this project.

☐ Subsurface investigations did not reveal the presence of any archaeological resources.

☒ Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.

☒ All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

Project Tracking No.:

15-12-0021

SUPPORT DOCUMENTATION

See attached: ☑ Map(s) ☑ Previous Survey Info ☑ Photos ☐ Correspondence
Signed:

Scott Halvorsen *Scott Halvorsen* 7-8-2021

NCDOT ARCHAEOLOGIST **Date**

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791

February 17, 2021

Attention: David Stutts
NC Department of Transportation
1581 Mail Service Center
Raleigh, NC 27699

Re. THPO #	TCNS #	Project Description
2021-193-40		Replacement of Bridge No. 9 on SR 1112 over Blounts Creek in Beaufort Co. known as project B-5614

Dear Mr. Stutts,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project area. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Caitlin Rogers for

Wenonah G. Haire
Tribal Historic Preservation Officer

ATTACHMENT C

NEWSLETTER

Bridge Replacement on Mouth of the Creek Road over Blounts Creek in Beaufort County

N.C. Department of Transportation's Bridge Program, Project B-5614 *Issue 01 | January 2021*

Project Description

The N.C. Department of Transportation proposes the replacement of the bridge on Mouth of the Creek Road over Blounts Creek in Beaufort County. The bridge was determined structurally deficient in the NCDOT inspection report and needs to be replaced. Structurally deficient bridges are safe, but they have components in poor condition due to deterioration and require significant maintenance to remain in service. The new bridge and roadway will be on new alignment, south of the existing location. The bridge will consist of two 10-foot lanes with five-foot paved shoulders. Traffic will be maintained on the existing bridge during construction. Boater access under the bridge will be maintained during construction.

Key Dates

- Environmental Document: Spring 2021*
- Right-of-Way Acquisition: Summer 2021*
- Finalize Bridge and Roadway Design Plans: Spring 2022*
- Construction Duration: Summer 2022 – Summer 2024*
- Anticipated Impacts:
  - 2 Residential Relocations
  - 0 Business Relocations
  - 0.32 Acres of Wetlands Fill
  - 1 Stream Crossings
- Estimated Construction Cost: $8,800,000*

** Right-of-way and utilities costs not included. Future dates and costs subject to change.*

Project Website

- Additional project information
- Provide written comments, questions, or concerns
- View project maps

Visit the project website here:
https://publicinput.com/BlountsCreekBridge

For additional comments, questions, or concerns, please call: 855-925-2801
(Use Project Code: 9155)

PUBLIC COMMENT PERIOD:

Jan. 12-26, 2021

Project Contacts:

David Stutts, PE
Project Engineer – PEF/Program Management
NCDOT Structures Management Unit
1581 Mail Service Center
Raleigh, NC 27699-1581
919-707-6442
dstutts@ncdot.gov

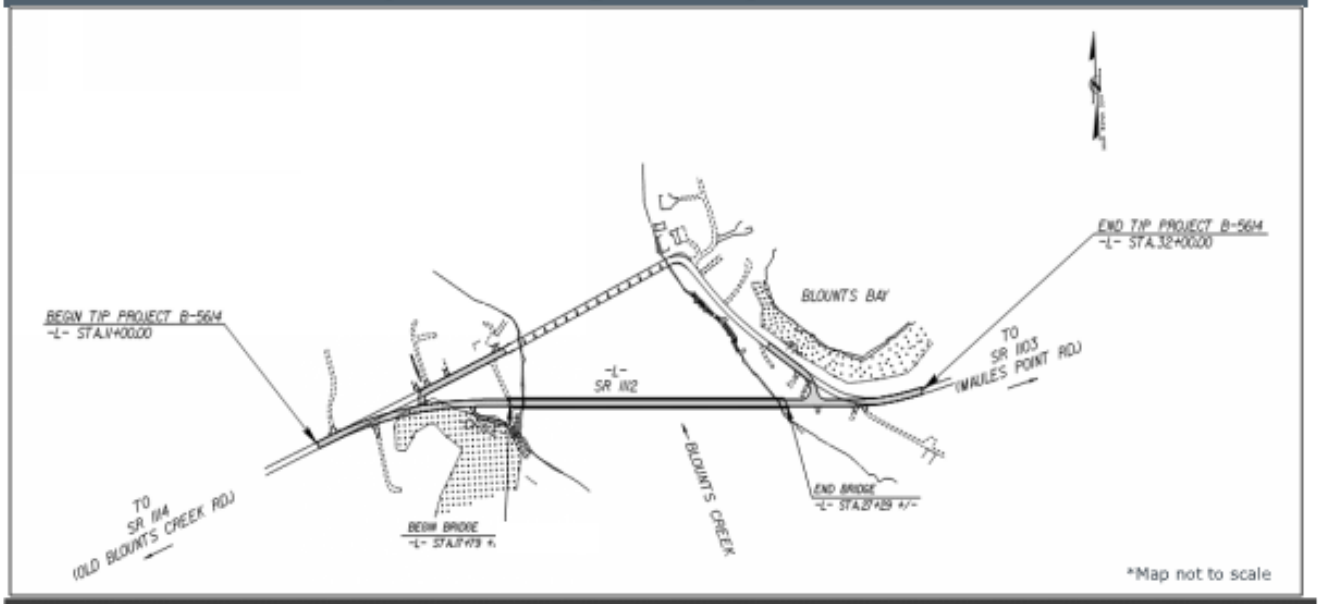
Andy Young
STEWART
223 S. West St., Ste. 1100
Raleigh, NC 27603
919-866-4803
ayoung@stewartinc.com

Bridge Project No.: B-5614
Attn: David Stutts, PE
NCDOT Structures Management Unit
1581 Mail Service Center
Raleigh, NC 27699-1581

Persons who do not speak English, or have a limited ability to read, speak or understand English, may receive interpretive services upon request by calling 1-800-481-6494.

Aquellas personas que no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan llamando al 1-800-481-6494.

Proposed Project Improvements



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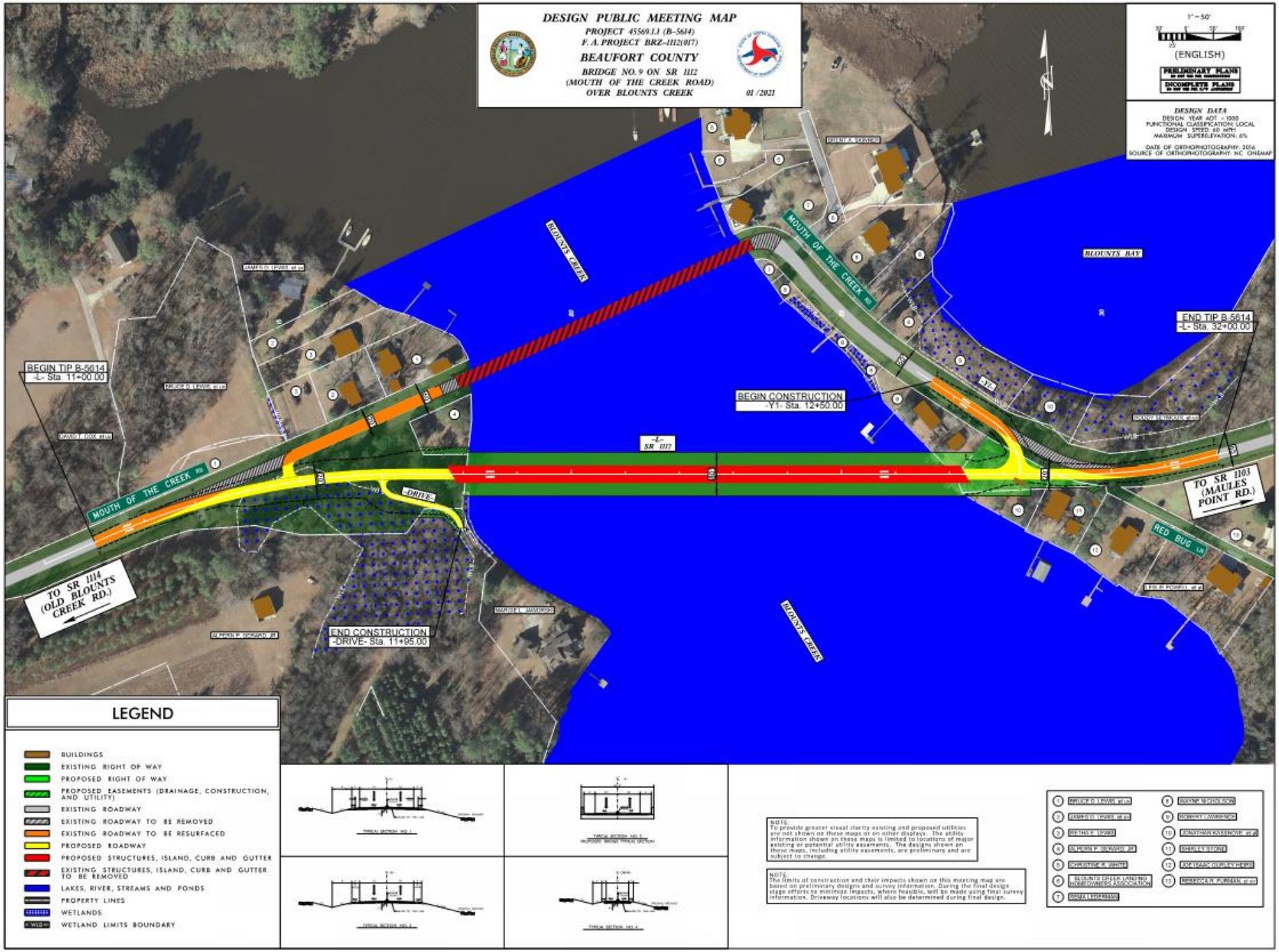

DESIGN PUBLIC MEETING MAP
PROJECT 45569.1.1 (B-5614)
F. A. PROJECT BRZ-1112(017)
BEAUFORT COUNTY
BRIDGE NO. 9 ON SR 1112
(MOUTH OF THE CREEK ROAD)
OVER BLOUNTS CREEK
01 /2021
1" = 50'
(ENGLISH)
PRELIMINARY PLANS
INCOMPLETE PLANS
DESIGN DATA
DESIGN YEAR ADT = 1000
FUNCTIONAL CLASSIFICATION: LOCAL
DESIGN SPEED: 60 (MPH)
MAXIMUM SUPERELEVATION: 6%
DATE OF ORTHOPHOTOGRAPHY: 2016
SOURCE OF ORTHOPHOTOGRAPHY: NC ONEMAP
BLOUNTS CREEK
BLOUNTS BAY
MOUTH OF THE CREEK RD
BEGIN TIP B-5614
-L- Sta. 11+00.00
BEGIN CONSTRUCTION
-Y1- Sta. 12+50.00
END TIP B-5614
-L- Sta. 32+00.00
SR 1112
-DRIVE-
TO SR 1114
(OLD BLOUNTS
CREEK RD.)
END CONSTRUCTION
-DRIVE- Sta. 11+85.00
TO SR 1103
(MAULES
POINT RD.)
RED BUG LN
LEGEND
BUILDINGS
EXISTING RIGHT OF WAY
PROPOSED RIGHT OF WAY
PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
EXISTING ROADWAY
EXISTING ROADWAY TO BE REMOVED
EXISTING ROADWAY TO BE RESURFACED
PROPOSED ROADWAY
PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
LAKES, RIVER, STREAMS AND PONDS
PROPERTY LINES
WETLANDS
WETLAND LIMITS BOUNDARY
NOTE:
To provide greater visual clarity existing and proposed utilities are not shown on these maps or on other displays. The utility information shown on these maps is limited to locations of major existing or potential utility easements. The designs shown on these maps, including utility easements, are preliminary and are subject to change.
NOTE:
The limits of construction and their impacts shown on this meeting map are based on preliminary designs and survey information. During the final design stage efforts to minimize impacts, where feasible, will be made using final survey information. Driveway locations will also be determined during final design.

B-5614 Public Input Comments and Responses

Public Comment Period:	January 12-26, 2021
Comments Received By:	project website, email, phone call, comment form
Total Comments:	13

The project team met on February 2nd, 2021 to review and consider each comment. The responses below address the comments that were received.

Comment 1: Requested to speak with project staff regarding property affected by the project.
Response: Project staff spoke to citizen via phone and addressed all comments and questions.

Comment 2: Expressed support for maintaining traffic on the existing bridge during construction of the new bridge as it pertains to EMS operations.
Response: NCDOT acknowledges the comment and will coordinate with EMS local officials prior to construction. Traffic will be maintained on the existing bridge during construction of the new bridge.

Comment 3: Expressed general support for the bridge replacement.
Response: NCDOT acknowledges the public comment.

Comment 4: Asked if new bridge will be taller than the existing bridge to allow passage of sailboats.
Response: The new bridge will maintain at least the same clearance above the Creek as the existing bridge. Sailboats will still need to lower their masts when passing underneath the new bridge.

Comment 5: Asked what the new bridge's width, weight limit and boat height clearance will be. Expressed concern over log trucks using the existing bridge and contributing to congestion on existing bridge during morning commute hours.
Response: The new bridge will be 30-feet wide, which is wider than the existing ; it will include two 10-foot lanes and 5-foot paved shoulders on each side. Bridge clearance will be at least the same clearance above the Creek as the existing bridge. Posted weight limit restrictions will be removed after completion of the project.

Comment 6: Expressed concern and asked if historic property and environmental (boating/fishing) considerations have been reviewed for the project. Also expressed concern that straightening the road would lead to increased motorist speeding across the bridge. Requested that the project team return his call.
Response: The NCDOT's Cultural Resources Unit completed a review of the project study area for historic architecture and provided a "No Historic Properties Present or Affected" form. It was determined that no properties within the project study area meet the criteria for listing in the National Register of Historic Places. Recreational usage of Blounts Creek will still be allowed during construction and boater access underneath the bridge will be maintained during construction, except for the possibility of short duration closures when construction or demolition has to take place in the channel. Advance notice will be provided. The bridge will be replaced on new alignment in order to straighten out SR 1112 (Mouth of

the Creek Road) and improve safety by removing the unsafe "elbow turn" currently at the east side of the existing bridge. The speed limit on SR 1112 will remain the same (55 mph).

Comment 7: Offered input regarding pronunciation of "Blounts Creek."
Response: NCDOT acknowledges the public comment.

Comment 8: Offered assistance with project questions or information if needed.
Response: NCDOT acknowledges the public comment.

Comment 9: Asked if there will be a new paved entrance to Kelly Lane.
Response: The current entrance from Mouth of the Creek Road to Kelly Lane will be replaced in kind.

Comment 10: Submitted the following comment and questions:

> Comment: Height of new bridge would allow for the passage of powerboats and sailboats.
> Response: *The new bridge will maintain at least the same clearance above the Creek as the existing bridge. Sailboats will still need to lower their sails when passing underneath the new bridge.*
>
> Question: Will electric and water utilities services will be maintained during construction.
> Response: *Utility service will be maintained to existing customers throughout construction, with minor interruptions possible during utility relocation work. Utility owners will coordinate with customers in advance of any service disruptions.*
>
> Question: Will driveway access be maintained.
> Response: *Driveway access will be maintained during construction, with minor interruptions possible during tie-in work.*
>
> Question: Will NCDOT abandon sections of right of way where pavement will be removed adjacent to property #1.
> Response: *NCDOT will not abandon any existing right of way.*
>
> Question: Will rip rap be used to control erosion during removal of existing bridge.
> Response: *Erosion control methods, including rip rap, will be determined in the development of the erosion control plan.*
>
> Question: Will all bridge supports be removed from waterway.
> Response: *Piles will be sufficiently removed at the mudline from the waterway on the existing bridge.*
>
> Question: What affect will filling of wetlands have on rising tide and runoff.
> Response: *Construction fill in wetland areas will not adversely affect adjacent channel and runoff. NCDOT's hydraulic engineers have designed a stormwater drainage system that will sufficiently handle all stormwater and runoff throughout the project area.*

Question: What environmental impact will construction and demolition have on wildlife and migratory fish.
Response: *The NCDOT's Natural Resources Technical Report (NRTR) determined the project is not likely to adversely affect migratory fish and other wildlife species.*

Comment 11: Submitted the following comment and questions:

Question: How will you handle flood risk and driveway damage during heavy rain and hurricanes?
Response: All measures will be taken in the drainage design to avoid property and driveway damage during flood events.

Question: Why are you requesting additional easements?
Response: All easements shown in the public hearing map should be considered preliminary. However, consideration has been taken for drainage, utilities, wetlands, and other factors that may require us to acquire additional easement when designing a new roadway alignment.

Question: Will we be reimbursed for any damages or adverse impact on our drive, street entrance (fencing and plantings) or bank erosion?
Response: Right-Of-Way plans will determine if reimbursement is required for any impacts required by the project. All impacts will be minimized as best as possible following our standards and specification during design.

Question: Why did you choose the most expensive option? I think there are more critical problems warranting financial investment such as rural health care, internet and wireless access and preserving the natural environment.
Response: The purpose of this project is to improve the deteriorating infrastructure of our state's bridges and highways. The bridge over Blounts Creek has been maintained for over 30 years. It has timber decking that is decayed and a steel superstructure that is corroded. The timber piles that support the bridge are also decayed and damaged. The bridge rating is a 45.07 out of 100 and is considered structurally deficient. The Department is replacing this bridge on new alignment in order to keep the road open during construction. All efforts to preserve and maintain the natural environment have been incorporated into our project during the planning phase and will continue through design and construction.

Claim: "Multiple environmental agencies have also opposed the current project due to adverse environmental impact on wetlands, fisheries, water, and wildlife."
Response: NCDOT ensures all environmental regulations and unique situations are reviewed and incorporated into the project planning phase prior to design in order to avoid and minimize impacts where necessary. Minimization measures for unavoidable impacts have been developed through direct coordination with federal and state environmental regulatory and resource agencies.

Comment 12: Requested to speak with project staff regarding property affected by the project.
Response: Project staff spoke to citizen via phone and addressed all comments and questions.

Comment 13: Asked how high above the water the new bridge will be.
Response: Bridge clearance will be at least the same clearance above the Creek as the existing bridge.

The project team greatly appreciates the input received. The NCDOT will continue to refine the project design based on the comments received. You may contact the project staff listed below if you have any additional questions.

David Stutts, P.E.

NCDOT Project Engineer
1581 Mail Services Center
Raleigh, NC 27699-1581
919-707-6442
dstutts@ncdot.gov

Andy Young, P.E.

Manager, Transportation Design
223 S. West St., Ste. 1100
Raleigh, NC 27603
919-866-4803
ayoung@stewartinc.com

Appendix C
CWA Section 401 Water Quality Certification

ROY COOPER
Governor
ELIZABETH S. BISER
Secretary
RICHARD E. ROGERS, JR.
Director

NORTH CAROLINA
Environmental Quality

October 13, 2022
Beaufort County
NCDWR Project No. 20201520
TIP B-5614

APPROVAL of 401 WATER QUALITY CERTIFICATION with ADDITIONAL CONDITIONS

Mr. Chris Rivenbark
Project Development and Environmental Analysis
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, North Carolina, 27699-1598

Dear Mr. Rivenbark:

You have our approval, in accordance with the conditions listed below, for the following impacts for the purpose of replacing Bridge No. 9 over Blounts Creek on SR 1112 (Mouth of the Creek Rd) in Beaufort County:

Wetland Impacts in the Tar-Pamlico River Basin

Site	Wetland Fill Permanent (ac)	Wetland Fill Temporary (ac)	Wetland Hand Clearing (ac)
Bridge 9	0.37	<0.01	0.08
Utilities	--	--	0.15
Total	0.37	<0.01	0.23
Net Total	0.60		

Stream and Open Water Impacts in the Tar-Pamlico River Basin

Site	Stream Permanent (lf)	Stream Temporary (lf)	Open Water Permanent (ac)	Open Water Temporary (ac)
Bridge 9	33	65	0.02	1.19*
Net Total	98		1.21	

* = impacts associated with the temporary work bridge

The project shall be constructed in accordance with your application dated received September 8, 2022. After reviewing your application, we have decided that these impacts are covered by General Water Quality Certification Number 4135. This certification corresponds to the Regional General Permit 201902350 issued by the Corps of Engineers. In addition, you should acquire any other federal, state or local permits before you proceed with your project including (but not limited to) Sediment and Erosion Control, Non-Discharge and Water Supply Watershed regulations. This approval will expire with the accompanying 404 permit.

This approval is valid solely for the purpose and design described in your application (unless modified below). Should your project change, you must notify the NCDWR and submit a new application. If the property is sold, the new owner must be given a copy of this Certification and approval letter,and is thereby responsible for complying with all the conditions. If total wetland fills for this project (now or in the future) exceed 1/10 acre, or total impacts to streams (now or in the future) exceed 300 linear feet, compensatory mitigation may be required as described in 15A NCAC 2H .0506 (h) (6) and (7). For this approval to remain valid, you must adhere to the conditions listed in

the attached certification(s) and any additional conditions listed below.

Condition(s) of Certification:

1. The issuance of this certification does not exempt the Permittee from complying with any and all statutes, rules, regulations, or ordinances that may be imposed by other government agencies (i.e. local, state, and federal) having jurisdiction, including but not limited to applicable buffer rules, stormwater management rules, soil erosion and sedimentation control requirements, etc.

2. The Permittee shall ensure that the final design drawings adhere to the permit and to the permit drawings submitted for approval. [15A NCAC 02H .0507(c) and 15A NCAC 02H .0506 (b)(2) and (c)(2)]

3. The permittee will need to adhere to all appropriate in-water work moratoria (including the use of pile driving or vibration techniques) prescribed by the NC Wildlife Resources Commission, the National Marine Fisheries Service and the NC Division of Marine Fisheries. No in-water work is permitted between February 15 and June 30 of any year, without prior approval from the NC Division of Water Resources and the NC Wildlife Resources Commission. In addition, the permittee shall conform to the NCDOT policy entitled "Stream Crossing Guidelines for Anadromous Fish Passage (May 12, 1997) at all times.

4. Compensatory mitigation for impacts to 0.370 acres of wetlands is required. We understand that you have chosen to perform compensatory mitigation for impacts to wetlands through the North Carolina Division of Mitigation Services (DMS) (formerly NCEEP), and that the DMS has agreed to implement the mitigation for the project. DMS has indicated in a letter dated September 7, 2022 that they will assume responsibility for satisfying the federal Clean Water Act compensatory mitigation requirements for the above-referenced project, in accordance with DMS's Mitigation Banking Instrument signed July 28, 2010. [15A NCAC 02H .0506(c)]

5. The outside buffer, wetland or water boundary located within the construction corridor approved by this authorization, including all non-commercial borrow and waste sites associated with the project, shall be clearly marked by highly visible fencing prior to any land disturbing activities. Impacts to areas within the fencing are prohibited unless otherwise authorized by this certification. [15A NCAC 02H.0501 and .0502]

6. During the construction of the project, no staging of equipment of any kind is permitted in waters of the U.S., or protected riparian buffers. [15A NCAC 02H.0506(b)(2)]

7. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills. [15A NCAC 02B.0200]

8. No rock, sand or other materials shall be dredged from the stream channel except where authorized by this certification. [15A NCAC 02H.0506(b)(3)]

9. The dimension, pattern and profile of the stream above and below the crossing shall not be modified. Disturbed floodplains and streams shall be restored to natural geomorphic conditions. [15A NCAC 02H.0506(b)(2)]

10. All mechanized equipment operated near surface waters must be regularly inspected and maintained to prevent contamination of stream waters from fuels, lubricants, hydraulic fluids, or other toxic materials. [15A NCAC 02H.0506(b)(3)]

11. All fill slopes located in jurisdictional wetlands shall be placed at slopes no flatter than 3:1, unless otherwise authorized by this certification. [15A NCAC 02H.0506(b)(2)]

12. When applicable, all construction activities shall be performed and maintained in full compliance with G.S. Chapter 113A Article 4 (Sediment and Pollution Control Act of 1973). Regardless of applicability of the Sediment and Pollution Control Act, all projects shall incorporate appropriate Best Management Practices for the control of sediment and erosion so that no violations of state water quality standards, statutes, or rules occur. [15A NCAC 02H .0506{b)(3) and (c)(3) and 15A NCAC 02B .0200]
    a. Design, installation, operation, and maintenance of all sediment and erosion control measures shall be equal to or exceed the requirements specified in the most recent version of the *North Carolina Sediment*

and Erosion Control Manual, or for linear transportation projects, the *NCDOT Sediment and Erosion Control Manual*.

b. All devices shall be maintained on all construction sites, borrow sites, and waste pile (spoil) sites, including contractor-owned or leased borrow pits associated with the project. Sufficient materials required for stabilization and/or repair of erosion control measures and stormwater routing and treatment shall be on site at all times.

c. For borrow pit sites, the erosion and sediment control measures shall be designed, installed, operated, and maintained in accordance with the most recent version of the *North Carolina Surface Mining Manual.* Reclamation measures and implementation shall comply with the reclamation in accordance with the requirements of the Sedimentation Pollution Control Act and the Mining Act of 1971.

d. If the project occurs in waters or watersheds classified as Primary Nursery Areas (PNAs), SA, WS-1, WS-11, High Quality Waters (HQW), or Outstanding Resource Waters (ORW), then the sedimentation and erosion control designs shall comply with the requirements set forth in 15A NCAC 04B .0124, *Design Standards in Sensitive Watershed*. [15A NCAC 02H.0506(b)(3) and (c)(3); GC 4135]

13. Sediment and erosion control measures shall not be placed in wetlands or surface waters or within 5 feet of the top of bank without prior approval from DWR. [15A NCAC 02H.0506(b)(3) and (c)(3)]

14. Erosion control matting in riparian areas shall not contain a plastic or nylon mesh grid which can impinge and entrap small animals. Matting should be secured in place by staples, stakes, or wherever possible live stakes of native trees. Riparian areas are defined as a distance 25 feet from top of stream bank. [15A NCAC 02B.0201]

15. If placement of sediment and erosion control devices in wetlands and waters is unavoidable, then design and placement of temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands, stream beds, or banks, adjacent to or upstream and downstream of the above structures. All sediment and erosion control devices shall be removed from wetlands and waters and the natural grade restored within two (2) months of the date that the Division of Energy, Mining and Land Resources (DEMLR) or locally delegated program has released the specific area within the project. [15A NCAC 02H.0506(b)(3) and (c)(3)]

16. As a condition of this 401 Water Quality Certification, the bridge demolition and construction must be accomplished in strict compliance with the most recent version of NCDOT's Best Management Practices for Construction and Maintenance Activities. [15A NCAC 02H .0507(d)(2) and 15A NCAC 02H .0506(b)(5)]

17. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) where possible before entering the stream. To meet the requirements of NCDOT's NPDES permit NCS0000250, please refer to the most recent version of the North Carolina Department of Transportation Stormwater Best Management Practices Toolbox manual for approved measures. [15A NCAC 02H .0507(d)(2) and 15A NCAC 02H .0506(b)(5)]

18. All bridge construction shall be performed from the existing bridge, temporary work bridges, temporary causeways, or floating or sunken barges. If work conditions require barges, they shall be floated into position and then sunk. The barges shall not be sunk and then dragged into position. Under no circumstances should barges be dragged along the bottom of the surface water. [15A NCAC 02H .0506(b)(3)]

19. Bridge piles and bents shall be constructed using driven piles (hammer or vibratory) or drilled shaft construction methods. More specifically, jetting or other methods of pile driving are prohibited without prior written approval from the NCDWR first. [15A NCAC 02H.0506(b)(2)]

20. A turbidity curtain will be installed in the stream if driving or drilling activities occur within the stream channel, on the stream bank, or within 5 feet of the top of bank, or during the removal of bents from an old bridge. This condition can be waived with prior approval from the NCDWR. [15A NCAC 02H .0506(b)(3)]

21. The use of rip-rap above the Normal High Water Mark shall be minimized. Any rip-rap placed for stream stabilization shall be placed in stream channels in such a manner that it does not impede aquatic life passage. [15A NCAC 02H.0506(b)(2)]

22. Any rip-rap required for proper culvert placement, stream stabilization, or restoration of temporarily disturbed areas shall be restricted to the area directly impacted by the approved construction activity. All rip-rap shall be placed such that the original streambed elevation and streambank contours are restored and maintained and shall consist of clean rock or masonry material free of debris or toxic pollutants. Placement of rip-rap or other approved materials shall not result in de-stabilization of the stream bed or banks upstream or downstream of the area or be installed in a manner that precludes aquatic life passage. [15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)]

23. Any rip-rap used for stream or shoreline stabilization shall be of a size and density to prevent movement by wave, current action, or stream flows, and shall consist of clean rock or masonry material free of debris or toxic pollutants. Rip-rap shall not be installed in the streambed except in specific areas required for velocity control and to ensure structural integrity of bank stabilization measures. [15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0201]

24. Native riparian vegetation must be reestablished in the riparian areas within the construction limits of the project by the end of the growing season following completion of construction. [15A NCAC 02H.0506(b)(2)]

25. Discharging hydroseed mixtures and washing out hydroseeders and other equipment in or adjacent to surface waters is prohibited. [15A NCAC 02H.0506(b)(3)]

26. NCDOT shall be in compliance with the NCS00250 issued to the NCDOT, including the applicable requirements of the NCG01000.

27. The permittee and its authorized agents shall conduct its activities in a manner consistent with State water quality standards (including any requirements resulting from compliance with §303(d) of the Clean Water Act) and any other appropriate requirements of State and Federal law. If the NCDWR determines that such standards or laws are not being met (including the failure to sustain a designated or achieved use) or that State or federal law is being violated, or that further conditions are necessary to assure compliance, the NCDWR may reevaluate and modify this certification. [15A NCAC 02B.0200]

28. The Permittee shall report any violations of this certification to the Division of Water Resources within 24 hours of discovery. [15A NCAC 02B.0506(b)(2)]

29. The NCDOT will conduct a pre-construction meeting with all appropriate staff to ensure that the project supervisor and essential staff understand the permit conditions and any potential issues at the permitted site. NCDWR staff shall be invited to the pre-construction meeting. [15A NCAC 02H.0506(b)(2) and (b)(3)]

30. Upon completion of the project (including any impacts at associated borrow or waste sites), the NCDOT Division Engineer shall complete the "Certification of Completion Form" to notify the NCDWR when all work included in the 401 Certification has been completed. [15A NCAC 02H.0502(f)]

31. A copy of this Water Quality Certification shall be maintained on the construction site at all times. In addition, the Water Quality Certification and all subsequent modifications, if any, shall be maintained with the Division Engineer and the on-site project manager. [15A NCAC 02H .0507(c) and 15A NCAC 02H .0506 (b)(2) and (c)(2)]

If you wish to contest any statement in the attached Certification you must file a petition for an administrative hearing. You may obtain the petition form from the office of Administrative hearings. You must file the petition with the office of Administrative Hearings within sixty (60) days of receipt of this notice. A petition is considered filed when it is received in the office of Administrative Hearings during normal office hours. The Office of Administrative Hearings accepts filings Monday through Friday between the hours of 8:00am and 5:00pm, except for official state holidays. The original and one (1) copy of the petition must be filed with the Office of Administrative Hearings.

The petition may be faxed-provided the original and one copy of the document is received by the Office of Administrative Hearings within five (5) business days following the faxed transmission.
The mailing address for the Office of Administrative Hearings is:

Office of Administrative Hearings
6714 Mail Service Center
Raleigh, NC 27699-6714
Telephone: (919) 431-3000, Facsimile: (919) 431-3100

A copy of the petition must also be served on DEQ as follows:

Mr. Bill F. Lane, General Counsel
Department of Environmental Quality
1601 Mail Service Center

This letter completes the review of the Division of Water Resources under Section 401 of the Clean Water Act. If you have any questions, please contact Garcy Ward at (252)948-3917 or garcy.ward@ncdenr.gov.

Sincerely,

DocuSigned by:
Amy Chapman
9C9886312DCD474...

Richard E. Rogers, Jr., Director
Division of Water Resources

Electronic copy only distribution:
Ton Steffens, US Army Corps of Engineers, Washington Field Office
Jay Johnson, Division 2 Environmental Officer
Stephen Lane, NC Division of Coastal Management
Cathy Brittingham, NC Division of Coastal Management
Beth Harmon, NC Division of Mitigation Services
Garcy Ward, NC Division of Water Resources Washington Regional Office
File Copy

Appendix D
NC Division of Mitigation Services Acceptance Letter

ROY COOPER
Governor
ELIZABETH S. BISER
Secretary
MARC RECKTENWALD
Director

NORTH CAROLINA
Environmental Quality

September 7, 2022

Mr. Jamie Lancaster, P.E.
Environmental Analysis Unit
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, North Carolina 27699-1598

Dear Mr. Lancaster:

Subject: Mitigation Acceptance Letter:

B-5614, Replace Bridge 9 over Blounts Creek on SR 1112, Beaufort County

The purpose of this letter is to notify you that the North Carolina Department of Environmental Quality – Division of Mitigation Services (NCDEQ-DMS) will provide the wetland and buffer mitigation for the subject project. Based on the information received from you on September 6, 2022, the impacts are located in CU 03020104 of the Tar-Pamlico River basin in the Northern Outer Coastal Plain (NOCP) Eco-Region, and are as follows:

Tar-Pamlico 03010204	Stream			Wetlands			Buffer (Sq. Ft.)	
	Cold	Cool	Warm	Riparian	Non-Riparian	Coastal Marsh	Zone 1	Zone 2
Impacts (feet/acres/square feet)	0	0	0	0.370	0	0	1,118.000	436.000

The impacts and associated mitigation needs were not projected by the NCDOT in the 2022 impact data. NCDEQ – DMS commits to implementing sufficient compensatory wetland mitigation credits to offset the impacts associated with this project as determined by the regulatory agencies using the delivery timeline listed in Section F.3.c.iii of the In-Lieu Fee Instrument dated July 28, 2010. **Buffer mitigation credits are not available in Tar-Pamlico 03020104 at this time. NCDEQ – DMS commits to provide buffer mitigation credits in Tar-Pamlico 03020103, 03020104, or 03020105.** If the above referenced impact amounts are revised, then this mitigation acceptance letter will no longer be valid and a new mitigation acceptance letter will be required from NCDEQ-DMS.

All buffer mitigation requests and approvals are administrated through the Riparian Restoration Buffer Fund. The NCDOT will be responsible to ensure that appropriate compensation for the buffer mitigation will be provided in the agreed upon method of fund transfer. Upon receipt of the NCDWR's Buffer Authorization Certification, DMS will transfer funds from the NCDOT 2984 Fund into the Riparian Restoration Buffer Fund. Upon completion of the transfer payment, NCDOT will have complete its riparian buffer mitigation responsibility for TIP B-5614 in Beaufort County.

If you have any questions or need additional information, please contact Ms. Beth Harmon at 919-707-8420.

Sincerely,

Elizabeth Harmon

for James B. Stanfill
DMS Deputy Director

cc: Mr. Monte Matthews, USACE – Raleigh
Ms. Amy Chapman, NCDWR
Mr. Brad Chilton, NCDOT – EAU
File: B-5614 Revised

Appendix E
Navigation Impact Report

NAVIGATION IMPACT REPORT

REPLACEMENT OF BLOUNTS CREEK BRIDGE

NCDOT STIP# B-5614

Beaufort County, NC

January 2022

Prepared for:

North Carolina Department of Transportation

Structures Management Unit

MODJESKI and MASTERS

TABLE OF CONTENTS

Executive Summary

- The North Carolina Department of Transportation (NCDOT) owns and maintains the existing bridge (Bridge No. 9) that carries Mouth of the Creek Road (SR 1112) over Blounts Creek. NCDOT is currently in the planning and preliminary engineering phase of a project that will replace the existing bridge with a new bridge upstream of the existing.

- As a consultant to NCDOT, Modjeski and Masters, Inc. was retained to perform a Navigation Study of Bridge No. 9 over Blounts Creek to determine current and future navigation needs for a replacement bridge.

- The total existing bridge length is approximately 600 feet with 15 spans. The vertical clearance of the existing bridge is approximately 15 feet above mean high water (MHW) with 36 feet of horizontal clearance between the bents.

- NCDOT is currently proposing to replace the existing bridge with a fixed span bridge that will provide 120 feet of horizontal clearance, and 15 feet of vertical clearance measured from Mean High Water (MHW).

- According to NOAA Online Vertical Datums Transformation, tidal influence ends just downstream of the bridge. At the mouth of Blounts Creek, the range between MHW and MLW is 0.74 feet.

- All property owners (Including the Blounts Creek Homeowners Association) were contacted and informed of project highlights. Contacts were made in March 2016, December 2020, and January 2021. NCDOT did not receive any “push back” against the proposed navigation clearances.

Authority:

This navigation study associated with the replacement of the Blounts Creek Bridge was authorized by the North Carolina Department of Transportation (NCDOT) under Limited Services Contract #7000020726, in January 2022.

The permitting improvement provisions found in the 2014 Memorandum of Understanding between the U.S. Coast Guard, the Federal Highway Administration, the Federal Transit Administration, and the Federal Railroad Administration requires applicants with Department of Transportation funded projects to prepare a navigation impact report in order to analyze the navigational impacts of the bridge design alternatives.

Authority for the Coast Guard permitting process is found in:

> 33 CFR § 116.01: "all bridges are obstructions to navigation and are tolerated only as long as they serve the needs of land transportation while allowing for the reasonable needs of navigation."
>
> 33 U.S.C. §§ 401, 495, 525-533 the International Bridge Act of 1972 and various acts of Congress.
>
> 33 U.S.C. § 494 "No bridge erected or maintained under the provisions of sections 491 to 498 of this title, shall at any time unreasonably obstruct the free navigation of the waterway over which it is constructed."

This report has been prepared in accordance with the above regulations and United States Coast Guard for the purpose of obtaining Coast Guard concurrence with the proposed horizontal and vertical clearances shown in this report.

Location

The existing Mouth of the Creek Road (SR 1112) over Blounts Creek is located in North Carolina in Beaufort County, see Figure 1 Project Vicinity Map. The proposed replacement bridge is planned to be located on a new alignment south of the existing bridge. Refer to Appendix A for the planned bridge location.

Existing Bridge

The North Carolina Department of Transportation (NCDOT) owns and maintains the existing Mouth of the Creek Road Bridge which was constructed in 1990.

The existing two-lane bridge is 600 feet long with 15 spans. The vertical clearance is 15 feet above Mean High Water (MHW) with 36 feet of horizontal clearance between timber bents. See Figure 2.

NCDOT's decision to replace the existing bridge is based on a determination that the bridge timbers are at the end of their useful life.

***Figure 1**: Project Vicinity Map*

***Figure 2**: View of Existing Bridge*

Proposed Bridge

NCDOT proposes to replace the existing fixed span bridge with a 962-foot, 8-span fixed bridge.

The proposed bridge will provide a horizontal clearance of 120 feet and a vertical clearance of 15 feet above MHW. Sailboats will be required to lower their masts, as is the case with the existing bridge.

Marine traffic will be maintained during construction, except for brief interruptions.

Navigation Conditions

Blounts Creek flows northward into Blounts Bay, which is on the south side of Pamlico River, about 25 miles above the mouth. Overhead power and telephone cables immediately southward of the existing bridge have a reported clearance of 10 feet. The entrance to the creek is marked by a daybeacon; however, local knowledge is advised. Above the entrance, the creek, has depths of 6 feet for about 1 mile above Mouth of the Creek Road bridge according to the NOAA ENC Viewer. A small-craft facility at Cotton Patch Landing, 1.5 miles south of the bridge, can provide transient slips, gasoline, pump-out station, electricity, water, ice, a surfaced ramp, engine repairs and dry and wet storage. The facility monitors VHF-FM channel 16. A store here can also provide marine supplies of all types.

Majority, if not all, of marine traffic is generally small recreational pleasure craft capable of passing under the existing bridge.

No marine industry exists or is planned south of the bridge site.

Figures 3 and 4 show the NOAA Navigation Chart at the bridge site.

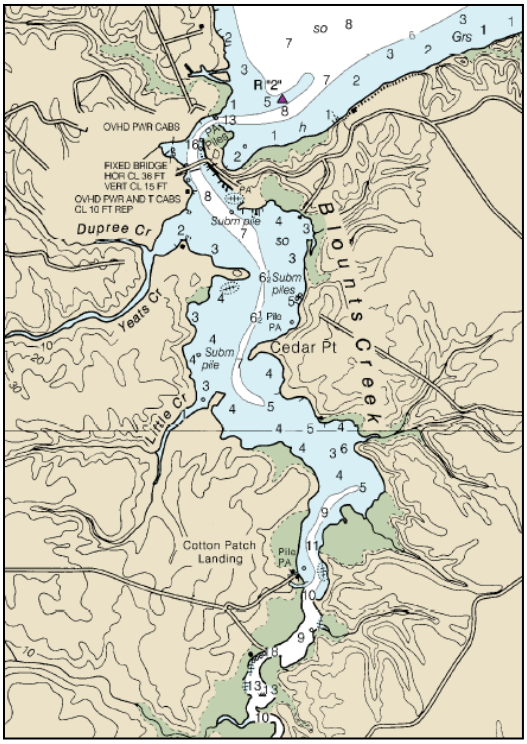


***Figure 3**: NOAA Navigation Chart*

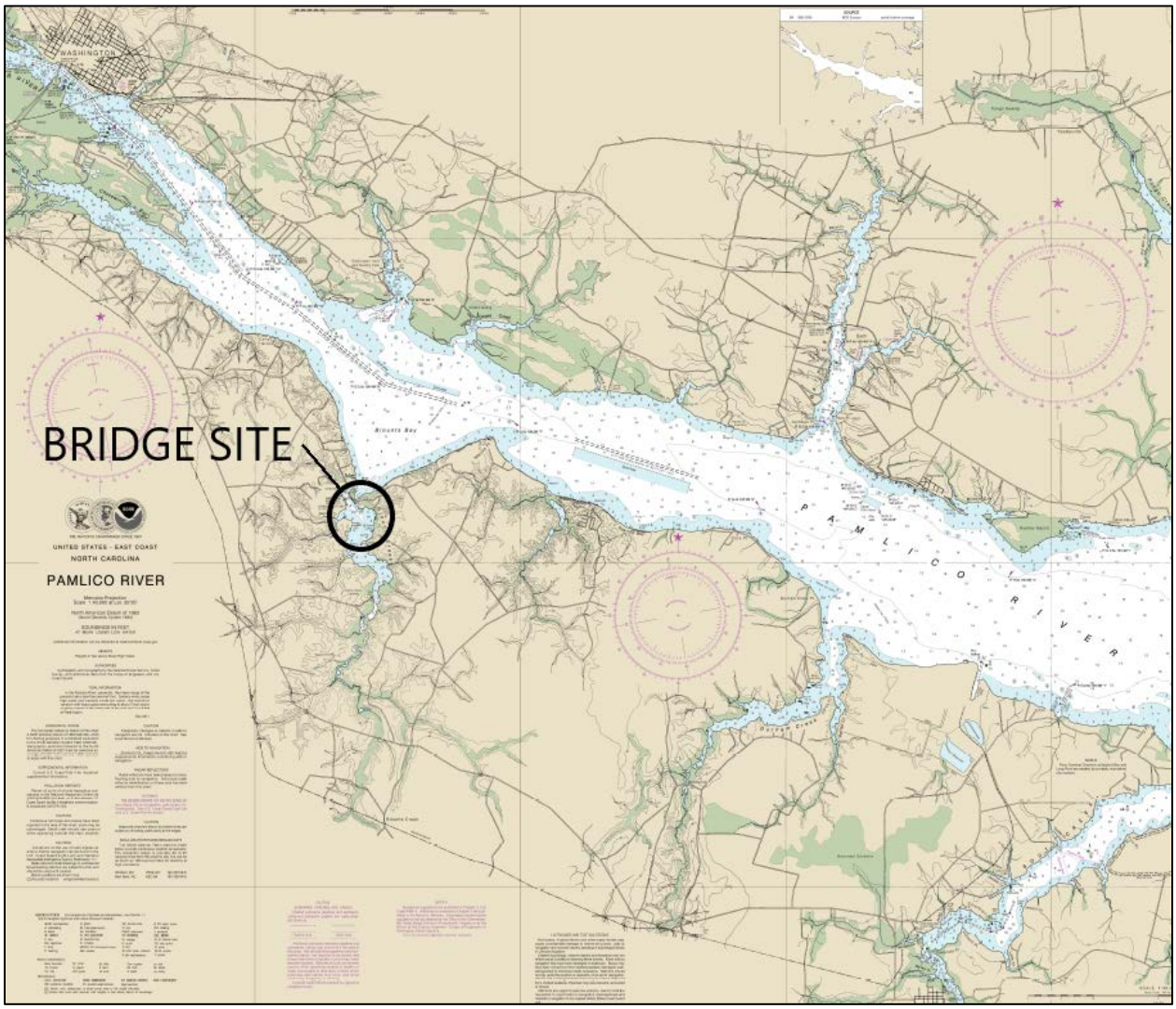


Figure 4: *Expanded NOAA Chart*

Tides

Blounts Creek is non-tidal according to the NOAA Online Vertical Datum Transformation. In Blounts Bay near the mouth of Blounts Creek, the range between MHW and MLW is 0.74 feet. See Appendix B.

Public Involvement

All property owners within the study area were sent notification letters and informed of the proposed project, prior to final surveys. Property owners were consulted via conference call on March 10, 2016. A newsletter was distributed by NCDOT to the local officials and stakeholders within the project vicinity (including the Blounts Creek Homeowners Association) in December 2020 via email and to the general public in January 2021 via mail. The newsletter included key project highlights, contact information, the public hearing map detailing project design and impacts, and a comment form. The newsletter also directed recipients to the project website (site: https://publicinput.com/BlountsCreekBridge) developed for virtual public input, which displayed additional project-related information.

NCDOT did not receive any “push back” against maintaining the existing 15-foot vertical navigation clearance. See Appendix C.

Conclusion

The proposed replacement fixed span bridge will provide 120 feet of horizontal clearance and 15 feet (MHW) of vertical clearance for navigation. These proposed clearances accommodate the current and future navigation needs at this site.

NIR-Appendix A

STUDY AREA MAP

DESIGN PUBLIC MEETING MAP

PROJECT 45569.1.2 (B–5614)

BEAUFORT COUNTY

BRIDGE NO. 9 ON SR 1112
(MOUTH OF THE CREEK ROAD)
OVER BLOUNTS CREEK

01 /2021

1" = 50'

50' 0' 50' 100'
25'

(ENGLISH)

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DESIGN DATA

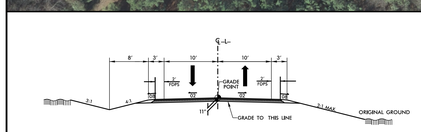
DESIGN YEAR ADT <1000
FUNCTIONAL CLASSIFICATION: LOCAL
DESIGN SPEED: 60 MPH
MAXIMUM SUPERELEVATION: 6%

DATE OF ORTHOPHOTOGRAPHY: 2016
SOURCE OF ORTHOPHOTOGRAPHY: NC ONEMAP

BLOUNTS CREEK
BLOUNTS BAY
MOUTH OF THE CREEK RD
JAMES D. LEWIS, et ux
BRUCE D. LEWIS, et ux
DAVID T. COX, et ux
BRENT A. SKINNER
RODDY SEYMOUR, et ux
LESLIE POWELL, et al
MARGIE L. JAWORSKI
ALPERN P. GERARD, JR.
RED BUG LN
BEGIN TIP B-5614
-L- Sta. 11+00.00
END CONSTRUCTION
BEGIN CONSTRUCTION
-Y1- Sta. 12+50.00
END TIP B-5614
-L- Sta. 32+00.00
-L-
SR 1112
80'
-DRIVE-
END CONSTRUCTION
-DRIVE- Sta. 11+95.00
TO SR 1114
(OLD BLOUNTS
CREEK RD.)
TO SR 1103
(MAULES
POINT RD.)
WLB
-Y1-
60'
20'
30'
65'

LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- LAKES, RIVER, STREAMS AND PONDS
- PROPERTY LINES
- WETLANDS
- WETLAND LIMITS BOUNDARY



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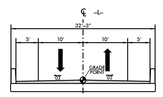
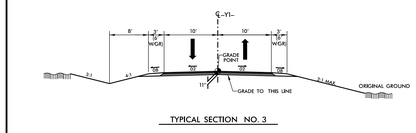
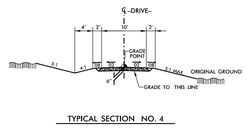


TYPICAL SECTION NO. 2
PROPOSED BRIDGE TYPICAL SECTION



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4

NOTE:
To provide greater visual clarity existing and proposed utilities are not shown on these maps or on other displays. The utility information shown on these maps is limited to locations of major existing or potential utility easements. The designs shown on these maps, including utility easements, are preliminary and are subject to change.

NOTE:
The limits of construction and their impacts shown on this meeting map are based on preliminary designs and survey information. During the final design stage efforts to minimize impacts, where feasible, will be made using final survey information. Driveway locations will also be determined during final design.

1. BRUCE D. LEWIS, et ux
2. JAMES D. LEWIS, et ux
3. RETHA E. LEWIS
4. ALPERN P. GERARD, JR.
5. CHRISTINE R. WHITE
6. BLOUNTS CREEK LANDING HOMEOWNERS ASSOCIATION
7. SEMA LEDERMAN
8. WAYNE NICHOLSON
9. ROBERT LAWRENCE
10. JONATHAN KASSNOVE, et al
11. SHIRLEY STONE
12. JOE ISAAC GURLEY HEIRS
13. REBECCA R. FURMAN, et vir

NIR-Appendix B

NOAA TIDES

NOAA NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

Blounts Creek

ONLINE VERTICAL DATUM TRANSFORMATION

INTEGRATING AMERICA'S ELEVATION DATA

Home | About VDatum | Download | Docs & Support | Contact Us

Regional Information

* Region : Contiguous United States

Horizontal Information

	Source	Target
Reference Frame:	NAD83(2011)	NAD83(2011)
Coor. System:	Geographic (Longitude, Latitude)	Geographic (Longitude, Latitude)
Unit:	meter (m)	meter (m)
Zone:	AL E - 0101	AL E - 0101

Vertical Information

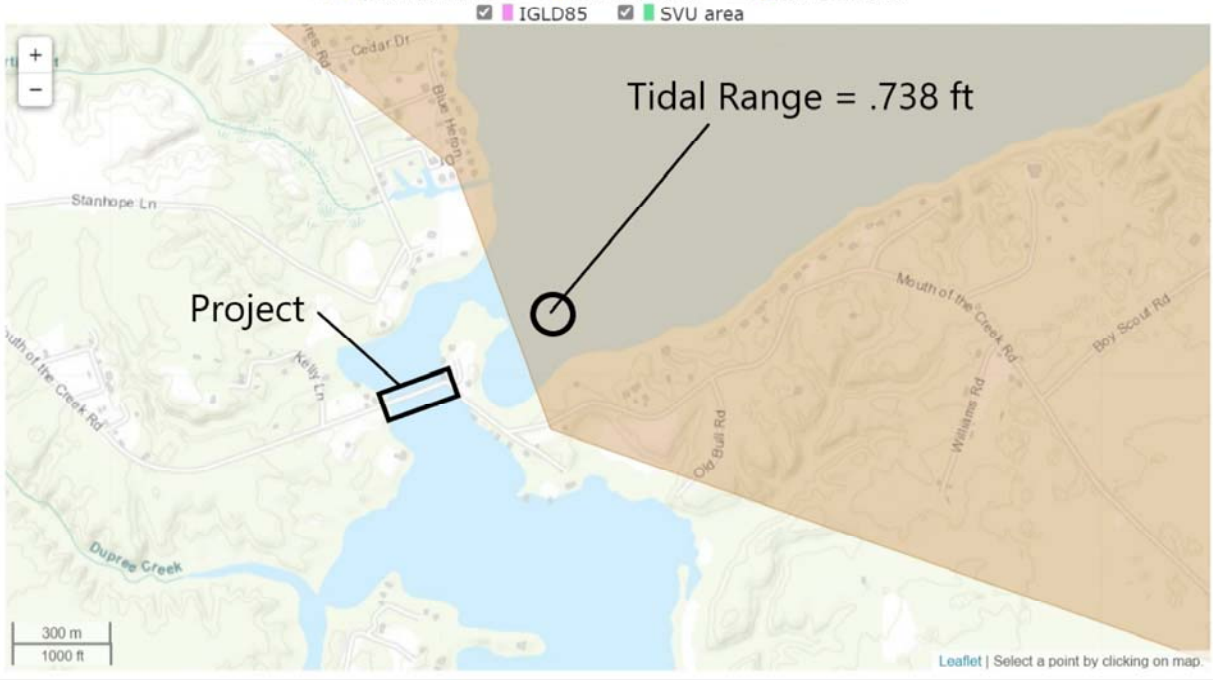
	Source	Target
Reference Frame:	MLW	MHW
Unit:	foot (U.S. Survey) (US_ft)	foot (U.S. Survey) (US_ft)
	Height / Sounding	Height / Sounding
	GEOID model: GEOID18	GEOID model: GEOID18

Point Conversion | ASCII File Conversion

Input			Output
Latitude:	35.435859 (e.g. 33.7586 or 33 45 30.9600)	Convert	Latitude: 35.4358590000
Longitude:	-76.967311 (e.g. -118.7691 or -118 46 8.7600)	Reset	Longitude: -76.9673110000
Height:	0 (e.g. 3.037)	DMS	Height: -0.738
	Drive to on map / Reset Map		Drive to on map / Reset Map
	to DMS		Vertical Uncertainty (+/-): 0.1665164 US_ft

Vertical_Area: NCinner11_8301:-1:1

Valid Tidal area | Non-Tidal area | Non-Valid area | IGLD85 | SVU area



Alternating Horz. Datum | Ellipsoidal Datum | Orthometric Datum | Tidal Datum

NIR-Appendix C

PUBLIC INVOLVEMENT

B-5614 Public Input Comments and Responses

Public Comment Period:	January 12-26, 2021
Comments Received By:	project website, email, phone call, comment form
Total Comments:	13

The project team met on February 2nd, 2021 to review and consider each comment. The responses below address the comments that were received.

Comment 1: Requested to speak with project staff regarding property affected by the project.
Response: Project staff spoke to citizen via phone and addressed all comments and questions.

Comment 2: Expressed support for maintaining traffic on the existing bridge during construction of the new bridge as it pertains to EMS operations.
Response: NCDOT acknowledges the comment and will coordinate with EMS local officials prior to construction. Traffic will be maintained on the existing bridge during construction of the new bridge.

Comment 3: Expressed general support for the bridge replacement.
Response: NCDOT acknowledges the public comment.

Comment 4: Asked if new bridge will be taller than the existing bridge to allow passage of sailboats.
Response: The new bridge will maintain at least the same clearance above the Creek as the existing bridge. Sailboats will still need to lower their masts when passing underneath the new bridge.

Comment 5: Asked what the new bridge's width, weight limit and boat height clearance will be. Expressed concern over log trucks using the existing bridge and contributing to congestion on existing bridge during morning commute hours.
Response: The new bridge will be 30-feet wide, which is wider than the existing ; it will include two 10-foot lanes and 5-foot paved shoulders on each side. Bridge clearance will be at least the same clearance above the Creek as the existing bridge. Posted weight limit restrictions will be removed after completion of the project.

Comment 6: Expressed concern and asked if historic property and environmental (boating/fishing) considerations have been reviewed for the project. Also expressed concern that straightening the road would lead to increased motorist speeding across the bridge. Requested that the project team return his call.
Response: The NCDOT's Cultural Resources Unit completed a review of the project study area for historic architecture and provided a "No Historic Properties Present or Affected" form. It was determined that no properties within the project study area meet the criteria for listing in the National Register of Historic Places. Recreational usage of Blounts Creek will still be allowed during construction and boater access underneath the bridge will be maintained during construction, except for the possibility of short duration closures when construction or demolition has to take place in the channel. Advance notice will be provided. The bridge will be replaced on new alignment in order to straighten out SR 1112 (Mouth of

the Creek Road) and improve safety by removing the unsafe "elbow turn" currently at the east side of the existing bridge. The speed limit on SR 1112 will remain the same (55 mph).

Comment 7: Offered input regarding pronunciation of "Blounts Creek."
Response: NCDOT acknowledges the public comment.

Comment 8: Offered assistance with project questions or information if needed.
Response: NCDOT acknowledges the public comment.

Comment 9: Asked if there will be a new paved entrance to Kelly Lane.
Response: The current entrance from Mouth of the Creek Road to Kelly Lane will be replaced in kind.

Comment 10: Submitted the following comment and questions:

> Comment: Height of new bridge would allow for the passage of powerboats and sailboats.
> Response: *The new bridge will maintain at least the same clearance above the Creek as the existing bridge. Sailboats will still need to lower their masts when passing underneath the new bridge.*
>
> Question: Will electric and water utilities services will be maintained during construction.
> Response: *Utility service will be maintained to existing customers throughout construction, with minor interruptions possible during utility relocation work. Utility owners will coordinate with customers in advance of any service disruptions.*
>
> Question: Will driveway access be maintained.
> Response: *Driveway access will be maintained during construction, with minor interruptions possible during tie-in work.*
>
> Question: Will NCDOT abandon sections of right of way where pavement will be removed adjacent to property #1.
> Response: *NCDOT will not abandon any existing right of way.*
>
> Question: Will rip rap be used to control erosion during removal of existing bridge.
> Response: *Erosion control methods, including rip rap, will be determined in the development of the erosion control plan.*
>
> Question: Will all bridge supports be removed from waterway.
> Response: *Piles will be sufficiently removed at the mudline from the waterway on the existing bridge.*
>
> Question: What affect will filling of wetlands have on rising tide and runoff.
> Response: *Construction fill in wetland areas will not adversely affect adjacent channel and runoff. NCDOT's hydraulic engineers have designed a stormwater drainage system that will sufficiently handle all stormwater and runoff throughout the project area.*

Question: What environmental impact will construction and demolition have on wildlife and migratory fish.
Response: *The NCDOT's Natural Resources Technical Report (NRTR) determined the project is not likely to adversely affect migratory fish and other wildlife species.*

Comment 11: Submitted the following comment and questions:

Question: How will you handle flood risk and driveway damage during heavy rain and hurricanes?
Response: All measures will be taken in the drainage design to avoid property and driveway damage during flood events.

Question: Why are you requesting additional easements?
Response: All easements shown in the public hearing map should be considered preliminary. However, consideration has been taken for drainage, utilities, wetlands, and other factors that may require us to acquire additional easement when designing a new roadway alignment.

Question: Will we be reimbursed for any damages or adverse impact on our drive, street entrance (fencing and plantings) or bank erosion?
Response: Right-Of-Way plans will determine if reimbursement is required for any impacts required by the project. All impacts will be minimized as best as possible following our standards and specification during design.

Question: Why did you choose the most expensive option? I think there are more critical problems warranting financial investment such as rural health care, internet and wireless access and preserving the natural environment.
Response: The purpose of this project is to improve the deteriorating infrastructure of our state's bridges and highways. The bridge over Blounts Creek has been maintained for over 30 years. It has timber decking that is decayed and a steel superstructure that is corroded. The timber piles that support the bridge are also decayed and damaged. The bridge rating is a 45.07 out of 100 and is considered structurally deficient. The Department is replacing this bridge on new alignment in order to keep the road open during construction. All efforts to preserve and maintain the natural environment have been incorporated into our project during the planning phase and will continue through design and construction.

Claim: "Multiple environmental agencies have also opposed the current project due to adverse environmental impact on wetlands, fisheries, water, and wildlife."
Response: NCDOT ensures all environmental regulations and unique situations are reviewed and incorporated into the project planning phase prior to design in order to avoid and minimize impacts where necessary. Minimization measures for unavoidable impacts have been developed through direct coordination with federal and state environmental regulatory and resource agencies.

Comment 12: Requested to speak with project staff regarding property affected by the project.
Response: Project staff spoke to citizen via phone and addressed all comments and questions.

Comment 13: Asked how high above the water the new bridge will be.
Response: Bridge clearance will be at least the same clearance above the Creek as the existing bridge.

The project team greatly appreciates the input received. The NCDOT will continue to refine the project design based on the comments received. You may contact the project staff listed below if you have any additional questions.

David Stutts, P.E.

NCDOT Project Engineer
1581 Mail Services Center
Raleigh, NC 27699-1581
919-707-6442
dstutts@ncdot.gov

Andy Young, P.E.

Manager, Transportation Design
223 S. West St., Ste. 1100
Raleigh, NC 27603
919-866-4803
ayoung@stewartinc.com

Appendix F

List of Marinas/Repair Facilities/Boat Ramps/Piers-Docks along waterway within 3 miles of Bridge 9

NCDOT B-5614 List of Marinas/Repair Facilities/Boat Ramps/Piers-Docks along waterway within 3 miles of Bridge 9

NAME 1	NAME 2	ADDRESS	CITY	STATE	ZIP	PROPERTY ADDRESS
ADAMS JOHN C	ADAMS ANGELETTIA	472 PATSY DR	BLOUNTS CREEK	NC	27814	472 PANSY DR
ALEXANDER STEVEN L		8320 RIVERWALK DR	CLEMMONS	NC	27012	SR 1119 OFF
ALEXANDER STEVEN L		8320 RIVERWALK DR	CLEMMONS	NC	27012	74 BLUE HERON DR
ALLIGOOD ALICE C		246 BLUE HERON DRIVE	BLOUNTS CREEK	NC	27814	246 BLUE HERON DR
ALTON STEVEN EUGENE		381 TICE LANE	BLOUNTS CREEK	NC	27814	9999 BROOKS LN
ANDERS BILLY	ANDERS KATHY	306 HARRIS ST.	WILLIAMSTON	NC	27892	68 PATCH CREEK DR
ANGE G CURTIS JR		506 LONG POINT LANDING	CHOCOWINITY	NC	27817	506 LONG POINT RD
ASBY STUART CLINTON	ASBY DEBRA E	117 BLUFF RD	CHOCOWINITY	NC	27817	117 BLUFF RD
ASHLEY DANIEL	ASHLEY CATHYE	312 LIPSCOMB GROVE CHURCH RD.	HILLSBOROUGH	NC	27278	68 PATCH CREEK DR
ASHLEY DONNA LYNN		502 RIVER HILLS DRIVE	GREENVILLE	NC	27858	WATERS EDGE DR
BAKER ANNABEL MCDEVITT	BAKER FREDERICK LEON	PO BOX 27	BLOUNTS CREEK	NC	27814	451 PANSY DR
BAKER CAROL E	BERGER LAWRENCE G JR	106 OVERLOOK RD	CHOCOWINITY	NC	27817	106 OVERLOOK RD
BAKER CURTISS L	BAKER CONNIE L	3203 HILLMAN ROAD	KINSTON	NC	28504	SR 1115
BAKER GARY AND ROBIN		104 PATCH CREEK DR	CHOCOWINITY	NC	27810	68 PATCH CREEK DR
BAKER ROBERT AND DARLENE		533 SADDLE RIDGE DR.	WILLOW SPRINGS	NC	27592	68 PATCH CREEK DR
BARBER JONELL G	GERARD STEPHEN LEE	333 LAZY LN	BLOUNTS CREEK	NC	27814	333 LAZY LN
BARNES JOHN AND LINDA		1144 CAPITATA CROSSING	APEX	NC	27502	68 PATCH CREEK DR
BARRETT FRED S JR	BARRETT CYNTHIA E	67 CAPTAINS WALK ROAD	BLOUNTS CREEK	NC	27814	67 CAPTAINS WALK RD
BATEMAN WILLIAM J JR & BREN		3708 SHADYBROOK DRIVE	RALEIGH	NC	27609	112 RED BUG POINT DR
BAY HARBOUR COMMUNITY SE	ASSOCIATION INC	P O BOX 29	CHOCOWINITY	NC	27817	SR 1116 OFF
BEAUFORT COUNTY OF		121 W 3RD STREET	WASHINGTON	NC	27889	350 CRISP LANDING RD
BELL MICHAEL JOE	BELL DEBORAH ELAINE	105 WATERS EDGE DR	CHOCOWINITY	NC	27817	105 WATERS EDGE DR
BENNETT ROBERT S	ROJAS-BENNETT ILEANA M	190 REDBUG POINT DR	BLOUNTS CREEK	NC	27814	190 RED BUG POINT DR
BLAKE SANDRA LYNN	SCHUBEL FREDERICK PETER	101 WATERS EDGE DR	CHOCOWINITY	NC	27817	101 WATERS EDGE DR
BLANTON JAMES R JR	BLANTON LOUISE	2661 MOUTH OF THE CREEK ROAD	BLOUNTS CREEK	NC	27814	2661 MOUTH OF THE CREEK RD
BOBBITT JERRY WHITLEY		373 OLD SAWMILL RD	BLOUNTS CREEK	NC	27814	SR 1119 OFF
BOBBITT JOHN P	BOBBITT JERRY W	373 OLD SAWMILL RD	BLOUNTS CREEK	NC	27814	373 OLD SAW MILL RD
BOWIE RONALD B	BOWIE CONNIE L	127 DICKINSON RD	CHOCOWINITY	NC	27817	127 DICKINSON RD
BOYD JOHN M III		PO BOX 691	WASHINGTON	NC	27889	342 LAZY LN
BOYER WILLIAM E	SANSBURY LEAH B	1890 WHIPPOORWILL LN	CHAPEL HILL	NC	27517	1495 GERARD LN
BOYETTE DONNIE RAY	BOYETTE ELLEN ROGERSON	9255 BOYETTE ROAD	KENLY	NC	27542	131 DICKINSON RD
BRACE RAMON		120 COTTAGE COVE RD.	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
BRADDY HANNIS STEPHEN	BRADDY MARILYN MAKI	303 BLUE HERON DR	BLOUNTS CREEK	NC	27814	362 BLUE HERON DR
BREINER BRUCE A	BREINER DIANA F	593 ISLAND DRIVE	CHOCOWINITY	NC	27817	593 ISLAND DR
BRENNAN ROBERT		270 RUSSELL BRADEN RD.	COVINGTON	GA	30016	68 PATCH CREEK DR
BRIENZA IRENE	BRIENZA JOHN JR	15-30200TH STREET	BAYSIDE	NY	11360	3815 EPHESUS CHURCH RD
BRINSON LESTER EARL III	TIMMONS TEDDIE FELICIA	609 LONG POINT RD	CHOCOWINITY	NC	27817	609 LONG POINT RD
BROADRIFF KELLY HAWKS		165 FISHERMANS PIER DR.	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
BRYANT CHARLES W		342 NATURE'S WAY	CHOCOWINITY	NC	27817	342 NATURES WAY RD
BRYANT WAYNE AND HELEN		3651 SHEPPARD MILL RD.	STOKES	NC	27884	68 PATCH CREEK DR
BUCK DEBBIE AND RUDOLPH		1948 MANNING RD.	GREENVILLE	NC	27858	68 PATCH CREEK DR
BUCK WILLIAM TODD		110 DICKINSON RD	CHOCOWINITY	NC	27817	110 DICKINSON RD
BURROUGHS KENNETH W		19704 HIGHWAY 55	MERRITT	NC	28559	68 PATCH CREEK DR
BYERS PETER M	BYERS SUSAN	3101 MOUTH OF CREEK RD	BLOUNTS CREEK	NC	27814	3101 MOUTH OF THE CREEK RD

NCDOT B-5614 List of Marinas/Repair Facilities/Boat Ramps/Piers-Docks along waterway within 3 miles of Bridge 9

NAME 1	NAME 2	ADDRESS	CITY	STATE	ZIP	PROPERTY ADDRESS
CABE GERALD F	CABE FRANCES C	119 BLUFF RD	CHOCOWINITY	NC	27817	119 BLUFF RD
CALLOW WILLIAM R	MARSHALL HELEN M	843 CC ROAD	VANCEBORO	NC	28586	352 CREEKWOOD LN
CARLSON ALVA BENNETT	CARLSON GLENDA CAROL	8516 ADELPHI RD	ADELPHI	MD	20783	SR 1103
CARRAWAY JIMMY D	CARRAWAY SHELIA S	510 GREENRIDGE RD	SNOW HILL	NC	28580	18 RED BUG POINT DR
CHURCH JOHN AND DEBRA		5125 LOCKE LANE	VIRGINIA BEACH	VA	23464	68 PATCH CREEK DR
CILLUFFO VINCENZO	CILLUFFO MARY	3311 MOUTH OF THE CREEK RD	BLOUNTS CREEK	NC	27814	3311 MOUTH OF THE CREEK RD
CLARK ALTON R		2113 OLA LANE	GREENVILLE	NC	27834	SR 1119
CLUBBS DAVID	CLUBBS REBEKAH	411 LONG POINT ROAD	CHOCOWINITY	NC	27817	411 LONG POINT RD
COGHILL JEFFREY G	COGHILL ELIZABETH HAND	4115 RIVER CHASE DR	GREENVILLEN	NC	27858	WATERS EDGE DR
COLE KIMBERLY HALL	COLE THOMAS DALE	184 BLUE HERON ROAD	BLOUNTS CREEK	NC	27814	184 BLUE HERON DR
COLEY JEFFREY	COLEY CAROLEE	6119 STAGECOACH ROAD	ELM CITY	NC	27822	68 PATCH CREEK DR
COLSON WILLARD HORACE JR	COLSON CAROLINE BRAME	PO BOX 4007	GREENVILLE	NC	27836	3229 MOUTH OF THE CREEK RD
COOPER RUSSELL AND DARLEN		PO BOX 4	MICRO	NC	27555	68 PATCH CREEK DR
COTTON PATCH HOLDING LLC		2305 BYNUMS BRIDGE RD.	SCOTLAND NECK	NC	27874	68 PATCH CREEK DR
COUVILLON DAN		601 NEW ST.	GRAHAM	NC	27253	68 PATCH CREEK DR
COX DAVID T	COX TERESA ANNE	88 KELLY LN	BLOUNTS CREEK	NC	27814	88 KELLY LN
COX GEORGE AND RHONDA		2243 WOLF PIT RD.	GREENVILLE	NC	27858	68 PATCH CREEK DR
COX RONNIE AND CAROL		112 CHIPAWAY DR.	GREENVILLE	NC	27858	68 PATCH CREEK DR
CRAFFORD LAWRENCE SCOTT	CRAFFORD VICKIE S	5463 WHITE LINE RD	AYDEN	NC	28513	182 SAW PIT LANDING RD
CRISP ETHEL C		1463 GERARD LANE	BLOUNTS CREEK	NC	27814	1463 GERARD LN
CURRIE JESSE	CURRIE SANDRA	4727 FRANK PRICE CHURCH RD.	WILSON	NC	27893	68 PATCH CREEK DR
CUTTERBACK FORREST		PO BOX 8304	GREENVILLE	NC	27835	68 PATCH CREEK DR
DANIELS JAMES T	DANIELS PAMELA W	2018 COTTON PATCH RD	CHOCOWINITY	NC	27817	137 NATURES WAY RD
DANIELS KATHRYN MARIE	SHAW WYNNE AYLETTE	585 WESTON DRIVE	BLOUNTS CREEK	NC	27814	2018 COTTON PATCH RD
DANIELS KATHRYN MARIE	SHAW WYNNE AYLETTE	585 WESTON DRIVE	BLOUNTS CREEK	NC	27814	330 WESTON DR
DAVIDSON BEN		187 PATCH CREEK DR.	CHOCOWINITY	NC	27817	585 WESTON DR
DAVIS GEORGE BRADFORD		217 ALDERSON RD.	WASHINGTON	NC	27889	68 PATCH CREEK DR
DAW BOBBY W	DAW PHYLLIS T	226 CRISP LANDING	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
DAW TED AND LUCILLE		6001 EARL LANE	HIXSON	TN	37343	226 CRISP LANDING RD
DEAL OLA PARNELL		105 PATRICIA RD	WASHINGTON	NC	27889	68 PATCH CREEK DR
DEANS SAMUEL C	DEANS SANDY H	344 CREEKWOOD LANE	BLOUNTS CREEK	NC	27814	508 BROOKS LN
DISTEFANO DON R	DISTEFANO NANCY J	4295 GILEAD SHORES RD	BLOUNTS CREEK	NC	27814	344 CREEKWOOD LN
DUNCAN FREDDIE AND BRENDA		2119 TUNSTALL SWAMP RD	AURORA	NC	27806	4295 GILEAD SHORES RD
EAST CAROLINA COUNCIL BOY	SCOUTS OF AMERICA	P O BOX 1698	KINSTON	NC	28503	68 PATCH CREEK DR
EATMON JOHN HENRY		5825 VAPPLEWHITE ROAD	WENDELL	NC	27581	419 BOY SCOUT RD
ELLIS STEVE AND DONNA		4934 TODDY RD.	FARMVILLE	NC	27828	68 PATCH CREEK DR
EMMONS JAMES PATRICK	EMMONS KIMBERLY JEAN	1213 BLUFF OAK DR	CARY	NC	27519	104 WILD GOOSE RD
EMMONS MARK A	EMMONS CAREY E NOLL	108 WILD GOOSE RD	CHOCOWINITY	NC	27817	108 WILD GOOSE RD
EVANS CHRISTOPHER BRIAN	EVANS ERICA STOCKS	851 ISLAND DR	CHOCOWINITY	NC	27817	851 ISLAND DR
EVANS DONALD E	EVANS ELIZABETH L	105 OVERLOOK RD	CHOCOWINITY	NC	27817	105 OVERLOOK RD
EVANS EDWARD CAROL		2891 MOUTH OF THE CREEK RD	BLOUNTS CREEK	NC	27814	2891 MOUTH OF THE CREEK RD
EVANS ERICA STOCKS		115 WATERS EDGE DRVE	CHOCOWINITY	NC	27817	115 WATERS EDGE DR
EVERETTE JUDY ALLIGOOD		213 CEDAR DRIVE	BLOUNTS CREEK	NC	27814	213 CEDAR DR
FAIL DAVID	RUNYON RITA	PO BOX 1058	HAMPSTEAD	NC	28443	86 BAKER DR
FISHER DANNY	FISHER PATRICIA	108 SOUTHERN TIDE DRIVE	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
FLETCHER DONALD WAYNE AN		4416 MT. BETHEL CHURCH RD.	EAST BEND	NC	27018	68 PATCH CREEK DR
FLINCHUM ANTHONY L		7706 HWY 65	BELEWS CREEK	NC	27009	LONG POINT RD

NCDOT B-5614 List of Marinas/Repair Facilities/Boat Ramps/Piers-Docks along waterway within 3 miles of Bridge 9

NAME 1	NAME 2	ADDRESS	CITY	STATE	ZIP	PROPERTY ADDRESS
FOREMAN STEVEN W	VERDE LAURA	4273 GILEAD SHORES ROAD	BLOUNTS CREEK	NC	27814	4273 GILEAD SHORES RD
FORREST RICKY L		3175 HWY 43	VANCEBORO	NC	28586	SR 1119
FRALEY MICHAEL STEVEN	FRALEY DEBRA WOOLARD	123 BLUFF ROAD	CHOCOWINITY	NC	27817	123 BLUFF RD
FRANKS NORMAN REVOCABLE ´	FRANKS NORMAN REVOCABLE TRU	860 ISLAND DRIVE	CHOCOWINITY	NC	27817	860 ISLAND DR
FRESHWATER HOMEOWNERS AS		295 FRESHWATER DRIVE	BLOUNTS CREEK	NC	27814	FRESHWATER DR
FURTICK MARK	FURTICK TERRI	5010 DOROTHY RUTH LANE	BELMONT	NC	28012	WATERS EDGE DR
GASKILL & COMPANY		605 DANIELS STREET	RALEIGH	NC	27605	SR 1103 OFF
GERARD JOSHUA R	GERARD STACEY C	515 LONG POINT RD	CHOCOWINITY	NC	27817	515 LONG POINT RD
GERARD STEPHEN L SR		200 LAZY LN	BLOUNTS CREEK	NC	27814	200 LAZY LN
GILEAD SHORES HOMEOWNERS		RR 2 BOX 263 H	BLOUNTS CREEK	NC	27814	SR 1119 OFF
GOODCHILD GREGORY W	GOODCHILD KAREN N	102 SUMMERWALK COURT	CARY	NC	27511	308 BAY POINT RD
GOODSON WILLIAM STEWART	GOODSON KATHLEEN HOLLINGSW	2250 JANE DR	GREENVILLE	NC	27858	171 RED BUG POINT DR
GRAY WILLIAM	GRAY DIANE	3711 WILLOW RUN DR.	GREEN	NC	27858	68 PATCH CREEK DR
GREEN HARRY LEE	GREEN KATHLEEN R	4065 CEDAR GROVE CHURCH ROAD	CERRO GORDO	NC	28430	104 BAKER DR
GREENE LAURA MINGES		311 DUPONT CIRCLE	GREENVILLE	NC	27858	622 LONG POINT RD
GRIFFIN PATRICIA J		3595 FOUNTAIN HILL DRIVE	GRIFTON	NC	28530	406 WESTON DR
GROVER GREGORY PAUL		259 MAGNOLIA DR.	WINTERVILLE	NC	28590	68 PATCH CREEK DR
GUY MICHAEL ALAN	GUY KIMBERLY SASSER	1017 LONGSHORE DR.	SNOW HILL	NC	28580	68 PATCH CREEK DR
HACKNEY MARGARET ELIZABET		P O BX 940	CHOCOWINITY	NC	27817	414 BLUE HERON DR
HALL ALTON R	HALL LINDA D	3187 MOUTH OF THE CRK RD	BLOUNTS CREEK	NC	27814	3187 MOUTH OF THE CREEK RD
HALL RANDALL S	HALL JANA I	334 CREEKWOOD LANE	CHOCOWINITY	NC	27817	334 CREEKWOOD LN
HAM ALTON AND JANET		1013 DAVIS RD.	SNOW HILL	NC	28580	68 PATCH CREEK DR
HAMM STUART N	HAMM LORETTA	2232 NEWELL ROAD	SNOW HILL	NC	28580	486 WESTON DR
HARDEN WILLIAM R III	HARDEN CLARISSA T	306 BAY POINT ROAD	CHOCOWINITY	NC	27817	306 BAY POINT RD
HARDIN FORREST T	HARDIN DARLENE L	203 FONDERN DRIVE	HOPE MILLS	NC	28348	307 BAY POINT RD
HARDISONJR. RAY AND CAROL		3222 DUKE DR.	FARMVILLE	NC	27828	68 PATCH CREEK DR
HARRIS PHILLIP WAYNE		PO BOX 102	BLOUNTS CREEK	NC	27814	SR 1110 OFF
HEATH CHRISTOPHER		854 POCOSIN ROAD	WINTERVILLE	NC	28590	TAYLOR MHP
HECK SHERMAN W	HECK EDNA M	320 FRESH WATER DRIVE	BLOUNTS CREEK	NC	27814	320 FRESHWATER DR
HECK THOMAS A		330 FRESHWATER DR	BLOUNTS CREEK	NC	27814	330 FRESHWATER DR
HEMBY TODD		1989 BLACKJACK SIMPSON RD	GREENVILLE	NC	27858	TAYLOR MHP
HENRY DALTON	HENRY SUSAN	1107 OAKDALE AVENUE	NEW BERN	NC	28562	68 PATCH CREEK DR
HICKS DONALD C III		3047 MOUTH OF THE CREEK RD	BLOUNTS CREEK	NC	27814	3047 MOUTH OF THE CREEK RD
HICKS FOY MICHAEL	HICKS KAYE MCNEELY	407 LONG POINT RD	CHOCOWINITY	NC	27817	407 LONG POINT RD
HILL BRUCE C		8824 MARINER DR	RALEIGH	NC	27615	196 BLUE HERON DR
HILL JAMES	HILL REBECCA H	114 CUTLER LANDING ROAD	BLOUNTS CREEK	NC	27814	114 CUTLERS LANDING RD
HILLS PT SUBDIV HO ASSOC		201 CHURCHILL DRI	GREENVILLE	NC	27858	SR 1121 OFF
HILTS JOHN	HILTS PAMELA	87 PATCH CREEK DR.	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
HINNANT BARNEY H	HINNANT ONNALEE	136 BEULAH TOWN RD	KENLY	NC	27542	2863 MOUTH OF THE CREEK RD
HOCEVAR DAVID A	HOCEVAR MARY B	1000 ISLAND DR	CHOCOWINITY	NC	27817	1000 ISLAND DR
HODGES JOE AND KATHY		171 CRISP LANDING RD.	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
HOLLAND BRIAN AND CHRISTIA		5720 GRIMSLEY STORE RD.	WILSON	NC	27893	68 PATCH CREEK DR
HOLLAND DALE AND KAYE		9308 APPLEWHITE RD.	WENDELL	NC	27591	68 PATCH CREEK DR
HOLLIS FRED C TRUSTEE	HOLLIS CARMELLA E TRUSTEE	117 HOLLIS DRIVE	BLOUNTS CREEK	NC	27814	596 HOLLIS DR
HOLLOMAN JACKIE AND ALICE		7604 SPRING HILL CHURCH RD.	LUCAMA	NC	27851	68 PATCH CREEK DR
HOOKER PAUL LEE	HOOKER CYNTHIA BAKER	115 BLUFF RD	CHOCOWINITY	NC	27817	115 BLUFF RD
HORTON LENWOOD CHAD		112 DEEP CREEK RD	CHOCOWINITY	NC	27817	112 DEEP CREEK RD
HORVATINOVICHJOE AND SHER		2112 BRILLIANT DR.	RALEIGH	NC	27616	68 PATCH CREEK DR

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HOUTZER MARK	HOUTZER SALA	606 JENNIFER ROAD	GOLDSBORO	NC	27534	68 PATCH CREEK DR
HUDSON MITCHEL G JR	HUDSON MICHELLE H	4329 GILEAD SHORES RD	BLOUNTS CREEK	NC	27814	4329 GILEAD SHORES RD
HUGGINS PAUL T II	HUGGINS GEORGETTE H	516 LONG PT RD	CHOCOWINITY	NC	27817	516 LONG POINT RD
JACKSON BILLY AND DONNA		1763 SOUTH ASBURY CHURCH RD.	WASHINGTON	NC	27889	68 PATCH CREEK DR
JARMAN HARRIET TICE	GAVIN INA TICE	P O BOX 161	GREENVILLE	NC	27835	301 BROOKS LN
JAWORSKI MARGIE L	HANDY RUSSELL	2230 MOUTH OF THE CREEK ROAD	BLOUNTS CREEK	NC	27814	2230 MOUTH OF THE CREEK RD
JEFFERSON MICHAEL		PO BOX 345	OAK ISLAND	NC	28465	68 PATCH CREEK DR
JENKINS ERICA		657 GRANITE CREEK DR	ROLESVILLE	NC	27571	250 OLD BULL RD
JENKINS GLEN AND SHARON		513 REDBERRY COURT	GRIMESLAND	NC	27837	68 PATCH CREEK DR
JENKINS ROBERT LEE	JENKINS TERESA SPIGONE	95 WATERS EDGE DR	CHOCOWINITY	NC	27817	95 WATERS EDGE DR
JONES ADAM		3550 LONESOME PINE LANE	GREENVILLE	NC	27858	68 PATCH CREEK DR
JONES CLIFTON AND GLORIA		3574 LONESOME PINE LANE	GREENVILLE	NC	27858	68 PATCH CREEK DR
JONES GLORIA		2262 JUNIOR RD.	KENLY	NC	27542	68 PATCH CREEK DR
JONES SHARON		143 RAISING SAIL LOOP	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
JORDAN NANCY ROSSER	JORDAN LARRY KENT JR	2401 MOUTH OF THE CREEK RD	BLOUNTS CREEK	NC	27814	SR 1112
JORDAN NANCY ROSSER	JORDAN LARRY KENT JR	2401 MOUTH OF THE CREEK RD	BLOUNTS CREEK	NC	27814	2401 MOUTH OF THE CREEK RD
JOYNER RICHARD G JR	JOYNER JULITTA F	255 WATERS EDGE DR	CHOCOWINITY	NC	27817	255 WATERS EDGE DR
KANE KEVIN M	KANE MYRA M	300 ROTHGEB DRIVE	RALEIGH	NC	27609	301 WATERS EDGE DR
KASSNOVE JONATHAN S	KASSNOVE GENTRY P	1441 BOYD GALLOWAY ROAD	GRIMESLAND	NC	27837	SR 1112
KASSNOVE JONATHAN SCOTT	PINKHAM HOWARD REID	1441 BOYD GALLOWAY ROAD	GRIMESLAND	NC	27837	SR 1112 OFF
KELCE KAREN ANNE		5112 GREYFIELD BLVD	DURHAM	NC	27713	HARBOUR VIEW DR
LAMM GREGORY		426 JACK EDMUNDSON RD.	FREMONT	NC	27830	68 PATCH CREEK DR
LAMM KEITH AND JOAN		5796 SPEIGHTS BRIDGE RD.	STANTONSBURG	NC	27883	68 PATCH CREEK DR
LATHAM ANITA CHITMON	LATHAM RAYMOND LEE JR	540 WESTON DR	BLOUNTS CREEK	NC	27814	540 WESTON DR
LATHAM RAYMOND LEE	LATHAM ANITA C	540 WESTON DR	BLOUNTS CREEK	NC	27814	576 WESTON DR
LAWHORN ERNIE WHITT		456 PATCH CREEK DR.	CHOCOWINITY	NC	27817	456 PATCH CREEK DR
LAWRENCE ROBERT E		PO BOX 568	ANGIER	NC	27501	2440 MOUTH OF THE CREEK RD
LEDERMAN SEMA E		204 GLENNVIEW PLACE	CHAPEL HILL	NC	27516	1 BLOUNTS CREEK LN
LEE JOHN AND LYNN		PO BOX 142	SEVEN SPRINGS	NC	28578	68 PATCH CREEK DR
LEE RONNIE AND LINDA		510 WEST WALNUT ST.	SELMA	NC	27576	68 PATCH CREEK DR
LENTZ DAVID AND DOROTHY		10803 NC HWY 96 NORTH	ZEBULON	NC	27597	68 PATCH CREEK DR
LEWIS JAMES D		211 WILLIAMSBURG ROAD	WASHINGTON	NC	27889	2207 MOUTH OF THE CREEK RD
LEWIS JAMES D	LEWIS MARY H	211 WILLIAMSBURG ROAD	WASHINGTON	NC	27889	2189 MOUTH OF THE CREEK RD
LEWIS JAMES D	LEWIS MARY H	211 WILLIAMSBURG RD	WASHINGTON	NC	27889	2221 MOUTH OF THE CREEK RD
LINDER JULIE M	MANNING PHYLLIS DIANE	4113 GILEAD SHORES RD	BOUNTS CREEK	NC	27814	4113 GILEAD SHORES RD
LINTON MILTON GRAY	LINTON DONNA C	304 BLUE HERON DRIVE	BLOUNTS CREEK	NC	27814	304 BLUE HERON DR
LONG POINT OWNERS ASSOCIAT		3687 CHERRY RUN RD	WASHINGTON	NC	27889	LONG POINT RD
LOVELACE RICHARD LEE SR		PO BOX 1078	CHOCOWINITY	NC	27817	260 HARBOUR VIEW DR
MANNING WILLIAM	HARRIS CHRISTY	1525 BUNCH LN	GREENVILLE	NC	27834	251 LAZY LN
MASSENGILL ROBERT		678 GO CART RD.	FOUR OAKS	NC	27524	68 PATCH CREEK DR
MAULES POINT LLC		4445 RESEARCH FARM RD	HOOKERTON	NC	28538	4373 MAULES POINT RD
MAYO ROBERT A	MAYO CHRISTA E	4262 MAULES POINT RD	BLOUNTS CREEK	NC	27814	4262 MAULES POINT RD
MAZE WALT	MAZE MARY	6812 NC 42 HWY E	TARBORO	NC	27886	68 PATCH CREEK DR
MCGOWAN MICHAEL		157 PATCH CREEK DRIVE	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
MCQUAY MARK D	MCQUAY MARIKO	370 FRESHWATER DRIVE	BLOUNTS CREEK	NC	27814	370 FRESHWATER DR
MICKEY DAVID CHARLES JR	FEULNER HELEN MICKEY	209 CLARENDON CRESENT	RALEIGH	NC	27610	180 LAZY LN
MILLER JOHN		2521 JACKIE FIELD RD.	GREENVILLE	NC	27834	68 PATCH CREEK DR

NCDOT B-5614 List of Marinas/Repair Facilities/Boat Ramps/Piers-Docks along waterway within 3 miles of Bridge 9

NAME 1	NAME 2	ADDRESS	CITY	STATE	ZIP	PROPERTY ADDRESS
MILLS JEAN CRATCH		1600 COTTON PATCH RD	CHOCOWINITY	NC	27817	SR 1115
MILLS JOHN AND AMY		2521 JACKIE FIELD RD.	GREENVILLE	NC	27834	261 PATCH CREEK DR
MINGES AARON MILES	MINGES LANDON THOMAS	3401 TIMBERLAKE COURT	KINSTON	NC	28504	SR 1111 OFF
MINGES JOHN F III	MINGES SARAH P	3304 GREY FOX TRAIL	GREENVILLE	NC	27858	152 RED BUG POINT DR
MINGES MARTHA L		PO BOX 20114	FAYETTEVILLE	NC	28312	TAYLOR MHP
MINSHEW MICHAEL AND TERRY		322 COMMERCIAL AVE.	STANTONSBURG	NC	27883	68 PATCH CREEK DR
MOODY WILLIAM	MOODY STACY	44 REEDER BRANCH DR.	CLAYTON	NC	27520	68 PATCH CREEK DR
MORRIS JOHNNIE L		819 MORRIS BBQ ROAD	HOOKERTON	NC	28538	108 OVERLOOK RD
MORRIS WILLIAM B	MORRIS KATHLEEN M	4381 MAULES POINT RD	BLOUNTS CREEK	NC	27814	4381 MAULES POINT RD
MOTTELER LARRY GENE	MOTTELER ELIZABETH ANN	301 OLD SAWMILL ROAD	BLOUNTS CREEK	NC	27814	3369 GILEAD SHORES RD
MULLINS JEFF AND KATHERINE		1712 TWIN LAKE DR.	HOLLY SPRINGS	NC	27540	68 PATCH CREEK DR
NEWTON THOMAS	NEWTON ANGIE	501 E. FOREST HILL DRIVE	GOLDSBORO	NC	27534	68 PATCH CREEK DR
NICHOLS NELSON L	NICHOLS RACHEL B	2757 BELL ARTHUR RD	GREENVILLE	NC	27834	482 WESTON DR
NICHOLS PHILIP J	NICHOLS ANNA M	109 DEEP CREEK ROAD	BLOUNTS CREEK	NC	27814	109 DEEP CREEK RD
NOBLES JIMMY R	NOBLES WANDA G	303 VALLEY ROAD	GREENVILLE	NC	27858	144 KELLY LN
O'CONNER JULIE		138 REDEMPTION LANE	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
PARAMORE CURTIS AND KARI		103 FISHERMANS PIER DR.	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
PARAMORE CURTIS L	PARAMORE MARY H SULLIVAN	2401 S GRIMESLAND BRIDGE ROAD	GRIMESLAND	NC	27837	SR 1119 OFF
PARTAIN JOHN		200 SPEIGHT AVENUE	TARBORO	NC	27886	68 PATCH CREEK DR
PASS RICHARD A	PASS SUZANNE C	4867 MOUNT BELFORD DRIVE	BRIGHTON	CO	80601	890 ISLAND DR
PENDERGRAFT ROBIN P	BOYER ELIZABETH P	126 TRAILING OAK	CARY	NC	27513	SR 1103 OFF
PERRY DONALD	PERRY DIANE	5174 LUTHER LANE	ROCKY MOUNT	NC	27803	68 PATCH CREEK DR
PHILLIPS MICHAEL J	PHILLIPS IRENE J	13227 W PALO VERDE DR	LITCHFIELD PARK	AZ	85340	355 OLD SAW MILL RD
PICKLER MARK B		1446 E. HANRAHAN RD.	AYDEN	NC	28513	SR 1119
PIKE BRYAN AND DEBBIE		103 BRANDYWINE DR.	GOLDSBORO	NC	27534	68 PATCH CREEK DR
PIPPIN RICHARD L	PIPPIN VICTORIA B	4558 MAY COURT	FARMVILLE	NC	27828	3179 MOUTH OF THE CREEK RD
POWELL LEAH		PO BOX 202	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
PURVIS FREDERICK TODD	PURVIS PENNY L	108 DEEP CREEK ROAD	CHOCOWINITY	NC	27817	108 DEEP CREEK RD
RASBERRY ROBERT AND JAN		530 B SPRING FOREST RD.	GREENVILLE	NC	27834	68 PATCH CREEK DR
RED BUG POINT LLC		645 PENDLETON LAKE ROAD	RALEIGH	NC	27614	54 RED BUG POINT DR
REISS MARK AND J.P.		507 COLCHESTER DR.	KNIGHTDALE	NC	27545	68 PATCH CREEK DR
RHINE FAMILY TRUST THE(SHAI	RHINE FAMILY TRUST THE(SHARE '	420 HARBOUR VIEW DRIVE	CHOCOWINITY	NC	27817	420 HARBOUR VIEW DR
RIBEIRO DONALD A	RIBEIRO KAREN H	5803 HWY 903 NORTH	AYDEN	NC	28513	378 BLUE HERON DR
RISK WILLIAM W	RISK JANET M	340 HARBOUR VIEW DRIVE	CHOCOWINITY	NC	27817	340 HARBOUR VIEW DR
ROTH KRISTEN SASSER		2207 ARBOR RD. N	WILSON	NC	27893	68 PATCH CREEK DR
ROWE BENJAMIN P III	ROWE GEORGIA B	400 BLUE HERON DR	BLOUNTS CREEK	NC	27814	400 BLUE HERON DR
ROWE JENNETTE W		305 ROWE AVENUE	CHOCOWINITY	NC	27817	568 SHADY ACRES LN
ROWE VIRGINIA T	ROWE JACK A	11755 NC HWY 33 EAST	CHOCOWINITY	NC	27817	SR 1119 OFF
ROWE WAYLAND	ROWE LACEY	15333 HWY 33 EAST	BLOUNTS CREEK	NC	27814	68 PATCH CREEK DR
ROWLETT CLINTON B		1198 DAVENPORT PL	WINTERVILLE	NC	28590	248 TAYLOR LN
RUSHING MICHAEL G		3819 EPHESUS CHURCH RD	BLOUNTS CREEK	NC	27814	3819 EPHESUS CHURCH RD
SEARLES JOSEPH A	SEARLES LINDA L	4155 H DUDLEYS GRANT DR	WINTERVILLE	NC	28590	HARBOUR VIEW DR
SELTZ ROGER H		310 FRESHWATER DRIVE	BLOUNTS CREEK	NC	27814	310 FRESHWATER DR
SHATTUCK WESLEY AND BONN		1803 HOLLAND RD.	FUQUAY VARINA	NC	27526	68 PATCH CREEK DR
SHELTON GARY	SHELTON LISA	111 REDEMPTION LANE	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
SHERIDAN FAMILY TRUST		560 HARBOUR VIEW DR	CHOCOWINITY	NC	27817	560 HARBOUR VIEW DR
SHERMAN STEVEN K	SHERMAN KATHERINE F	316 BAYVIEW DRIVE	CHOCOWINITY	NC	27817	316 BAYVIEW DR
SHORT HEATHER AND SMITH JA		3011 ELIZA PLACE NORTH	WILSON	NC	27896	68 PATCH CREEK DR

NCDOT B-5614 List of Marinas/Repair Facilities/Boat Ramps/Piers-Docks along waterway within 3 miles of Bridge 9

NAME 1	NAME 2	ADDRESS	CITY	STATE	ZIP	PROPERTY ADDRESS
SIMMONS JESSE D	SIMMONS REBECCA C	109 BLUFF ROAD	CHOCOWINITY	NC	27817	109 BLUFF RD
SKINNER BRENT A	SKINNER LAURA L	1801 PLANTERS WALK	GREENVILLE	NC	27858	2 BLOUNTS CREEK LN
SKIPPER BILL AND HUDSON HIL		2315 BIG BEN DR.	GREENVILLE	NC	27858	68 PATCH CREEK DR
SMITH DANIEL L		125 DICKENSON RD	CHOCOWINITY	NC	27817	125 DICKINSON RD
SMITH DANNY R		P O BOX 891	CHOCOWINITY	NC	27817	100 DICKINSON RD
SMITH TIMOTHY AND CATHERI		3785 J.C. GALLOWAY RD.	GREENVILLE	NC	27858	68 PATCH CREEK DR
SQUIRES FRANK R JR	SQUIRES LINDA K	244 BROAD STREET	HOUSTON	DE	19954	634 LONG POINT RD
STAFFORD EDWARD A	STAFFORD GLORIA B	711 ISLAND DRIVE	CHOCOWINITY	NC	27817	711 ISLAND DR
STAFFORD THOMAS AND DONN		108 DOLLYS LANE	MT. OLIVE	NC	28365	68 PATCH CREEK DR
STALLINGS GREGORY	STALLINGS LINDA	2402 WILLIAMSBURG DR.	WILSON	NC	27896	68 PATCH CREEK DR
STANCILL WILEY CHRISTOPHER		5308 GARDNERVILLE ROAD	AYDEN	NC	28513	105 OVERLOOK RD
STEVENSON MARK AND LAURA		1477 PARKER RD.	FOUR OAKS	NC	27524	68 PATCH CREEK DR
STONE SHIRLEY A		513 E 2ND STREET	WASHINGTON	NC	27889	2498 MOUTH OF THE CREEK RD
SUGG FREDDIE AND JANE		214 PATCH CREEK DR.	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
SUGGS BILLY AND ANGELA		PO BOX 614	BETHEL	NC	27812	68 PATCH CREEK DR
SUMRELL DALLAS		127 FISHERMANS PIER DR.	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
SWANNER CLYLE F JR	SWANNER MARY BETH	731 WEST 2ND STREET	WASHINGTON	NC	27889	SR 1115
SWANNER W KEVIN	SWANNER REGINA R	111 CREEKSIDE DR	WASHINGTON	NC	27889	LONG POINT RD
TALTON MACK		607 MT. CARMEL CHURCH RD.	PIKEVILLE	NC	27863	68 PATCH CREEK DR
TAYLOR FAMILY HOLDINGS LLC		218 RIVERSIDE DR	WASHINGTON	NC	27889	10855 NC 33 HWY E
TAYLOR MARSHALL C MD TRUS	TAYLOR KATHLEEN W TRUSTEE	218 RIVERSIDE DRIVE	WASHINGTON	NC	27889	190 FRESHWATER DR
TAYLOR ROBERT T JR	TAYLOR LAURA P	3530 DIAMOND DRIVE	GREENVILLE	NC	27834	184 LAZY LN
TEAGUE ROBERT M	TEAGUE GERTRUD F	8620 VALLEY BROOK DR.	RALEIGH	NC	27613	BAYVIEW DR
THOMAS SUSAN		1760 BEAR HOLE ROAD	VANCEBORO	NC	28586	68 PATCH CREEK DR
THOMPSON CHARLES AND TERF		3203 STEVENS CHAPEL RD.	SMITHFIELD	NC	27577	68 PATCH CREEK DR
THOMPSON HENRY TRAVIS JR		PO BOX 54	BLOUNTS CREEK	NC	27814	318 ROBERT COX RD
THOMPSON RICK AND TINA		136 COTTAGE COVE DR.	CHOCOWINITY	NC	27817	PATCH CREEK DR
THOMPSON WILLIAM	THOMPSON KARYL	219 LENNINGTON LANE	WASHINGTON	NC	27889	68 PATCH CREEK DR
THORTON BOBBY DAN		686 MASSEY RD.	NEWTON GROVE	NC	28366	68 PATCH CREEK DR
TJACKS LLC		126-B N MILL DAM RD	CAMDEN	NC	27921	76 BAKER DR
TONEY DAVID AND DIANES		3464 MINE CREEEK RD.	BURLINGTON	NC	27217	68 PATCH CREEK DR
TRIMMER SAUNDRA E		2805 MOUTH OF THE CREEK ROAD	BLOUNTS CREEK	NC	27814	2805 MOUTH OF THE CREEK RD
TRIPP BRUCE RAY JR	TRIPP SANDRA	5130 US 264 E	GREENVILLE	NC	27834	148 BLUE HERON DR
TUCKER WILLIAM	TUCKER JEAN	635 ISLAND DRIVE	CHOCOWINITY	NC	27817	ISLAND DR
TUCKER WILLIAM A	TUCKER JEAN A	635 ISLAND DR	CHOCOWINITY	NC	27817	635 ISLAND DR
TYER EDWARD JUNIOR II	TYER SHERRY B	2779 MOUTH OF THE CREEK RD	BLOUNTS CREEK	NC	27814	2779 MOUTH OF THE CREEK RD
TYRRELL THOMAS A	TYRRELL MARY ELLEN	308 BAYVIEW DR	CHOCOWINITY	NC	27817	308 BAYVIEW DR
TYSON BILLY R	TYSON TERESA S	3606 JOHN DAWSON CIRCLE	AYDEN	NC	28513	120 DICKINSON RD
TYSON SHARON B		1731 HODGES LANE	GREENVILLE	NC	27834	SR 1119
VAUGHAN MARVIN J JR	VAUGHAN TERRI W TRUSTEE	241 ROCKFORD ROAD	KERNERSVILLE	NC	27284	414 GASKILL TRL
VENTURA ROBIN B		200 BLUE HERON RD	BLOUNTS CREEK	NC	27814	200 BLUE HERON DR
WAINWRIGHT CARRA LEE		6320 HOLDENS CROSS RD	STANTONSBURG	NC	27883	112 DICKINSON RD
WALDRON ROBERT AND LESLIE		3819 SABRE LANE	WILSON	NC	27896	68 PATCH CREEK DR
WALKER WILLIAM		311 MIDDLE ST.	TARBORO	NC	27886	68 PATCH CREEK DR
WALL ROBERT AND LEIGH		35 WEST SILVER BELLE DR.	ZEBULON	NC	27597	68 PATCH CREEK DR
WARREN MICHAEL	WARREN ALYSSON	162 FISHERMANS PIER DR.	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
WASHINGTON AND LEE LLC		PO BOX 69	MONTROSS	VA	22520	281 PANSY DR
WATERS DALE		10733 US HWY 17	WILLIAMSTON	NC	27892	68 PATCH CREEK DR

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NAME 1	NAME 2	ADDRESS	CITY	STATE	ZIP	PROPERTY ADDRESS
WEBER TRUST	WEBER JOHN ROBERT TRUSTEE	157 KINGFISHER DRIVE	BLOUNTS CREEK	NC	27814	SR 1119
WELLS VICKIE J		750 SEVEN PINES ROAD	FOUNTAIN	NC	27829	SR 1119 OFF
WEST MICHAEL LEE		PO BOX 1276	KINSTON	NC	28503	TAYLOR MHP
WEST RICK AND BETTY		1455 LEWIS DUDLEY RD.	GREENVILLE	NC	27834	68 PATCH CREEK DR
WEST WANDA		3316 NORTH GREEN ST.	FARMVILLE	NC	27828	68 PATCH CREEK DR
WESTBROOK PAUL		213 PATCH CREEK DR.	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
WHITE CHRISTINE R	WHITE STEVEN M	3 BLOUNTS CREEK LANE	BLOUNTS CREEK	NC	27814	SR 1112 OFF
WHITE CHRISTINE R	WHITE STEVEN M	3 BLOUNTS CREEK LANE	BLOUNTS CREEK	NC	27814	3 BLOUNTS CREEK LN
WHITLOW CECIL AND LINDA		1824 SHARPE RD.	BURLINGTON	NC	27217	68 PATCH CREEK DR
WIGGS JOHN R	WIGGS WINNIE O	PO BOX 18	BLOUNTS CREEK	NC	27814	461 PANSY DR
WILEY JAMES		780 HALF MOON RD	NEW BERN	NC	28560	68 PATCH CREEK DR
WILKS ABRAHAM	WILKS DENISE J	1112 S FLORIDA AVE	TARPON SPRINGS	FL	34689	190 CAPTAINS WALK RD
WILLIAMS CECIL		322 SAND PITT RD.	SEVEN SPRINGS	NC	28578	68 PATCH CREEK DR
WILLIAMS CECIL AND WILMA		322 SAND PIT ROAD	SEVEN SPRINGS	NC	28578	68 PATCH CREEK DR
WILLIAMS JIM	WILLIAMS STELLA	122 REDEMPTION LANE	CHOCOWINITY	NC	27817	68 PATCH CREEK DR
WILLIAMSON LEON FRANKLIN II	TOWNSEND CHARLOTTE LYNN	3817 EPHESUS CHURCH ROAD	BLOUNTS CREEK	NC	27814	3817 EPHESUS CHURCH RD
WILSON TODD AND TRACEY		178 TAPP FARM RD.	PINK HILL	NC	28572	68 PATCH CREEK DR
WINDERS RANDY AND WANDA		105 WAYNE COURT	PIKEVILLE	NC	27863	68 PATCH CREEK DR
WINDLE ROBERT STEPHEN	SKALSKI-WINDLE ANNE MARIE	505 LONG POINT RD	CHOCOWINITY	NC	27817	505 LONG POINT RD
WINN STEVEN D	WINN FRANCES R	250 JIMMY SMITH RD	DOVER	NC	28526	565 PANSY DR
WOMBLE WILLIAM	WOMBLE STACEY	5716 BENT CREEK CT.	ROCKY MOUNT	NC	27803	68 PATCH CREEK DR
WOOD VON		305 HAMPTON DR	PLYMOUTH	NC	27962	68 PATCH CREEK DR
WOOLARD RONALD	WOOLARD SUZANNE	759 ISLAND DR	CHOCOWINITY	NC	27817	759 ISLAND DR
WYNNE WILLIAM RALPH		1779 WHICHARD CHERRY LN RD	STOKES	NC	27884	SR 1119