

ePCN

U.S. Army Corps of Engineers (USACE)
NATIONWIDE PERMIT PRE-CONSTRUCTION NOTIFICATION (PCN)

For use of this form, see 33 CFR 330; the proponent agency is CECW-CO-R.

Form Approved -
OMB No. 0710-
0003
Expires: 2027-10-31

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Regulatory Program of the Corps of Engineers (Corps); Final Rule 33 CFR 320-332.

Principal Purpose Information provided on this form will be used in evaluating the nationwide permit pre-construction notification.

Routine Uses This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of the agency coordination process.

Disclosure Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can

The public reporting burden for this collection of information, 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE EMAIL.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see *sample drawings and/or instructions*) and be submitted to the district engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED 06/18/2026	4. DATE APPLICATION COMPLETE
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(ITEMS BELOW TO BE FILLED BY APPLICANT)

<p>5. APPLICANT'S NAME</p> <p>First – William Middle – Last – Barrett</p> <p>Company – NCDOT</p> <p>Company Title –</p> <p>E-mail Address – wabarrett@ncdot.gov</p>	<p>8. AUTHORIZED AGENT'S NAME AND TITLE (<i>agent is not required</i>)</p> <p>First – Middle – Last –</p> <p>Company –</p> <p>E-mail Address –</p>
<p>6. APPLICANT'S ADDRESS</p> <p>Address – 1598 Mail Service Center</p> <p>City – Raleigh State – NC ZIP – 27699 Country – US</p>	<p>9. AGENT'S ADDRESS</p> <p>Address –</p> <p>City – State – ZIP – Country –</p>
<p>7. APPLICANT'S PHONE NOs. with AREA CODE</p> <p>a. Business b. c. Fax</p> <p>+19193021908</p>	<p>10. AGENT'S PHONE NOs. with AREA CODE</p> <p>a. b. c. Fax</p>

STATEMENT OF AUTHORIZATION

11. I hereby authorize, to act in my behalf as my agent in the processing of this nationwide permit pre-construction notification and to furnish, upon request, supplemental information in support of this nationwide permit pre-construction notification.

SIGNATURE OF APPLICANT

DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME or TITLE (*see instructions*)

NCDOT / B-5876 / Second Broad River / US 74 Bypass / Rutherford / Div 13 / 48070.1.1

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

13. NAME OF WATERBODY, IF KNOWN (*if applicable*)

14. PROPOSED ACTIVITY STREET ADDRESS (*if applicable*)

15. LOCATION OF PROPOSED ACTIVITY (*see instructions*)

Latitude: 35.3195628 °N Longitude: -81.8223838 °W

Address: US Highway 74

City: Forest City State: NC Zip: 28043

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (*see instructions*)

Section – Township – Range –
County – Rutherford County Project Area – 41.234861 Acres State Tax Parcel ID –

17. DIRECTIONS TO THE SITE

18. IDENTIFY THE SPECIFIC NATIONWIDE PERMIT(S) YOU PROPOSE TO USE

GP 50 - NCDOT - Bridges, Road Widening and Interchanges

19. DESCRIPTION OF PROPOSED NATIONWIDE PERMIT ACTIVITY (*see instructions*)

FHWA is the lead federal agency.

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 83 and Bridge No. 84 on US 74 Bypass over Second Broad River in Rutherford County. The replacement structures will be dual bridges, each approximately 288 feet long. The 4-lane divided facility will have two 38-foot wide (clear roadway width) bridges with two 12-foot lanes, 10-foot outside shoulder, and a 4-foot median. The bridge lengths are based on preliminary design information and are set by hydraulic requirements. The roadway grade will initially be set such that the proposed low chord matches the existing low chord. Bridge No. 83 and Bridge No. 84 will be replaced using phased construction, maintaining two lanes of traffic eastbound and two lanes of traffic westbound throughout construction. The proposed westbound US 74 Bypass structure will be constructed north of existing westbound structure. Westbound traffic will be shifted onto the newly constructed westbound bridge before the existing westbound structure is removed. While the existing eastbound US 74 Bypass traffic continues its normal pattern, the proposed eastbound structure will be constructed with the same median width as the existing eastbound US 74 Bypass structure. The design speed will be 70 mph using AASHTO guidelines.

Project construction will extend approximately 770 feet east and 686 feet west from the bridge. The US 74 Bypass approaches will consist of two 12-foot paved lanes with an additional 12-foot lane (westbound) at Station 110+06. The roadway will be designed as a principal arterial using AASHTO guidelines.

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set by hydraulic requirements. The roadway grade will initially be set such that the proposed low chord matches the existing low chord. Bridge No. 83 and Bridge No. 84 will be replaced using phased construction, maintaining two lanes of traffic eastbound and two lanes of traffic westbound throughout construction. The proposed westbound US 74 Bypass structure will be constructed north of existing westbound structure. Westbound traffic will be shifted onto the newly constructed westbound bridge before the existing westbound structure is removed. While the existing eastbound US 74 Bypass traffic continues its normal pattern, the proposed eastbound structure will be constructed with the same median width as the existing eastbound US 74 Bypass structure. The design speed will be 70 mph using AASHTO guidelines.

20. DESCRIPTION OF PROPOSED MITIGATION MEASURES (*see instructions*)

The proposed bridge has no deck drains, and all of the drainage occurs prior to the bridges. The drainage for the Westbound lane (WBL) bridge up to Sta. 110+44 is conveyed by 18" CSP with 2 elbows that will outlet at 0.5% slope onto a Class I riprap pad to minimize discharge velocity followed by a Class II riprap pad for bank stabilization prior to the flow entering the Second Broad River. The drainage for the Eastbound lane (EBL) bridge up to Sta. 110+44 is conveyed by 24" CSP with 2 elbows that will outlet at 4.7% slope onto a Class "A" riprap pad to minimize discharge velocity prior to the flow entering the Second Broad River. Along the banks of the Second Broad River at Sta. 111+45, Sta. 112+30, and Sta. 109+75, Class II riprap pads will be installed and will serve as bank stabilization at 1.5:1 cut slopes. The opposing side of the EBL bridge at Sta. 116+75 is conveyed by a berm ditch with a Class I riprap pad to minimize discharge velocity which leads into a 15" RCP-III and under the roadway to a tail ditch at a 1.6% slope onto a Class I riprap pad. The opposing side of the WBL bridge at Sta. 115+75 is conveyed by 15" CSP that will outlet to a tail ditch at a 1.6% slope onto a Class I riprap pad to minimize discharge velocity.

The existing bridges are each 5-span structures, with multiple bents in the stream; the proposed bridges are each 3-span structures, with no bents in the stream. Mitigation has been obtained from NCDMS (letter included in attachments).

21. PURPOSE OF NATIONWIDE PERMIT ACTIVITY (*Describe the reason or purpose of the project, see instructions*)

The purpose of the proposed project is to replace two (2) functionally obsolete bridges.

22. QUANTITY OF WETLANDS, STREAMS, OR OTHER TYPES OF WATERS DIRECTLY AFFECTED BY PROPOSED NATIONWIDE PERMIT ACTIVITY (*see instructions*)

Acres	Linear Feet	Cubic Yards Dredged or Discharged
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Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site.

25. List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. (*see instructions*)

26. If the proposed activity will result in the loss of greater than 1/10-acre of wetlands and/or the loss of greater than 3/100-acre of stream bed and requires pre-construction notification, explain how the compensatory mitigation requirement in paragraph (c) and/or paragraph (d) of general condition 23 will be satisfied, or explain why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required for the proposed activity.

Mitigation has been obtained from NCDMS (letter included in attachments).

27. Is any portion of the nationwide permit activity already complete? Yes No

If Yes, describe the completed work:

28. List the name(s) of any species listed as endangered or threatened under the Endangered Species Act that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. (*see instructions*)

ADDITIONAL AFFECTED SPECIES:

As of 6/18/2026 IPaC lists the following species for the B-5876 project area - gray bat, Indiana bat, tricolored bat, small whorled pogonia, bog turtle, and monarch. Per letter dated 10/29/2025, the USFWS concurred that this project is eligible to use the western bat PBO. No small whorled pogonia was found during surveys of potential habitat in 2022, 2024, 2025, and 2026 - No Effect. No biological conclusion is required for bog turtle or monarch.

29. List any historic properties that have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic property or properties. (see instructions)

"No Survey Required" determinations for Archaeological and for Historic Properties and Landscapes.
Section 106 Documentation is included in the Supporting Information section.

30. For a proposed NWP activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, identify the Wild and Scenic River or the "study river":

31. If the proposed NWP activity also requires permission from the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, have you submitted a written request for section 408 permission from the Corps district having jurisdiction over that project? Yes No

If "yes", please provide the date your request was submitted to the Corps district:

32. If the terms of the NWP(s) you want to use require additional information to be included in the PCN, please include that information in this space or provide it on an additional sheet of paper marked Block 30. (see instructions)

33. Pre-construction notification is hereby made for one or more nationwide permit(s) to authorize the work described in this notification. I certify that the information in this pre-construction notification is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

William Barrett

06/18/2026

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The pre-construction notification must be signed by the person who desires to undertake the proposed activity (applicant) and, if the statement in Block 11 has been filled out and signed, the authorized agent.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

**Instructions for Preparing a
Department of the Army
Nationwide Permit (NWP) Pre-Construction Notification (PCN)**

Blocks 1 through 4. To be completed by the Corps of Engineers.

Block 5. Applicant's Name. Enter the name and the e-mail address of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the name of the organization and responsible officer and title. If more than one party is associated with the preconstruction notification, please attach a sheet of paper with the necessary information marked Block 5.

Block 6. Address of Applicant. Please provide the full address of the party or parties responsible for the PCN. If more space is needed, attach an extra sheet of paper marked Block 6.

Block 7. Applicant's Telephone Number(s). Please provide the telephone number where you can usually be reached during normal business hours.

Blocks 8 through 11. To be completed, if you choose to have an agent.

Block 8. Authorized Agent's Name and Title. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer, consultant, or any other person or organization. Note: An agent is not required.

Blocks 9 and 10. Agent's Address and Telephone Number. Please provide the complete mailing address of the agent, along with the telephone number where he / she can be reached during normal business hours.

Block 11. Statement of Authorization. To be completed by the applicant, if an agent is to be employed.

Block 12. Proposed Nationwide Permit Activity Name or Title. Please provide a name identifying the proposed NWP activity, e.g., Windward Marina, Rolling Hills Subdivision, or Smith Commercial Center.

Block 13. Name of Waterbody. Please provide the name (if it has a name) of any stream, lake, marsh, or other waterway to be directly impacted by the NWP activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14. Proposed Activity Street Address. If the proposed NWP activity is located at a site having a street address (not a box number), please enter it in Block 14.

Block 15. Location of Proposed Activity. Enter the latitude and longitude of where the proposed NWP activity is located. Indicate whether the project location provided is the center of the project or whether the project location is provided as the latitude and longitude for each of the "corners" of the project area requiring evaluation. If there are multiple sites, please list the latitude and longitude of each site (center or corners) on a separate sheet of paper and mark as Block 15.

Block 16. Other Location Descriptions. If available, provide the Tax Parcel Identification number of the site, Section, Township, and Range of the site (if known), and / or local Municipality where the site is located.

Block 17. Directions to the Site. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site. You may also provide a description of the location of the proposed NWP activity, such as lot numbers, tract numbers, or you may choose to locate the proposed NWP activity site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed NWP activity site if known. If there are multiple locations, please indicate directions to each location on a separate sheet of paper and mark as Block 17.

Block 18. Identify the Specific Nationwide Permit(s) You Propose to Use. List the number(s) of the Nationwide Permit(s) you want to use to authorize the proposed activity (e.g., NWP 29).

Block 19. Description of the Proposed Nationwide Permit Activity. Describe the proposed NWP activity, including the direct and indirect adverse environmental effects the activity would cause. The description of the proposed activity should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal. Identify the materials to be used in construction, as well as the methods by which the work is to be done.

Provide sketches when necessary to show that the proposed NWP activity complies with the terms of the applicable NWP(s). Sketches usually clarify the activity and result in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed NWP activity (e.g., a conceptual plan), but do not need to be detailed engineering plans.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked Block 19.

Block 20. Description of Proposed Mitigation Measures. Describe any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed NWP activity. The description of any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or additional mitigation measures.

Block 21. Purpose of Nationwide Permit Activity. Describe the purpose and need for the proposed NWP activity. What will it be used for and why? Also include a brief description of any related activities associated with the proposed project. Provide the approximate dates you plan to begin and complete all work.

Block 22. Quantity of Wetlands, Streams, or Other Types of Waters Directly Affected by the Proposed Nationwide Permit Activity. For discharges of dredged or fill material into waters of the United States, provide the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained by the proposed NWP activity. For structures or work in navigable waters of the United States subject to Section 10 of the Rivers and Harbors Act of 1899, provide the amount of navigable waters filled, dredged, or occupied by one or more structures (e.g., aids to navigation, mooring buoys) by the proposed NWP activity.

For multiple NWPs, or for separate and distant crossings of waters of the United States authorized by NWPs 12 or 14, attach an extra sheet of paper marked Block 21 to provide the quantities of wetlands, streams, or other types of waters filled, flooded, excavated, or drained (or dredged or occupied by structures, if in waters subject to Section 10 of the Rivers and Harbors Act of 1899) for each NWP. For NWPs 12 and 14, include the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained for each separate and distant crossing of waters or wetlands. If more space is needed, attach an extra sheet of paper marked Block 22.

Block 23. Identify Any Other Nationwide Permit(s), Regional General Permit(s), or Individual Permit(s) Used to Authorize Any Part of Proposed Activity or Any Related Activity. List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. For linear projects, list other separate and distant crossings of waters and wetlands authorized by NWPs 12 or 14 that do not require PCNs. If more space is needed, attach an extra sheet of paper marked Block 23.

Block 24. Compensatory Mitigation Statement for Losses of Greater Than 1/10-Acre of Wetlands and/or of Greater Than 3/100-Acre of Stream Bed When Pre-Construction Notification is Required. Paragraphs (c) and (d) of NWP general condition 23 require compensatory mitigation at a minimum one-for-one replacement ratio for all wetland losses that exceed 1/10-acre and/or for all losses of stream bed that exceed 3/100-acre, unless the district engineer determines in writing that either some other form of mitigation is more environmentally appropriate or the adverse environmental effects of the proposed NWP activity are no more than minimal without compensatory mitigation, and provides an activity-specific waiver of this requirement. Describe the proposed compensatory mitigation for wetland losses greater than 1/10 acre and/or for losses of stream bed that exceed 3/100-acre, or provide an explanation of why the district engineer should not require wetland and/or stream compensatory mitigation for the proposed NWP activity. If more space is needed, attach an extra sheet of paper marked Block 24.

Block 25. Is Any Portion of the Nationwide Permit Activity Already Complete? Describe any work that has already been completed for the NWP activity.

Block 26. List the Name(s) of Any Species Listed As Endangered or Threatened under the Endangered Species Act that Might be Affected by the Nationwide Permit Activity. If you are not a federal agency, and if any listed species or designated critical habitat might be affected or is in the vicinity of the proposed NWP activity, or if the proposed NWP activity is located in designated critical habitat, list the name(s) of those endangered or threatened species that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 7 of the Endangered Species Act.

Block 27. List Any Historic Properties that Have the Potential to be Affected by the Nationwide Permit Activity. If you are not a Federal agency, and if any historic properties have the potential to be affected by the proposed NWP activity, list the name(s) of those historic properties that have the potential to be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 106 of the National Historic Preservation Act.

Block 28. List the Wild and Scenic River or Congressionally Designated Study River if the Nationwide Permit Activity Would Occur in such a River.

If the proposed NWP activity will occur in a river in the National Wild and Scenic River System or in a river officially designated by Congress as a "study river" under the Wild and Scenic Rivers Act, provide the name of the river. For a list of Wild and Scenic Rivers and study rivers, please visit <http://www.rivers.gov/>.

Block 29. Nationwide Permit Activities that also Require Permission from the Corps Under 33 U.S.C. 408. If the proposed NWP activity also requires permission from the Corps under 33 U.S.C. 408 because it will temporarily or permanently alter, occupy, or use a Corps federal authorized civil works project, indicate whether you have submitted a written request for section 408 permission from the Corps district having jurisdiction over that project.

Block 30. Other Information Required For Nationwide Permit Pre Construction Notifications. The terms of some of the Nationwide Permits include additional information requirements for preconstruction notifications:

- * NWP 3, Maintenance –information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals.
- * NWP 31, Maintenance of Existing Flood Control Facilities –a description of the maintenance baseline and the dredged material disposal site.
- * NWP 33, Temporary Construction, Access, and Dewatering –a restoration plan showing how all temporary fills and structures will be removed and the area restored to pre project conditions.
- * NWP 44, Mining Activities –if reclamation is required by other statutes, then a copy of the final reclamation plan must be submitted with the pre construction notification.
- * NWP 45, Repair of Uplands Damaged by Discrete Events –documentation, such as a recent topographic survey or photographs, to justify the extent of the proposed restoration.
- * NWP 48, Commercial Shellfish Aquaculture Activities –(1) a map showing the boundaries of the project area, with latitude and longitude coordinates for each corner of the project area; (2) the name(s) of the species that will be cultivated during the period this NWP is in effect; (3) whether canopy predator nets will be used; (4) whether suspended cultivation techniques will be used; and (5) general water depths in the project area (a detailed survey is not required).
- * NWP 49, Coal Remining Activities –a document describing how the overall mining plan will result in a net increase in aquatic resource functions must be submitted to the district engineer and receive written authorization prior to commencing the activity.
- * NWP 50, Underground Coal Mining Activities –if reclamation is required by other statutes, then a copy of the reclamation plan must be submitted with the pre construction notification.

If more space is needed, attach an extra sheet of paper marked Block 30.

Block 31. Signature of Applicant or Agent. The PCN must be signed by the person proposing to undertake the NWP activity, and if applicable, the authorized party (agent) that prepared the PCN. The signature of the person proposing to undertake the NWP activity shall be an affirmation that the party submitting the PCN possesses the requisite property rights to undertake the NWP activity (including compliance with special conditions, mitigation, etc.).

DELINEATION OF WETLANDS, OTHER SPECIAL AQUATIC SITES, AND OTHER WATERS

Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site. Wetland delineations must be prepared in accordance with the current wetland delineation manual and regional supplement published by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. The 45 day PCN review period will not start until the delineation is submitted or has been completed by the Corps.

DRAWINGS AND ILLUSTRATIONS

General Information.

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a Vicinity Map, a Plan View or a Typical Cross Section Map. Identify each illustration with a figure or attachment number. For linear projects (e.g. roads, subsurface utility lines, etc.) gradient

drawings should also be included. Please submit one original, or good quality copy, of all drawings on 8½x11 inch plain white paper (electronic media may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations. Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view, or cross section). While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate, and contain all necessary information.

ADDITIONAL INFORMATION AND REQUIREMENTS

For proposed NWP activities that involve discharges into waters of the United States, water quality certification from the State, Tribe, or EPA must be obtained or waived (see NWP general condition 25). Some States, Tribes, or EPA have issued water quality certification for one or more NWPs. Please check the appropriate Corps district web site to see if water quality certification has already been issued for the NWP(s) you wish to use. For proposed NWP activities in coastal states, state Coastal Zone Management Act consistency concurrence must be obtained, or a presumption of concurrence must occur (see NWP general condition 26). Some States have issued Coastal Zone Management Act consistency concurrences for one or more NWPs. Please check the appropriate Corps district web site to see if Coastal Zone Management Act consistency concurrence has already been issued for the NWP(s) you wish to use.

Appendix B. Aquatic Resource Inventory:

<i>Aquatic Resource Name</i>	<i>State</i>	<i>Cowardin System</i>	<i>Cowardin Class</i>	<i>HGM Class</i>	<i>Local Waterway Name</i>	<i>Measurement Type</i>	<i>Measurement Amount</i>	<i>Measurement Units</i>	<i>Waters Type</i>	<i>Latitude</i>	<i>Longitude</i>
SA (UT to Second Broad River)	North Carolina	RIVERINE	R3-RIVERINE, UPPER PERENNIAL	RIVERINE		Linear	236	FOOT	DELIN.CONC	35.320134	-81.821322
Second Broad River	North Carolina	RIVERINE	R3-RIVERINE, UPPER PERENNIAL	RIVERINE		Linear	489	FOOT	DELIN.CONC	35.319805	-81.822261

Appendix C. Impact Inventory:

<i>Water Name</i>	<i>Impact Name</i>	<i>Activity</i>	<i>Type of Material Being Discharged</i>	<i>Resource Type</i>	<i>Permanent Loss (Y/N)</i>	<i>Impact Duration</i>	<i>Amount Type</i>	<i>Proposed Length</i>	<i>Proposed Width</i>	<i>Proposed Amount</i>	<i>Amount Units</i>
Second Broad River	Site 1 Bank Stabilization	Discharge of fill material	rock	River/Stream	No	Permanent	Fill Area	24	1	24	Square Feet
Second Broad River	Site 1 Bank Stabilization	Discharge of fill material	rock	River/Stream	No	Temporary	Fill Area	10	1	10	Square Feet
Second Broad River	Site 2 Bank Stabilization	Discharge of fill material	rock	River/Stream	No	Permanent	Fill Area	354	1	354	Square Feet
Second Broad River	Site 2 Bank Stabilization	Discharge of fill material	rock	River/Stream	No	Temporary	Fill Area	10	1	10	Square Feet
SA (UT to Second Broad River)	Site 3 Riprap at Outlet	Discharge of fill material	rock	River/Stream	Yes	Permanent	Fill Area	37	5	185	Square Feet
SA (UT to Second Broad River)	Site 3 Riprap at Outlet	Discharge of fill material	rock	River/Stream	No	Temporary	Fill Area	5	5	25	Square Feet
SA (UT to Second Broad River)	Site 4 Pipe Extension	Discharge of fill material	reinforced concrete pipe	River/Stream	Yes	Permanent	Fill Area	55	5	275	Square Feet
SA (UT to Second Broad River)	Site 4 pipe Extension	Discharge of fill material	reinforced concrete pipe	River/Stream	No	Temporary	Fill Area	5	5	25	Square Feet
Second Broad River	Site 5 Dewatering for Pier removal	Other (Aquaculture, Work, Aerial or Submarine cable crossings)	none	River/Stream	No	Temporary	Fill Area	114	15	0.039256	Acres

Provide any additional information you may have about the proposed quantity of wetlands, streams, or other types of waters directly affected by the proposed activity. This level of detail is helpful to better understand the type of impacts that are proposed for your project.

Linear Bank Stabilization Impacts are calculated such that they are not double counted due to impacts on both sides of the stream, i.e. the 279 LF of bank stabilization impacts on the right stream bank (looking downstream) are within the 354 LF reach of bank stabilization impacts on the left stream bank at Site 2.

The temporary impacts at Site 5 (dewatering for bridge pier removal) are within the linear limits of the permanent bank stabilization impacts of Site 2.

Impacts at Sites 1, 2, and 5 do not result in a loss of water (bank stabilization and temporary impacts) therefore do not require mitigation. Mitigation is provided for the permanent impacts at sites 3 and 4 (92 lf).

Appendix D-1. Compensatory Mitigation Inventory for Mitigation Banks/in Lieu Fee (ILF) Program:

<i>Mitigation Entry Name</i>	<i>Mitigation Type</i>	<i>Name</i>	<i>Credit Unit</i>	<i>Proposed Credit Amount</i>
All Streams	In-lieu Fee		Linear Feet Based	92

Appendix H. Supporting Information:

<i>Document Type</i>	<i>Document Created Date (YYYY-MM-DD)</i>	<i>Document Label</i>	<i>Information Source/Citation</i>	<i>Uploaded file name</i>
Historic Properties Cultural Resources Information	2026-06-18	B-5876 Historic Architecture	NCDOT	B-5876 Historical Architecture 2025.pdf
Historic Properties Cultural Resources Information	2026-06-18	B-5876 Tribal Coordination	NCDOT	B-5876 Tribal Coordination.pdf
Historic Properties Cultural Resources Information	2026-06-18	B-5876 Archaeology	NCDOT	B-5876_No Arch Survey Req Form 2025.pdf
Maps Plans Plots or Plats	2026-06-18	B-5876 Permit Drawings	NCDOT	B-5876_Permit Drawings.pdf
Mitigation Plan	2026-06-18	B-5876 DMS Acceptance Letter	NCDOT	DMS Acceptance Letter_B-5876.pdf
Threatened Endangered Species Report	2026-06-18	USFWS Western Bat PBO Response Letter	NCDOT	WNC Bat PBO Response Letter 23-207, 24-137, 25-121, 26-100.pdf

U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT – PARTNER APPENDIX

For use of this form, see 33 CFR 325. The proponent agency is CECW-COR.

AUTHORITIES: The Department of Army Corps of Engineers (Corps) and partner entities have established a joint process for activities impacting jurisdictional waterways that require review and/or approval of both the Corps and its partners. Department of Army permits are required by Section 10 of the Rivers & Harbors Act of 1899 for any structure(s) or work in or affecting navigable waters of the United States and by Section 404 of the Clean Water Act for the discharge of dredged or fill materials into waters of the United States, including adjacent wetlands. This supplemental information is provided to the partner entity along with the standard regulatory forms.

PARTNER INFORMATION

ORGANIZATION: NC Division of Water Resources (DWR)	PARTNER ID:	NAME AND CODE: Form Name: NATIONWIDE/GENERAL/INDIVIDUAL PERMIT - DWR 401 Application Form NC Division of Water Resources Application Information Form Code: NCDWR 401
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In North Carolina, many activities covered by Nationwide and Regional General Permits, as well as Individual Permits, also require a 401 Water Quality Certification from the Division of Water Resources. To streamline the application process for both the U.S. Army Corps of Engineers (USACE) and the North Carolina Division of Environmental Quality (NCDEQ) - Division of Water Resources (DWR), we have collaborated on this joint application form.

This joint application form serves to fulfill reporting requirements for both agencies under Sections 401 and 404 of the Clean Water Act, and Section 10 of the Rivers and Harbor Act of 1899, for specific activities permitted through Nationwide Permits (NWP), Regional General Permits (RGP), and Individual Permits. The RRS is now the preferred method for submitting application information for these permits.

For questions, please contact the USACE at (910) 251-4633.

The Wilmington District and the North Carolina Department of Environmental Quality (NCDEQ) have collaborated to develop a Joint Permit Application (JPA) within the Regulatory Request System (RRS) for use with Nationwide Permits (NWP) and Regional General Permits (RGP), as well as, Individual Permits. This system functions similarly to previous versions of the Pre-Construction Notification form (also known as e-PCN). The RRS is an online platform that enables applicants to electronically upload and submit all required information to the reviewing agencies.

The RRS JPA fulfills the application and reporting requirements for both the U.S. Army Corps of Engineers (USACE) and NCDEQ for activities authorized under Sections 401 and 404 of the Clean Water Act, as well as Section 10 of the Rivers and Harbors Act of 1899.

Projects that fall within the North Carolina Division of Coastal Management (NCDWM) review area, will need to coordinate their application with NCDWM directly. To learn more, visit the [NCDWM website](<https://www.deq.nc.gov/about/divisions/division-coastal-management>).

USACE/NCDWR Joint Application Form for Nationwide Permits, Regional General Permits, and Individual Permits (along with corresponding Water Quality Certifications)

****PLEASE NOTE: THE SYSTEM IS STILL UNDER DEVELOPMENT, AND DATA CURRENTLY DOES NOT TRANSMIT ELECTRONICALLY TO NCDEQ'S DIVISION OF WATER RESOURCES (DWR). UNTIL FURTHER NOTICE, APPLICANTS MUST SUBMIT COMPLETED RRS JPA DOCUMENTS THROUGH [NCDEQ'S "PROJECT SUBMITTAL INTERIM FORM" WEBSITE](<https://edocs.deq.nc.gov/Forms/Supplemental-Information-Form>).****
[Additional Instructions](<https://edocs.deq.nc.gov/WaterResources/Browse.aspx?dbid=0&startid=3890140>)

SUPPLEMENTAL INFORMATION COLLECTED

ADDITIONAL CONTACT INFORMATION - Property Owner

- Is the owner the same as the applicant?
 - Yes

- Provide Primary Property Owner information
 - Please see the JPA_ContactReport.xlsx to review the provided contact data.
- Provide Additional Property Owner information
 - Please see the JPA_ContactReport.xlsx to review the provided contact data.

PROCESSING INFORMATION -

- Does the project involve maintenance dredging funded by the Shallow Draft Navigation Channel Dredging and Aquatic Weed Fund OR involve the distribution or transmission of energy or fuel (including natural gas, diesel, petroleum, or electricity)?
 - No
- Is this project connected with (American Rescue Plan Act) ARPA funding or S.L. 2023-134 (earmark)?
 - No
- Please select:
 - Not Applicable (Question not presented)
- Please provide the DWI ARPA Funding Project Number (ie: SRP-W-ARP-1234 or SRP-W-134-1234):
 *The DWI Funding Project number can be located on the "Letter of Intent to Fund" (LOIF) or "Offer and Acceptance Letter". If you do not know your DWI project #, please contact your DWI project manager or fund recipient (e.g., LGU).
 - Not Applicable (Question not presented)
- Is this a NC Division of Mitigation Services (NCDMS) Project? Note - Select Yes only if NCDMS is the applicant/co-applicant.
 - No
- Is this project a public transportation project?
 - Yes
- Is this a NC Department of Transportation (NCDOT) project?
 - Yes
- (NCDOT only) T.I.P. (Transportation Improvement Program) or state project number:
 - B-5876
- (NCDOT only) WBS #
 - 48070.1.1
- Application for NC Division of Water Resources (DWR) Certification.
 Type(s) of approval sought from the DWR? (Select all that apply)
 - 401 Water Quality Certification
- Is this a modification OR new project with existing ID?
 - No
- Please provide the DWR ID number.
 - Not Applicable (Question not presented)

- Is the project located in any of NC's twenty coastal counties?
 - No
- Is the project located within a NC Division of Coastal Management (DCM) Area of Environmental Concern (AEC)?
 - Not Applicable (Question not presented)
- Is the project located in a designated trout watershed? [Learn more about Trout](https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Agency-Coordination/Trout.aspx)
 - No
- If yes, attach a copy of existing correspondence from the Wildlife Resource Commission Office.
 - Not Applicable (Question not presented)

WATERS DETAILS -

- Name of nearest waterbody? [Surface Water Lookup](https://experience.arcgis.com/experience/7073e9122ab74588b8c48ded34c3df55/)
 - Second Broad River
- Does the proposed activity impact perennial or intermittent streams?
 - Yes
- Please ensure that the Aquatic Resource Inventory section includes all perennial and intermittent streams and be sure to identify them with appropriate Cowardin codes.
(Click the Aquatic Resources Inventory in the menu on the left to navigate to that section.)

Note: Use the Cowardin Code "R2 or R3" for perennial. Use Cowardin Code "R4" for intermittent.

If no code provided, waters will be assumed to be perennial.

- Not Applicable (Question not presented)

NON-JD IMPACT DETAILS - NOTE: Questions only appear in this section when 'Non-404 Jurisdictional Waters Permit' has been included among the Type(s) of approval sought from the DWR.

- Will the project result in impacts to Non-404 JD waters?
 - Not Applicable (Question not presented)
- Please ensure that the associated Non-404 Jurisdictional Waters have been entered in the Aquatic Resource Inventory section of the Permit Application. Use the Aquatic Resource Type of "DELIN.NOJD-404".
(Click the "Aquatic Resources Inventory" option in the menu on the left to navigate to that section.)
 - Not Applicable (Question not presented)

BUFFER IMPACTS AND MITIGATION SUMMARY - Additional impacts and mitigation not previously covered in this application: Buffers

- Will project occur in an area subject to state riparian buffer regulations?
 - No
- Will project result in any impacts within a protected riparian buffer?
 - Not Applicable (Question not presented)

- Which protected basin(s) is the project located within?
 - Not Applicable (Question not presented)
- Other Protected Basin
 - Not Applicable (Question not presented)
- Are the buffer regulations implemented by a delegated local government?
 - Not Applicable (Question not presented)
- Please specify which local government.
 - Not Applicable (Question not presented)
- Impact Details
 - Please see the JPA_DynamicTableReport.xlsx to review the provided data.
- Total Temporary Buffer Impacts
 - Not Applicable (Question not presented)
- Total Permanent Buffer Impacts
 - Not Applicable (Question not presented)
- Total Combined Buffer Impacts
 - Not Applicable (Question not presented)
- Will the project result in an impact within a protected riparian buffer that requires buffer mitigation?
 - Not Applicable (Question not presented)
- If yes, you must fill out this entire section - please contact DWR for more information.
Identify the square feet of impact to each zone of the riparian buffer that requires mitigation. Calculate the amount of mitigation required in the table below.
 - Please see the JPA_DynamicTableReport.xlsx to review the provided data.
- How is buffer mitigation proposed to be met?
 - Not Applicable (Question not presented)
- If payment to mitigation bank or NCDMS, attach a valid statement of availability or DMS acceptance letter. OR Attach mitigation plan for review.
 - Not Applicable (Question not presented)

STORMWATER MANAGEMENT PLAN -

- Does this project disturb >1 acre of land?
 - Yes
- Is this an NCDOT project subject to compliance with NCDOT's Individual NPDES permit NCS000250?
 - Yes
- Is this project subject to review and approval under a state post-construction stormwater program (DEMLR) or state-approved local government stormwater program?
 - Not Applicable (Question not presented)

- What entity has reviewed/is reviewing the Stormwater Management Plan?
 - Not Applicable (Question not presented)
- What is the Stormwater Management Plan status?
 - Not Applicable (Question not presented)
- Does this project meet the requirements for low density projects as defined in 15A NCAC 02H.1003(2)? For details on how Low Density Projects are characterized, click the help icon.
 - Not Applicable (Question not presented)
- For low density projects, submit documentation including built-upon area (BUA) delineation, percent BUA calculations, stormwater drainage plan, and designs for vegetated conveyances.
 - Not Applicable (Question not presented)
- For all High Density projects submit a Stormwater Management Plan that includes stormwater control measures for water quality treatment.
 - Not Applicable (Question not presented)

STORMWATER MANAGEMENT IN BUFFERED BASINS - All stormwater generated from high ground within regulated buffer basins must be in compliance with the stormwater management requirements of the applicable buffer rules.

NOTE: Questions only appear in this section when 'Will project occur in an area subject to state riparian buffer regulations?' is answered Yes.

- Does the project comply with the stormwater management requirements of the applicable buffer rules?
 - Not Applicable (Question not presented)
- Please explain why the project does not comply.
 - Not Applicable (Question not presented)

ENVIRONMENTAL DOCUMENTATION -

- Is an environmental document required under NCEPA (01 NCAC 25 .0100)?
 - Yes
- Has the document review been finalized by the State Clearing House?
 - Yes
- Comments
 - Not Applicable (Question not presented)
- Attach a copy of the SEPA final approval document.
 - B-5876 Type I and II Ground Disturbing CE Checklist NCDOT Full CE 7-20-18.pdf File(s) Uploaded

VIOLATIONS -

- Is the site in violation of DWR Water Quality Certification Rules (15A NCAC 2H .0500), Isolated Wetland Rules (15A NCAC 2H .1300), or DWR Surface Water or Wetland Standards or Riparian Buffer Rules (15A NCAC 2B .0200)?

- No

- Please explain.

- Not Applicable (Question not presented)

CUMULATIVE IMPACTS -

- Will this project (based on past and reasonably anticipated future impacts) result in additional development?

- No

- Provide a qualitative or quantitative cumulative impact analysis in accordance with the most recent DWR policy. [Learn more about Cumulative Impact Policy](https://files.nc.gov/ncdeq/Water%20Quality/Surface%20Water%20Protection/401/Policies_Guides_Manuals/CumulativeImpactPolicy.pdf)

- Not Applicable (Question not presented)

- If not, provide a short narrative description.

- Due to the minimal transportation impact resulting from this bridge replacement, this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect or cumulative effects study will not be necessary.

****PLEASE NOTE: THE SYSTEM IS STILL UNDER DEVELOPMENT, AND DATA CURRENTLY DOES NOT TRANSMIT ELECTRONICALLY TO NCDEQ'S DIVISION OF WATER RESOURCES (DWR). UNTIL FURTHER NOTICE, APPLICANTS MUST SUBMIT COMPLETED RRS JPA DOCUMENTS THROUGH [NCDEQ'S "PROJECT SUBMITTAL INTERIM FORM" WEBSITE](<https://edocs.deq.nc.gov/Forms/Supplemental-Information-Form>).****
[Additional Instructions](<https://edocs.deq.nc.gov/WaterResources/Browse.aspx?dbid=0&startid=3890140>)

U.S. Army Corps of Engineers (USACE)

PERMIT INFORMATION SHEET

PERMIT FORM TYPE

ENG 6082

DATE RECEIVED

06/18/2026

TYPE OF PERMIT YOU'RE REQUESTING

Standard

Letter Of Permission

General Permit

APPLICABLE STATUTORY AUTHORITY

Section 404 Clean Water Act

Section 10 Rivers and Harbors Act

Section 103 of the Marine Protection, Research, and Sanctuaries Act

DO YOU PROPOSE COMPENSATORY MITIGATIONS?

Yes

COASTAL DISTRICT

WOULD THE PROJECT OCCUR IN THE TERRITORIAL SEAS OR OCEAN WATERS?

No

DESCRIBE THE ACTIVITY'S RELATIONSHIP TO THE BASELINE FROM WHICH THE TERRITORIAL SEA IS MEASURED

SECTION 408 USACE CIVIL WORKS PROJECTS

WILL THE PROPOSED ACTIVITY REQUIRES PERMISSION FROM THE USACE PURSUANT TO 33 U.S.C. 408 BECAUSE IT WILL ALTER OR TEMPORARILY OR PERMANENTLY OCCUPY OR USE A U.S. ARMY CORPS OF ENGINEERS FEDERALLY AUTHORIZED CIVIL WORKS PROJECT?

Yes

No

I'm not sure

IF YES, HAVE YOU SUBMITTED A WRITTEN REQUEST FOR SECTION 408 PERMISSION FROM THE USACE DISTRICT HAVING JURISDICTION OVER THAT PROJECT?

Yes

No

GENERAL PERMIT INFORMATION

WILL THE PROPOSED ACTIVITY RESULT IN A LOSS TO WETLANDS OR WATERS THAT EXCEEDS NATIONAL OR DISTRICT THRESHOLDS?

Yes

Project Submittal Interim Form



Updated March 16, 2026

*Please note: fields marked with a red asterisk * below are required. You will not be able to submit the form until all mandatory questions are answered.*

Project Type: *

- | | |
|---|---|
| <input type="radio"/> For the Record Only (Courtesy Copy) | <input checked="" type="radio"/> New Project |
| <input type="radio"/> Modification/New Project with Existing ID | <input type="radio"/> More Information Response |
| <input type="radio"/> Other Agency Comments | <input type="radio"/> Pre-Application Submittal |
| <input type="radio"/> Re-Issuance\Renewal Request | <input type="radio"/> Stream or Buffer Appeal |

*** If this is a GP reissuance/renewal please reference the date of the plans and PCN that were originally verified.**

New Project - Please check the new project type if you are trying to submit a new project that needs an official approval decision.

Pre-Application Submittal – Please check the pre-application submittal if you just want feedback on your submittal and do not have the expectation that your submittal will be considered a complete application requiring a formal decision.

Modification/New Project With An Existing ID - Please check this box if you are submitting for a new phase of an existing project, a modification to an existing project or for any additional impacts to an existing project for an official approval decision.

More Information Response - Please check this type if you are responding to a request for information from staff and you have an ID# and version for this response.

Other Agency Comments - Please check this if you are submitting comments on an existing project.

Re-issuance\Renewal Request – Please check this if you are submitting for a re-issuance\renewal prior to expiration date for the corresponding 401/404. If submitting after the expiration date or if modification needed use Modification\New Project with Existing ID option.

Submittal Type: *

401 Application - Individual Certification (IC/WQC)

Is buffer approval also required? *

- Yes No

Project Contact Information

Name:

Erin Cheely

Who is submitting the information?

Email Address: *

ekcheely@ncdot.gov

Project Information

Project Name: *

NCDOT / B-5876 / Second Broad River / US 74 Bypass / Rutherford / Div 13 / 48070.1.1

Is this a public transportation project? *

Yes No

Is this a DOT project? *

Yes No

TIP#:

B-5876

WBS#:

48070.1.1

(Applies to DOT projects only)

Project Status

If you selected "Re-Issuance/Renewal Request" or "Modification/New Project with Existing ID" for your project type at the top of this form, please enter the current status of your project.

Pre-let Under Construction
 Utility Relocation Underway In-Field Adjustment

Only choose "In-Field Adjustment" if directed to do so by 401 staff

Is this application for a project associated with emergency response/repairs from Hurricane Helene impacts to your project or property? *

Yes No

Is the project located within a NC DCM Area of Environmental Concern (AEC)? *

Yes No Unknown

Does this project involve maintenance dredging funded by the Shallow Draft Navigation Channel Dredging and Aquatic Weed Fund, electric generation projects located at an existing or former electric generating facility, or involve the distribution or transmission of energy or fuel, including natural gas, diesel, petroleum, or electricity? *

Yes No

Is this project connected with ARPA funding or S.L. 2023-134 (earmark)? *

ARPA S.L. 2023-134 (earmark) No

Is this application being filed jointly with another party involved with this project? *

Yes No

County (ies) *

Rutherford

Please upload all files that need to be submitted.

[Click the upload button or drag and drop files here to attach document](#)

B-5876 Historical Architecture 2025.pdf	533.18KB
B-5876 Tribal Coordination.pdf	9.53MB
B-5876 Type I and II Ground Disturbing CE Checklist NCDOT Full CE 7-20-18.pdf	6.45MB
B-5876_No Arch Survey Req Form 2025.pdf	6.57MB
B-5876_Permit Drawings.pdf	3.41MB
DMS Acceptance Letter_B-5876.pdf	264.67KB
Generated_Cheely_45060_52015_0_Appx_B_Aquatic_Resources.pdf	50.46KB
Generated_Cheely_45060_52015_0_Appx_C_Impacts.pdf	70.84KB
Generated_Cheely_45060_52015_0_Appx_D1_MB_ILF.pdf	46.16KB
Generated_Cheely_45060_52015_0_Appx_H_Supporting_Files.pdf	51.41KB
Generated_Cheely_45060_52015_0_ENG_6082_PCN.pdf	572.23KB
Generated_Cheely_45060_52015_0_NCDWR 401_JPA_Report.pdf	91.67KB
Generated_Cheely_45060_52015_0_Permit_Additional_Info.pdf	215.79KB
WNC Bat PBO Response Letter 23-207, 24-137, 25-121, 26-100.pdf	207.73KB

Only pdf or kmz files are accepted.

Describe the attachments or add comments:

RGP 31 application submitted to USACE via RRS.

*

By checking the box and signing box below, I certify that:

- I, the project proponent, hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief.
- I, the project proponent, hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.
- I agree that submission of this online form is a "transaction" subject to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I agree to conduct this transaction by electronic means pursuant to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I understand that an electronic signature has the same legal effect and can be enforced in the same way as a written signature; AND
- I intend to electronically sign and submit the online form.

Signature: *



Submittal Date:

6/18/2026

Permit Drawings



North Carolina Department of Transportation



Highway Stormwater Program
STORMWATER MANAGEMENT PLAN

FOR NCDOT PROJECTS

(Version 3.02; Released April 23, 2024)

WBS Element: 48070.1.1 TIP/Proj No: B-5876 County(ies): Rutherford Page 1 of 2

General Project Information

WBS Element:	48070.1.1	TIP Number:	B-5876	Project Type:	Bridge Replacement	Date:	6/2/2026
NCDOT Contact:	David Stutts, PE		Contractor / Designer:		Ronyell Thigpen		
Address:	100 Birch Ridge Dr. Raleigh, NC 27610		Address:	434 Fayetteville St. Suite 1500 Raleigh, NC 27603			
Phone:	(919)707-6442		Phone:	(919)836-4040			
Email:	dstutts@ncdot.gov		Email:	ronvell.thigpen@wsp.com			
City/Town:	Forest City		County(ies):	Rutherford			
River Basin(s):	Broad		CAMA County?	No			
Wetlands within Project Limits?	No						

Project Description

Project Length (lin. miles or feet):	0.45	Surrounding Land Use:	Rural
Project Built-Up Area (ac.)		Existing Site	
Proposed Project		Existing Site	
17.6	ac.	15.1	ac.
Typical Cross Section Description:	Each of the proposed bridges will consist of 2-12' lanes with 3' paved shoulders. The roadways leading to the bridges will consist of 2-12' paved lanes with an additional 12' lane WBL at Sta. 110+06.		
	Each of the existing bridges consists of 2-12' lanes with 3' paved shoulders. Prior to the bridges 2-12' paved lanes lead to the bridges with cabled guardrail in the median.		

Annual Avg Daily Traffic (veh/hr/day):	Design/Future:	24100	Year:	2040	Existing:	19000	Year:	2016
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General Project Narrative:
(Description of Minimization of Water Quality Impacts)

State project B-5876 involves the replacement of Rutherford County Bridge 83 and 84 over the Second Broad River. Existing Bridge #83 consists of 5 spans 55'-10" and the RC deck on I Beams. Existing Bridge #84 consists of 5 spans at 55'-2" and the RC deck on I Beams. The proposed WBL bridge is to be 3 spans; 1 at 81'-10 3/4"; 1 at 136'-10"; and 1 at 81'-10 3/4". To facilitate the construction of the proposed bridges, construction will be staged with minimal traffic disturbance.

The project includes 0.396 mi of proposed roadway improvements on each end of the bridges. The proposed bridges do not have deck drains. Runoff from the bridges will be collected in inlets at the end of the approach slab.

The drainage for the WBL approach to the beginning of the bridge at Sta. 110+44 is collected in a system of grass ditches and closed drainage. An 18" CSP with 2 elbows will discharge to a Class I riprap lined tail ditch at 0.5% slope to reduce velocity before reaching the Second Broad River.

The drainage from the EBL approach to the beginning of the bridge at Sta. 110+44 is collected in a system of grass ditches and closed drainage. A 24" CSO with 2 elbows will discharge to a Class I riprap lined tail ditch at 4.7% to reduce velocity before reaching the Second Broad River.

Along the banks of the Second Broad River at Sta. 111+00, Sta. 111+45, and Sta. 112+30 Class II riprap bank stabilization will be installed at 1.5:1 maximum slope.

Runoff from the EBL and WBL bridges and the approach roadway on the east side of the Second Broad River is collected in a system of grass lined ditches and closed drainage before discharging to an existing channel at 114+60 Rt. The channel will be lined with Class I riprap to provide energy dissipation.



North Carolina Department of Transportation

Highway Stormwater Program
STORMWATER MANAGEMENT PLAN
FOR NCDOT PROJECTS



(Version 3.02; Released April 23, 2024)

WBS Element: 48070.1.1 TIP/Proj No.: B-5876 County(ies): Rutherford Page 2 of 2

General Project Information

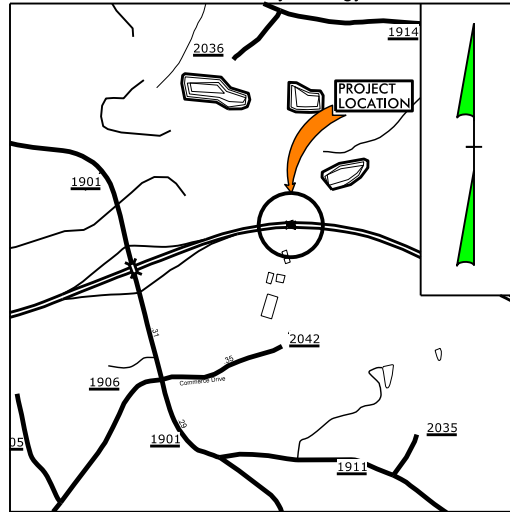
Waterbody Information

Surface Water Body (1):	Second Broad River		NCDWR Stream Index No.:	9-41-(12.7)	
NCDWR Surface Water Classification for Water Body	Primary Classification:		Water Supply V (WS-V)		
	Supplemental Classification:		None		
Other Stream Classification:	None				
Impairments:	None				
Aquatic T&E Species?	No	Comments:			
NRTR Stream ID:				Buffer Rules in Effect:	N/A
Project Includes Bridge Spanning Water Body?	Yes	Deck Drains Discharge Over Buffer?	No	Dissipator Pads Provided in Buffer?	No
Deck Drains Discharge Over Water Body?		(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)	
	(If yes, provide justification in the General Project Narrative)				

Surface Water Body (2):			NCDWR Stream Index No.:		
NCDWR Surface Water Classification for Water Body	Primary Classification:				
	Supplemental Classification:				
Other Stream Classification:					
Impairments:					
Aquatic T&E Species?		Comments:			
NRTR Stream ID:				Buffer Rules in Effect:	
Project Includes Bridge Spanning Water Body?		Deck Drains Discharge Over Buffer?		Dissipator Pads Provided in Buffer?	
Deck Drains Discharge Over Water Body?		(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)	
	(If yes, provide justification in the General Project Narrative)				

Surface Water Body (3):			NCDWR Stream Index No.:		
NCDWR Surface Water Classification for Water Body	Primary Classification:				
	Supplemental Classification:				
Other Stream Classification:					
Impairments:					
Aquatic T&E Species?		Comments:			
NRTR Stream ID:				Buffer Rules in Effect:	
Project Includes Bridge Spanning Water Body?		Deck Drains Discharge Over Buffer?		Dissipator Pads Provided in Buffer?	
Deck Drains Discharge Over Water Body?		(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)	
	(If yes, provide justification in the General Project Narrative)				

See Sheet 1A For Index of Sheets
See Sheet 1B For Symbology Sheet



VICINITY MAP (NTS)

FINAL PLANS

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

RUTHERFORD COUNTY

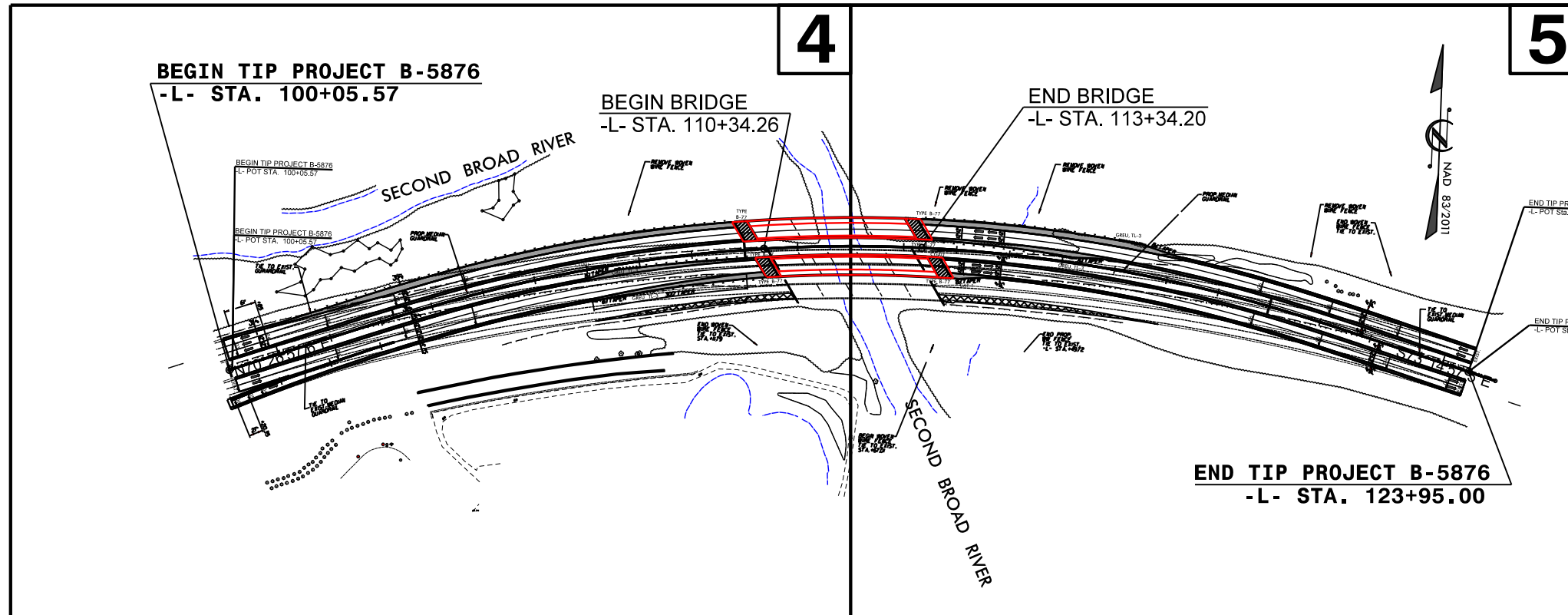
LOCATION: *BRIDGE NO. 83 AND 84
OVER SECOND BROAD RIVER
ON US 74 BYPASS*

TYPE OF WORK: *GRADING, DRAINAGE,
PAVING, AND STRUCTURES*

WETLAND AND STREAM IMPACTS 6-4-2026

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-5876	11	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
48070.1.1	NHP-0074(181)	PE	
48070.2.1	NHP-0074(181)	R/W & UTIL.	
48070.3.1	NHP-0074(181)	CONSTRUCTION	

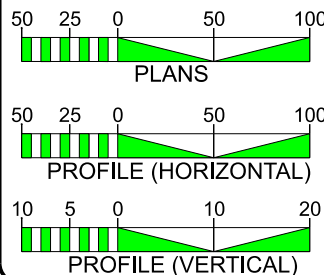
**PERMIT DRAWING
SHEET 1 OF 8**



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

THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.

GRAPHIC SCALES



DESIGN DATA

ADT 2016 = 19000 VPD
ADT 2040 = 24100 VPD
K = 9 %
D = 55 %
T = 20 % *
V = 70 MPH
* TTST 10% DUAL 10%
FUNC CLASS =
FREEWAY
STATEWIDE TIER

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT B-5876 = 0.396 MILES
LENGTH OF STRUCTURE TIP PROJECT B-5876AB = 0.057 MILE
TOTAL LENGTH OF TIP PROJECT B-5876 = 0.453 MILES

Prepared in the Office of



WSP USA
434 FAYETTEVILLE STREET
SUITE 1900
RALEIGH, NC 27601
TEL: 1.919.836.0440
FAX: 1.919.836.4099
LICENSE NO. F-4065

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JUNE 4, 2019

LETTING DATE:
JUNE 17, 2025

RONYELL THIGPEN, PE
PROJECT ENGINEER

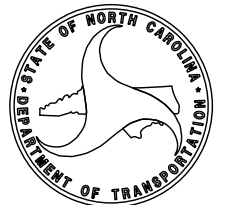
AARON COLLINS, PE
PROJECT DESIGN ENGINEER

DAVID STUTTS, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

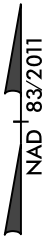
SIGNATURE:
ROADWAY DESIGN ENGINEER

SIGNATURE:
P.E.



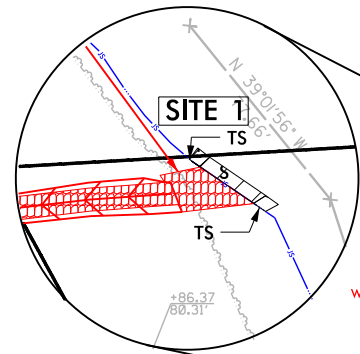
TIP PROJECT: B-5876

CONTRACT: C204439



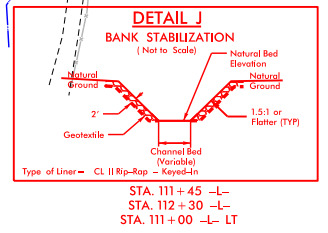
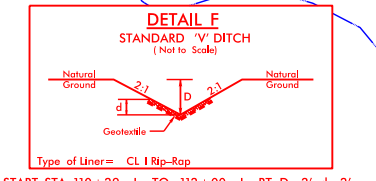
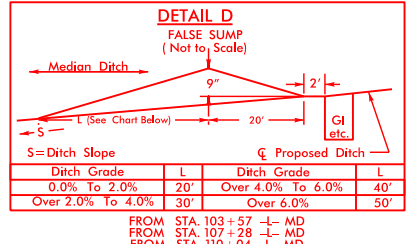
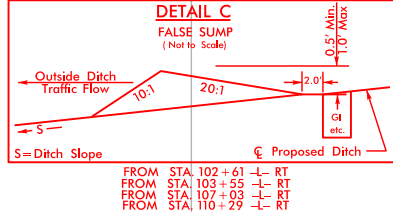
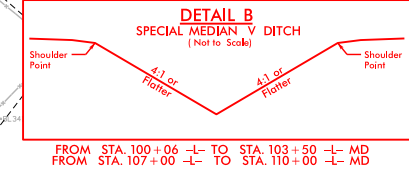
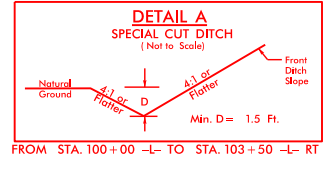
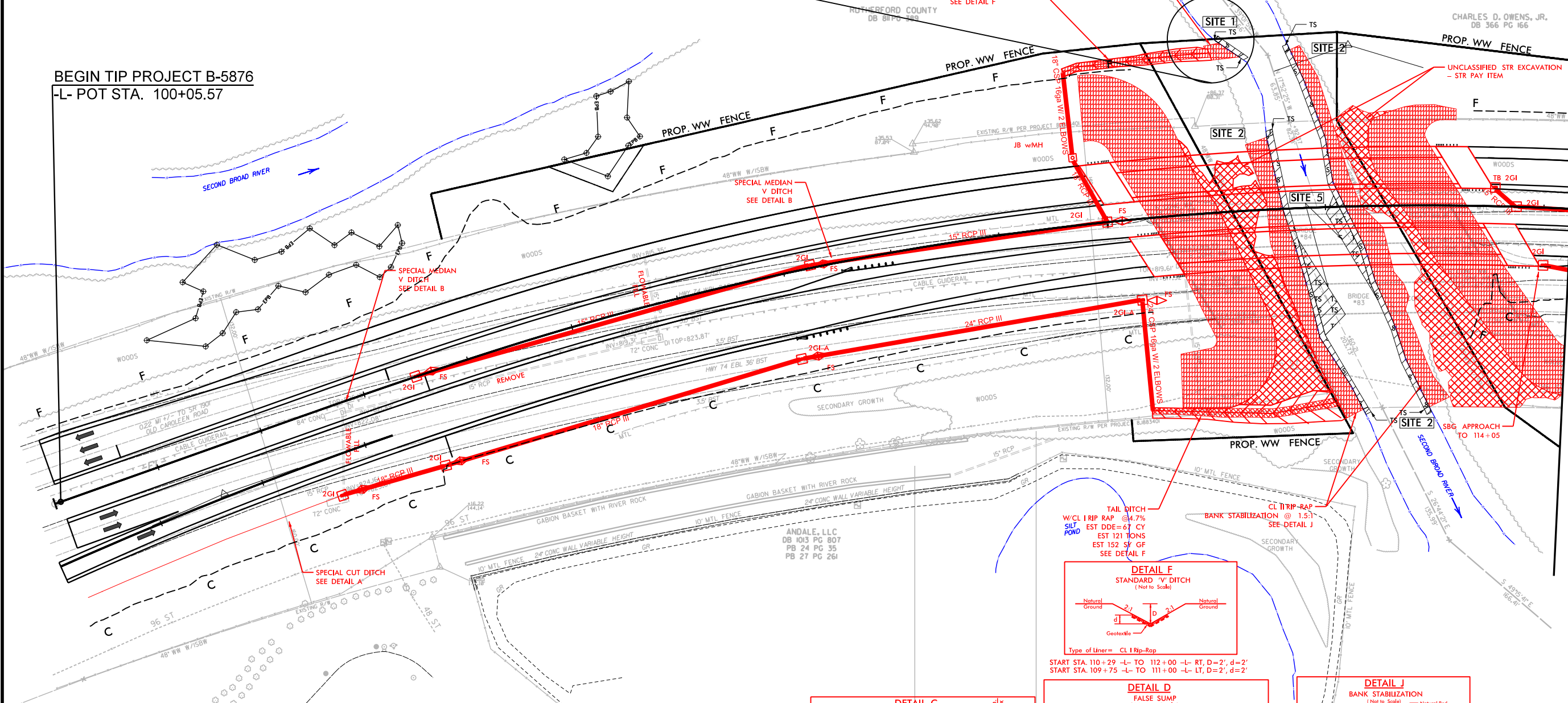
PERMIT DRAWING SHEET 2 OF 8

- SURFACE WATER IMPACTS
- TEMPORARY SURFACE WATER IMPACTS



BEGIN TIP PROJECT B-5876
-L- POT STA. 100+05.57

MATCH LINE SEE SHEET 05
STA. 114+25.00



B-5876
4
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RUTHERFORD COUNTY

ROADWAY DESIGN UNIT
ROADWAY DESIGN
ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

HYDRAULICS
ENGINEER

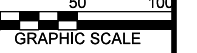
INCOMPLETE PLANS
DO NOT USE FOR CONSTRUCTION

0 50 100
GRAPHIC SCALE

PLANS PREPARED FOR NCDOT BY:

wsp
434 FAYETTEVILLE ST., #1500
RALEIGH, N.C. 27601
NC ENG. F-0165

FOR CHAIN-PROFILE, SEE SHEETS 6 & 7



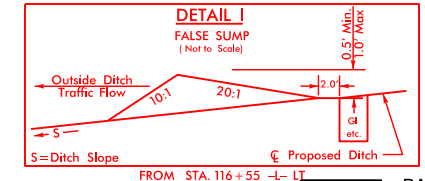
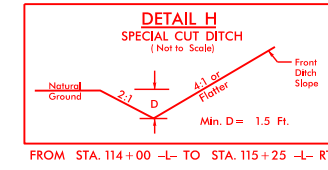
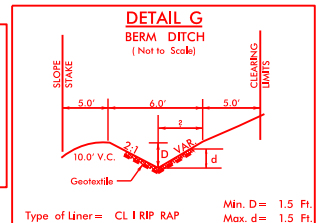
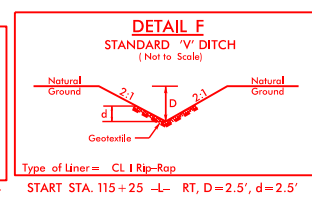
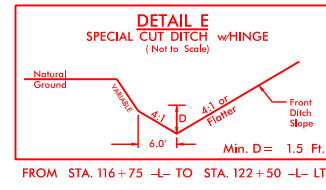
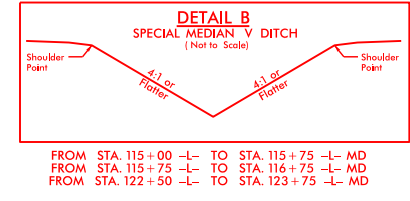
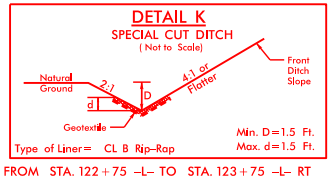
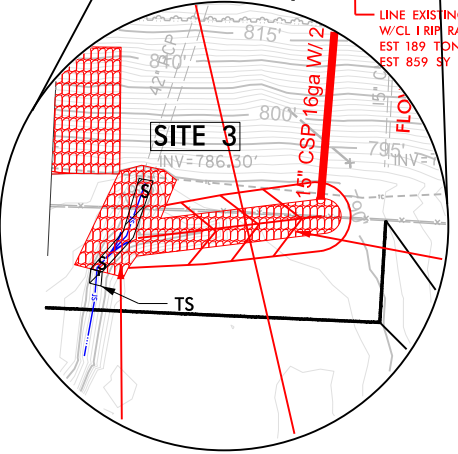
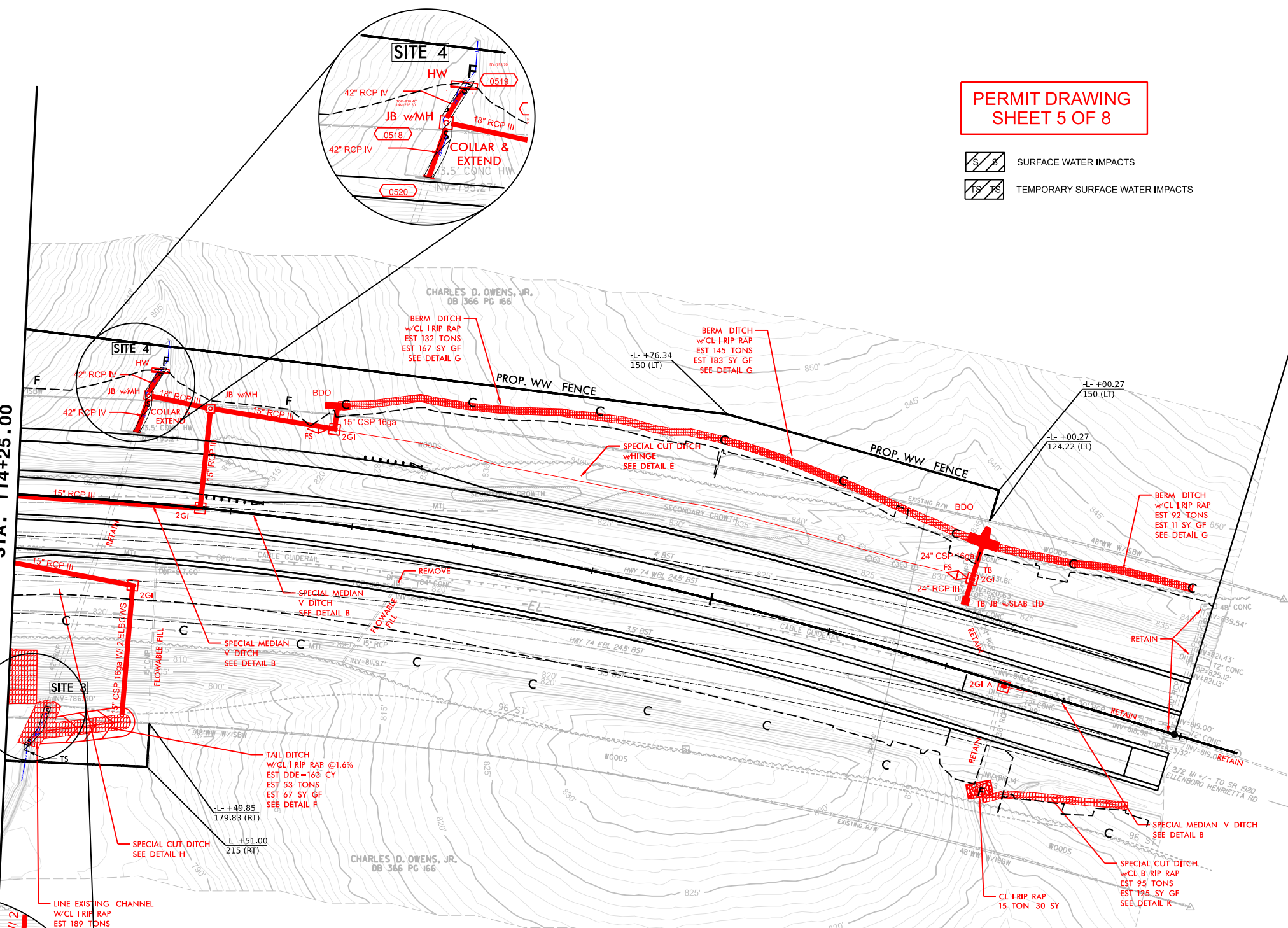
PERMIT DRAWING SHEET 5 OF 8

- SURFACE WATER IMPACTS
- TEMPORARY SURFACE WATER IMPACTS

NAD 83/2011

END TIP PROJECT B-5876 -L- POT Sta. 123+95.00

MATCH LINE SEE SHEET 04 STA. 114+25.00

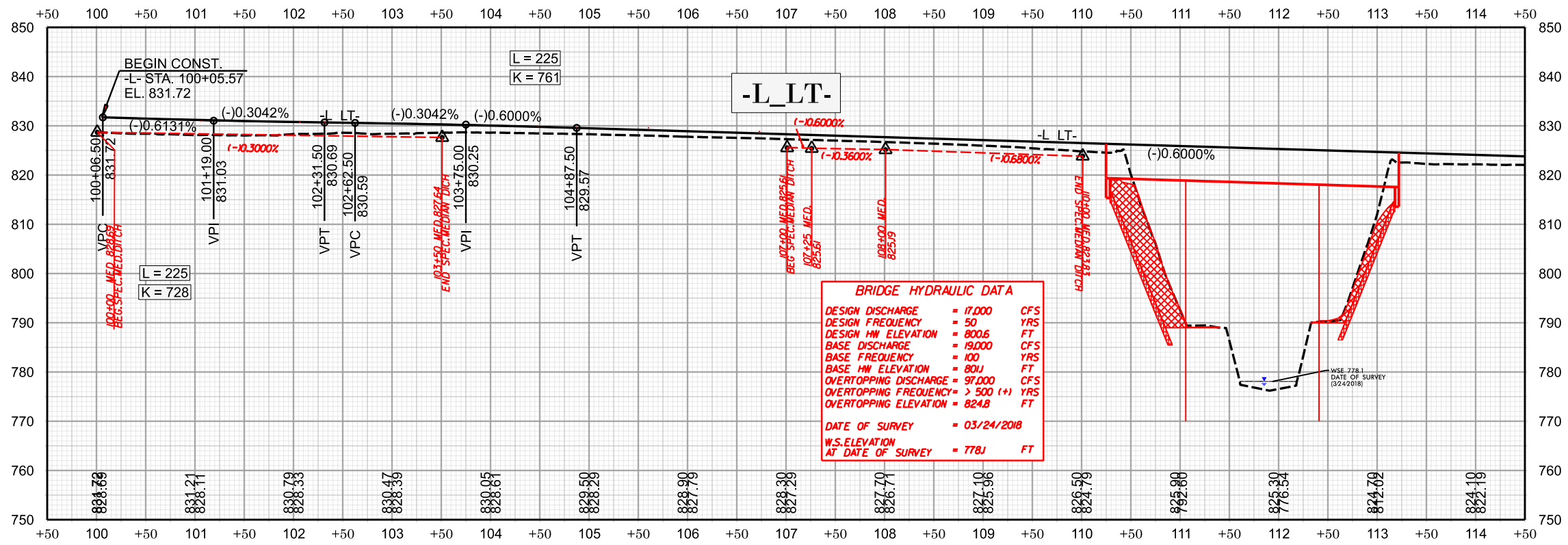


PAVEMENT REMOVAL

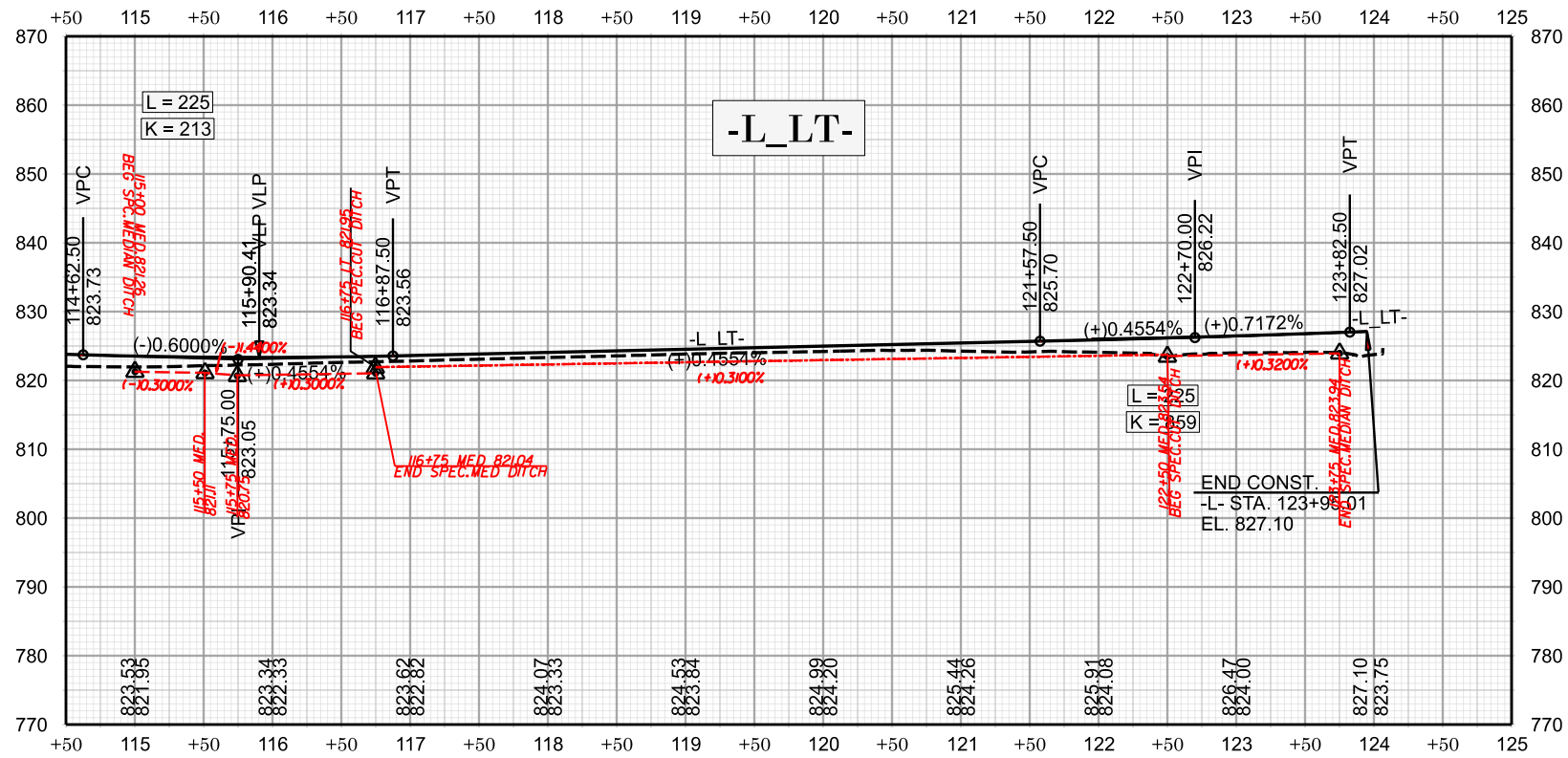
FOR -CHAIN- PROFILE, SEE SHEET 6 & 7



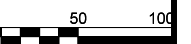
PERMIT DRAWING
SHEET 6 OF 8



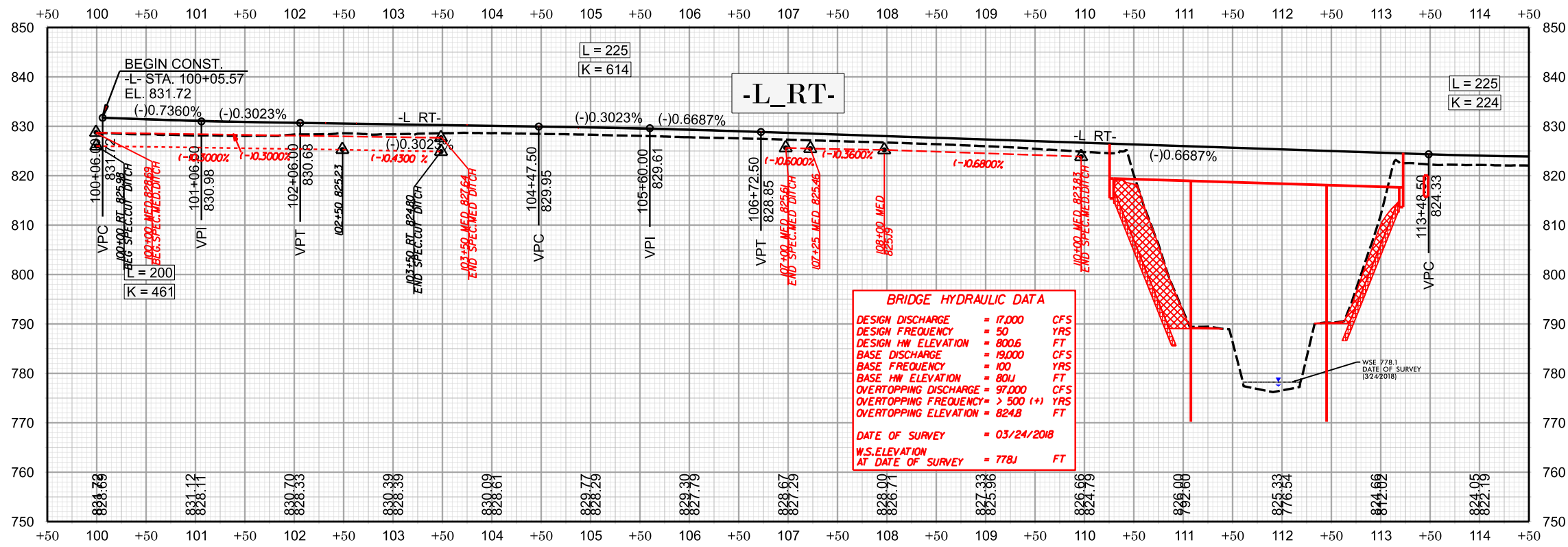
FOR -CHAIN- PLAN, SEE SHEET 4



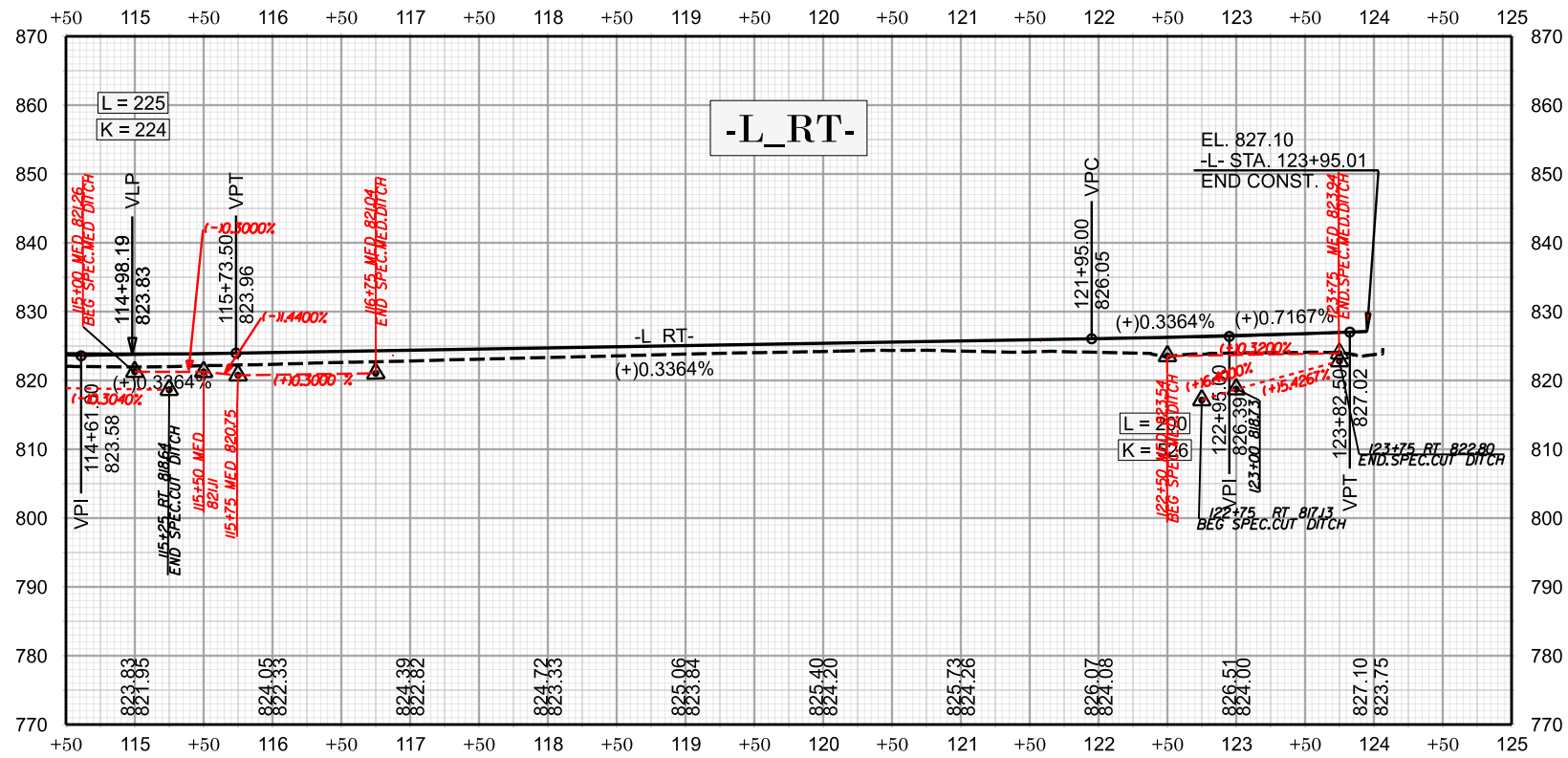
FOR -CHAIN- PLAN, SEE SHEET 5



PERMIT DRAWING
SHEET 7 OF 8



FOR -CHAIN- PLAN, SEE SHEET 4



FOR -CHAIN- PLAN, SEE SHEET 4 & 5

WETLAND AND SURFACE WATER IMPACTS SUMMARY

Site No.	Station (From/To)	Structure Size / Type	WETLAND IMPACTS					SURFACE WATER IMPACTS				
			Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Natural Stream Design (ft)
S1	-L- 111+08 to 111+37	Bank Stabilization						< 0.01	< 0.01	24	10	
S2	-L- 111+49 to 112+98	Bank Stabilization						0.07	< 0.01	354	10	
S3	-L- 114+41 to 114+63	Rip Rap Outlet						< 0.01	< 0.01	37	5	
S4	-L- 115+15 to 115+38	Pipe Extension						< 0.01	< 0.01	55	5	
S5	-L- 111+73 to 112+46	Dewatering for Pier Removal							0.04			
TOTALS*:								0.08	0.06	470	30	0

*Rounded totals are sum of actual impacts

NOTES:
 Linear Bank Stabilization Impacts are calculated such that they are not double counted due to impacts on both sides of the stream i.e. the 279 LF of bank stabilization impacts on the right stream bank (looking downstream) are within the 364 LF reach of bank stabilization impacts on the left stream bank at Site 2.
 ** The temporary impacts at Site 5 are within the linear limits of the permanent bank stabilization impacts of Site 2. As such, the linear feet of temporary impacts are not included in the cumulative totals of temporary impacts.

NC DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 6/2/2026
 Rutherford County
 B-5876
 310045

SHEET 8 OF 8

Mitigation Acceptance



NORTH CAROLINA
Environmental Quality

June 11, 2026

JOSH STEIN
Governor
D. REID WILSON
Secretary
MARC RECKTENWALD
Director

Mr. Bill Barrett
Environmental Analysis Unit
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, North Carolina 27699-1598

Dear Mr. Barrett:

Subject: Mitigation Acceptance Letter:

TIP Number B-5876 – Replace Bridges 83 and 84 over Second Broad River on US 74 Bypass, Rutherford 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 mitigation for the subject project. Based on the information received from you on June 10, 2026, the impacts are located in CU 03050105 of the Broad River basin, and are as follows:

Stream and Wetlands	Service Area	Stream			Wetlands		
		Cold	Cool	Warm	Riparian	Non-Riparian	Coastal Marsh
Impacts	Broad 03050105	0	92.000	0	0	0	0

*Some of the stream and/or wetland impacts may be proposed to be mitigated at a 1:1 mitigation ratio. See permit application for details.

This impact and associated mitigation needs were not projected by the NCDOT in the 2026 impact dataset. NCDMS commits to implementing sufficient mitigation credits to offset the impacts associated with this project as determined by the regulatory agencies in accordance with the In-Lieu Fee Instrument dated July 28, 2010. 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.

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

Sincerely,

Elizabeth A. Harmon
DMS NCDOT ILF Coordinator

cc: Mr. Scott Jones, USACE
Ms. Faith Hardin, NCDWR
Mr. Brad Chilton, NCDOT – EAU
File: B-5876



North Carolina Department of Environmental Quality | Division of Mitigation Services
217 West Jones Street | 1652 Mail Service Center | Raleigh, North Carolina 27699-1652
919.707.8976

Protected Species



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Asheville Field Office
160 Zillicoa Street Suite B
Asheville, North Carolina 28801

October 29, 2025

Subject: Review Response for Transportation Project(s) Covered by the Western North Carolina Bat Programmatic Biological Opinion

Greetings:

The U.S. Fish and Wildlife Service, Asheville Ecological Services Field Office, has reviewed the project(s) submitted on October 20, 2025 for coverage under the Western North Carolina (WNC) Bat Programmatic Biological Opinion (PBO), issued April 1, 2025. Based on the submitted materials and any supplemental information provided, we confirm the project(s) meet the criteria for coverage under this PBO in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531–1543) (ESA), thus concluding formal consultation for the project(s).

This correspondence conveys our review for listed/proposed bats covered by the WNC Bat PBO only. The lead federal agency (Federal Highway Administration (FHWA) or North Carolina Department of Transportation as their designee, or U.S. Army Corps of Engineers) remains responsible for ensuring that any other listed or proposed species and/or designated critical habitat that occurs within the project action area are addressed in accordance with section 7 of the ESA. For other listed species potentially occurring in the action area, if suitable habitat is absent from the action area, “No Effect” determinations are appropriate. For plants, in instances where suitable habitat is present and botanical surveys conducted during the optimal survey window and within the past one or two years (depending on the species) have negative results, we would concur with a biological determination of “may affect, not likely to adversely affect” (NLAA).

Review and concurrence under the WNC Bat PBO are considered complete for the following project(s):

Project Title	NCDOT STIP/ID #	USFWS Log #
I-5716 Interchange Improvements, exit 125 of I-40 at Lenoir Rhynes Blvd.	I-5716	26-100
Replace bridge 100522, 9 th Street over Tomahawk Branch.	HL-0013	24-137

NCDOT requested reinitiation of previous completed consultation for the project(s) below due to changes in the project description(s) and resulting changes in bat species effect determinations. Our reinitiation review and concurrence under the WNC Bat PBO are now complete for the following:

Project Title	NCDOT STIP/ID #	USFWS Log #
Replacement of bridges 800083 and 800084 over Second Broad River on US 74.	B-5876	23-207

I-40 mile marker 68 slide repairs and slope stabilization.	18313.1059011.PR	25-121
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We appreciate the opportunity for review and comment.

Sincerely,

U.S. Fish and Wildlife Service, Asheville Field Office

Archaeology



NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

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



PROJECT INFORMATION

Project No: **B-5876** County: **Rutherford**
 WBS No: **48070.1.1** Document: **C E**
 F.A. No: **NHP-0074(181)** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **tbd**

Project Description: *REVISED February 2025 with updated mapping.*

NCDOT proposes to replace Bridge Nos. 83 & 84 on US 74 Bypass over the Second Broad River in Rutherford County. The two bridges built along with US 74 in the late 1960s, carry four lanes and will be replaced on a similar alignment using a three phase construction in the existing, wide ROW which is 272 feet at its greatest width at the western launch. At the time of the original review, design plans were still under development and to replace the two bridges over the Second Broad River on the same alignment. Some new ROW or easements may be required for the staged construction, or fill.

The Study Area was recently updated and reviewed for archaeology in February 2025. For purposes of the this review, the revised archaeological Area of Potential Effects (APE) is a length of 2600 feet (0.49 miles) long along US 74, tapering at opposite ends, and a varying 375 to 500 feet wide near the central point of crossing. This is a federally funded and permitted undertaking, therefore Section 106 of the National Historic Preservation Act applies for this review.

SUMMARY OF ARCHAEOLOGICAL REVIEW: **NO SURVEY REQUIRED**

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

USGS mapping and aerial photography was examined (see Figures 1 and 2). Virtual drive-by using both Bing and Google Maps was examined. Much of the broader area around the APE is wooded and sloped. The northwest quadrant is fairly level and undeveloped while the southwest quadrant heavily modified for very large scale industry, including recently constructed retaining ponds close to the ROW and river.

Morrow Creek is a tributary to the Second Broad River, though about 2000 feet upriver from the bridges. Very close proximity to a tributary of a river generally is favorable for the presence of Native American archaeological sites, however, the distance in this case is probably too great.

Soils units were examined using the USDA Web Soil Survey. Since the project will be replacing the existing facility, the majority of the APE is massively altered due to construction of the current highway and bridges. The eastern soils are recorded as the Pacolet-Bethlehem complex (PbC2 and PbD2, 8-25 percent slopes, moderately eroded). These rolling hillsides are considered less attractive for habitation due to slope and often lack typical archaeological sites. Further, the eroded nature of the soils suggests that preservation of intact archaeological sites would be unlikely. The western half of the project is mostly Udorthents (UdC, 0-15 percent slopes), a descriptor used to define modern, large scale earthmoving as for commercial, industrial and residential use. Survival of any intact, significant archaeological sites that may have been present is unlikely in this location. A small portion immediately west of the river is the Buncombe loamy sand (BuB, 0-5 percent slopes) which is listed as only occasionally flooded. This soil type has greater potential for

archaeological sites due to the relatively level landform and drainage qualities. However, only a small percentage of this soil type falls within the APE which is otherwise mostly disturbed.

Data from the Office of State Archaeology for the original background research showed there have been no major environmental reviews in the greater area that resulted in an archaeological survey. ERs in the nearby vicinity include ER 15-2208 (likely linear utility), ER 15-0597 and ER 15-0635. Since the original review, OSA considered a very wide corridor for broadband along US 74, some 2000 feet in width (ER 21-0583). A survey was recommended for that very wide and long swathe through the county. There are no recorded archaeological sites within or next to the APE, or the local vicinity. Note, this does not mean that there are no sites present in this portion of the county as the absence of sites could reflect the lack of investigations. However, it is noteworthy that there have been no recorded sites along this portion of the river.

No obvious cemeteries can be seen in aerial and/or USGS mapping nearby. The statewide geospatial cemetery database managed by NCDOT archaeologist Paul Mohler shows the closest cemetery about 3000 feet to the west, a distance that will not be affected by this undertaking.

Historic mapping was examined. Earlier versions of USGS mapping (Forest City) do not show US 74 crossing the river at the APE until sometime after 1966. The bridge is reportedly built in 1968 and scanned NCDOT design plans dated 1969 show details of planned construction. Previous historic maps, like the 1924/1928 Rutherford County Soils Map (MC.086.1924u) or the 1923 Complete Map of Rutherford County (MC.086.19231) shows no crossing of the Second Broad River at this location. The road continues at its original alignment. Historic aerials show the results of clearing for a major new highway on images dating from 1972, shortly after construction. Major clearing and earthmoving occurred during the construction of a large commercial data center in the southwest quadrant beginning around 2012.

The original and updated APE will have minor expansion from the 1960s construction of the two bridges and highway. Much of the APE was included in the original construction and now includes the existing transportation features along with fill, likely utilities and drainage control. Soil descriptions note a modified terrain for a large portion of the APE, especially at the highway, or sloped and eroded on the east side. A small portion of fair soils are mapped within the APE, though the wide highway interrupts and challenges that notation. The expansion, if required for fill, drainage, or easements along the margins of the existing ROW line, are generally narrow in scale. No survey is recommended for the original and updated APE.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST – *NO SURVEY REQUIRED*


 NCDOT ARCHAEOLOGIST

2/10/2025

Date

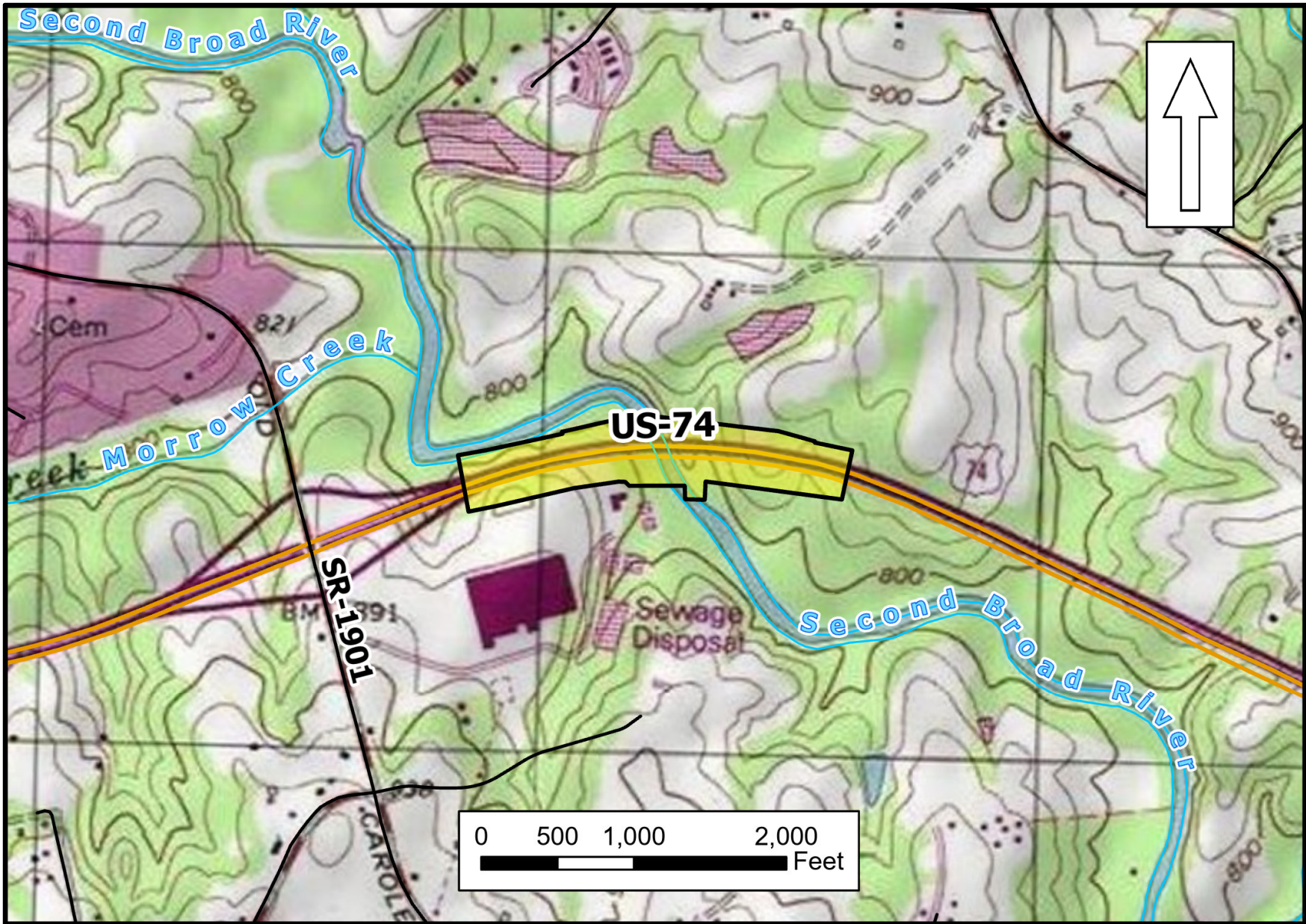


Figure 1. Vicinity USGS mapping (Forest City) showing the general project location in Rutherford County. The revised APE (2025) is highlighted in yellow. A major commercial data center occupies the southwest quadrant now.

"NO ARCHAEOLOGICAL SURVEY REQUIRED" form for the Amended Minor Transportation Projects as Qualified in the 2020 Programmatic Agreement.

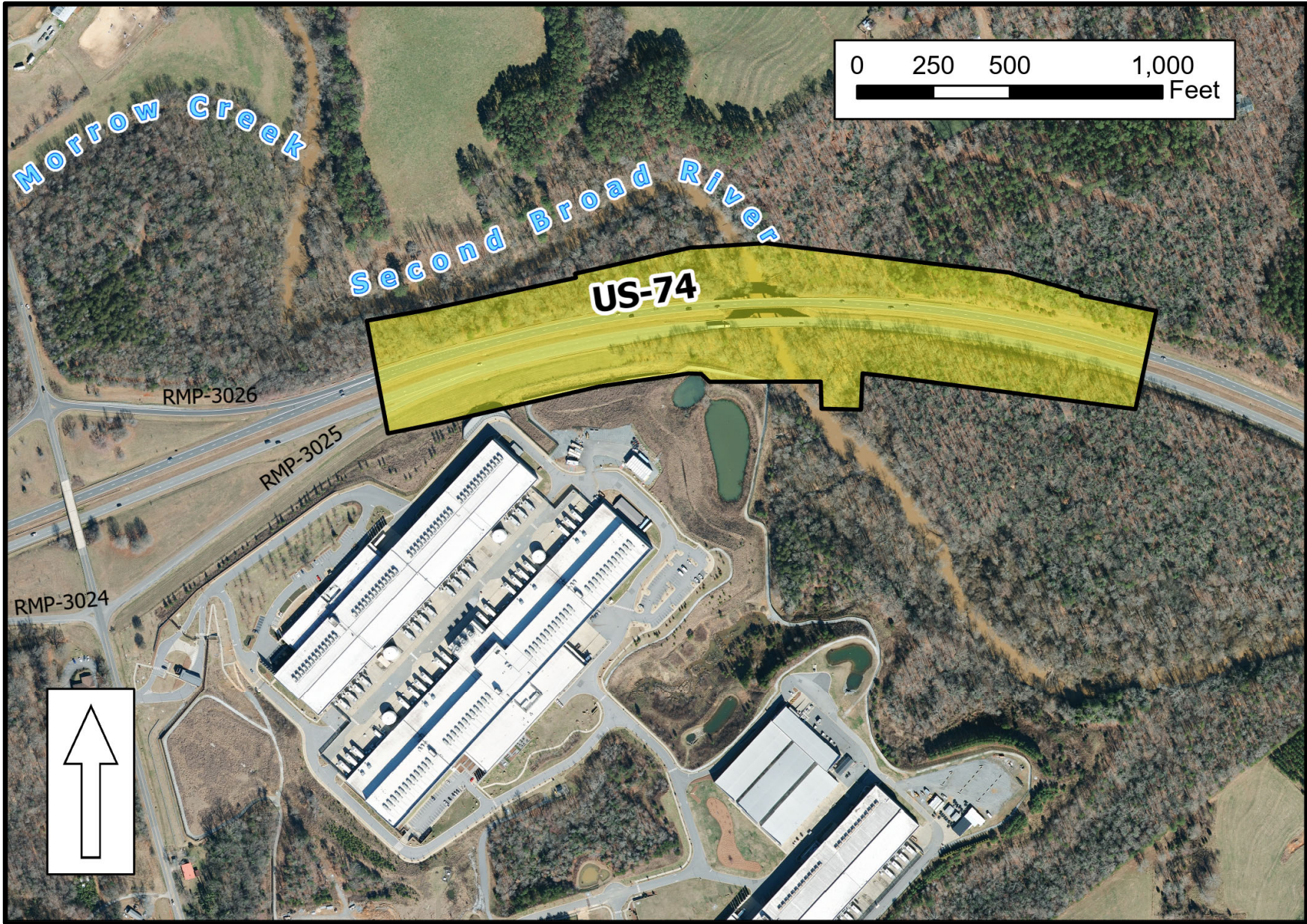


Figure 2. Recent aerial mapping (2023) showing immediate surroundings of Bridge Nos. 0083 & 0084, PA 16-01-0086, TIP # B-5876. The APE is shaded yellow with a black outline and has been revised in early 2025 for this updated review form.

"NO ARCHAEOLOGICAL SURVEY REQUIRED" form for the Amended Minor Transportation Projects as Qualified in the 2020 Programmatic Agreement.

Historic
Architecture
&
Landscapes

16-01-0086

UPDATE



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No.:	B-5876	County:	Rutherford
WBS No.:	48070.1.1	Document Type:	Federal CE
Fed. Aid No.:	NHP-0074(181)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	
Project Description: Replace Bridge Nos. 83 and 84 over Second Broad River on US 74 Bypass.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<p><u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on February 4, 2025. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined on the following maps. GIS information, google maps street view, and Aerial photography indicate that there are no resources over fifty years of age within the APE. Bridge Nos. 83 and 84 are not eligible for NR listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.</p> <p><u>Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:</u> HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Rutherford County survey, Rutherford County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.</p>
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SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

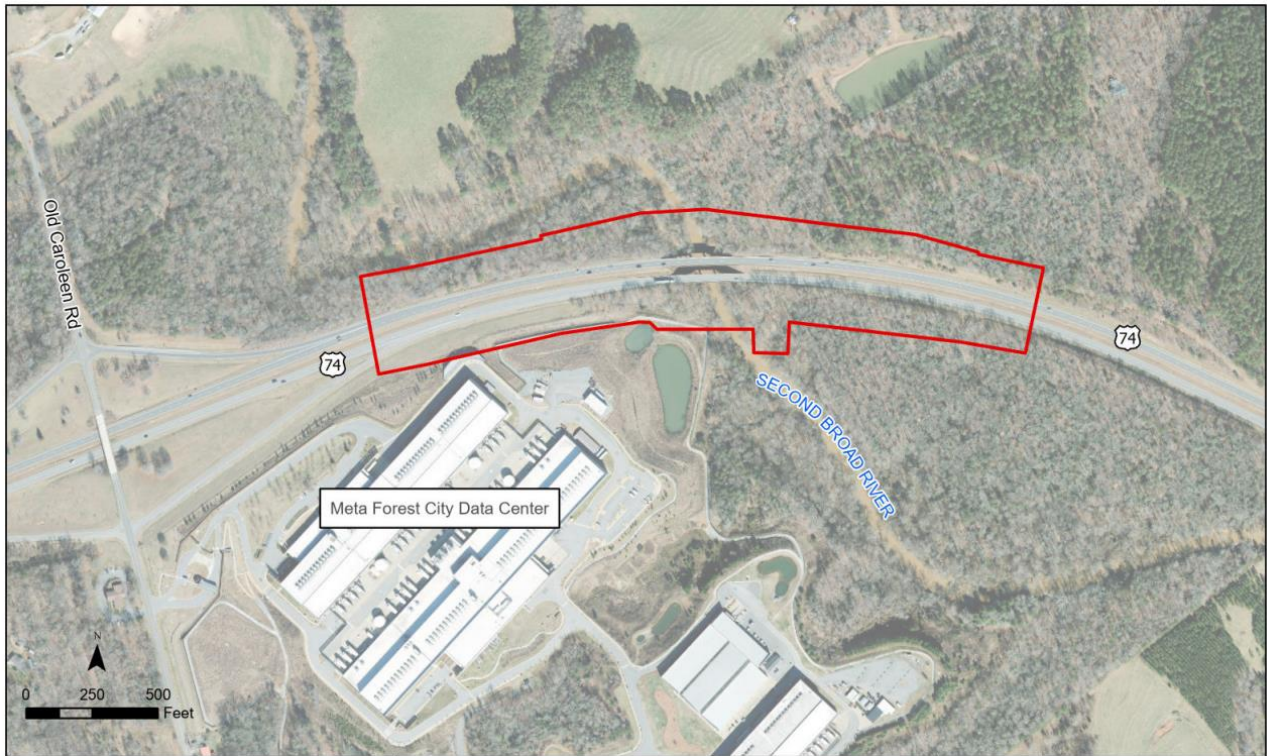
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Kate Husband

NCDOT Architectural Historian

February 4, 2025


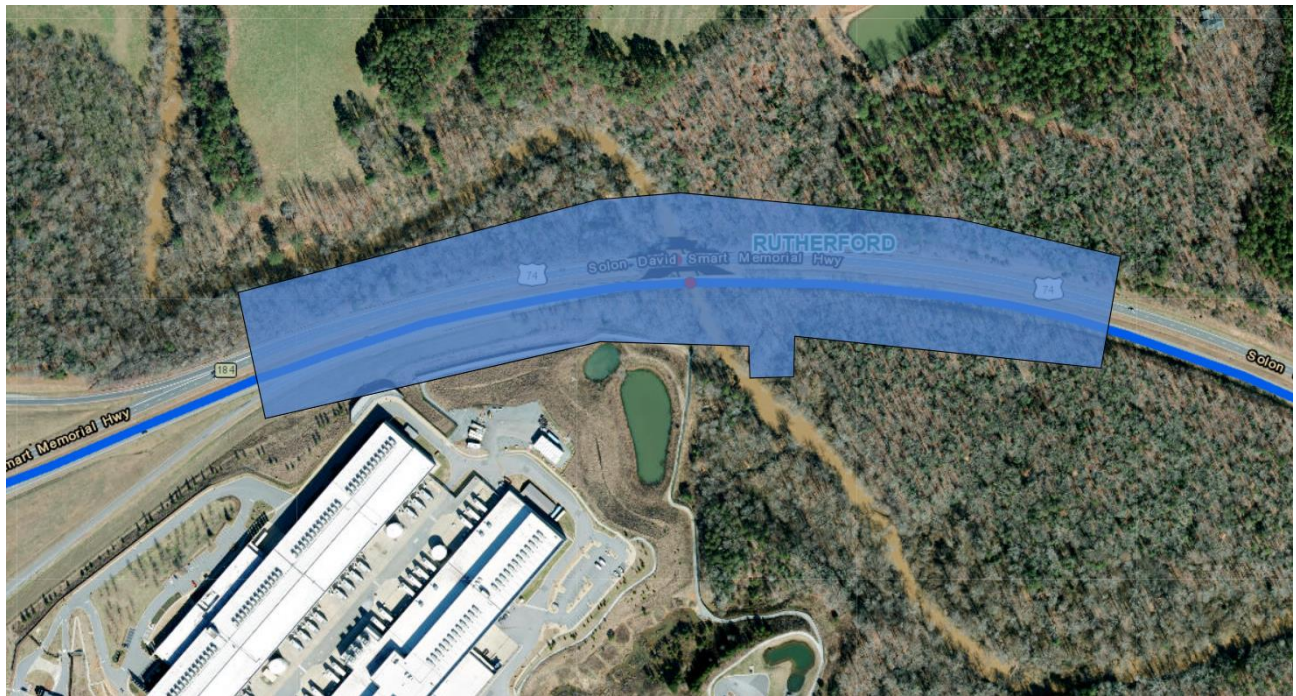
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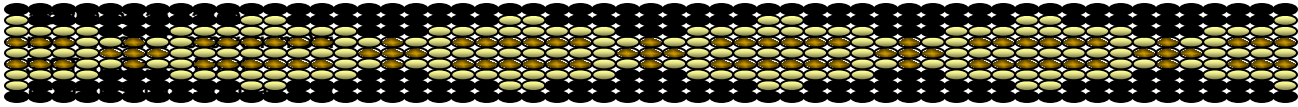
Project Study Area

Figure 1: Vicinity Map
 Replace Bridge 83 and 84 over Second Broad River on US 74 Bypass
 TIP No: B-5876
 Rutherford County
 January 2025

State Historic Preservation Office GIS.

Tribal Coordination



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

January 11, 2022,

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

Re. THPO #	TCNS #	Project Description
2022-193-50		Replacement of Bridges No. 83 and 84 on US 74 Bypass over Second Broad River in Rutherford Co. as project B-5876

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 areas. **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,

Wenonah G. Haire
Tribal Historic Preservation Officer



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

December 7, 2021

Dr. Wenonah Haire
Tribal Historic Preservation Officer
Catawba Indian Nation
1536 Tom Steven Road
Rock Hill, SC 29730

Dear Dr. Haire,

The North Carolina Department of Transportation (NCDOT) has started the project development, environmental and engineering studies for the proposed replacement of Bridges No. 83 and 84 on US 74 Bypass over Second Broad River in Rutherford County, as project B-5876. The Federal Highway Administration (FHWA) is the lead federal agency for compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and a Permit is anticipated under the Section 404 Process with the US Army Corps of Engineers. A project vicinity map is attached. The coordinates of this project are approximately 35.3197725, -81.822329.

We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts of the project including recommendation of alternates to be studied. Your comments may be used in the preparation of a NEPA/State Environmental Policy Act (SEPA) Environmental Document

In accordance with Section 106 of the NHPA, we request that you inform us of any historic properties of traditional religious or cultural importance that you are aware of that may be affected by the proposed project. Be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, we will maintain strict confidentiality about certain types of information regarding historic properties.

Enclosed and available for review are copies of the historic architecture and archaeology reviews conducted by NCDOT.

Please respond by January 7 so that your comments can be used in the scoping of this project. If you have any questions concerning this project, or would like any additional information, please contact David S. Stutts, Structures Project Engineer, at 919-707-6442 or by email at dstutts@ncdot.gov.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
STRUCTURES MANAGEMENT UNIT
1581 MAIL SERVICE CENTER
RALEIGH, NC 27699-1581

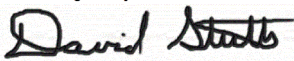
Telephone: 919-707-6400
Fax: 919-250-4082
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

Sincerely,

DocuSigned by:

A handwritten signature in black ink that reads "David Stuits". The signature is written in a cursive style with a blue rectangular box around it.

A4A2999A8BC64F2...
DAVID S. STUITS, P.E.

NCDOT Structures Project Engineer

cc: Matt Wilkerson, NCDOT Archaeology Team Leader
Lori Beckwith, USACE Project Contact
George Hoops, FHWA Project Contact

Attachments (Vicinity Map, No Historic Properties Present or Affected Form, and No
Archaeological Survey Required Form)



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

December 7, 2021

Elizabeth Toomb
Tribal Historic Preservation Officer
Cherokee Nation
PO Box 948
Tahlequah, OK 74465

Dear Ms. Toomb,

The North Carolina Department of Transportation (NCDOT) has started the project development, environmental and engineering studies for the proposed replacement of Bridges No. 83 and 84 on US 74 Bypass over Second Broad River in Rutherford County, as project B-5876. The Federal Highway Administration (FHWA) is the lead federal agency for compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and a Permit is anticipated under the Section 404 Process with the US Army Corps of Engineers. A project vicinity map is attached. The coordinates of this project are approximately 35.3197725, -81.822329.

We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts of the project including recommendation of alternates to be studied. Your comments may be used in the preparation of a NEPA/State Environmental Policy Act (SEPA) Environmental Document

In accordance with Section 106 of the NHPA, we request that you inform us of any historic properties of traditional religious or cultural importance that you are aware of that may be affected by the proposed project. Be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, we will maintain strict confidentiality about certain types of information regarding historic properties.

Enclosed and available for review are copies of the historic architecture and archaeology reviews conducted by NCDOT.

Please respond by January 7 so that your comments can be used in the scoping of this project. If you have any questions concerning this project, or would like any additional information, please contact David S. Stutts, Structures Project Engineer, at 919-707-6442 or by email at dstutts@ncdot.gov.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
STRUCTURES MANAGEMENT UNIT
1581 MAIL SERVICE CENTER
RALEIGH, NC 27699-1581

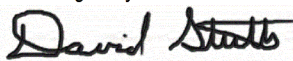
Telephone: 919-707-6400
Fax: 919-250-4082
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

Sincerely,

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A handwritten signature in black ink that reads "David Stutts". The signature is written in a cursive style with a blue rectangular box around it.

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

December 7, 2021

Russel Townsend
Tribal Historic Preservation Office
Eastern Band of Cherokee Indians
2077 Governors Island Road
Bryson City, NC 28713

Dear Mr. Townsend,

The North Carolina Department of Transportation (NCDOT) has started the project development, environmental and engineering studies for the proposed replacement of Bridges No. 83 and 84 on US 74 Bypass over Second Broad River in Rutherford County, as project B-5876. The Federal Highway Administration (FHWA) is the lead federal agency for compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and a Permit is anticipated under the Section 404 Process with the US Army Corps of Engineers. A project vicinity map is attached. The coordinates of this project are approximately 35.3197725, -81.822329.

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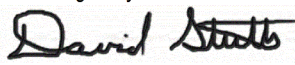
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Sincerely,

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A4A2999A8BC64F2...

David S. Stutts, P.E.

NCDOT Structures Project Engineer

cc: Matt Wilkerson, NCDOT Archaeology Team Leader

Lori Beckwith, USACE Project Contact

George Hoops, FHWA Project Contact

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

December 7, 2021

LeeAnne Wendt
Tribal Historic Preservation Officer
Muscogee (Creek) Nation
PO Box 580
Okmulgee, OK 74447

Dear Ms. Wendt,

The North Carolina Department of Transportation (NCDOT) has started the project development, environmental and engineering studies for the proposed replacement of Bridges No. 83 and 84 on US 74 Bypass over Second Broad River in Rutherford County, as project B-5876. The Federal Highway Administration (FHWA) is the lead federal agency for compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and a Permit is anticipated under the Section 404 Process with the US Army Corps of Engineers. A project vicinity map is attached. The coordinates of this project are approximately 35.3197725, -81.822329.

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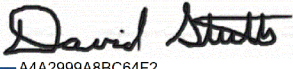
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NCDOT Structures Project Engineer

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

December 7, 2021

Acee Watt
Section 106 Coordinator
United Keetoowah Band of Cherokee Indians
PO Box 746
Tahlequah OK, 74465

Dear Mr. Watt,

The North Carolina Department of Transportation (NCDOT) has started the project development, environmental and engineering studies for the proposed replacement of Bridges No. 83 and 84 on US 74 Bypass over Second Broad River in Rutherford County, as project B-5876. The Federal Highway Administration (FHWA) is the lead federal agency for compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and a Permit is anticipated under the Section 404 Process with the US Army Corps of Engineers. A project vicinity map is attached. The coordinates of this project are approximately 35.3197725, -81.822329.

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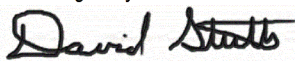
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Sincerely,

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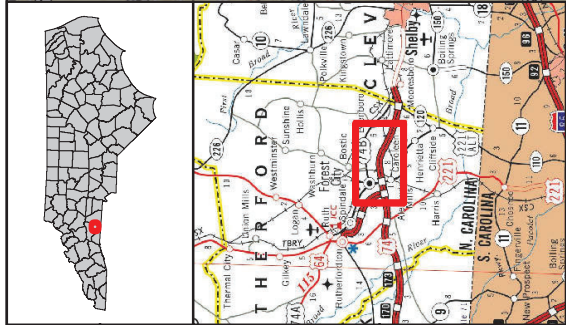
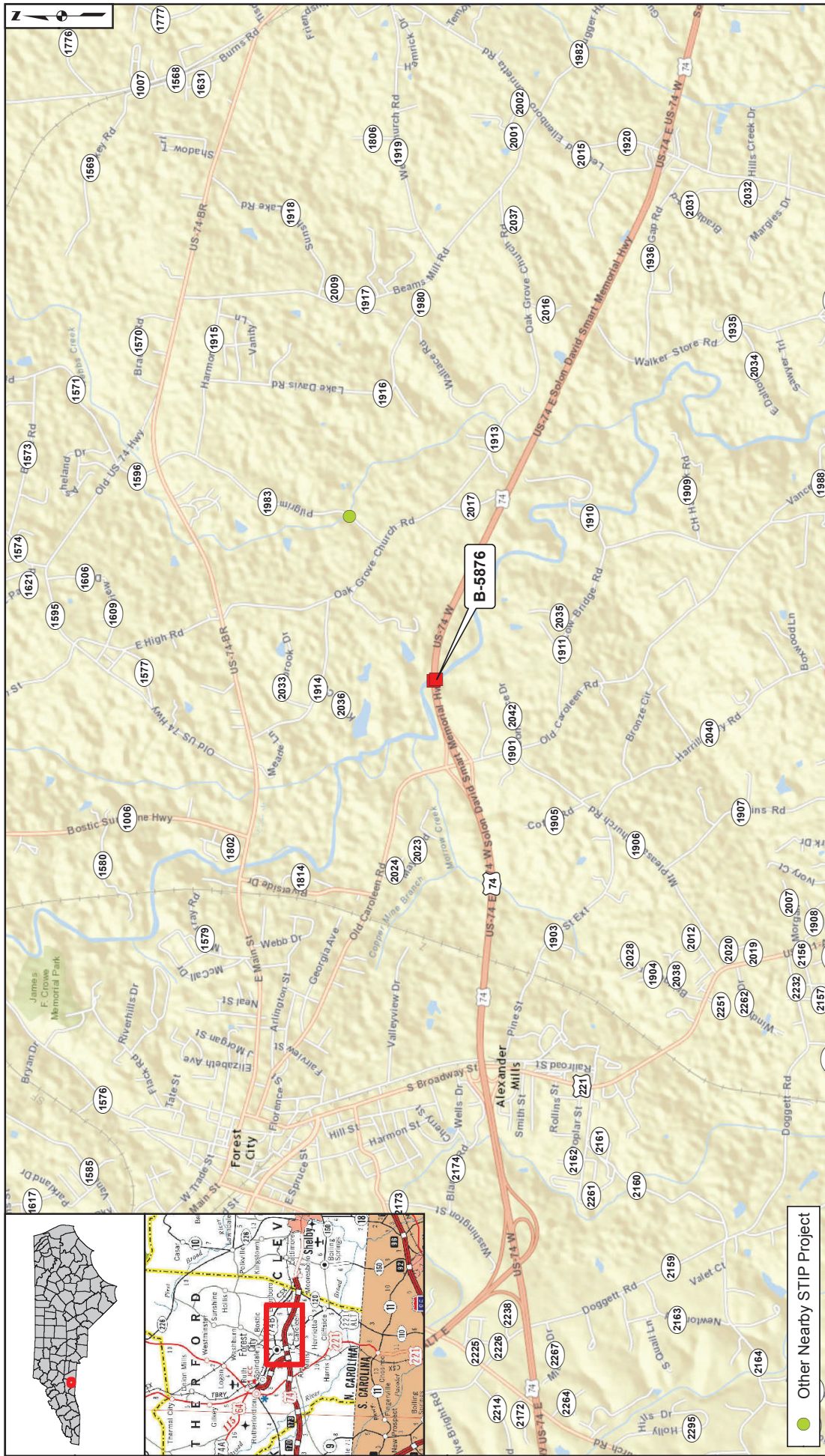
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David S. Stutts, P.E.

NCDOT Structures Project Engineer

cc: Matt Wilkerson, NCDOT Archaeology Team Leader
Lori Beckwith, USACE Project Contact
George Hoops, FHWA Project Contact

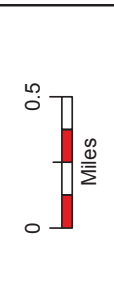
Attachments (Vicinity Map, No Historic Properties Present or Affected Form, and No Archaeological Survey Required Form)



● Other Nearby STIP Project

Figure 1

Div: 13	TIP#: B-5876
Date: DECEMBER 2015	



VICINITY MAP
 Replace Bridge No. 83 & 84 on US 74 BYP
 over Second Broad River in Rutherford County
 TIP Project B-5876

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

16-01-0086



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	B-5876	County:	Rutherford
WBS No.:	48070.1.1	Document Type:	CE
Fed. Aid No:	NHP-0074(181)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	NWP
Project Description: Replace Bridge No. 83 and 84 on US 74 BYP. EBL over Second Broad River.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on January 26, 2016. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is approximately 900' from each end of the bridge and 200' from the center of the Second Broad River each way. A large manufacturing building southwest of the bridges is under fifty years of age. Bridge Nos. 83 and 84, built 1968, are also under fifty years of age and not eligible for National Register listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:

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

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Kate Hubbel

1/26/2016

NCDOT Architectural Historian

Date

Historic Architecture and Landscapes NO SURVEY REQUIRED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.

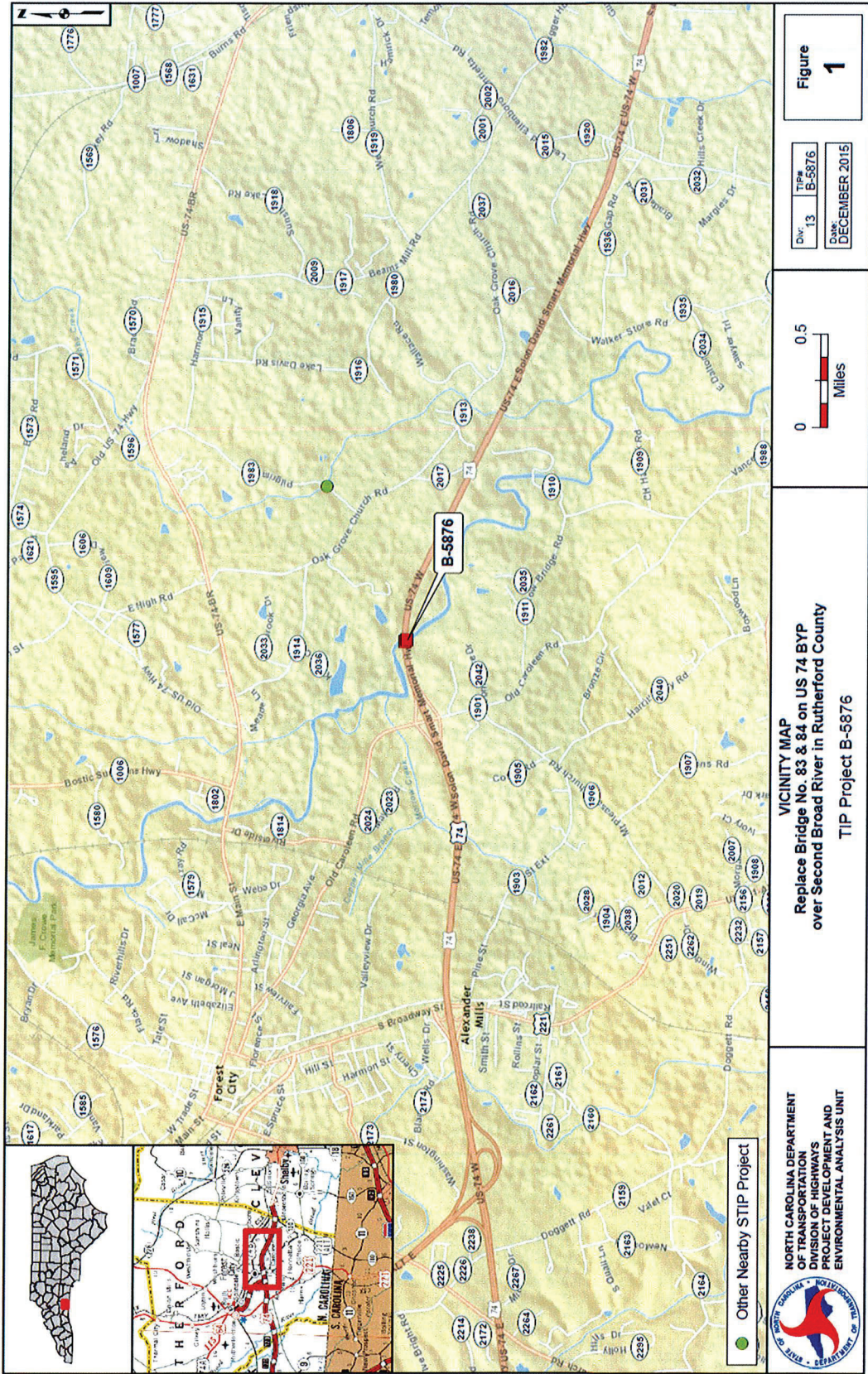


Figure
1

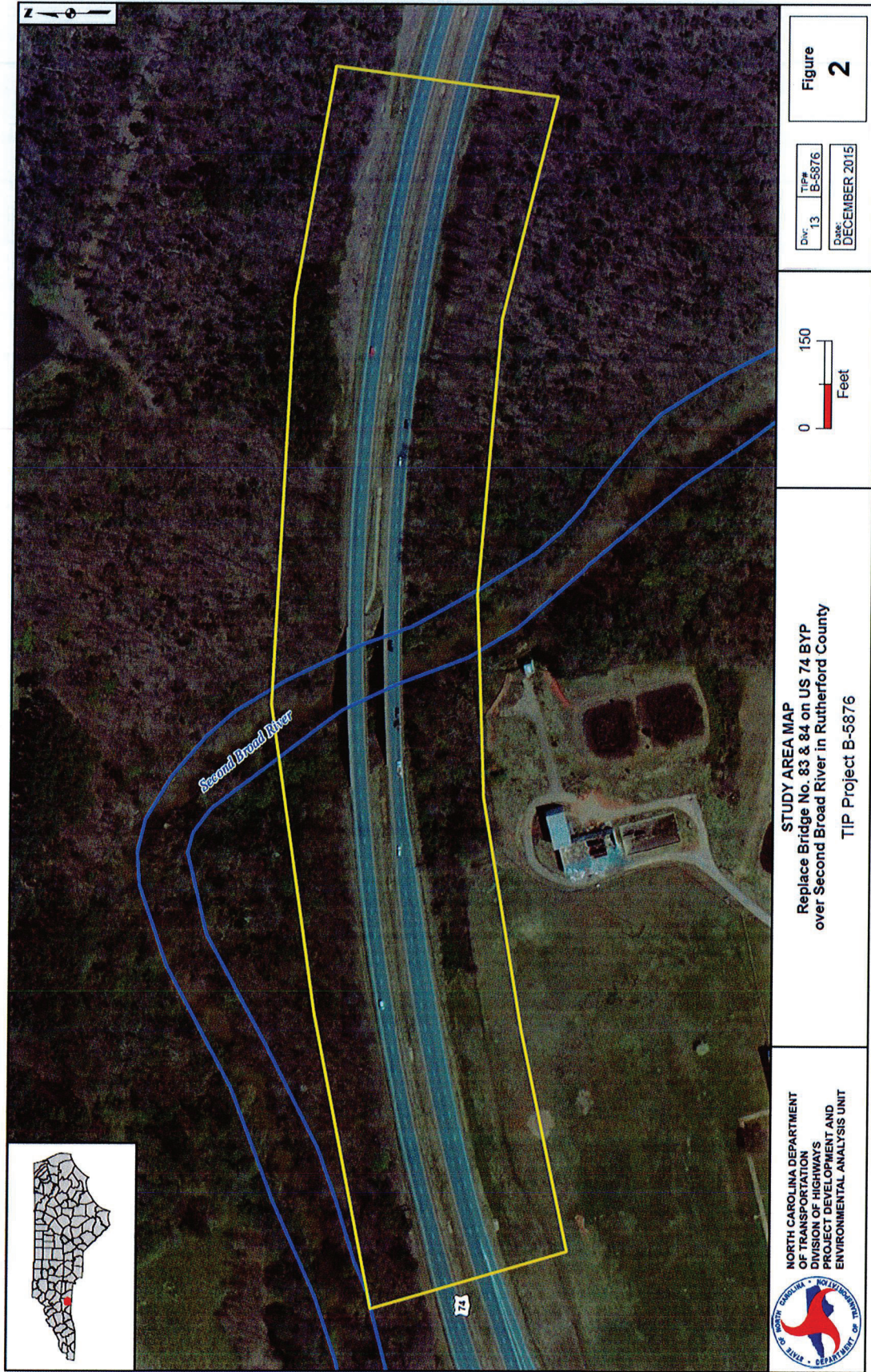
Div: 13
TIP# B-5876
Date: DECEMBER 2015

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VICINITY MAP
Replace Bridge No. 83 & 84 on US 74 BYP
over Second Broad River in Rutherford County
TIP Project B-5876

Other Nearby STIP Project

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



16-01-0086



NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

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



PROJECT INFORMATION

Project No: **B-5876** *County:* **Rutherford**
WBS No: **48070.1.1** *Document:* **C E**
F.A. No: **NHP-0074(181)** *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* **tbd**

Project Description: NCDOT proposes to replace Bridge Nos. 83 & 84 on US 74 Bypass over the Second Broad River in Rutherford County. The two bridges built along with US 74 in the late 1960s, carry four lanes and will be replaced on a similar alignment using a three phase construction in the existing, wide ROW which is 272 feet at its greatest width at the western launch. While design plans are still under development, four new, 12-foot lanes are proposed will for construction over the Second Broad River. Some new ROW or easements may be required for the staged construction, or fill.

For purposes of the this review, the archaeological Area of Potential Effects (APE) is a length of 2500 feet long along US 74, tapering at opposite ends, and 310 feet wide at the central point of crossing. This is a federally funded and permitted undertaking, therefore Section 106 of the National Historic Preservation Act applies for this review.

SUMMARY OF ARCHAEOLOGICAL REVIEW: **NO SURVEY REQUIRED**

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

USGS mapping and aerial photography was examined (see Figures 1 and 2). Virtual drive-by using both Bing and Google Maps was examined. Much of the broader area around the APE is wooded and sloped. The northwest quadrant is fairly level and undeveloped while the southwest quadrant heavily modified for very large scale industry, including recently constructed retaining ponds close to the ROW and river.

Morrow Creek is a tributary to the Second Broad River, though about 2000 feet upriver from the bridges. Very close proximity to a tributary of a river generally is favorable for the presence of Native American archaeological sites, however, the distance in this case is probably too great.

Soils units were examined using the USDA Web Soil Survey. Since the project will be replacing the existing facility, the majority of the APE is massively altered due to construction of the current highway and bridges. The eastern soils are recorded as the Pacolet-Bethlehem complex (PbC2 and PbD2, 8-25 percent slopes, moderately eroded). These rolling hillsides are considered less attractive for habitation due to slope and often lack typical archaeological sites. Further, the eroded nature of the soils suggests that preservation of intact archaeological sites would be unlikely. The western half of the project is mostly Udorthents (UdC, 0-15 percent slopes), a descriptor used to define modern, large scale earthmoving as for commercial, industrial and residential use. Survival of any intact, significant archaeological sites that may have been present is unlikely in this location. A small portion immediately west of the river is the Buncombe loamy sand (BuB, 0-5 percent slopes) which is listed as only occasionally flooded. This soil type has greater potential for archaeological sites due to the relatively level landform and drainage qualities. However, only a small percentage of this soil type falls within the APE which is otherwise mostly disturbed.

16-01-0086

A visit to the Office of State Archaeology for background research showed there have been no major environmental reviews in the greater area that resulting in an archaeological survey. ERs in the nearby vicinity include ER 15-2208 (likely linear utility), ER 15-0597 and ER 15-0635. There are no recorded archaeological sites within or next to the APE, or the local vicinity. Note, this does not mean that there are no sites present in this portion of the county as the absence of sites could reflect the lack of investigations. However, it is noteworthy that there have been no recorded sites along this portion of the river.

No obvious cemeteries can be seen in aerial and/or USGS mapping or using the cemetery database managed by NCDOT archaeologist Paul Mohler.

Historic mapping was examined. Earlier versions of USGS mapping (Forest City) do not show US 74 crossing the river at the APE until sometime after 1966. The bridge is reportedly built in 1968 and scanned NCDOT design plans dated 1969 show details of planned construction. Previous historic maps, like the 1924/1928 Rutherford County Soils Map (MC.086.1924u) or the 1923 Complete Map of Rutherford County (MC.086.1923l) shows no crossing of the Second Broad River at this location. The road continues at its original alignment.

The APE will have only minor expansion from the 1960s construction of the two bridges and highway. Almost all of the APE was included in the original construction and now includes the existing transportation features along with fill, likely utilities and drainage control. Soils are noted as being modified for a large portion of the APE, especially at the highway, or sloped and eroded on the east side. A small portion of fair soils are mapped within the APE, though clearly the very wide highway interrupts and challenges that notation. The expansion, if any is likely for fill along the margins of the existing ROW line, a linear swathe of maybe less than 0.22 acres on any one quadrant.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST – *NO SURVEY REQUIRED*


 NCDOT ARCHAEOLOGIST

12/8/2018

Date

Project Tracking No.:

16-01-0086

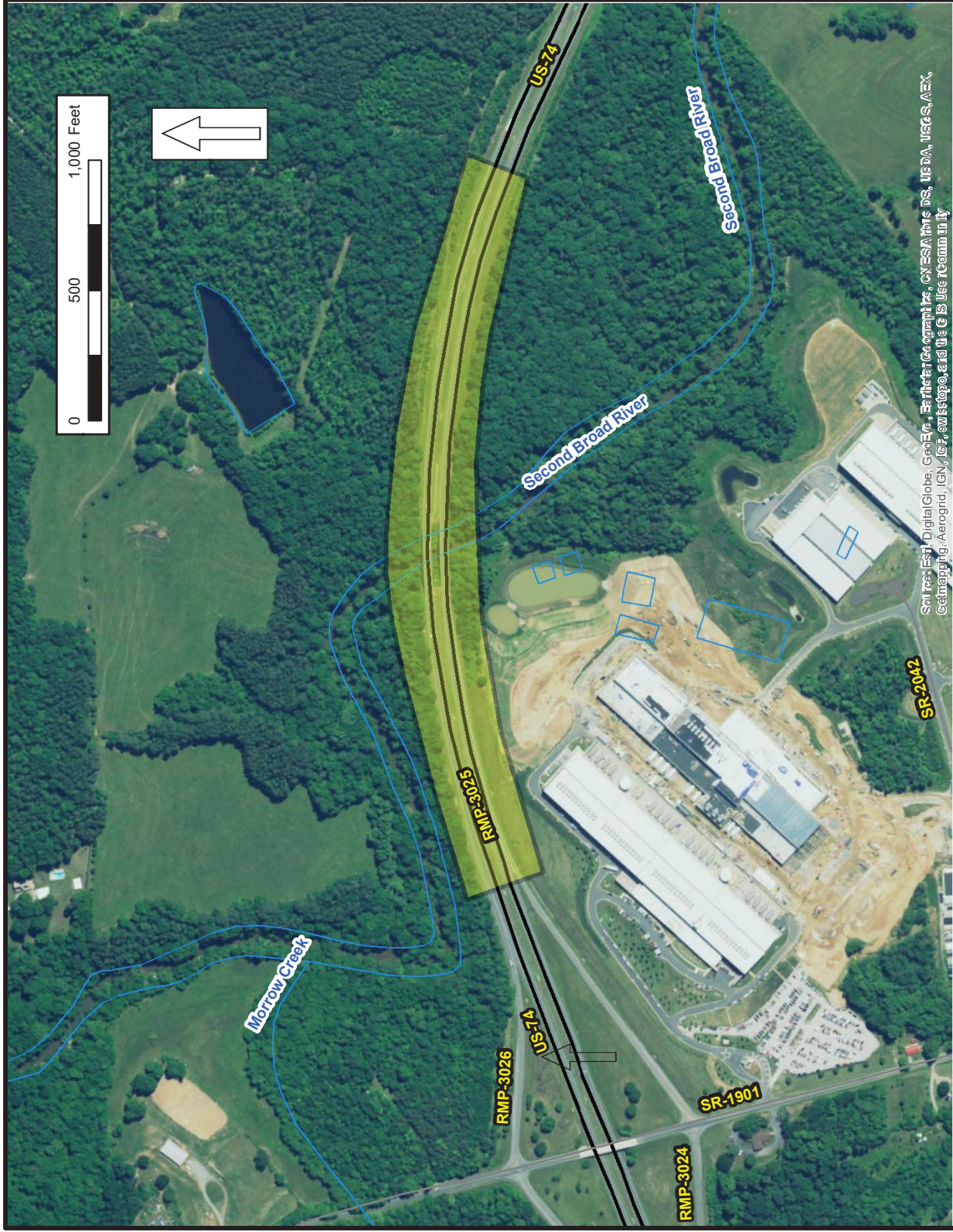


Figure 2. Recent aerial mapping showing immediate surroundings of Bridge Nos. 0083 & 0084, PA 16-01-0086. The APE is in yellow

NEPA Document

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-5876
WBS Element	48070.1.1
Federal Project No.	NHP-0074(181)

A. Project Description:

The proposed project involves replacing Bridge No. 83 and Bridge No. 84 on US 74 Bypass over the Second Broad River in Rutherford County (see Figure 1). The replacement structures will be dual bridges each approximately 288 feet long (see Figure 2). The 4-lane divided facility will have two 38-foot wide (clear roadway width) bridges with two 12-foot lanes, 10-foot outside shoulder, and a 4-foot median shoulder. The bridge lengths are based on preliminary design information and are set by hydraulic requirements. The roadway grade will initially be set such that the proposed low chord matches the existing low chord. Bridge No. 83 and Bridge No. 84 will be replaced using phased construction, maintaining two lanes of traffic eastbound and two lanes of traffic westbound throughout construction. The proposed westbound US 74 Bypass structure will be constructed north of existing westbound structure. Westbound traffic will be shifted onto the newly constructed westbound bridge before the existing westbound structure is removed. While the existing eastbound US 74 Bypass traffic continues its normal pattern, the proposed eastbound structure will be constructed with the same median width as the existing eastbound US 74 Bypass structure. The design speed will be 70 mph using AASHTO guidelines.

Project construction will extend approximately 770 feet east and 686 feet west from the bridge. The US 74 Bypass approaches will include four 12-foot lanes with a 46-foot median and eight-foot shoulders (13-foot with guardrail). The roadway will be designed as a principal arterial using AASHTO guidelines.

B. Description of Need and Purpose:

The purpose of this project is to replace functionally obsolete bridges. Bridge No. 83 was built in 1968 and is 276 feet long with a 28 foot clear roadway width. Bridge No. 84 was built in 1968 and is 274 feet long with a 28 foot clear roadway width. The superstructure of both bridges is reinforced concrete floors on steel I-beams. The substructure of both bridges consists of reinforced concrete caps on concrete piles and columns.

NCDOT Structures Management Unit records indicate Bridge No. 83 has a sufficiency rating of 67.78 and Bridge No. 84 has a sufficiency rating of 66.78 out of 100 for a new structure. The bridges are considered functionally obsolete due to a deck geometry of 3 out of 4 by Federal Highway Administration (FHWA) standards.

Components of the concrete substructure and steel superstructure have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities. US 74 Bypass at Bridge No. 83 and Bridge No. 84 has an Average Annual Daily Traffic (AADT) volume of 19,000 vehicles per day (vpd) for the year 2016 and future traffic of 24,100 AADT for the year 2040. Replacement of the bridges will improve traffic operations.

C. Categorical Exclusion Action Classification: (Check one)

TYPE I A

D. Proposed Improvements

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

E. Special Project Information

Build New Bridge on Existing Alignment – The new bridges could be built on the existing alignment of Bridge No. 83 and Bridge No. 84 with crossovers, but the limits of construction would extend beyond the limits of the Old Caroleen Road interchange. This would cause a weaving issue for the eastbound on-ramp that merges to the mainline alignment.

Brownfield site- There is the (Andale) Brownfield site located south of Bridge No. 83 and 84. Current designs show this site will not be impacted by the proposed bridge replacement project. The limits of the Brownfield area are confined to the existing property limit.

Preferred Alternative:

Phased Construction - Bridge No. 83 and Bridge No. 84 will be replaced using phased construction, maintaining two lanes of traffic eastbound and two lanes of traffic westbound throughout construction. The proposed westbound US 74 structure will be constructed north of the existing westbound structure. Westbound traffic will be shifted onto the newly constructed westbound bridge before the existing westbound structure is removed. While the existing eastbound US 74 traffic continues its normal pattern, the proposed eastbound structure will be constructed with the same median width as the existing structure. The proposed bridges would each be 288 feet long. This alternative is preferred because staged construction would minimize impacts to regional and local mobility, access to local businesses and homes, and EMS operations. NCDOT concurs that this is the preferred alternative.

Cost:

The estimated costs for the project are as follows:

Construction Cost: \$9,800,000

Public Involvement:

Landowner notification letters were mailed on February 16, 2016 to all property owners affected by this project. No comments have been received to date.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>				
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>				
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Response to Question 8:

Northern long-eared bat (NLEB) is listed as a threatened species in Rutherford. NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R. § 17.40(o) and effective February 16, 2016. NCDOT may presume its determination is informed by best available information and consider Section 7 responsibilities fulfilled for NLEB.

Dwarf-flowered Heartleaf- Prior to construction, additional surveys are needed for this species. The September 2016 Natural Resources Technical Report (NRTR) for TIP B-5876 found that marginally suitable habitat for this species exists within the study area. No dwarf-flowered heartleaf was observed during March 28, 2016 field surveys. However, a March 1, 2016 query of NCNHP records using the online North Carolina Natural Heritage Data Explorer indicated one dwarf-flowered heartleaf occurrence within 1.0 mile of the study area. The element occurrence (#21348) is dated May 26, 2015, and has a high location accuracy. The NRTR includes a biological conclusion of “No Effect”. However, based on NCDOT recommendations, additional surveys are needed for this species prior to construction to confirm the biological conclusion of “No Effect”.

Response to Question 16:

Rutherford County is a participant in the National Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). The effective FEMA floodplain mapping indicates that this crossing of the Second Broad River is located within a flood hazard zone designated as Zone AE, for which 100-year base flood elevations have been established in a Flood Study.

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program to determine the status of the project with regard to applicability of NCDOT’s Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

This project involves construction activities on or adjacent to a FEMA-regulated stream. Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the drainage structure(s) and roadway embankment located within the 100-year floodplain were built as shown on the construction plans, both horizontally and vertically.

Response to Question 30: Farmland soils eligible for protection under the Farmland Protection Policy Act (FPPA) are present within the project study area. A preliminary screening of farmland conversion impacts in the project area has been completed and a total score of 42 out of 160 points was calculated for the B-5876 project site. Since the total site assessment score does not exceed the 60-point threshold established by NRCS, farmland conversion impacts may be anticipated, but are not considered notable.

H. Project Commitments

Rutherford County
Bridge No. 83 and No. 84 on US 74 Bypass over the Second Broad River
Federal Project No. NHP-0074(181)
WBS No. 48070.1.1
TIP No. B-5876

Hydraulics Unit, Division 13 Construction- FEMA

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program to determine the status of the project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

This project involves construction activities on or adjacent to a FEMA-regulated stream. Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the drainage structure(s) and roadway embankment located within the 100-year floodplain were built as shown on the construction plans, both horizontally and vertically.

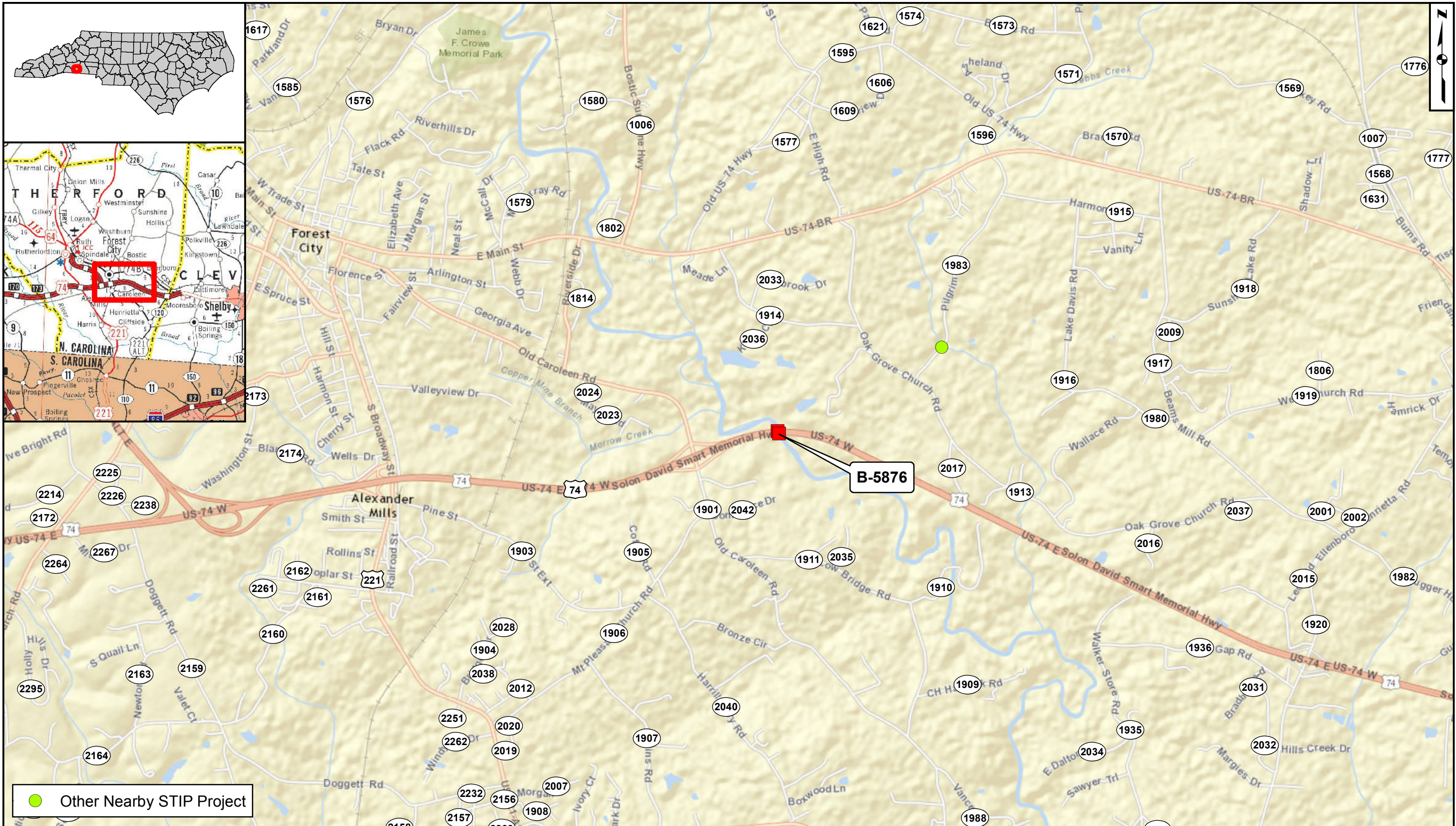
NCDOT Project Delivery- Environmental Analysis Unit (EAU)

Northern long-eared bat (NLEB) is listed as a threatened species in Rutherford. NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R. § 17.40(o) and effective February 16, 2016. NCDOT may presume its determination is informed by best available information and consider Section 7 responsibilities fulfilled for NLEB.


Dwarf-flowered Heartleaf- Prior to construction, additional surveys are needed for this species. The September 2016 Natural Resources Technical Report (NRTR) for TIP B-5876 found that marginally suitable habitat for this species exists within the study area. No dwarf-flowered heartleaf was observed during March 28, 2016 field surveys. However, a March 1, 2016 query of NCNHP records using the online North Carolina Natural Heritage Data Explorer indicated one dwarf-flowered heartleaf occurrence within 1.0 mile of the study area. The element occurrence (#21348) is dated May 26, 2015, and has a high location accuracy. The NRTR includes a biological conclusion of "No Effect". However, based on NCDOT recommendations, additional surveys are needed for this species prior to construction to confirm the biological conclusion of "No Effect".

Geo-environmental- Brownfield Site

There is the (Andale) Brownfield site located south of Bridge No. 83 and 84. Current designs show this site will not be impacted by the proposed bridge replacement project. If plans change in the area and the site is impacted further coordination will be needed. The limits of the Brownfield area are confined to the existing property limit.

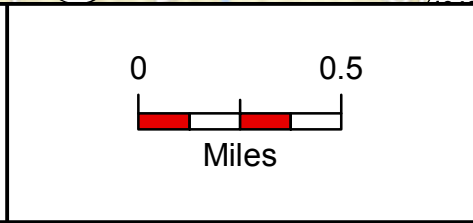


● Other Nearby STIP Project



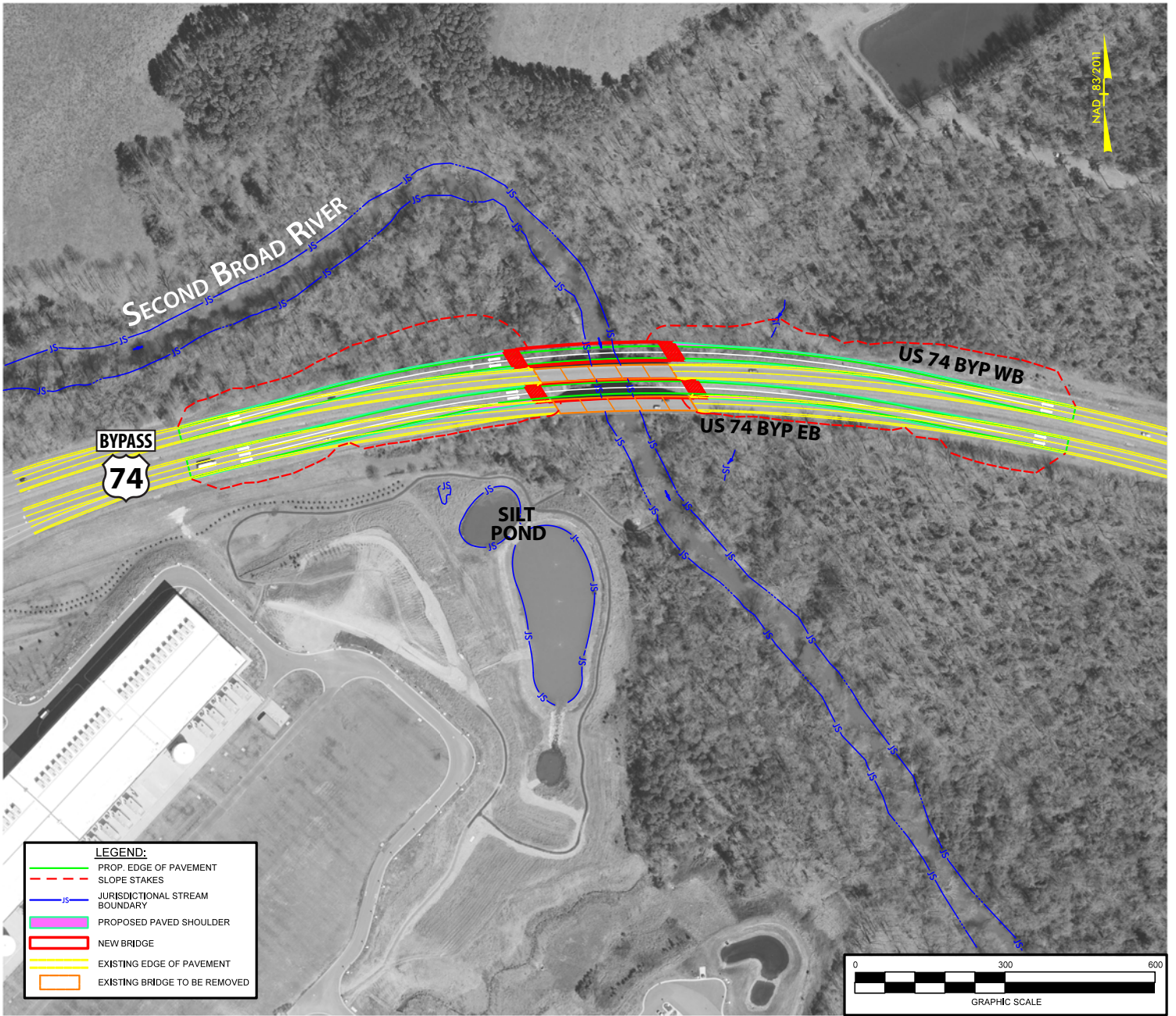
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

VICINITY MAP
Replace Bridge No. 83 & 84 on US 74 BYP
over Second Broad River in Rutherford County
 TIP Project B-5876



Div: 13	TIP# B-5876
Date: DECEMBER 2015	

Figure
1



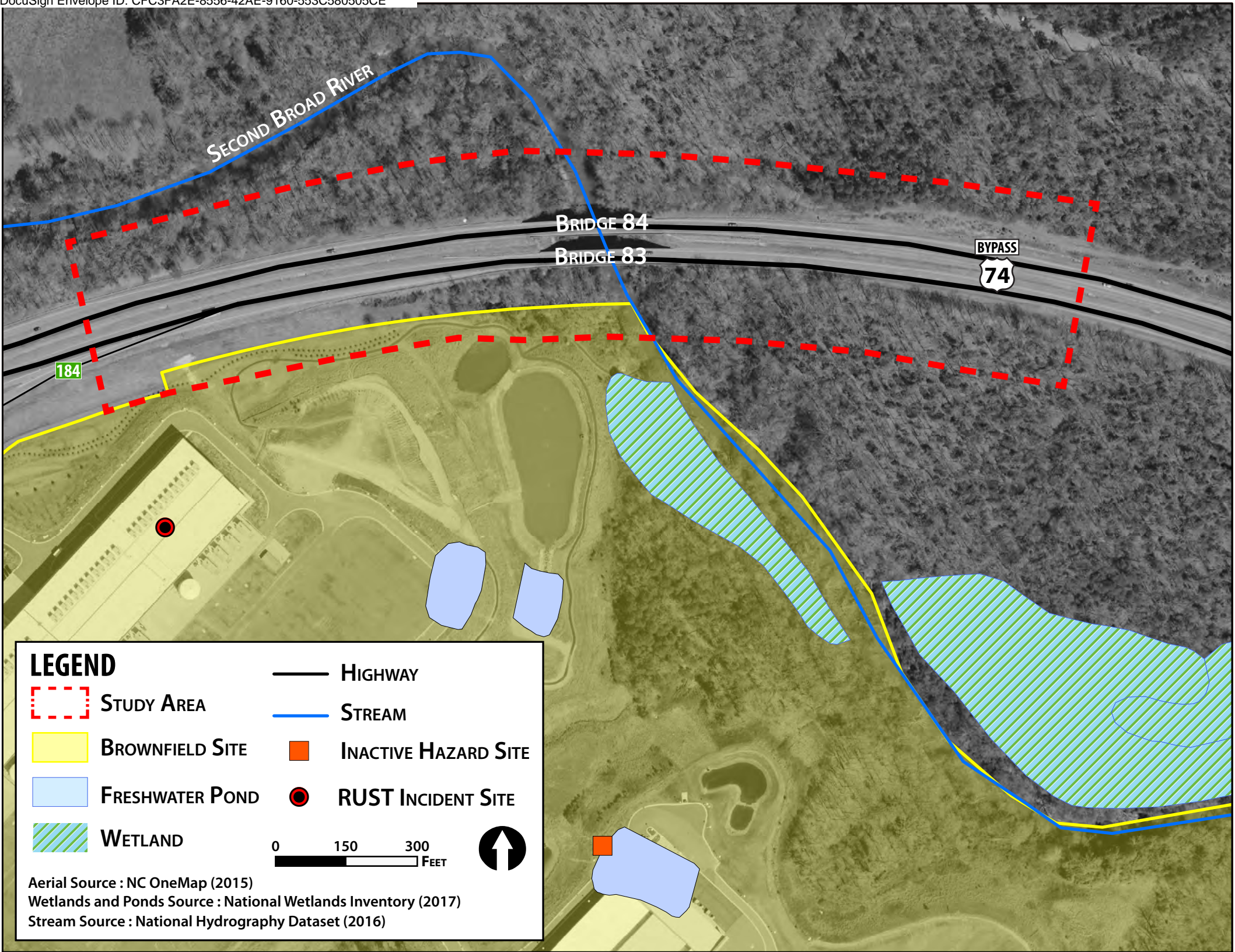
Proposed Improvements

Replace Bridge No. 83 and No. 84 on
US 74 Bypass over the Second Broad River
with Phased Construction

Rutherford County

B-5876

Figure 2



Environmental Constraints Map
Replace Bridge No. 83 & No. 84 on
US 74 Bypass over the Second Broad River
Rutherford County
B-5876

Figure 3



South face of Bridge 84 (US 74 Bypass West)



North face of Bridge 83 (US 74 Bypass East)



Photographs
Replace Bridge No. 83 and No. 84 on
US 74 Bypass over the Second Broad River
Rutherford County
B-5876

Figure 4

16-01-0086



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	B-5876	County:	Rutherford
WBS No.:	48070.1.1	Document Type:	CE
Fed. Aid No:	NHP-0074(181)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	NWP
Project Description: Replace Bridge No. 83 and 84 on US 74 BYP. EBL over Second Broad River.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on January 26, 2016. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is approximately 900' from each end of the bridge and 200' from the center of the Second Broad River each way. A large manufacturing building southwest of the bridges is under fifty years of age. Bridge Nos. 83 and 84, built 1968, are also under fifty years of age and not eligible for National Register listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:

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

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Kate Hubbel

1/26/2016

NCDOT Architectural Historian

Date

Historic Architecture and Landscapes NO SURVEY REQUIRED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.

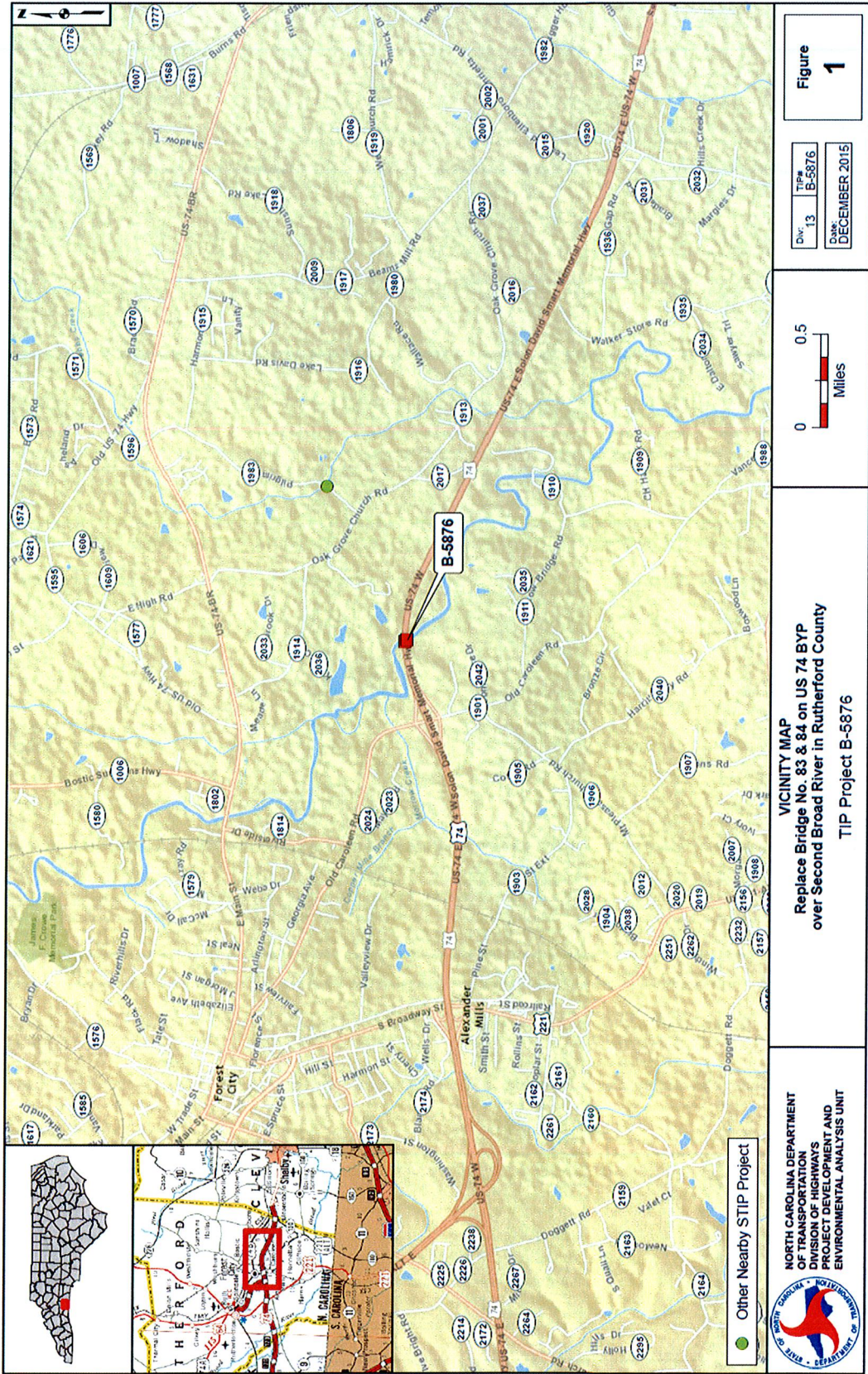


Figure
1


Div: 13
TIP# B-5876
Date: DECEMBER 2015

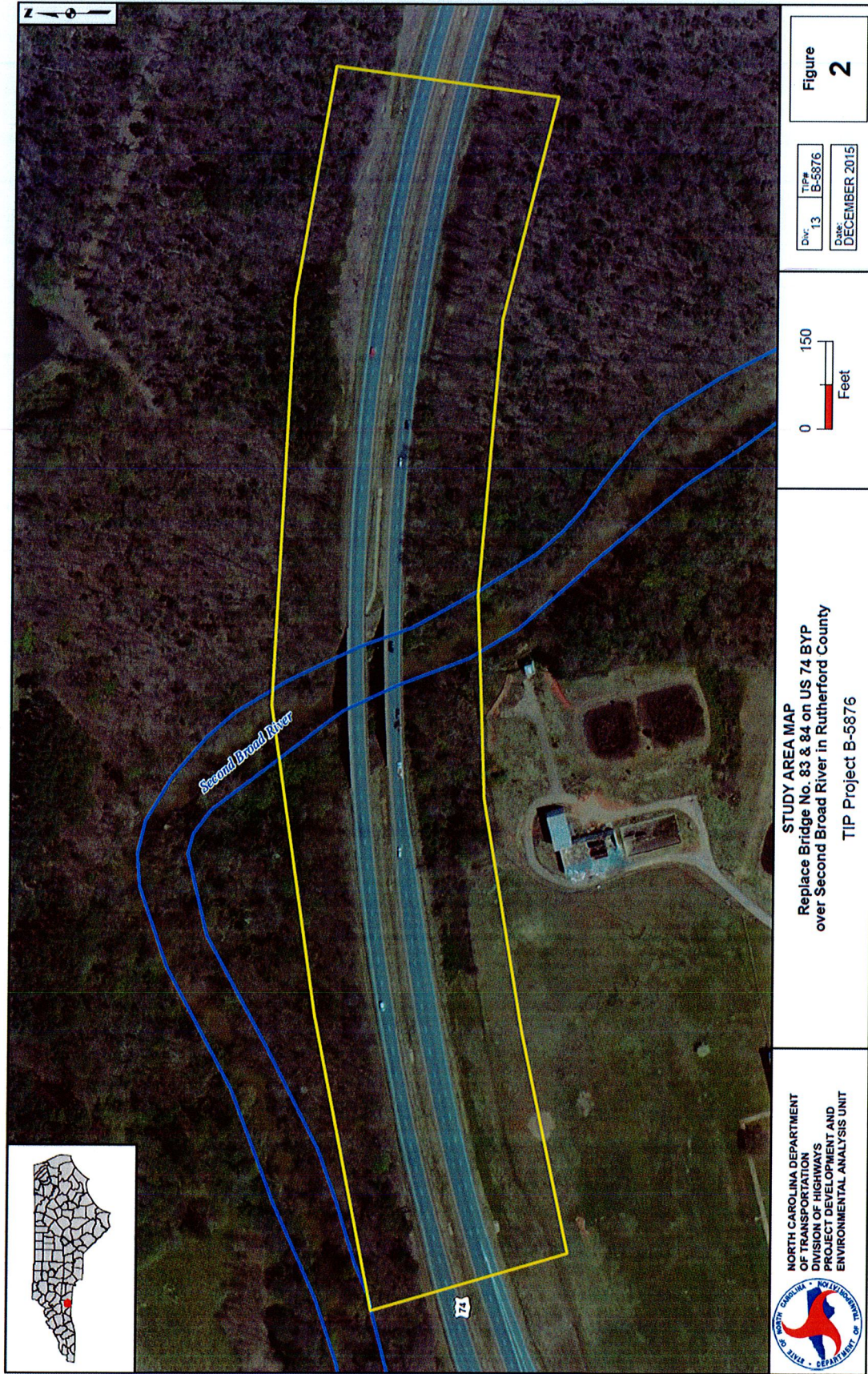
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VICINITY MAP
Replace Bridge No. 83 & 84 on US 74 BYP
over Second Broad River in Rutherford County
TIP Project B-5876

Other Nearby STIP Project

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





16-01-0086



NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

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



PROJECT INFORMATION

Project No: **B-5876** *County:* **Rutherford**
WBS No: **48070.1.1** *Document:* **C E**
F.A. No: **NHP-0074(181)** *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* **tbd**

Project Description: NCDOT proposes to replace Bridge Nos. 83 & 84 on US 74 Bypass over the Second Broad River in Rutherford County. The two bridges built along with US 74 in the late 1960s, carry four lanes and will be replaced on a similar alignment using a three phase construction in the existing, wide ROW which is 272 feet at its greatest width at the western launch. While design plans are still under development, four new, 12-foot lanes are proposed will for construction over the Second Broad River. Some new ROW or easements may be required for the staged construction, or fill.

For purposes of the this review, the archaeological Area of Potential Effects (APE) is a length of 2500 feet long along US 74, tapering at opposite ends, and 310 feet wide at the central point of crossing. This is a federally funded and permitted undertaking, therefore Section 106 of the National Historic Preservation Act applies for this review.

SUMMARY OF ARCHAEOLOGICAL REVIEW: NO SURVEY REQUIRED

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

USGS mapping and aerial photography was examined (see Figures 1 and 2). Virtual drive-by using both Bing and Google Maps was examined. Much of the broader area around the APE is wooded and sloped. The northwest quadrant is fairly level and undeveloped while the southwest quadrant heavily modified for very large scale industry, including recently constructed retaining ponds close to the ROW and river.

Morrow Creek is a tributary to the Second Broad River, though about 2000 feet upriver from the bridges. Very close proximity to a tributary of a river generally is favorable for the presence of Native American archaeological sites, however, the distance in this case is probably too great.

Soils units were examined using the USDA Web Soil Survey. Since the project will be replacing the existing facility, the majority of the APE is massively altered due to construction of the current highway and bridges. The eastern soils are recorded as the Pacolet-Bethlehem complex (PbC2 and PbD2, 8-25 percent slopes, moderately eroded). These rolling hillsides are considered less attractive for habitation due to slope and often lack typical archaeological sites. Further, the eroded nature of the soils suggests that preservation of intact archaeological sites would be unlikely. The western half of the project is mostly Udorthents (UdC, 0-15 percent slopes), a descriptor used to define modern, large scale earthmoving as for commercial, industrial and residential use. Survival of any intact, significant archaeological sites that may have been present is unlikely in this location. A small portion immediately west of the river is the Buncombe loamy sand (BuB, 0-5 percent slopes) which is listed as only occasionally flooded. This soil type has greater potential for archaeological sites due to the relatively level landform and drainage qualities. However, only a small percentage of this soil type falls within the APE which is otherwise mostly disturbed.

16-01-0086

A visit to the Office of State Archaeology for background research showed there have been no major environmental reviews in the greater area that resulting in an archaeological survey. ERs in the nearby vicinity include ER 15-2208 (likely linear utility), ER 15-0597 and ER 15-0635. There are no recorded archaeological sites within or next to the APE, or the local vicinity. Note, this does not mean that there are no sites present in this portion of the county as the absence of sites could reflect the lack of investigations. However, it is noteworthy that there have been no recorded sites along this portion of the river.

No obvious cemeteries can be seen in aerial and/or USGS mapping or using the cemetery database managed by NCDOT archaeologist Paul Mohler.

Historic mapping was examined. Earlier versions of USGS mapping (Forest City) do not show US 74 crossing the river at the APE until sometime after 1966. The bridge is reportedly built in 1968 and scanned NCDOT design plans dated 1969 show details of planned construction. Previous historic maps, like the 1924/1928 Rutherford County Soils Map (MC.086.1924u) or the 1923 Complete Map of Rutherford County (MC.086.1923l) shows no crossing of the Second Broad River at this location. The road continues at its original alignment.

The APE will have only minor expansion from the 1960s construction of the two bridges and highway. Almost all of the APE was included in the original construction and now includes the existing transportation features along with fill, likely utilities and drainage control. Soils are noted as being modified for a large portion of the APE, especially at the highway, or sloped and eroded on the east side. A small portion of fair soils are mapped within the APE, though clearly the very wide highway interrupts and challenges that notation. The expansion, if any is likely for fill along the margins of the existing ROW line, a linear swathe of maybe less than 0.22 acres on any one quadrant.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST – *NO SURVEY REQUIRED*


 NCDOT ARCHAEOLOGIST

12/8/2017

Date

16-01-0086

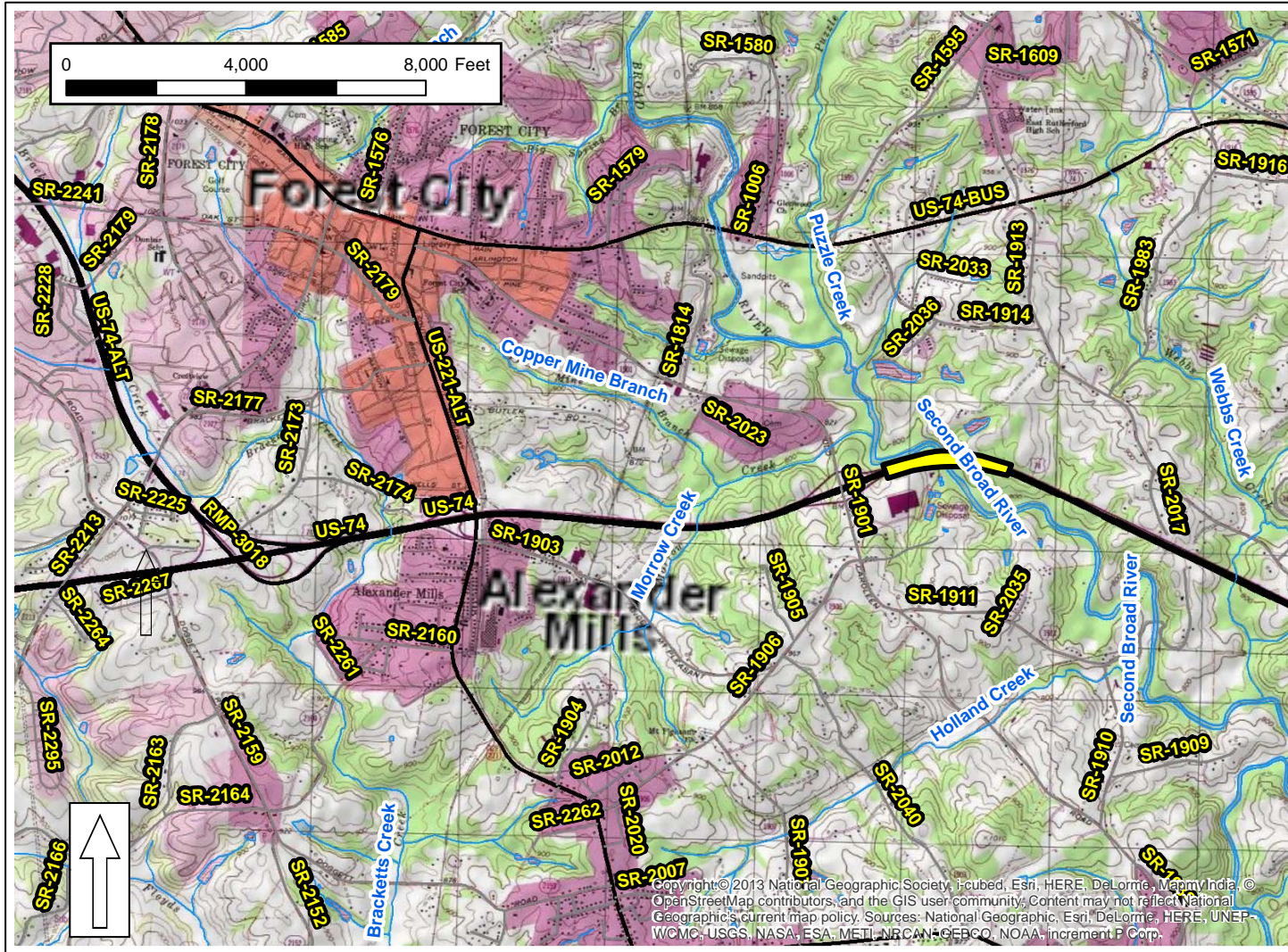


Figure 1. Vicinity USGS mapping (Forest City) showing the general project location in Rutherford County. The APE is highlighted in yellow.

16-01-0086

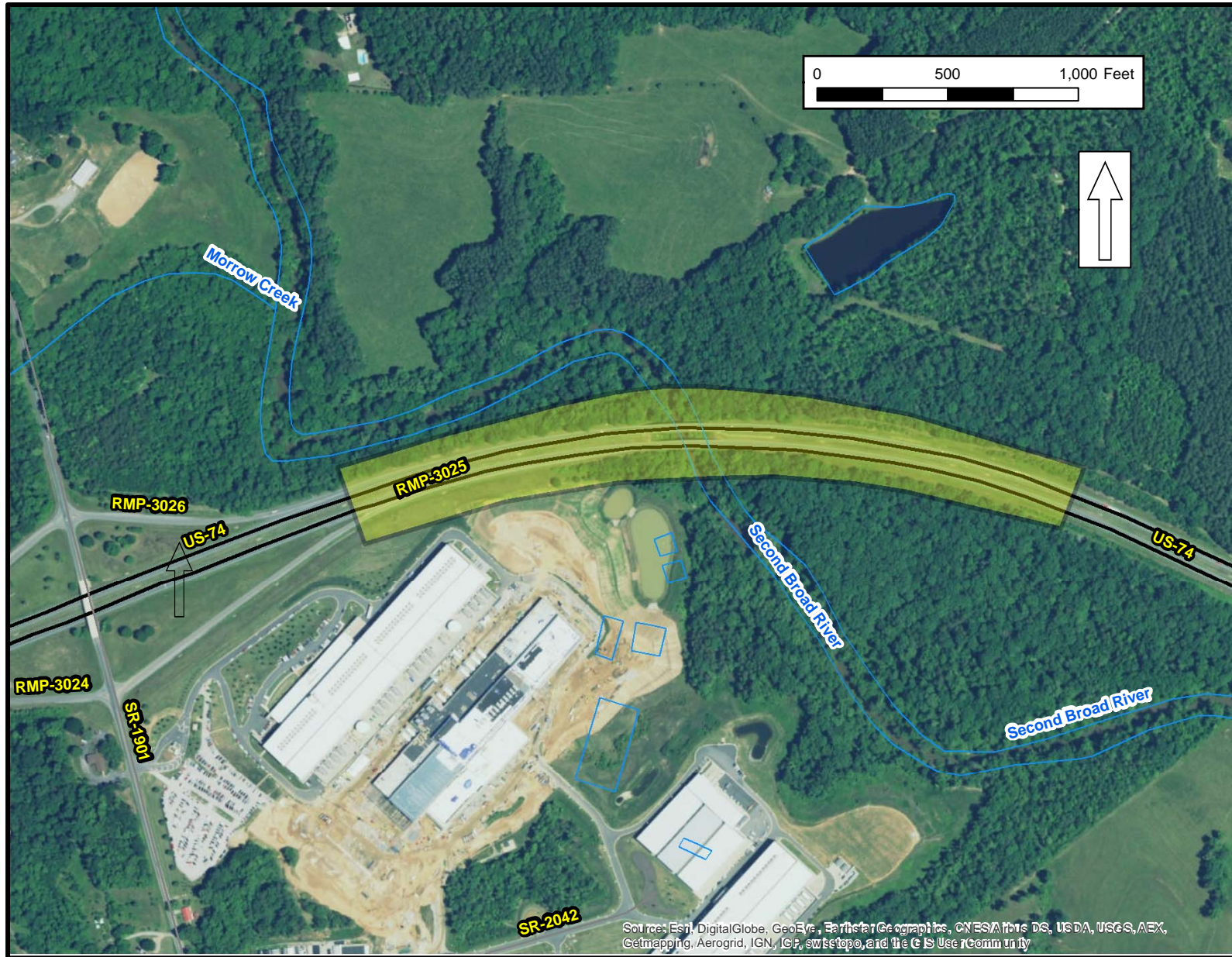


Figure 2. Recent aerial mapping showing immediate surroundings of Bridge Nos. 0083 & 0084, PA 16-01-0086. The APE is in yellow