



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY PERDUE  
GOVERNOR

GENE CONTI  
SECRETARY

May 7, 2010

U. S. Army Corps of Engineers  
Regulatory Field Office  
151 Patton Avenue, Room 208  
Asheville, NC 28801-5006

ATTN: Ms. Liz Hair  
NCDOT Coordinator

Subject: **Application for Section 404 Nationwide Permit 33** for the proposed replacement of Bridge No. 118 over Clark Creek on SR 1008 (North Grove Street) in Lincoln County, Federal Aid Project No. BRSTP-1008(12); Division 12; TIP No. B-4176; WBS 33523.1.1

Dear Madam:

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 118 over Clark Creek on SR 1008. There will be 0.05 acres of temporary surface water impacts.

Please see enclosed copies of the Pre-Construction Notification (PCN), Stormwater Management Plan, permit drawings and design plans. The Categorical Exclusion (CE) was completed in September 2009. Documents were distributed shortly thereafter. Additional copies are available upon request.

This project calls for a letting date of February 15, 2011 and a review date of December 28, 2010; however, the let date may advance as additional funding becomes available.

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS  
1598 MAIL SERVICE CENTER

TELEPHONE: 919-431-6680  
FAX: 919-431-2002

WEBSITE: [WWW.NCDOT.ORG](http://WWW.NCDOT.ORG)

**LOCATION:**  
ENVIRONMENTAL RESOURCE CENTER  
4701 ATLANTIC AVENUE, SUITE 116  
RAI FIGH NC 27604

A copy of this permit application will be posted on the NCDOT Website at:  
<http://www.ncdot.org/doh/preconstruct/pe/>. If you have any questions or need additional information, please call Jeremy Leamer at (919) 431-6680.

Sincerely,



for

Gregory J. Thorpe, Ph.D.

Environmental Management Director, PDEA

w/attachment

Mr. Brian Wrenn, NCDWQ (2 copies)

Ms. Marla Chambers, NCWRC

Ms. Marella Buncick, USFWS

w/o attachment (see permit website for attachments)

Dr. David Chang, P.E., Hydraulics

Mr. Mark Staley, Roadside Environmental

Mr. Victor Barbour, P.E., Project Services Unit

Mr. Greg Perfetti, P.E., Structure Design

Mr. Michael L. Holder, P.E., Division 12 Engineer

Mr. Mark Davis, DEO

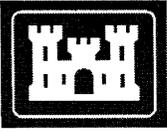
Mr. Jay Bennett, P.E., Roadway Design

Mr. Majed Alghandour, P. E., Programming and TIP

Mr. Art McMillan, P.E., Highway Design

Mr. Scott McLendon, USACE, Wilmington

Ms. Brenna Poole, PDEA



Office Use Only:  
 Corps action ID no. \_\_\_\_\_  
 DWQ project no. \_\_\_\_\_  
 Form Version 1.3 Dec 10 2008

## Pre-Construction Notification (PCN) Form

### A. Applicant Information

#### 1. Processing

1a. Type(s) of approval sought from the Corps:	<input checked="" type="checkbox"/> Section 404 Permit	<input type="checkbox"/> Section 10 Permit
1b. Specify Nationwide Permit (NWP) number: 33 or General Permit (GP) number:		
1c. Has the NWP or GP number been verified by the Corps?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
1d. Type(s) of approval sought from the DWQ (check all that apply):		
<input checked="" type="checkbox"/> 401 Water Quality Certification – Regular <span style="margin-left: 100px;"><input type="checkbox"/> Non-404 Jurisdictional General Permit</span> <input type="checkbox"/> 401 Water Quality Certification – Express <span style="margin-left: 100px;"><input type="checkbox"/> Riparian Buffer Authorization</span>		
1e. Is this notification solely for the record because written approval is not required?	For the record only for DWQ 401 Certification: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For the record only for Corps Permit: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
1f. Is payment into a mitigation bank or in-lieu fee program proposed for mitigation of impacts? If so, attach the acceptance letter from mitigation bank or in-lieu fee program.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
1g. Is the project located in any of NC's twenty coastal counties. If yes, answer 1h below.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
1h. Is the project located within a NC DCM Area of Environmental Concern (AEC)?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

#### 2. Project Information

2a. Name of project:	Replacment of Bridge 118 over Clark Creek on SR 1008 (North Grove Street)
2b. County:	Lincoln
2c. Nearest municipality / town:	Lincolnton
2d. Subdivision name:	<i>not applicable</i>
2e. NCDOT only, T.I.P. or state project no.:	B-4176

#### 3. Owner Information

3a. Name(s) on Recorded Deed:	North Carolina Department of Transportation
3b. Deed Book and Page No.	<i>not applicable</i>
3c. Responsible Par ty (for LLC if applicable):	<i>not applicable</i>
3d. Street address:	1598 Mail Service Center
3e. City, state, zip:	Raleigh, NC 27699-1598
3f. Telephone no.:	(919) 431-6680
3g. Fax no.:	(919) 431-2002
3h. Email address:	jtleamer@ncdot.gov

<b>4. Applicant Information (if different from owner)</b>	
4a. Applicant is:	<input type="checkbox"/> Agent <input type="checkbox"/> Other, specify:
4b. Name:	<i>not applicable</i>
4c. Business name (if applicable):	
4d. Street address:	
4e. City, state, zip:	
4f. Telephone no.:	
4g. Fax no.:	
4h. Email address:	
<b>5. Agent/Consultant Information (if applicable)</b>	
5a. Name:	<i>not applicable</i>
5b. Business name (if applicable):	
5c. Street address:	
5d. City, state, zip:	
5e. Telephone no.:	
5f. Fax no.:	
5g. Email address:	

<b>B. Project Information and Prior Project History</b>	
<b>1. Property Identification</b>	
1a. Property identification no. (tax PIN or parcel ID):	<i>not applicable</i>
1b. Site coordinates (in decimal degrees):	Latitude: 35.47039 (DD.DDDDDD) Longitude: - 81.26462 (-DD.DDDDDD)
1c. Property size:	1.40 acres
<b>2. Surface Waters</b>	
2a. Name of nearest body of water (stream, river, etc.) to proposed project:	Clark Creek
2b. Water Quality Classification of nearest receiving water:	WS-IV
2c. River basin:	Catawba
<b>3. Project Description</b>	
3a. Describe the existing conditions on the site and the general land use in the vicinity of the project at the time of this application: SR 1008 is a two lane local route transecting a semi-urban area with mostly residential development.	
3b. List the total estimated acreage of all existing wetlands on the property: N/A	
3c. List the total estimated linear feet of all existing streams (intermittent and perennial) on the property: 70	
3d. Explain the purpose of the proposed project: To replace bridge No. 118 which is considered structurally deficient and functionally obsolete.	
3e. Describe the overall project in detail, including the type of equipment to be used: The project involves replacing the existing 190-foot bridge with a new 195-foot bridge providing a minimum 43 feet clear deck width, on the existing alignment with an on-site detour. Standard road building equipment, such as trucks, dozers, and cranes will be used.	
<b>4. Jurisdictional Determinations</b>	
4a. Have jurisdictional wetland or stream determinations by the Corps or State been requested or obtained for this property / project (including all prior phases) in the past? Comments:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown
4b. If the Corps made the jurisdictional determination, what type of determination was made?	<input type="checkbox"/> Preliminary <input type="checkbox"/> Final
4c. If yes, who delineated the jurisdictional areas? Name (if known):	Agency/Consultant Company: Other:
4d. If yes, list the dates of the Corps jurisdictional determinations or State determinations and attach documentation.	
<b>5. Project History</b>	
5a. Have permits or certifications been requested or obtained for this project (including all prior phases) in the past?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown
5b. If yes, explain in detail according to "help file" instructions.	
<b>6. Future Project Plans</b>	
6a. Is this a phased project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
6b. If yes, explain.	

### C. Proposed Impacts Inventory

#### 1. Impacts Summary

1a. Which sections were completed below for your project (check all that apply):

- Wetlands                       Streams - tributaries                       Buffers  
 Open Waters                       Pond Construction

#### 2. Wetland Impacts

If there are wetland impacts proposed on the site, then complete this question for each wetland area impacted.

2a. Wetland impact number – Permanent (P) or Temporary (T)	2b. Type of impact	2c. Type of wetland (if known)	2d. Forested	2e. Type of jurisdiction (Corps - 404, 10 DWQ – non-404, other)	2f. Area of impact (acres)
Site 1 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ	
Site 2 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ	
Site 3 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ	
Site 4 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ	
Site 5 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ	
Site 6 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ	
<b>2g. Total wetland impacts</b>					Permanent Temporary

2h. Comments:

#### 3. Stream Impacts

If there are perennial or intermittent stream impacts (including temporary impacts) proposed on the site, then complete this question for all stream sites impacted.

3a. Stream impact number - Permanent (P) or Temporary (T)	3b. Type of impact	3c. Stream name	3d. Perennial (PER) or intermittent (INT)?	3e. Type of jurisdiction (Corps - 404, 10 DWQ – non-404, other)	3f. Average stream width (feet)	3g. Impact length (linear feet)
Site 1 <input type="checkbox"/> P <input checked="" type="checkbox"/> T	Causeway	Clark Creek	<input checked="" type="checkbox"/> PER <input type="checkbox"/> INT	<input checked="" type="checkbox"/> Corps <input type="checkbox"/> DWQ	50	140
Site 2 <input type="checkbox"/> P <input checked="" type="checkbox"/> T	Causeway	Clark Creek	<input checked="" type="checkbox"/> PER <input type="checkbox"/> INT	<input checked="" type="checkbox"/> Corps <input type="checkbox"/> DWQ	50	40
Site 3 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> PER <input type="checkbox"/> INT	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ		
Site 4 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> PER <input type="checkbox"/> INT	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ		
Site 5 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> PER <input type="checkbox"/> INT	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ		
Site 6 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> PER <input type="checkbox"/> INT	<input type="checkbox"/> Corps <input type="checkbox"/> DWQ		
<b>3h. Total stream and tributary impacts</b>						0 Perm 0.05 acres Temp

3i. Comments: The two causeways will not block more than 50% of the stream channel.

**4. Open Water Impacts**

If there are proposed impacts to lakes, ponds, estuaries, tributaries, sounds, the Atlantic Ocean, or any other open water of the U.S. then individually list all open water impacts below.

4a. Open water impact number – Permanent (P) or Temporary (T)	4b. Name of waterbody (if applicable)	4c. Type of impact	4d. Waterbody type	4e. Area of impact (acres)
O1 <input type="checkbox"/> P <input type="checkbox"/> T				
O2 <input type="checkbox"/> P <input type="checkbox"/> T				
O3 <input type="checkbox"/> P <input type="checkbox"/> T				
O4 <input type="checkbox"/> P <input type="checkbox"/> T				
<b>4f. Total open water impacts</b>				X Permanent X Temporary

4g. Comments:

**5. Pond or Lake Construction**

If pond or lake construction proposed, then complete the chart below.

5a. Pond ID number	5b. Proposed use or purpose of pond	5c. Wetland Impacts (acres)			5d. Stream Impacts (feet)			5e. Upland (acres)
		Flooded	Filled	Excavated	Flooded	Filled	Excavated	Flooded
P1								
P2								
<b>5f. Total</b>								

5g. Comments:

5h. Is a dam high hazard permit required?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, permit ID no:
5i. Expected pond surface area (acres):		
5j. Size of pond watershed (acres):		
5k. Method of construction:		

**6. Buffer Impacts (for DWQ)**

If project will impact a protected riparian buffer, then complete the chart below. If yes, then individually list all buffer impacts below. If any impacts require mitigation, then you **MUST** fill out Section D of this form.

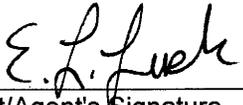
6a. Project is in which protected basin?			<input type="checkbox"/> Neuse <input checked="" type="checkbox"/> Catawba	<input type="checkbox"/> Tar-Pamlico <input type="checkbox"/> Randleman	<input type="checkbox"/> Other:
6b. Buffer impact number – Permanent (P) or Temporary (T)	6c. Reason for impact	6d. Stream name	6e. Buffer mitigation required?	6f. Zone 1 impact (square feet)	6g. Zone 2 impact (square feet)
B1 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> Yes <input type="checkbox"/> No		
B2 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> Yes <input type="checkbox"/> No		
B3 <input type="checkbox"/> P <input type="checkbox"/> T			<input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>6h. Total buffer impacts</b>					
6i. Comments: Bridge No. 118 is not located on the main stem of the Catawba River.					

<b>D. Impact Justification and Mitigation</b>		
<b>1. Avoidance and Minimization</b>		
1a. Specifically describe measures taken to avoid or minimize the proposed impacts in designing project. There will be no permanent impacts. The proposed structure will be in the same location as the existing structure. The "do-nothing" alternative is not practicable due to the resulting elimination of the use of SR 1008 and closing or removing the bridge. The roadway grade will be the same as the existing structure. A pre-formed scour hole will be installed at the end of the drainage pipe at STA 17 + 97 (L) and 1.5:1 fill slopes will be utilized where practicable.		
1b. Specifically describe measures taken to avoid or minimize the proposed impacts through construction techniques. Surficial bridge runoff will not be directed into Clark Creek via deck drains. Causeways will not cover more than 50% of the stream channel at any time.		
<b>2. Compensatory Mitigation for Impacts to Waters of the U.S. or Waters of the State</b>		
2a. Does the project require Compensatory Mitigation for impacts to Waters of the U.S. or Waters of the State?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If no, explain: Minimal temporary impacts of less than 0.05 acres are from two temporary causeways which will be removed and result in no "loss of waters". Clark Creek is not a trout stream, HQW or ORW.	
2b. If yes, mitigation is required by (check all that apply):	<input type="checkbox"/> DWQ <input type="checkbox"/> Corps	
2c. If yes, which mitigation option will be used for this project?	<input type="checkbox"/> Mitigation bank <input type="checkbox"/> Payment to in-lieu fee program <input type="checkbox"/> Permittee Responsible Mitigation	
<b>3. Complete if Using a Mitigation Bank</b>		
3a. Name of Mitigation Bank: not applicable		
3b. Credits Purchased (attach receipt and letter)	Type	Quantity
3c. Comments:		
<b>4. Complete if Making a Payment to In-lieu Fee Program</b>		
4a. Approval letter from in-lieu fee program is attached.	<input type="checkbox"/> Yes	
4b. Stream mitigation requested:	linear feet	
4c. If using stream mitigation, stream temperature:	<input type="checkbox"/> warm <input type="checkbox"/> cool <input type="checkbox"/> cold	
4d. Buffer mitigation requested (DWQ only):	square feet	
4e. Riparian wetland mitigation requested:	acres	
4f. Non-riparian wetland mitigation requested:	acres	
4g. Coastal (tidal) wetland mitigation requested:	acres	
4h. Comments:		
<b>5. Complete if Using a Permittee Responsible Mitigation Plan</b>		
5a. If using a permittee responsible mitigation plan, provide a description of the proposed mitigation plan.		

6. Buffer Mitigation (State Regulated Riparian Buffer Rules) – required by DWQ					
6a. Will the project result in an impact within a protected riparian buffer that requires buffer mitigation?				<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
6b. If yes, then identify the square feet of impact to each zone of the riparian buffer that requires mitigation. Calculate the amount of mitigation required.					
Zone	6c. Reason for impact	6d. Total impact (square feet)	Multiplier	6e. Required mitigation (square feet)	
Zone 1			3 (2 for Catawba)		
Zone 2			1.5		
			<b>6f. Total buffer mitigation required:</b>		
6g. If buffer mitigation is required, discuss what type of mitigation is proposed (e.g., payment to private mitigation bank, permittee responsible riparian buffer restoration, payment into an approved in-lieu fee fund).					
6h. Comments:					

<b>E. Stormwater Management and Diffuse Flow Plan (required by DWQ)</b>	
<b>1. Diffuse Flow Plan</b>	
1a. Does the project include or is it adjacent to protected riparian buffers identified within one of the NC Riparian Buffer Protection Rules?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
1b. If yes, then is a diffuse flow plan included? If no, explain why. Comments:	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>2. Stormwater Management Plan</b>	
2a. What is the overall percent imperviousness of this project?	N/A
2b. Does this project require a Stormwater Management Plan?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2c. If this project DOES NOT require a Stormwater Management Plan, explain why:	
2d. If this project DOES require a Stormwater Management Plan, then provide a brief, narrative description of the plan: See attached permit drawings.	
2e. Who will be responsible for the review of the Stormwater Management Plan?	<input type="checkbox"/> Certified Local Government <input type="checkbox"/> DWQ Stormwater Program <input type="checkbox"/> DWQ 401 Unit
<b>3. Certified Local Government Stormwater Review</b>	
3a. In which local government's jurisdiction is this project?	not applicable
3b. Which of the following locally-implemented stormwater management programs apply (check all that apply):	<input type="checkbox"/> Phase II <input type="checkbox"/> NSW <input type="checkbox"/> USMP <input type="checkbox"/> Water Supply Watershed <input type="checkbox"/> Other:
3c. Has the approved Stormwater Management Plan with proof of approval been attached?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>4. DWQ Stormwater Program Review</b>	
4a. Which of the following state-implemented stormwater management programs apply (check all that apply):	<input type="checkbox"/> Coastal counties <input type="checkbox"/> HQW <input type="checkbox"/> ORW <input type="checkbox"/> Session Law 2006-246 <input type="checkbox"/> Other:
4b. Has the approved Stormwater Management Plan with proof of approval been attached?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>5. DWQ 401 Unit Stormwater Review</b>	
5a. Does the Stormwater Management Plan meet the appropriate requirements?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
5b. Have all of the 401 Unit submittal requirements been met?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

<b>F. Supplementary Information</b>	
<b>1. Environmental Documentation (DWQ Requirement)</b>	
1a. Does the project involve an expenditure of public (federal/state/local) funds or the use of public (federal/state) land?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1b. If you answered "yes" to the above, does the project require preparation of an environmental document pursuant to the requirements of the National or State (North Carolina) Environmental Policy Act (NEPA/SEPA)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1c. If you answered "yes" to the above, has the document review been finalized by the State Clearing House? (If so, attach a copy of the NEPA or SEPA final approval letter.)  Comments:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>2. Violations (DWQ Requirement)</b>	
2a. Is the site in violation of DWQ Wetland Rules (15A NCAC 2H .0500), Isolated Wetland Rules (15A NCAC 2H .1300), DWQ Surface Water or Wetland Standards, or Riparian Buffer Rules (15A NCAC 2B .0200)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2b. Is this an after-the-fact permit application?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2c. If you answered "yes" to one or both of the above questions, provide an explanation of the violation(s):	
<b>3. Cumulative Impacts (DWQ Requirement)</b>	
3a. Will this project (based on past and reasonably anticipated future impacts) result in additional development, which could impact nearby downstream water quality?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3b. If you answered "yes" to the above, submit a qualitative or quantitative cumulative impact analysis in accordance with the most recent DWQ policy. If you answered "no," 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.	
<b>4. Sewage Disposal (DWQ Requirement)</b>	
4a. Clearly detail the ultimate treatment methods and disposition (non-discharge or discharge) of wastewater generated from the proposed project, or available capacity of the subject facility.  not applicable	

<b>5. Endangered Species and Designated Critical Habitat (Corps Requirement)</b>		
5a. Will this project occur in or near an area with federally protected species or habitat?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
5b. Have you checked with the USFWS concerning Endangered Species Act impacts?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
5c. If yes, indicate the USFWS Field Office you have contacted.	<input type="checkbox"/> Raleigh <input type="checkbox"/> Asheville	
5d. What data sources did you use to determine whether your site would impact Endangered Species or Designated Critical Habitat? Habitat assessment and survey by NCDOT biologists. NHP database check. Surveys were updated for Michaux's sumac (November 2009) and dwarf-flowered heartleaf (May 2010).		
<b>6. Essential Fish Habitat (Corps Requirement)</b>		
6a. Will this project occur in or near an area designated as essential fish habitat?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
6b. What data sources did you use to determine whether your site would impact Essential Fish Habitat? NMFS County Index		
<b>7. Historic or Prehistoric Cultural Resources (Corps Requirement)</b>		
7a. Will this project occur in or near an area that the state, federal or tribal governments have designated as having historic or cultural preservation status (e.g., National Historic Trust designation or properties significant in North Carolina history and archaeology)?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
7b. What data sources did you use to determine whether your site would impact historic or archeological resources? NEPA Documentation		
<b>8. Flood Zone Designation (Corps Requirement)</b>		
8a. Will this project occur in a FEMA-designated 100-year floodplain?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
8b. If yes, explain how project meets FEMA requirements: NCDOT Hydraulics coordination with FEMA		
8c. What source(s) did you use to make the floodplain determination? FEMA Maps		
Dr. Gregory J. Thorpe, Ph D Applicant/Agent's Printed Name	 Applicant/Agent's Signature <small>(Agent's signature is valid only if an authorization letter from the applicant is provided.)</small>	5-7-10 Date

# STORMWATER MANAGEMENT PLAN

04/23/2010

Project: 33523.1.1

TIP No. B-4176

Lincoln County

Hydraulics Project Manager: PEF, P.E. (FIRM),  
Marshal Clawson, P.E. (NCDOT Hydraulics Unit)

## ROADWAY DESCRIPTION

The project B-4176 consists of constructing a new bridge 185 feet long to replace the existing bridge #118 in Lincoln County on SR-1008 over Clark Creek. The total project length is 0.130 miles. The project creates impacts to Clark Creek, which is located in the Catawba River Basin. The project drainage systems consist of grated inlets with associated pipe systems, and a preformed scour holes at a pipe outlet.

Jurisdiction Stream: Clark Creek

## ENVIRONMENTAL DESCRIPTION

The project is located within the Catawba River Basin in Lincoln County. No wetlands exist with the project vicinity. Impacts have been minimized by and using a preformed scour hole at the pipe outlet left of station 17+67-L-. Other drainage conveyances are through existing pipes or existing ditches which do not create any environmental impacts. Causeways will be required to construct the new bridge and will have temporary surface water impacts of no more than 0.050 acres.

## BEST MANAGEMENT PRACTICES AND MAJOR STRUCTURES

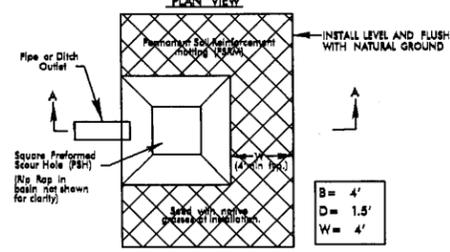
The primary goal of Best Management Practices (BMP's) is to prevent degradation of the states surface waters by the location, construction and operation of the highway system. The BMP's are activities, practices and procedures taken to prevent or reduce stormwater pollution. The BMP measures used on this project to reduce stormwater impacts are:

- Rip rap preformed scour hole at pipe outlet of system left of station 17+67-L-.



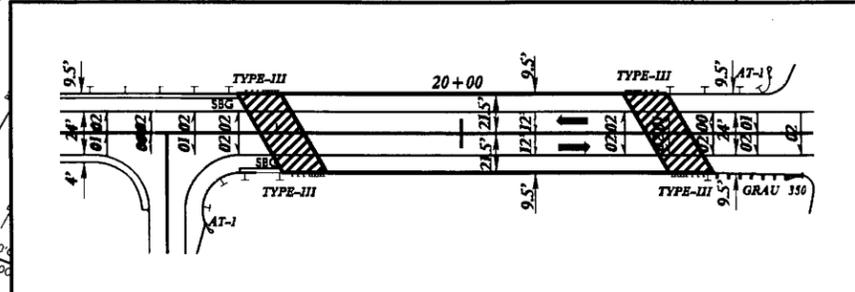
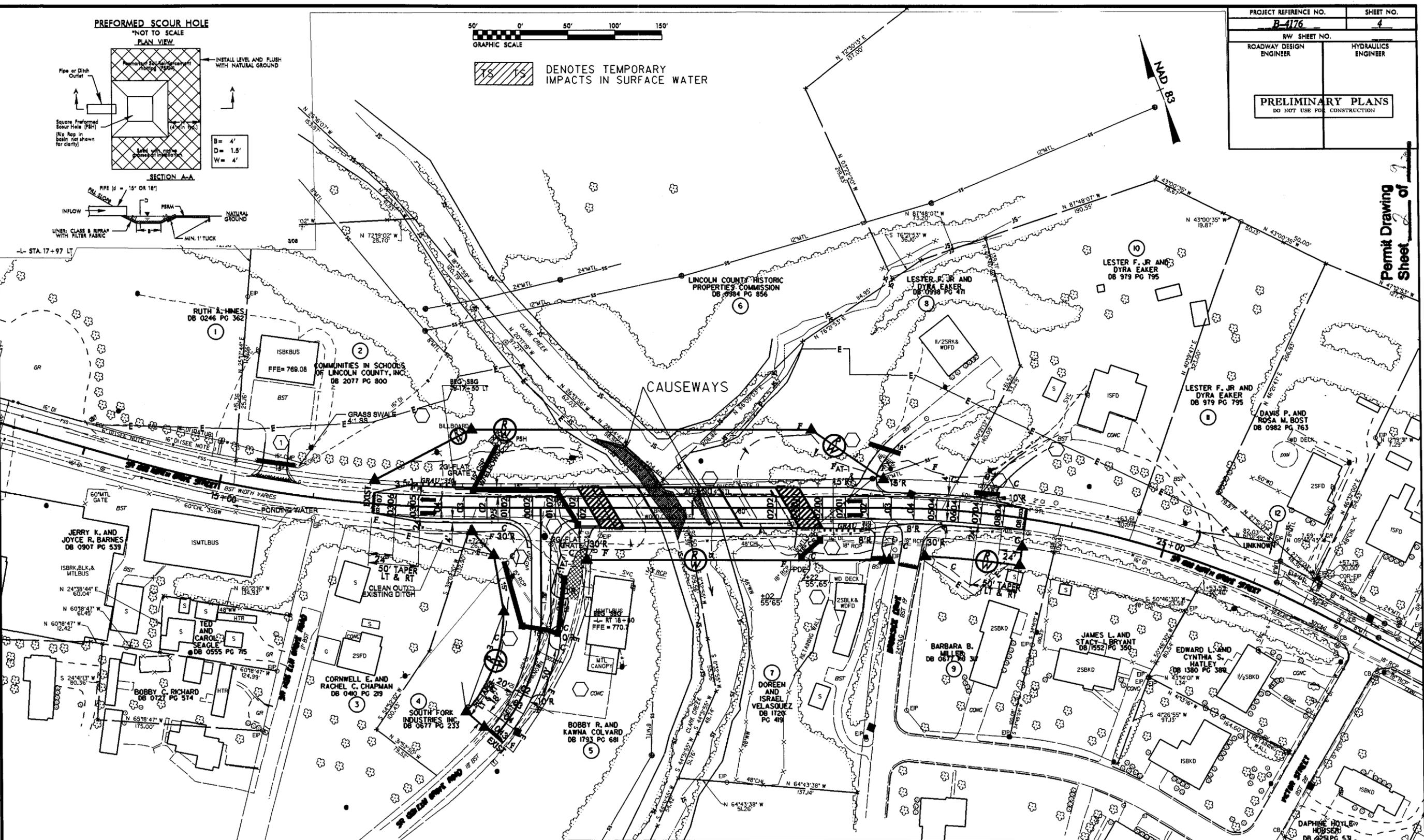
Permit Drawing Sheet 4 of 7

**PREFORMED SCOUR HOLE**  
\*NOT TO SCALE  
PLAN VIEW



**TS** DENOTES TEMPORARY IMPACTS IN SURFACE WATER

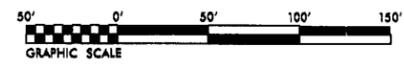
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 4176.dwg  
 17-MAR-2010 10:08  
 R:\Hydraulics\PERMITS\Environmental\Drawings\4176\_hyd\_rast04.dgn  
 4176.dwg



- NOTES:**
- 1) SEE SHEET 5 FOR -L- PROFILE
  - 2) SEE SHEET 5 FOR -DET- PROFILE
  - 3) SEE SHEET S-1 THROUGH S- FOR STRUCTURE PLANS
  - 4) ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED.

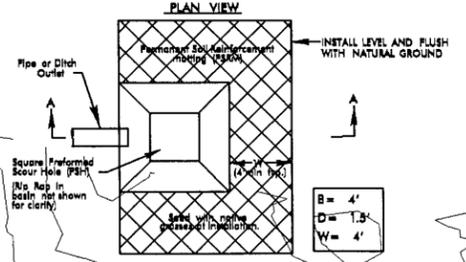
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- - - - L- SLOPE STAKES - - - -

PROJECT REFERENCE NO.	SHEET NO.
B-4176	4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	



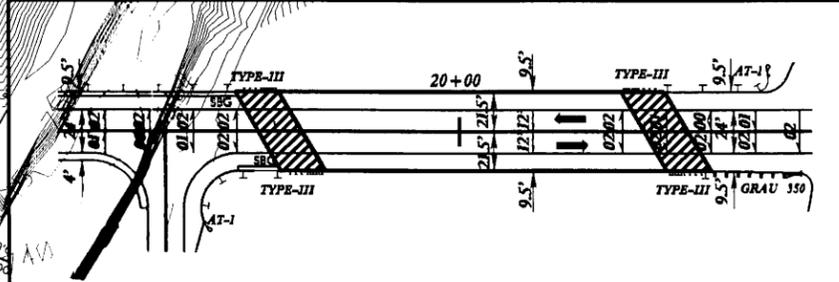
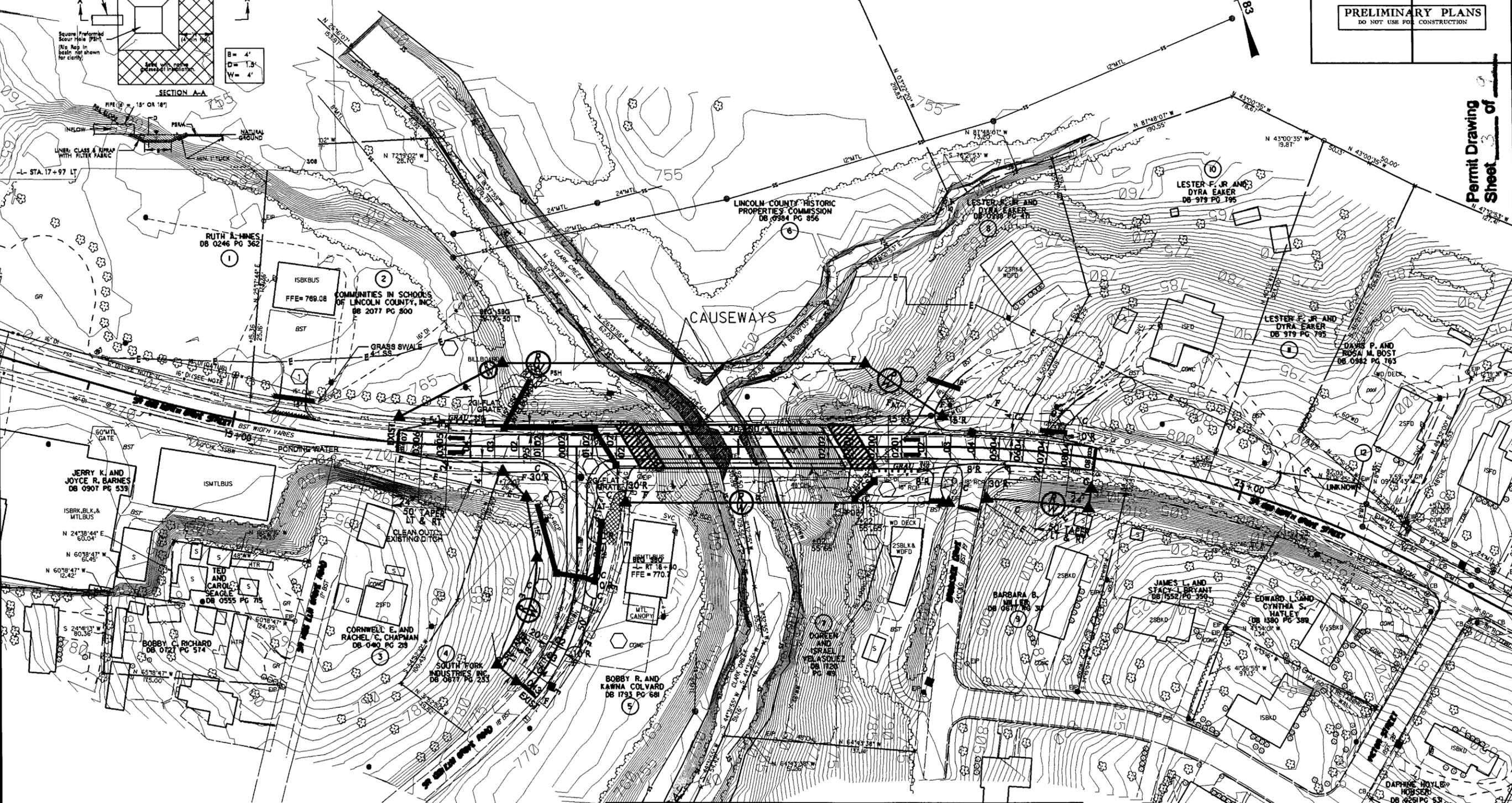
DENOTES TEMPORARY IMPACTS IN SURFACE WATER

**PREFORMED SCOUR HOLE**  
NOT TO SCALE  
PLAN VIEW



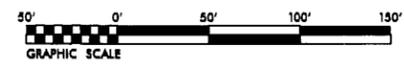
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 REVISIONS  
 17-MAR-2010 10:08  
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Permit Drawing  
 Sheet 4 of 4



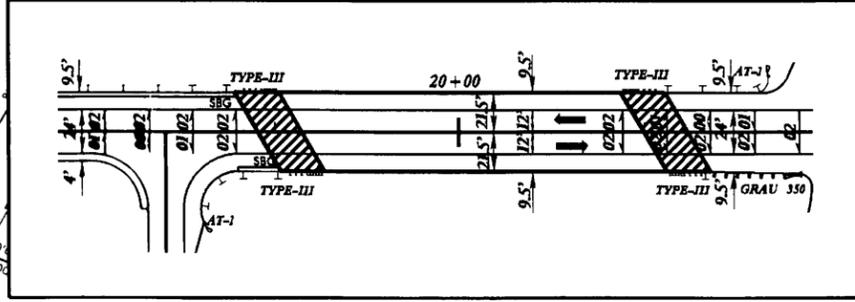
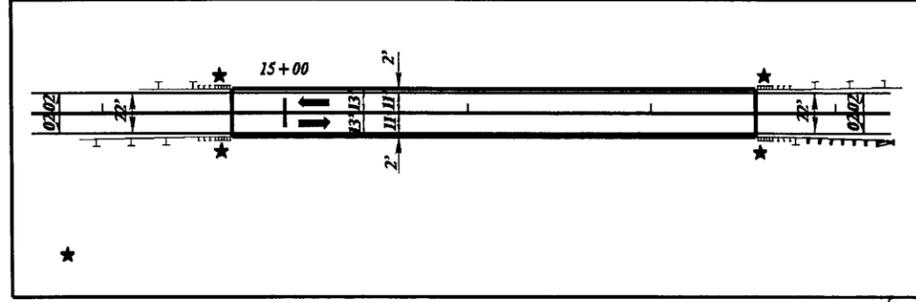
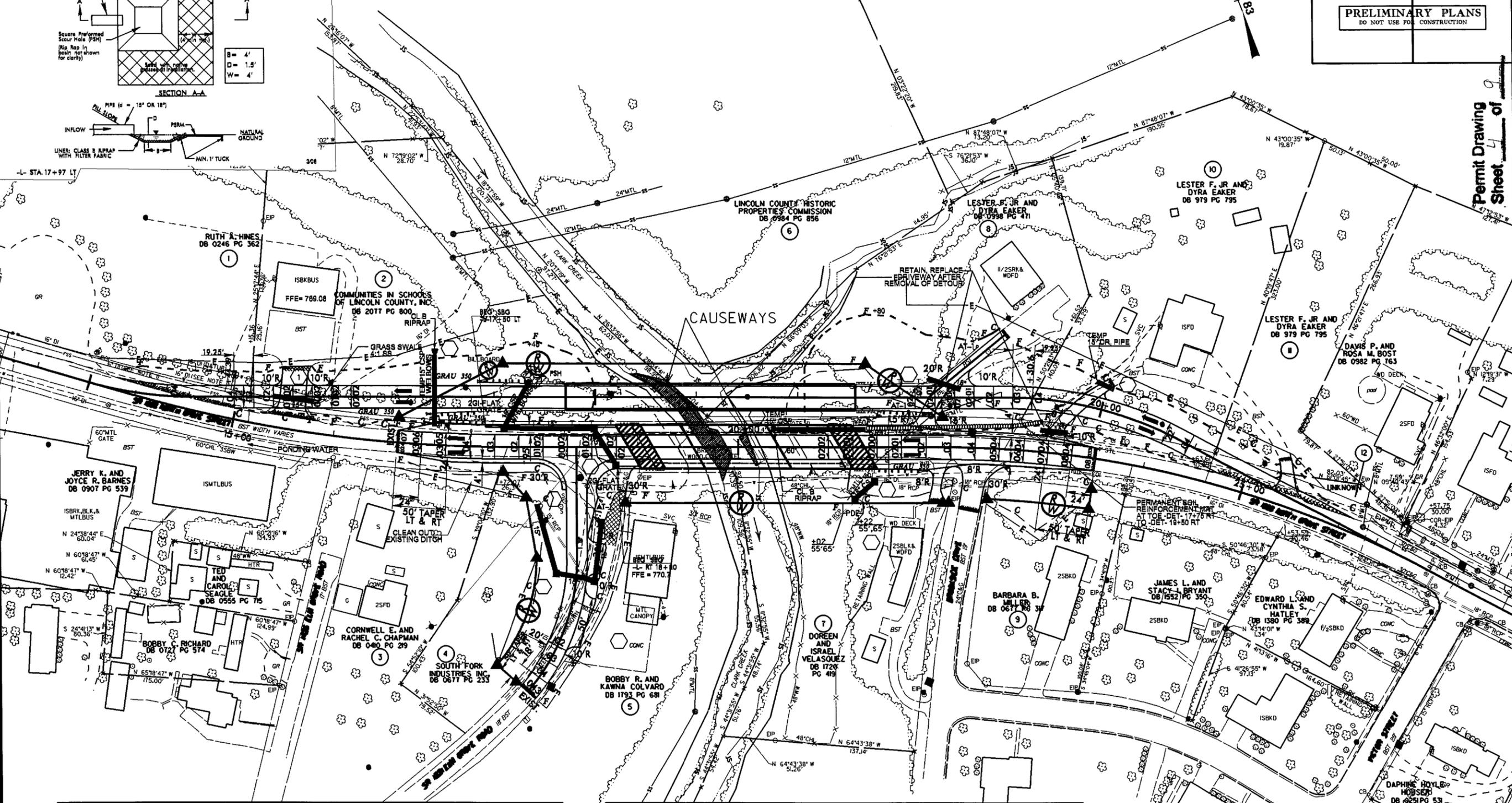
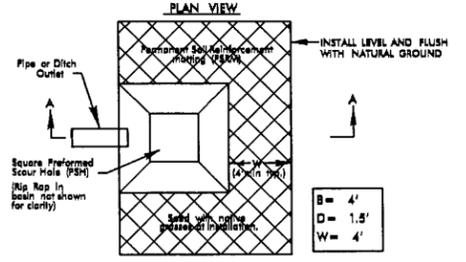
- NOTES:**
- 1) SEE SHEET 5 FOR -L- PROFILE
  - 2) SEE SHEET 5 FOR -DET- PROFILE
  - 3) SEE SHEET S-1 THROUGH S- FOR STRUCTURE PLANS
  - 4) ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED.

-- -- DETOUR- SLOPE STAKES -- --  
 - - - -L- SLOPE STAKES - - - -



DENOTES TEMPORARY IMPACTS IN SURFACE WATER

**PREFORMED SCOUR HOLE**  
\*NOT TO SCALE  
PLAN VIEW



- NOTES:**
- 1) SEE SHEET 5 FOR -L- PROFILE
  - 2) SEE SHEET 5 FOR -DET- PROFILE
  - 3) SEE SHEET S-1 THROUGH S-4 FOR STRUCTURE PLANS
  - 4) ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED.

-- -- DETOUR- SLOPE STAKES -- --  
- - - -L- SLOPE STAKES - - - -

Permit Drawing of Sheet

REVISIONS

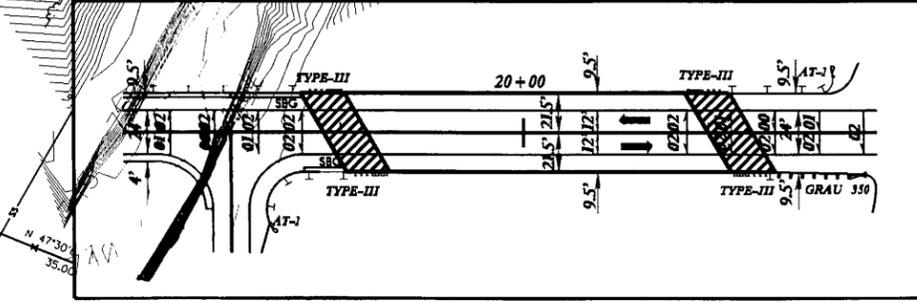
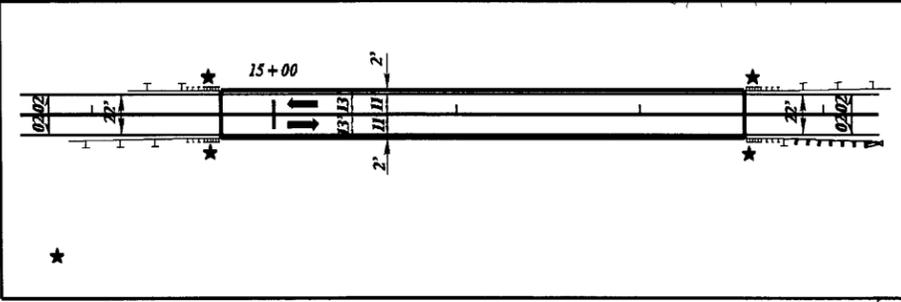
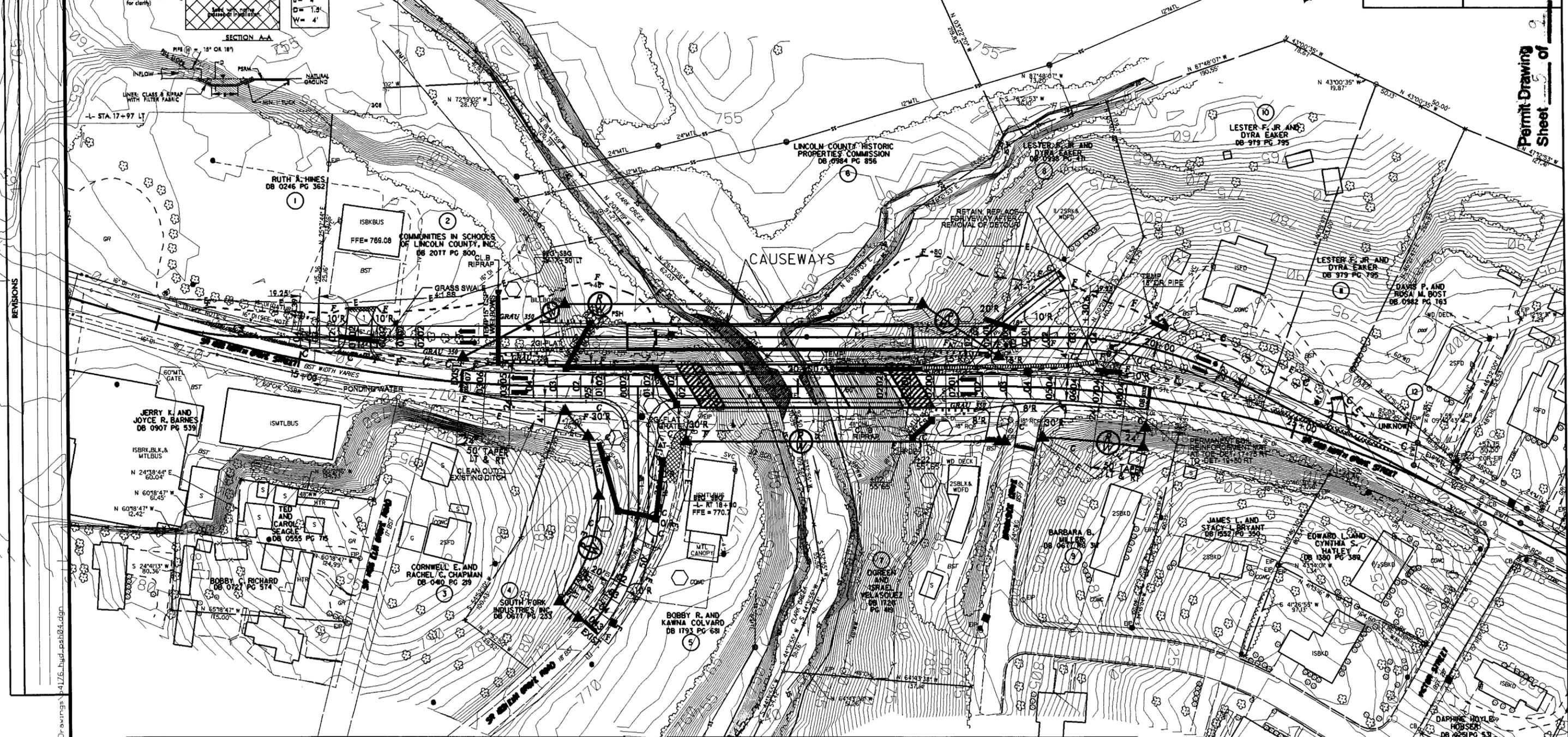
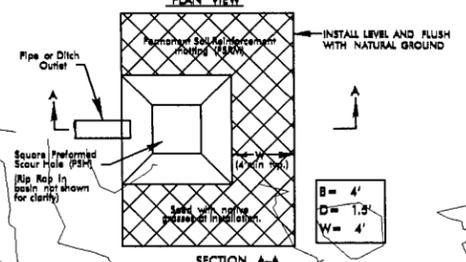
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PROJECT REFERENCE NO.	SHEET NO.
B-4176	4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



DENOTES TEMPORARY IMPACTS IN SURFACE WATER

**PREFORMED SCOUR HOLE**  
NOT TO SCALE  
PLAN VIEW



- NOTES:**
- 1) SEE SHEET 5 FOR -L- PROFILE
  - 2) SEE SHEET 5 FOR -DET- PROFILE
  - 3) SEE SHEET S-1 THROUGH S- FOR STRUCTURE PLANS
  - 4) ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED.

-DETOUR- SLOPE STAKES - -  
-L- SLOPE STAKES - - - -

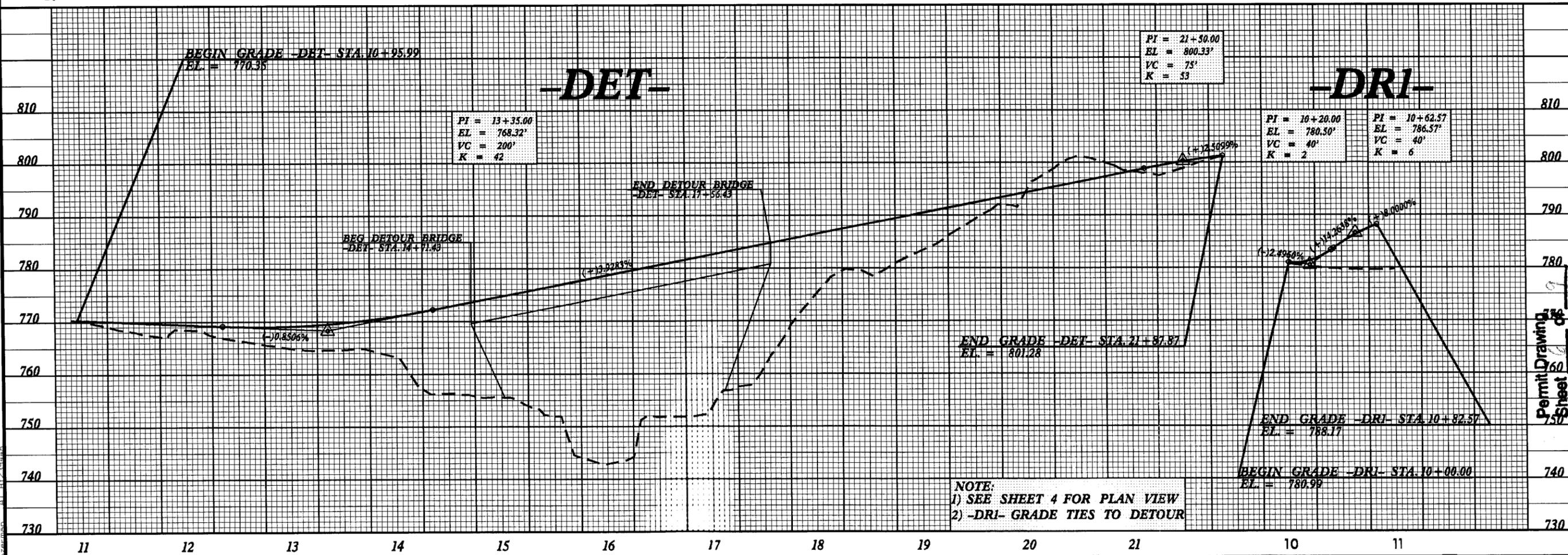
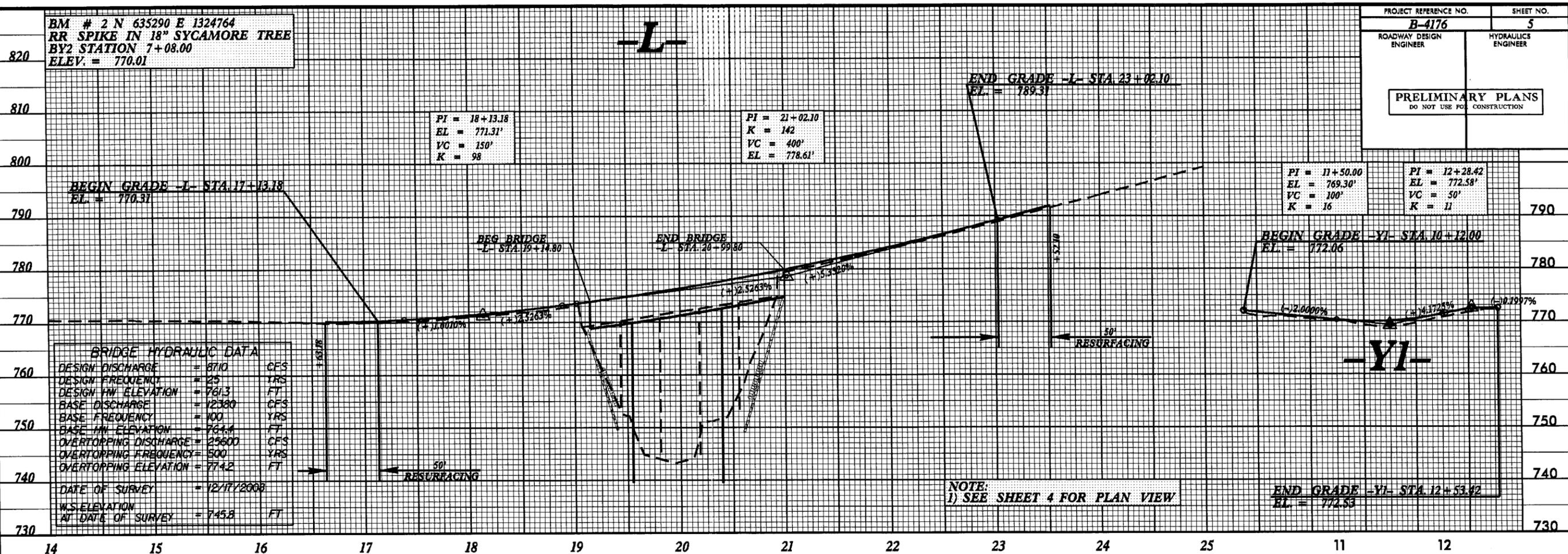
Permit Drawing  
Sheet 4 of 5

8/17/99  
REVISONS  
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Author: JLV  
Plot Date: 01/15/2014

5/28/09

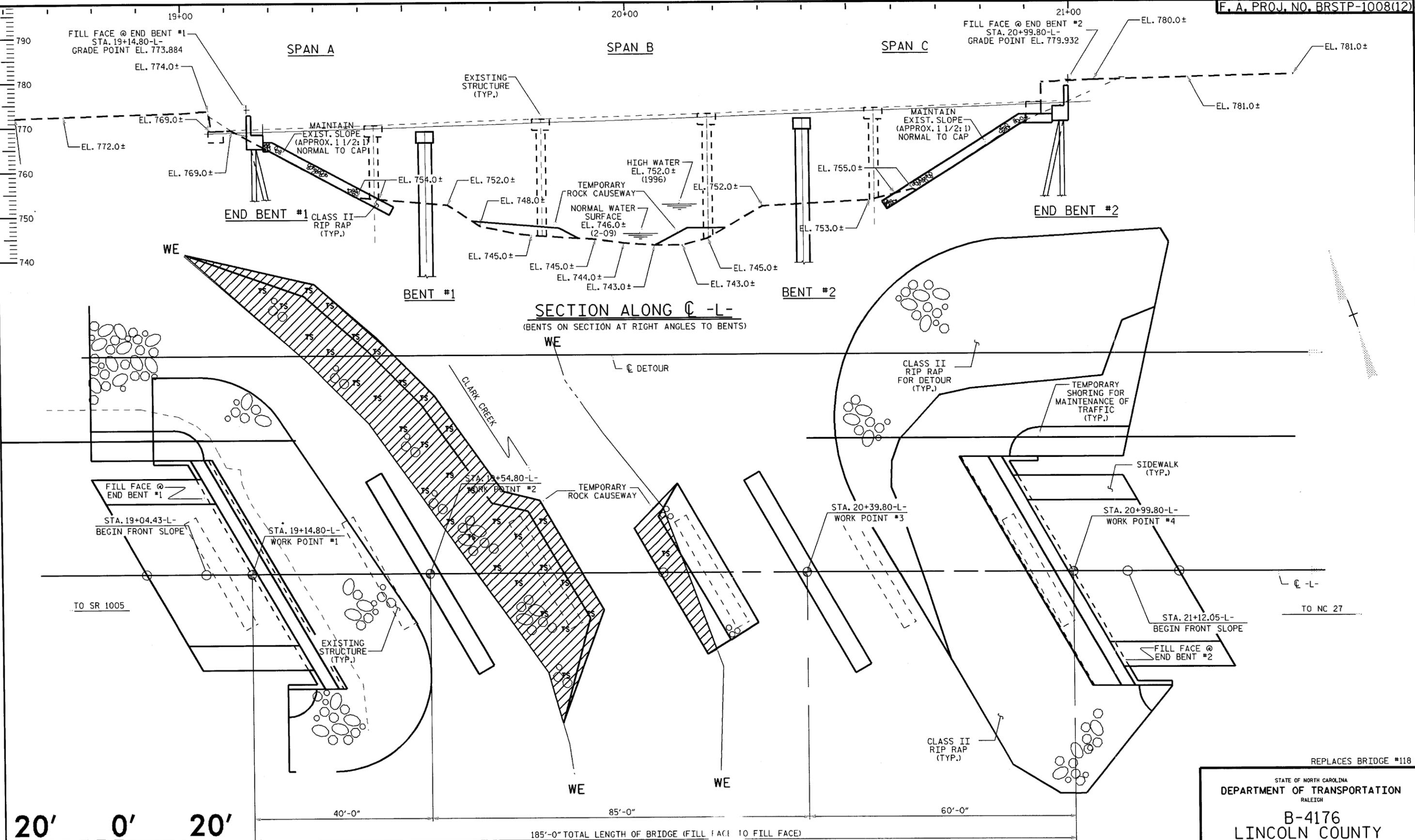
BM # 2 N 635290 E 1324764  
RR SPIKE IN 18" SYCAMORE TREE  
BY2 STATION 7+08.00  
ELEV. = 770.01

PROJECT REFERENCE NO. <b>B-4176</b>	SHEET NO. <b>5</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	



F:\MAR-2009\0332  
R:\Roadway\B-4176\rdy-p1.dgn  
5/28/09 AT 10:36:13

Permit Drawing  
Sheet 60 of 66



**SECTION ALONG C-L-**  
 (BENTS ON SECTION AT RIGHT ANGLES TO BENTS)

**PLAN**

20' 0' 20'  
 Scale: 1" = 20'

DENOTES TEMPORARY IMPACTS IN SURFACE WATER

REPLACES BRIDGE #118

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

B-4176  
 LINCOLN COUNTY  
 WBS=33523.1.1  
 CAUSEWAY DRAWING

SHEET NO.

Permit Drawing  
 Sheet 1 of 2



# PROPERTY OWNERS

<u>PARCEL NO.</u>	<u>NAMES</u>	<u>ADDRESSES</u>
1	RUTH A. HINES	790 STARTOWN RD. LINCOLNTON, NC 28092
2	COMMUNITIES IN SCHOOLS OF LINCOLN COUNTY	956 REEPSVILLE ROAD LINCOLNTON, NC 28092
3	CORNWELL E. AND RACHEL C. CHAPMAN	610 ELM GROVE ROAD LINCOLNTON, NC 28092
4	SOUTH FORK INDUSTRIES, INC.	P.O. Box 1220 LINCOLNTON, NC 28093
5	BOBBY R. AND KAWNA COLVARD	1862 K C Ln/PO BOX 1615 LINCOLNTON, NC 28093
6	LINCOLN CO. HISTORIC PROPERTIES COMMISSION	302 N. ACADEMY ST. LINCOLNTON, NC 28092
7	DOREEN AND ISRAEL VELASQUEZ	801 N GROVE STREET LINCOLNTON, NC 28092
8	LESTER F. JR AND DYRA EAKER	720 N. GROVE STREET LINCOLNTON, NC 28092
9	BARBARA B. MILLER	101 BROOKSIDE DRIVE LINCOLNTON, NC 28092
10	LESTER F. JR AND DYRA EAKER	720 N. GROVE STREET LINCOLNTON, NC 28092
11	LESTER F. JR AND DYRA EAKER	720 N. GROVE STREET LINCOLNTON, NC 28092

NCDOT  
 DIVISION OF HIGHWAYS  
 LINCOLN COUNTY  
 PROJECT: 33523.1.1 (B-4176)  
 BRIDGE NO. 118 OVER CLARK CREEK  
 ON SR 1008 (NORTH GROVE STREET)  
 SHEET                      OF



Note: Not to Scale

\*S.U.E. = Subsurface Utility Engineering

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

# CONVENTIONAL PLAN SHEET SYMBOLS

### BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○
Property Corner	-----
Property Monument	□
Parcel/Sequence Number	②③
Existing Fence Line	-----
Proposed Woven Wire Fence	-----
Proposed Chain Link Fence	-----
Proposed Barbed Wire Fence	-----
Existing Wetland Boundary	-----
Proposed Wetland Boundary	-----
Existing Endangered Animal Boundary	-----
Existing Endangered Plant Boundary	-----

### BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○
Well	○
Small Mine	⊗
Foundation	□
Area Outline	□
Cemetery	⊕
Building	□
School	□
Church	⊕
Dam	⊕

### HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	□
Jurisdictional Stream	JS
Buffer Zone 1	BZ 1
Buffer Zone 2	BZ 2
Flow Arrow	←
Disappearing Stream	-----
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	-----

### RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○
Switch	□
RR Abandoned	-----
RR Dismantled	-----

### RIGHT OF WAY:

Baseline Control Point	◆
Existing Right of Way Marker	△
Existing Right of Way Line	-----
Proposed Right of Way Line	-----
Proposed Right of Way Line with Iron Pin and Cap Marker	-----
Proposed Right of Way Line with Concrete or Granite Marker	-----
Existing Control of Access	-----
Proposed Control of Access	-----
Existing Easement Line	-----
Proposed Temporary Construction Easement	-----
Proposed Temporary Drainage Easement	-----
Proposed Permanent Drainage Easement	-----
Proposed Permanent Utility Easement	-----

### ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	-----
Proposed Slope Stakes Fill	-----
Proposed Wheel Chair Ramp	-----
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	-----

### VEGETATION:

Single Tree	○
Single Shrub	○
Hedge	-----
Woods Line	-----
Orchard	-----
Vineyard	-----

### EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	-----
Bridge Wing Wall, Head Wall and End Wall	-----
MINOR:	
Head and End Wall	-----
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	-----
Paved Ditch Gutter	-----
Storm Sewer Manhole	-----
Storm Sewer	-----

### UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
Power Line Tower	⊗
Power Transformer	⊗
U/G Power Cable Hand Hole	⊕
H-Frame Pole	●
Recorded U/G Power Line	-----
Designated U/G Power Line (S.U.E.*)	-----

### TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Booth	⊕
Telephone Pedestal	⊕
Telephone Cell Tower	⊕
U/G Telephone Cable Hand Hole	⊕
Recorded U/G Telephone Cable	-----
Designated U/G Telephone Cable (S.U.E.*)	-----
Recorded U/G Telephone Conduit	-----
Designated U/G Telephone Conduit (S.U.E.*)	-----
Recorded U/G Fiber Optics Cable	-----
Designated U/G Fiber Optics Cable (S.U.E.*)	-----

### WATER:

Water Manhole	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
Recorded U/G Water Line	-----
Designated U/G Water Line (S.U.E.*)	-----
Above Ground Water Line	-----

### TV:

TV Satellite Dish	⊕
TV Pedestal	⊕
TV Tower	⊗
U/G TV Cable Hand Hole	⊕
Recorded U/G TV Cable	-----
Designated U/G TV Cable (S.U.E.*)	-----
Recorded U/G Fiber Optic Cable	-----
Designated U/G Fiber Optic Cable (S.U.E.*)	-----

### GAS:

Gas Valve	◇
Gas Meter	⊕
Recorded U/G Gas Line	-----
Designated U/G Gas Line (S.U.E.*)	-----
Above Ground Gas Line	-----

### SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	-----
Above Ground Sanitary Sewer	-----
Recorded SS Forced Main Line	-----
Designated SS Forced Main Line (S.U.E.*)	-----

### MISCELLANEOUS:

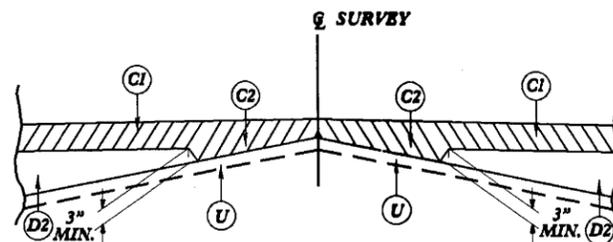
Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	⊕
Utility Unknown U/G Line	-----
U/G Tank; Water, Gas, Oil	□
A/G Tank; Water, Gas, Oil	□
U/G Test Hole (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

6/22/99

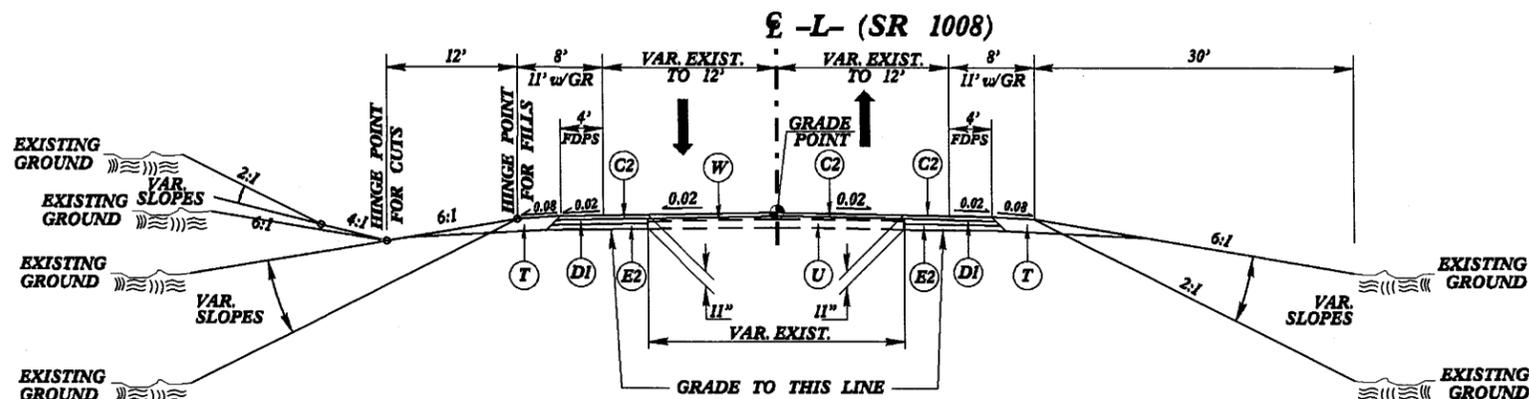
**FINAL PAVEMENT SCHEDULE**

<b>C1</b>	PROP. APPROX. 2.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 140 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
<b>C2</b>	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
<b>C3</b>	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.
<b>D1</b>	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
<b>D2</b>	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 2" IN DEPTH OR GREATER THAN 4" IN DEPTH.
<b>E1</b>	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
<b>E2</b>	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
<b>E3</b>	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5 1/2" IN DEPTH.
<b>J1</b>	6" AGGREGATE BASE COURSE
<b>J2</b>	8" AGGREGATE BASE COURSE
<b>P</b>	PRIME COAT
<b>R</b>	SHOULDER BERM GUTTER
<b>T</b>	EARTH MATERIAL.
<b>U</b>	EXISTING PAVEMENT.
<b>W</b>	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL).

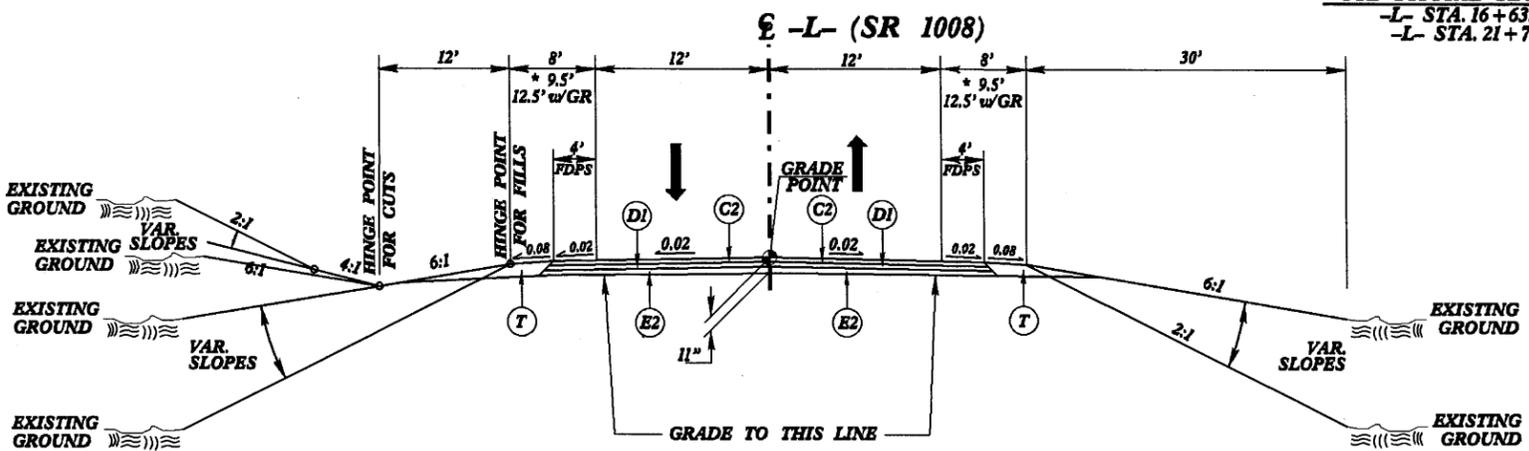
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



**Detail Showing Method of Wedging**



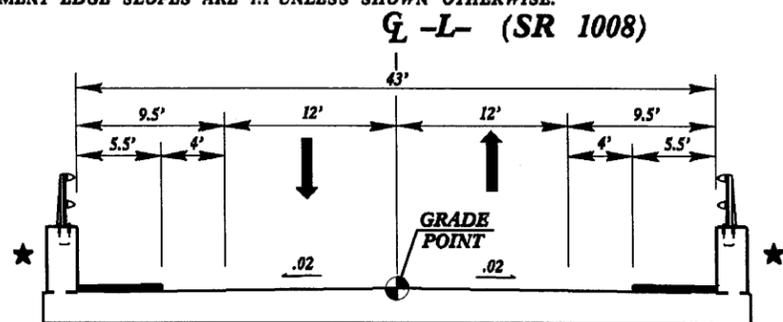
**TYPICAL SECTION NO. 1**



**TYPICAL SECTION NO. 2**

**USE TYPICAL SECTION NO. 1 AS FOLLOWS**  
 -L- STA. 16+63.18 TO STA. 18+75.00  
 -L- STA. 21+75 TO STA. 23+52.10

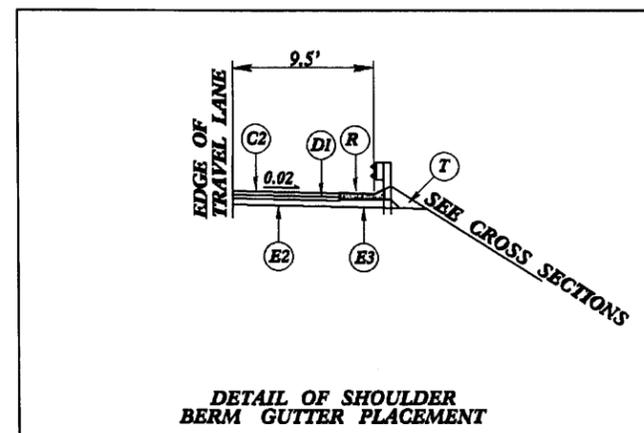
**USE TYPICAL SECTION NO. 2 AS FOLLOWS**  
 -L- STA. 18+75.00 TO STA. 19+14.80 (BEGIN BRIDGE)  
 -L- STA. 20+99.80 (END BRIDGE) TO STA. 21+75.00  
 \* USE WIDTHS IN THE LOCATION OF GUARDRAIL LT. & RT.



**TYPICAL SECTION ON STRUCTURE**

-L- STA. 18+90.00 TO 20+85.00

★ BICYCLE SAFE RAILS REQUIRED



**DETAIL OF SHOULDER BERM GUTTER PLACEMENT**

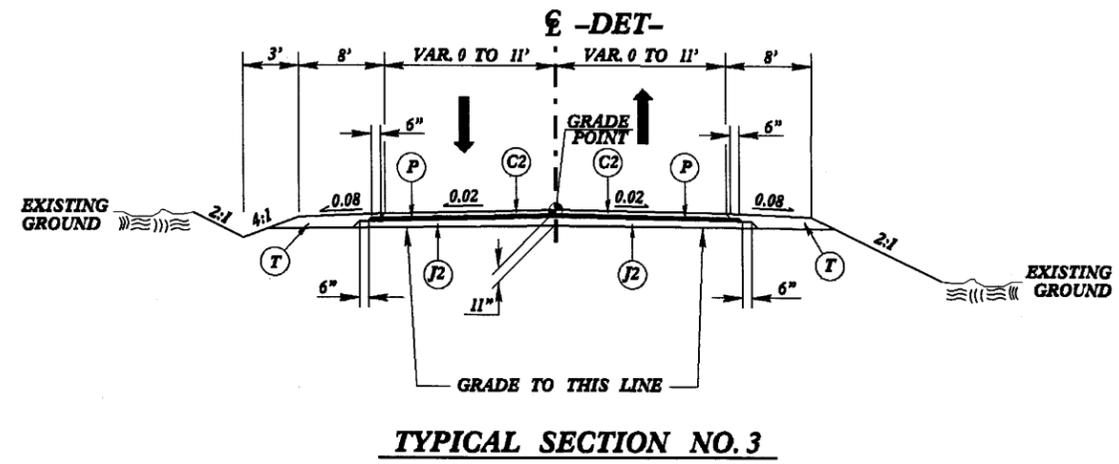
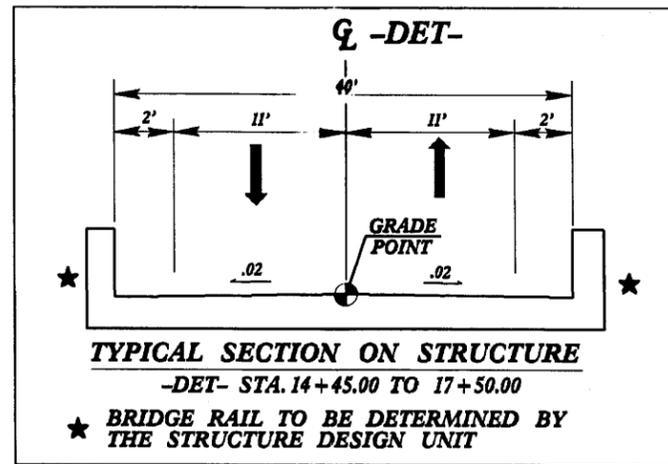
**USE IN CONJUNCTION WITH TYPICAL SECTIONS 1 AND 2**  
 -L- LT STA. 17+50 TO APPROACH SLAB  
 -L- RT STA. 18+80 TO APPROACH SLAB

17-MAR-2010 10:22 AM 4176.rdy-tup.dgn

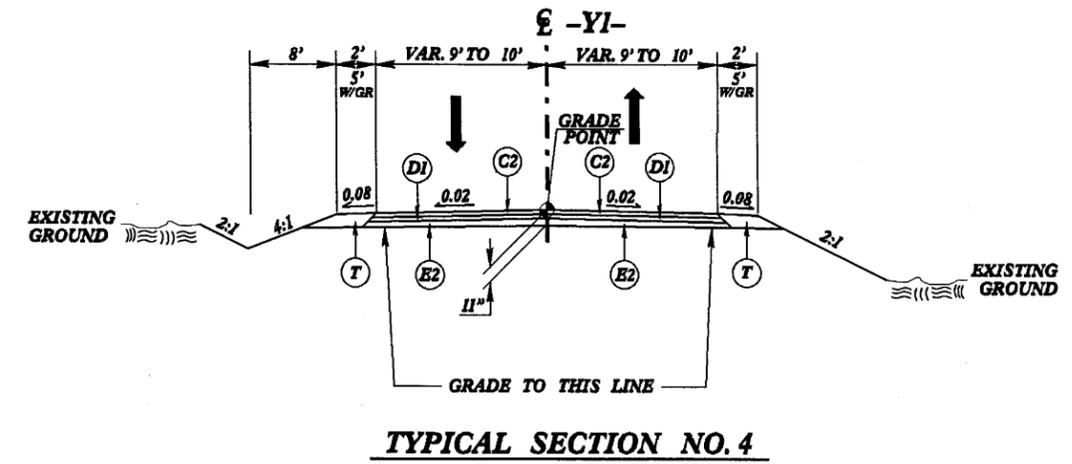
6/2/99

PROJECT REFERENCE NO. <b>B-4176</b>	SHEET NO. <b>2-A</b>
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
<b>PRELIMINARY PLANS</b> <small>DO NOT USE FOR CONSTRUCTION</small>	

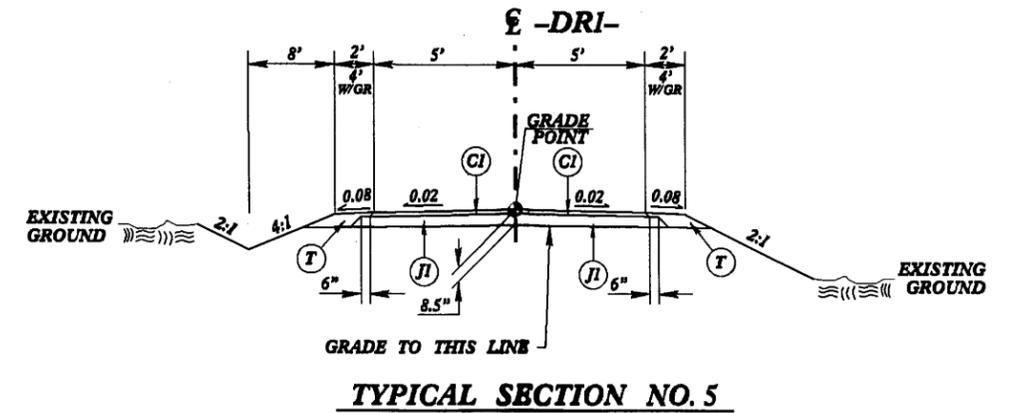
FINAL PAVEMENT SCHEDULE	
C1	2.5" S9.5B
C2	3" S9.5B
C3	VAR. S9.5B
D1	3" I19.0B
D2	VAR. I19.0B
E1	4" B25.0B
E2	5" B25.0B
E3	VAR. B25.0B
J1	6" ABC
J2	8" ABC
P	PRIME COAT
R	SHOULDER BERM GUTTER
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING



USE TYPICAL SECTION NO. 3 AS FOLLOWS  
 -DET- STA. 10+26.18 TO STA. 14+45.00 (BEGIN BRIDGE)  
 -DET- STA. 17+50.00 (END BRIDGE) TO STA. 22+70.37



USE TYPICAL SECTION NO. 4 AS FOLLOWS  
 -YI- STA. 10+12.00 TO STA. 12+53.42



USE TYPICAL SECTION NO. 5 AS FOLLOWS  
 -DRI- STA. 10+00.00 TO STA. 10+82.57

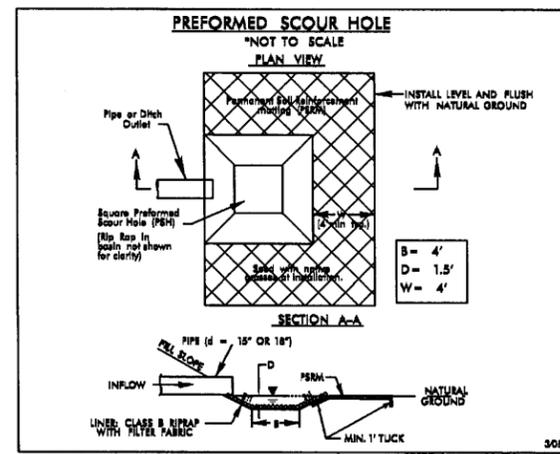
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8/17/99

R/W Revision - March 12, 2010

11-MAR-2010 10:22 b4176\_rdu\_pah04.dgn

PROJECT REFERENCE NO.	SHEET NO.
B-4176	4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



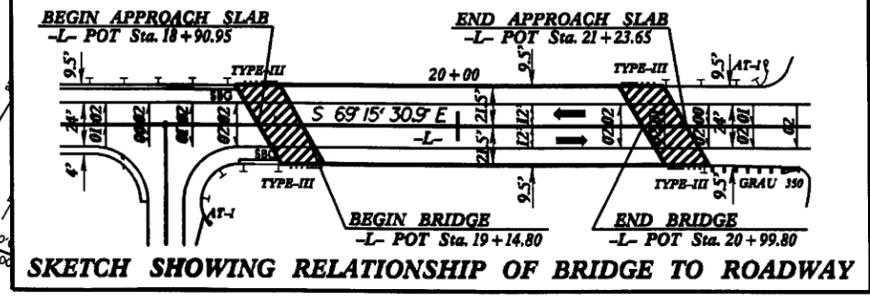
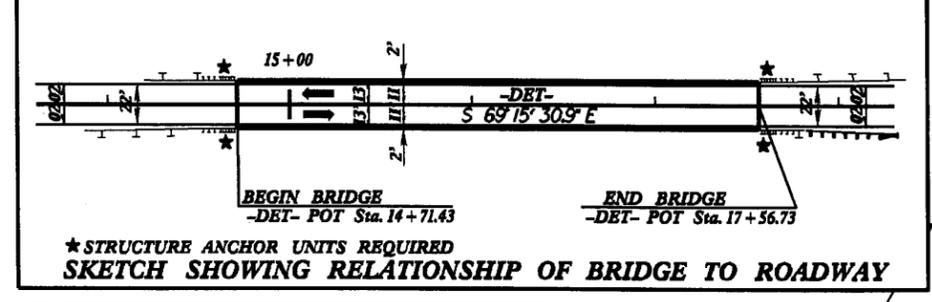
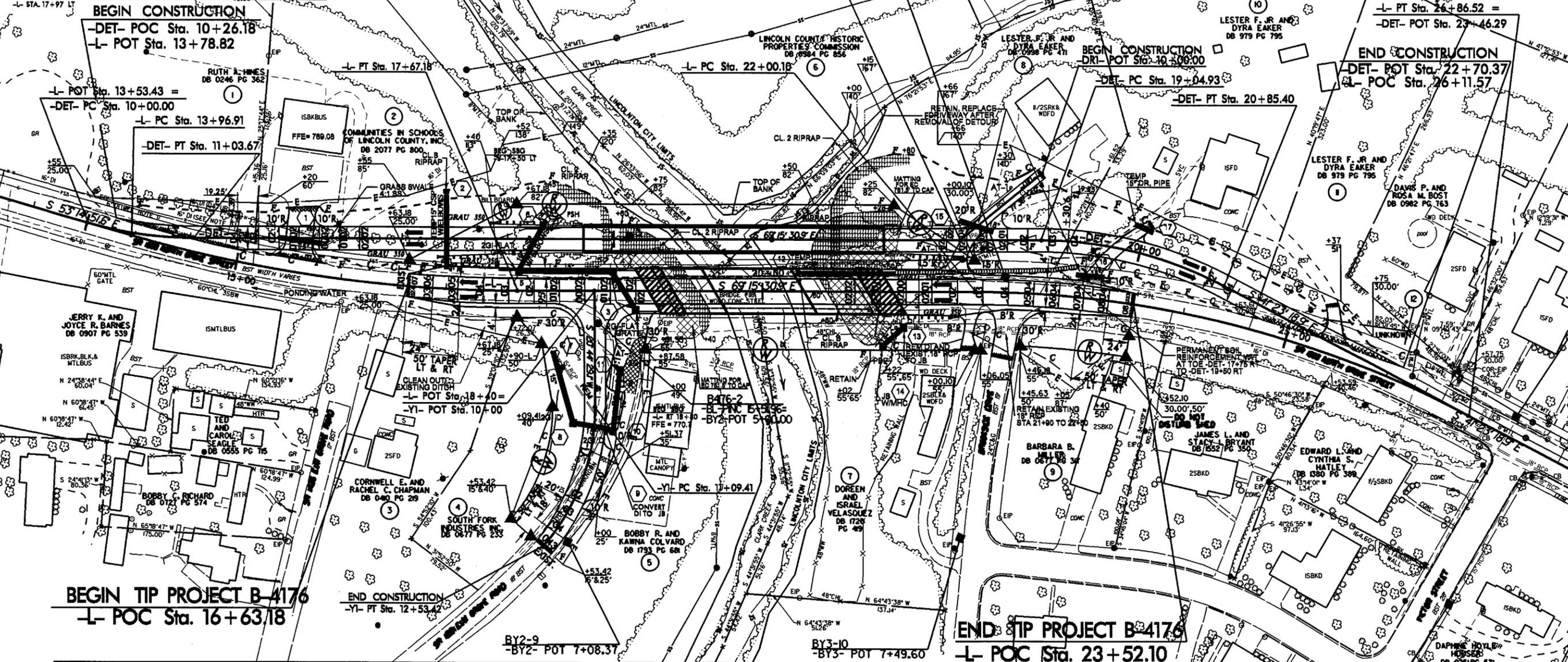
**-YI-**  
PI Sta 11+84.70  
Δ = 4' 15" 25.4' (RT)  
D = 28' 38" 52.4'  
L = 144.0'  
T = 75.29'  
R = 200.00'  
SE = SEE PLANS  
RO = SEE PLANS

**-L-**  
PI Sta 15+83.26  
Δ = 16' 00" 39.3' (LT)  
D = 4' 19" 27.2'  
L = 370.26'  
T = 186.35'  
R = 1325.00'  
SE = SEE PLANS  
RO = SEE PLANS

**-L-**  
PI Sta 24+48.22  
Δ = 27' 52" 12.0' (RT)  
D = 5' 43" 46.5"  
L = 486.42'  
T = 248.12'  
R = 1000.00'  
SE = SEE PLANS  
RO = SEE PLANS

**-DET-**  
PI Sta 10+52.18  
Δ = 16' 00" 39.3' (LT)  
D = 15' 26" 37.0'  
L = 103.67'  
T = 52.18'  
R = 371.00'  
SE = 04  
RO = SEE PLANS

**-DET-**  
PI Sta 19+96.99  
Δ = 27' 52" 12.0' (RT)  
D = 15' 26" 37.0'  
L = 180.46'  
T = 92.05'  
R = 371.00'  
SE = 04  
RO = SEE PLANS



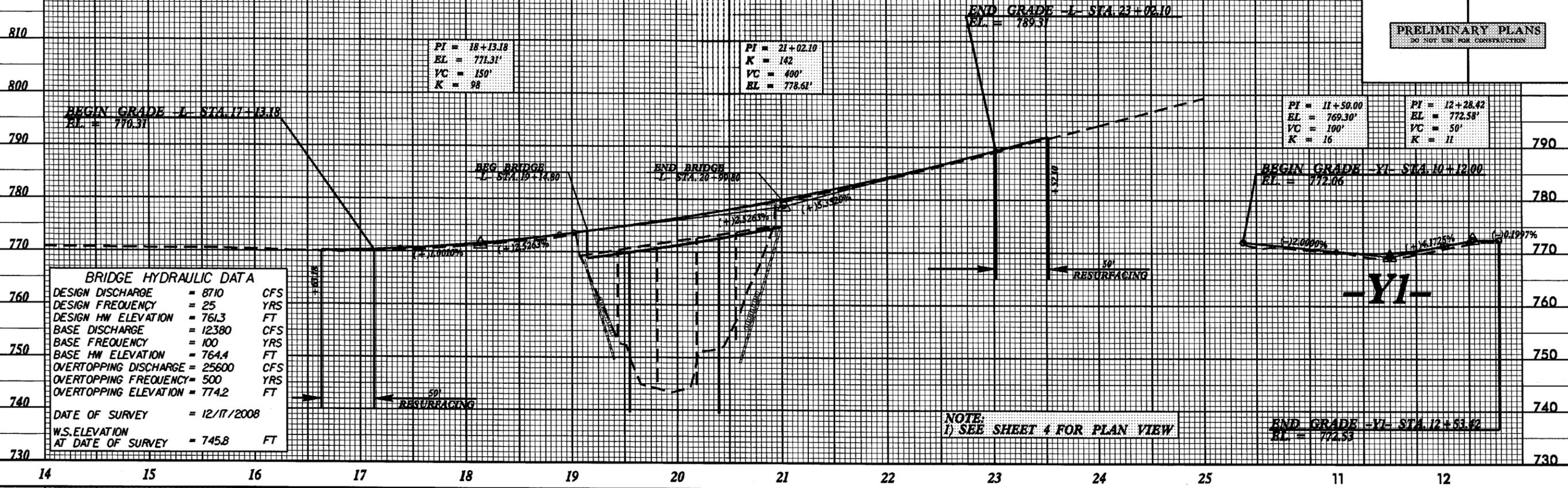
- NOTES:**
- 1) SEE SHEET 5 FOR -L- PROFILE
  - 2) SEE SHEET 5 FOR -DET- PROFILE
  - 3) SEE SHEET S-1 THROUGH S-4 FOR STRUCTURE PLANS
  - 4) ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED.

-DETOUR- SLOPE STAKES - -  
-L- SLOPE STAKES - -

5/28/99

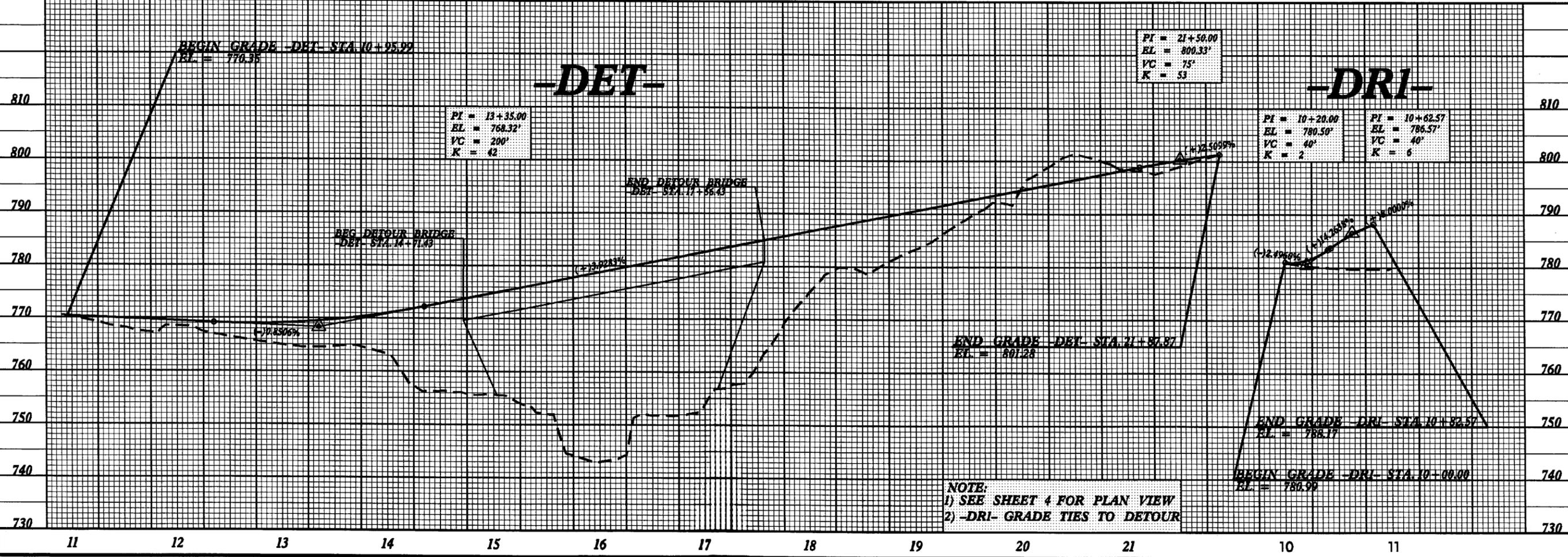
BM # 2 N 635290 E 1324764  
RR SPIKE IN 18" SYCAMORE TREE  
BY2 STATION 7+08.00  
ELEV. = 770.01

PROJECT REFERENCE NO. <b>B-4176</b>	SHEET NO. <b>5</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS <small>DO NOT USE FOR CONSTRUCTION</small>	



**BRIDGE HYDRAULIC DATA**

DESIGN DISCHARGE	= 8710	CFS
DESIGN FREQUENCY	= 25	YRS
DESIGN HW ELEVATION	= 761.3	FT
BASE DISCHARGE	= 12380	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 764.4	FT
OVERTOPPING DISCHARGE	= 25600	CFS
OVERTOPPING FREQUENCY	= 500	YRS
OVERTOPPING ELEVATION	= 774.2	FT
DATE OF SURVEY	= 12/11/2008	
W.S. ELEVATION AT DATE OF SURVEY	= 745.8	FT



R:\MAR-2009\10334\_b4176\_r.dwg\_p1.dgn

**Lincoln County  
Bridge No. 118 on SR 1008  
over Clark Creek  
Federal Aid Project No. BRSTP-1008(12)  
W.B.S. No. 33523.1.1  
State Project No. 8.2831801  
T.I.P. No. B-4176**

CATEGORICAL EXCLUSION

UNITED STATES DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

And

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

9/17/09  
DATE

Willie F. Gordon  
for Gregory J. Thorpe, PhD.  
Environmental Management Director, PDEA

9-17-09  
DATE

John F. Sullivan, III  
for John F. Sullivan, III, Division Administrator  
Federal Highway Administration

**Lincoln County  
Bridge No. 118 on SR 1008  
over Clark Creek  
Federal Aid Project No. BRSTP-1008(12)  
W.B.S. No. 33523.1.1  
State Project No. 8.2831801  
T.I.P. No. B-4176**

**CATEGORICAL EXCLUSION**

Documentation Prepared in  
Project Development and Environmental Analysis Branch By:

9/17/09  
DATE

Henry N. Schwab, Jr.  
Henry N. Schwab, Jr.  
Project Planning Engineer  
Bridge Project Development Unit

9/17/09  
DATE

Bryan D. Kluchar  
Bryan Kluchar, PE  
Project Engineer  
Bridge Project Development Unit



## **PROJECT COMMITMENTS:**

**Lincoln County  
Bridge No.118  
Over Clarks Creek  
Federal Aid Project No. BRSTP-1008(12)  
State Project No. 8.2831801  
W.B.S. No. 33523  
T.I.P. No. B-4176**

### **Division 12 Construction Engineer**

In order to allow Emergency Management Services (EMS) adequate time to prepare for bridge replacement, the NCDOT will notify Lincoln County EMS at (704) 736-9385 thirty days prior to construction.

### **Division 12 Construction Engineer**

In order to allow Lincoln County Division of School Transportation time to prepare for bridge replacement, the NCDOT will notify the Transportation Director at (704) 732-2261 thirty days prior to construction.

### **Natural Environment Unit**

Prior to construction, the Natural Environment Unit will conduct a survey for the dwarf-flowered heartleaf during its flowering period of Mid-March through early June as habitat is present in the area.

Prior to construction, the Natural Environment Unit will conduct a survey for the Michaux's sumac during its flowering period of June to July as habitat is present in the area.

### **Hydraulics Unit Project Commitment Regarding FEMA Coordination:**

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

### **Division Commitment**

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

Lincoln County  
Bridge No. 118 on SR 1008  
over Clark Creek  
Federal Aid Project No. BRSTP-1008(12)  
W.B.S. No. 33523.1.1  
State Project No. 8.2831801  
T.I.P. No. B-4176

**INTRODUCTION:** Replacement of Lincoln County Bridge No. 118 is included in the latest listing of approved North Carolina Department of Transportation (NCDOT) Transportation Improvement Program (TIP) proposed state highway projects. Therefore, it is eligible for the Highway Bridge Program. The project location is shown in Figure 1. No substantial environmental impacts are anticipated with this project. The project is classified as a federal "Categorical Exclusion".

## **I. PURPOSE AND NEED STATEMENT**

NCDOT Bridge Management Unit inspection records completed in 2008 indicated that Bridge No.118 has a Sufficiency Rating of 21.2 out of a possible 100 according to Federal Highway Administration (FHWA) standards. A benchmark for bridge replacement is a sufficiency rating of 50 or below. The bridge is considered Structurally Deficient due to a superstructure condition rating of 4 out of 9 according to FHWA standards. Therefore, the evaluation of the condition of this bridge has made it eligible for FHWA's Highway Bridge Program. Bridge No. 118 also has a deck geometry appraisal of 2 out of 9 making it Functionally Obsolete.

Bridge No. 118 has a 58 year old concrete substructure. The 2008 Bridge Inspection Report for this structure indicated that cracks in various areas of concrete were resulting in increased spalling, cracking, loss of concrete, resulting in exposed reinforcing steel. The bridge is exhibiting increasing decay and rust. Rehabilitation of a concrete structure is generally practical only when a few members are damaged or prematurely deteriorated. However, past a certain degree of deterioration, concrete structures become impractical to maintain and upon eligibility are programmed for replacement. Bridge No. 118 is approaching the end of its useful life.

Bridge No. 118 currently carries 9,500 vehicles per day with 14,700 vehicles per day projected for the year 2035. The deterioration of the superstructure and substructure due to age and weathering is becoming increasingly unacceptable and replacement of the bridge will result in a safer structure for increasing volumes of traffic.

## **II. EXISTING CONDITIONS**

The proposed bridge replacement project is located in the City of Lincolnton, the county seat. SR 1008 is an Urban Major Collector in the Statewide Functional Classification System and is not a National Highway System Route. This is a designated bicycle route. The NCDOT Bicycle

and Pedestrian Division has indicated that bicyclists use this roadway. There is an existing sidewalk on the south side of the bridge.

Bridge No. 118 is a five-span structure that has a superstructure with a reinforced concrete deck, an asphalt-wearing surface, and concrete railings resting on 4 steel I-beams. The end bents consist of reinforced concrete abutments. Interior Bent 1 consists of a reinforced concrete cap on steel piles. Bents 2, 3, and 4 are reinforced concrete caps and columns. Bent 3 is in the water. The existing bridge (see Figure 3) was constructed in 1951. The maximum span length is 38 feet and the overall length of the structure is 188 feet. The clear roadway width is 24.0 feet. The posted weight limits on this bridge are single vehicle (SV) 26 and truck-tractor semi-trailer (TTST) 31.

There is a 4-inch gas line under the right overhang and overhead power lines exist on the north side of the bridge. Utility impacts are anticipated to be low.

The current traffic volume includes one percent truck-tractor semi-trailer (TTST) and three percent dual-tired vehicles (DT). The posted speed limit is 35 miles per hour in the project area. Eight school buses cross the bridge twice daily for morning or afternoon routes.

There was one crash reported in the vicinity of Bridge No.118 during a recent three-year period.

### **III. ALTERNATIVES**

#### **A. Project Description**

The replacement structure will consist of a bridge approximately 195 feet long. The bridge length is based on preliminary design information and is set by hydraulic requirements. The bridge will be of sufficient width to provide two 12-foot lanes with 9.5-foot offsets containing 5.5-foot sidewalks on each side and a 54-inch rail height on each side which will provide for safer bicycle accommodations. The roadway grade of the new structure will be approximately the same as the existing grade.

The existing roadway approaches will have 24-foot pavement width to provide two 12-foot lanes. Eight-foot shoulders will be provided on each side (11 feet with guardrail), four feet of which will be paved in accordance with the current NCDOT Design Policy. The 4-foot paved shoulder was also recommended by the NCDOT Bicycle and Pedestrian Division.

NCDOT Guidelines for Evaluation of Off-site Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from an offsite detour. The majority of traffic on the road is through traffic. Up to an 18-month duration for construction is expected for this project. In this case, Lincoln County Emergency Services has indicated that a road closure would deeply impact any emergency response to the northwest corridor of Lincoln County resulting in a minimum 10 minute response time delay. Therefore, road closure and an offsite detour can not be a consideration.

## **B. Reasonable and Feasible Alternatives**

### Alternate 1 (Preferred)

Alternate 1 involves replacement of the structure along the existing roadway alignment with a new bridge. Improvements to the approach roadways will be required for a distance of approximately 560 feet to the west and 680 feet to the east of the new structure. Traffic will be maintained onsite during construction by providing a two lane temporary structure within 50 feet of the existing structure.

Based on the NCDOT Guidelines, the criteria above indicate that on the basis of travel delay and Emergency Management System (EMS) concerns, the onsite detour is necessary. NCDOT Division 12 concurs with these concerns and believes that an onsite detour is justified. While project costs and temporary environmental impacts will be slightly higher, maintenance of traffic onsite during construction is mandatory.

## **C. Alternatives Eliminated From Further Consideration**

The “do-nothing” alternative will eventually necessitate closure of the bridge for safety reasons. This is not acceptable due to the need for traffic service provided by SR 1008.

“Rehabilitation” of the old bridge is not practical due to its age and deteriorated condition. The extent of deterioration and the numerous locations of areas of disrepair on the bridge make rehabilitation inefficient, ineffective, and costly beyond reasonable limits.

Staged Construction is not feasible for this bridge because of the beam configuration and reinforced concrete components that require replacement or repair. Staged construction will not support removal of a portion of the bridge and maintenance of some over-width traffic on the remaining portion.

Alternate 2 considered the existing structure serving as an onsite detour during construction. A new bridge would be constructed approximately parallel to, and to the north of the existing structure. It was determined that the existing approach alignments of Alternate 1 provided a more beneficial design than a change in alignment. The required length of the proposed structure for Alternate 2 would be significantly longer and the length of the proposed project would be longer than Alternate 1. The curve in the northeast approach would be less advantageous for safety reasons. Alternate 2 does not provide for a safer design. The estimated Right of Way cost for Alternate 2 is 115 % greater than that of Alternate 1.

Alternate 3 considered the existing structure serving as an onsite detour during construction. A new bridge would be constructed approximately parallel to, and to the south of the existing structure. It was determined that the existing approach alignments of Alternate 1 provided a more beneficial design than a change in alignment. The required project length of Alternate 3 would be longer than that of Alternate 1. Alternate 3 does not provide for a safer design. The estimated Right of Way cost for Alternate 3 is 338 % greater than that of Alternate 1.

#### IV. ESTIMATED COSTS

The estimated costs for the preferred alternative based on 2008 prices are as follows:

	<b>Preferred</b>	<b>Alternative</b>
Proposed Structure		\$ 823,000
Roadway Approaches		\$ 507,000
Detour Structure		\$ 624,000
Structure Removal		\$ 79,000
Detour Structure Removal		\$ 94,000
Misc. & Mob.		\$ 496,000
Eng. & Contingencies		\$ 377,000
<b>Total Construction Cost</b>		<b>\$ 3,000,000</b>
Right-of-Way Costs		\$ 410,000
Utility Costs		\$ 218,000
<b>Total Project Cost</b>		<b>\$3,628,000</b>

#### V. NATURAL ENVIRONMENT

##### A. Physical Resources

##### Geography

The project study area, consisting of approximately 10 acres, is located at the crossing of SR 1008 over Clark Creek on the eastern boundary of Lincolnton in Madison County, NC. Included within the project study area are 2 unnamed tributaries (UT 1 and UT 2) to Clark Creek and their associated floodplains. This area is located within the Southern Outer Piedmont (Level III) ecoregion of North Carolina. The North Carolina section of this region covers the middle portion of the North Carolina Piedmont in the south, narrowing to the north between the Carolina Slate Belt and the Northern Inner Piedmont. The ecoregion has lower elevations, less relief, and less precipitation than the Southern Inner Piedmont and The Northern Inner Piedmont and tends to have more cropland than the Inner Piedmont regions. The landform mass is mostly irregular plains.

Elevations within the project study area range from a high of approximately 810 feet National Geodetic Vertical Datum (NGVD) to a low of approximately 760 feet NGVD within the stream channel. Land uses within the vicinity of the project consist of residential lots, commercial lots, and woodlands.

## **Water Resources**

The portion of Clark Creek that lies within the project study area has been assigned Stream Index Number 11-129-5-(9.5) by the North Carolina Department of Water Quality (NCDWQ)(2004c). The project study area is located within sub-basin 03-08-35 of the Catawba River Basin (NCDWQ 2004b). This area is part of the USGS Hydrologic Unit 03050102 of the South Atlantic/Gulf Region. Clark Creek enters the project study area from the north as a well-defined, fourth order, perennial stream with fast flow over sand, gravel, cobble, and boulder substrate. At Bridge No. 118, Clark Creek is approximately 50 feet wide with steeply sloping banks 4 to 10 feet high. During field investigations the water level was 1 to 3 feet deep. Water clarity was poor with no visibility to the substrate. No persistent emergent aquatic vegetation was observed within the creek.

Classifications are assigned to waters of the state of North Carolina based on the existing or contemplated best usage of various streams or segments of streams. A Best Usage Classification of WS-IV has been assigned to Clark Creek within the project study area. Class WS-IV waters are waters protected for water supplies which are generally in moderately to highly developed watersheds. WS-IV Waters are also suited for all Class C uses which include aquatic life propagation and protection, agriculture, and secondary recreation. Secondary recreation includes wading, boating, and other uses not involving body contact. No designated Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply I (WS-I), or Water Supply II (WS-II) occur within 1.0 mile of the project study area. Clark Creek is currently designated by NCDWQ as Impaired. Clark Creek is listed on the 2006 Final 303(d) List as a category 4A (standard violation: fecal coliform) and category 6 (action level violation: copper). Clark Creek is not listed for sedimentation or turbidity impairments.

## **Biotic Resources**

Two distinct plant communities were identified within the project area: disturbed/maintained land and Piedmont/Low Mountain Alluvial Forest. Plant community descriptions are based on a classification system utilized by NCNHP (Schafale and Weakley 1990) where applicable.

Disturbed/maintained land - includes roadside shoulders, residential lots, and commercial lots. This community occupies approximately 7 acres of the project study area. This community predominately supports an herb/grass assemblage with some trees located in residential lots. Most of this area is maintained by mowing. No terrestrial mammal species were observed. No terrestrial reptile or amphibian species were observed.

Piedmont/Low Mountain Alluvial Forest – is described as occurring within river and stream floodplains in which separate fluvial landforms and associated vegetation zones are too small to distinguish. Flood-carried sediment provides nutrient input to this community and serves as a natural disturbance factor.

Limited investigations resulted in no observations of aquatic or semi-aquatic species. No designated Significant Aquatic Endangered Species Habitat occurs within the project study area.

The majority of impacts associated with all three alternatives will occur within maintained/disturbed land. No significant habitat fragmentation is expected as a result of project activities. Construction noise and associated disturbances are anticipated to have short-term impacts on avifauna and migratory wildlife movement patterns.

## **B. JURISDICTIONAL TOPICS**

The following sections provide an inventory of resource areas, protected species, and an assessment of possible impacts to waters of the United States. Waters of the United States and rare and protected species are of particular significance when assessing impacts because of federal and state mandates that regulate their protection. The following sections address those measures that will be required in order to comply with regulatory permit conditions prior to project construction.

### **Surface Waters and Wetlands**

North Carolina DWQ defines a perennial channel as one with water all year around and an intermittent channel as one that has water for a significant part of the year, but is dry for some part, during a year of normal rainfall (15A NCAC 2B.0233). These channels usually have some or all of the following characteristics: distinctive streambed and bank, aquatic life, and groundwater flow or discharge. Surface waters within the embankments of Clark Creek and UT 1 and UT 2 are subject to jurisdictional consideration under Section 404 of the Clean Water Act as waters of the United States (33 CFR Section 328.3). Clark Creek exhibits characteristics of a well-defined, fourth-order, perennial stream with strong flow over cobble and gravel substrate containing some boulders.

Vegetated wetlands are defined by the presence of three primary criteria: hydric soils, hydrophytic vegetation, and evidence of hydrology at or near the surface for a portion (12.5 percent) of the growing season (Environmental Laboratory 1987). No vegetated wetlands occur in the project study area.

### **Permits**

Impacts to “Waters of the United States” come under the jurisdiction United States Army Corps of Engineers (USACE). The Nationwide Permit #23 (Approved Categorical Exclusions) should cover the minimal impacts to jurisdictional streams in the project area. Nationwide permit #33 (Temporary Construction, Access, and Dewatering) may be needed for temporary construction access if that is not addressed in this document. The North Carolina Department of Environmental and Natural Resources (NCDENR), DWQ will evaluate the applicability of a Section 401 General Water Quality Certification.

### **Federally Protected Species**

Plants and animals with federal classifications of endangered (E), threatened (T), proposed endangered (PE), and proposed threatened (PT) are protected under the provisions of Section 7 and Section 9 of the Endangered Species Act of 1973, as amended. As of January 31, 2008, the

USFWS lists 2 federally protected species for Lincoln County (Table 2). A review of the North Carolina Natural Heritage Program (NHP) database of rare species and unique habitats indicates no occurrences of federally protected species in the project area. No individual organisms or populations for any of the species listed in the following table were observed within the project area at the time of site investigation.

**Federally Protected Species for Lincoln County**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b>	<b>Biological Conclusion</b>
Dwarf-flowered heartleaf	Hexastylis naniflora	Threatened	No Effect/Habitat
Michaux's sumac	Rhus michauxii	Endangered	No Effect/Habitat

- “Endangered” denotes a species in danger of extinction throughout all or a significant portion of its range.
- “Threatened” denotes a species likely to become endangered in the foreseeable future throughout all or a significant portion of its range.
- “Threatened (S/A)” denotes a species that is treated as threatened due to its similarity of appearance to another endangered or threatened species that is listed for protection. Threatened (S/A) species are not biologically endangered or threatened and are not subject to Section 7 consultation.

**VI. HUMAN ENVIRONMENT**

**Section 106 Compliance Guidelines**

This project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implemented by the Advisory Council on Historic Preservation’s Regulations for Compliance with Section 106, codified at Title 36 CFR Part 800. Section 106 requires Federal agencies to take into account the effect of their undertakings (federally funded, licensed, or permitted) on properties included in or eligible for inclusion in the National Register of Historic Places and afford the Advisory Council a reasonable opportunity to comment on such undertakings.

**Historic Architecture**

The State Historic Preservation Office (SHPO) reviewed the subject project and determined that no historic resources would be affected by this project. No architectural surveys are required. See letters dated August 26, 2004 and June 15, 2007.

## **Archaeology**

The State Historic Preservation Office (SHPO) reviewed the subject project and determined that no historic resources would be affected by this project. No archaeological surveys are required. See letters dated August 26, 2004 and June 15, 2007.

## **Community Impacts**

No adverse impact on families or communities is anticipated. Right-of-way acquisition will be limited. No relocatees are expected with implementation of the proposed alternative.

No adverse effect on public facilities or services is expected. The project is not expected to adversely affect social, economic, or religious opportunities in the area.

The project is not in conflict with any plan, existing land use, or zoning regulation. No change in land use is expected to result from the construction of the project.

The Farmland Protection Policy Act requires all federal agencies or their representatives to consider the potential impact to prime farmland of all land acquisitions and construction projects. All permanent construction will take place along an existing alignment. There are no soils classified as prime, unique, or having state or local importance in the vicinity of the project. Therefore, the project will not involve the direct conversion of farmland acreage within these classifications.

The project will not have a disproportionately high and adverse human health and environmental effect on any minority or low-income population.

## **Noise & Air Quality**

This project is an air quality neutral project in accordance with 40 CFR 93.126. It is not required to be included in the regional emissions analysis (if applicable) and project level CO or PM2.5 analyses are not required. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. Therefore, FHWA standards have determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxics concerns. Consequently, this effort is exempt from analysis for MSATs. Any burning of vegetation shall be performed in accordance with applicable local laws and regulations of the North Carolina State Implementation Plan (SIP) for air quality compliance with 15 NCAC 2D.0520.

Noise levels may increase during project construction; however, these impacts are not expected to be substantial considering the relatively short-term nature of construction noise and the limitation of construction to daytime hours. The transmission loss characteristics of nearby natural elements and man-made structures are believed to be sufficient to moderate the effects of intrusive construction noise.

## **VII. GENERAL ENVIRONMENTAL EFFECTS**

The project is expected to have an overall positive impact. Replacement of a deteriorating bridge that is becoming increasingly inadequate will result in a safer structure.

The bridge replacement will not have an adverse effect on the quality of the human environment or natural environment with the use of the current North Carolina Department of Transportation standards and specifications.

An examination of records at the North Carolina Department of Environment and Natural Resources, Division of Environmental Management, Groundwater Section and the North Carolina Department of Human Resources, Solid Waste Management Section revealed no underground storage tanks or hazardous waste sites in the project area.

Lincoln County is a participant in the National Flood Insurance Program. There are no practical alternatives to crossing the floodplain area. Any shift in alignment will result in an impact area of about the same magnitude. The proposed project is not anticipated to increase the level or extent of upstream flood potential.

## **VIII. COORDINATION & AGENCY COMMENTS**

NCDOT sought input from the following agencies as a part of project development: Planning Department, City of Lincolnton; US Environmental Protection Agency; N.C Wildlife Resource Commission; U.S. Army Corps of Engineers; US Department of Environment and Natural Resources; U.S. Fish & Wildlife Service; NC Division of Water Quality, North Carolina State Historic Preservation Office, and the U.S. Forest Service.

The City of Lincolnton Planning Department has requested consideration for a possible future greenway under the new bridge. This has been addressed and an area under the bridge with ample vertical clearance will be provided.

The North Carolina Wildlife Resources Commission commented, "Clark Creek, Class WS-IV Waters, is on the 303(d) list of impaired waters and it appears from the information provided that a watershed Critical Area is just downstream. Special measures should be employed to minimize further degradation of the waterway and downstream water quality and aquatic habitat.

The Division Of Water Quality was concerned with sediment and erosion impacts associated with the bridge replacement. DWQ requests that road design plans provide treatment of the stormwater runoff through Best Management Practices.

US Fish and Wildlife had no special concerns for this project.

The Army Corps of Engineers had no special concerns for this project.

## **IX. PUBLIC INVOLVEMENT**

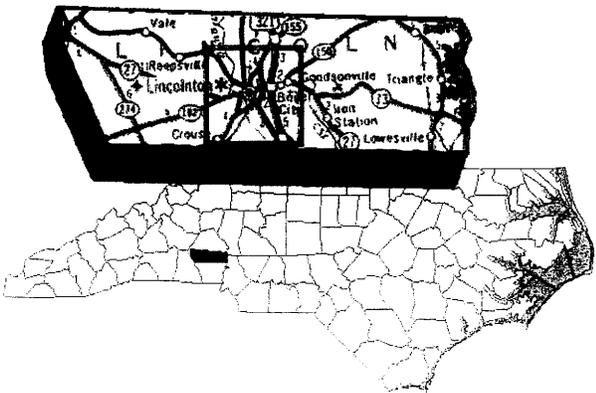
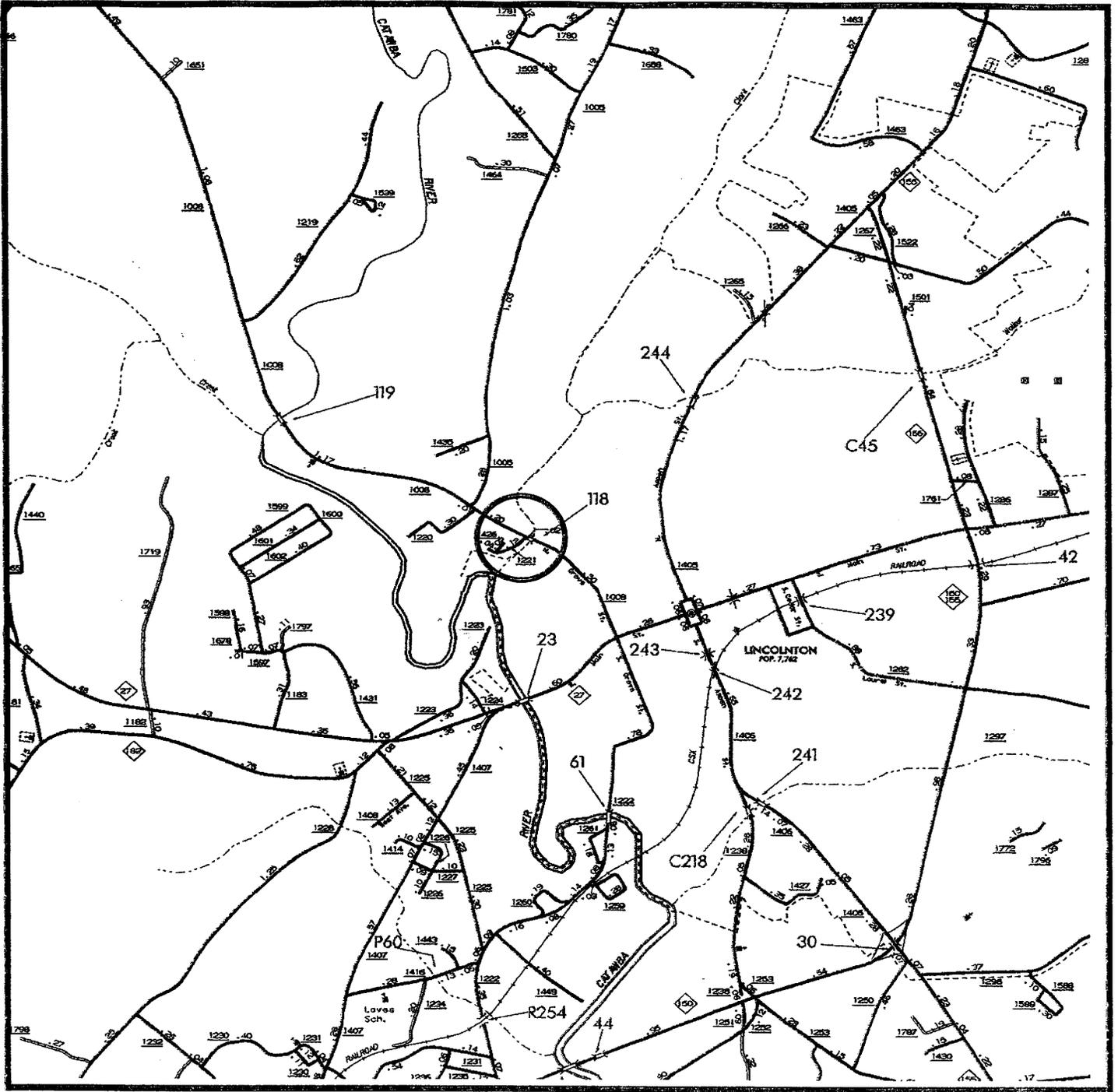
A newsletter letter was sent by the Bridge Project Planning Engineer to property owners and businesses in the immediate area that might be directly affected by this project. Property and business owners were invited to ask questions and comment on this project. All comments were addressed and any possible impacts to businesses and property owners were resolved.

**Work Zone Traffic:** Temporary bicycle or pedestrian accommodations will not be required for this project.

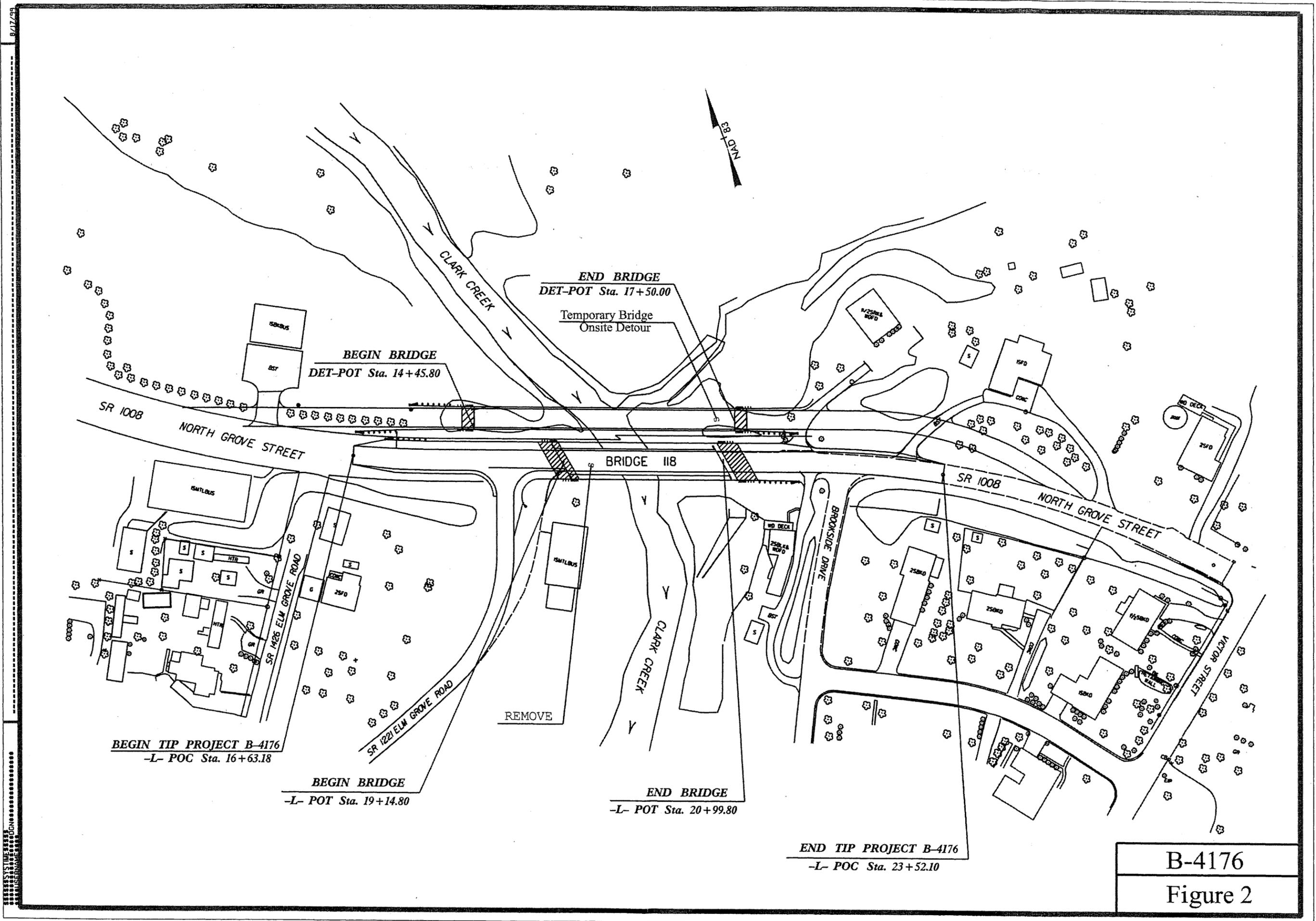
There is no substantial controversy on social, economic, or environmental grounds concerning the project.

## **X. CONCLUSION**

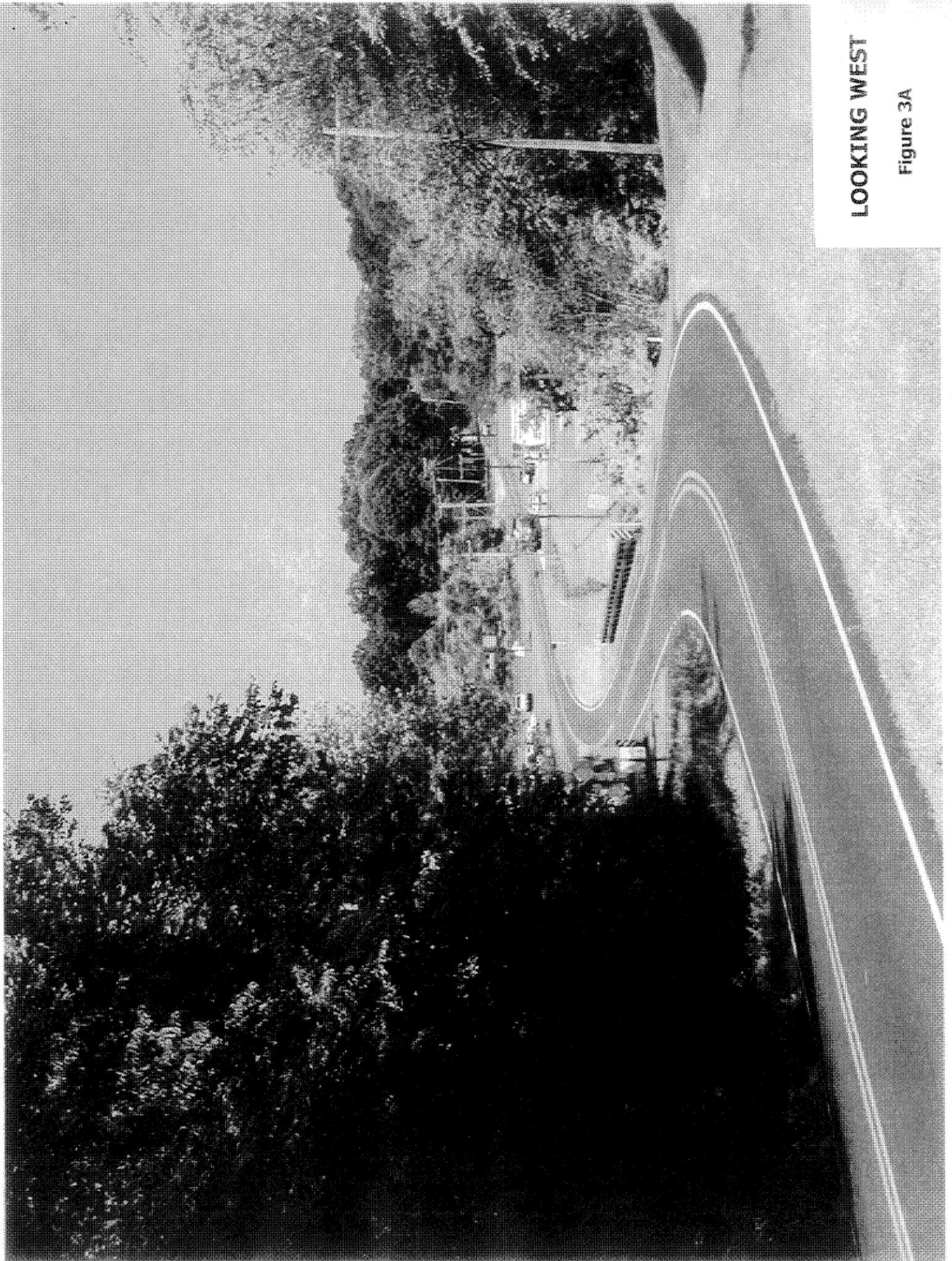
On the basis of the above discussion, it is concluded that no substantial adverse environmental impacts will result from implementation of the project. The project is therefore considered to be a federal "Categorical Exclusion" due to its limited scope and lack of substantial environmental consequences.



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT &amp; ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>LINCOLN COUNTY REPLACE BRIDGE NO. 118 ON SR 1003 OVER CLARK CREEK B-4176</p>	
<p>Figure 1</p>	

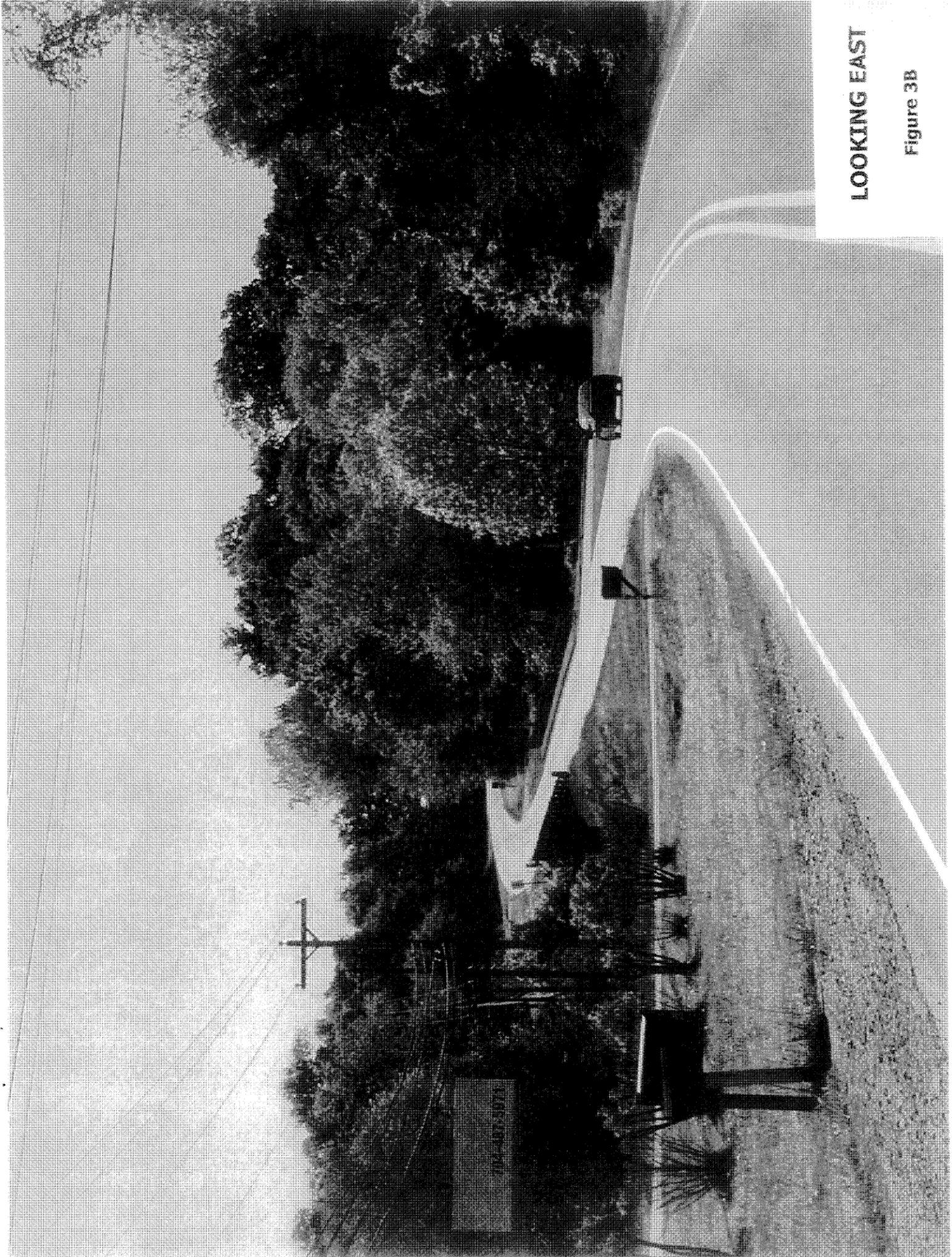


B-4176  
 Figure 2



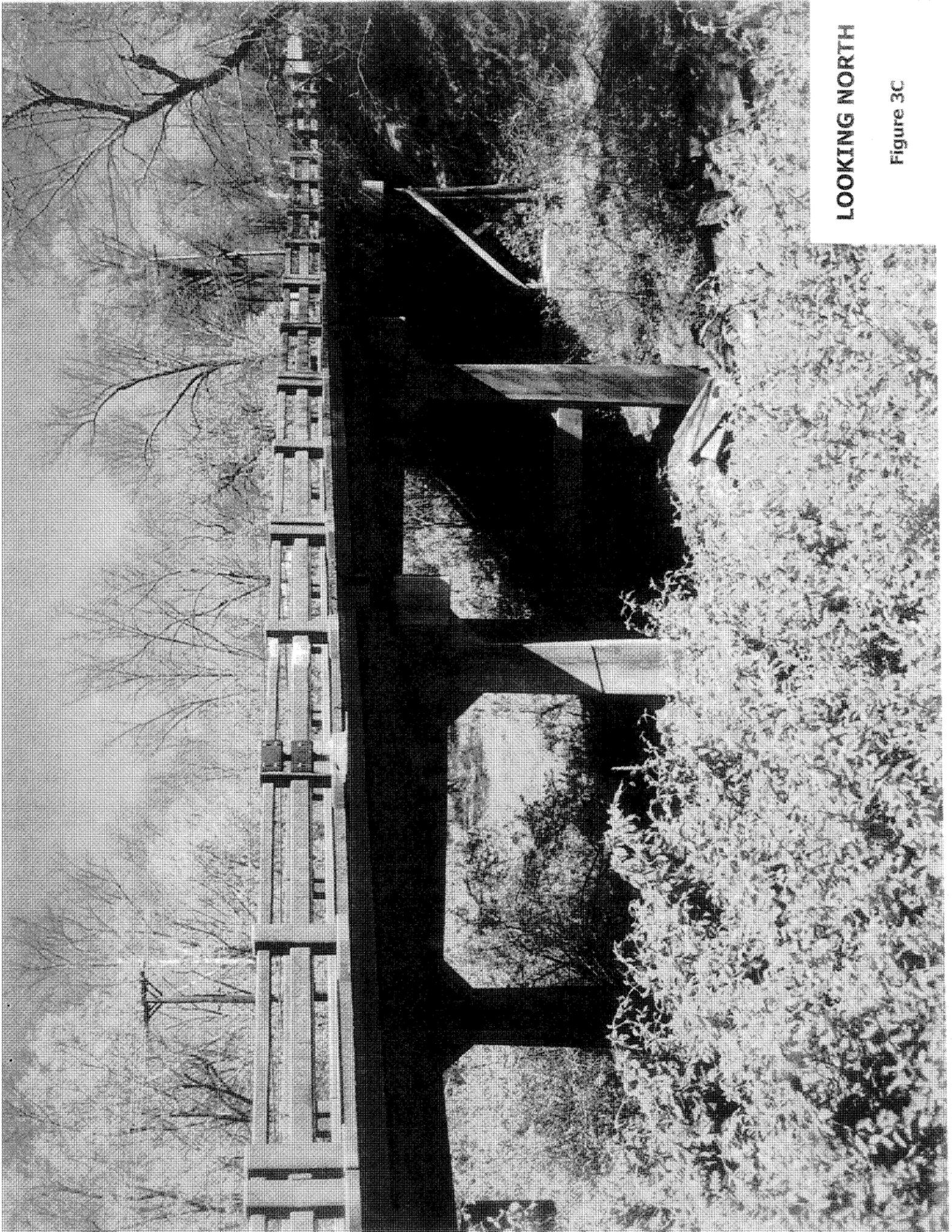
LOOKING WEST

Figure 3A



LOOKING EAST

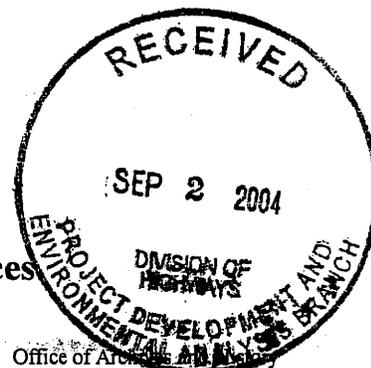
Figure 3B



**LOOKING NORTH**

**Figure 3C**

John Corbett  
Bx 1



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

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor  
Lisbeth C. Evans, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archaeology  
Division of Historical Resources  
David Brook, Director

August 26, 2004

**MEMORANDUM**

**TO:** Greg Thorpe, Ph.D., Director  
Project Development and Environmental Analysis Branch  
NCDOT Division of Highways

**FROM:** Peter B. Sandbeck *PBS for Peter Sandbeck*

**SUBJECT:** NCDOT Bridge Replacement Group #48, Notification of Start of Study and Request for Environmental Input, Replace Bridge No. 118 on SR 1008 (North Grove Street) over Clark Creek, Federal Aid No. BRSTP-1008(12), TIP B-4176, ER 04-2045, Lincoln County

Thank you for your memorandum of July 16, 2004, concerning the above project.

We have conducted a review of the proposed undertaking and are aware of no historic resources which would be affected by the project. Therefore, we have no comment on the undertaking as proposed.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

PBS:w

cc: Mary Pope Furr  
Matt Wilkerson

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801



North Carolina Department of Cultural Resources  
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor  
Lisbeth C. Evans, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

June 15, 2007

Hank Schwab  
Bridge Project Planning Engineer  
NCDOT  
Mail Service Center 1551  
Raleigh, NC 27699-1551

Re: Bridge 118 on SR 1008 over Clark Creek, B-4176, Lincoln County, ER 04-2045

Dear Mr. Schwab:

Thank you for your letter of May 15, 2007, concerning the above project.

We have conducted a review of the project and are aware of no historic resources which would be affected by the project. Therefore, we have no comment on the project as proposed.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

Sincerely,

  
Peter Sandbeck

cc: Mary Pope Furr, NCDOT  
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