



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

August 2, 2007

U. S. Army Corps of Engineers
Raleigh Regulatory Field Office
6508 Falls of the Neuse Road
Raleigh, NC 27615-6814

ATTENTION: Mr. Monte Matthews
NCDOT Coordinator

Nationwide Permit 23 Application for the proposed bridge replacement No. 34 on SR 1001 over Rocky Creek in Wilkes County, Fed. Project No. BRZ-1001 (28), State Project No. 8.2761701, WBS Element 33830.1.1, TIP No. B-4675, in Division 11.

Dear Sir:

Please find enclosed a copy of the permit drawings, 1/2 size plans and Categorical Exclusion for the above referenced project. The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 34 with a 93 feet long by 34 feet wide plate girder single span bridge that will span the creek on a new alignment to the south. This project will result in 88 linear feet of permanent fill in surface waters due to bank stabilization with no temporary impacts. There are no jurisdictional wetlands within the project area. Traffic will be maintained on the existing bridge during a staged construction that will utilize traffic control devices.

Impacts to Waters of the United States

The water resource impacted by project B-4675 is Rocky Creek located in the North Carolina Division of Water Quality (NCDWQ) Sub-basin 03-07-06 of the Yadkin Pee Dee River Basin. NCDWQ classifies Rocky Creek (DWQ Index # 12-108-11) as a "Class C" stream and is located in Hydrological Cataloguing Unit (HUC) 03040102. There are no Outstanding Resource Waters (ORW), High Quality Waters (HQW), WS-I, WS-II, or watershed Critical Area (CA), within 1 mile upstream or downstream of the project study area. Rocky Creek does not appear on the NCDWQ 2006 303(d) list of impaired waters nor are any impaired waters located within one mile of the project study area. No special restrictions are required for in-water work other than those outlined in the NCDOT guidelines, "Best Management Practices for Protection of Surface Waters". Rocky Creek is not

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141
FAX: 919-733-9794

WEBSITE: WWW.NCDOT.ORG

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

designated as a trout stream by North Carolina Wildlife Resource Commission (WRC). WRC representative Marla Chambers was consulted on March 1, 2004 and she stated that no trout moratorium was needed for this project.

Permanent Impacts: The existing structurally deficient bridge will be replaced with a 93 feet long by 34 feet wide plate girder bridge. Construction of the proposed project will result in total of 88 linear feet of permanent fill in surface water from bank stabilization upstream, downstream and under the bridge with riprap. There will be no loss of waters of the U.S., since riprap placement will be limited to the stream banks.

Temporary Impacts: This project should result in no temporary impacts to jurisdictional waters.

Utilities: There are no impacts to jurisdictional resources due to utilities for this project.

Bridge Demolition

The existing bridge is a single span structure with an overall length of 36 feet, and a clear roadway width of 16.8 feet. It was constructed in 1960. The bridge consists of a timber deck, an asphalt surface, steel I-beams, with timber caps, posts and sills. Bridge No. 34 is structurally deficient and according to federal guidelines is considered to be functionally obsolete. Best Management Practices for Bridge Demolition and Removal will be implemented.

Federally Protected Species

As of May 10, 2007, the United States Fish and Wildlife Service shows one federally protected species for Wilkes County (Table 1).

Table 1. Federally Protected Species for Wilkes County.

| Common Name | Scientific Name | Status | Habitat | Biological Conclusion |
|--------------------|-----------------------------|---------------|----------------|------------------------------|
| Bog turtle | <i>Clemmys muhlenbergii</i> | T (S/A) | No Habitat | Not Subject |

Avoidance and Minimization

NCDOT has minimized impacts to the fullest extent practicable. The project purpose necessitates traversing Rocky Creek; therefore, totally avoiding surface water impacts is not practicable. Staged construction will be utilized negating the need for an onsite temporary detour thereby reducing temporary impacts. No bents will be placed in the stream thereby minimizing surface water impacts. There will be no direct discharge of stormwater to surface water thereby minimizing impacts to water quality.

Mitigation

Construction for this project will impose minimal permanent impacts and no loss of waters of the U.S. Therefore, no mitigation is proposed for this project.

Regulatory Approvals

Section 404 Permit: This project is being processed by the Federal Highway Administration as a "Categorical Exclusion" in accordance with 23 CFR § 771.115(b). The NCDOT requests that these activities be authorized by a Nationwide Permit 23 (FR number 10, pages 2020-2095; January 15, 2002).

Section 401 Permit: We anticipate 401 General Certification numbers 3403 will apply to this project. The NCDOT will adhere to all standard conditions. In accordance with 15A NCAC 2H .0501(a) we are providing two copies of this application to the North Carolina Department of Environmental and Natural Resources, Division of Water Quality, for their records.

We anticipate that comments from the NCWRC will be requested prior to authorization by the US Army Corps of Engineers (USACE). By copy of this letter and attachment, NCDOT hereby requests NCWRC review. NCDOT requests that NCWRC forward their comments to the USACE and NCDOT within 30 days of receipt of this application.

Thank you for your assistance with this project. A copy of this permit application will be posted on the NCDOT Website at <http://207.4.62.65/PDEA/PermApps/>. If you have any questions or need additional information, please contact Jeff Hemphill at (919) 715-1458.

Sincerely,



for Gregory J. Thorpe, Ph.D., Environmental Management Director
Project Development and Environmental Analysis Branch

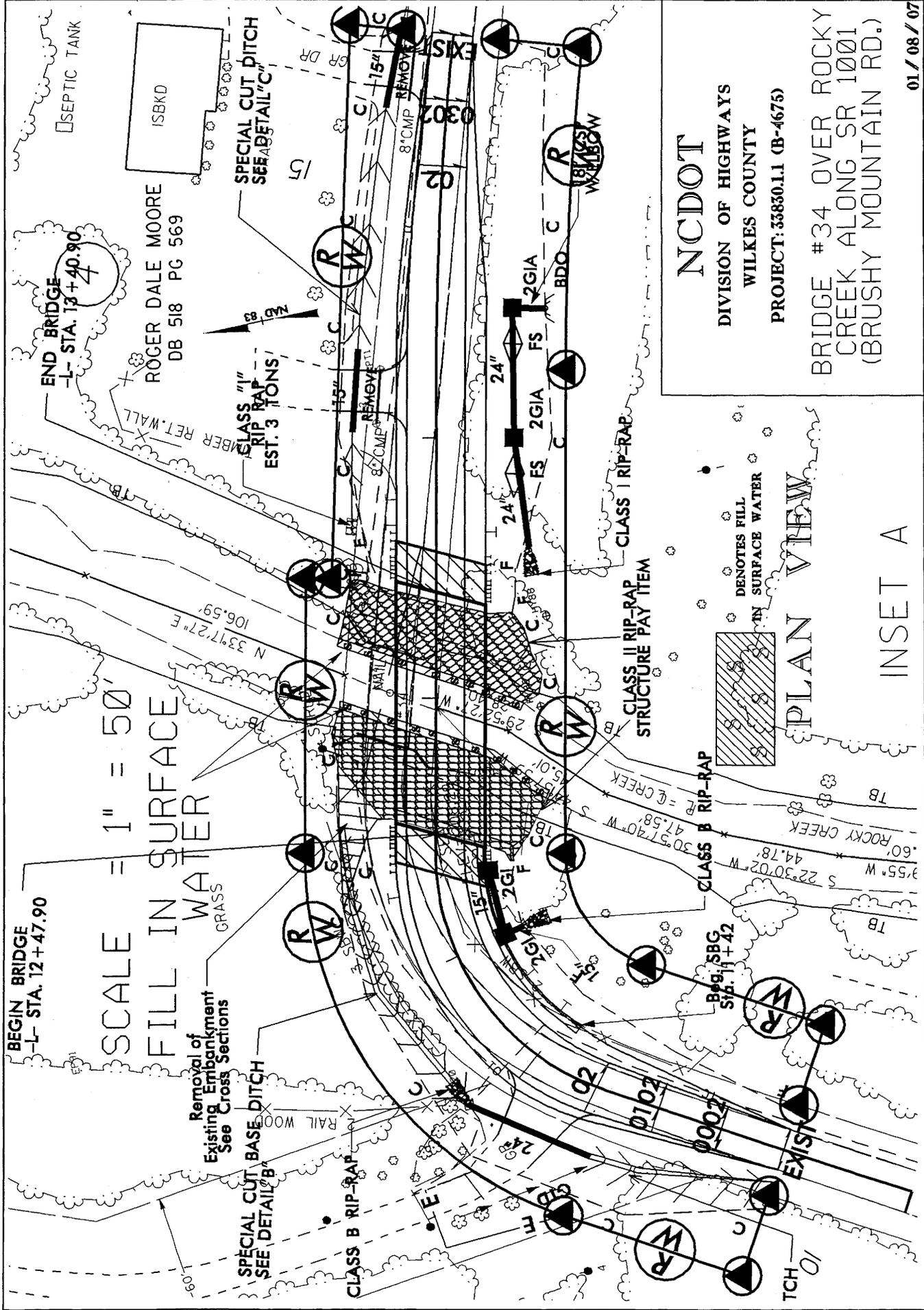
Cc

w/attachment

- Mr. John Hennessy, NCDWQ (**2 Copies**)
- Ms. Marla Chambers, NCWRC
- Ms. Marella Buncick, USFWS
- Dr. David Chang, P.E., Hydraulics
- Mr. Victor Barbour, P.E., Project Services Unit
- Mr. Mark Staley, Roadside Environmental
- Mr. Greg Perfetti, P.E., Structure Design
- Mr. Michael A. Pettyjohn, P.E. Division 11 Engineer
- Mr. Heath Slaughter, Division 11 Environmental Officer

w/o attachment

- Mr. Jay Bennett, P.E., Roadway Design
- Mr. Majed Alghandour, P. E., Programming and TIP
- Mr. Art McMillan, P.E., Highway Design
- Mr. Bryan Kluchar, P.E., Project Planning Engineer
- Mr. Scott McLendon, USACE, Wilmington



NCDOT
 DIVISION OF HIGHWAYS
 WILKES COUNTY
 PROJECT: 33850.1.1 (B-4675)

BRIDGE #34 OVER ROCKY
 CREEK ALONG SR 1001
 (BRUSHY MOUNTAIN RD.)

01 / 08 / 07



PLAN VIEW

INSET A

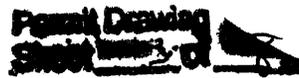


Property Owner Contact Report

TIP # B-4675

Owner Last

| Owner Name/ Business | Owner First Name | Address | City/Town | State | Zip Code | Contact/ Relationship | Home Phone | Contacted By | Contact Date | How Contacted | Comments |
|-------------------------|---------------------------|--------------------------|-------------------|-------|----------|--------------------------|----------------|------------------|-----------------|---------------|--|
| 3 Anderson | Virginia C. | 1657 Brushy Mtn. Rd. | Wilkesboro | NC | 28697 | Virginia Anderson | (336) 838-3735 | Brett A. Elledge | 2/5/05 | Phone/Letter | Had no problems with us surveying on her property. |
| 4 Huffman | Lela M. | 13595 Brushy Mtn. Rd. | Moravian Falls | NC | 28654 | Grace Huffman | (336) 921-3370 | Brett A. Elledge | 2/7/05 | Letter | Phone contact attempted. |
| 1 Moore | Roger Dale & Gay C. | 13541 Brushy Mtn. Rd. | Moravian Falls | NC | 28654 | ? Moore | | Brett A. Elledge | 2/5/05 | Letter | no phone number found |
| 2 Treadaway | Rickey Lynn | 10567 Brushy Mtn. Rd. | Moravian Falls | NC | 28654 | Ricky L. Treadaway | | Brett A. Elledge | 2/7/05 | Letter | no phone number found |
| Wilson | Monty Lane & Luanne S. | 302 Will Snider Rd. | Linwood | NC | 27299 | Monty L. Wilson | (336) 752-2684 | Brett A. Elledge | 2/8/05 | Letter | |



| | | | |
|-----------------|-----------------------------|-------------|--------------|
| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
| N.C. | B-4675 | 1 | |
| STATE PROJ. NO. | F.A. PROJ. NO. | DESCRIPTION | |
| 33830.1.1 | BRZ-1001 (28) | P.E. | |
| 33830.2.1 | BRZ-1001 (28) | R/W & UTIL. | |
| | | | |
| | | | |

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

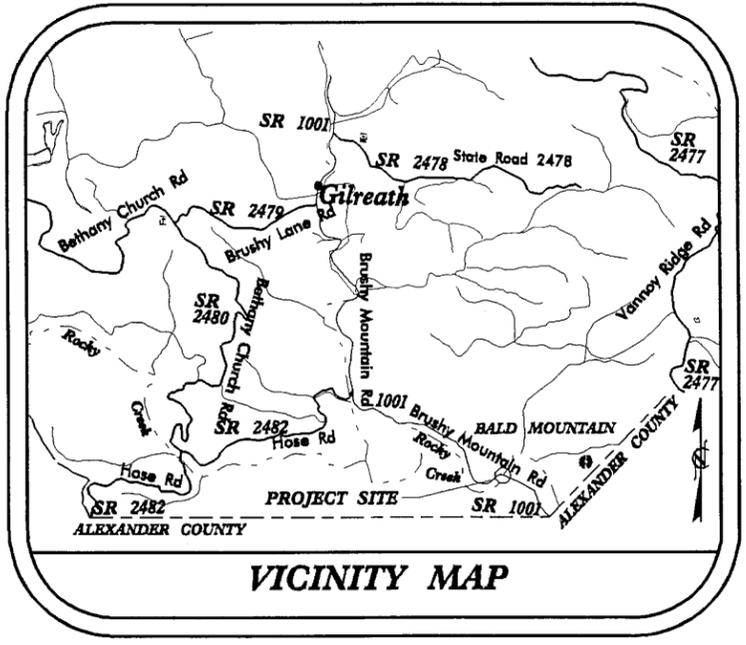
WILKES COUNTY

LOCATION: BRIDGE NO. 34 OVER ROCKY CREEK AND APPROACHES
ON SR 1001 (BRUSHY MOUNTAIN RD)

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE

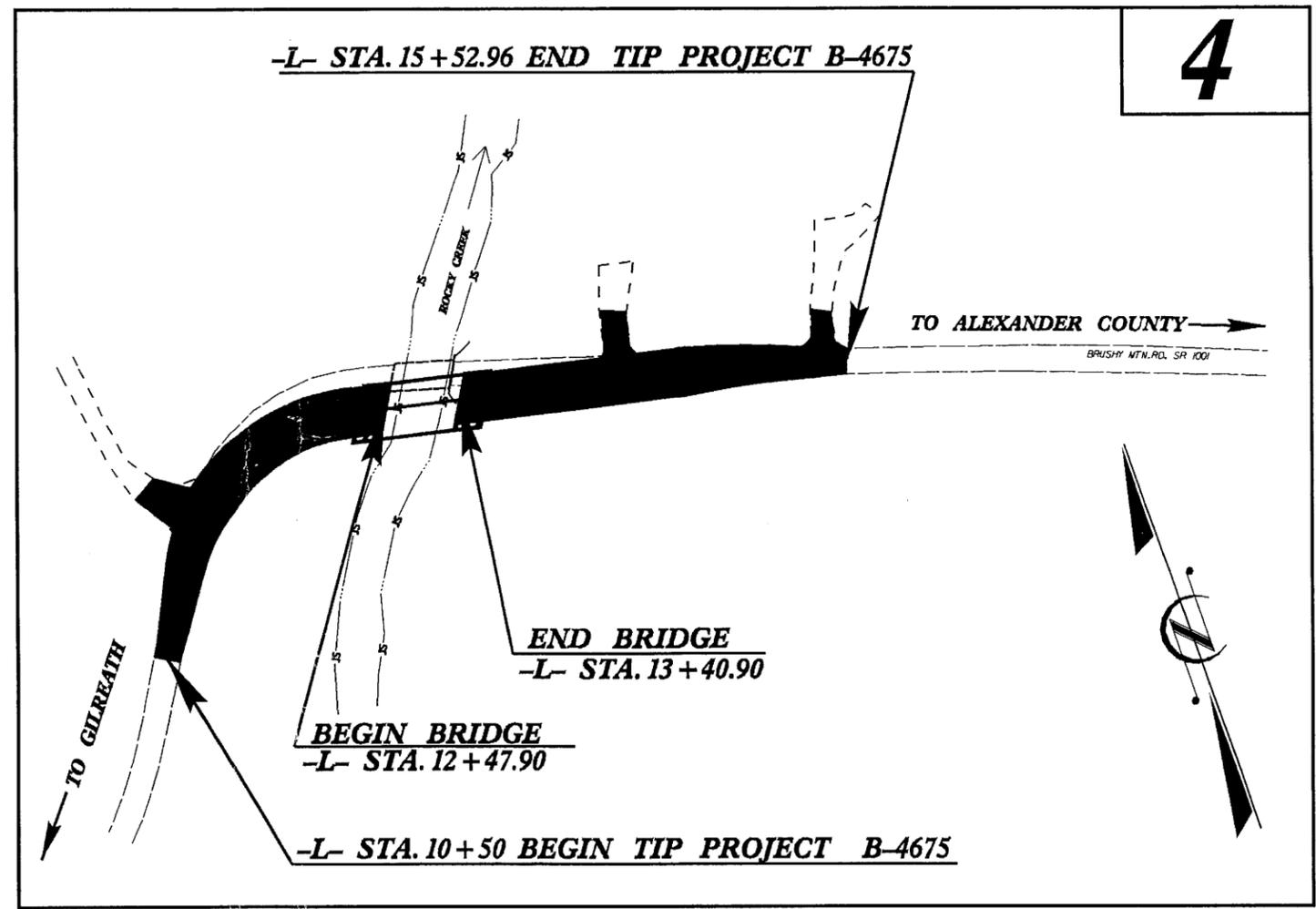


CONTRACT: TIP PROJECT: B-4675



VICINITY MAP

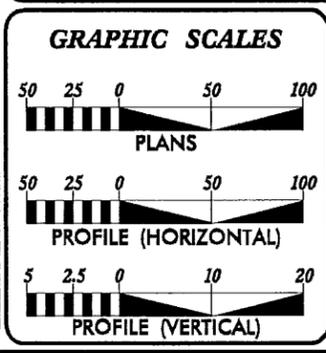
PERMIT DRAWINGS
01/08/2007



4

THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.
THIS IS NOT A CONTROL OF ACCESS PROJECT.
** DESIGN EXCEPTION REQUIRED TO REDUCE DESIGN SPEED FROM 60 MPH TO LESS THAN 15 MPH
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



DESIGN DATA

| | |
|-----------------------|-------------|
| ADT 2007 = | 450 |
| ADT 2030 = | 800 |
| DHV = | 11 % |
| D = | 55 % |
| T = | 6 % * |
| ** V < | 15 MPH |
| (* TTST 2% + DUAL 4%) | |
| FUNC CLASS = | RURAL LOCAL |

PROJECT LENGTH

| | |
|---------------------------------------|----------|
| LENGTH ROADWAY TIP PROJECT B-4675 = | 0.077 MI |
| LENGTH STRUCTURE TIP PROJECT B-4675 = | 0.018 MI |
| TOTAL LENGTH OF TIP PROJECT B-4675 = | 0.095 MI |

Prepared in the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

2006 STANDARD SPECIFICATIONS

| | |
|--------------------|---|
| RIGHT OF WAY DATE: | GLENN W. MUMFORD, PE PROJECT ENGINEER |
| LETTING DATE: | SUSAN C. LANCASTER, PE PROJECT DESIGN ENGINEER |
| | September 29, 2006 |
| | April 15, 2008 |

HYDRAULICS ENGINEER

SIGNATURE: P.E.
ROADWAY DESIGN ENGINEER

SIGNATURE: P.E.
STATE HIGHWAY DESIGN ENGINEER

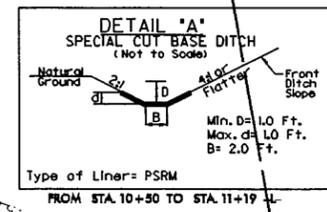
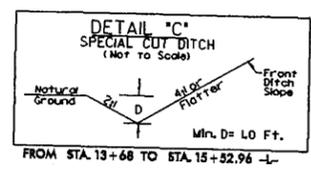
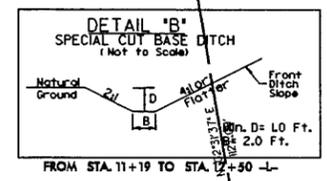
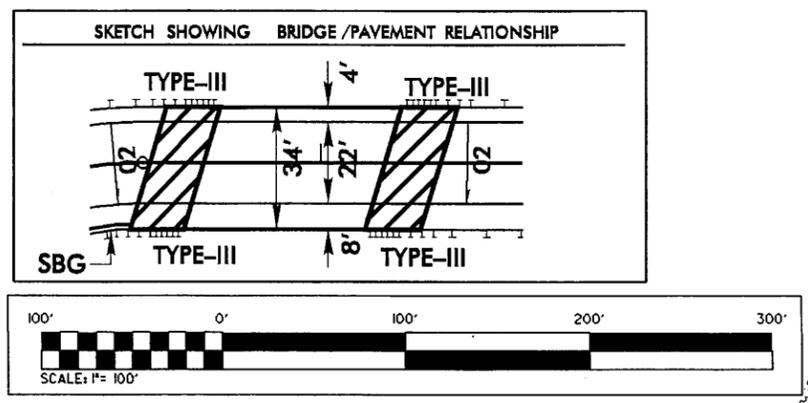
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

STATE HIGHWAY DESIGN ENGINEER

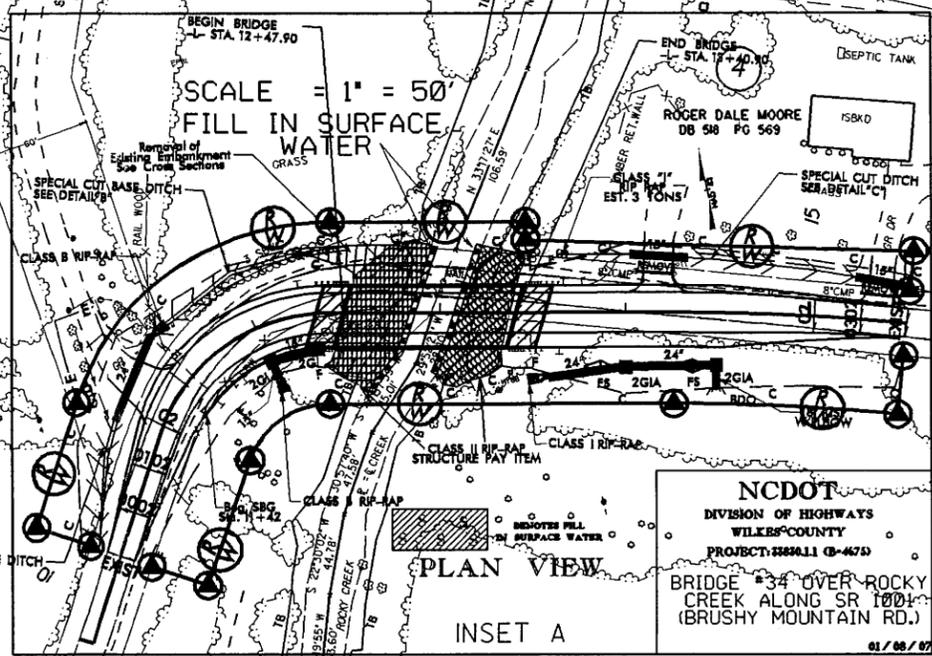
09-JAN-2007 13:05
r:\hydraulics\permit\b4675_rdy_tsh.dgn
A HY212438
bshepard

CONTRACT:

*** DESIGN EXCEPTION REQUIRED TO REDUCE DESIGN SPEED FROM 60 MPH TO LESS THAN 15 MPH**



ENVIRONMENTAL PERMIT DRAWING
PLAN VIEW 01/08/2007



DENOTES FILL IN SURFACE WATER

| | |
|---|--|
| PI Sta 11+90.35 Δ = 71' 37" 43.0' (RT) D = 60' 18" 40.8" L = 118.76' T = 68.55' R = 95.00' INC = 25' SE = RC * V < 15 MPH | PI Sta 14+89.48 Δ = 5' 36" 00.2' (RT) D = 4' 24" 26.5" L = 127.0' T = 63.58' R = 1300.00' INC = 25' SE = RC * V = 25 MPH |
|---|--|

NOTES:

- 1) SEE SHEET 5 FOR -L- PROFILE
- 2) ALL DRIVEWAY RADII ARE 10' UNLESS OTHERWISE SHOWN

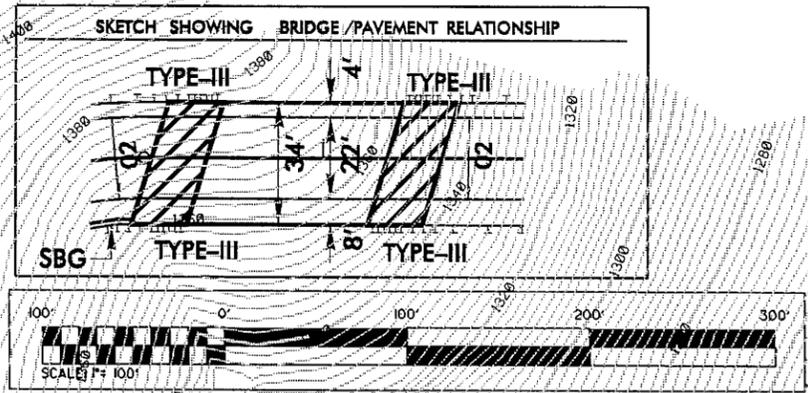
REVISIONS

8/17/99

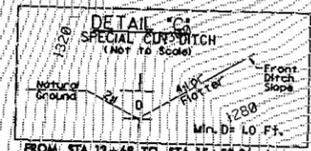
09 JAN 2007 09:17 / 0437_hyd-prm_wet.dgn
shhd-pulica

FORN DOWN

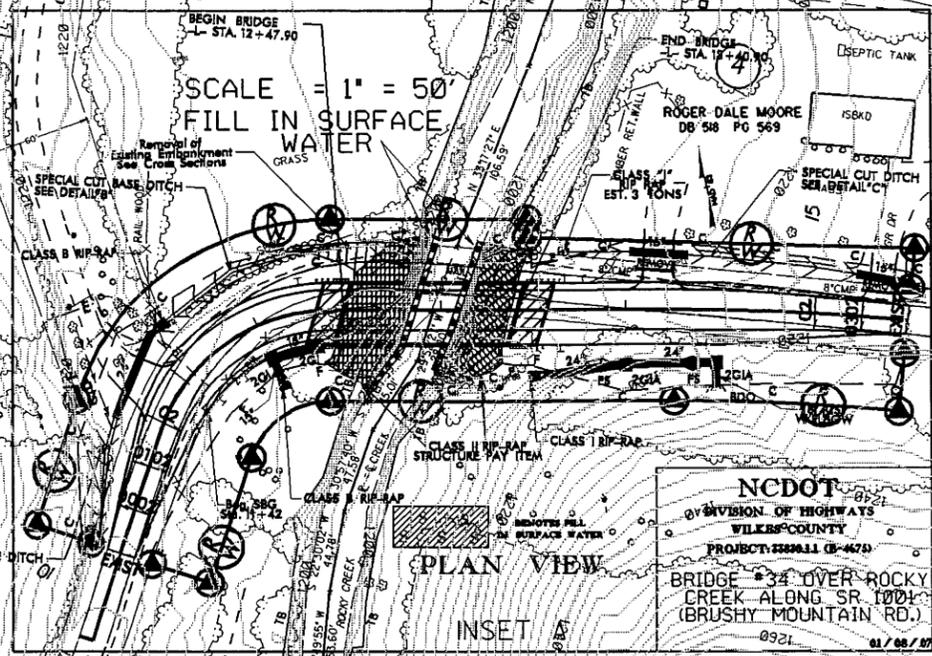
*** DESIGN EXCEPTION REQUIRED TO REDUCE DESIGN SPEED FROM 60 MPH TO LESS THAN 15 MPH**



ENVIRONMENTAL PERMIT DRAWING
PLAN VIEW
01/08/2007



DENOTES FILL IN SURFACE WATER



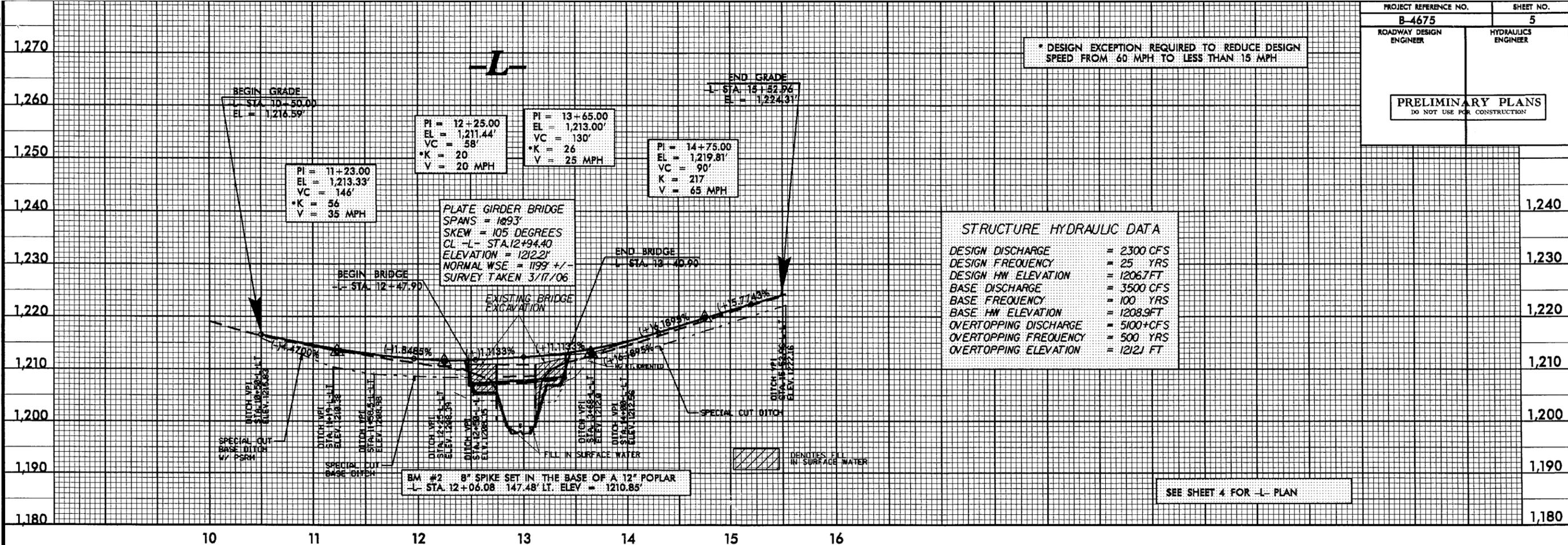
NCDOT
DIVISION OF HIGHWAYS
WILKES COUNTY
PROJECT #20011 (B-4675)
BRIDGE #34 OVER ROCKY CREEK ALONG SR 1001 (BRUSHY MOUNTAIN RD.)
01/08/07

| | |
|---|--|
| PI Sta 11+90.35 $\Delta = 71.37' 43.0''$ (RT) $D = 60' 18' 40.8''$ $L = 118.76'$ $T = 68.55'$ $R = 95.00'$ $INC = 25'$ $SE = RC$ $V < 15$ MPH | PI Sta 14+89.48 $\Delta = 5' 36' 00.2''$ (RT) $D = 4' 24' 26.5''$ $L = 127.0'$ $T = 63.58'$ $R = 1300.00'$ $INC = 25'$ $SE = RC$ $*V = 20$ MPH |
|---|--|

NOTES:
1) SEE SHEET 5 FOR -L- PROFILE
2) ALL DRIVEWAY RADII ARE 10' UNLESS OTHERWISE SHOWN

5/28/99

* DESIGN EXCEPTION REQUIRED TO REDUCE DESIGN SPEED FROM 60 MPH TO LESS THAN 15 MPH



SEE SHEET 4 FOR L- PLAN

05-JAN-2007 13:25
C:\pdr\autocad\pdr\m\cspg\B-4675-r.dwg-p1010507.dgn
At: HV212438

09/08/2008

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

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

| | | | |
|-----------------|-----------------------------|-------------|--------------|
| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
| N.C. | B-4675 | 1 | |
| STATE PROJ. NO. | P.A. PROJ. NO. | DESCRIPTION | |
| 33830.1.1 | BRZ-1001 (28) | P.E. | |
| 33830.2.1 | BRZ-1001 (28) | R/W & UTIL. | |

WILKES COUNTY

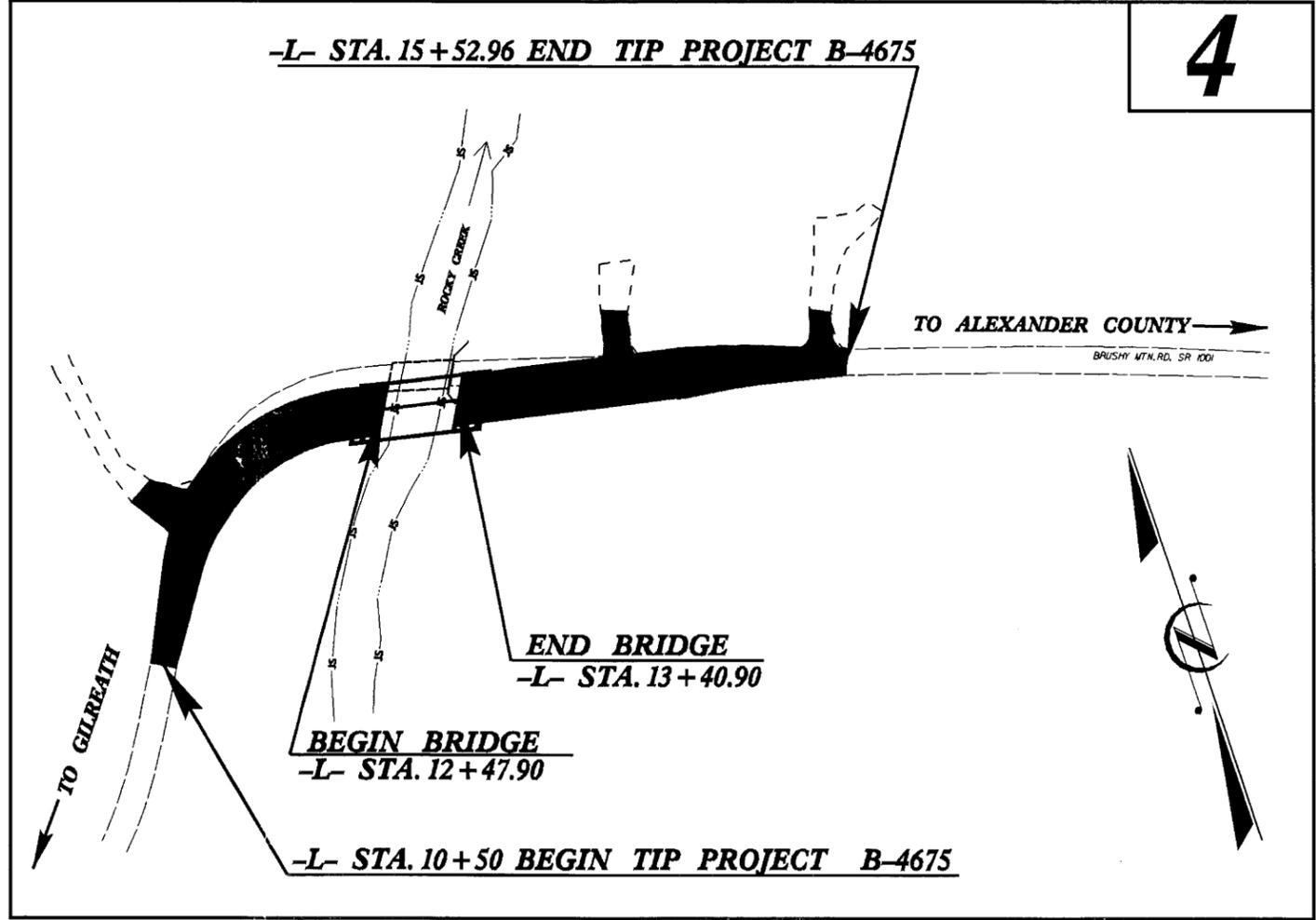
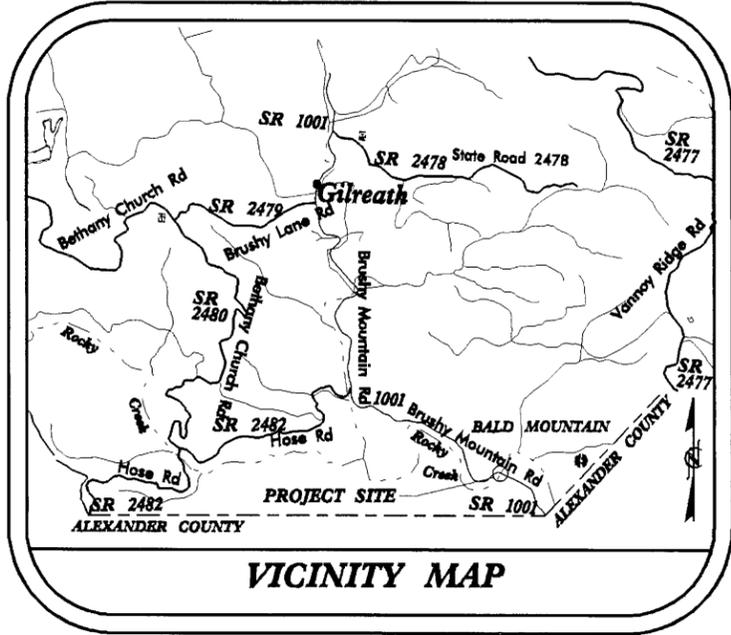
LOCATION: BRIDGE NO. 34 OVER ROCKY CREEK AND APPROACHES
ON SR 1001 (BRUSHY MOUNTAIN RD)

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE



TIP PROJECT: B-4675

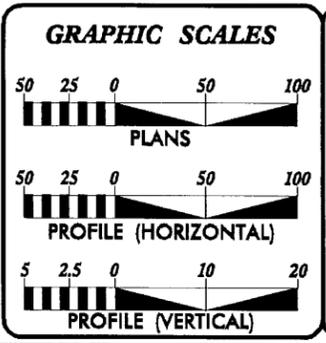
CONTRACT: C201817



4

THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.
THIS IS NOT A CONTROL OF ACCESS PROJECT.
** DESIGN EXCEPTION REQUIRED TO REDUCE DESIGN SPEED FROM 60 MPH TO LESS THAN 15 MPH
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



DESIGN DATA

| | |
|-----------------------|-------------|
| ADT 2007 = | 450 |
| ADT 2030 = | 800 |
| DHV = | 11 % |
| D = | 55 % |
| T = | 6 % * |
| ** V < | 15 MPH |
| (* TTST 2% + DUAL 4%) | |
| FUNC CLASS = | RURAL LOCAL |

PROJECT LENGTH

| | |
|---------------------------------------|----------|
| LENGTH ROADWAY TIP PROJECT B-4675 = | 0.077 MI |
| LENGTH STRUCTURE TIP PROJECT B-4675 = | 0.018 MI |
| TOTAL LENGTH OF TIP PROJECT B-4675 = | 0.095 MI |

Prepared In the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh, NC, 27610

2006 STANDARD SPECIFICATIONS

| | |
|--------------------|---|
| RIGHT OF WAY DATE: | GLENN W. MUMFORD, PE PROJECT ENGINEER |
| LETTING DATE: | SUSAN C. LANCASTER, PE PROJECT DESIGN ENGINEER |

September 29, 2006
April 15, 2008

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.
ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.
STATE HIGHWAY DESIGN ENGINEER

**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**

STATE HIGHWAY DESIGN ENGINEER

22-MAY-2007 11:03
F:\roadway\proj\4675_rdy_tsh.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

3/15/96

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO. B-4675
SHEET NO. 1-B

CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

| | |
|-------------------------------------|---------|
| State Line | ----- |
| County Line | ----- |
| Township Line | ----- |
| City Line | ----- |
| Reservation Line | ----- |
| Property Line | ----- |
| Existing Iron Pin | ○ EP |
| Property Corner | ⊠ |
| Property Monument | ⊠ ECM |
| Parcel/Sequence Number | ⊠ 123 |
| Existing Fence Line | -x-x-x- |
| Proposed Woven Wire Fence | ○ |
| Proposed Chain Link Fence | ⊠ |
| Proposed Barbed Wire Fence | ◇ |
| Existing Wetland Boundary | -v-l-b- |
| Proposed Wetland Boundary | -v-l-b- |
| Existing Endangered Animal Boundary | -e-a-b- |
| Existing Endangered Plant Boundary | -e-p-b- |

BUILDINGS AND OTHER CULTURE:

| | |
|-------------------------------|-----|
| Gas Pump Vent or U/G Tank Cap | ○ |
| Sign | ⊙ |
| Well | ⊙ W |
| Small Mine | ⊗ |
| Foundation | ⊠ |
| Area Outline | ⊠ |
| Cemetery | ⊠ |
| Building | ⊠ |
| School | ⊠ |
| Church | ⊠ |
| Dam | ⊠ |

HYDROLOGY:

| | |
|------------------------------------|---------|
| Stream or Body of Water | ----- |
| Hydro, Pool or Reservoir | ⊠ |
| Jurisdictional Stream | -j-s- |
| Buffer Zone 1 | -b-z-1- |
| Buffer Zone 2 | -b-z-2- |
| Flow Arrow | ← |
| Disappearing Stream | → |
| Spring | ⊙ |
| Swamp Marsh | ⊠ |
| 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 | -e- |
| Proposed Temporary Construction Easement | -e- |
| Proposed Temporary Drainage Easement | -t-d-e- |
| Proposed Permanent Drainage Easement | -p-d-e- |
| Proposed Permanent Utility Easement | -p-u-e- |

ROADS AND RELATED FEATURES:

| | |
|--------------------------------------|--------|
| Existing Edge of Pavement | ----- |
| Existing Curb | ----- |
| Proposed Slope Stakes Cut | -c- |
| Proposed Slope Stakes Fill | -f- |
| Proposed Wheel Chair Ramp | ⊠ WCR |
| Proposed Wheel Chair Ramp Curb Cut | ⊠ WCC |
| Curb Cut for Future Wheel Chair Ramp | ⊠ CCFR |
| 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 | ⊠ CONC. WW ⊠ |
| MINOR: | |
| Head and End Wall | ----- |
| Pipe Culvert | ----- |
| Footbridge | ----- |
| Drainage Box: Catch Basin, DI or JB | ⊠ CB |
| 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 | ----- |

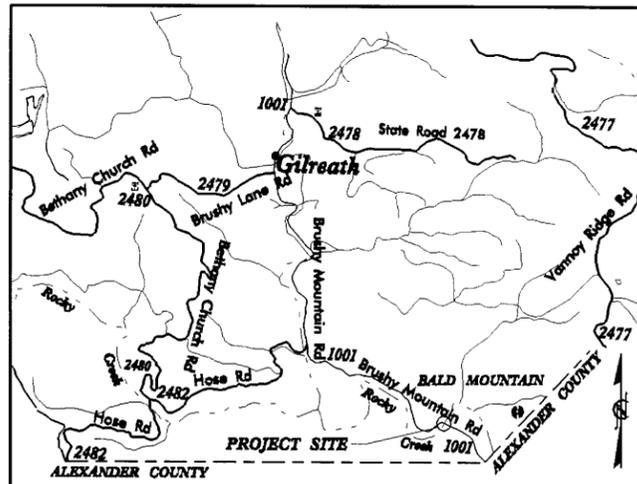
SANITARY SEWER:

| | |
|--|-------|
| 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. |

SURVEY CONTROL SHEET B-4675



VICINITY MAP

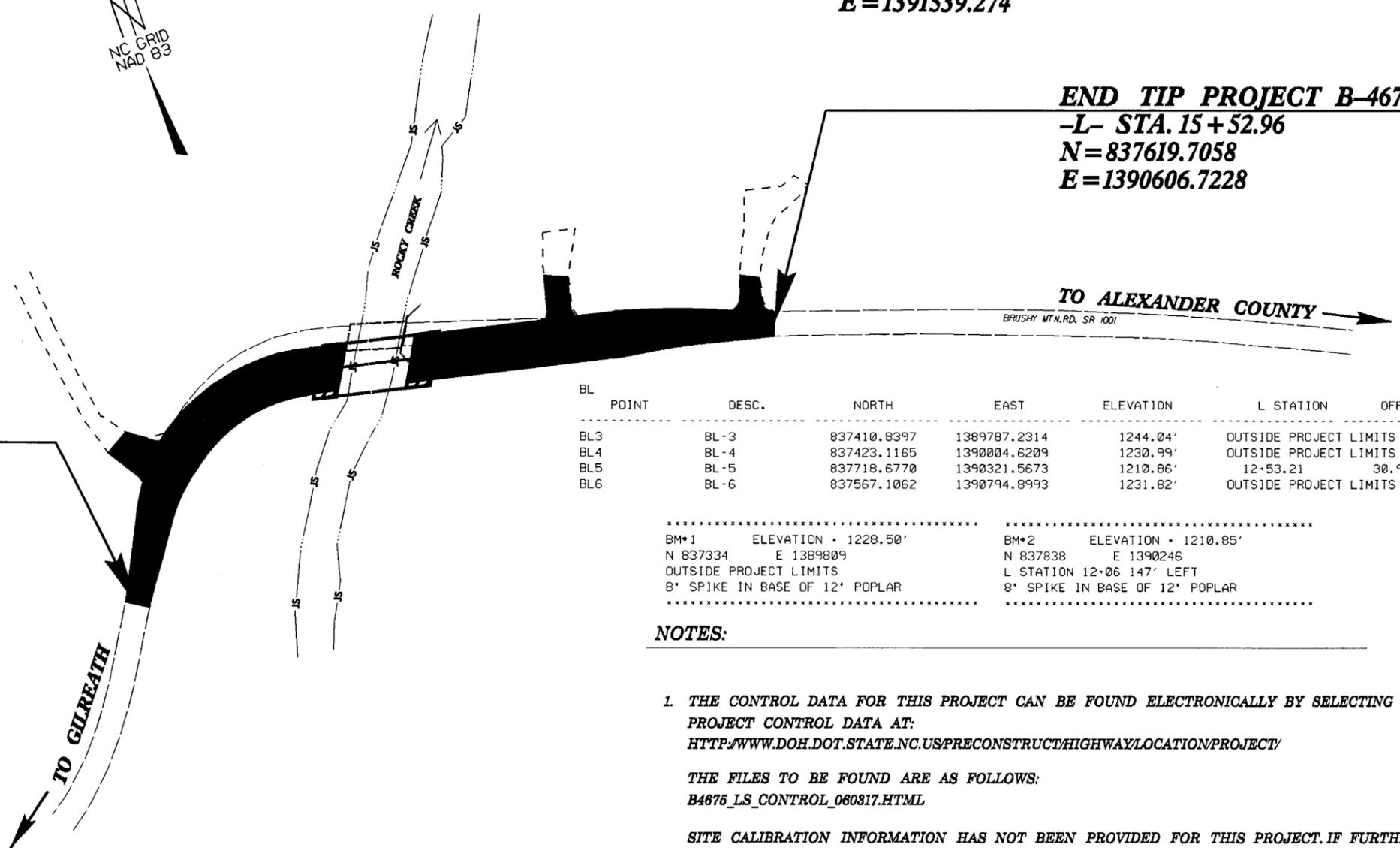
**NC DOT GPS STATION B4675-2
LOCALIZED COORDINATES**
N = 837258.616
E = 1391289.360

**NC DOT GPS STATION B4675-1
LOCALIZED COORDINATES**
N = 836680.892
E = 1391539.274

NC GRID
NAD 83

BEGIN TIP PROJECT B-4675
-L- STA. 10 + 50.00
N = 837584.3261
E = 1390164.5864

END TIP PROJECT B-4675
-L- STA. 15 + 52.96
N = 837619.7058
E = 1390606.7228



| BL POINT | DESC. | NORTH | EAST | ELEVATION | L STATION | OFFSET |
|----------|-------|-------------|--------------|-----------|------------------------|-----------|
| BL3 | BL-3 | 837410.8397 | 1389787.2314 | 1244.04' | OUTSIDE PROJECT LIMITS | |
| BL4 | BL-4 | 837423.1165 | 1390004.6209 | 1230.99' | OUTSIDE PROJECT LIMITS | |
| BL5 | BL-5 | 837718.6770 | 1390321.5673 | 1210.86' | 12+53.21 | 30.99' LT |
| BL6 | BL-6 | 837567.1062 | 1390794.8993 | 1231.82' | OUTSIDE PROJECT LIMITS | |

.....
 BM*1 ELEVATION = 1228.50' BM*2 ELEVATION = 1210.85'
 N 837334 E 1389809 N 837838 E 1390246
 OUTSIDE PROJECT LIMITS L STATION 12+06 147' LEFT
 8" SPIKE IN BASE OF 12" POPLAR 8" SPIKE IN BASE OF 12" POPLAR

NOTES:

1. THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:
[HTTP://WWW.DOH.DOT.STATE.NC.US/PRECONSTRUCT/HIGHWAY/LOCATION/PROJECT/](http://www.doh.dot.state.nc.us/preconstruct/highway/location/project/)

THE FILES TO BE FOUND ARE AS FOLLOWS:
B4675_LS_CONTROL_080817.HTML

SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT. IF FURTHER INFORMATION IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

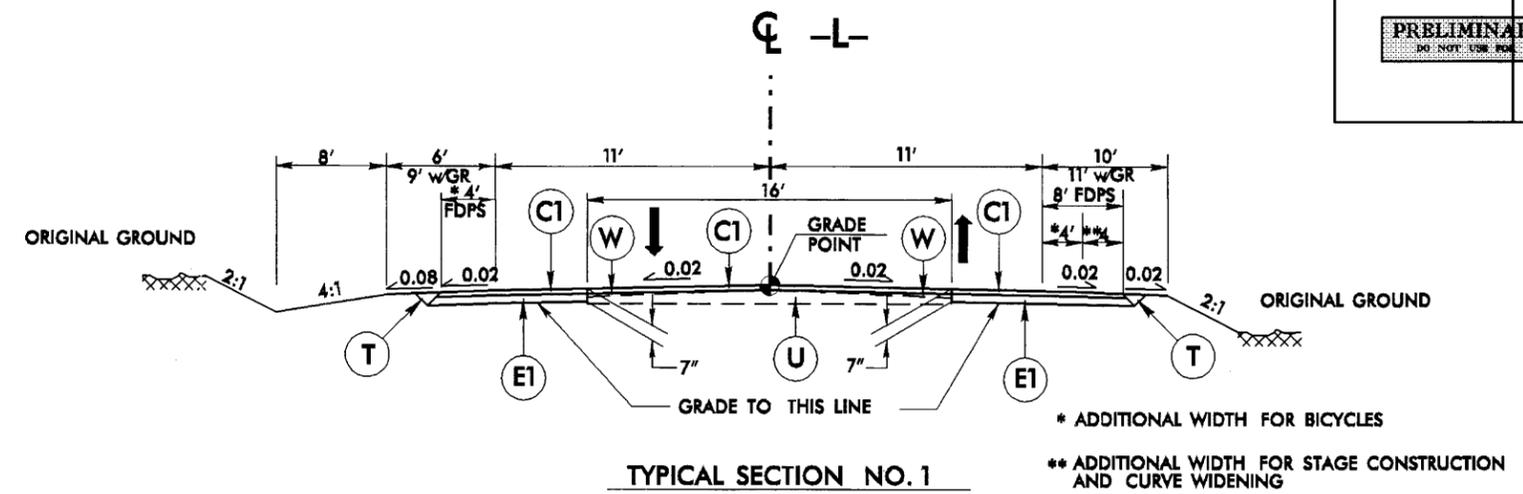
⊙ INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.
 PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.
 NETWORK ESTABLISHED FROM EXISTING HARN MONUMENTATION
 SEE GPS CALIBRATION SHEET FOR HORIZONTAL AND VERTICAL COORDINATE VALUES.

DATUM DESCRIPTION
 THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "B-4675-1"
 WITH NAD 83 STATE PLANE GRID COORDINATES OF
 NORTHING: 836680.892(±) EASTING: 1391539.274(±)
 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 1.00008752
 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "B-4675-1" TO -L- STATION 10+50.00 IS
 N 56°41'15" W 1644.98'
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88

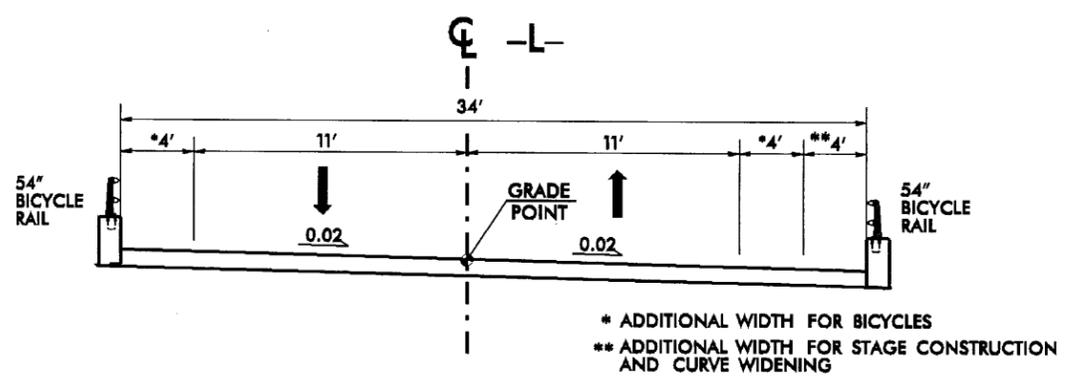
NOTE: DRAWING NOT TO SCALE

22-MAY-2007 11:04
 F:\locationsurveys\b4675_ls_1c_080817.dgn

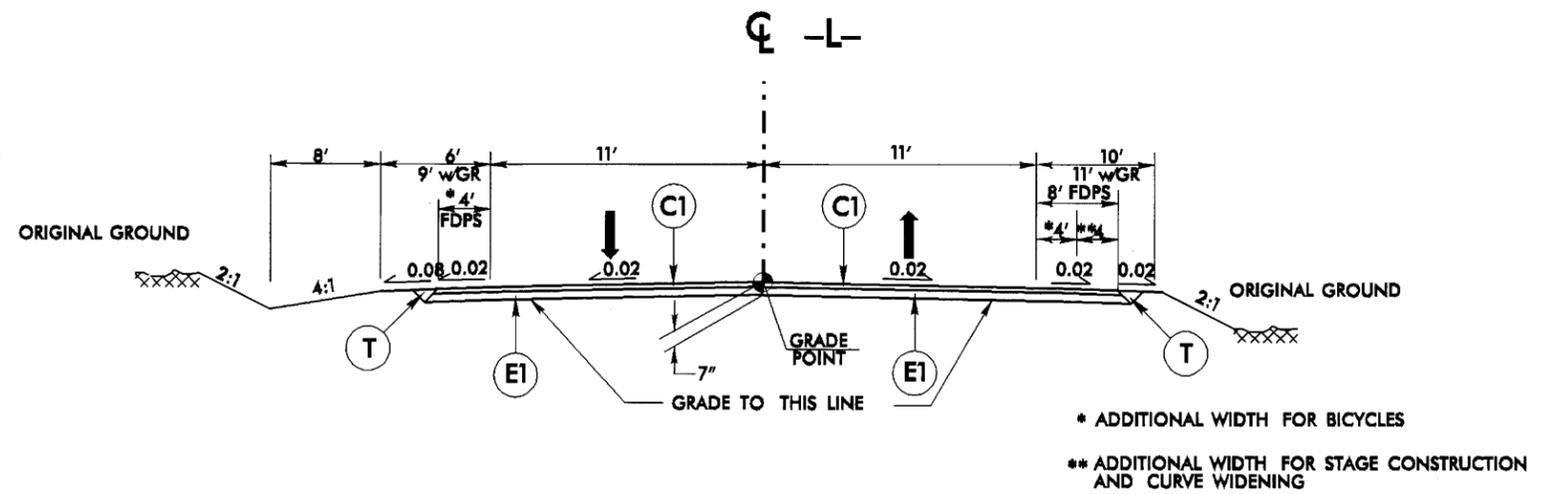
| FINAL PAVEMENT SCHEDULE | |
|-------------------------|---|
| C1 | PROP. APPROX. 3.0" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS. |
| C2 | PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 1" IN DEPTH OR GREATER THAN 15" IN DEPTH |
| E1 | PROP. APPROX. 4.0" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. |
| E2 | 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 5.5" IN DEPTH. |
| T | EARTH MATERIAL. |
| U | EXISTING PAVEMENT. |
| W | VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING) |



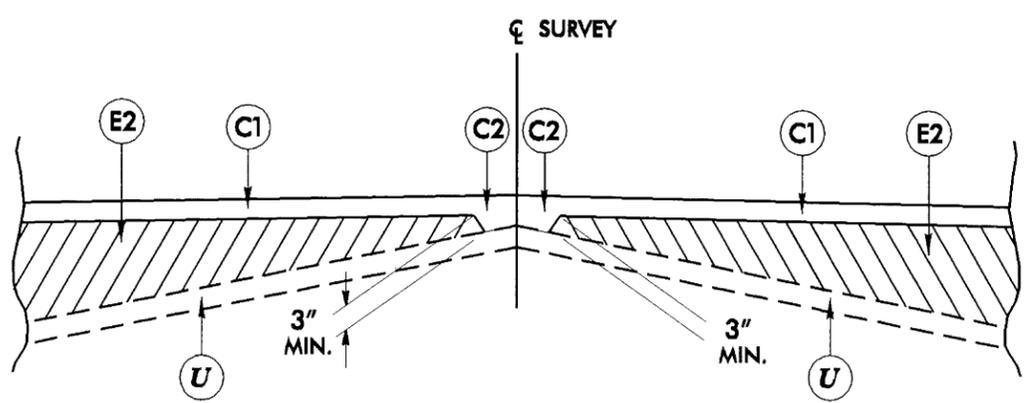
USE TYPICAL SECTION NO. 1 AS FOLLOWS:
 -L- STA. 11+50.00 TO -L- STA. 11+75.00
 -L- STA. 14+00.00 TO -L- STA. 14+52.96
 TRANSITION FROM EXISTING @ -L- STA. 10+50.00 TO TYPICAL NO. 1 @ -L- STA. 11+50.00
 TRANSITION FROM TYPICAL NO. 1 @ -L- STA. 14+52.96 TO EXISTING @ -L- STA. 15+52.96



TYPICAL SECTION ON BRIDGE NO. 34
 -L- STA. 12+47.90 TO STA. 13+40.90



USE TYPICAL SECTION NO. 2 AS FOLLOWS:
 -L- STA. 11+75.00 TO STA. 12+47.90 (BEGIN BRIDGE NO. 34)
 -L- STA. 13+40.90 (END BRIDGE NO. 34) TO -L- STA. 14+00.00



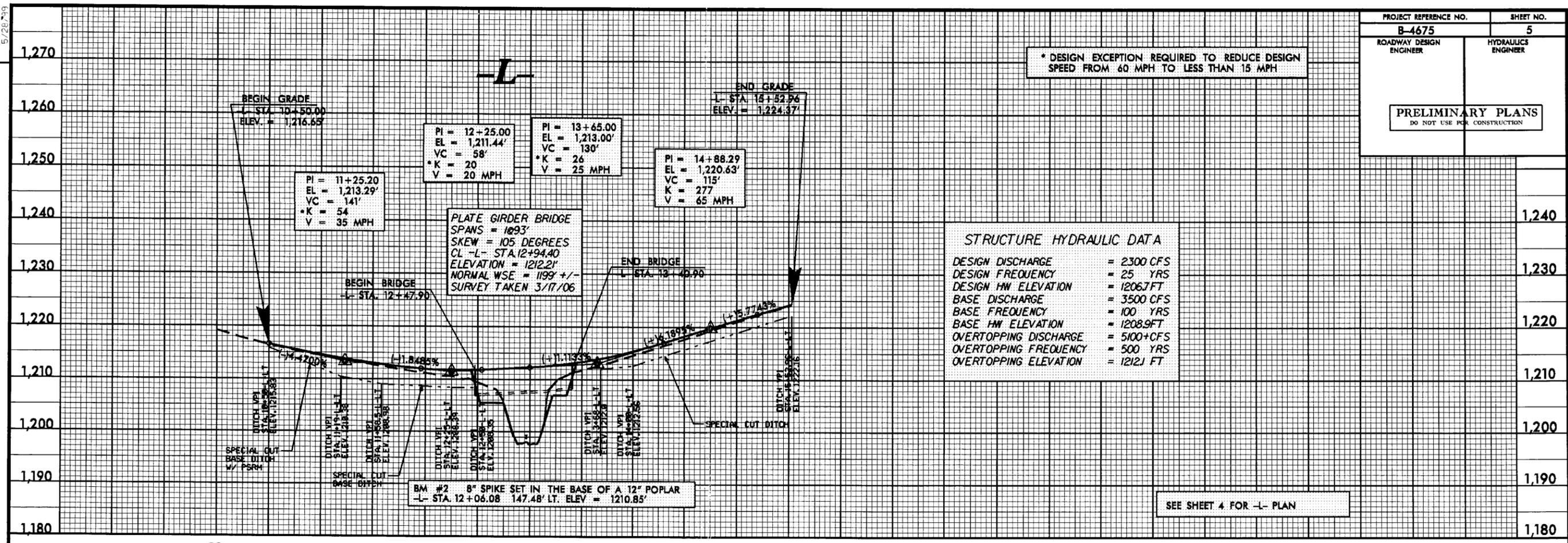
Detail Showing Method of Wedging
 USE IN CONJUNCTION WITH TYPICAL SECTION 1

REVISIONS
 03/13/07 - TLW - DESIGN REVISION: REVISED THE GRADE TO REFLECT A CHANGE IN PAVEMENT DESIGN FROM A 2.5\"/>

5/28/09

REVISIONS
03/13/07 - TLW - DESIGN REVISION: REVISED THE GRADE TO REFLECT A CHANGE IN PAVEMENT DESIGN FROM A 2.5" SURFACE COURSE TO A 3" SURFACE COURSE.

22-MAY-2007 11:21
C:\work\4675_rdy-pl.dgn



| | |
|---|---------------------|
| PROJECT REFERENCE NO. | SHEET NO. |
| B-4675 | 5 |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |

**Wilkes County
Bridge No. 34 on SR 1001
over Rocky Creek
Federal Aid Project No. BRZ-1001(28)
W.B.S. No. 33830.1.1
State Project No. 8.2761701
T.I.P. No. B-4675**

CATEGORICAL EXCLUSION

UNITED STATES DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

AND

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

8/14/06
DATE

William J. Hooding
Gregory J. Thorpe, PhD,
Environmental Management Director, PDEA

8/21/06
DATE

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

**Wilkes County
Bridge No. 34 on SR 1001
over Rocky Creek
Federal Aid Project No. BRZ-1001(28)
W.B.S. No. 33830.1.1
State Project No. 8.2761701
T.I.P. No. B-4675**

CATEGORICAL EXCLUSION

Documentation Prepared in
Project Development and Environmental Analysis Branch By:

8-11-06

DATE

Dennis Pipkin

Dennis Pipkin, PE
Project Planning Engineer
Bridge Project Development Unit

8-11-06

DATE

Bryan Kluchar

Bryan Kluchar, PE
Project Engineer
Bridge Project Development Unit

ENVIRONMENTAL COMMITMENTS:

Wilkes County
Bridge No. 34 on SR 1001
over Rocky Creek
Federal Aid Project No. BRZ-1001(28)
W.B.S. No. 33830.1.1
State Project No. 8.2761701
T.I.P. No. B-4675

1. Roadway Design Unit, Structure Design Unit, Project Development & Environmental Analysis Branch (Permits), Resident Engineer:

Bridge Demolition:

The existing bridge has an asphalt wearing surface, and the remainder of the bridge, both superstructure and substructure, is composed of timber and steel. The asphalt surface will be removed prior to demolition. The remainder of the bridge will be removed without dropping into Waters of the U.S. During construction, Best Management Practices for Bridge Demolition and Removal will be followed.

Wilkes County
Bridge No. 34 on SR 1001
over Rocky Creek
Federal Aid Project No. BRZ-1001(28)
W.B.S. No. 33830.1.1
State Project No. 8.2761701
T.I.P. No. B-4675

INTRODUCTION: Bridge No. 34 is included in the latest approved North Carolina Department of Transportation (NCDOT) Transportation Improvement Program and is eligible for the Federal-Aid Bridge Replacement Program. The location is shown in Figure 1. No substantial environmental impacts are anticipated. The project is classified as a Federal “Categorical Exclusion”.

I. PURPOSE AND NEED STATEMENT

NCDOT Bridge Maintenance Unit records indicate Bridge No. 34 has a sufficiency rating of 20.2 out of a possible 100 for a new structure. The Bridge is considered structurally deficient due to a deck condition of 4 out of 9, a superstructure condition of 4 out of 9, and a substructure condition rated at 4 out of 9, according to Federal Highway Administration (FHWA) standards. The bridge is also considered functionally obsolete due to a deck geometry rating of 2 out of 9, according to FHWA standards. Therefore the bridge is eligible for FHWA’s Bridge Replacement Program.

Bridge No. 34 has a forty-six year old timber substructure with a typical life expectancy between 40 to 50 years due to the natural deterioration rate of wood. Rehabilitation of a timber structure is generally practical only when a few members are damaged or prematurely deteriorated. However, past a certain degree of deterioration, timber structures become impractical to maintain and upon eligibility are programmed for replacement. Bridge No. 34 is approaching the end of its useful life.

II. EXISTING CONDITIONS

The project is located in a rural area of Wilkes County, near the Alexander County line (see Figure 1). Development in the area is agricultural and residential in nature.

SR 1001 is classified as a rural local route in the Statewide Functional Classification System and it is not a National Highway System Route. This route is not a designated NCDOT bicycle route. However, the road is designated as such by the county. Therefore bicycle standards were included in the design of the bridge.

In the vicinity of the bridge, SR 1001 has a 16-foot pavement width with 6-foot grass shoulders (see Figure 3). The existing bridge is at the tangent point of a curve. The roadway is situated approximately 13.0 feet above the creek bed.

Bridge No. 34 is a single-span structure that consists of a timber floor with an asphalt wearing surface on steel I-beams. The bridge carries two lanes. The end bents consist of timber caps on timber posts and sills. The existing bridge (see Figure 3) was constructed in 1960. The overall length of the structure is 36 feet. The clear roadway width is 16.8 feet. The posted weight limit on this bridge is 18 tons for single vehicles and 23 tons for TTST's.

There are no utilities attached to the existing structure, but overhead power lines cross the creek in the middle of the S-curve just west of the bridge. Also, an underground phone line along the north side of SR 1001 goes aerial over the creek parallel to and north of the existing bridge. Utility impacts are anticipated to be low.

The current traffic volume of 450 vehicles per day (VPD) is expected to increase to 800 VPD by the year 2030. The projected volume includes two percent truck-tractor semi-trailer (TTST) and four percent dual-tired vehicles (DT). The speed limit is not posted in the project area; therefore the limit is the statutory 55 miles per hour. Eight school buses cross the bridge daily on their morning and afternoon routes.

There were no accidents reported in the vicinity of Bridge No. 34 during a recent three-year period.

III. ALTERNATIVES

A. Project Description

The replacement structure will consist of a bridge approximately 93-feet long. The bridge length is based on preliminary design information. The bridge will be of sufficient width to provide for two 11-foot lanes with a 4-foot offset on the north side and a 8-foot offset on the south side to accommodate curve widening, hydraulic spread, bicycle lane width guidelines, and staged construction. In accordance with the NC Bicycle Facilities Planning and Design Guidelines, the bridge will also accommodate a 54" bicycle safe bridge railing. A transition of 100' from the offsets will be used to meet the existing roadway. The preliminary design results indicate a roadway grade of the new structure approximately 1.3 feet higher than the existing grade.

The existing roadway will be widened to a 22-foot pavement width to provide two 11-foot lanes. Six-foot shoulders will be provided on the left side and ten-foot shoulders will be provided on the right side. This roadway will be designed as a rural local route.

B. Reasonable and Feasible Alternatives

One alternative for replacing Bridge No. 34 was studied in detail, and is described below.

Alternate 1 (Preferred):

Alternate 1 involves replacement of the structure along a new alignment located south of the existing bridge. The new alignment will involve a minimal offset from the existing alignment,

due to terrain constraints. However, traffic will be maintained using the existing bridge during construction. Staged construction will be used. Traffic control devices will be used to assist in movement of vehicles during construction. Improvements to the approach roadways will be required for a distance of approximately 250 feet on both approaches to the bridge. This alternate will be designed using 3R guidelines with a design speed of less than 15 miles per hour. A design exception for design speed is required for this alternative.

C. Alternatives Eliminated From Further Consideration

The “do-nothing” alternative will eventually necessitate closure of the bridge. This is not acceptable due to the traffic service provided by SR 1001.

“Rehabilitation” of the old bridge is not practical due to its age and deteriorated condition. This bridge consists of mostly timber construction and is nearing the end of its useful life. Rehabilitation of a timber structure is generally practical only when a few members are damaged or prematurely deteriorated.

This bridge was not considered a candidate for replacement in place and use of an offsite detour with road closure. There are no practical offsite detours available in the area.

D. Preferred Alternative

Bridge No. 34 will be replaced on new alignment as by Alternative 1 in Figure 2.

NCDOT Division 11 concurs with the selection of Alternative 1 as the preferred alternative.

IV. ESTIMATED COSTS

The estimated costs, based on 2006 prices, for the preferred alternative is as follows:

| | Alternative 1 Preferred |
|---------------------------------|----------------------------|
| Structure | \$ 348,000 |
| Roadway Approaches | \$ 208,000 |
| Detour Structure and Approaches | - 0 - |
| Structure Removal | \$ 12,000 |
| Misc. & Mob. | \$ 122,000 |
| Eng. & Contingencies | \$ 110,000 |
| Total Construction Cost | \$ 800,000 |
| Right-of-way Costs | \$ 29,000 |
| Total Project Cost | \$ 829,000 |

V. NATURAL ENVIRONMENT

PHYSICAL CHARACTERISTICS

Water Resources

The proposed project is situated in NCDWQ Sub-basin 03-07-06 of the Yadkin PeeDee River Basin and the Hydrologic Unit Code (HUC) is 03040102. The project study area contains approximately 1200 linear feet of Rocky Creek. Rocky Creek is a perennial stream that flows southwest to northeast underneath the bridge proposed for replacement. No other tributaries or water resources are located within the project study area.

The best usage classification of Rocky Creek (Index Number 12-108-11) is **Class C** (NCDENR-DWQ, 1955). No water resources classified as High Quality Waters, Water Supplies (WS-I or WS-II), or Outstanding Resource Waters are located within one mile of the project study area. Rocky Creek is not listed on the DWQ 2000 Draft 303(d) list of impaired waters.

Although Rocky Creek is not classified as a Trout stream by NCDWQ, Wilkes County is one of the 25 mountain counties designated by the North Carolina Wildlife Resource Commission (NCWRC) as containing Mountain Trout Waters (MTWs). No trout were observed within the stream during the field investigation. Marla Chambers, NCWRC, was consulted on March 1, 2004 and did not recommend an instream moratorium for this project.

Biotic Resources

Three terrestrial communities were identified in the project study area: northern hardwood forest, maintained pasture, and maintained/disturbed land. The following table shows the acreage of these communities within the project area.

| Community | Acres |
|---------------------------|-------|
| Northern Hardwood Forest | 35.1 |
| Maintained Pasture | 10.3 |
| Maintained/Disturbed Land | 7.8 |

JURISDICTIONAL TOPICS

Surface Waters and Wetlands

Rocky Creek is considered a jurisdictional water under Section 404 of the Clean Water Act (CWA). Rocky Creek was identified as a perennial stream. There are 1200 linear feet of Rocky Creek located within the project study area; however, actual impacts within the construction limits will be less. The field investigation revealed no jurisdictional wetlands within the project area.

The following issues do not apply for this project in Wilkes County:

- Essential Fish Habitat
- Stream buffer requirements
- 303 (d) stream
- Trout Moratorium

Permits

The Nationwide Permit No. 23 (Approved Categorical Exclusions) will be required for the impacts to the jurisdictional stream in the project study area. Nationwide Permit No. 33 (Temporary Construction, Access, and Dewatering) may be needed for any temporary construction access. A final permitting strategy cannot be developed until a design alternative is selected. The USACE determines final permit requirements under the statutory provisions of CWA Section 404. The issuance of a required Section 401 certification is a prerequisite to the issuance of a Section 404 permit. Section 401 General Water Quality Certifications for NWP No. 23 and No. 33 are No. 3361 and 3366, respectively. However, written concurrence from the NCDWQ is not required provided all standard conditions of these Certifications are met.

Federally-Protected Species

Plants and animals with federal classifications of Endangered, Threatened, Proposed Endangered and Proposed Threatened are protected under provisions of Section 7 and Section 9 of the ESA. According to the January 29, 2003 USFWS listing, one species, the bog turtle (*Clemmys muhlenbergi*), is listed for Wilkes County. The bog turtle is listed as threatened due to similarity of appearance to northern populations of the species. Species listed as threatened due to similarity of appearance are not biologically endangered or threatened and are not subject to Section 7 consultation. Therefore, no surveys or Biological Conclusions are required for this species. No habitat was observed for the bog turtle within the project study area.

General Conclusions

No jurisdictional wetlands are located in the project study area. It is anticipated that the proposed bridge replacement would not impact 150 linear feet of Rocky Creek, because the stream crossing within the project study area is close to perpendicular. Therefore, no stream mitigation is anticipated. No federally protected threatened or endangered species are listed for Wilkes County.

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 Historic Preservation Office (HPO) reviewed the subject project and determined that no surveys are required (see letter dated August 12, 2004).

Archaeology

The Historic Preservation Office (HPO) reviewed the subject project. There are no known archaeological sites within the proposed project area, and no archaeological investigation needs to be conducted (see letter dated August 12, 2004).

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 acquisition and construction projects. All construction will take place along 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, so it is not required to be included in the regional emissions analysis and a project level CO analysis is not required. If vegetation is disposed of by burning, all burning shall be done in accordance with applicable local laws and regulations of the North Carolina State Implementation Plan (SIP) for air quality in compliance with 15 NCAC 2D.0520. Noise levels could increase during construction but will be temporary. This evaluation completes the assessment requirements for highway traffic noise of Title 23, Code of Federal Regulation (CFR), Part 772 and for air quality (1990 Clean

Air Act Amendments and the National Environmental Policy Act) and no additional reports are required.

VII. GENERAL ENVIRONMENTAL EFFECTS

The project is expected to have an overall positive impact. Replacement of an inadequate bridge will result in safer traffic operations.

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

The proposed project will not require right-of-way acquisition or easement from any land protected under Section 4(f) of the Department of Transportation Act of 1966.

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.

Wilkes 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 has sought input from the following agencies as a part of the project development: U.S. Army Corps of Engineers, NC Department of Natural Resources, U.S. Fish & Wildlife Service, N.C. Wildlife Resource Commission, N.C. Division of Parks & Recreation, North Carolina State Historic Preservation Office, Wilkes County Planning Department, Wilkes County Emergency Services, and the Wilkes County School Transportation Director.

The **N.C. Wildlife Resource Commission** and **U.S. Fish & Wildlife Service** in standardized letters provided a request that they prefer any replacement structure to be a spanning structure.

Response: The replacement structure will be a spanning structure (bridge).

The **Wilkes County Planning Department**, the **Wilkes County Emergency Services**, the **Wilkes County School Transportation Director**, the **N.C. Division of Water Quality**, and the **Army Corps of Engineers** had no special concerns for this project.

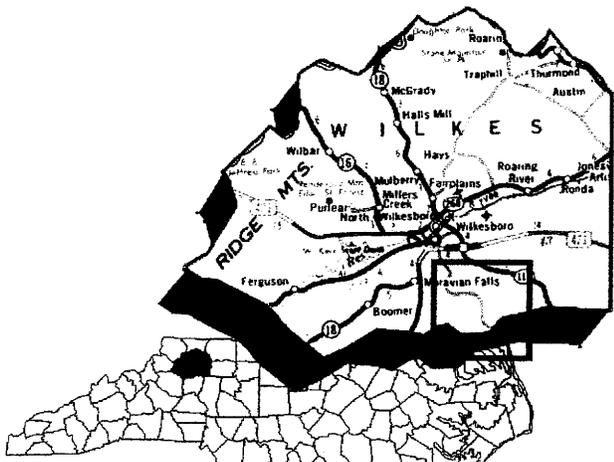
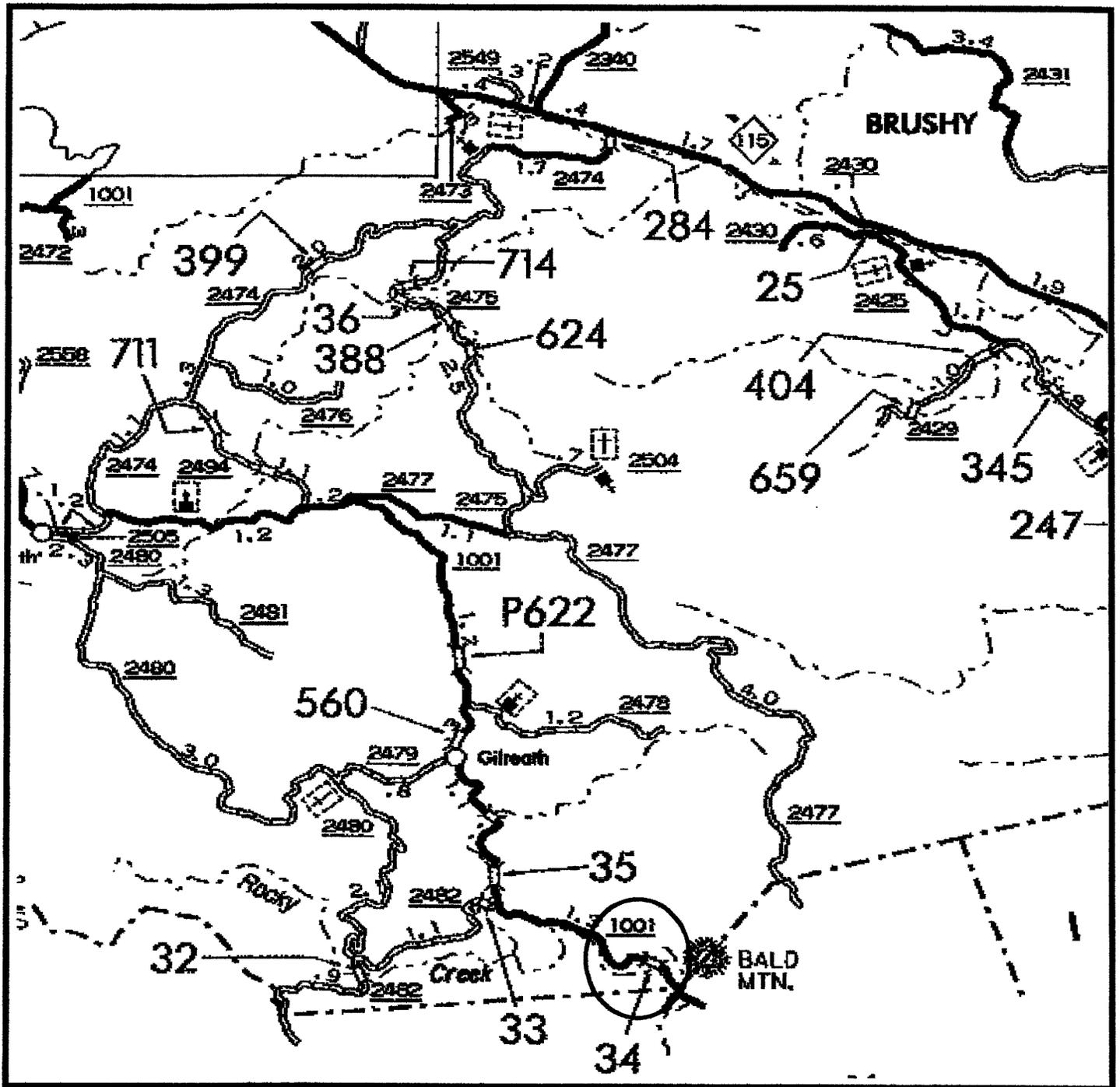
IX. PUBLIC INVOLVEMENT

A letter was sent by the Location & Surveys Unit to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

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

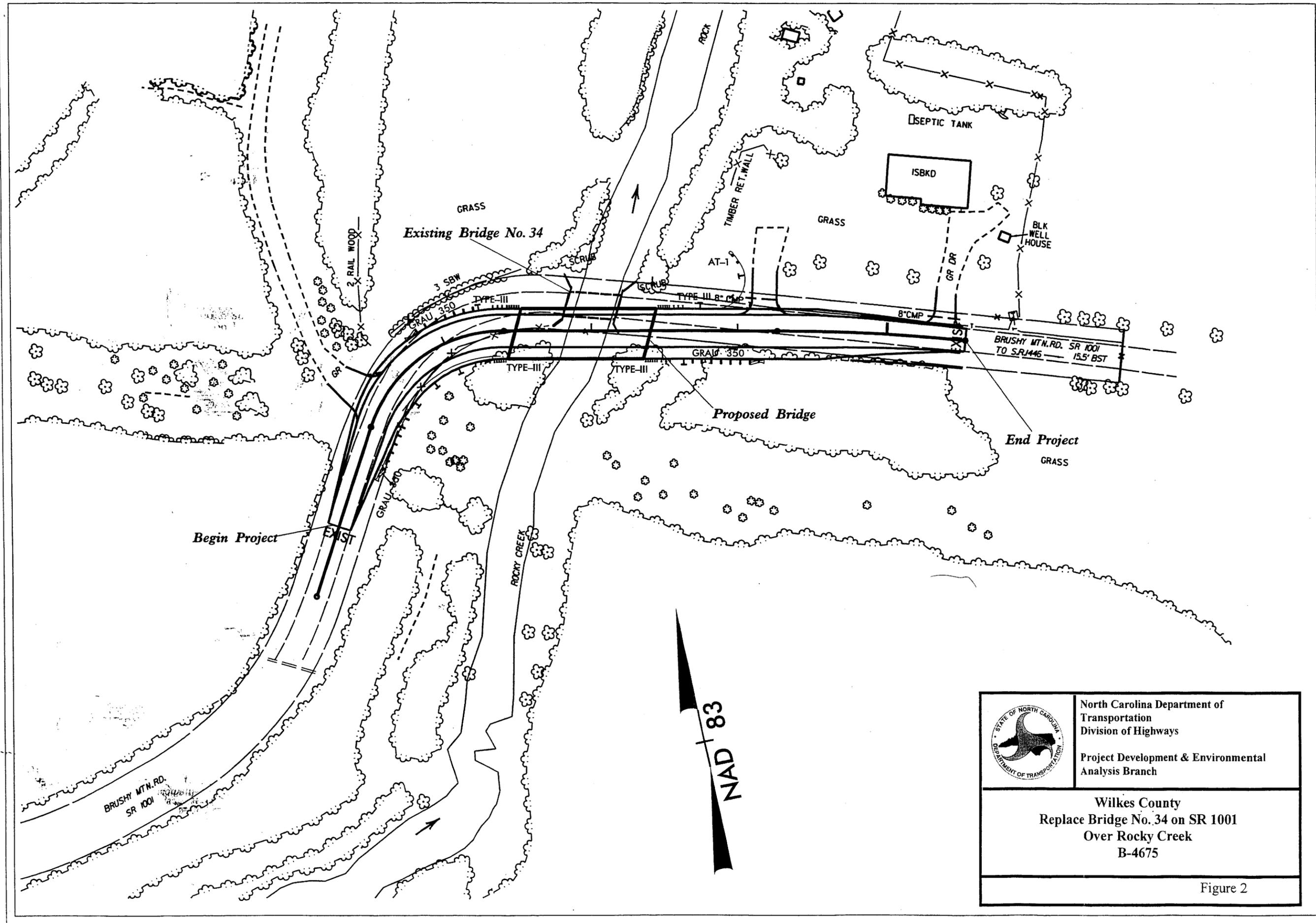
X. CONCLUSION

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 & ENVIRONMENTAL ANALYSIS BRANCH</p> |
| <p>WILKES COUNTY REPLACE BRIDGE NO. 34 ON SR 1001 OVER ROCKY CREEK B-4675</p> | |

Figure 1



| | |
|---|--|
|  | North Carolina Department of Transportation Division of Highways Project Development & Environmental Analysis Branch |
| | Wilkes County Replace Bridge No. 34 on SR 1001 Over Rocky Creek B-4675 |
| Figure 2 | |



**Looking East across
Bridge No. 34**



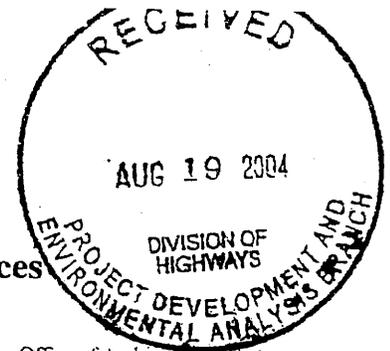
**Looking West across
Bridge No. 34**



**North Carolina Department of
Transportation
Division of Highways
Project Development &
Environmental Analysis Branch**

**Wilkes County
Replace Bridge No. 34 on SR 1001
Over Rocky Creek
B-4675**

Figure 3



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

August 12, 2004

MEMORANDUM

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

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

SUBJECT: 2004 Bridge Projects, including B-3492, B-4408, B-4409, B-4410, B-4446, B-4466, B4469, B-4518, B-4545, B-4573, B-4631, B-4423, B-4424, B-4454, B-4520, B-4538, B-4540, B-4548, B-4549, B-4567, B-4578, B-4648, B-4664, B-4665, B-4504, B-4560, B-4587, B-4618, B-4644, B-4649, B-4651, B-4658, B-4671, B-3624, B-3819, B-3911, B-4404, B-4552, B-4613, B-4646, B-4675, B-3169, B-3606, B-3802, B-3803, B-3804, B-4523, B-4524, B-4525, B-4526, Multi-county, ER 04-1280-ER 04-1330

On July 28, 2004, Sarah McBride, our preservation specialist for transportation projects, met with the North Carolina Department of Transportation (NCDOT) staff for a meeting of the minds concerning the above projects. We reported on our available information on historic architectural and archaeological surveys and resources along with our recommendations. NCDOT provided project descriptions, area photographs, and aerial photographs at the meeting.

Based on our review of the photographs and the information discussed at the meeting, we have included our comments for each bridge project on a spreadsheet attached to this letter. These comments are provided for each project as proposed.

If an archaeological survey is requested on the spreadsheet, a separate memorandum from the Office of State Archaeology, explaining whether a general survey is required or if the survey is predicated upon an off-site detour or new location, is attached.

Having provided this information, we look forward to receipt of either a Categorical Exclusion or Environmental Assessment which indicates how NCDOT addressed our comments.

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.

| | 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 |

Thank you for your cooperation and considerations. If you have any 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.

PBS:w

Attachments

1 Spreadsheet

16 Memos

cc: Matt Wilkerson, NCDOT
Mary Pope Furr

| | TIP | BRIDGE | COUNTY | DIVISION | BUILT | PDE | Architecture | Archaeology | |
|------|------|--------|--------|------------|-------|------|--------------|-------------|-----|
| 04 | 1314 | B-3492 | 580056 | McDOWELL | 13 | 1962 | Hancock | Yes | No |
| ER04 | 1285 | B-4408 | 030265 | ANSON | 10 | 1961 | Hancock | No | No |
| ER04 | 1286 | B-4409 | 030308 | ANSON | 10 | 1922 | Hancock | No | No |
| ER04 | 1287 | B-4410 | 030307 | ANSON | 10 | 1931 | Hancock | Yes | No |
| ER04 | 1301 | B-4446 | 100227 | BUNCOMBE | 13 | 1956 | Hancock | No | No |
| ER04 | 1290 | B-4466 | 210004 | CLAY | 14 | 1952 | Hancock | No | No |
| ER04 | 1291 | B-4469 | 220249 | CLEVELAND | 12 | 1952 | Hancock | No | No |
| ER04 | 1287 | B-4518 | 350110 | GASTON | 12 | 1962 | Hancock | No | No |
| ER04 | 1307 | B-4545 | 440072 | HENDERSON | 14 | 1963 | Hancock | No | No |
| ER04 | 1300 | B-4573 | 540183 | LINCOLN | 12 | 1965 | Hancock | No | No |
| ER04 | 1306 | B-4631 | 800526 | RUTHERFORD | 13 | 1970 | Hancock | No | No |
| ER04 | 1329 | B-4423 | 060067 | BEAUFORT | 2 | 1965 | Capps | No | No |
| ER04 | 1320 | B-4424 | 060068 | BEAUFORT | 2 | 1966 | Capps | No | No |
| ER04 | 1302 | B-4454 | 150043 | CARTERET | 2 | 1963 | Capps | No | No |
| ER04 | 1292 | B-4520 | 360032 | GATES | 1 | 1952 | Capps | Yes | No |
| ER04 | 1280 | B-4538 | 440025 | HALIFAX | 4 | 1965 | Capps | No | No |
| ER04 | 1281 | B-4540 | 440142 | HALIFAX | 4 | 1962 | Capps | Yes | Yes |
| ER04 | 1358 | B-4548 | 450002 | HERTFORD | 1 | 1960 | Capps | No | Yes |
| ER04 | 1309 | B-4549 | 450042 | HERTFORD | 1 | 1960 | Capps | Yes | Yes |
| ER04 | 1299 | B-4567 | 530069 | LENOIR | 2 | 1971 | Capps | Yes | Yes |
| ER04 | 1298 | B-4578 | 570008 | MARTIN | 1 | 1974 | Capps | No | No |
| ER04 | 1325 | B-4648 | 880017 | TYRRELL | 11 | 1977 | Capps | No | No |
| ER04 | 1317 | B-4664 | 920025 | WARREN | 5 | 1957 | Capps | Yes | Yes |
| ER04 | 1318 | B-4665 | 920036 | WARREN | 5 | 1955 | Capps | No | Yes |
| ER04 | 1305 | B-4504 | 320052 | EDGEcombe | 4 | 1964 | Johnson | No | Yes |
| ER04 | 1312 | B-4560 | 500102 | JOHNSTON | 4 | 1956 | Johnson | Yes | Yes |
| ER04 | 1297 | B-4587 | 630082 | NASH | 4 | 1961 | Johnson | No | Yes |
| ER04 | 1323 | B-4618 | 770445 | ROBESON | 6 | 1955 | Johnson | Yes | No |
| ER04 | 1284 | B-4644 | 830057 | STANLY | 10 | 1961 | Johnson | No | No |
| ER04 | 1324 | B-4649 | 890377 | UNION | 10 | 1962 | Johnson | No | No |
| ER04 | 1303 | B-4651 | 890251 | UNION | 10 | 1957 | Johnson | No | No |
| ER04 | 1315 | B-4658 | 910345 | WAKE | 5 | 1960 | Johnson | No | No |
| ER04 | 1313 | B-4671 | 950035 | WAYNE | 4 | 1961 | Johnson | No | Yes |
| ER04 | 1327 | B-3624 | 130190 | CALDWELL | 11 | 1981 | Pipkin | No | No |
| ER04 | 1328 | B-3819 | 130184 | CALDWELL | 11 | 1962 | Pipkin | No | No |
| ER04 | 1321 | B-3911 | 850038 | SURRY | 11 | 1923 | Pipkin | Yes | No |
| ER04 | 1286 | B-4404 | 000102 | ALAMANCE | 7 | 1968 | Pipkin | Yes | No |
| ER04 | 1310 | B-4552 | 480100 | IREDELL | 12 | 1963 | Pipkin | Yes | No |
| ER04 | 1275 | B-4613 | 750415 | RANDOLPH | 8 | 1959 | Pipkin | No | Yes |
| ER04 | 1294 | B-4646 | 850132 | SURRY | 11 | 1962 | Pipkin | Yes | No |
| ER04 | 1311 | B-4675 | 960034 | WILKES | 11 | 1960 | Pipkin | No | No |
| ER04 | 1293 | B-3169 | 310158 | DURHAM | 5 | 1960 | Williams | Yes | No |
| ER04 | 1302 | B-3606 | 040070 | ASHE | 11 | 1963 | Williams | Yes | No |
| ER04 | 1282 | B-3802 | 040229 | ASHE | 11 | 1960 | Williams | No | No |
| ER04 | 1304 | B-3803 | 040334 | ASHE | 11 | 1966 | Williams | Yes | No |
| ER04 | 1283 | B-3804 | 040296 | ASHE | 11 | 1964 | Williams | Yes | No |
| ER04 | 1319 | B-4523 | 380164 | GRANVILLE | 5 | 1955 | Williams | No | Yes |
| ER04 | 1320 | B-4524 | 380193 | GRANVILLE | 5 | 1956 | Williams | No | Yes |
| ER04 | 1321 | B-4525 | 380133 | GRANVILLE | 5 | 1960 | Williams | No | Yes |
| ER04 | 1322 | B-4526 | 380200 | GRANVILLE | 5 | 1957 | Williams | No | Yes |