



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

April 26, 2012

U. S. Army Corps of Engineers  
Regulatory Field Office  
3331 Heritage Trade Drive, Suite 105  
Wake Forest, NC 27587

**ATTN:** Mr. Eric Alsmeyer  
NCDOT Division 5 Coordinator

**SUBJECT:** Application for Section 404 Nationwide Permit No. 33, Section 401 Water Quality Certification, and Tar – Pamlico Riparian Buffer Authorization for the replacement of Bridge No. 124 over Reedy Pond Creek on SR 1510 (Mat Nelson Road), Warren County, North Carolina. Federal Aid Project No. BRZ – 1510 (3), TIP No. B-4835.

Debit \$240.00 from WBS Element No. 38605.1.1

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 124 over Reedy Pond Creek on SR 1510 (Mat Nelson Road) in Warren County. The project consists of replacing the existing one-span, 41-foot long bridge with a two-span, 100-foot long bridge along the existing alignment. The project will result in 0.01 acres of temporary jurisdictional stream impacts to Reedy Pond Creek due to the placement of a temporary rock causeway. The causeway will be utilized for both existing bridge removal and new bridge construction. An additional 21.2 square feet of permanent stream impacts to Reedy Pond Creek will occur due to the placement of piers in the creek.

Please find enclosed the Pre-Construction Notification (PCN) form, Stormwater Management Plan, Preliminary Jurisdictional Determination Form, permit drawings, buffer drawings, and roadway design plans for the above-referenced project. A Programmatic Categorical Exclusion (PCE) was completed for this project in May 2011 and distributed shortly thereafter. Additional copies are available upon request.

The proposed let date for this project is February 19, 2013, with a let review date of January 1, 2013. However, the let date may advance as additional funds become available.

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS  
NATURAL ENVIRONMENT SECTION  
1598 MAIL SERVICE CENTER  
RALEIGH NC 27699-1598

TELEPHONE: 919-707-6100

FAX: 919-212-5785

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

PHYSICAL ADDRESS:  
Century Center - Building B  
1020 Birch Ridge Dr  
Raleigh, NC 27610-4328

A copy of this permit application will be posted on the NCDOT Website at:  
<http://www.ncdot.org/doh/preconstruct/pe/neu/permit.html>.

Thank you for your assistance with this project. If you have any questions or need additional information, please contact Jim Mason at either [jmason@ncdot.gov](mailto:jmason@ncdot.gov) or (919) 707-6136.

Sincerely,



for

Gregory J. Thorpe, Ph.D., Manager  
Project Development and Environmental Analysis Unit

cc: NCDOT Permit Application Standard Distribution List



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 checked="" 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 type="checkbox"/> Yes <input checked="" 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:	Replacement of Bridge No. 124 over Reedy Pond Creek on SR 1510 (Mat Nelson Rd)
2b. County:	Warren
2c. Nearest municipality / town:	Grove Hill
2d. Subdivision name:	<i>not applicable</i>
2e. NCDOT only, T.I.P. or state project no:	B-4835

#### 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 Party (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) 707-6136
3g. Fax no.:	(919) 212-5785
3h. Email address:	jsmason@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: 36.3566 (DD.DDDDDD) Longitude: - 78.0030 (-DD.DDDDDD)
1c. Property size:	0.64 acres
<b>2. Surface Waters</b>	
2a. Name of nearest body of water (stream, river, etc.) to proposed project:	Reedy Pond Creek
2b. Water Quality Classification of nearest receiving water:	C NSW
2c. River basin:	Tar Pamlico
<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 1510 is designated as a Rural Local Route. Land use within the vicinity includes Forested Land, Silviculture, and Agriculture.	
3b. List the total estimated acreage of all existing wetlands on the property: 0 acres	
3c. List the total estimated linear feet of all existing streams (intermittent and perennial) on the property: 70 linear feet	
3d. Explain the purpose of the proposed project: To replace a structurally deficient and functionally obsolete bridge.	
3e. Describe the overall project in detail, including the type of equipment to be used: The project involves replacing a 1-span, 41-foot bridge with a 2-span, 100-foot Cored Slab bridge on the existing alignment. An off-site detour will be utilized. 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: Site visit with USACE occurred in 2008. A Preliminary JD Packet was provided to USACE on 03/20/12. No changes were made post-2008 site visit. JD Pending.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
4b. If the Corps made the jurisdictional determination, what type of determination was made?	<input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> Final
4c. If yes, who delineated the jurisdictional areas? Name (if known): Principal investigator: James Pflaum	Agency/Consultant Company: Other:
4d. If yes, list the dates of the Corps jurisdictional determinations or State determinations and attach documentation. Preliminary Jurisdictional Determination Form included	
<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.	

**6. Future Project Plans**

6a. Is this a phased project?

Yes

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>					0 Permanent 0 Temporary

2h. Comments: No wetland impacts are associated with this project.

#### 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	Temp. Rock Causeway	Reedy Pond Creek	<input checked="" type="checkbox"/> PER <input type="checkbox"/> INT	<input checked="" type="checkbox"/> Corps <input type="checkbox"/> DWQ	40	0.01 ac
Site 2 <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 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 0.01 ac Temp

3i. Comments: An additional 21.2 sq. ft. of permanent stream impacts to Reedy Pond Creek will occur due to the placement of piers in the creek.

**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>				0 Permanent 0 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"/> Tar-Pamlico <input type="checkbox"/> Other: <input type="checkbox"/> Catawba <input type="checkbox"/> Randleman			
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 checked="" type="checkbox"/> P <input type="checkbox"/> T	Road Crossing (12+65/13+15)	Reedy Pond Creek	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	232	232
B2 <input checked="" type="checkbox"/> P <input type="checkbox"/> T	Bridge (13+15/14+15)	Reedy Pond Creek	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	986	63
B3 <input checked="" type="checkbox"/> P <input type="checkbox"/> T	Road Crossing (14+15/14+45)	Reedy Pond Creek	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	27	314
<b>6h. Total buffer impacts</b>				<b>1245</b>	<b>609</b>
6i. Comments:					

<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. The proposed bridge is 59 feet longer than the existing bridge; the proposed bridge will be at approximately the same grade as the existing structure; an off-site detour will be used; a preformed scour hole will be installed outside of the riparian buffer in the southwest quadrant ( at -L- STA 12+50 LT) to capture bridge deck drainage; grassed shoulders and slopes will be employed to allow roadway runoff to sheetflow prior to entering the stream.		
1b. Specifically describe measures taken to avoid or minimize the proposed impacts through construction techniques. NCDOT Best Management Practices for Bridge Demolition and Removal will be implemented during the removal of the existing bridge; Best Management Practices for the Protection of Surface Waters will be employed; Design Standards in Sensitive Watersheds will be employed.		
<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: Jurisdictional stream impacts are Temporary	
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?  Yes  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>				0

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: All buffer impacts are Allowable.

<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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1b. If yes, then is a diffuse flow plan included? If not, explain why. Comments: See attached buffer permit drawings.	<input checked="" 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 checked="" 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 type="checkbox"/> Yes <input type="checkbox"/> No N/A
5b. Have all of the 401 Unit submittal requirements been met?	<input type="checkbox"/> Yes <input type="checkbox"/> No N/A

<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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
5b. Have you checked with the USFWS concerning Endangered Species Act impacts?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
5c. If yes, indicate the USFWS Field Office you have contacted.	<input checked="" 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? NC Natural Heritage Program data, USFWS website, NCDOT field surveys		
<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 Unit 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 (Agent's signature is valid only if an authorization letter from the applicant is provided.)	4-26-12 <del>04/18/12</del> Date

# STORMWATER MANAGEMENT PLAN

B-4835, WBS No. 38605.1.1

WARREN COUNTY

Hydraulics Project Manager: Stephen R. Morgan, PE

Date: 3/27/2012

## ROADWAY DESCRIPTION

The project involves the replacement of bridge number 124 over Reedy Pond Creek on SR 1510 in Warren County. The overall length of the project is 0.740 mile. The project will replace an existing 41 foot length bridge with a new 100 foot length, 24" Cored Slab. An off site detour will be required.

## ENVIRONMENTAL DESCRIPTION

The project is located in the Tar-Pamlico River Basin. The proposed bridge is over Reedy Pond Creek which is classified as C, NSW.

Approximately 21.2 square feet of existing stream will be temporary impacted.

Approximately 0.01 acre of existing stream will be temporary impacted.

Approximately 1854 square feet of buffer zones will be allowable impacted.

## BEST MANAGEMENT PRACTICES AND MAJOR STRUCTURES

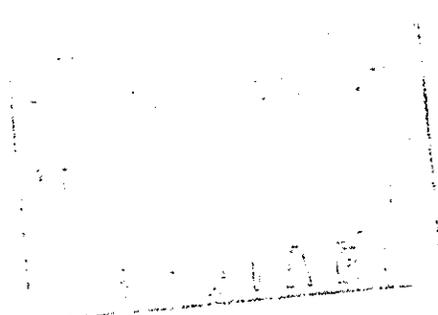
Best Management Practices (BMPs) and measures used on the project are an attempt to reduce the stormwater impacts to the receiving stream due to erosion and runoff. BMPs used on the job are primarily non-structural and consist of methods to attenuate and disperse stormwater before entering the receiving waters. Bridge deck drainage will not be allowed to directly discharge into the water, but instead is routed to a performed scour hole (PSH) outside of Buffer Zone 2. Roadway runoff is allowed to sheetflow across grassed shoulders and slopes before entering the stream.

## PREFORMED SCOUR HOLE

-L- STA 12+50 LT

## BRIDGE

-L- STA 13+65.00 Replace existing bridge over Reedy Pond Creek. This includes a temporary rock causeway.



RECEIVED  
MAR 27 2012  
OFFICE OF NATURAL ENVIRONMENT

**ATTACHMENT**

**PRELIMINARY JURISDICTIONAL DETERMINATION FORM**

**BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD):**

**B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:**  
James Mason, N.C. Department of Transportation, 1598 Mail Service Center,  
Raleigh, NC 27699-1598

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:**  
(NCDOT/B-4835/Bridge No. 124 over Reedy Pond Creek on SR 1510 (Matt  
Nelson Rd)/Warren County

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:**  
Replacement of Bridge No. 124 over Reedy Pond Creek on SR 1510 (Matt  
Nelson Rd)

**(USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE WATERBODIES AT DIFFERENT SITES)**

State: NC County/parish/borough: Warren City: near Grove Hill  
Center coordinates of site (lat/long in degree decimal format):  
Lat. 36.356642° N, Long. -78.003007° W.

Universal Transverse Mercator:

Name of nearest waterbody: Reedy Pond Creek

Identify (estimate) amount of waters in the review area:

Non-wetland waters: linear feet: 460 (Reedy Pond Cr); width (ft) and/or  
acres: 30-40 (Reedy Pond Cr).

Cowardin Class: Riverine

Stream Flow: Perennial (Reedy Pond Cr)

Wetlands: 0.6 acres.

Cowardin Class: Scrub-shrub

Name of any water bodies on the site that have been identified as Section 10  
waters:

Tidal:

Non-Tidal:

**E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):**

Office (Desk) Determination. Date:

Field Determination. Date(s):

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

**SUPPORTING DATA. Data reviewed for preliminary JD (check all that apply**

- checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:
- Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - Office concurs with data sheets/delineation report.
  - Office does not concur with data sheets/delineation report.
- Data sheets prepared by the Corps:
- Corps navigable waters' study:
- U.S. Geological Survey Hydrologic Atlas:
  - USGS NHD data.
  - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name:
- USDA Natural Resources Conservation Service Soil Survey. Citation: Warren County.
- National wetlands inventory map(s). Cite name:
- State/Local wetland inventory map(s):
- FEMA/FIRM maps:
- 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
- Photographs:  Aerial (Name & Date):  
or  Other (Name & Date):
- Previous determination(s). File no. and date of response letter:
- Other information (please specify): A JD site visit was performed between Eric Alsmeyer (USACE) and James Pflaum (NCDOT) on 11/5/2008. No written JD was provided for that visit. A Preliminary JD is requested at this time for Reedy Pond Creek and Wetland WA.

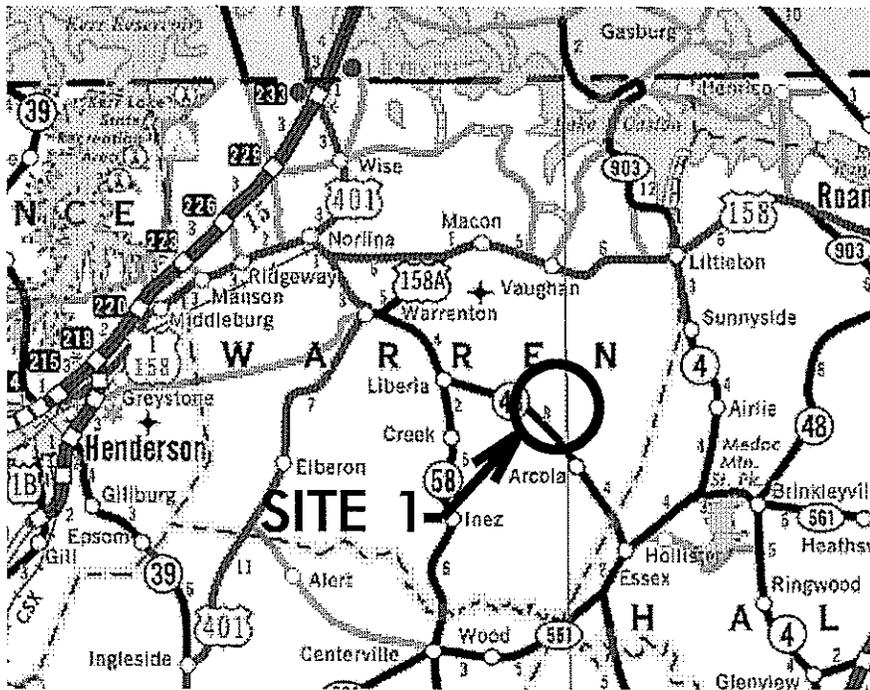
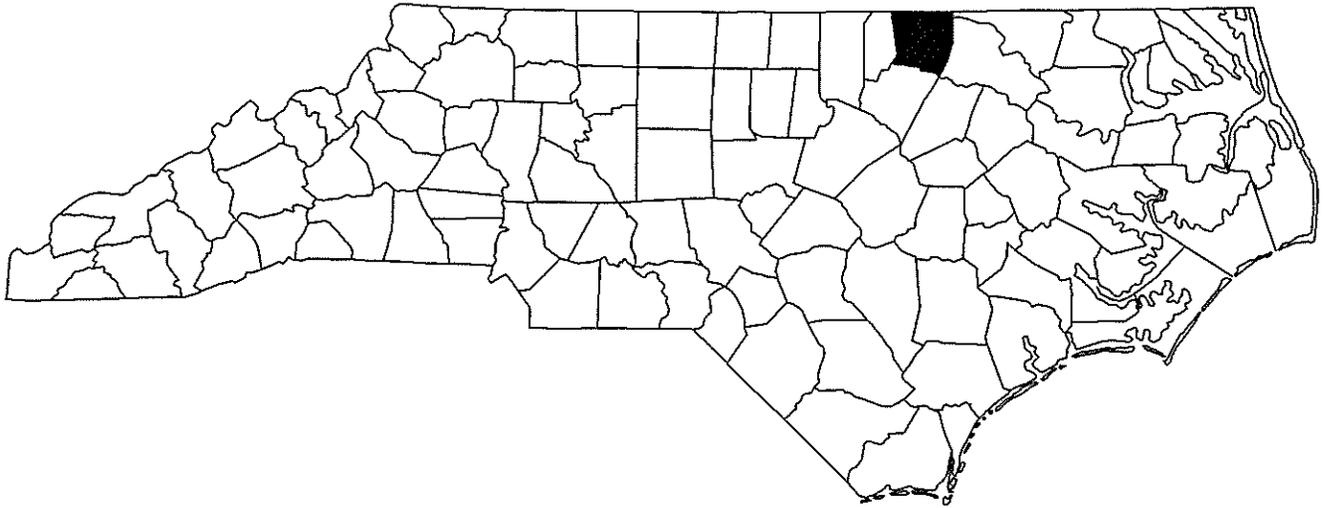
**IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.**

\_\_\_\_\_  
Signature and date of  
Regulatory Project Manager  
(REQUIRED)

*James Pflaum 2/8/12*  
\_\_\_\_\_  
Signature and date of  
person requesting preliminary JD  
(REQUIRED, unless obtaining  
the signature is impracticable)

<b>Site number</b>	<b>Latitude</b>	<b>Longitude</b>	<b>Cowardin Class</b>	<b>Estimated amount of aquatic resource in review area</b>	<b>Class of aquatic resource</b>
1- Reedy Pond Cr	36.356642	-78.003007	Riverine	460 linear ft	Non-section 10 – perennial
2- Wetland WA	36.357319	-78.002461	Scrub- shrub	0.6 Acres	Non-section 10 – wetland

# NORTH CAROLINA



WETLAND / SURFACE WATER  
VICINITY  
MAPS  
NOT TO SCALE

NCDOT

DIVISION OF HIGHWAYS  
WARREN COUNTY  
PROJECT: 38605.1.1 (B-4835)

BRIDGE NO.124  
OVER REEDY POND CREEK  
ON SR 1510 BETWEEN  
SR 1509 AND SR 1512

SHEET

OF

9

3 / 21 / 12

# PROPERTY OWNERS

NAMES AND ADDRESSES

PARCEL NO.	NAMES	ADDRESSES
1	The State of North Carolina	
2	Williams. J. Richard	900 Kinderton Road Clarksville, VA 23927

**NCDOT**

**DIVISION OF HIGHWAYS**

**WARREN COUNTY**

**PROJECT: 38605.1.1 (B-4835)**

**BRIDGE NO. 124**

**OVER REEDY POND CREEK**

**ON SR 1510 BETWEEN**

**SR 1509 AND SR 1512**

SHEET

2 OF 9

3/21/12

**WETLAND PERMIT IMPACT SUMMARY**

Site No.	Station (From/To)	Structure Size / Type	WETLAND IMPACTS						SURFACE WATER IMPACTS					
			Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Natural Stream Design (ft)		
1	13+73 / 13+85 -L-	Temporary Rock Causeways								0.01				
<b>TOTALS:</b>												0.01		

PERMANENT SURFACE WATER IMPACT DUE TO PIERS = 21.2 SQ. FT.

NC DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
  
 WARREN COUNTY  
 WBS - 38605.1.1 (B-4835)  
 SHEET **3 of 9** 3/20/2012



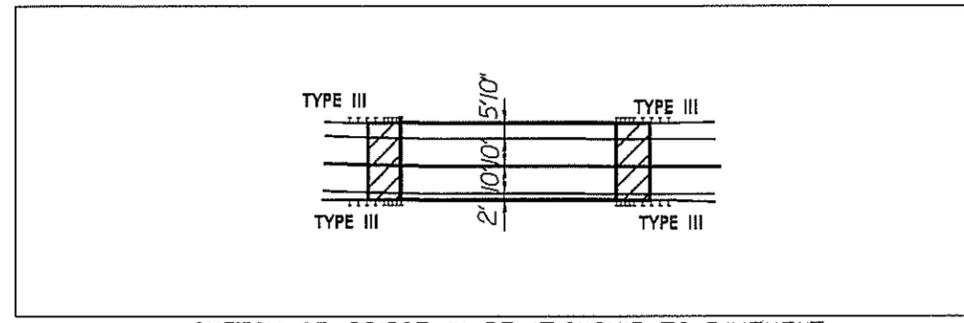
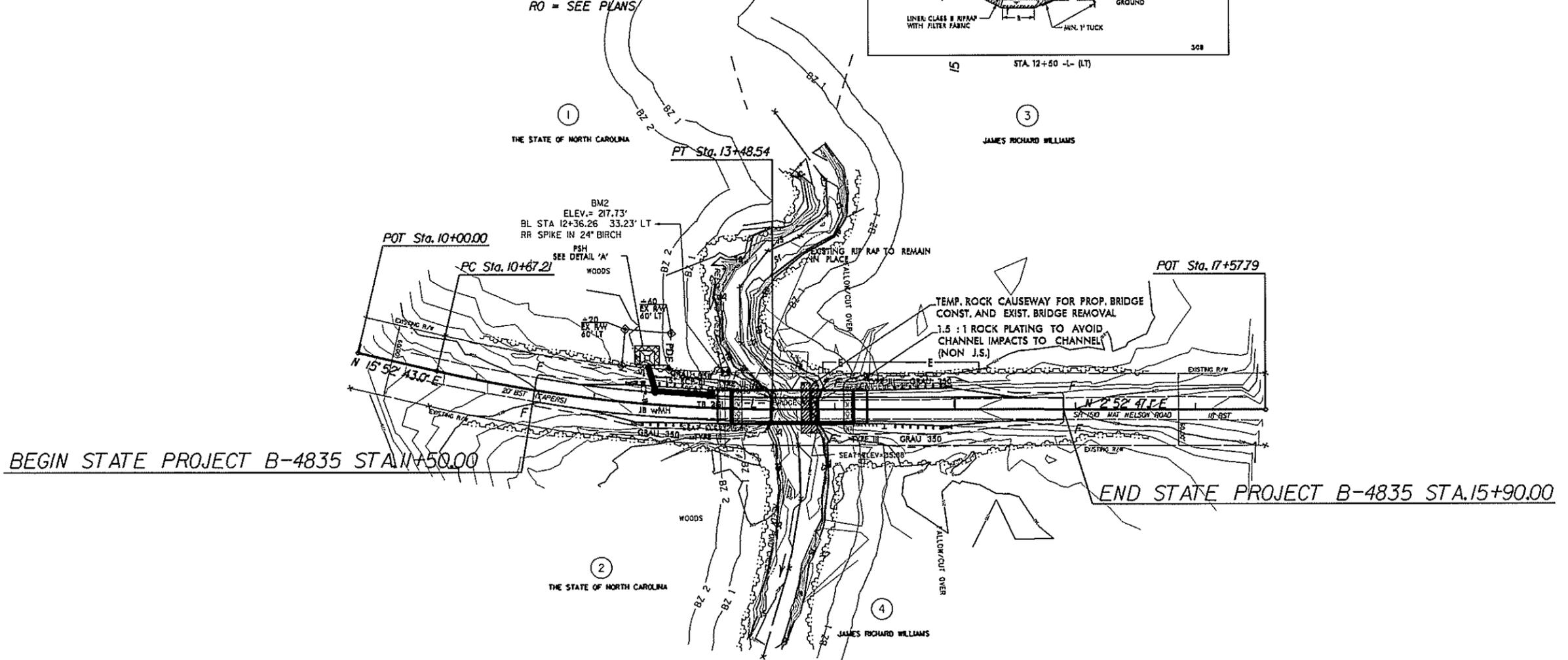
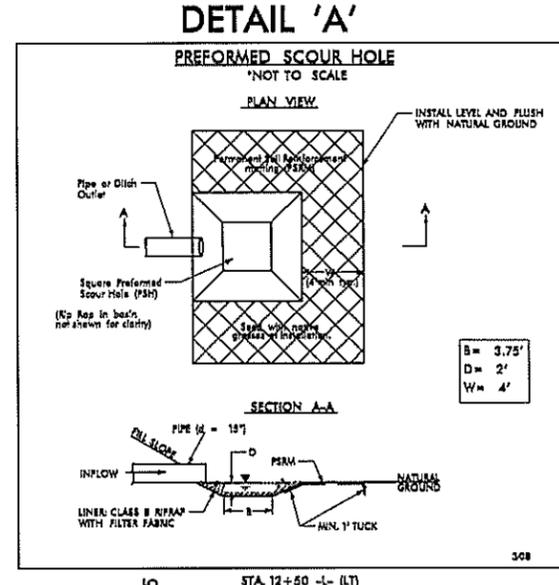
8/17/95

PROJECT REFERENCE NO. B-4835	SHEET NO. 4
RAW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION <b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	

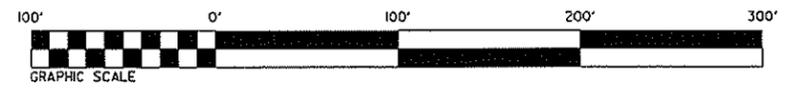
NAD 83/95

Permit Drawing  
Sheet 5 of 9

-L-  
 PI Sta 12+08.48  
 $\Delta = 12^{\circ} 59' 55.9" (LT)$   
 $D = 4' 37" 14.3"$   
 $L = 281.32'$   
 $T = 141.27'$   
 $R = 1240.00'$   
 SE = SEE PLANS  
 RO = SEE PLANS



SKETCH OF BRIDGE IN RELATIONSHIP TO PAVEMENT



**TS** DENOTES TEMPORARY IMPACTS IN SURFACE WATER

SHOULDER BERM GUTTER FROM STA 12+95 TO 13+03 -L- (LT)

FOR -L- PROFILE SEE SHEET 5

8/17/95





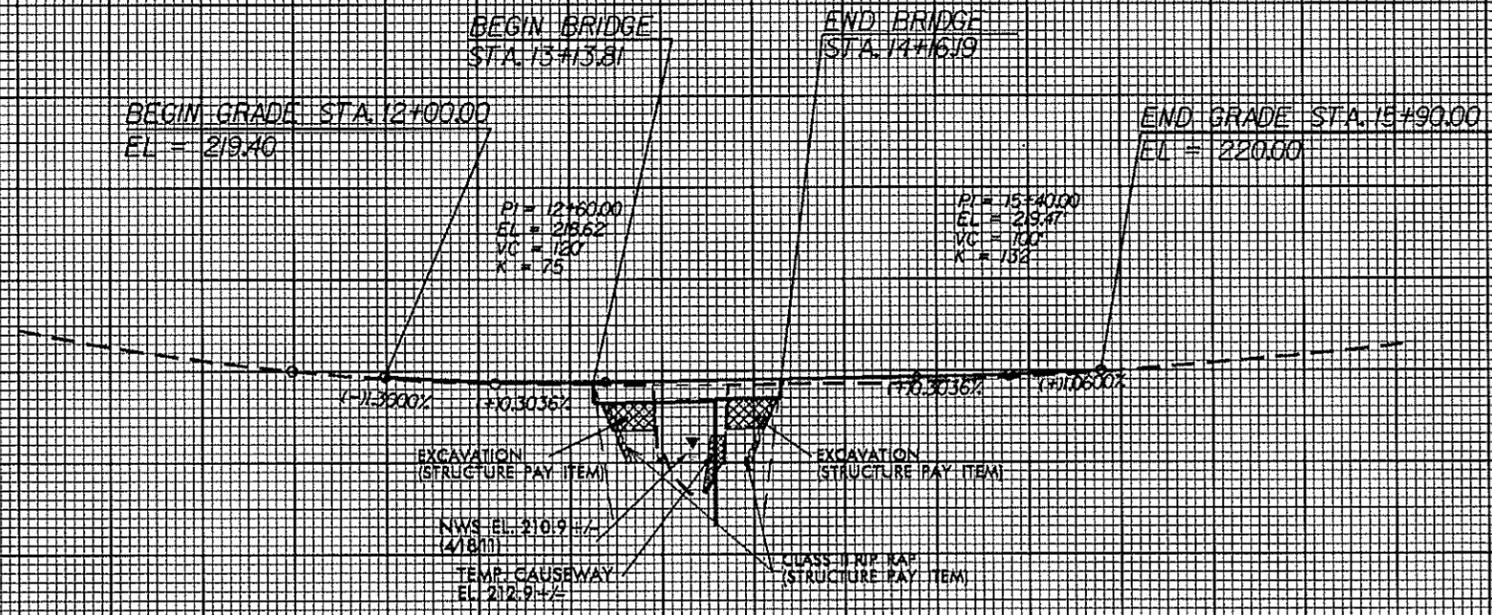
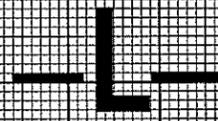
5/14/99

PROJECT REFERENCE NO. B-4835	SHEET NO. 5
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR E/W ACQUISITION	
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	

Permit Drawing  
Sheet 8 of 9

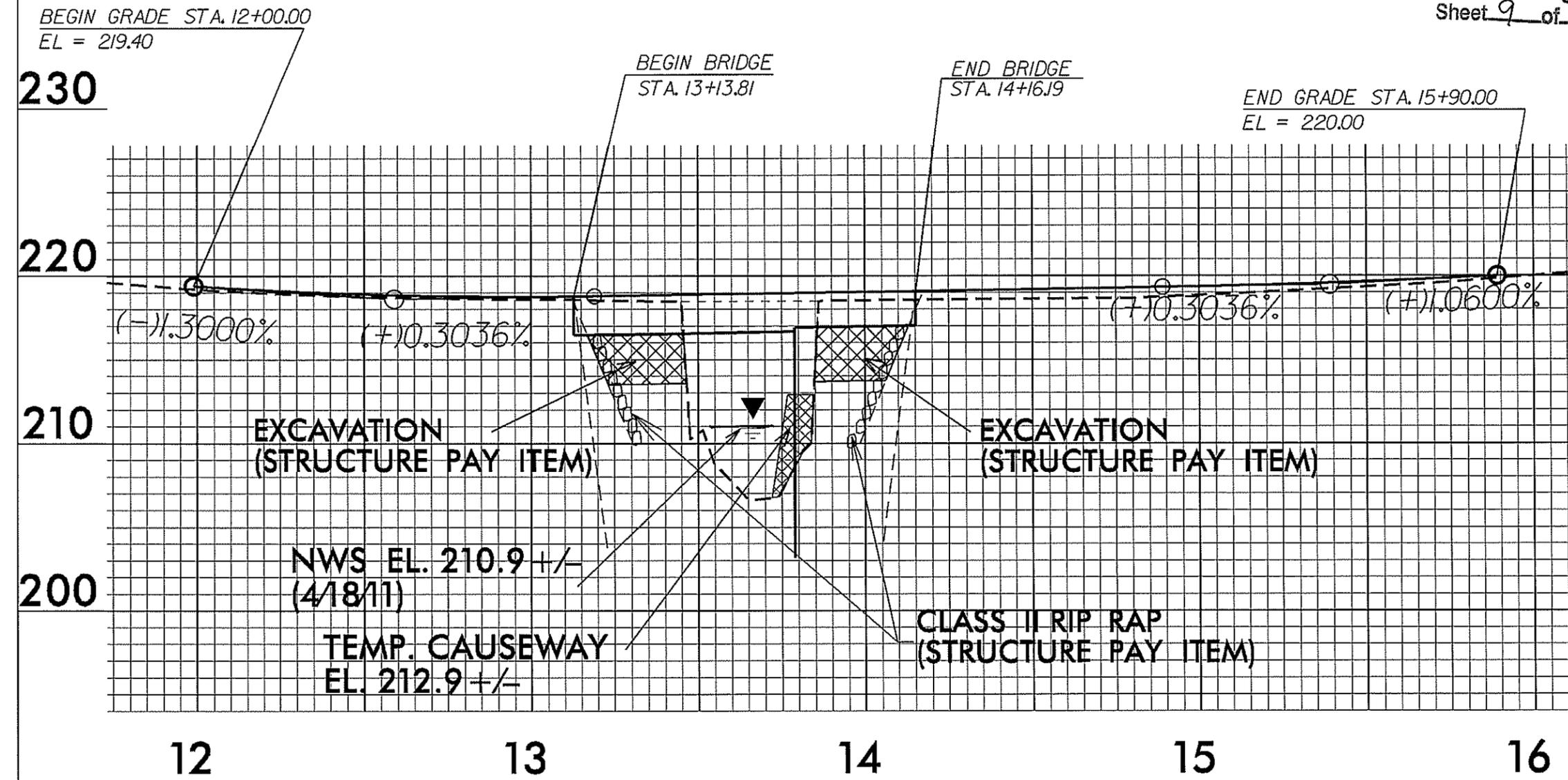
BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	= 2850	CFS
DESIGN FREQUENCY	= 10	YRS
DESIGN HW ELEVATION	= 217.71	FT
BASE DISCHARGE	= 9160	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 229.31	FT
OVERTOPPING DISCHARGE	= 3350	CFS
OVERTOPPING FREQUENCY	= 10	YRS
OVERTOPPING ELEVATION	= 218.77	FT



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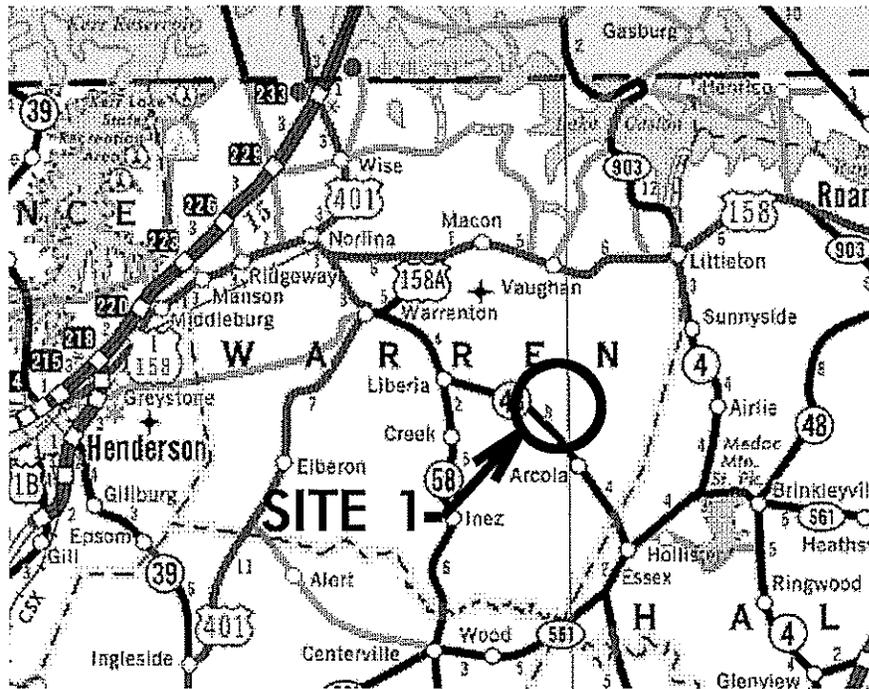
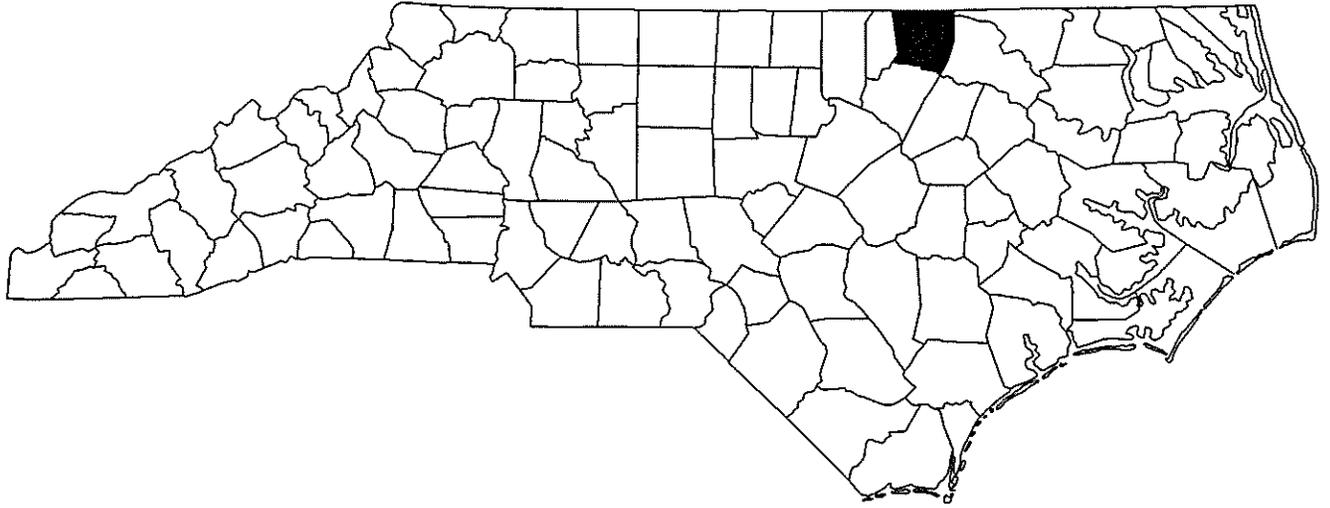
PROFILE

BRIDGE HYDRAULIC DATA		
DESIGN DISCHARGE	= 2850	CFS
DESIGN FREQUENCY	= 10	YRS
DESIGN HW ELEVATION	= 217.71	FT
BASE DISCHARGE	= 5160	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 220.37	FT
OVERTOPPING DISCHARGE	= 3360	CFS
OVERTOPPING FREQUENCY	= 10	YRS
OVERTOPPING ELEVATION	= 218.77	FT

NCDOT  
 DIVISION OF HIGHWAYS  
 WARREN COUNTY  
 PROJECT: 38605.1.1 (B-4835)  
 BRIDGE NO. 124  
 OVER REEDY POND CREEK  
 ON SR 1510 BETWEEN  
 SR 1509 AND 1512

SHEET OF 3/1/12

# NORTH CAROLINA



BUFFER  
VICINITY  
MAPS  
NOT TO SCALE

NCDOT  
DIVISION OF HIGHWAYS  
WARREN COUNTY  
PROJECT: 38605.1.1 (B-4835)  
BRIDGE NO.124  
OVER REEDY POND CREEK  
ON SR 1510 BETWEEN  
SR 1509 AND SR 1512



## BUFFER IMPACTS SUMMARY

		IMPACT										BUFFER REPLACEMENT	
SITE NO.	STRUCTURE SIZE / TYPE	STATION (FROM/TO)	TYPE			ALLOWABLE			MITIGABLE			ZONE 1 (ft <sup>2</sup> )	ZONE 2 (ft <sup>2</sup> )
			ROAD CROSSING	BRIDGE	PARALLEL IMPACT	ZONE 1 (ft <sup>2</sup> )	ZONE 2 (ft <sup>2</sup> )	TOTAL (ft <sup>2</sup> )	ZONE 1 (ft <sup>2</sup> )	ZONE 2 (ft <sup>2</sup> )	TOTAL (ft <sup>2</sup> )		
1	Roadway	12+65/13+15	x			232	232	464					
1	Bridge	13+15/14+15		x		986	63	1049					
1	Roadway	14+15/14+45	x			27	314	341					
<b>TOTALS:</b>						1245	609	1854					

N.C. DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
WARREN COUNTY  
PROJECT: 38605.1.1 (B-4835)



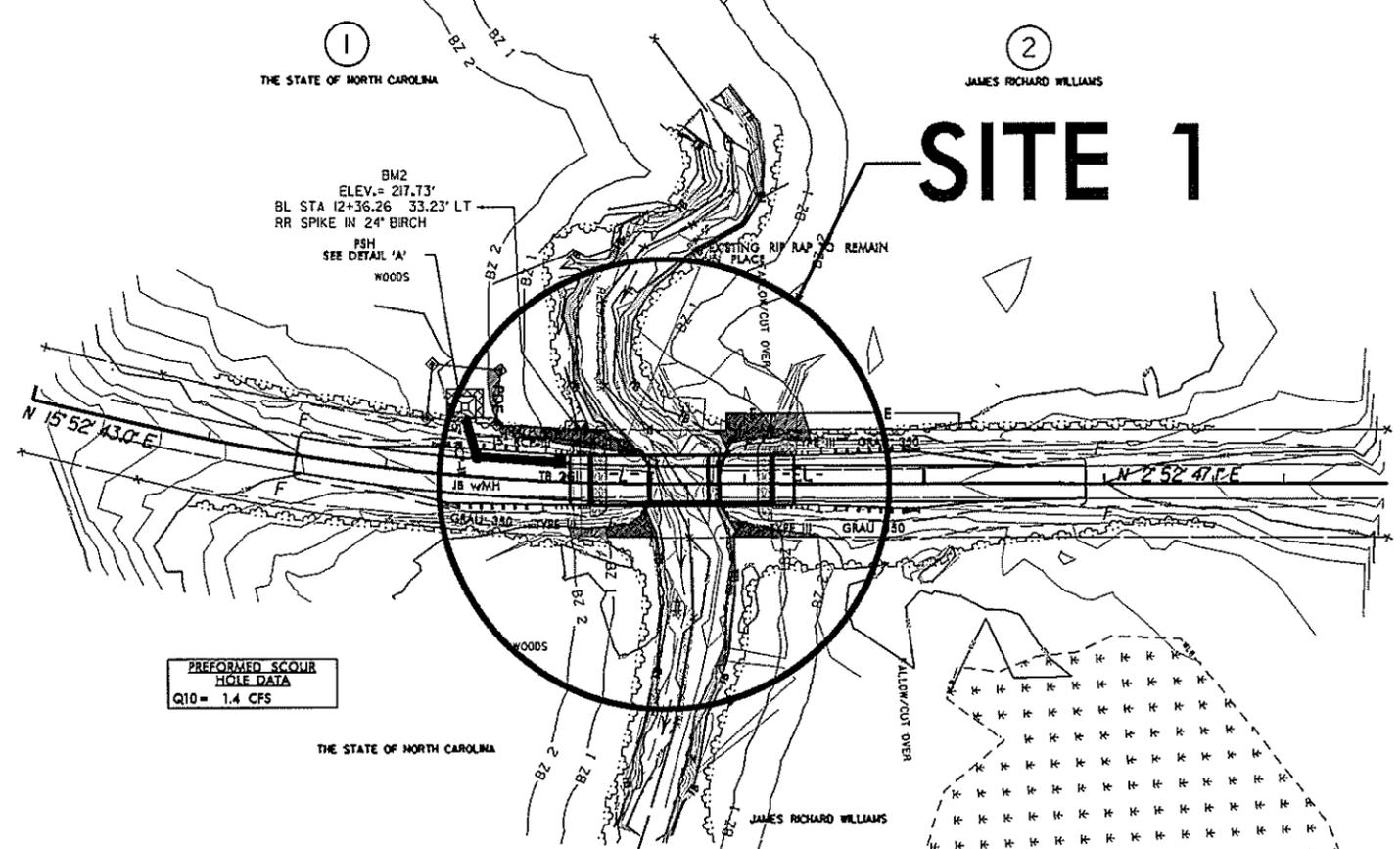
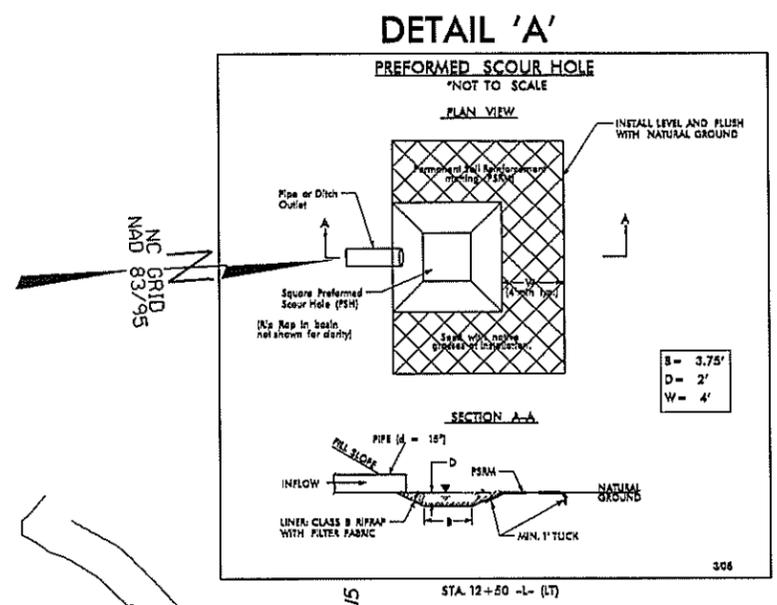
# REEDY POND CREEK BUFFER IMPACT

PROJECT REFERENCE NO. B-4835	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION <b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	

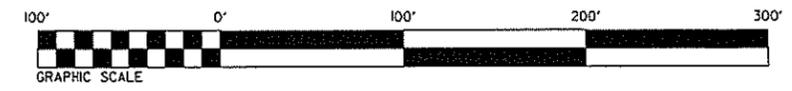
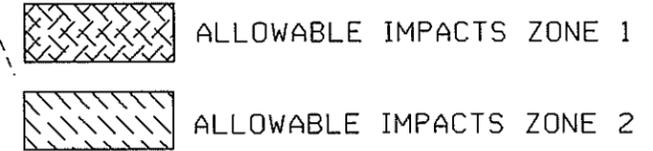


Buffer Drawing  
Sheet 5 of 7

-L-  
 PI Sta 12+08.48  
 $\Delta = 12' 59' 55.3''$  (LT)  
 $D = 4' 37' 14.3''$   
 $L = 281.32'$   
 $T = 141.27'$   
 $R = 1,240.00'$   
 SE = SEE PLANS  
 RO = SEE PLANS

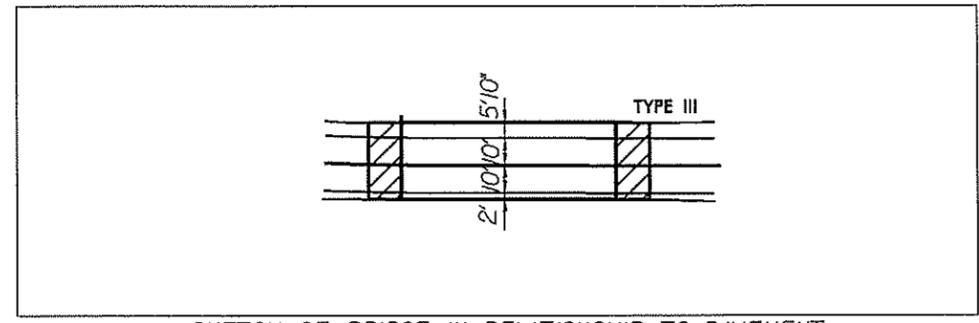


PREFORMED SCOUR HOLE DATA  
 Q10 = 1.4 CFS



SHOULDER BERM GUTTER  
 FROM STA 12+95 TO 13+03 -L- (LT)

FOR -L- PROFILE SEE SHEET 5



SKETCH OF BRIDGE IN RELATIONSHIP TO PAVEMENT

REVISIONS  
 BL STA 5+22.17 Z PANE  
 RR SPIKE IN Z PANE  
 ELEV = 246.93'  
 BM  
 4430 FT

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09/26/99

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

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

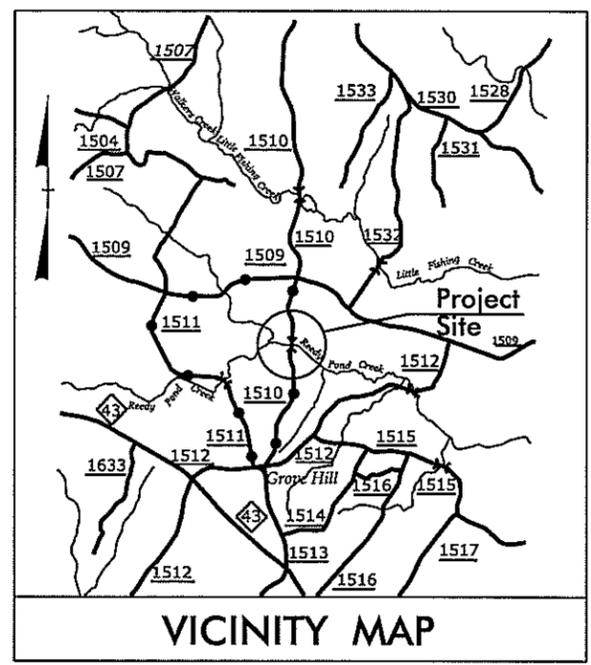
**WARREN COUNTY**

LOCATION: BRIDGE NO. 124 OVER REEDY POND CREEK ON SR 1510  
(MAT NELSON ROAD)

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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4835	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
38605.1.1	BRZ-1510(3)	PE	
38605.2.1	BRZ-1510(3)	ROW, UTIL.	

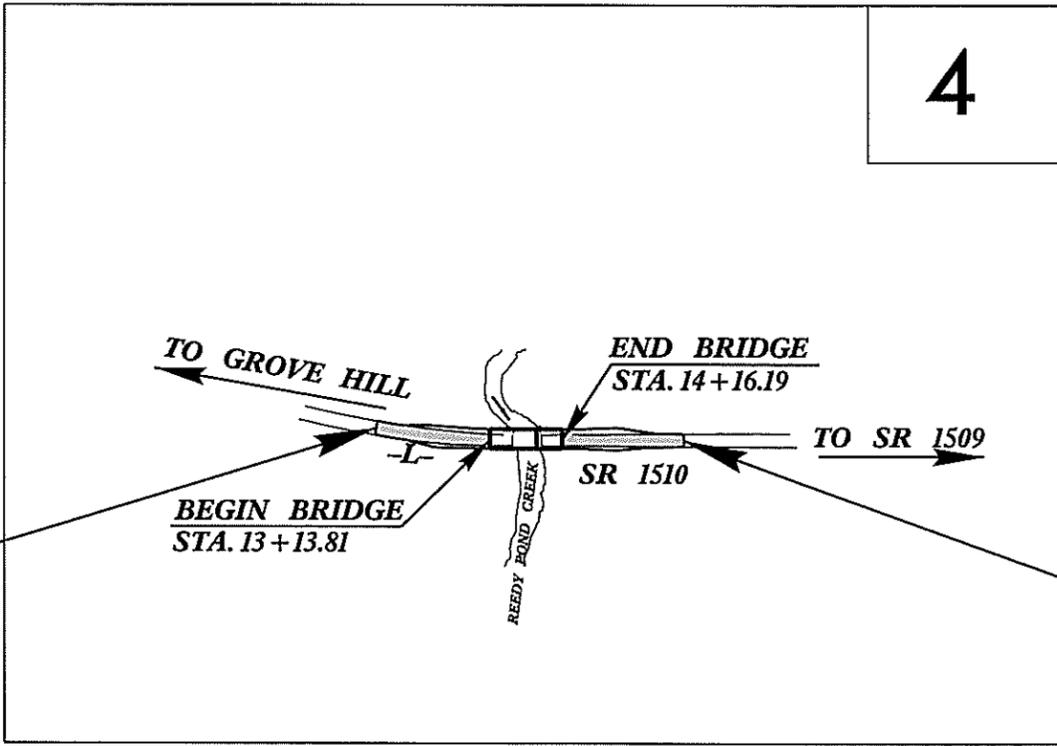
**TIP PROJECT: B-4835**



VICINITY MAP

--- OFFSITE DETOUR

4



STA. 11+50.00

-L- BEGIN TIP PROJECT B-4835

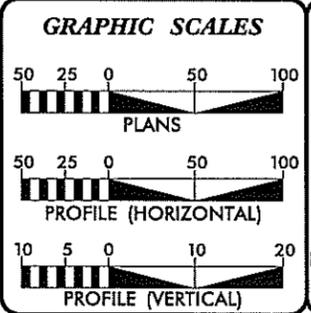
STA. 15+90.00

-L- END TIP PROJECT B-4835

THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.  
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

PRELIMINARY PLANS  
DO NOT USE FOR CONSTRUCTION

**CONTRACT:**



**DESIGN DATA**

ADT 2013 =	364
ADT 2033 =	579
DHV =	10 %
D =	60 %
T =	3 % *
V =	60 MPH
* (TTST 1% + DUAL 2%)	
FUNC CLASS =	RURAL LOCAL
SUB-REGIONAL TIER	

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT B-4835	=	0.064
LENGTH STRUCTURE TIP PROJECT B-4835	=	0.019
TOTAL LENGTH TIP PROJECT B-4835	=	0.083

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

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:  
FEBRUARY 17, 2012

LETTING DATE:  
FEBRUARY 19, 2013

G. E. BREW, PE  
PROJECT ENGINEER

THAD F. DUNCAN, PE  
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: \_\_\_\_\_ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: \_\_\_\_\_ P.E.



I7-FEB-2012 09:17  
R:\Roadway\Proj\B4835\_Rdy\_tsh.dgn  
\$\$\$\$\$USERNAME\$\$\$\$\$

04/16/11

Note: Not to Scale

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

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.  
B-4835

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	⊙
Property Corner	⊠
Property Monument	⊠
Parcel/Sequence Number	Ⓢ
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	-o-o-o-
Proposed Chain Link Fence	-□-□-□-
Proposed Barbed Wire Fence	-◇-◇-◇-
Existing Wetland Boundary	-...-...-
Proposed Wetland Boundary	-...-...-
Existing Endangered Animal Boundary	-...-...-
Existing Endangered Plant Boundary	-...-...-
Known Soil Contamination: Area or Site	☠ ☠
Potential Soil Contamination: Area or Site	☠ ?

### 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 Drainage / Utility Easement	-----
Proposed Permanent Utility Easement	-----
Proposed Temporary Utility Easement	-----
Proposed Aerial Utility Easement	-----

### ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	-----
Proposed Slope Stakes Fill	-----
Proposed Curb 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	⊠
UG 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	⊠
UG 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	A/G Water

### TV:

TV Satellite Dish	⊠
TV Pedestal	⊠
TV Tower	⊠
UG 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	A/G Gas

### SANITARY SEWER:

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

### MISCELLANEOUS:

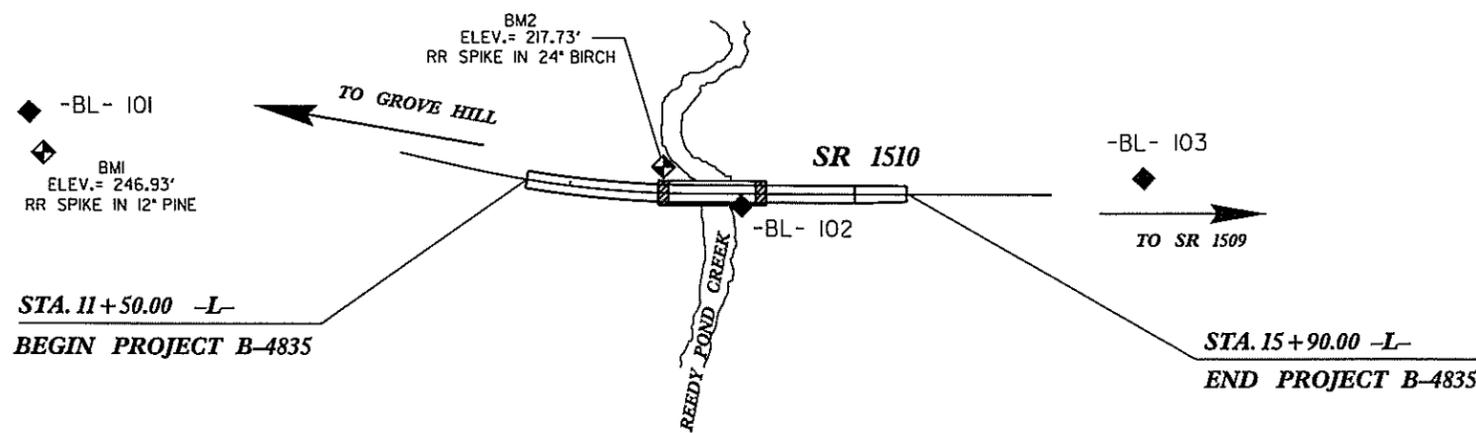
Utility Pole	⊠
Utility Pole with Base	⊠
Utility Located Object	⊠
Utility Traffic Signal Box	⊠
Utility Unknown U/G Line	U/G
UG Tank; Water, Gas, Oil	⊠
Underground Storage Tank, Approx. Loc.	⊠
A/G Tank; Water, Gas, Oil	⊠
Geoenvironmental Boring	⊠
UG Test Hole (S.U.E.*)	⊠
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

6/12/11

**TIP PROJECT: B-4835**

PROJECT REFERENCE NO.	SHEET NO.
B-4835	1C
Location and Surveys	

**SURVEY CONTROL SHEET B-4835**  
**WARREN COUNTY**  
 BRIDGE NO. 124 OVER REEDY POND CREEK ON SR 1510  
 LOCATION: (MAT NELSON ROAD)



NCDOT GPS STATION B4835-2  
 LOCALIZED PROJECT COORDINATES  
 N = 947,040.1370  
 E = 2,293,706.6140

NCDOT GPS STATION B4835-1  
 LOCALIZED PROJECT COORDINATES  
 N = 948,607.1320  
 E = 2,293,713.8120

	STATION	NORTH	EAST
POT	10+00.00	949850.4592	2293520.8039
PC	10+67.21	949915.1892	2293539.1939
PT	13+48.54	950192.0759	2293584.9420
POT	17+57.79	950600.8111	2293605.5028

**BASELINE DATA**

POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
101	BL-101	949423.7260	2293453.5020	244.25	OUTSIDE PROJECT LIMITS	
102	BL-102	950241.7040	2293601.4180	217.74	13+98.93	13.96 RT
103	BL-103	950708.5970	2293591.8160	224.04	OUTSIDE PROJECT LIMITS	

ALIGN	STATION	PERMANENT EASEMENT		
		OFFSET	NORTH	EAST
L	12+20.00	-60.00	950073.4640	2293512.5575
L	12+20.00	-30.01	950068.6655	2293542.1971
L	12+60.00	-60.00	950111.1661	2293517.7857
L	12+60.00	-30.01	950107.5259	2293547.8589

**DATUM DESCRIPTION**

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "B4835-1"

WITH NAD 83/95 STATE PLANE GRID COORDINATES OF  
 NORTHING: 948607.132(±) EASTING: 2293713.812(±)  
 ELEVATION: 271.72(±)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 1.00004812

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "B4835-1" TO -L- STATION 11+50.00 IS  
 N 06° 21' 21.4" W 1,396.89'

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES  
 VERTICAL DATUM USED IS NAVD 88

**BENCHMARK DATA**

.....	.....
BM1 ELEVATION = 246.93	BM2 ELEVATION = 217.73
N 949438 E 2293501	N 950154 E 2293552
L STATION 10+00.00	L STATION 13+00 31' LEFT
S 02° 42' 46" W DIST 413'	RR SPIKE IN 24' BIRCH
RR SPIKE IN 12' PINE	.....
.....	.....

**NOTES:**

- THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:  
[HTTP://WWW.NCDOT.ORG/DOH/PRECONSTRUCT/HIGHWAY/LOCATION/PROJECT/](http://www.ncdot.org/doh/preconstruct/highway/location/project/)  
 THE FILES TO BE FOUND ARE AS FOLLOWS:  
 B4835\_LS\_CONTROL.TXT  
 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.

**NOTE: DRAWING NOT TO SCALE**

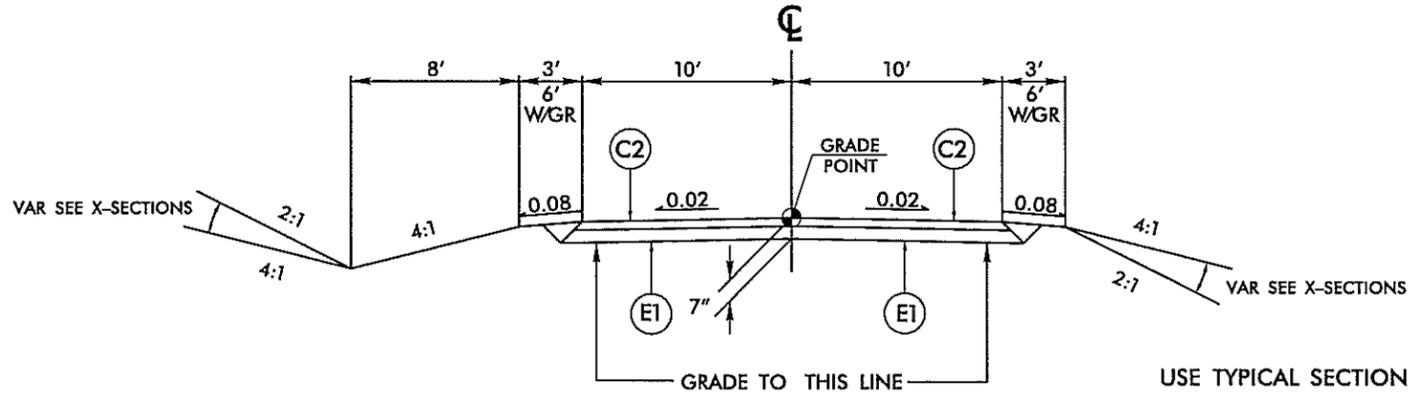
11-11-B-2012 Q&A7 6/12/11 10:16:10

B/17/99

PAVEMENT SCHEDULE (FINAL PAVEMENT DESIGN)	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C3	PROP. APPROX. 3¾" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD. IN EACH OF THREE LAYERS.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.

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

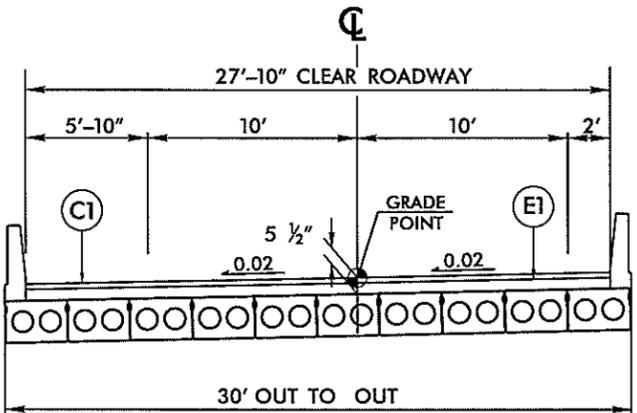
PROJECT REFERENCE NO. B-4835	SHEET NO. 2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	



**TYPICAL SECTION NO. 1**

USE TYPICAL SECTION NO. 1

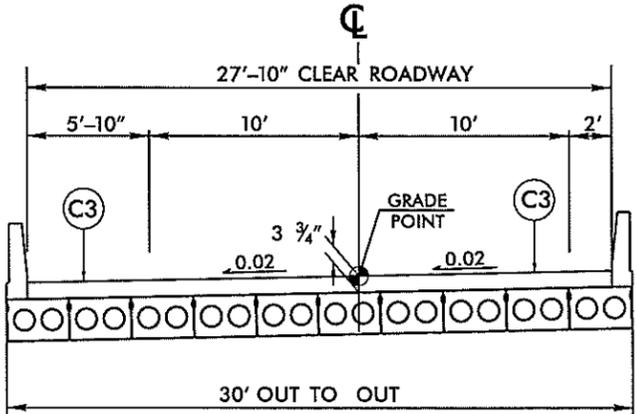
-L- STA. 11+50.00 TO -L- STA. 13+13.81 (BEGIN BRIDGE)  
-L- STA. 14+16.19 (END BRIDGE) TO -L- STA. 15+90.00



**BRIDGE TYPICAL SECTION NO. 1**

USE BRIDGE TYPICAL SECTION NO. 1 FOR SPAN A

-L- STA. 13+13.81 TO -L- STA. 13+80.00



**BRIDGE TYPICAL SECTION NO. 2**

USE BRIDGE TYPICAL SECTION NO. 2 FOR SPAN B

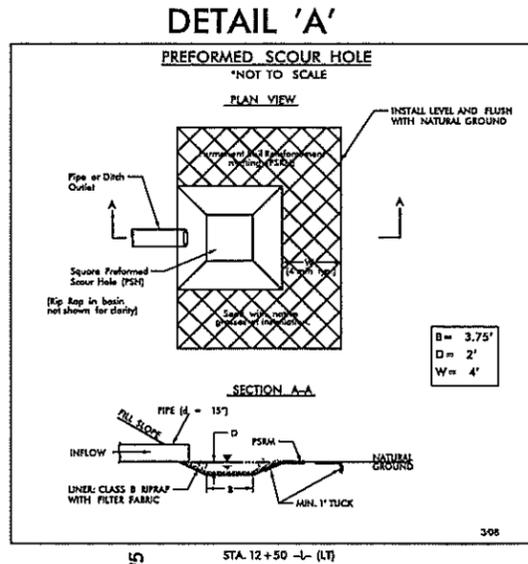
-L- STA. 13+80.00 TO -L- STA. 14+16.19

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8/17/99

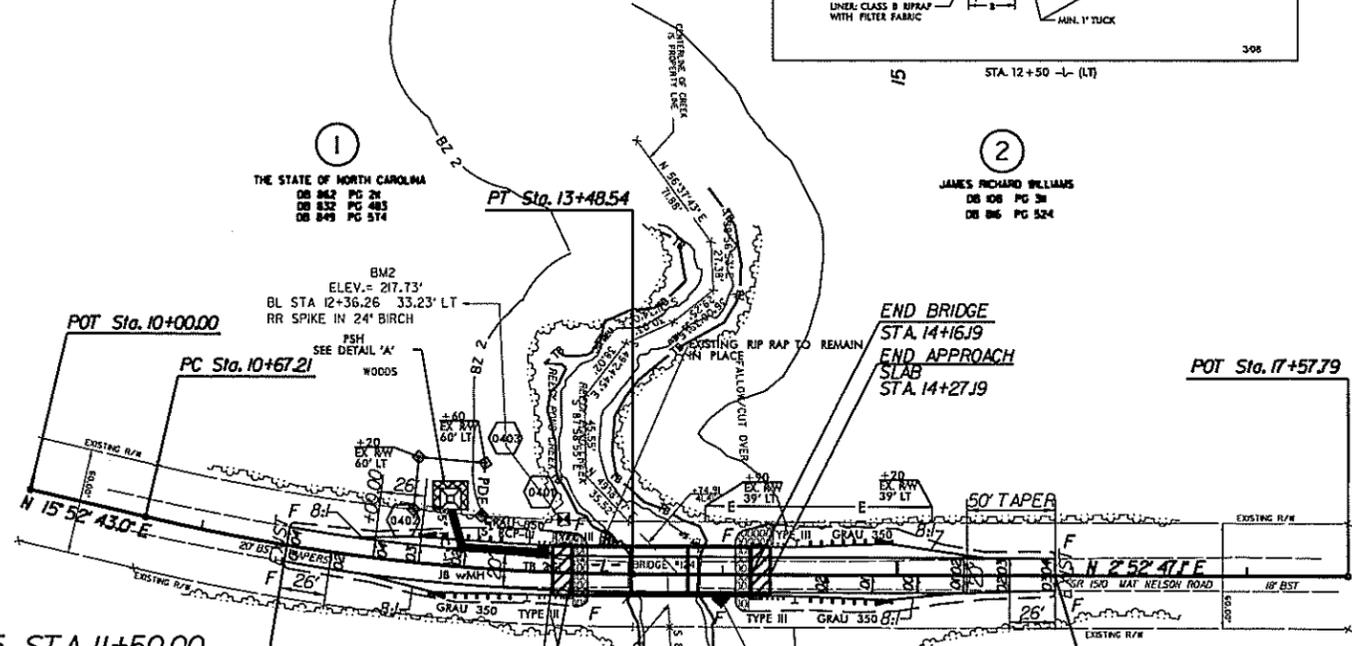
PROJECT REFERENCE NO. <b>B-4835</b>	SHEET NO. <b>4</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	

NAD 83/95



-L-

PI Sta 12+08.48  
 $\Delta = 12' 59" 55.9" (LT)$   
 $D = 4' 37" 14.3"$   
 $L = 281.32'$   
 $T = 141.27'$   
 $R = 1,240.00'$   
 SE = SEE PLANS  
 RO = SEE PLANS



BEGIN STATE PROJECT B-4835 STA. 11+50.00

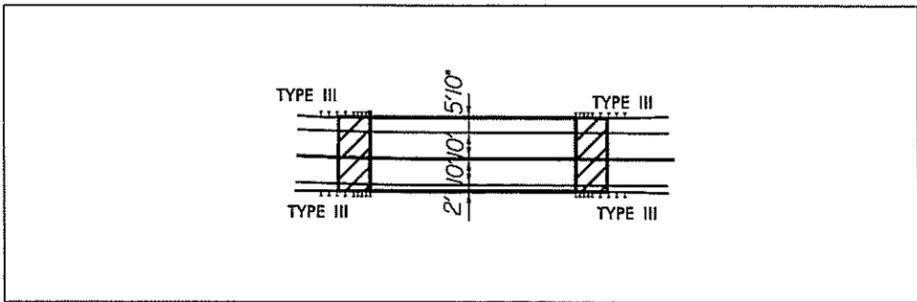
END STATE PROJECT B-4835 STA. 15+90.00

BEGIN APPROACH SLAB  
STA. 13+02.81 WOODS

BEGIN BRIDGE  
STA. 13+13.81

THE STATE OF NORTH CAROLINA  
 DB 862 PG 28  
 DB 832 PG 483  
 DB 849 PG 574

JAMES RICHARD WILLIAMS  
 DB 108 PG 31  
 DB 86 PG 524



SKETCH OF BRIDGE IN RELATIONSHIP TO PAVEMENT

SHOULDER BERM GUTTER  
 FROM STA 12+95 TO 13+03 -L- (LT)

FOR -L- PROFILE SEE SHEET 5

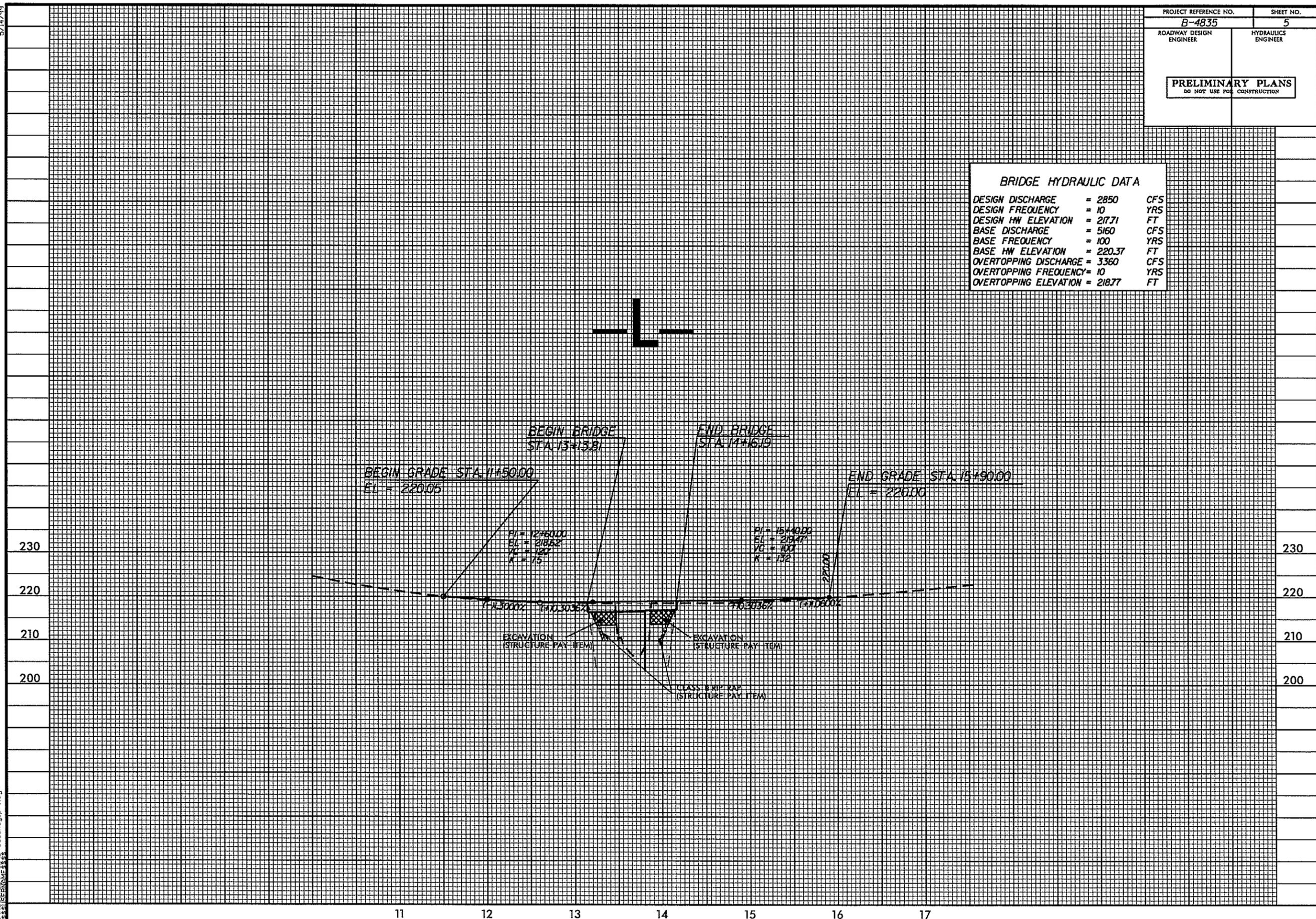
REVISIONS

17 FEB 2002 09:18 N:\B4835\_Rdy\_path.dgn  
 \$\$\$SYTIME\$\$\$\$\$

5/14/99

PROJECT REFERENCE NO. <b>B-4835</b>	SHEET NO. <b>5</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	

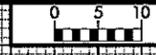
BRIDGE HYDRAULIC DATA		
DESIGN DISCHARGE	= 2850	CFS
DESIGN FREQUENCY	= 10	YRS
DESIGN HW ELEVATION	= 217.71	FT
BASE DISCHARGE	= 5160	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 220.37	FT
OVERTOPPING DISCHARGE	= 3360	CFS
OVERTOPPING FREQUENCY	= 10	YRS
OVERTOPPING ELEVATION	= 218.77	FT



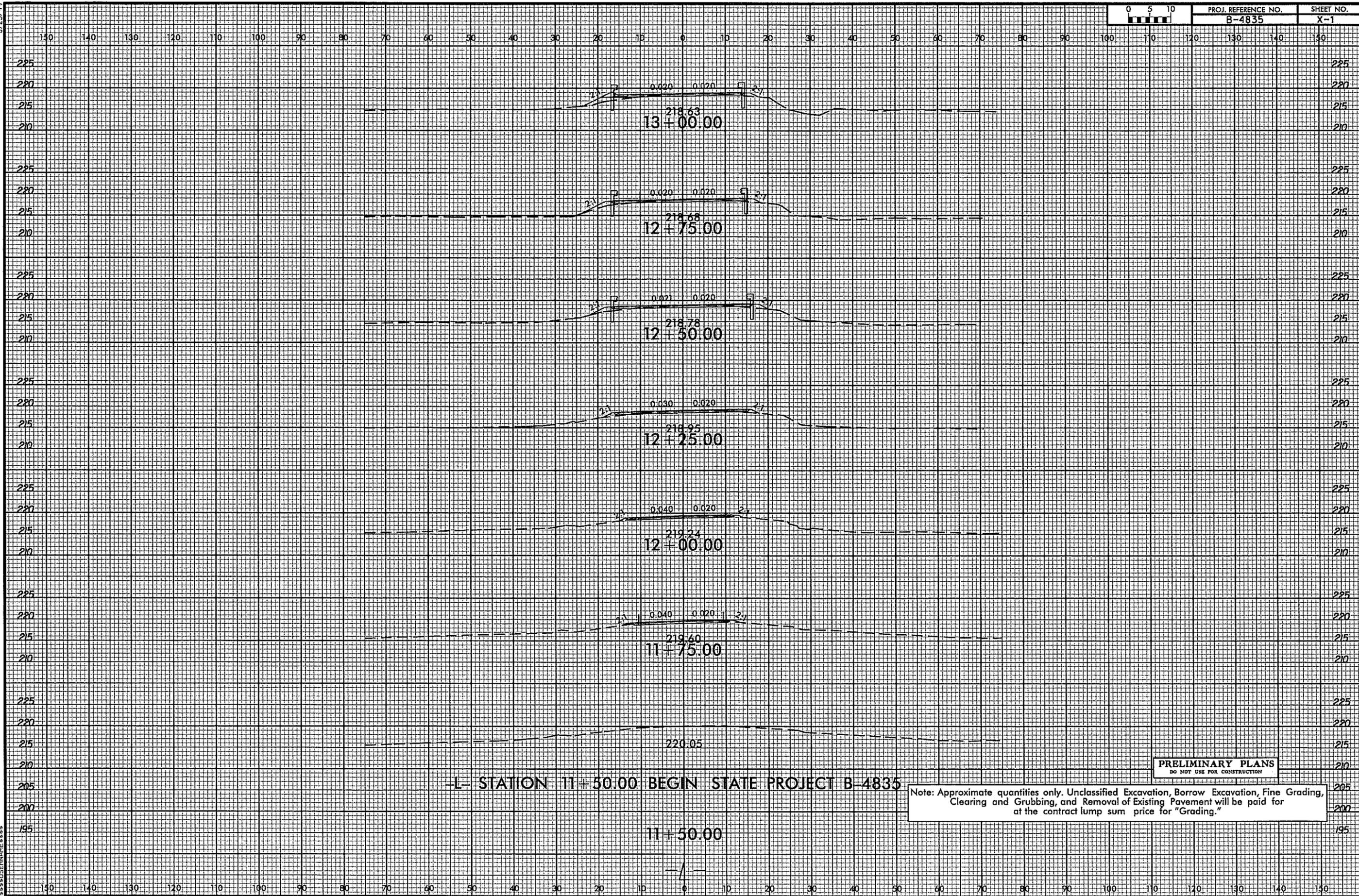
17-FEB-2012 09:18 A:\B-4835-Rdy-pl1.dgn

11 12 13 14 15 16 17

B/23/99  
17-FEB-2012 09:18 B4835\_Rdy\_xpl.dgn



PROJ. REFERENCE NO.  
B-4835  
SHEET NO.  
X-1

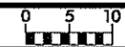


PRELIMINARY PLANS  
DO NOT USE FOR CONSTRUCTION

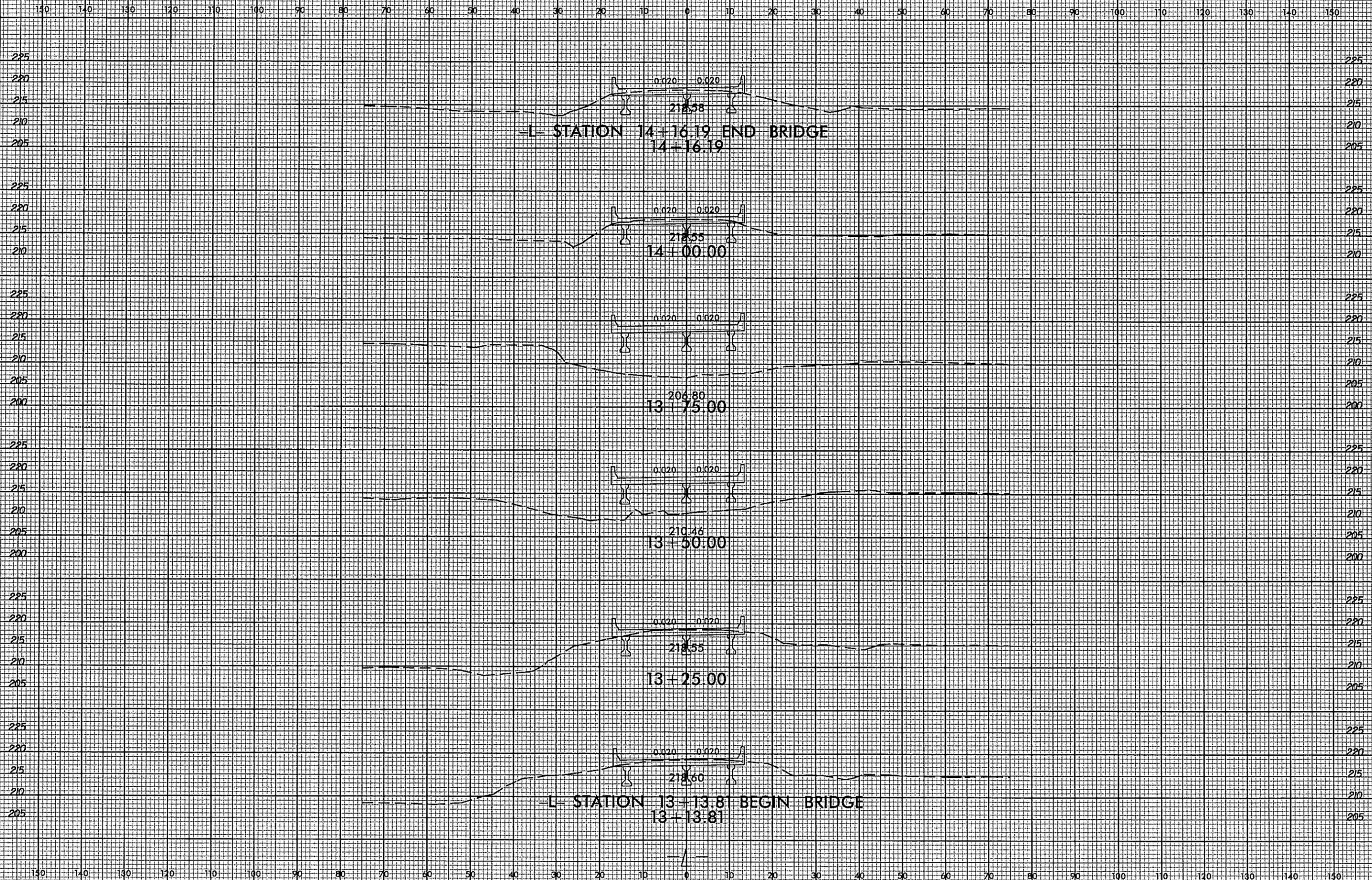
Note: Approximate quantities only. Unclassified Excavation, Borrow Excavation, Fine Grading, Clearing and Grubbing, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."

-L- STATION 11+50.00 BEGIN STATE PROJECT B-4835

8/23/99

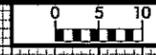


PROJ. REFERENCE NO. B-4835 SHEET NO. X-2

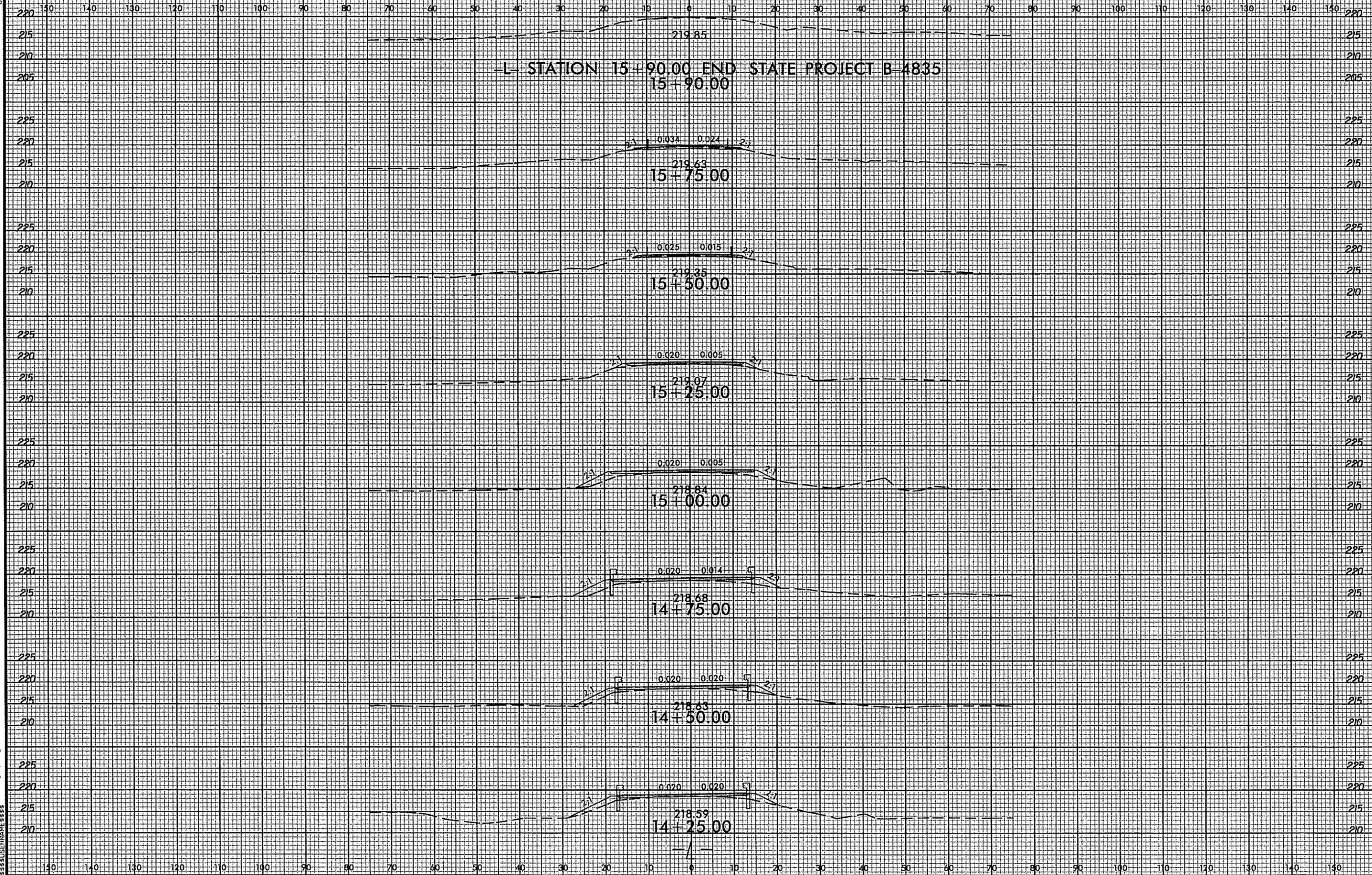


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R:\Projects\X\C\B4835\_Rdy\_vpl.dgn  
\$\$\$\$USERNAME\$\$\$\$

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
B-4835	X-3



17-FEB-2002 09:18  
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CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>B-4835</u>
W.B.S. No.	<u>38605.1.1</u>
Federal Project No.	<u>BRZ-1510(3)</u>

A. Project Description:

The purpose of this project is to replace Warren County Bridge No. 124 on SR 1510 over Reedy Pond Creek. Bridge No. 124 is 40.5 feet long. The replacement structure will be a bridge approximately 78 feet long providing a minimum 26 feet clear deck width. The bridge will include two 10-foot lanes and 3-foot offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be the same as the existing structure.

The approach roadway will extend approximately 100 feet from the south end of the new bridge and 150 feet from the north end of the new bridge. The approaches will be widened to include a 20-foot pavement width providing two 10-foot lanes. Three-foot grass shoulders will be provided on each side. The roadway will be designed as a Rural Local Route using Sub-regional tier guidelines with a 60 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1).

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 124 has a sufficiency rating of 25.7 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to a structural evaluation appraisal rating of 2 out of 9 according to Federal Highway Administration (FHWA) standards and therefore eligible for FHWA's Highway Bridge Program. The bridge also meets the criteria for functionally obsolete due to a deck geometry appraisal of 3 out of 9.

The superstructure and substructure of Bridge No. 124 have timber elements that are fifty-seven years old. Timber components have 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 elements are damaged or prematurely deteriorated. However, past a certain degree of deterioration, most timber elements become impractical to maintain and upon eligibility are programmed for replacement. Timber components of bridge No. 124 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities; therefore the bridge is approaching the end of its useful life.

C. Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
  - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
  - b. Widening roadway and shoulders without adding through lanes
  - c. Modernizing gore treatments
  - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
  - e. Adding shoulder drains
  - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
  - g. Providing driveway pipes
  - h. Performing minor bridge widening (less than one through lane)
  - i. Slide Stabilization
  - j. Structural BMP's for water quality improvement
  
2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
  - a. Installing ramp metering devices
  - b. Installing lights
  - c. Adding or upgrading guardrail
  - d. Installing safety barriers including Jersey type barriers and pier protection
  - e. Installing or replacing impact attenuators
  - f. Upgrading medians including adding or upgrading median barriers
  - g. Improving intersections including relocation and/or realignment
  - h. Making minor roadway realignment
  - i. Channelizing traffic
  - j. Performing clear zone safety improvements including removing hazards and flattening slopes
  - k. Implementing traffic aid systems, signals, and motorist aid
  - l. Installing bridge safety hardware including bridge rail retrofit
  
3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
  - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
  - b. Rehabilitating or replacing bridge decks
  - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
  - d. Replacing a bridge (structure and/or fill)
  
4. Transportation corridor fringe parking facilities.

- 5 Construction of new truck weigh stations or rest areas.
6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
- 7 Approvals for changes in access control.
8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
- 9 Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
- 10 Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community
12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
- 13 Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D Special Project Information:

The estimated costs, based on 2011 prices, are as follows:

Structure	201,000
Roadway Approaches	81,000
Detour Structure and Approaches	-0-
Structure Removal	15,000
Misc. & Mob.	68,000
Eng. & Contingencies	60,000
Total Construction Cost	425,000
Right-of-way Costs	24,000
Right-of-way Utility Costs	-0-
Total Project Cost	449,000

**Estimated Traffic:**

Current	-	400 vpd
Year 2035	-	600 vpd
TTST	-	1%
Dual	-	2%

**Accidents:** Traffic Engineering has evaluated a recent ten year period and found two accidents occurring in the vicinity of the project.

**Design Exceptions:** There are no design exceptions.

**Pedestrian and Bicycle Accommodations:**

This portion of SR 1510 is not a part of a designated bicycle route nor is it listed in the Transportation Improvement Program (TIP) as a bicycle project. Neither permanent nor temporary bicycle or pedestrian accommodations are required for this project.

**Bridge Demolition:** Bridge No. 124 is constructed entirely of timber and steel and should be possible to remove with no resulting debris in the water based on standard demolition practices.

**Alternatives Discussion:**

**No Build** – The no build alternative would result in eventually closing the road which is unacceptable given the volume of traffic served by SR 1510

**Rehabilitation** – The bridge was constructed in 1954 and the timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the timber components which would constitute effectively replacing the bridge.

**Offsite Detour** – Bridge No.124 will be replaced on the existing alignment. Traffic will be detoured offsite (see Figure 1) during the

construction period. NCDOT Guidelines for Evaluation of Offsite Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from the offsite detour. The offsite detour for this project would include SR 1511 and SR 1509. The majority of traffic on the road is through traffic. The detour for the average road user would result in less than 5 minutes of additional travel time (2.2 miles additional travel). Up to a 4-month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that on the basis of delay alone the detour is acceptable. Warren County Emergency Services along with Warren County Schools Transportation have also indicated that the detour is acceptable. NCDOT Division 5 has indicated the condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concurs with the use of the detour.

**Onsite Detour** – An onsite detour was not evaluated due to the presence of an acceptable offsite detour.

**Staged Construction** – Staged construction was not considered because of the availability of an acceptable offsite detour. In addition, the existing bridge width cannot be reduced due to the steel girder/steel stringer/steel floor beam system.

**New Alignment** – Given that the alignment for SR 1510 is acceptable, a new alignment was not considered as an alternative.

#### **Other Agency Comments:**

The N.C. Wildlife Resource Commission recommended replacing the bridge with a bridge.

**Response:** The bridge will be replaced with a bridge.

The Environmental Protection Agency, the N.C. Division of Water Quality, NC Department of Agricultural Services, and the Army Corps of Engineers, had no special concerns for this project.

#### **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.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions

<u>ECOLOGICAL</u>	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(5) Will the project require the use of U S. Forest Service lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(7) Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>PERMITS AND COORDINATION</u>	<u>YES</u>	<u>NO</u>
(10) If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(12) Will a U S. Coast Guard permit be required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(13) Could the project result in the modification of any existing regulatory floodway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(14) Will the project require any stream relocations or channel changes?      x    

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

YES      NO

(15) Will the project induce substantial impacts to planned growth or land use for the area?      x    

(16) Will the project require the relocation of any family or business?      x    

(17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?      x    

(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?     x    

(19) Will the project involve any changes in access control?      x    

(20) Will the project substantially alter the usefulness and/or land use of adjacent property?      x    

(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?      x    

(22) Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)?     x    

(23) Is the project anticipated to cause an increase in traffic volumes?      x    

(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?     x    

(25) If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility?     x    

(26) Is there substantial controversy on social, economic, or environmental grounds concerning the project?      x    

(27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?     x    

(28) Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places?      x

- |      |  |                          |                     |
|------|--|--------------------------|---------------------|
| (29) | Will the project affect any archaeological remains which are important to history or pre-history?  | <input type="checkbox"/> | <u>  <b>x</b>  </u> |
| (30) | Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | <u>  <b>x</b>  </u> |
| (31) | Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended?   | <input type="checkbox"/> | <u>  <b>x</b>  </u> |
| (32) | Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers?  | <input type="checkbox"/> | <u>  <b>x</b>  </u> |

**F**     Additional Documentation Required for Unfavorable Responses in Part E

**Response to Question 13:** Warren County is a participant in the National Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). Based on the most current information available from the NC Floodplain Mapping Program (FMP), this stream crossing is in a designated flood hazard zone which is within a limited detailed flood study reach. The Hydraulics Unit will coordinate with the FMP to determine the status of the project with regard to applicability of NCDOT'S Memorandum of Agreement with FMP, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR). This project involves construction activities on or adjacent to a FEMA-regulated stream. Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structures and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

G. CE Approval

TIP Project No.	<u>B-4835</u>
W.B.S. No.	<u>38605.1.1</u>
Federal Project No.	<u>BRZ-1510(3)</u>

Project Description:

The purpose of this project is to replace Warren County Bridge No. 124 on SR 1510 over Reedy Pond Creek. Bridge No. 124 is 40.5 feet long. The replacement structure will be a bridge approximately 78 feet long providing a minimum 26 feet clear deck width. The bridge will include two 10-foot lanes and 3-foot offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be the same as the existing structure.

The approach roadway will extend approximately 100 feet from the south end of the new bridge and 150 feet from the north end of the new bridge. The approaches will be widened to include a 20-foot pavement width providing two 10-foot lanes. Three-foot grass shoulders will be provided on each side. The roadway will be designed as a Rural Local Route using Sub regional tier guidelines with a 60 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1).

Categorical Exclusion Action Classification:

<u>      </u>	TYPE II(A)
<u>  x  </u>	TYPE II(B)

Approved:

<u>5/5/11</u> Date	<u>William J. Godwin</u> Bridge Project Development Engineer Project Development & Environmental Analysis Branch
<u>5/5/11</u> Date	<u>Bryan D. Kline</u> Project Engineer Project Development & Environmental Analysis Branch
<u>5/4/11</u> Date	<u>Brian Poole</u> Project Planning Engineer Project Development & Environmental Analysis Branch

For Type II(B) projects only:

<u>5/5/11</u> Date	<u>John F. Sullivan, III</u> John F. Sullivan, III, PE, Division Administrator Federal Highway Administration
-----------------------	---

**PROJECT COMMITMENTS:**

**Warren County  
Bridge No. 124 on SR 1510  
Over Reedy Pond Creek  
Federal Aid Project No. BRZ-1510(3)  
W.B.S. No. 38605.1.1  
T.L.P. No. B-4835**

**Division Five Construction**

In order to have time to adequately reroute school busses, Warren County Schools will be contacted at (252) 257-3184 at least one month prior to road closure.

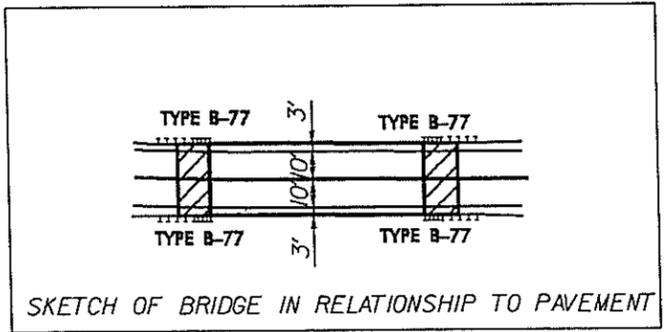
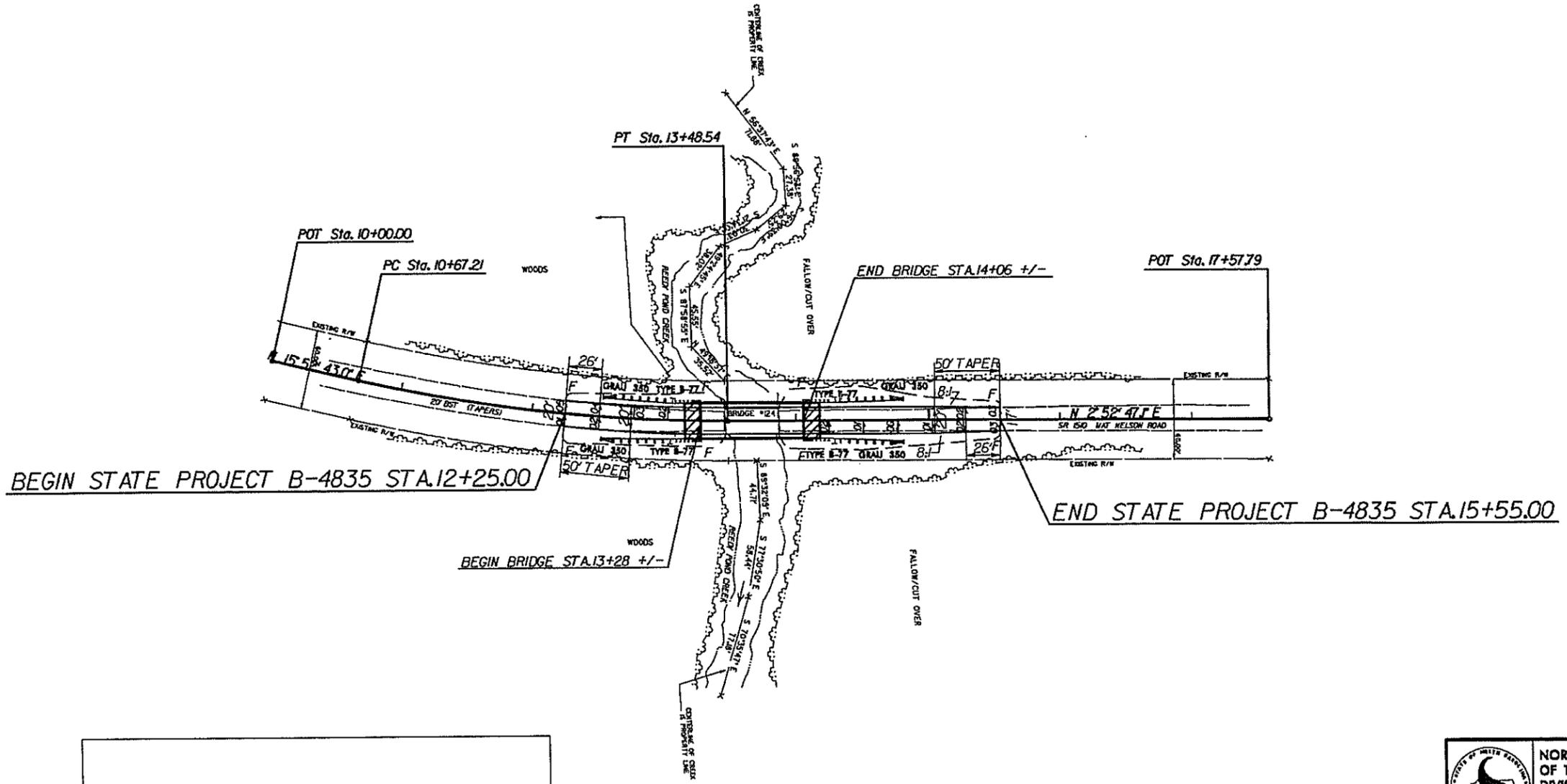
Warren County Emergency Services will be contacted at (252) 257-2666 at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

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.

**Hydraulics Unit**

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





	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH
	WARREN COUNTY REPLACE BRIDGE NO. 124 ON SR 1510 OVER REEDY POND CREEK B-4835
FIGURE 2	

Bridge Construction CFY 2012 Projects

SHPO Number	TIP	Project	County	Division	Project Engineer	Archaeological Survey	Architectural Survey
ER 08-2545	B-4834	Bridge 23 on SR 1218 over Ellington's Creek	Warren	5	H. Schwab	NO	No
ER 08-2546	B-4835	Bridge 124 on SR 1510 over Reedy Pond Creek	Warren	5	H. Schwab	---	No

A - NO for ER 08-2545; see attached for ER 08-2546  
 from 12/14/08

S - NE  
 11/16/08  
 CR's

DNE 12/31/08

So Attached  
 Peter B Sandelbeck  
 10/27/11

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 Division of Highways

FEB - 4 2009

Preservation  
 Project Development and  
 Environmental Analysis Branch



North Carolina Department of Cultural Resources  
State Historic Preservation Office  
Peter B. Sandbeck, Administrator

Beverly Hayes Perdue, Governor  
Linda A. Carlisle, Secretary  
Jeffrey J. Crow, Deputy Secretary

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

January 26, 2009

MEMORANDUM

TO: Hank Schwab, Project Engineer  
Project Development, Bridge Unit  
NCDOT Division of Highways

FROM: Peter Sandbeck *Peter B Sandbeck*

SUBJECT Bridge 124 on SR 1510 over Reedy Pond Creek, B-4835, Warren County, ER 08-2546

Thank you for sending information on the proposed bridge replacement.

There are no recorded archaeological sites within the proposed project area. If the replacement is to be located along the existing alignment, it is unlikely that significant archaeological resources would be affected and no investigation would be recommended. If, however, the replacement is to be in a new location, please forward a map to this office indicating the location of the new alignment so we may evaluate the potential effects of the replacement upon archaeological resources.

We have determined that the project as proposed will not have an effect on any historic structures.

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 919/807-6579. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Matt Wilkerson, NCDOT  
Mary Pope Furr, NCDOT