



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 5, 2004

U. S. Army Corps of Engineers
Regulatory Field Office
Post Office Box 1000
Washington, NC 27889-1000

ATTN: Mr. Michael Bell
NCDOT Coordinator

Dear Sir:

SUBJECT: Section 404 Merger Permit Application. Craven County, US 17
Improvements, Federal Aid No. STPHNHF-17(24), State Project No.
8.1171601, TIP No. R-3403.

The North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA) propose to widen US 17 to a multi-lane facility, from Mills Street in Bridgeton to NC 43 in Craven County (9.8 miles). The project proposes to retain the at-grade intersection of US 17 and the Norfolk Southern Railroad in Bridgeton. New flashing gates and rubberized surface will be installed. The project proposes to replace the bridge over Little Swift Creek. Seven reinforced concrete box culverts are within the project limits. The NCDOT Hydraulics Unit proposes to retain and extend all of these culverts which are rated in good condition. The existing right of way is 150 feet wide and is offset to the east of the US 17 centerline from Mills Street to B Street (SR 1602). From B Street to NC 43, the right of way is offset to the west. With the exception of buying temporary construction easements, NCDOT proposes to locate the new highway within the current 150-foot corridor.

The preliminary total cost estimate for the NCDOT-preferred alternative, which involves widening to a 4-lane divided highway, and using a 160 foot long bridge over the Little Swift Creek and wetlands [referred to in Section V. as A1/B1(b)], is \$34,950,000. If a long bridge (1225 ft.) is recommended by the project merger team, the cost goes up to \$43,250,000.

The project has two parts, A and B. Part A begins at Mills Street in Bridgeton and ends north (of the southernmost intersection) of SR 1433 (Antioch Road). Part B starts there

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

and goes to north of NC 43. Right of way acquisition is scheduled in federal fiscal year (FFY) 2002 for Part A and in post year for Part B. The construction letting is set for FFY 2004 for Part A and post year for Part B.

N.E.P.A. Documentation

This project is being administered by the NEPA/404 merger process. The project was added in June 1995 for inclusion in the 1996-2002 TIP. Concurrence Points 1 and 2, the Purpose and Need and Alternatives for Study were both approved October 1, 1999. The EA was signed on June 3, 2002.

Purpose and Need

The 1992 New Bern-Bridgeton-Trent Woods-River Bend Urban Thoroughfare Plan classifies US 17 as an Urban Major Thoroughfare from Mills Street in Bridgeton to approximately 1.5 miles north of SR 1433 (Antioch Road). From this point northward the highway is classified a Rural Major Collector. The "US" designation indicates that the route is on the National Highway System. This project is an important part of a regional transportation need to improve traffic flow in the US 17 corridor that accesses the Cherry Point Marine Base and the coast.

- *Traffic Volumes and Levels of Service*

Vehicular traffic on US 17 in Craven County currently functions at level of service D during the morning and evening peak travel periods. Currently, average daily traffic flow ranges from 8,390 to 12,500 vehicles. By 2020 traffic volumes are forecasted to increase as high as 21,800 vehicles per day. The purpose of this project is to alleviate vehicular congestion and improve the level of service along US 17. By improving level of service the highway's safety will also improve. Also, an improved US 17 in Craven County will allow improved mobilization whenever hurricane evacuations are ordered in nearby coastal regions.

- *Accident Rates*

During a 3-year period from September 1, 1996 through August 31, 1999, US 17 within the project limits was the location of 184 vehicular crashes, including one fatality. The most predominant type of crash (28.3%) was the rearend type, followed by collisions with animals (15.2%), left-turning (14.7%), and running off the road (12.0%).

Alternatives

The project is divided into two parts, A and B. Part A runs from Mills Street in Bridgeton to north of SR 1433 (Antioch Road), a distance of 2.8 miles. Part B runs from north of SR 1433 to north of NC 43, a distance of 7.5 miles. The NEPA/404 concurrence point 2 (alternatives for study) meeting was held and the project team selected three alternatives for study in Part A and two alternatives in Part B. Sub-alternatives in Part B are the use of either a 1,225 foot long or 600 foot long bridge over Little Swift Creek and its wetland system. Several intersection improvements are proposed and are explained in

detail in the EA. The environmental impacts for the total project can be found by adding one alternative each in Part A and Part B.

ALTERNATIVE A1

Alternative A1 involves widening US 17 symmetrically from Mills Street to Pine Street. From Pine Street to just south of B Street (SR 1602), the proposed 4-lane highway will run to the west of the centerline. This alternative calls for a 4-lane facility divided by a 30-foot wide raised median with unpaved shoulders. The median width will increase to 36 feet at Wildlife Rd. (SR 1431) to provide storage for turning school busses. From Mills Street to the at-grade Norfolk Southern railroad crossing, the existing right of way is asymmetric to the east of the existing centerline. North of the rail crossing, the right of way shifts so that it is asymmetric to the west side of the existing centerline. Seven (7) culverts are found to be in reliable condition and can be retained. All culverts will need to be extended to fit the wider cross section.

ALTERNATIVE A2

Alternative A2 is identical to A1 except for the proposal of the alignment of Alternative A2 to shift to the east of the existing centerline from Pine Street to just south of B Street (SR 1602). Both alternatives call for a 4-lane facility divided by a 30-foot wide raised median with unpaved shoulders.

ALTERNATIVE A3

Alternative A3 proposes a 5-lane undivided facility, 60 feet of pavement with unpaved shoulders. This option proposes an at-grade crossing of US 17 and the Norfolk Southern Railway. From an access standpoint, the 5-lane undivided section will allow motorists to make left-turns from/onto all driveways and side streets on US 17.

ALTERNATIVE B1

Alternative B1 involves widening US 17 on its west side, from north of SR 1433 to the end of the project north of NC 43. A 4-lane divided section with a 30-foot wide raised median and shoulders is the proposed cross section. One bridging alternative over Little Swift Creek is proposed.

- B1 calls for dual bridges 600 ft long to be constructed.

ALTERNATIVE B2

Alternative B2 involves widening US 17 on the west side from north of SR 1433 to the end of the project north of NC 43. A 5-lane undivided section, 60 feet of pavement with unpaved shoulders is the proposed cross section. One bridging alternative over Little Swift Creek is proposed.

- B2 calls for single bridges 600 ft long to be constructed.

Preliminary Cost Estimates

Estimates of the total (construction and right of way) costs of each alternative under study are shown in Table 1. The right of way estimate includes acquisition and utility costs, and the construction estimate includes all engineering and contingency costs.

Table 1. Summary of Resource Impacts and Other Planning Criteria

RESOURCE	ALT A1	ALT A2	ALT A3	ALT B1(a*)	ALT B1(b*)	ALT B2(a)	ALT B2(b)
Natural							
<i>Wetlands (acres) Total</i>	3.1	3.2	2.4	17.8	28.9	12.1	15.6
Cypress/Gum Swamp	0.0	0.0	0.0	00.0	11.1	00.0	03.5
Depressional	3.1	3.2	2.4	17.8	17.8	12.1	12.1
<i>Stream Crossings (number)</i>	2	2	2	4	4	4	4
Traffic Noise (number of impacts)							
Residential	19	19	19	33	33	33	33
Business	10	10	10	1	1	1	1
Cultural (Architectural)*							
Number of sites/districts on or eligible for the National Register	1	1	1	0	0	0	0
PLANNING CRITERIA	ALT A1	ALT A2	ALT A3	ALT B1(a)	ALT B1(b)	ALT B2(a)	ALT B2(b)
Relocations							
Total	23	22	22	6	6	2	2
Residential	19	19	18	6	6	2	2
Business	4	3	4	0	0	0	0
Cost (millions)							
Total (Construction + Right of Way)	\$11.9	\$12.8	\$11.5	\$ 31.3	\$23.0	\$29.7	\$21.0
*a refers to alternate including 1,225-foot long bridge(s) over Little Swift Creek; b includes 600-foot long bridge(s)							

Cultural Resources

The Area of Potential Effect (APE) for this project is defined as the area contained within the existing 150 foot right of way designated the project study corridor.

None of these resources were determined to be significant through application of the criteria established for eligibility to the NRHP under 36 CFR§60.4. In addition, there are no visible remains or features that would be appropriate for public display and interpretation, and would warrant preservation in place as a public exhibit. Therefore, Section 4(f) of the Department of Transportation Act of 1966 (U.S.C. §303) as amended does not apply.

Architectural Resources

The potential of the US 17 improvements to impact cultural resources was evaluated in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. Potential effects were determined using Criteria for Effect and Adverse Effect (36 CFR 800.9) developed by the Advisory Council on Historic Preservation. Concurrence on the eligibility of each property with respect to inclusion on the National Register of Historic Places and the final determination of effects were made by the State Historic Preservation Office (SHPO). More detailed information and copies of all SHPO correspondence are found in the EA and Appendix B of the EA.

Waters Of the United States – Impacts and Mitigation

The project study area is located in the Neuse River Basin, within sub-basins 03-04-09 and 03-04-10 and within the USGS eight digit Hydrologic Units 03020202 and 03020204. Surface waters, within the project study area are classified as C Sw NSW and SC Sw NSW. Anadromous species may use Little Swift Creek as spawning/nursery habitat and the lower end of the creek connects with Swift Creek and the Neuse River which may support estuarine dependent species. Stream and wetland impacts were calculated using the design plans for each alternate (Tables 2 and 3).

Neuse River Basin HU 03020204 impacts consist of Ut to Neuse River, Ut 1 and 2 to Mills Branch, and Mills Branch. Neuse River Basin HU 03020202 contains the remaining impacts.

Table 2. Estimated Impacts to Streams

STREAM	ALT A1	ALT A2	ALT A3	ALT B1	ALT B2
Unnamed tributary (Ut) to Neuse River	100.0	105.0	85.0	0	0
Ut 1 to Mills Branch	123.0	123.0	100.0	0	0
Ut 2 to Mills Branch*	0	0	0	185.0	163.0
Mills Branch	0	0	0	88.6	78.7
Ut 1 to Little Swift Creek (1 st crossing)	0	0	0	98.0	82.0
Ut 1 to Little Swift Creek (2 nd crossing)	0	0	0	400.0	328.0
Little Swift Creek (Bridged)	0	0	0	0	0
Fisher Swamp	0	0	0	0	0

TOTAL STREAMS feet	223.0	228.0	185.0	771.6	651.7

Table 3. Estimated Impacts to Wetlands

Wetland type	ALT A1	ALT A2	ALT A3	ALT B1(a)	ALT B1(b)	ALT B2(a)	ALT B2(b)
Cypress/Gum Swamp (Blackwater Subtype)	0	0	0	7.6	9.2	5.4	6.5
Depressional Wetlands	2.7	2.9	1.1	17.7	17.7	12.5	12.5
TOTAL WETLANDS acres	2.7	2.9	1.1	25.3	26.9	17.9	19.0

Mitigation Evaluation

- *Avoidance*-Due to the location and extent of wetlands and surface waters within the project study area, avoidance of impacts is not possible. Any widening of US 17 will impact jurisdictional areas.
- *Minimization*-The proposed bridge over Swift Creek will be lengthened to minimize impacts to the Cypress Gum Swamp. By combining Alternates A3 and B2, impacts to all wetlands and streams can be minimized.
- *Minimization*-Within the project study area, Little Swift Creek is an Anadromous Fish Spawning Area. The bridge over Little Swift Creek will be designed to avoid and minimize placement of structure foundations within the stream channel. NCDOT's Best Management Practices will be used to minimize sedimentation and erosion into project study area streams and wetlands.
- *Compensatory Mitigation*-Opportunities for on-site mitigation are limited. By lengthening the Little Swift Creek bridge, some on-site mitigation for the Cypress Gum Swamp will be available from the causeway removal. The NCDOT proposes to utilize the Ecosystem Enhancement Program (EEP) to mitigate for the remaining impacts.

Logical Termini

The FHWA regulations (23 CFR 771.111(f)) outline three general principals to determine project limits. The regulations state:

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each EIS or finding of no significant impact (FONSI) shall: connect logical termini and be of sufficient length to address environmental matters on a broad scope; have independent utility or independent significance, i.e.; be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and not restrict

consideration of alternatives for other reasonably foreseeable transportation improvements

The proposed project has logical termini. The project's southern terminus would begin at the existing four-lane section in Bridgeton. The northern terminus would end just beyond, and provide access to, NC 43. In addition, the project is of sufficient length (10.3 miles) to address environmental matters on a broad scope. It has independent utility and significance, and it would be a reasonable expenditure of capital even if additional transportation improvements in the area were not made. The proposed project would not restrict consideration of other foreseeable transportation improvements within the study area.

Essential Fish Habitat

The National Marine Fisheries Service (NMFS) has developed fisheries management plans for Essential Fish Habitat (EFH) in various waters of the United States. Representatives from NCDOT and NMFS have discussed this project and NMFS concluded that it will not impact Essential Fish Habitat for Federally managed species.

Floodplains

The location and conceptual design of the build alternative in the floodplain and floodway were planned to mitigate increases in flooding risk and substantial environmental impacts. As discussed in the *Hydraulics Technical Memorandum* (July 1999), a floodplain evaluation was conducted for the project in accordance with Executive Order 11988 "Floodplain Management" and 23 CFR 650, Subpart A "Location and Hydraulic Design of Encroachments on Floodplains." The floodplains in the study area were identified. The recommended alternative crosses the 100-year floodplains of Little Swift Creek, Mills Branch, and Ut to the Neuse River, Ut to Mills Branch, and Ut to Little Swift Creek. The only regulatory floodway within the study area is associated with Crane Creek. Since this is a widening project, the five sites above are either in existing culverts or bridged (Little Swift Creek). All existing culverts will be retained and extended. The bridge over Little Swift Creek will be lengthened, therefore spanning more of the floodplain. At Crane Creek, the regulatory floodway is 635 ft wide and the 100-year floodplain is 650 ft wide. A 230-foot long bridge with a 190-foot waterway opening is proposed for this crossing. Potential impacts to the floodplain from erosion will be mitigated through strict adherence to the NCDOT's "Best Management Practices for Protection of Surface Waters".

Wild & Scenic Rivers

Wild and Scenic Rivers are defined by the Wild and Scenic Rivers Act as "rivers or sections of rivers that are free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive, and unpolluted". No federally designated, state designated, or inventory rivers occur within the project study area.

Federally-Protected Species

Federal law (under the provisions of the Endangered Species Act of 1973, as amended) requires that any action likely to adversely affect a species classified as federally protected be subject to review by the U.S. Fish and Wildlife (USFWS). 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 Endangered Species Act (ESA) of 1973, as amended. As of January 29, 2003, the USFWS lists the following federally protected species for Craven County (Table 5).

Table 5. Federally-Protected Species for Craven County

Scientific Name	Common Name	Federal Status	Determination
<i>Alligator mississippiensis</i>	American alligator	T(due to similarity of appearance)	Not Required
<i>Dermochelys coriacea</i>	Leatherback sea turtle	E	No Effect
<i>Haliaeetus leucocephalus</i>	Bald eagle	T	No Effect
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	No Effect
<i>Trichechus manatus</i>	West Indian Manatee	E	No Effect
<i>Aeschynomene virginica</i>	Sensitive joint-vetch	T	No Effect
<p>“E”—Endangered (a species that is in danger of extinction throughout all or a significant portion of its range).</p> <p>“T”—Threatened (a species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range).</p>			

Hazardous Materials

Hazardous waste is defined by the U.S. Environmental Protection Agency (EPA) as any waste material, or combination of waste materials that pose a hazard to human health, welfare, or the environment. When roadway construction disrupts hazardous waste sites, the surrounding environment can incur detrimental effects; therefore, during roadway development sites are identified and avoided if possible. The hazardous properties investigated include sites that contain or once contained underground storage tanks (USTs), hazardous waste sites, landfills, dumps, and other similar sites.

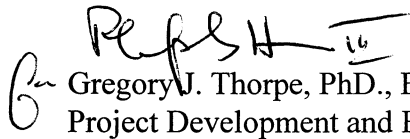
Based on the combined field reconnaissance surveys, three (3) operational facilities in the sale of petroleum projects were identified. There are six (6) non-operational facilities with the possibility for USTs within the proposed corridor alignment. Four facilities with the potential for underground storage tank (UST) involvement were identified. If any of the UST facilities are to be impacted, those sites will be further investigated for possible fuel leakage prior to the right of way acquisition phase of the project.

Regulatory Approvals

Enclosed you will find a completed ENG form 4345 as well as the mailing labels. This submittal is in accordance with step four of the guidelines for integrating project review under the national Environmental Policy Act and Section 404 of the Clean Water Act. This letter, along with the previously distributed DEIS, should provide sufficient information for the issuance of a Public Notice for the project. A set of functional design plans and a copy of the corridor public hearing transcript are being sent under separate cover.

If you have any questions or need additional information, please contact Mr. Chris Underwood at (919) 715-1541.

Sincerely,


Gregory J. Thorpe, PhD., Environmental Management Director
Project Development and Environmental Analysis Branch

Mr. David Franklin, USACE, Wilmington (Cover Letter Only)
Mr. John Hennessy, NCDWQ (2 copies)
Mr. Travis Wilson, NCWRC
Ms. Becky Fox, USEPA, Whittier, NC
Mr. Gary Jordan, USFWS
Mr. Ron Sechler, NMFS
Mr. Michael Street, NCDMF
Mr. Cathy Brittingham, NCDCM
Mr. Bill Arrington, NCDCM
Mr. John Sullivan, P.E., FHWA
Mr. Jay Bennett, P.E., Roadway Design
Mr. Omar Sultan, Programming and TIP
Mr. Art McMillan, P.E., Highway Design
Mr. David Chang, P.E., Hydraulics
Mr. Greg Perfetti, P.E., Structure Design
Mr. Mark Staley, Roadside Environmental
Mr. C. E. Lassiter, P.E.
Mr. Jay Johnson, DEO, Division 2

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
(33 CFR 325)

OMB APPROVAL NO. 0710-003
Expires December 31, 2004

Public reporting burden for this collection of information is estimated to average 10 hours per response, although the majority of applications should require 5 hours or less. This includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302; and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003), Washington, DC 20503. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authority: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research and Sanctuaries Act, 33 USC 1413, Section 103. **Principal Purpose:** Information provided on this form will be used in evaluating the application for a permit. **Routine Uses:** This information may be shared with the Department of Justice and other federal, state, and local government agencies. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.

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

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)			
1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETED

(ITEMS BELOW TO BE FILLED BY APPLICANT)	
5. APPLICANT'S NAME North Carolina Department of Transportation Project Development & Environmental Analysis	8. AUTHORIZED AGENT'S NAME AND TITLE (an agent is not required)
6. APPLICANT'S ADDRESS 1548 Mail Service Center Raleigh, NC 27699-1548	9. AGENT'S ADDRESS
7. APPLICANT'S PHONE NOS. W/AREA CODE a. Residence b. Business 919-733-3141	10. AGENT'S PHONE NOS. W/AREA CODE a. Residence b. Business

11. STATEMENT OF AUTHORIZATION

I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

APPLICANT'S SIGNATURE

DATE

NAME, LOCATION, AND DESCRIPTION OR PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) US 17 Widening (R-3403) -Craven County	
13. NAME OF WATERBODY, IF KNOWN (if applicable) Little Swift Creek, Mills Branch, tributaries to Neuse River, Mills Branch, and Little Swift Creek	14. PROJECT STREET ADDRESS (if applicable) Widen US 17 to a multi-lane facility, from Mills Street in Bridgeton to NC 43 in Craven County.
15. LOCATION OF PROJECT Craven NC COUNTY STATE	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) Section, Township, Range, Lat/Lon, and/or Accessors's Parcel Number, for example.

17. DIRECTIONS TO THE SITE

Adjacent to the existing US 17 between Bridgeton and NC 43 in Craven County

18. Nature of Activity (Description of project, include all features)

iden US 17 to a multi-lane facility, from Mills Street in Bridgeton to NC 43 in Craven County. The project proposes to retain the at-grade intersection of US 17 and the Norfolk Southern Railroad in Bridgeton and to replace the bridge over Little Swift Creek. Two distinct cross sections are being considered for each alternative:

A 5-lane undivided highway, 60 feet of pavement with unpaved shoulders, and

A 4-lane divided highway with a 30-foot median and unpaved shoulders. The median width will increase to 36 feet (11.0 meters) at Wildlife Rd. (SR 1431) to provide storage for turning school busses.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

This project is an important part of a regional transportation need to improve traffic flow in the US 17 corridor that accesses the Cherry Point Marine Base and the coast. Also, an improved US 17 in will allow improved mobilization whenever hurricane evacuations are ordered in nearby coastal regions.

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

Discharge may occur during the construction of the selected preferred alternative. Areas of cut and fill will occur during construction.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards

Unclassified excavation, borrow excavation, and undercut material. Clearing and grubbing activities may result in some discharge. Exact quantities are unknown at this time.

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Alternative A1 - 3.1 ac wetlands, 223 linear feet streams

Alternative A2 - 3.2 ac wetlands, 228 lf streams

Alternative A3 - 2.4 ac wetlands, 185 lf streams

Alternative B1 (medium bridge) - 26.9 ac wetlands, 772 lf streams

Alternative B1 (long bridge) - 25.3 ac wetlands, 772 linear feet streams

Alternative B2 (medium bridge) - 19.0 ac wetlands, 652 lf streams

Alternative B2 (long bridge) - 17.9 ac wetlands, 652 lf streams

23. Is Any Portion of the Work Already Complete? Yes ☐ No ☒ IF YES, DESCRIBE THE COMPLETED WORK**24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody** (If more than can be entered here, please attach a supplemental list).

See attached list

25. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
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* Would include but is not restricted to zoning, building, and flood plain permits

26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.



SIGNATURE OF APPLICANT

3/1/04

DATE

SIGNATURE OF AGENT

DATE

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

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



R-2403

Robert Swinney
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Charles Cobb
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Lindburgh Mills
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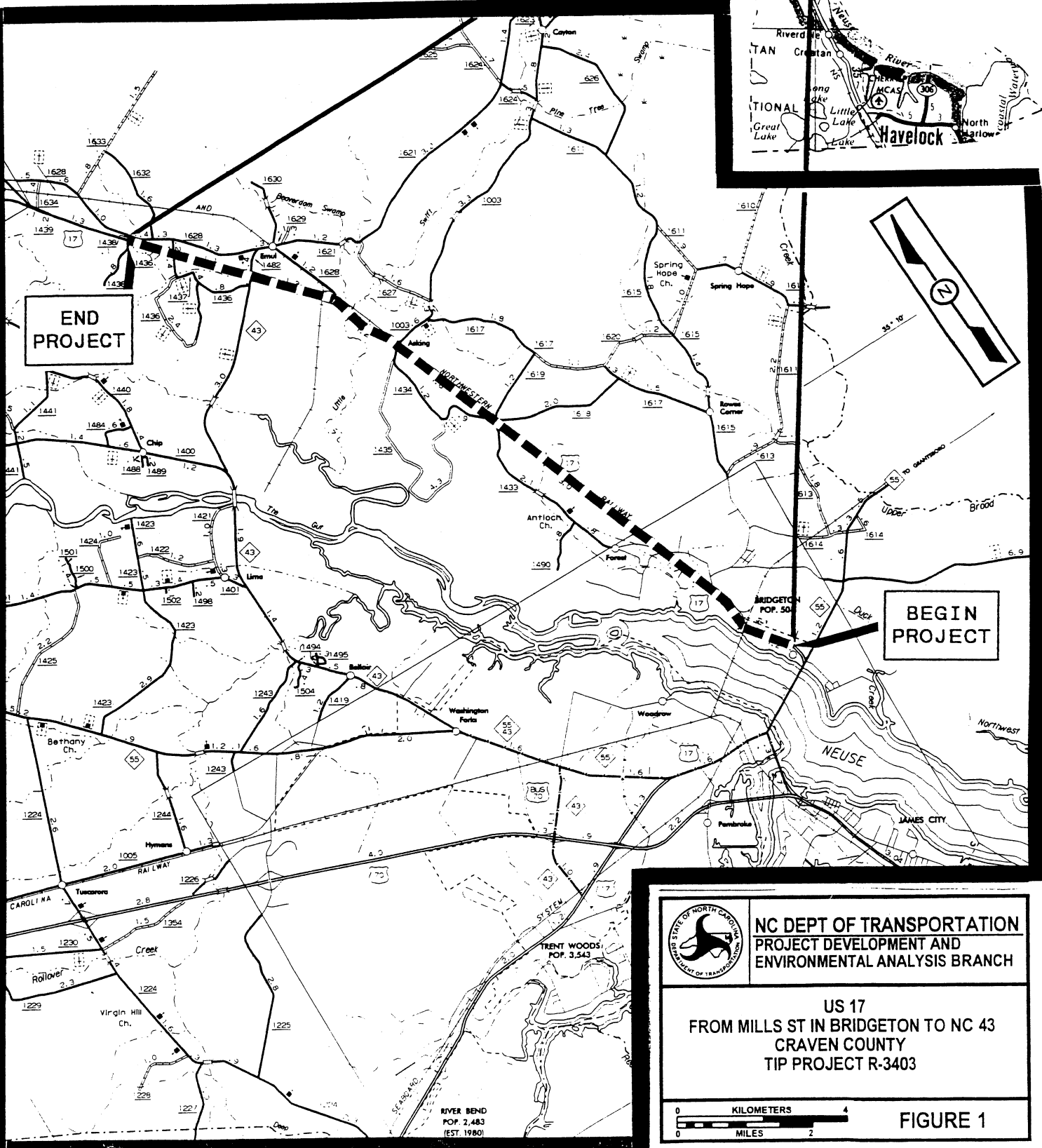
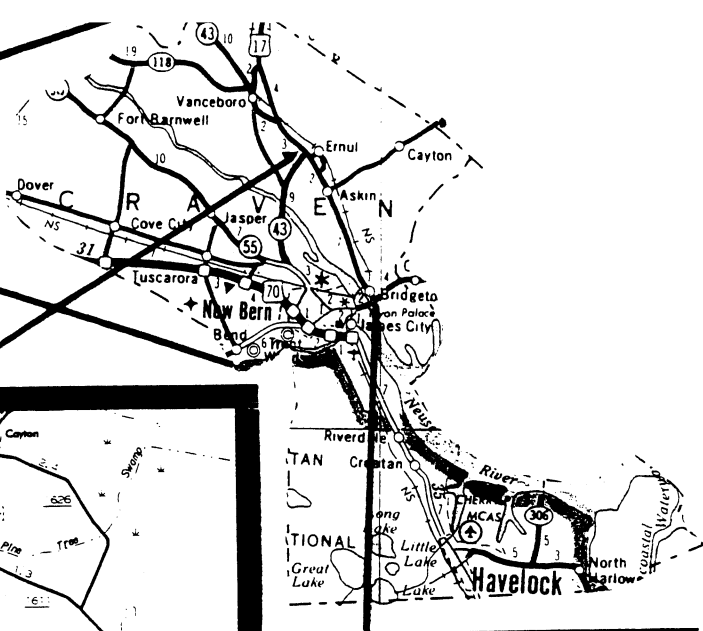
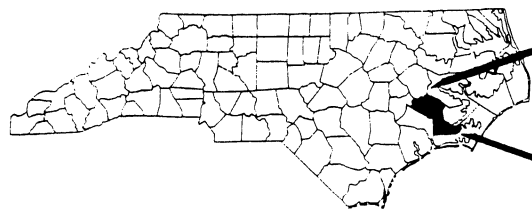
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Charles Freeman
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Bridgeton, NC 28519

Glory White
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Vanceboro, NC 28586

**Alice Ringley
9449 Ferrell Rd.
Zebulon, NC 27597**



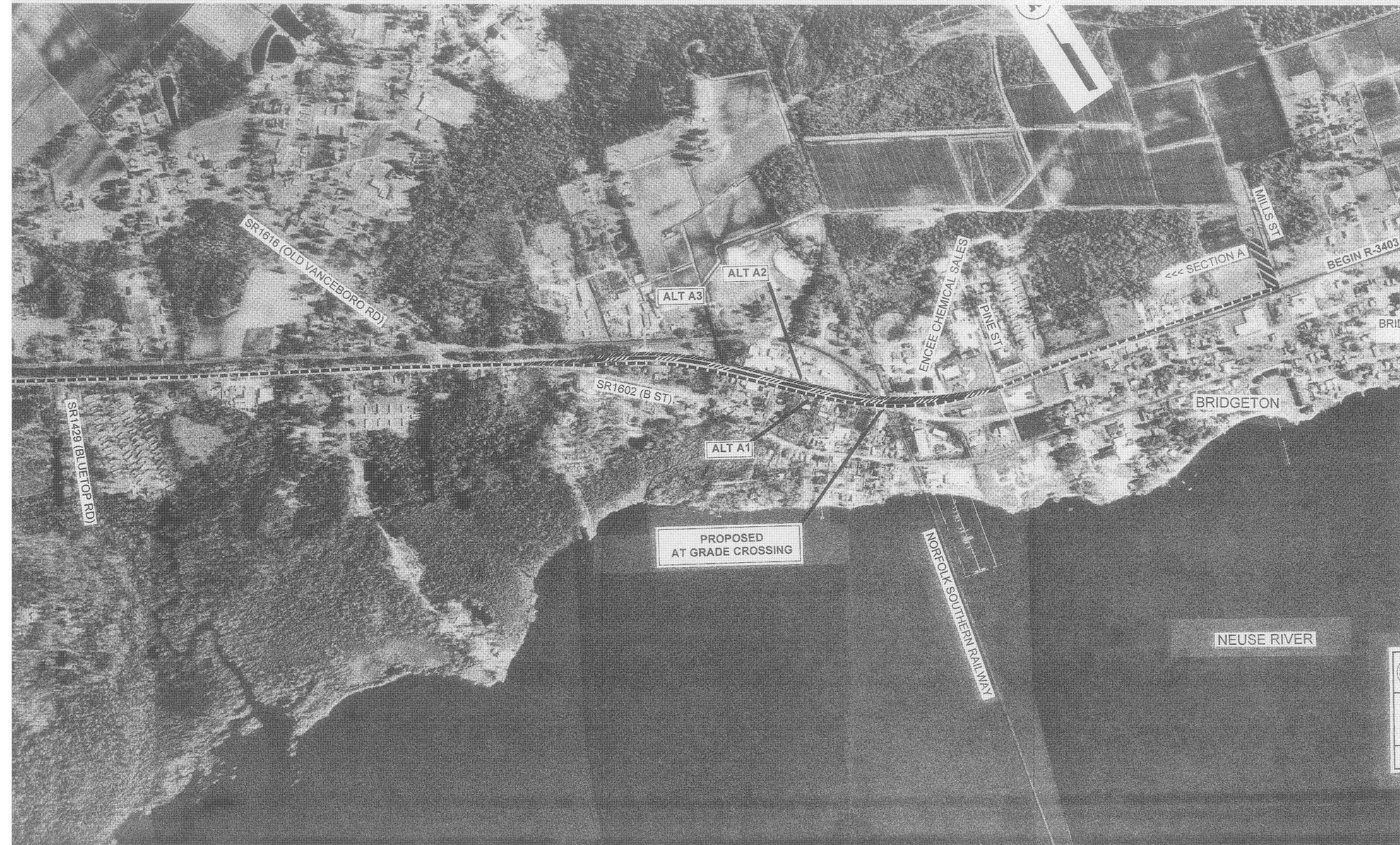


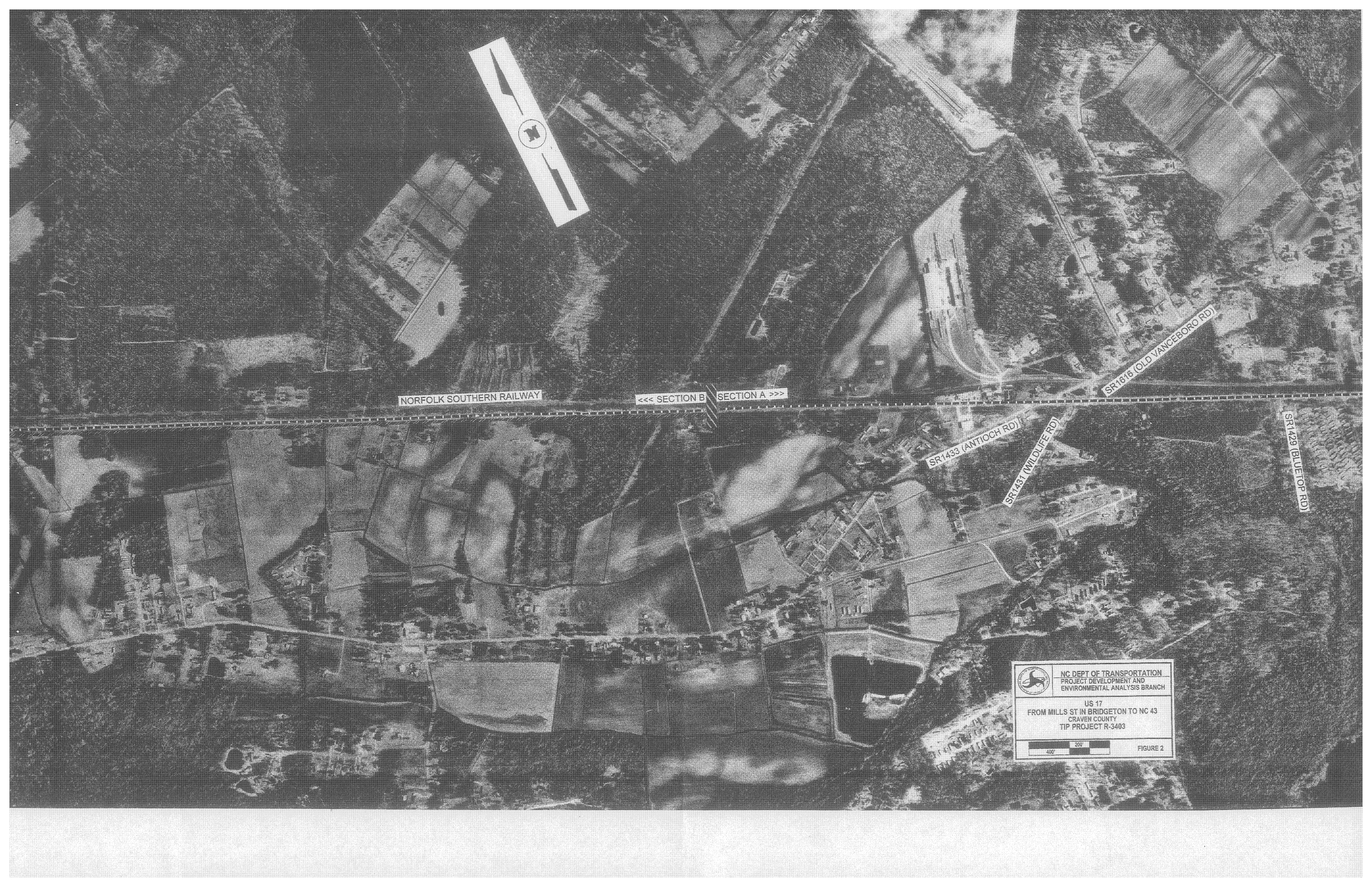
NC DEPT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH

US 17
FROM MILLS ST IN BRIDGETON TO NC 43
CRAVEN COUNTY
TIP PROJECT R-3403

0 1 2 3 4
KILOMETERS
0 1 2
MILES

FIGURE 1





NORFOLK SOUTHERN RAILWAY

<<< SECTION B

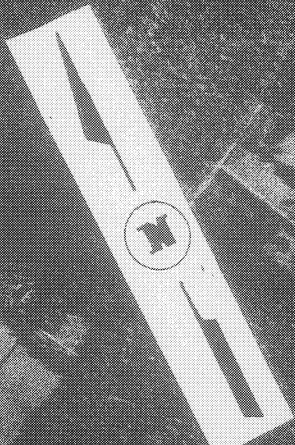
SECTION A >>>


SR1616 (OLD VANCEBORO RD)

SR1433 (ANTIOCH RD)

SR1431 (WILDLIFE RD)

SR1429 (BLUE TOP RD)





NC DEPT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH

US 17
FROM MILLS ST IN BRIDGETON TO NC 43
CRAVEN COUNTY
TIP PROJECT R-3403

400'

200'

FIGURE 2



NC DEPT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH

US 17
FROM MILLS ST IN BRIDGETON TO NC 43



SR1628 (ERNUL BRICK RD)

NORFOLK SOUTHERN RAILWAY

SR1003 (AURORA RD)

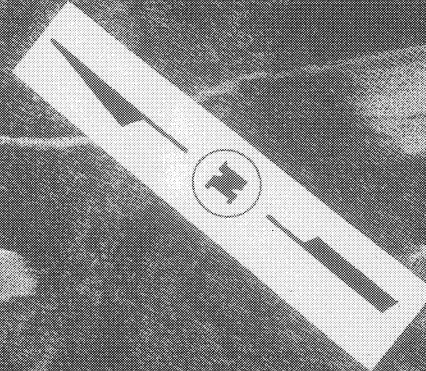
SR1434 (ASKIN'S BRICK RD)


PROPOSED BRIDGE REPLACEMENT

LITTLE SWIFT CREEK

ALT B2

ALT B1



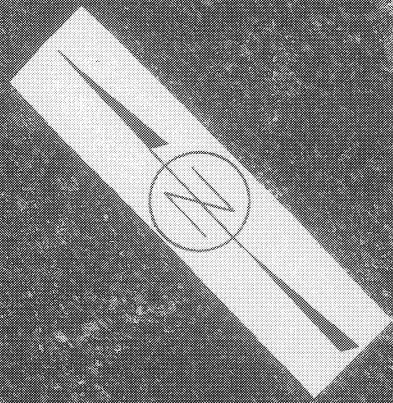


NC DEPT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH

US 17
FROM MILLS ST IN BRIDGETON TO NC 43
CRAVEN COUNTY
TIP PROJECT R-3403

400'200'

FIGURE 2



SR1482 (MACEDONIA CHURCH RD)

SECTION B >>>

END R-3403

REST AREA

ALT B2

ALT B1

NEW BERN BYPASS
(TIP PROJECT R-2301)

NC43 (WEYERHAUSER)