



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

October 12, 2006

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

Attention: Mr. William Wescott
NCDOT Coordinator

Dear Sir:

Subject: **Nationwide 12 & 23 Permit Application and Neuse River Buffer Authorization** for the Replacement of Bridge No. 128 on SR 1515 over Mosely Creek in Lenoir County. Federal Project No. BRZ- 1515[3], State Project No. 8.2200401, TIP No. B-4174.

Please find enclosed the Pre-Construction Notification form (PCN), permit drawings, utility plans, Categorical Exclusion (CE), Natural Resource Technical Report (NRTR), and half-size plan sheets for the above referenced project. The North Carolina Department of Transportation (NCDOT) proposes to replace existing Bridge No. 128 on SR 1151 over the Mosely Creek (DWQ Index # 27-77-2) in Lenoir County. The project involves replacement of the existing structure with an 85-foot bridge at approximately the same location and a slightly higher roadway elevation, using top-down construction. The approach roadway will consist of two 12-foot travel lanes with shoulder widths of at least 8 feet. Permanent impacts will consist of <0.001 acre to surface waters, 0.23 acre of to wetlands adjacent to Mosely Creek, and 6,910 ft² of riparian buffer. Traffic will be detoured off-site, along surrounding roads, during construction. The project schedule calls for a March 20, 2007 Let date with a review date of January 30, 2007.

Impacts To Waters of the United States

General Description: The project is located in the Neuse River Basin (HUC 03020202). A best usage classification of "C Sw NSW" has been assigned to Mosely Creek. Neither High Quality Waters (HQW), Water Supplies (WS-I: undeveloped watersheds or WS-II: predominately undeveloped watersheds), listed Section 303(d) impairments, nor Outstanding Resource Waters (ORW) occur within 1.0 mile (1.6 km) of project study area. Mosely Creek is not designated as a North Carolina Natural or Scenic River, or as a National Wild and Scenic River.

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

Permanent Impacts: Mosely Creek and adjacent wetlands will be impacted by the proposed project. Construction of the proposed project will result in a permanent impact of 0.23 acre from roadway fill and mechanized clearing in wetlands (see permit drawings). In addition, a total less than 0.001 acre (9.5 ft².) of surface water will be impacted from placement of bents in the channel.

Temporary Impacts: In addition to permanent impacts, 0.18 acre of temporary impacts to wetlands will occur, as a result of hand clearing (see permit drawings). Also, to facilitate the protection of water resources, a Special Sediment Control Fence will be used during construction (see attached information pertaining to the Special Sediment Control Fence).

Utility Impacts: Permanent impacts to <0.01 acre (375.03 ft²) from mechanized clearing will occur in wetlands from the relocation of power lines (see attached Utility Drawings). In addition, 0.20 acre will be hand-cleared. Cable Television, telephone lines, and a water line will be relocated via directional bore. Temporary work mats will be used when applicable. Two existing utility poles located within wetlands on the south side of the project area will be removed.

Neuse River Basin Buffer Rules

This project is located in the Neuse River Basin; therefore, the regulations pertaining to the buffer rules apply. There will be a total of 6,910 ft² of impacts to riparian buffers. This includes 1,718 ft² (691 ft² in Zone 1 and 1,027 ft² in Zone 2) due to the bridge crossing. According to the buffer rules, bridges are allowable. Uses designated as allowable may proceed within the riparian buffer provided that there are no practical alternatives to the requested use pursuant to Item (8) of this Rule. Additionally, 5,192 ft² (3,060 ft² in Zone 1 and 2,132 ft² in Zone 2) of impacts will occur from approach fill and mechanized clearing activities. According to the buffer rules, road crossings are allowable with mitigation. However, mitigation thresholds have not been met for this project, therefore buffer mitigation will not be required. Uses designated as allowable with mitigation may proceed within the riparian buffer provided that there are no practical alternatives to the requested use pursuant to Item (8) of this Rule and an appropriate mitigation strategy has been approved pursuant to Item (10) of this Rule. All practicable measures to minimize impacts within buffer zones were followed. These uses require written authorization from the Division of Water Quality.

Bridge Demolition

The existing bridge consists of timber piles with concrete caps and a concrete superstructure with an asphalt-wearing surface. The bridge can be removed without dropping components into Waters of the United States during construction. Best Management Practices for Bridge Demolition and Removal will be followed to avoid any temporary fill from entering Waters of the United States. According to the attached email from the North Carolina Wildlife Resources Commission (NCWRC), dated July 19, 2006, no in-stream moratoria are proposed for this project. The North Carolina Division of Marine Fisheries (NCDMF) did recommend a moratorium for anadromous fish, and NCDOT included it as a commitment in the CE, however, pursuant to G.S. §113-132; §113-134; §143B-289.52 Mosely Creek is not designated as a coastal water and therefore jurisdiction lies with NCWRC. Consequently, NCDOT will not adhere to the in-stream work moratorium or Stream Crossing Guidelines for Anadromous Fish Crossings.

Avoidance and Minimization

Avoidance examines all appropriate and practicable possibilities of averting impacts to "Waters of the United States". Due to the presence of surface waters and wetlands within the project study area, avoidance of all impacts is not possible. The NCDOT is committed to incorporating all reasonable and practicable design features to avoid and minimize jurisdictional impacts. Minimization measures were incorporated as part of the project design these included:

- Use of an off-site detour during construction.
- Construction of a 25-foot longer bridge
- Best Management Practices for the Protection of Surface Water will be utilized during demolition of the existing bridge and construction of the new bridge.
- Use of 3:1 fill slopes in jurisdictional areas.
- Implementation of High Quality Waters Sedimentation and Erosion Control Measures.

Mitigation

The North Carolina Department of Environment and Natural Resources Ecosystem Enhancement Program (EEP) will assume responsibility for satisfying the federal Clean Water Act compensatory mitigation requirements for the unavoidable impacts to 0.23 acre of wetlands. A copy of the EEP Acceptance Letter will be forwarded upon receipt.

Federal Protected Species

As of April 27, 2006 the US Fish and Wildlife Service (USFWS) lists three federally protected species for Lenoir County (see Table 1). The USFWS concurred with these Biological Conclusions in a letter dated, November 8, 2005.

Table 1. Federally protected species of Lenoir County.

Scientific Name	Common Name	Federal Status	Biological Conclusion
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	No Effect
<i>Haliaeetus leucocephalus</i>	Bald Eagle	T(PFD)	Not Likely to Adversely Affect
<i>Aeschynomene virginica</i>	Sensitive joint-vetch	T	No Effect

Endangered (E) – is defined as a taxon that is threatened with extinction throughout all or a significant portion of its range.

Threatened (T) – A taxon “likely to become endangered within the foreseeable future throughout all or a significant portion of its range.”

T(PFD) – A taxon “Proposed for Delisting”.

Regulatory Approvals

Section 404 Permit: NCDOT requests that the relocation of power lines is authorized by a Nationwide Permit 12. All other aspects of this project are being processed by the Federal Highway Administration as a “Categorical Exclusion” in accordance with 23 CFR 771.115(b). The NCDOT requests that these activities be authorized by a Nationwide Permit 23 (FR number 10, pages 2020-2095, January 15, 2002).

Section 401 Permit: We anticipate 401 General Certification numbers 3403 and 3374 will apply to this project. All general conditions of the Water Quality Certifications will be met. Therefore, in accordance with 15A NCAC 2H, Section .0500(a) and 15A NCAC 2B.0200 we are providing two copies of this application to the North Carolina Department of Environmental and Natural Resources, Division of Water Quality, for their review.

Neuse River Basin Buffer Authorization: NCDOT requests that the NC Division of Water Quality review this application and issue a written approval for a Neuse River Riparian Buffer Authorization.

A copy of this permit will be posted on the NCDOT web site
<http://www.doh.dot.state.nc.us/preconstruct/pe/neu/permit.html>

Thank you for your time and assistance with this project. Please contact Tyler Stanton at tstanton@dot.state.nc.us or (919) 715-1439 if you have any questions or need any additional information.

Sincerely,



for

Gregory J. Thorpe, Ph.D.
Environmental Management Director, PDEA

Cc:

W/attachment:

- Mr. John Hennessy, NCDWQ (5 Copies)
- Mr. Travis Wilson, NCWRC
- Mr. Gary Jordan, USFWS
- Mr. Ron Sechler, NMFS
- Mr. Michael Street, NCDMF
- Dr. David Chang, P.E., Hydraulics
- Mr. Greg Perfetti, P.E., Structure Design
- Mr. Mark Staley, Roadside Environmental
- Mr. C. E. Lassiter, P.E., Division 2 Engineer
- Mr. Jay Johnson, Division 2 Environmental Officer

W/o attachment

- Mr. Scott McLendon, USACE, Wilmington
- Mr. Jay Bennett, P.E., Roadway Design
- Mr. Majed Alghandour, P. E., Programming and TIP
- Mr. Art McMillan, P.E., Highway Design
- Ms. Beth Harmon, EEP
- Mr. Todd Jones, NCDOT External Audit Branch
- Mr. John Williams, P.E., PDEA

Office Use Only:

Form Version March 05

USACE Action ID No. _____ DWQ No. _____

(If any particular item is not applicable to this project, please enter "Not Applicable" or "N/A".)

I. Processing

1. Check all of the approval(s) requested for this project:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Section 404 Permit | <input checked="" type="checkbox"/> Riparian or Watershed Buffer Rules |
| <input type="checkbox"/> Section 10 Permit | <input type="checkbox"/> Isolated Wetland Permit from DWQ |
| <input checked="" type="checkbox"/> 401 Water Quality Certification | <input type="checkbox"/> Express 401 Water Quality Certification |

2. Nationwide, Regional or General Permit Number(s) Requested: NW 12 & 23

3. If this notification is solely a courtesy copy because written approval for the 401 Certification is not required, check here:

4. If payment into the North Carolina Ecosystem Enhancement Program (NCEEP) is proposed for mitigation of impacts, attach the acceptance letter from NCEEP, complete section VIII, and check here:

5. If your project is located in any of North Carolina's twenty coastal counties (listed on page 4), and the project is within a North Carolina Division of Coastal Management Area of Environmental Concern (see the top of page 2 for further details), check here:

II. Applicant Information

1. Owner/Applicant Information

Name: Gregory J. Thorpe, Ph.D., Environmental Management Director
Mailing Address: 1598 Mail Service Center
Raleigh, NC

Telephone Number: (919) 733-3141 Fax Number: (919) 733-9794
E-mail Address: _____

2. Agent/Consultant Information (A signed and dated copy of the Agent Authorization letter must be attached if the Agent has signatory authority for the owner/applicant.)

Name: _____
Company Affiliation: _____
Mailing Address: _____

Telephone Number: _____ Fax Number: _____
E-mail Address: _____

III. Project Information

Attach a **vicinity map** clearly showing the location of the property with respect to local landmarks such as towns, rivers, and roads. Also provide a detailed **site plan** showing property boundaries and development plans in relation to surrounding properties. Both the vicinity map and site plan must include a scale and north arrow. The specific footprints of all buildings, impervious surfaces, or other facilities must be included. If possible, the maps and plans should include the appropriate USGS Topographic Quad Map and NRCS Soil Survey with the property boundaries outlined. Plan drawings, or other maps may be included at the applicant's discretion, so long as the property is clearly defined. For administrative and distribution purposes, the USACE requires information to be submitted on sheets no larger than 11 by 17-inch format; however, DWQ may accept paperwork of any size. DWQ prefers full-size construction drawings rather than a sequential sheet version of the full-size plans. If full-size plans are reduced to a small scale such that the final version is illegible, the applicant will be informed that the project has been placed on hold until decipherable maps are provided.

1. Name of project: _____
2. T.I.P. Project Number or State Project Number (NCDOT Only): B-4174
3. Property Identification Number (Tax PIN): N/A
4. Location
County: Lenoir Nearest Town: La Grange
Subdivision name (include phase/lot number): N/A
Directions to site (include road numbers/names, landmarks, etc.): _____

5. Site coordinates (For linear projects, such as a road or utility line, attach a sheet that separately lists the coordinates for each crossing of a distinct waterbody.)
Decimal Degrees (6 digits minimum): -77.7707 °N 35.3107 °W
6. Property size (acres): N/A
7. Name of nearest receiving body of water: Mosely Creek
8. River Basin: Neuse
(Note – this must be one of North Carolina's seventeen designated major river basins. The River Basin map is available at <http://h2o.enr.state.nc.us/admin/maps/>.)
9. Describe the existing conditions on the site and general land use in the vicinity of the project at the time of this application: Rural with forested areas and scattered residential and farms.

10. Describe the overall project in detail, including the type of equipment to be used: Replacement of the existing bridge structure with a 85-foot bridge at approximately the same location and roadway elevation of the existing structure using top-down construction.

11. Explain the purpose of the proposed work: The bridge is considered to be structurally deficient and functionally obsolete and the replacement will result in safer traffic operations.

IV. Prior Project History

If jurisdictional determinations and/or permits have been requested and/or obtained for this project (including all prior phases of the same subdivision) in the past, please explain. Include the USACE Action ID Number, DWQ Project Number, application date, and date permits and certifications were issued or withdrawn. Provide photocopies of previously issued permits, certifications or other useful information. Describe previously approved wetland, stream and buffer impacts, along with associated mitigation (where applicable). If this is a NCDOT project, list and describe permits issued for prior segments of the same T.I.P. project, along with construction schedules. N/A

V. Future Project Plans

Are any future permit requests anticipated for this project? If so, describe the anticipated work, and provide justification for the exclusion of this work from the current application.

N/A

VI. Proposed Impacts to Waters of the United States/Waters of the State

It is the applicant's (or agent's) responsibility to determine, delineate and map all impacts to wetlands, open water, and stream channels associated with the project. Each impact must be listed separately in the tables below (e.g., culvert installation should be listed separately from riprap dissipater pads). Be sure to indicate if an impact is temporary. All proposed impacts, permanent and temporary, must be listed, and must be labeled and clearly identifiable on an accompanying site plan. All wetlands and waters, and all streams (intermittent and perennial) should be shown on a delineation map, whether or not impacts are proposed to these systems. Wetland and stream evaluation and delineation forms should be included as appropriate. Photographs may be included at the applicant's discretion. If this proposed impact is strictly for wetland or stream mitigation, list and describe the impact in Section VIII below. If additional space is needed for listing or description, please attach a separate sheet.

1. Provide a written description of the proposed impacts: approach fill, hand clearing, mechanized clearing
2. Individually list wetland impacts. Types of impacts include, but are not limited to mechanized clearing, grading, fill, excavation, flooding, ditching/drainage, etc. For dams, separately list impacts due to both structure and flooding.

Wetland Impact Site Number (indicate on map)	Type of Impact	Type of Wetland (e.g., forested, marsh, herbaceous, bog, etc.)	Located within 100-year Floodplain (yes/no)	Distance to Nearest Stream (linear feet)	Area of Impact (acres)
13+00 to 15+75(LT)	Permanent Fill	Marsh/Riverine	Yes	See plans	0.09
13+00 to 15+75(LT)	Hand Clearing	Marsh/Riverine	Yes	See plans	0.17
14+80 to 15+75 (LT)	Permanent Fill	Marsh/Riverine	Yes	See plans	0.01
14+80 to 15+75 (LT)	Hand Clearing	Marsh/Riverine	Yes	See plans	0.05
16+50 to 18+00 (LT)	Permanent Fill	Marsh/Riverine	Yes	See plans	0.05
16+50 to 18+00 (LT)	Hand Clearing	Marsh/Riverine	Yes	See plans	0.03
16+50 to 18+00 (LT)	Mechanized Clearing	Forested/Riverine	Yes	See plans	0.01
16+50 to 18+40 (LT)	Permanent Fill	Marsh/Riverine	Yes	See plans	0.03
16+50 to 18+40 (LT)	Hand Clearing	Marsh/Riverine	Yes	See plans	0.03
16+50 to 18+40 (LT)	Mechanized Clearing	Forested/Riverine	Yes	See plans	0.03
13+00 to 13+73	Utility Mechanized Clearing	Marsh/Riverine	Yes	See plans	0.01
13+73 to 18+78	Utility Hand Clearing	Forested/Riverine	Yes	See plans	0.20
Total Wetland Impact (acres)					0.71

3. List the total acreage (estimated) of all existing wetlands on the property: N/A

4. Individually list all intermittent and perennial stream impacts. Be sure to identify temporary impacts. Stream impacts include, but are not limited to placement of fill or culverts, dam construction, flooding, relocation, stabilization activities (e.g., cement walls, rip-rap, crib walls, gabions, etc.), excavation, ditching/straightening, etc. If stream relocation is proposed, plans and profiles showing the linear footprint for both the original and relocated streams must be included. To calculate acreage, multiply length X width, then divide by 43,560.

Stream Impact Number (indicate on map)	Stream Name	Type of Impact	Perennial or Intermittent?	Average Stream Width Before Impact	Impact Length (linear feet)	Area of Impact (acres)
N/A						
Total Stream Impact (by length and acreage)					0	0

5. Individually list all open water impacts (including lakes, ponds, estuaries, sounds, Atlantic Ocean and any other water of the U.S.). Open water impacts include, but are not limited to fill, excavation, dredging, flooding, drainage, bulkheads, etc.

Open Water Impact Site Number (indicate on map)	Name of Waterbody (if applicable)	Type of Impact	Type of Waterbody (lake, pond, estuary, sound, bay, ocean, etc.)	Area of Impact (acres)
16+05-L-	Mosely Creek	Bent	Creek	<0.001
Total Open Water Impact (acres)				<0.001

6. List the cumulative impact to all Waters of the U.S. resulting from the project:

Stream Impact (acres):	0.0
Wetland Impact (acres):	0.71
Open Water Impact (acres):	0.001
Total Impact to Waters of the U.S. (acres)	0.71
Total Stream Impact (linear feet):	0

7. Isolated Waters

Do any isolated waters exist on the property? Yes No

Describe all impacts to isolated waters, and include the type of water (wetland or stream) and the size of the proposed impact (acres or linear feet). Please note that this section only applies to waters that have specifically been determined to be isolated by the USACE.

N/A

8. Pond Creation

If construction of a pond is proposed, associated wetland and stream impacts should be included above in the wetland and stream impact sections. Also, the proposed pond should be described here and illustrated on any maps included with this application.

Pond to be created in (check all that apply): uplands stream wetlands

Describe the method of construction (e.g., dam/embankment, excavation, installation of draw-down valve or spillway, etc.): N/A

Proposed use or purpose of pond (e.g., livestock watering, irrigation, aesthetic, trout pond, local stormwater requirement, etc.): _____

Current land use in the vicinity of the pond: _____

Size of watershed draining to pond: _____ Expected pond surface area: _____

VII. Impact Justification (Avoidance and Minimization)

Specifically describe measures taken to avoid the proposed impacts. It may be useful to provide information related to site constraints such as topography, building ordinances, accessibility, and financial viability of the project. The applicant may attach drawings of alternative, lower-impact

site layouts, and explain why these design options were not feasible. Also discuss how impacts were minimized once the desired site plan was developed. If applicable, discuss construction techniques to be followed during construction to reduce impacts. Use of an off-site detour during construction, construction of a 25-foot longer bridge, Best Management Practices will also be utilized during demolition of the existing bridge and construction of the new bridge.

VIII. Mitigation

DWQ - In accordance with 15A NCAC 2H .0500, mitigation may be required by the NC Division of Water Quality for projects involving greater than or equal to one acre of impacts to freshwater wetlands or greater than or equal to 150 linear feet of total impacts to perennial streams.

USACE – In accordance with the Final Notice of Issuance and Modification of Nationwide Permits, published in the Federal Register on January 15, 2002, mitigation will be required when necessary to ensure that adverse effects to the aquatic environment are minimal. Factors including size and type of proposed impact and function and relative value of the impacted aquatic resource will be considered in determining acceptability of appropriate and practicable mitigation as proposed. Examples of mitigation that may be appropriate and practicable include, but are not limited to: reducing the size of the project; establishing and maintaining wetland and/or upland vegetated buffers to protect open waters such as streams; and replacing losses of aquatic resource functions and values by creating, restoring, enhancing, or preserving similar functions and values, preferable in the same watershed.

If mitigation is required for this project, a copy of the mitigation plan must be attached in order for USACE or DWQ to consider the application complete for processing. Any application lacking a required mitigation plan or NCEEP concurrence shall be placed on hold as incomplete. An applicant may also choose to review the current guidelines for stream restoration in DWQ’s Draft Technical Guide for Stream Work in North Carolina, available at <http://h2o.enr.state.nc.us/ncwetlands/strmgide.html>.

1. Provide a brief description of the proposed mitigation plan. The description should provide as much information as possible, including, but not limited to: site location (attach directions and/or map, if offsite), affected stream and river basin, type and amount (acreage/linear feet) of mitigation proposed (restoration, enhancement, creation, or preservation), a plan view, preservation mechanism (e.g., deed restrictions, conservation easement, etc.), and a description of the current site conditions and proposed method of construction. Please attach a separate sheet if more space is needed.

The NCEEP will provide compensatory mitigation for impacts from this project

2. Mitigation may also be made by payment into the North Carolina Ecosystem Enhancement Program (NCEEP). Please note it is the applicant’s responsibility to contact the NCEEP at (919) 715-0476 to determine availability, and written approval from the NCEEP indicating that they are will to accept payment for the mitigation must be attached to this form. For additional information regarding the application process for the NCEEP, check the NCEEP

website at <http://h2o.enr.state.nc.us/wrp/index.htm>. If use of the NCEEP is proposed, please check the appropriate box on page five and provide the following information:

Amount of stream mitigation requested (linear feet): 0
 Amount of buffer mitigation requested (square feet): 0
 Amount of Riparian wetland mitigation requested (acres): 0.23
 Amount of Non-riparian wetland mitigation requested (acres): 0
 Amount of Coastal wetland mitigation requested (acres): 0

IX. Environmental Documentation (required by DWQ)

1. Does the project involve an expenditure of public (federal/state/local) funds or the use of public (federal/state) land? Yes No
2. If yes, does the project require preparation of an environmental document pursuant to the requirements of the National or North Carolina Environmental Policy Act (NEPA/SEPA)? Note: If you are not sure whether a NEPA/SEPA document is required, call the SEPA coordinator at (919) 733-5083 to review current thresholds for environmental documentation. Yes No
3. If yes, has the document review been finalized by the State Clearinghouse? If so, please attach a copy of the NEPA or SEPA final approval letter. Yes No

X. Proposed Impacts on Riparian and Watershed Buffers (required by DWQ)

It is the applicant's (or agent's) responsibility to determine, delineate and map all impacts to required state and local buffers associated with the project. The applicant must also provide justification for these impacts in Section VII above. All proposed impacts must be listed herein, and must be clearly identifiable on the accompanying site plan. All buffers must be shown on a map, whether or not impacts are proposed to the buffers. Correspondence from the DWQ Regional Office may be included as appropriate. Photographs may also be included at the applicant's discretion.

1. Will the project impact protected riparian buffers identified within 15A NCAC 2B .0233 (Neuse), 15A NCAC 2B .0259 (Tar-Pamlico), 15A NCAC 02B .0243 (Catawba) 15A NCAC 2B .0250 (Randleman Rules and Water Supply Buffer Requirements), or other (please identify Neuse)? Yes No
2. If "yes", identify the square feet and acreage of impact to each zone of the riparian buffers. If buffer mitigation is required calculate the required amount of mitigation by applying the buffer multipliers.

Zone*	Impact (square feet)	Multiplier	Required Mitigation
1	3,751	3 (2 for Catawba)	0
2	3,159	1.5	0
Total	6,910		0

* Zone 1 extends out 30 feet perpendicular from the top of the near bank of channel; Zone 2 extends an additional 20 feet from the edge of Zone 1.

3. If buffer mitigation is required, please discuss what type of mitigation is proposed (i.e., Donation of Property, Riparian Buffer Restoration / Enhancement, or Payment into the Riparian Buffer Restoration Fund). Please attach all appropriate information as identified within 15A NCAC 2B .0242 or .0244, or .0260.

N/A

XI. Stormwater (required by DWQ)

Describe impervious acreage (existing and proposed) versus total acreage on the site. Discuss stormwater controls proposed in order to protect surface waters and wetlands downstream from the property. If percent impervious surface exceeds 20%, please provide calculations demonstrating total proposed impervious level. See Stormwater Management Plan

XII. Sewage Disposal (required by DWQ)

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.

N/A

XIII. Violations (required by DWQ)

Is this site in violation of DWQ Wetland Rules (15A NCAC 2H .0500) or any Buffer Rules?

Yes No

Is this an after-the-fact permit application? Yes No

XIV. Cumulative Impacts (required by DWQ)

Will this project (based on past and reasonably anticipated future impacts) result in additional development, which could impact nearby downstream water quality? Yes No

If yes, please submit a qualitative or quantitative cumulative impact analysis in accordance with the most recent North Carolina Division of Water Quality policy posted on our website at <http://h2o.enr.state.nc.us/ncwetlands>. If no, please provide a short narrative description: _____

N/A

XV. Other Circumstances (Optional):

It is the applicant's responsibility to submit the application sufficiently in advance of desired construction dates to allow processing time for these permits. However, an applicant may choose to list constraints associated with construction or sequencing that may impose limits on work schedules (e.g., draw-down schedules for lakes, dates associated with Endangered and Threatened Species, accessibility problems, or other issues outside of the applicant's control).

E. L. Lusk

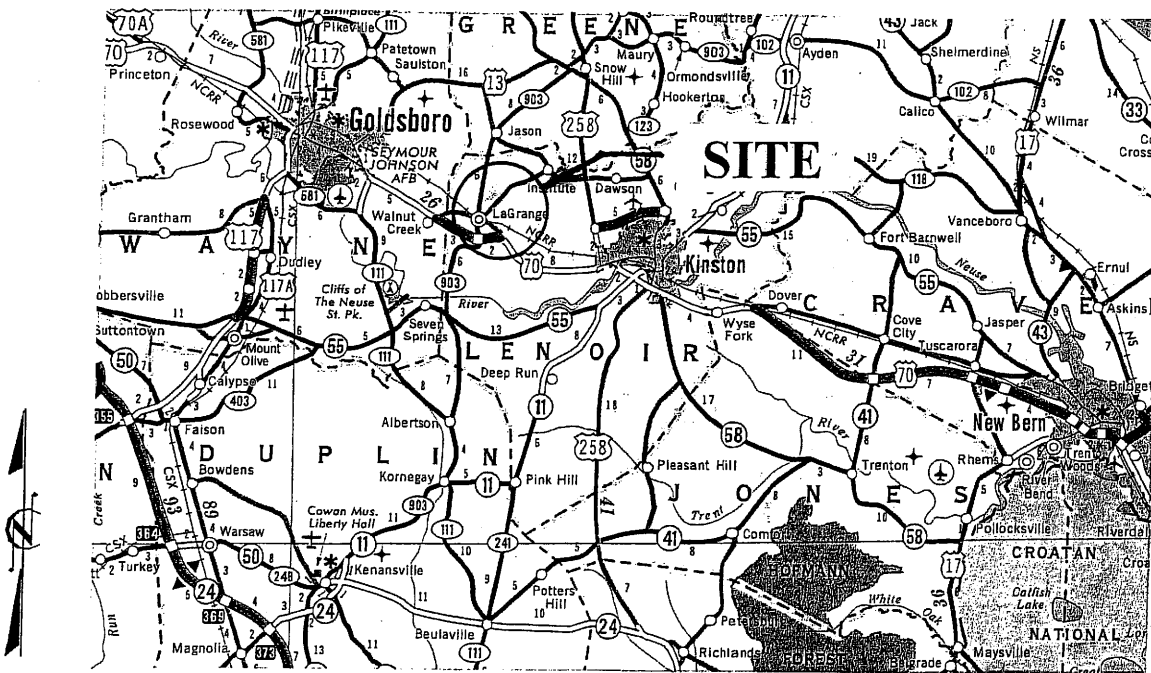
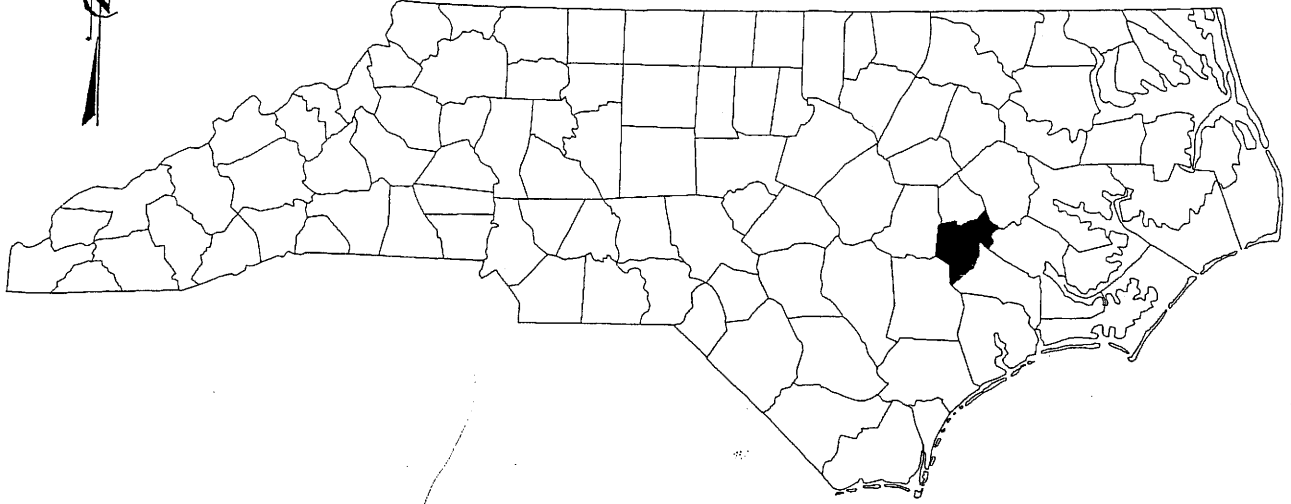
10.10.06

Applicant/Agent's Signature

Date

(Agent's signature is valid only if an authorization letter from the applicant is provided.)

NORTH CAROLINA



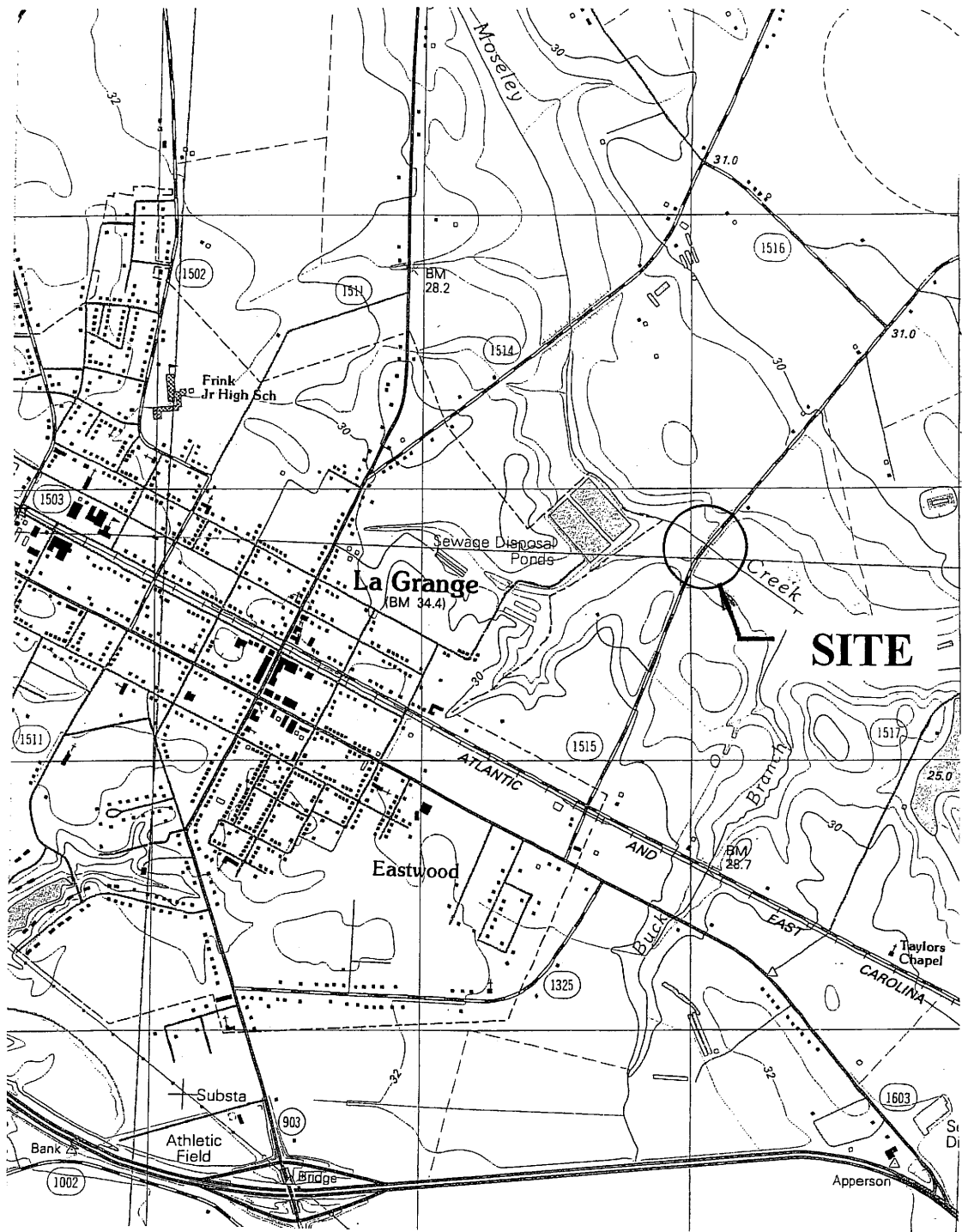
WETLAND PERMIT VICINITY MAPS

NTS

NCDOT

DIVISION OF HIGHWAYS
LENOIR COUNTY

PROJECT: 33521.L1 (B-4174)
REPLACE BRIDGE NO.128
OVER MOSELEY CREEK
ALONG SR 1515
(ALDRIDGE STORE RD.)



**WETLAND PERMIT
TOPOGRAPHIC
MAP**

SCALE: 1" = 2000'

NCDOT

DIVISION OF HIGHWAYS

LENOIR COUNTY

PROJECT: 33521.1.1 (B-4174)

REPLACE BRIDGE NO.128

OVER MOSELEY CREEK

ALONG SR 1515

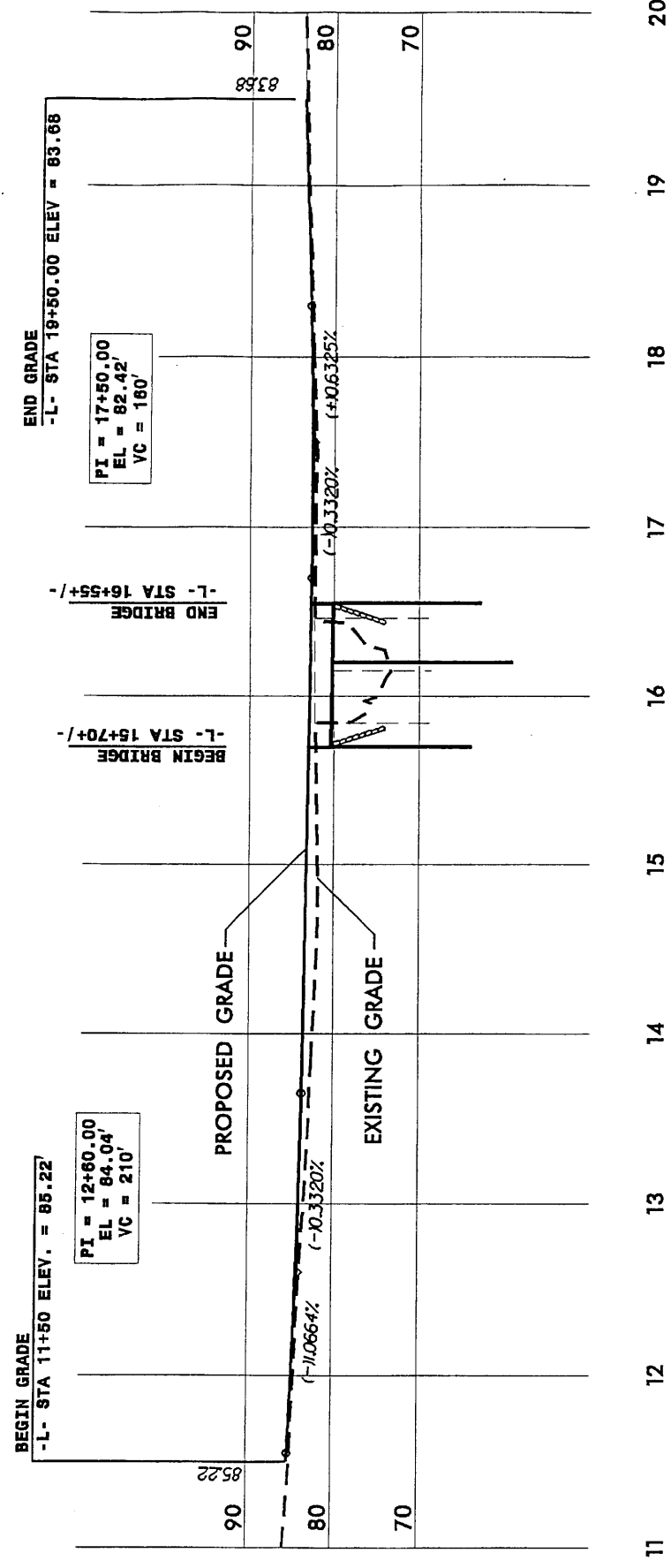
(ALDRIDGE STORE RD.)

SHEET 2 OF 8

5/1/06

BM #1
 R/R SPIKE SET IN 18" GUM
 -L- STA 18+59.18
 OFFSET 70.97' RT, ELEV. 82.07'

-L-



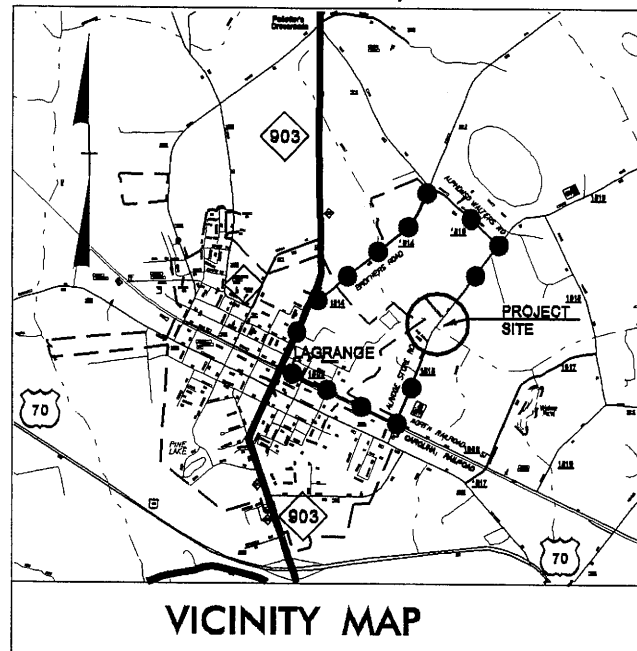
WETLAND PERMIT

HORIZ. SCALE: 1" = 100'
 VERTICAL SCALE: 1" = 20'

NCDOT
 DIVISION OF HIGHWAYS
 LENOIR COUNTY
 PROJECT: 35521.1.1 (B-4174)
 REPLACE BRIDGE NO.128
 OVER MOSELEY CREEK
 ALONG SR 1515
 (ALDRIDGE STORE RD.)

09/08/99

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Symbology Sheet
See Sheet 1-C For Survey Control Sheet



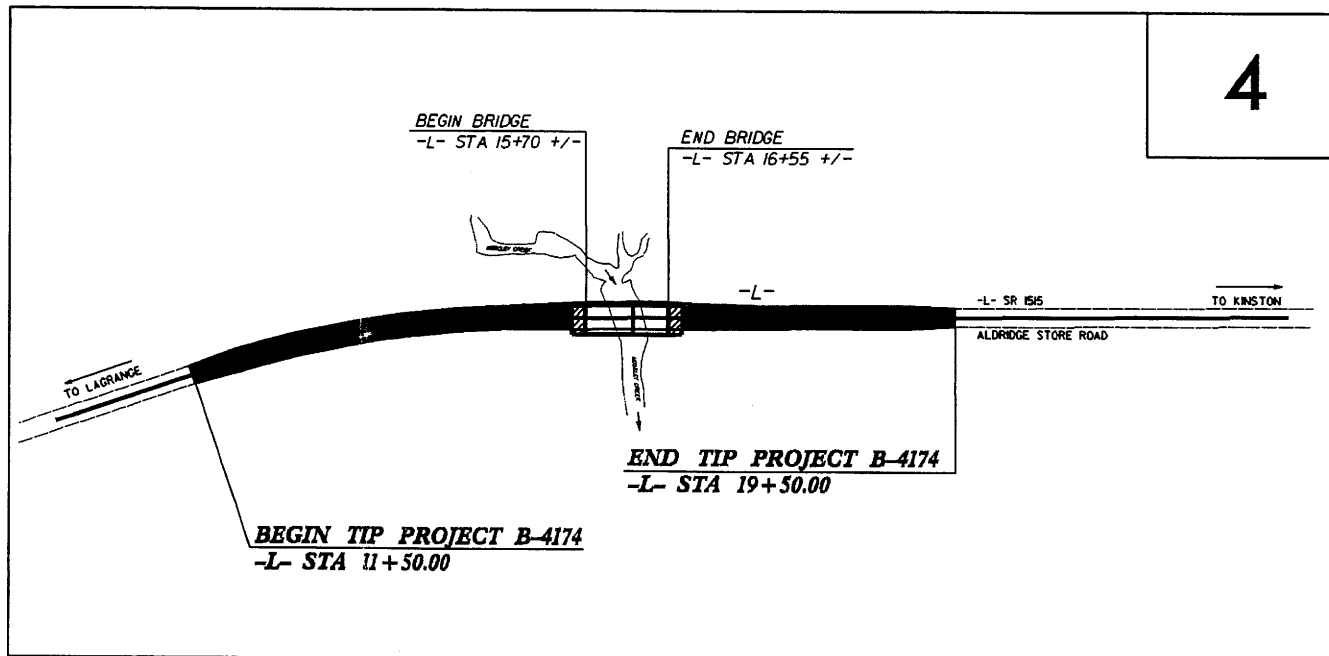
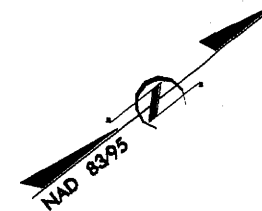
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

LENOIR COUNTY

LOCATION: BRIDGE NO. 128 OVER MOSELEY CREEK
ON SR 1515

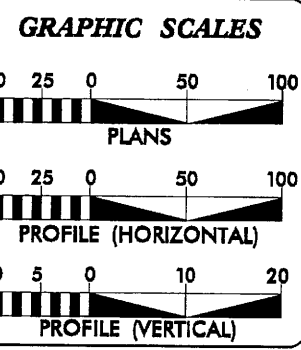
TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4174	1	4 of 8
STATE PROJ. NO.	F.&P. PROJ. NO.	DESCRIPTION	
33521.1.1	BRZ-1515(3)	PE	
33521.2.1	BRZ-1515(3)	R/W & UTIL.	



NOTE: 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



DESIGN DATA

ADT 2006 =	1140
ADT 2026 =	1835
DHV =	10 %
D =	60 %
T =	6 % *
V =	60 MPH
CLASSIFICATION:	RURAL LOCAL
* TTST 2% +	DUAL 4%

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-4174 =	0.136 MILES
LENGTH STRUCTURE TIP PROJECT B-4174 =	0.016 MILES
TOTAL LENGTH TIP PROJECT B-4174 =	0.152 MILES

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

2002 STANDARD SPECIFICATIONS	
RIGHT OF WAY DATE: NOVEMBER 18, 2005	GARY LOVERING, PE PROJECT ENGINEER
LETTING DATE: MARCH 20, 2007	ANTHONY C. WEST PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

STATE DESIGN ENGINEER _____ P.E.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
DIVISION ADMINISTRATOR

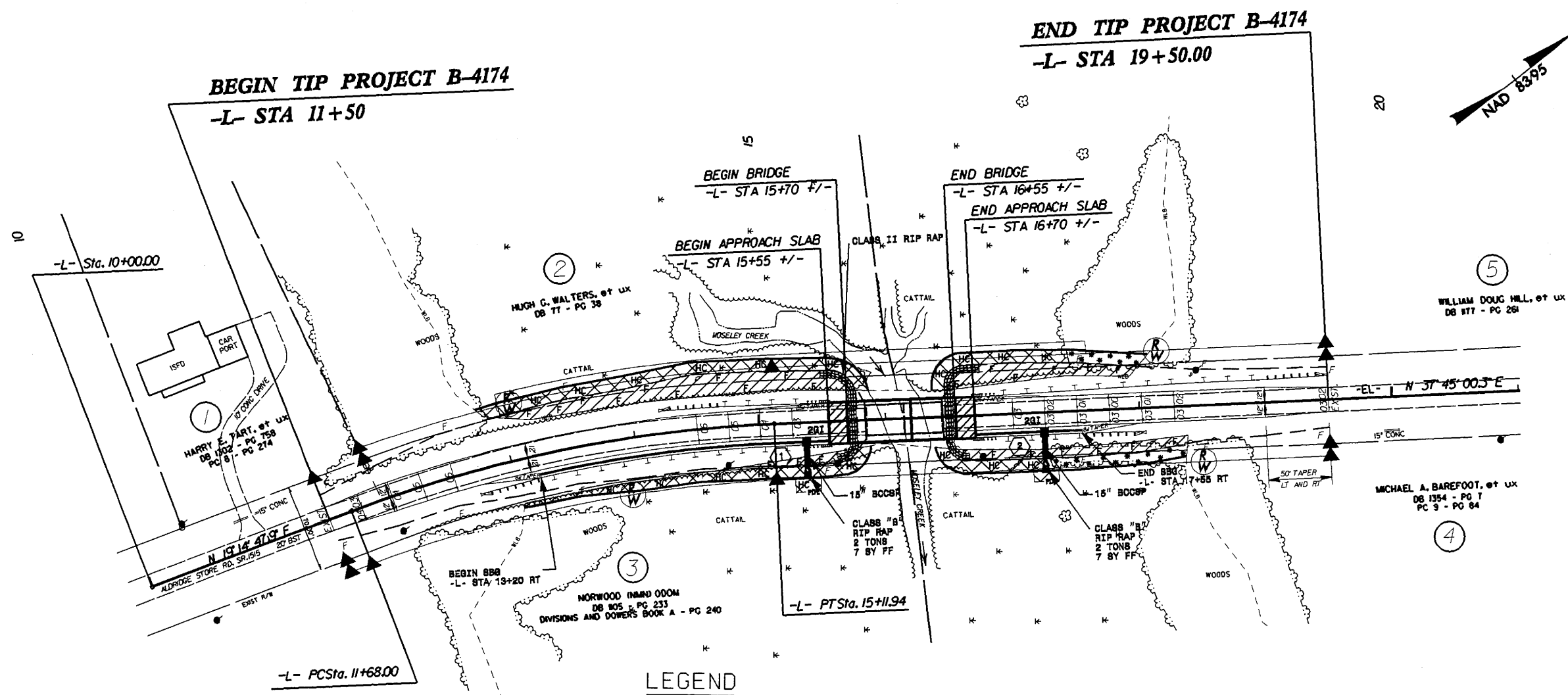
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PROJECT: B-4174
CONTRACT: C201600



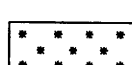
PROJECT REFERENCE NO. B-4174	SHEET NO. 4
HW SHEET NO. 5 of 8	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

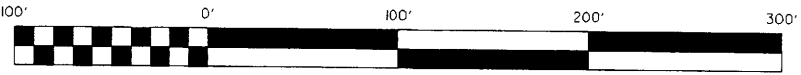
REVISIONS

B-17/94

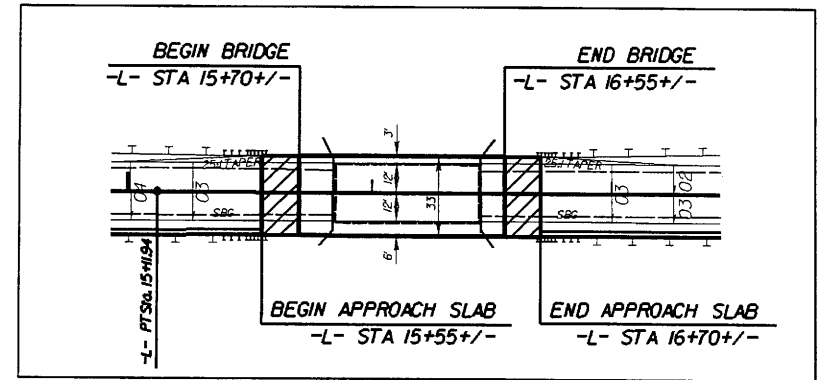


LEGEND

-  DENOTES FILL IN WETLAND
-  DENOTES HAND-CLEARING
-  DENOTES MECHANIZED CLEARING



SCALE: 1' = 100'



SKETCH OF PAVEMENT IN RELATION TO BRIDGE WIDTH

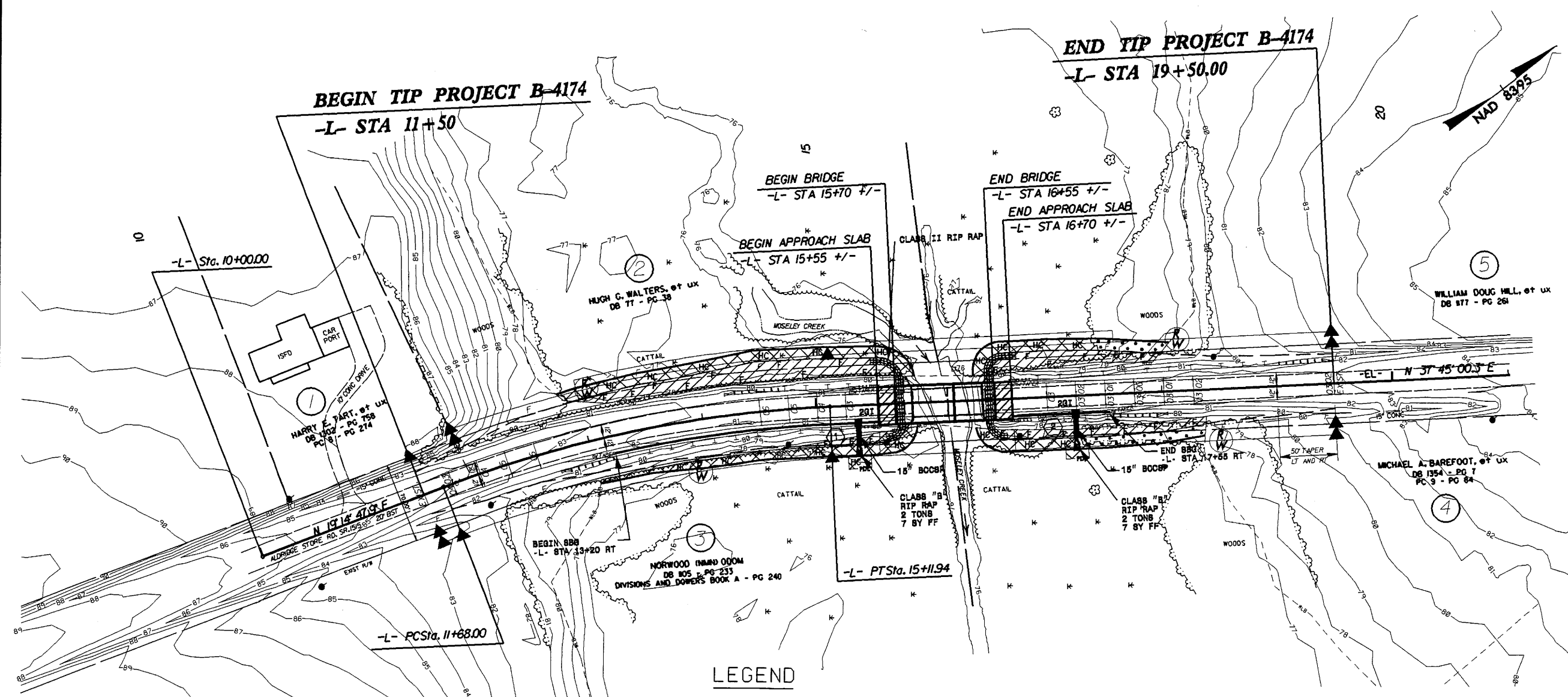
WETLAND PERMIT
(REVISED: 9/14/06)

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14174.dwg
14174.dwg




PROJECT REFERENCE NO. B-4174	SHEET NO. 4
B/W SHEET NO. 6 OF 8	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

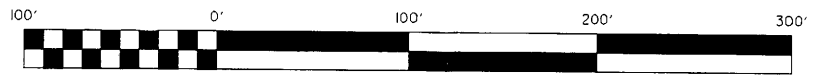
8/17/99

REVISIONS

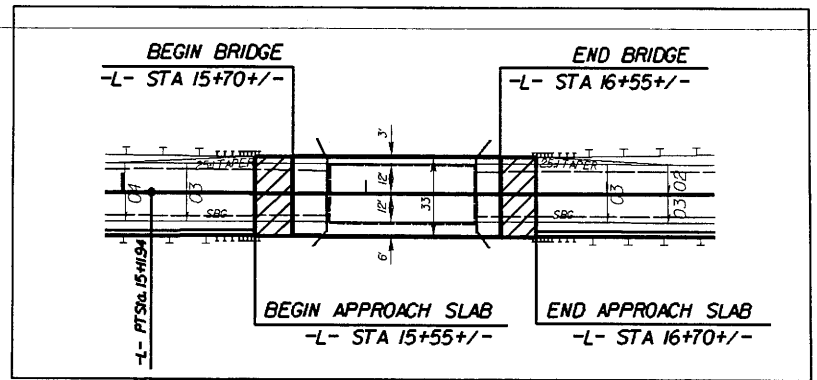


LEGEND

-  DENOTES FILL IN WETLAND
-  DENOTES HAND-CLEARING
-  DENOTES MECHANIZED CLEARING



SCALE: 1" = 100'



SKETCH OF PAVEMENT IN RELATION TO BRIDGE WIDTH

WETLAND PERMIT
(REVISED: 9/14/06)

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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+00 to 15+75 (LT)	Bridge	0.09	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0	0	0
2	14+80 to 15+75 (RT)	Bridge	0.01	0.00	0.00	0.00	0.05	0.00	0.00	0	0	0	0
3	16+50 to 18+00 (LT)	Bridge	0.05	0.00	0.00	0.01	0.03	0.00	0.00	0	0	0	0
4	16+50 to 18+40 (RT)	Bridge	0.03	0.00	0.00	0.03	0.03	0.00	0.00	0	0	0	0
TOTALS:			0.18			0.04	0.18						

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

LENOIR COUNTY
WBS - 33521.1.1 (B-4174)

SHEET **7 of 8** 9/14/2006

PROPERTY OWNERS

PARCEL	PROPERTY OWNER	ADDRESS
①	HARRY E. TART	1473 HOOKS ROAD FREMONT, NC 27830
②	HUGH G. WALTERS	606 E. WASHINGTON STREET LAGRANGE, NC 28551
③	NORWOOD ODOM	401 HENDERSON STREET MOUNT OLIVE, NC 28365
④	MICHAEL BAREFOOT	5501 ALDRIDGE STORE ROAD LAGRANGE, NC 28551
⑤	WILLIAM DOUGLAS HILL	3593 WILLIE MEASLEY ROAD LAGRANGE, NC 28551

NCDOT

DIVISION OF HIGHWAYS

LENOIR COUNTY

PROJECT: 33521.1.1 (B-4174)

REPLACEMENT OF BRG. # 128

OVER MOSELEY CREEK

ALONG SR 1515

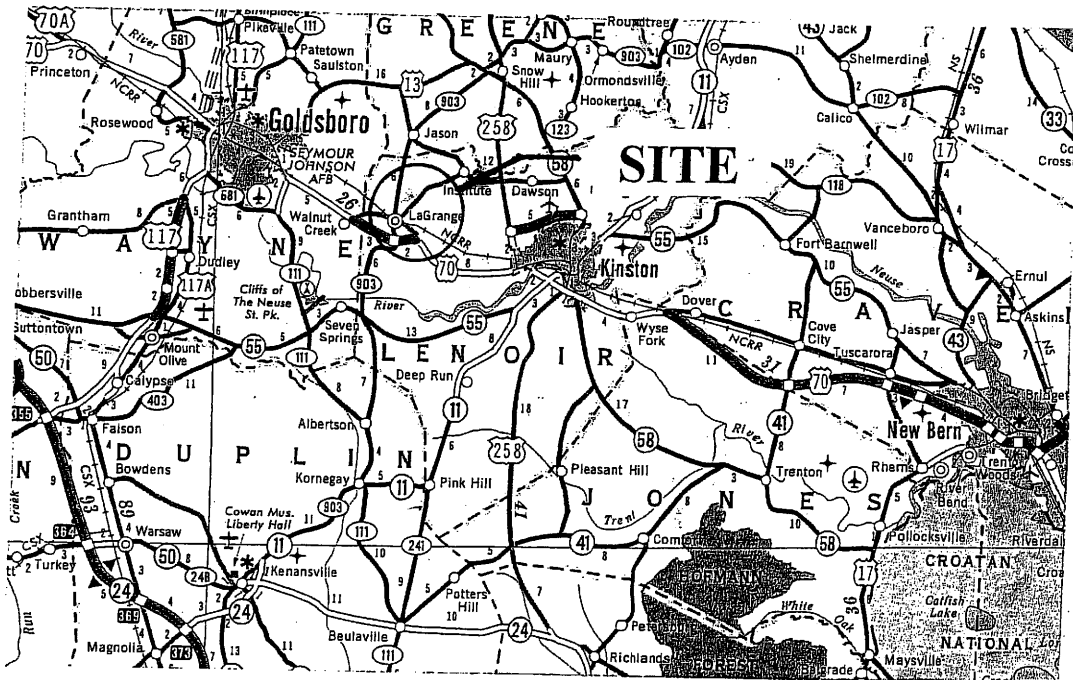
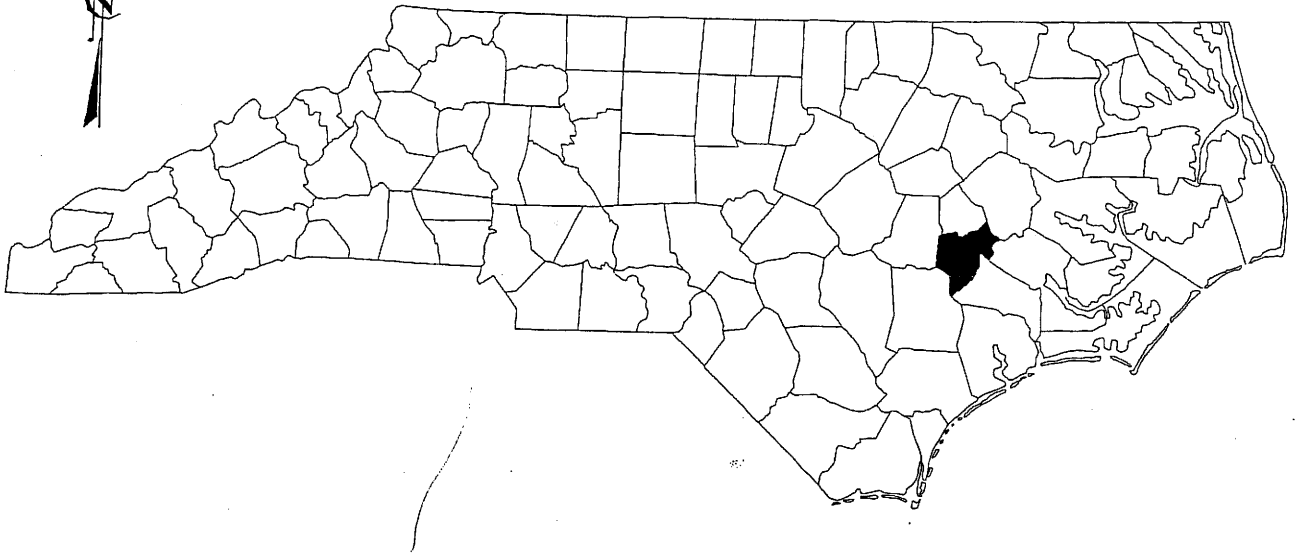
(ALDRIDGE STORE RD.)

SHEET 8 OF 8

5/1/06

WETLAND PERMIT

NORTH CAROLINA



**BUFFER PERMIT
VICINITY
MAPS**

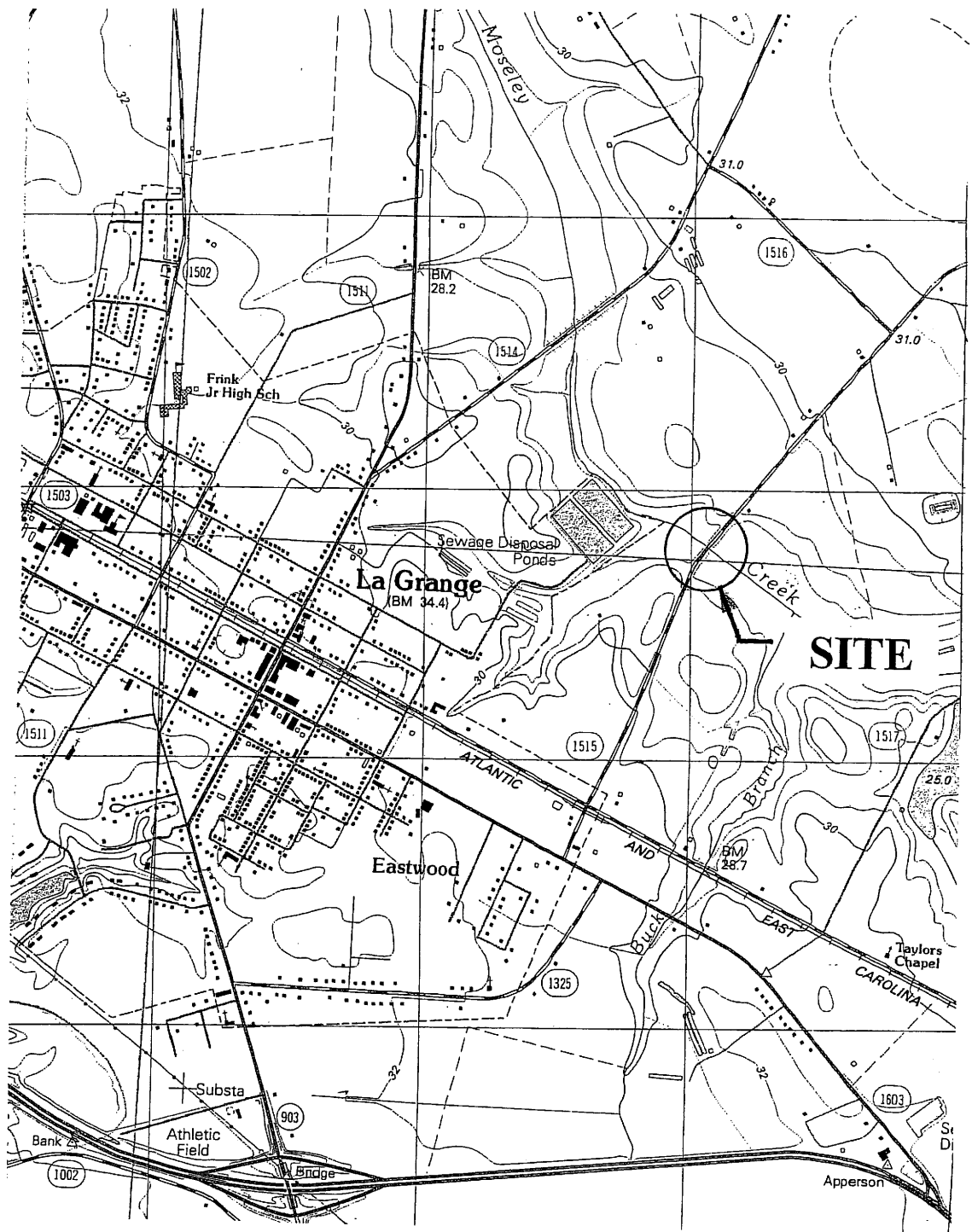
NTS

NCDOT

**DIVISION OF HIGHWAYS
LENOIR COUNTY
PROJECT: 33521.L1 (B-4174)
REPLACE BRIDGE NO.128
OVER MOSELEY CREEK
ALONG SR 1515
(ALDRIDGE STORE RD.)**

SHEET / OF 8

5/1/06



**BUFFER PERMIT
TOPOGRAPHIC
MAP**

SCALE: 1" = 2000'

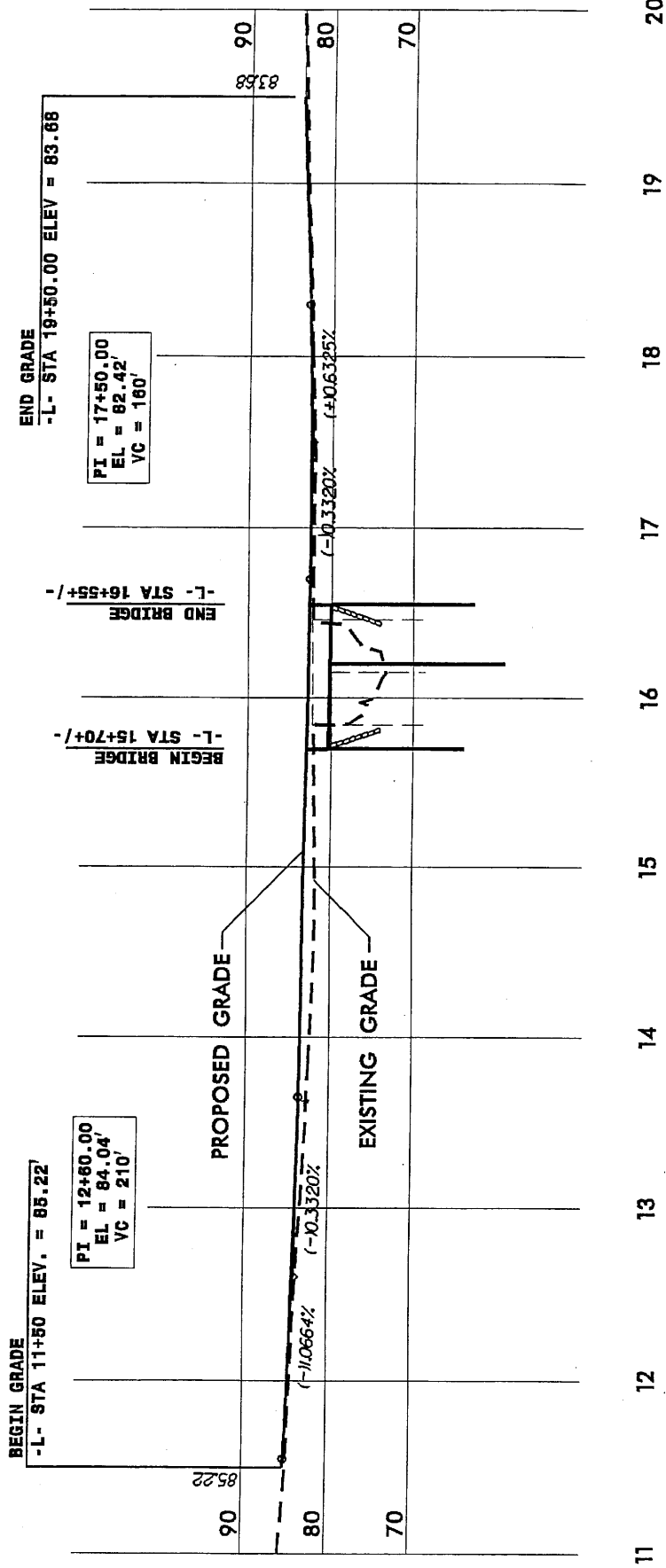
NCDOT

**DIVISION OF HIGHWAYS
LENOIR COUNTY**

**PROJECT: 33521.1.1 (B-4174)
REPLACE BRIDGE NO.128
OVER MOSELEY CREEK
ALONG SR 1515
(ALDRIDGE STORE RD.)**

BM #1
 R/R SPIKE SET IN 18" GUM
 -L- STA 18+59.18
 OFFSET 70.97 RT. ELEV. 82.07

-L-



BUFFER PERMIT

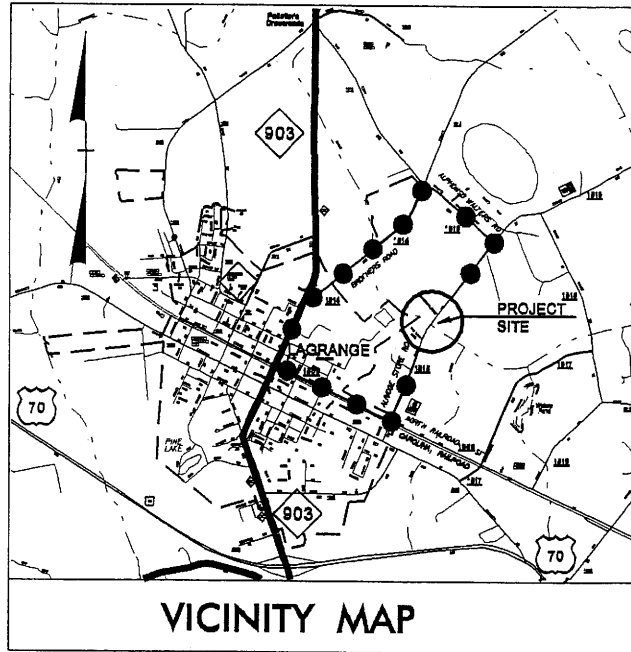
HORIZ. SCALE: 1" = 100'
 VERTICAL SCALE: 1" = 20'

NCDOT

DIVISION OF HIGHWAYS
 LENOIR COUNTY
 PROJECT: 33521.1.1 (B-4174)
 REPLACE BRIDGE NO. 128
 OVER MOSELEY CREEK
 ALONG SR 1515
 (ALDRIDGE STORE RD.)

CONTRACT: C201600 PROJECT: B-4174

See Sheet 1-A For Index of Sheets
 See Sheet 1-B For Symbology Sheet
 See Sheet 1-C For Survey Control Sheet



VICINITY MAP

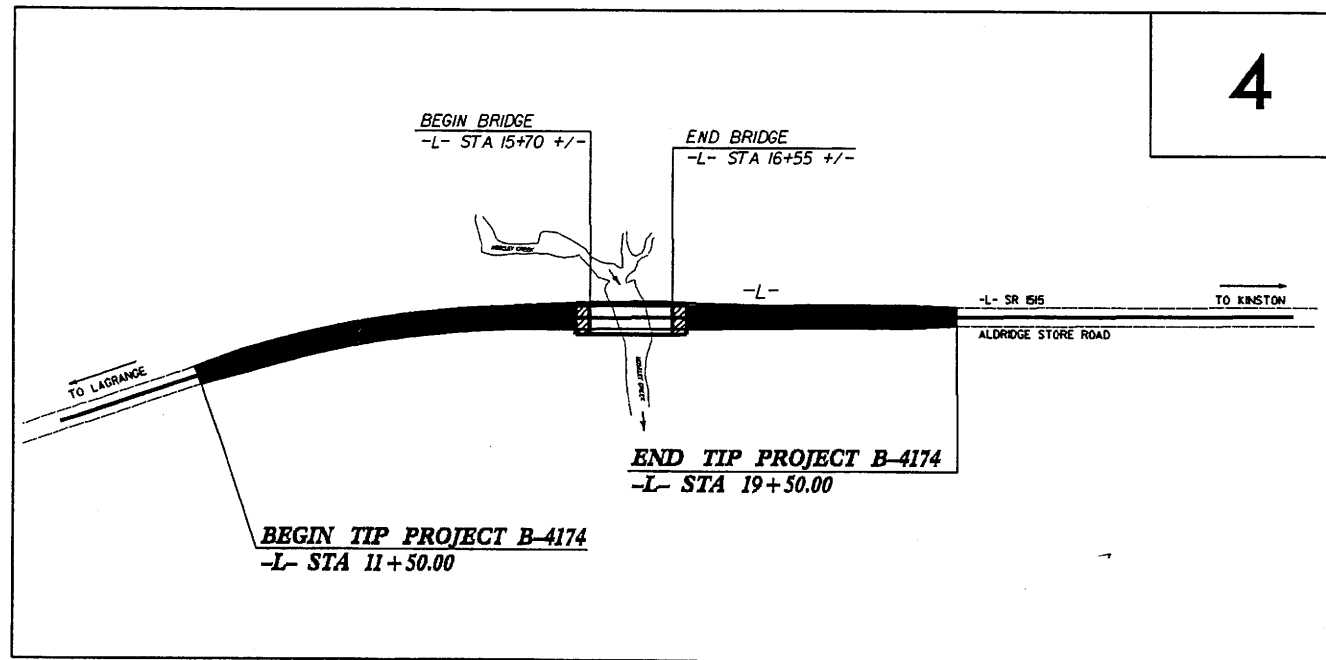
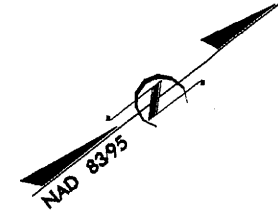
STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

LENOIR COUNTY

LOCATION: BRIDGE NO. 128 OVER MOSELEY CREEK
 ON SR 1515

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4174	1	4 of 8
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
33521.1.1	BRZ-1515(3)	PE	
33521.2.1	BRZ-1515(3)	RW & UTIL.	

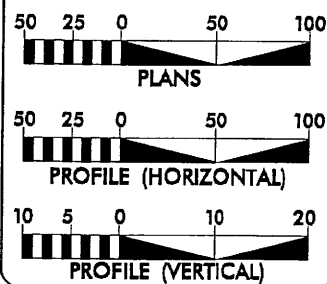


4

NOTE: 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

GRAPHIC SCALES



DESIGN DATA

ADT 2006 = 1140
 ADT 2026 = 1835
 DHV = 10 %
 D = 60 %
 T = 6 % *
 V = 60 MPH
 CLASSIFICATION: RURAL LOCAL
 * TTST 2% + DUAL 4%

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-4174 = 0.136 MILES
 LENGTH STRUCTURE TIP PROJECT B-4174 = 0.016 MILES
 TOTAL LENGTH TIP PROJECT B-4174 = 0.152 MILES

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

2002 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
 NOVEMBER 18, 2005

LETTING DATE:
 MARCH 20, 2007

GARY LOVERING, PE
 PROJECT ENGINEER

ANTHONY C. WEST
 PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

ROADWAY DESIGN ENGINEER

DIVISION ADMINISTRATOR

DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA

STATE DESIGN ENGINEER
 DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

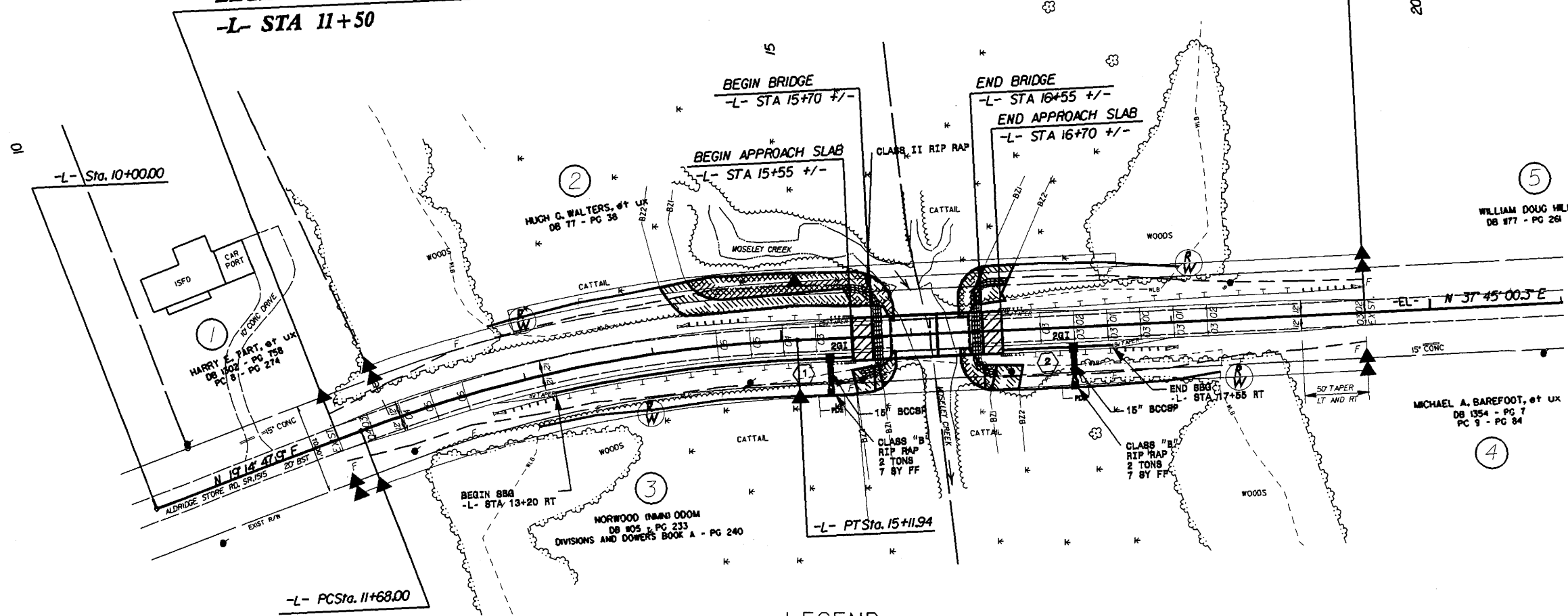
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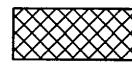
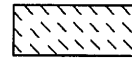
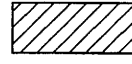
PROJECT REFERENCE NO. B-4174	SHEET NO. 4
R/W SHEET NO. 5 of 8	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

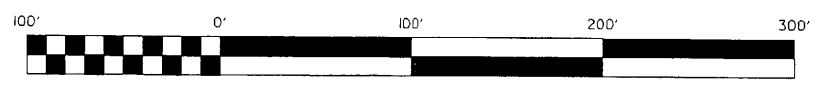
END TIP PROJECT B-4174
 -L- STA 19+50.00

BEGIN TIP PROJECT B-4174
 -L- STA 11+50

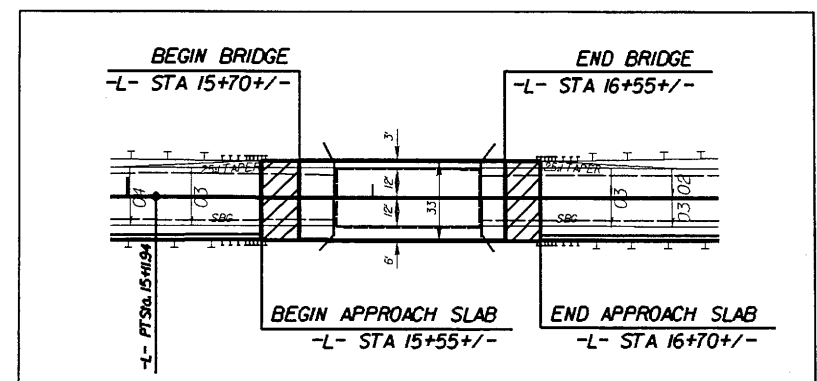


LEGEND

-  ALLOWABLE IMPACTS ZONE 1
-  MITIGABLE IMPACTS ZONE 1
-  ALLOWABLE IMPACTS ZONE 2
-  MITIGABLE IMPACTS ZONE 2



SCALE: 1' = 100'



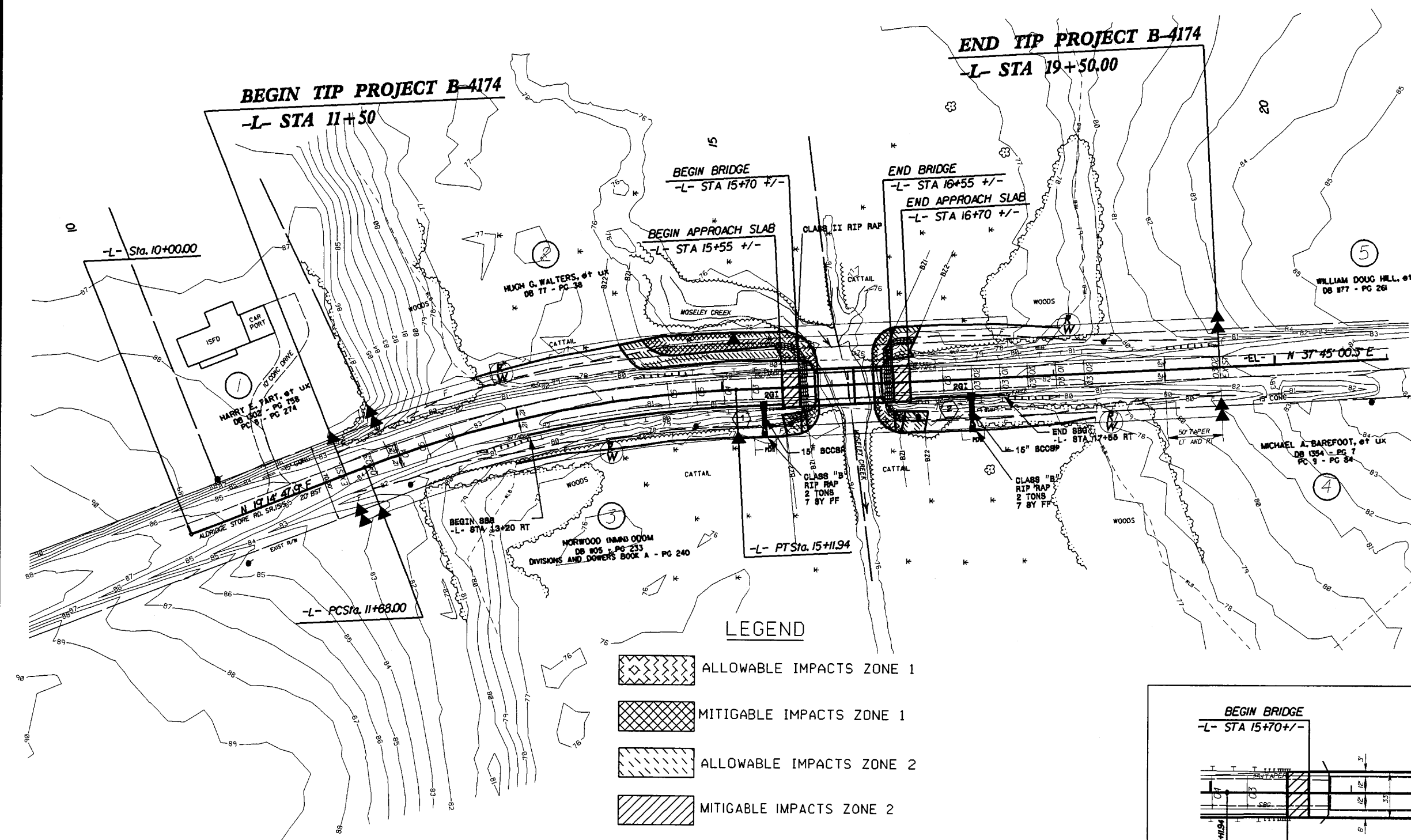
SKETCH OF PAVEMENT IN RELATION TO BRIDGE WIDTH

NEUSE RIVER BUFFER PERMIT
 (REVISED: 9/14/06)


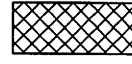


REVISIONS

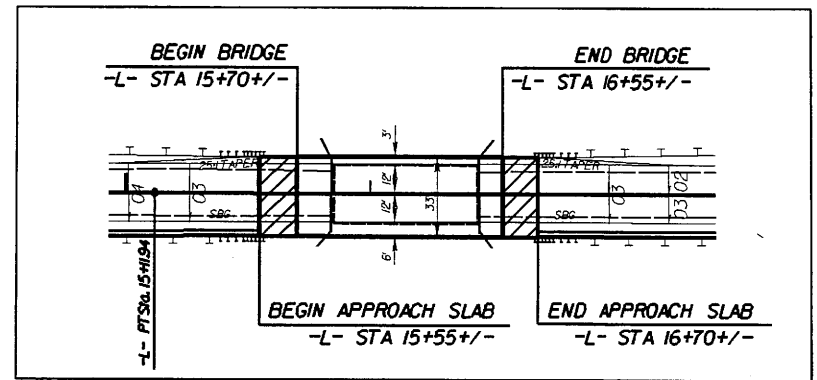
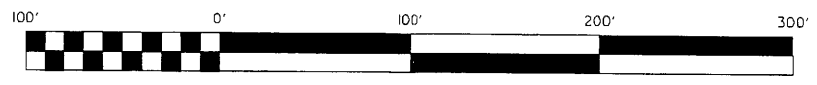
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PROJECT REFERENCE NO. B-4174	SHEET NO. 4
R/W SHEET NO. 6 of 8	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



LEGEND

-  ALLOWABLE IMPACTS ZONE 1
-  MITIGABLE IMPACTS ZONE 1
-  ALLOWABLE IMPACTS ZONE 2
-  MITIGABLE IMPACTS ZONE 2



NEUSE RIVER BUFFER PERMIT
(REVISED: 9/14/06)

REVISIONS

8/17/99
 14-SEP-2006 08:06
 F:\Hydro\2006\B-4174-hyd-wetperm.dgn
 15:21:48

BUFFER IMPACTS SUMMARY

SITE NO.	STRUCTURE SIZE / TYPE	STATION (FROM/TO)	IMPACT						BUFFER REPLACEMENT					
			TYPE		ALLOWABLE		MITIGABLE		TOTAL		ZONE 1 (ft ²)	ZONE 2 (ft ²)		
			ROAD CROSSING	BRIDGE	PARALLEL IMPACT	ZONE 1 (ft ²)	ZONE 2 (ft ²)	TOTAL (ft ²)	ZONE 1 (ft ²)	ZONE 2 (ft ²)	TOTAL (ft ²)	ZONE 1 (ft ²)	ZONE 2 (ft ²)	
1	Bridge	13+00 to 15+70 (LT) 15+70 to 16+12.5 (LT)	X			2306	1782	4088	0	0	0	0	0	0
				X		340	0	340	0	0	0	0	0	0
2	Bridge	13+00 to 15+70 (RT) 15+70 to 16+12.5 (RT)	X			0	279	279	0	0	0	0	0	0
				X		200	87	287	0	0	0	0	0	0
3	Bridge	16+55 to 18+10 (LT) 16+12.5 to 16+55 (LT)	X			400	71	471	0	0	0	0	0	0
				X		15	552	567	0	0	0	0	0	0
4	Bridge	16+55 to 18+40 (RT) 16+12.5 to 16+55 (RT)	X			354	0	354	0	0	0	0	0	0
				X		136	388	524	0	0	0	0	0	0
TOTAL:						3751	3159	6910	0	0	0	0	0	0

Total Permanent Wetland Impacts = 0.220 Ac.

RECEIVED
 SEP 18 2006
 PDEA-OFFICE

N.C. DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 LENOIR COUNTY
 PROJECT: 33521.1.1.2 (B-4174)

9/14/2006
 SHEET **7** OF **8**

PROPERTY OWNERS

PARCEL	PROPERTY OWNER	ADDRESS
①	HARRY E. TART	1473 HOOKS ROAD FREMONT, NC 27830
②	HUGH G. WALTERS	606 E. WASHINGTON STREET LAGRANGE, NC 28551
③	NORWOOD ODOM	401 HENDERSON STREET MOUNT OLIVE, NC 28365
④	MICHAEL BAREFOOT	5501 ALDRIDGE STORE ROAD LAGRANGE, NC 28551
⑤	WILLIAM DOUGLAS HILL	3593 WILLIE MEASLEY ROAD LAGRANGE, NC 28551

BUFFER PERMIT

NCDOT

DIVISION OF HIGHWAYS

LENOIR COUNTY

PROJECT: 33521.1.1 (B-4174)

REPLACEMENT OF BRG. # 128

OVER MOSELEY CREEK

ALONG SR 1515

(ALDRIDGE STORE RD.)

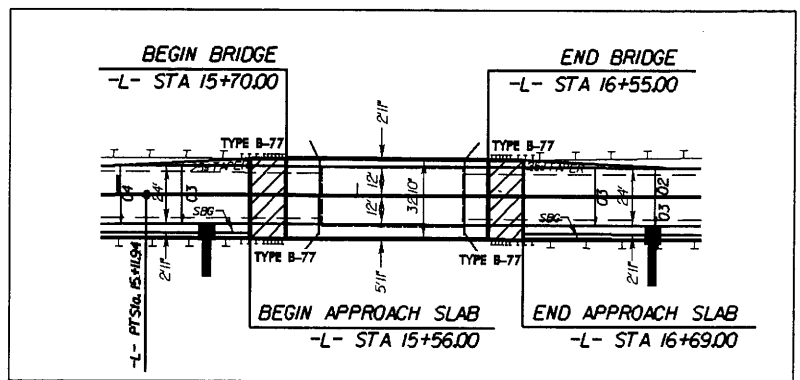
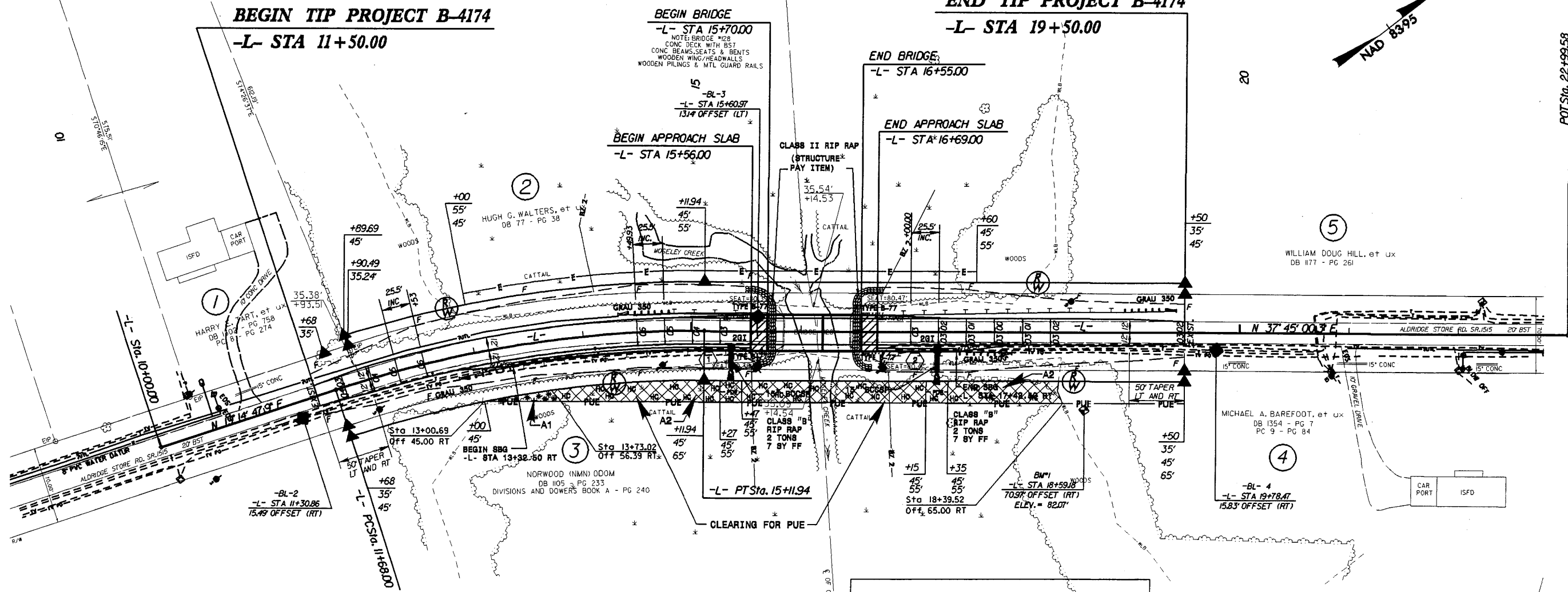
SHEET 8 OF 8

5/1/06

UTILITY PLAN

PROJECT REFERENCE NO. B-4174	SHEET NO. 4
R/W SHEET NO. 1 of 2	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

-L-
 PI Sta 13+41.48
 $\Delta = 18^{\circ} 30' 12.3" (RT)$
 $D = 5^{\circ} 22' 47.6"$
 $L = 343.94'$
 $T = 173.48'$
 $R = 1,065.00'$
 SE = SEE PLANS



SKETCH OF PAVEMENT IN RELATION TO BRIDGE WIDTH (NTS)

DENOTES: HAND-CLEARING
 DENOTES: MECHANIZED-CLEARING
 NOTE: CLEARING FOR POWER POLES, ALL OTHER UTILITIES ARE PROPOSED TO DIRECTIONAL BORE
 CLEARING AREA FOR PUE = .21 ACRES

BRIDGE APPROACH SLAB
 FOR -L- PROFILE, SEE SHEET NO. 5
 FOR STRUCTURE PLANS, SEE SHEET S-1 TO S-

REVISIONS
 05-OCT-2006 08:19
 C:\projects\B-4174\ut.envir\permits.dgn
 B-4174-99

PROJECT: B-4174 AREA AFFECTED BY PROP. PUE CLEARING				UPDATED: 10/05/06 Vmoua	
				filename: b4174 Ut Envir Permit.xls	
MECHANIZED CLEARING (SQ FT)			HAND CLEARING (SQ FT)		
Area 1	375.03		Area 2	8,746.65	
Area 3			Area 4		
TOTAL (SQ FT):			375.03	TOTAL (SQ FT): 8,746.65	
TOTAL (ACREAGE):			0.01	TOTAL (ACREAGE): 0.20	
1 acre = 43,560 sq ft					
			43,560		
TOTAL AREA OF WETLAND THAT WILL BE IMPACTED BY PUE CLEARING :				0.21	Acres
0					

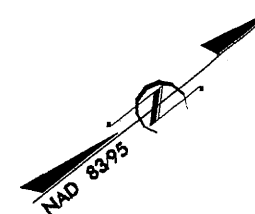
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4174	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
33521.1.1	BRZ-1515(3)	PE	
33521.2.1	BRZ-1515(3)	R/W & UTIL.	

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

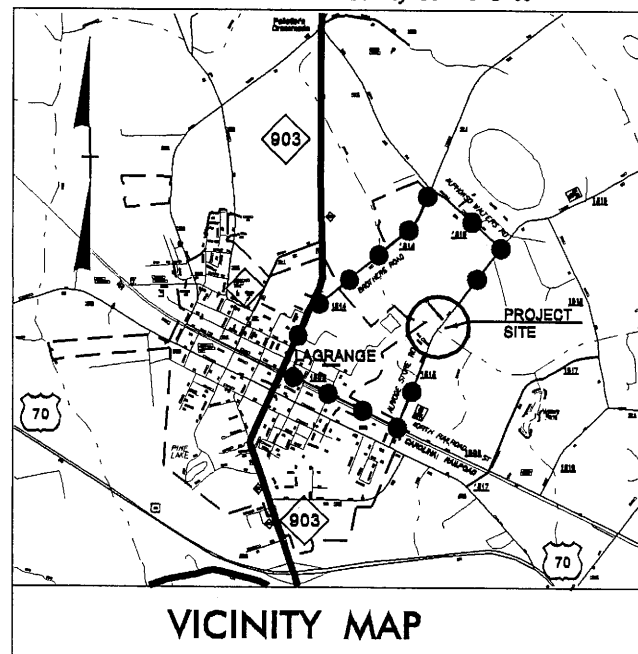
LENOIR COUNTY

LOCATION: BRIDGE NO. 128 OVER MOSELEY CREEK
ON SR 1515

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE

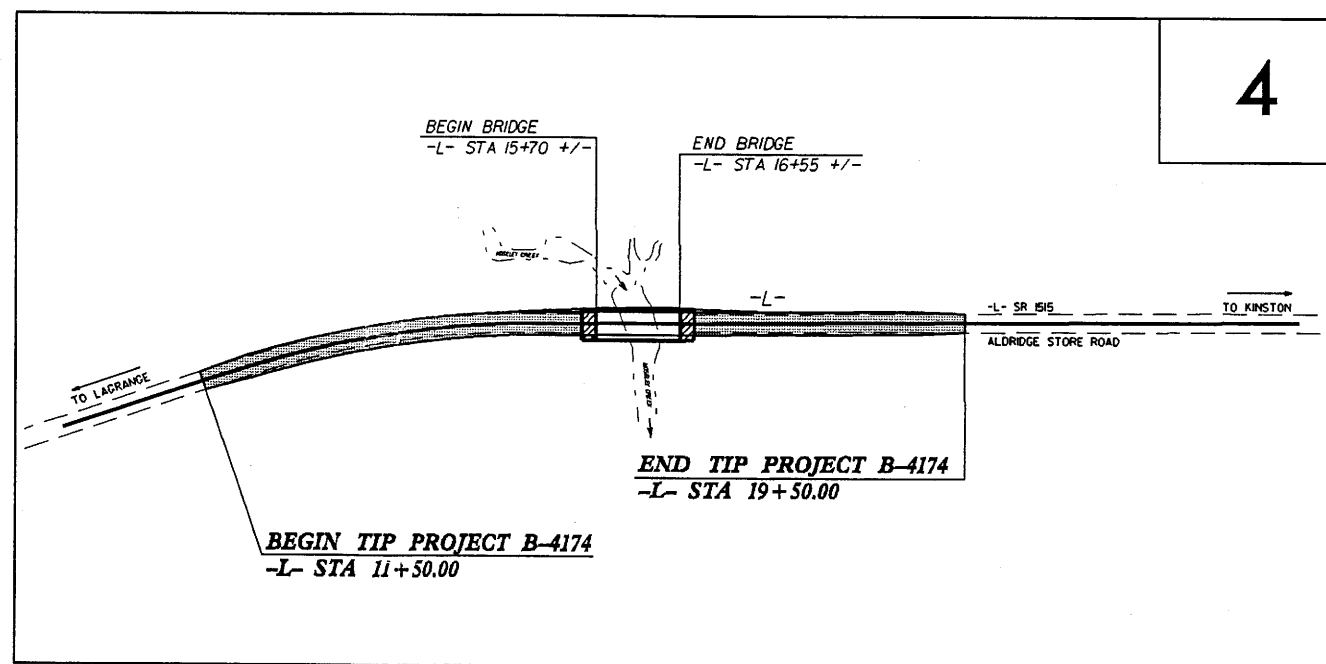


See Sheet 1-A For Index of Sheets
See Sheet 1-B For Symbology Sheet
See Sheet 1-C For Survey Control Sheet



VICINITY MAP

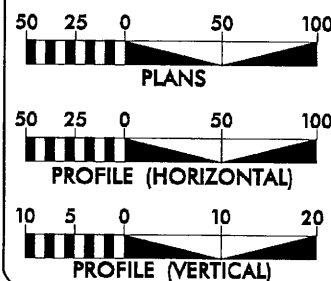
OFFSITE DETOUR ●—●—●



NOTE: 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

GRAPHIC SCALES



DESIGN DATA

ADT 2006 = 1140
ADT 2026 = 1835
DHV = 10 %
D = 60 %
T = 6 % *
V = 60 MPH
CLASSIFICATION: RURAL LOCAL
* TTST 2% + DUAL 4%

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-4174 = 0.136 MILES
LENGTH STRUCTURE TIP PROJECT B-4174 = 0.016 MILES
TOTAL LENGTH TIP PROJECT B-4174 = 0.152 MILES

Prepared in the Office of:
DIVISION OF HIGHWAYS

1000 Birch Ridge Dr., NC, 27610

2002 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
NOVEMBER 18, 2005

LETTING DATE:
MARCH 20, 2007

GARY LOVERING, PE
PROJECT ENGINEER

ANTHONY C. WEST
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.
ROADWAY DESIGN
ENGINEER

SIGNATURE: _____ P.E.

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

STATE DESIGN ENGINEER
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED
DIVISION ADMINISTRATOR DATE

01-MAY-2006 11:28
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\$\$\$\$\$USERNAME\$\$\$\$\$

CONTRACT: C201600 PROJECT: B-4174

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	⊙
Property Corner	⊙
Property Monument	⊙
Parcel/Sequence Number	(23)
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	-----
Proposed Chain Link Fence	-----
Proposed Barbed Wire Fence	-----
Existing Wetland Boundary	-----
Proposed Wetland Boundary	-----
Existing High Quality Wetland Boundary	-----
Existing Endangered Animal Boundary	-----
Existing Endangered Plant Boundary	-----

BUILDINGS AND OTHER CULTURE:

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

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	▭
Jurisdictional Stream	-----
River Basin Buffer	-----
Flow Arrow	←
Disappearing Stream	-----
Spring	⊙
Swamp Marsh	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	-----

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	⊙
Switch	⊙
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY:

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

ROADS AND RELATED FEATURES:

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

VEGETATION:

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

EXISTING STRUCTURES:

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

UTILITIES:

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

TELEPHONE:

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

WATER:

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

TV:

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

GAS:

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

SANITARY SEWER:

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

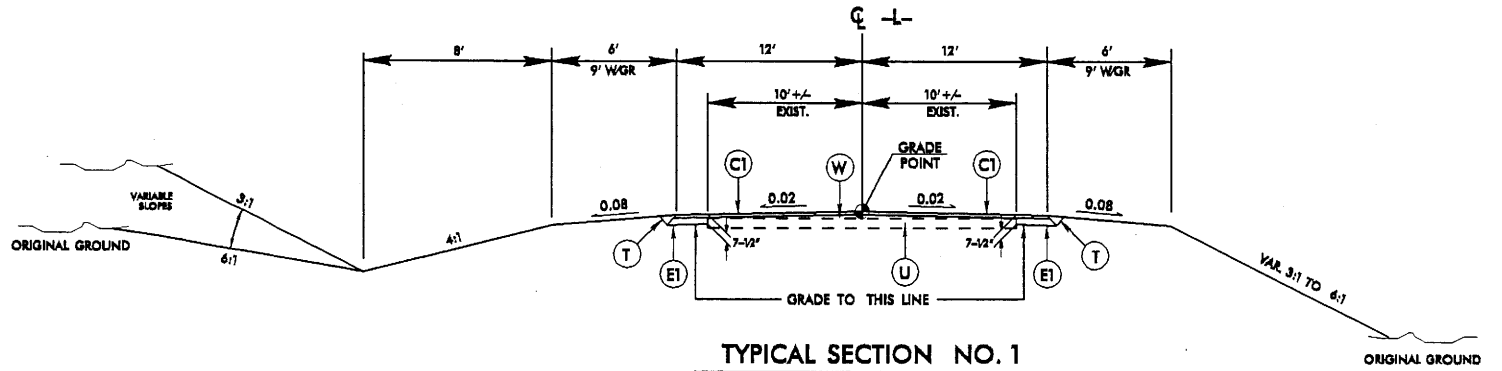
MISCELLANEOUS:

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

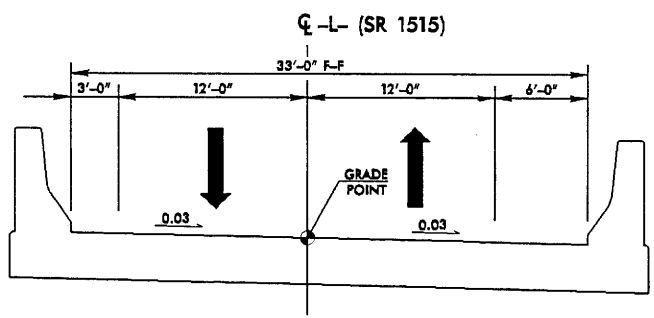
PROJECT REFERENCE NO. B-4174	SHEET NO. 2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
PRELIMINARY PLANS <small>DO NOT USE FOR CONSTRUCTION</small>	

FINAL PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE SURFACE COURSE TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 1" IN DEPTH OR GREATER THAN 1.5" IN DEPTH.
E1	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5 1/2" IN DEPTH.
R1	SHOULDER BERM GUTTER
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W	VARIABLE DEPTH WEDGING (SEE DETAIL THIS SHEET).

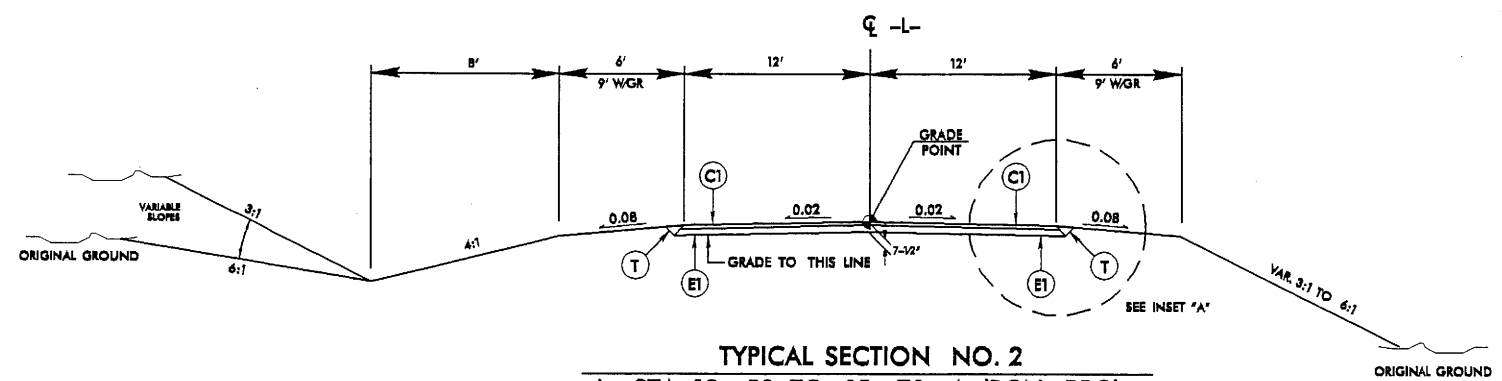
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



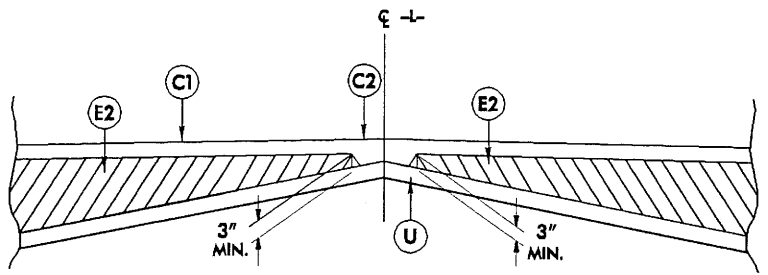
TYPICAL SECTION NO. 1
 -L- STA 11+50 TO 13+50
 -L- STA 17+00 TO 19+50



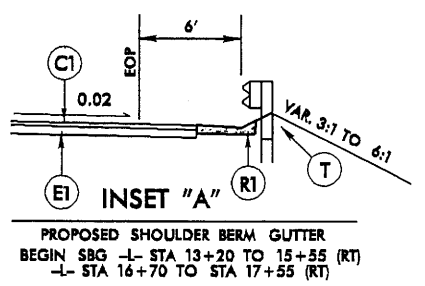
TYPICAL SECTION ON STRUCTURE
 -L- STA 15+70+/- (BGN BRG) TO 16+55+/- (END BRG)



TYPICAL SECTION NO. 2
 -L- STA 13+50 TO 15+70+/- (BGN BRG)
 -L- STA 16+55+/- (END BRG) TO 17+00



Detail Showing Method of Wedging



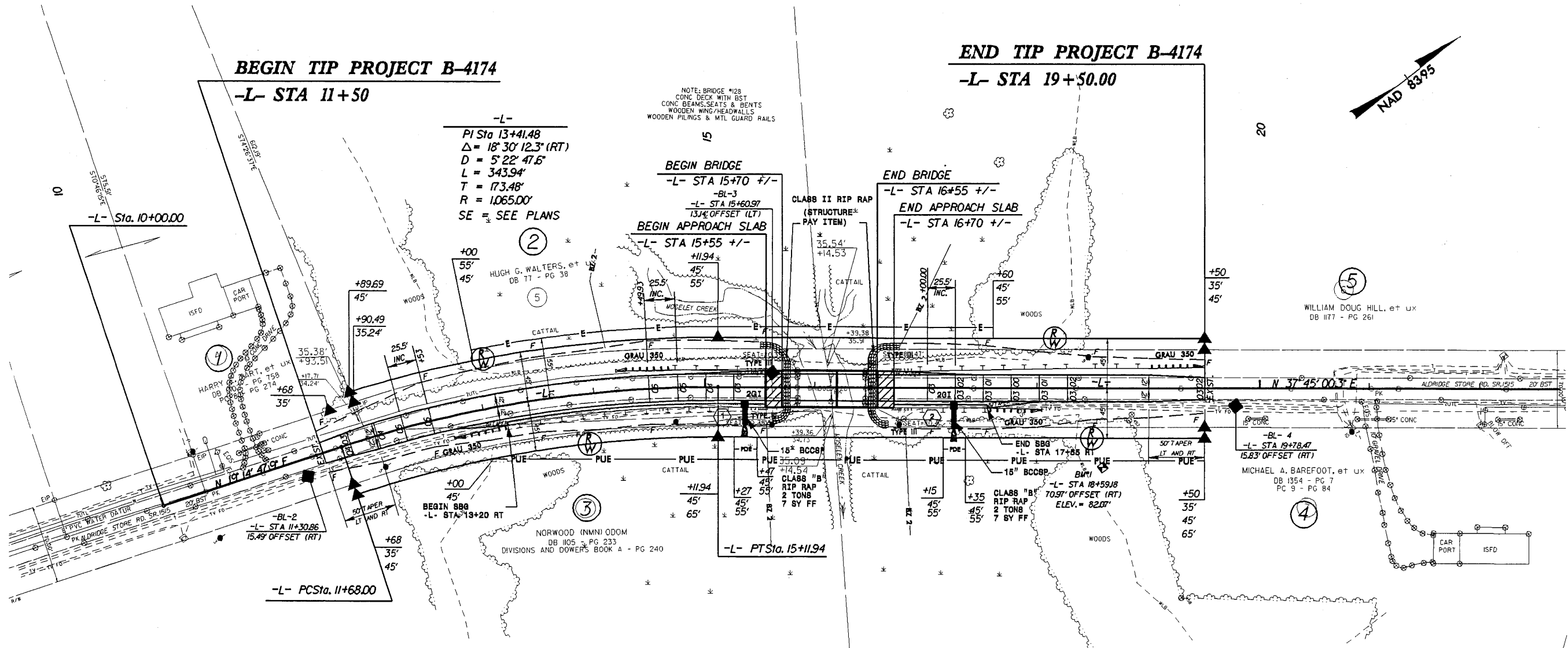
INSET "A"
 PROPOSED SHOULDER BERM GUTTER
 BEGIN SBG -L- STA 13+20 TO 15+55 (RT)
 -L- STA 16+70 TO STA 17+55 (RT)

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PROJECT REFERENCE NO. B-4174	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

8/17/99

REVISIONS



-L-
 PI Sta 13+41.48
 $\Delta = 18^{\circ} 30' 12.3" (RT)$
 $D = 5^{\circ} 22' 47.6"$
 $L = 343.94'$
 $T = 173.48'$
 $R = 1065.00'$
 SE = SEE PLANS

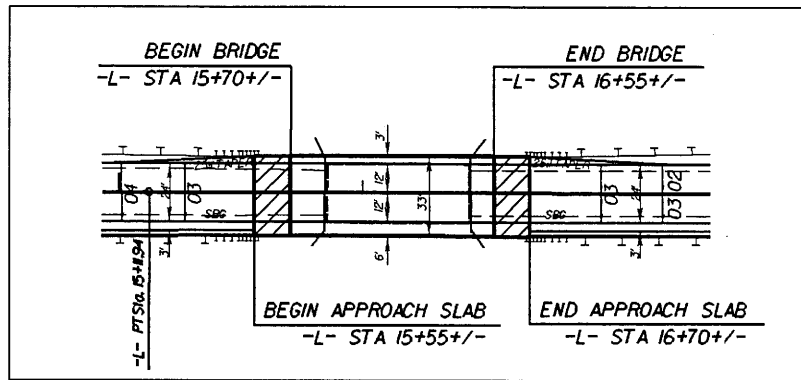
NOTE: BRIDGE #128
 CONC DECK WITH BST
 CONC BEAMS, SEATS & BENTS
 WOODEN WING/HEADWALLS
 WOODEN PILING & MTL GUARD RAILS

BEGIN BRIDGE
 -L- STA 15+70 +/-

END BRIDGE
 -L- STA 16+55 +/-

BEGIN APPROACH SLAB
 -L- STA 15+55 +/-

END APPROACH SLAB
 -L- STA 16+70 +/-



SKETCH OF PAVEMENT IN RELATION TO BRIDGE WIDTH

BRIDGE APPROACH SLAB

FOR -L- PROFILE, SEE SHEET NO. 5

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PROJECT REFERENCE NO. B-4174	SHEET NO. 5
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS <small>DO NOT USE FOR CONSTRUCTION</small>	

BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	= 750 CFS
DESIGN FREQUENCY	= 25 YRS
DESIGN HW ELEVATION	= 79.37 FT
BASE DISCHARGE	= 1300 CFS
BASE FREQUENCY	= 100 YRS
BASE HW ELEVATION	= 81.03 FT
OVERTOPPING DISCHARGE	= 2250 CFS
OVERTOPPING FREQUENCY	= 500 YRS
OVERTOPPING ELEVATION	= 83.34 FT

BM #1
R/R SPIKE SET IN 18" GUM
-L- STA 18+59.18
OFFSET 70.97' RT. ELEV. 82.07'

BEGIN GRADE
-L- STA 11+50 ELEV. = 85.22'

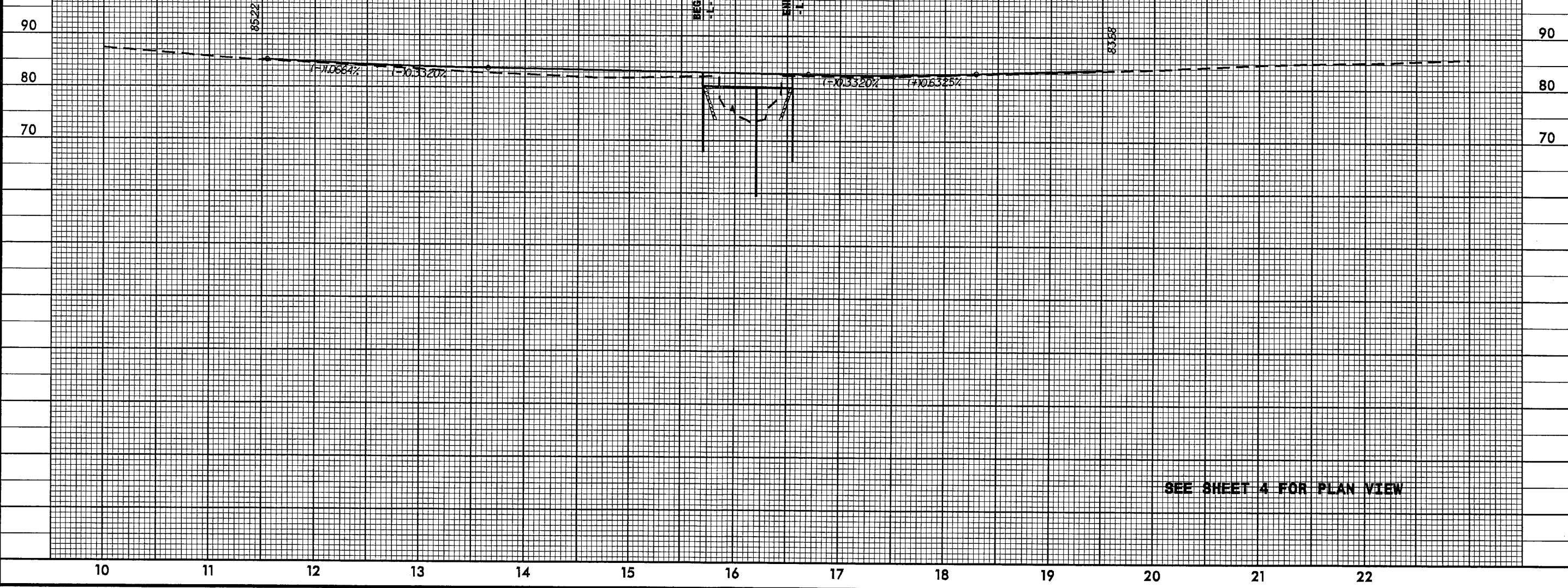
PI = 12+80.00
EI = 84.04'
K = 266
VC = 210'

BEGIN BRIDGE
-L- STA 15+70'-

END BRIDGE
-L- STA 16+55'-

PI = 17+50.00
EI = 82.42'
K = 168
VC = 180'

END GRADE
-L- STA 19+50.80 ELEV = 83.68



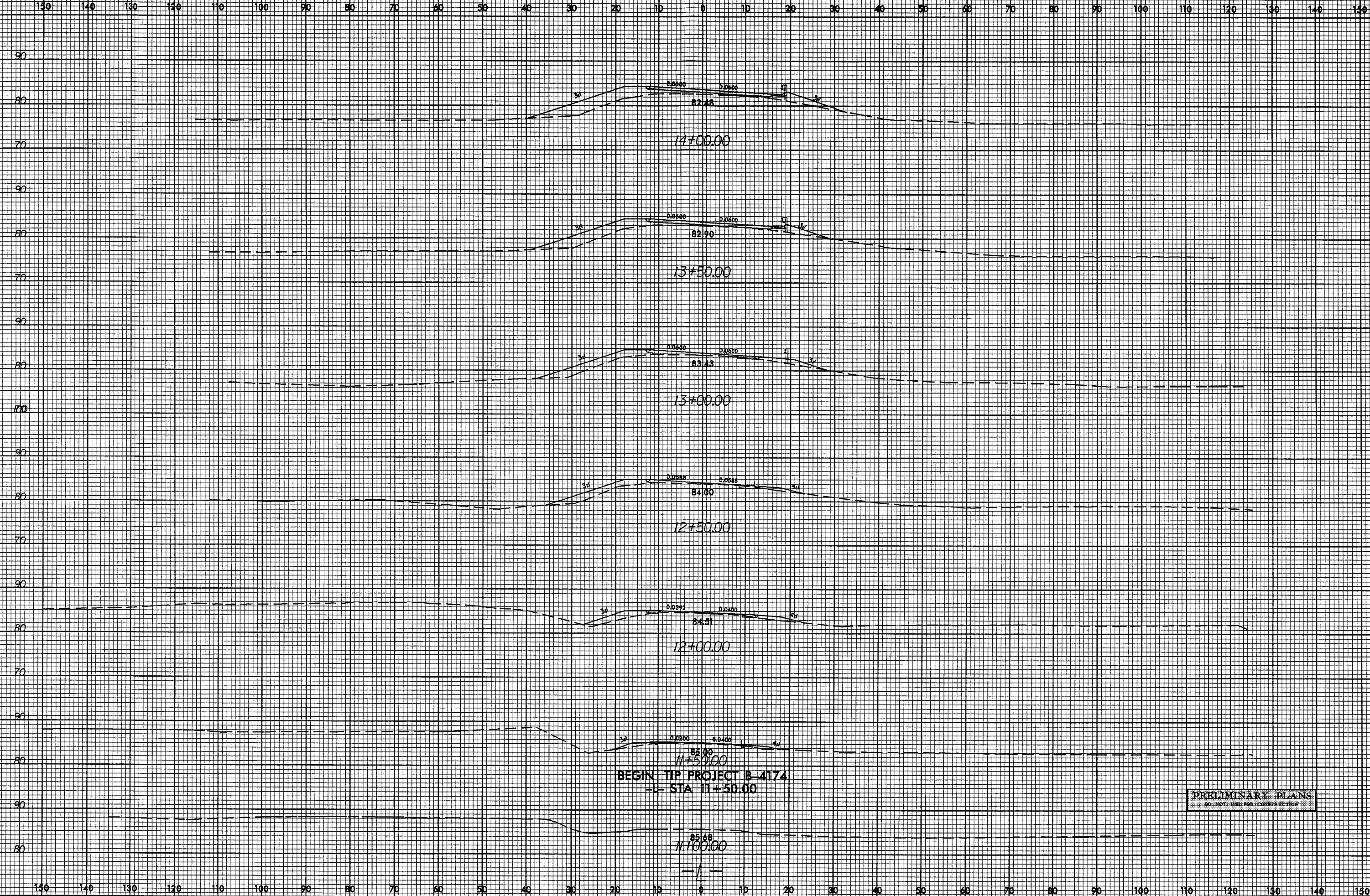
SEE SHEET 4 FOR PLAN VIEW

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PROJ. REFERENCE NO. B-4174	SHEET NO. X-1
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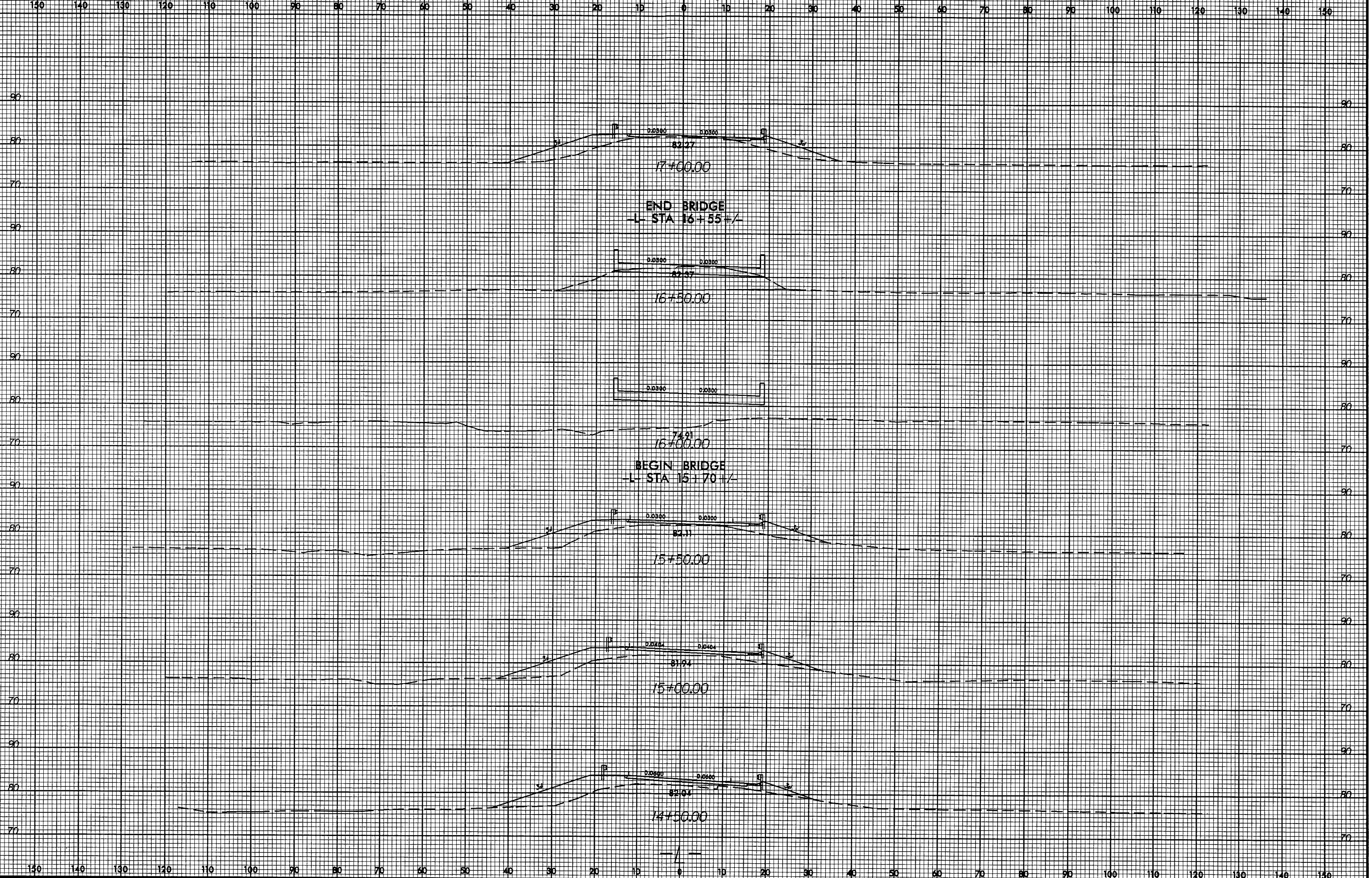


BEGIN TIP PROJECT B-4174
 STA 11+50.00

PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION

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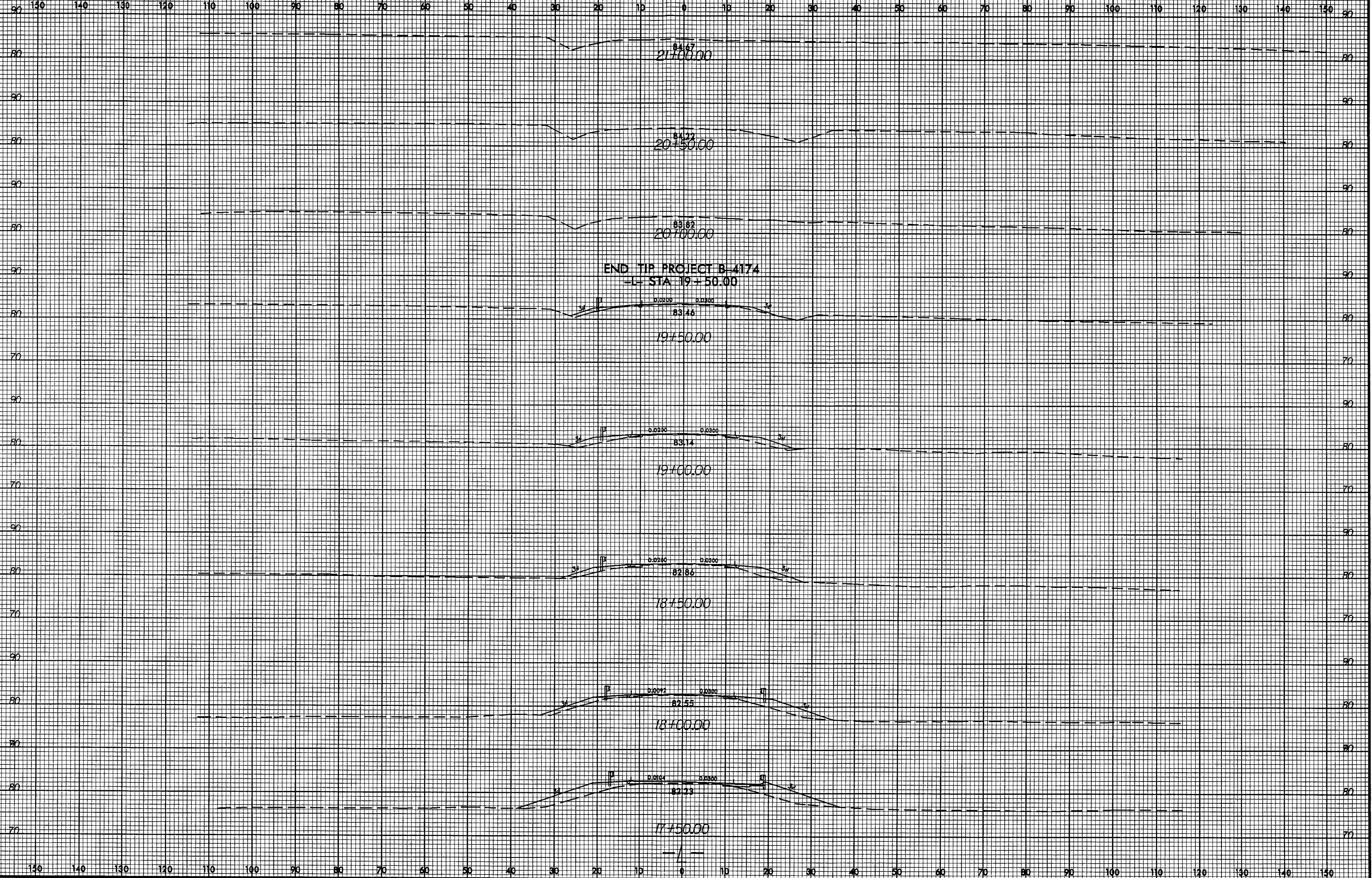


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PROJ. REFERENCE NO. B-4174	SHEET NO. X-3
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MAY 16 2006

DIVISION OF HIGHWAYS
PDEA-OFFICE OF NATURAL ENVIRONMENT

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>B-4174</u>
State Project No.	<u>8.2200401</u>
W.B.S. No.	<u>33521.1.1</u>
Federal Project No.	<u>BRZ-1515 (3)</u>

A. Project Description:

This project proposes to replace Bridge No. 128 on SR 1515 over Mosely Creek in Lenoir County. The replacement structure will consist of an 80-foot long bridge. The bridge will be of sufficient width to provide for a minimum of two 12-foot lanes with three-foot offsets on each side. Traffic will be detoured offsite during construction.

The roadway grade of the new structure will be approximately the same as the existing grade at this location.

The existing roadway will be widened to a 24-foot pavement width to provide two 12-foot lanes. Eight-foot shoulders will be provided on each side. This roadway will be designed as a local route with a 60 mile per hour design speed.

B. Purpose and Need:

Bridge Maintenance Unit records indicate the bridge has a sufficiency rating of 22.6 out of a possible 100 for a new structure. According to Federal Highway Administration (FHWA) standards the bridge is considered structurally deficient with a structure appraisal of 2 out of 9 and paired with a sufficiency rating of 50 or less is eligible for FHWA's Highway Bridge Replacement and Rehabilitation Program. The replacement of this inadequate structure will result in safer traffic operations.

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: (Include Environmental Commitments and Permits Required.)

Estimated Costs:

Total Construction	\$ 500,000
Right of Way	44,000
Total	\$ 544,000

Estimated Traffic:

Current	-	1000	Year 2025	-	1800
TTST	-	4%	Dual	-	2%

Accidents: In a check of a recent three-year period there were no accidents recorded by the Department of Motor Vehicles.

Design Speed: 60 mph

Functional Classification: Rural Local Route

School Busses: During the school year there are 10 school bus crossings per day at this location. The Transportation Director for Lenoir County Public Schools indicated that an offsite detour is acceptable although at least one of the busses will require a place to turn around near the north end of the bridge during construction.

Division Office Comments: The Division concurs with the proposed alternate.

Bridge Demolition: Bridge 128 is composed timber piles with concrete caps and a concrete superstructure. It is likely that all components can be removed without any appreciable debris falling into the water.

Studied Offsite Detour: The offsite detour will utilize SR 1516, SR 1514, SR 1503, and back to SR 1515 (see Figure One). There would be 1.4 miles of additional travel resulting in a total delay of 2 minutes. The construction period is not likely to exceed four months. Neither Emergency Services nor the County School System has a problem with temporary offsite detour. Furthermore, replacing the bridge on the existing location and detouring traffic offsite during construction will help to minimize impacts to the high quality wetlands in all four quadrants of the bridge. NCDOT Division 2 also supports an offsite detour. These conditions all fall within NCDOT's guidelines for acceptable offsite detours.

Other Alternatives: No other alternatives were developed because all data and input pointed to the proposed alternative.

Design Exception: There will be no design exceptions for this project.

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"/>	<u>X</u>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input type="checkbox"/>	<u>X</u>
(3) Will the project affect anadromous fish?	<input checked="" type="checkbox"/>	<u> </u>
(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?	<u> </u>	<input checked="" type="checkbox"/>
(5) Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<u>X</u>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<u>X</u>
(7) Does the project involve waters classified as Outstanding Water Resources (OWR) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	<u>X</u>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<u>X</u>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<u>X</u>
 <u>PERMITS AND COORDINATION</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"/>	<u>X</u>
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<u>X</u>
(12) Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	<u>X</u>
(13) Will the project result in the modification of any existing regulatory floodway?	<input type="checkbox"/>	<u>X</u>

(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?

(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> X </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> X </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> X </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> X </u> |

F. Additional Documentation Required for Unfavorable Responses in Part E

Documentation for Question 3

Mosely Creek is an anadromous fish stream. As such, The North Carolina Division of Marine Fisheries has indicated that a moratorium from February 15 to June 15 of any given year must be implemented to minimize impacts to anadromous fish. In addition, NCDOT will implement High Quality Waters Sedimentation and Erosion Control Measures as well as Stream Crossing Guidelines for Anadromous Fish Crossings.

Documentation for Question 4

There will be approximately 0.4 acres of fill in wetlands associated with the widening of the approaches on this project. Choosing an offsite detour has been the chief means of minimizing impacts to the wetlands. In addition, minimized fill slopes and cross section have been incorporated and will be a continued consideration as design progresses.

G. CE Approval

TIP Project No.	<u>B-4174</u>
State Project No.	<u>8.2200401</u>
W.B.S. No.	<u>33521.1.1</u>
Federal Project No.	<u>BRZ-1515(3)</u>

Project Description:

This project proposes to replace Bridge No. 128 on SR 1515 over a Mosely Creek in Lenoir County. The replacement structure will consist of an 80-foot long bridge. The bridge will be of sufficient width to provide for a minimum of two 12-foot lanes with three-foot offsets on each side. Traffic will be detoured offsite during construction.

Categorical Exclusion Action Classification: (Check one)

 TYPE II(A)
 X TYPE II(B)

Approved:

4/12/04 Jeresa Hart
Date Assistant Manager
Project Development & Environmental Analysis Branch

4/12/04 William T. Goodling
Date Project Planning Unit Head
Project Development & Environmental Analysis Branch

4-12-04 John W. Williams
Date Project Planning Engineer
Project Development & Environmental Analysis Branch

For Type II(B) projects only:

4-20-04 John F. Sullivan, III
Date Federal Highway Administration
Division Administrator

PROJECT COMMITMENTS:

**Lenoir County
Bridge No. on SR 1515
Over Mosely Creek
Federal Aid Project No. BRZ-1515(3)
State Project No. 8.2200401
W.B.S. No. 33521.1.1
T.I.P. No. B-4174**

All Design Groups/ Division Resident Engineer – Anadromous Fish, High Quality Wetlands

The North Carolina Division of Marine Fisheries has indicated that a moratorium on in-water construction will be in place from February 15 to June 15 of any given year.

To the extent practical, construction should be accomplished without the use of construction pads.

To the extent practical, bridge demolition should occur without getting into the water.

To the extent practical, the footprint of the proposed project should be minimized.

NCDOT will implement Stream Crossing Guidelines for Anadromous Fish Crossings.

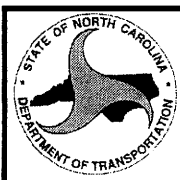
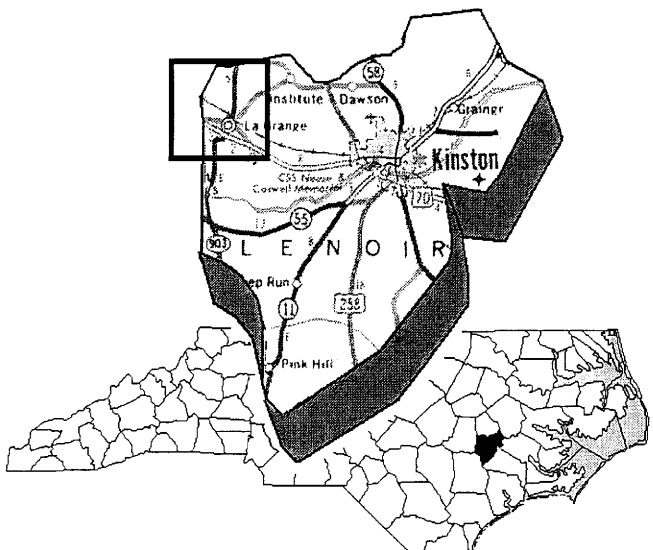
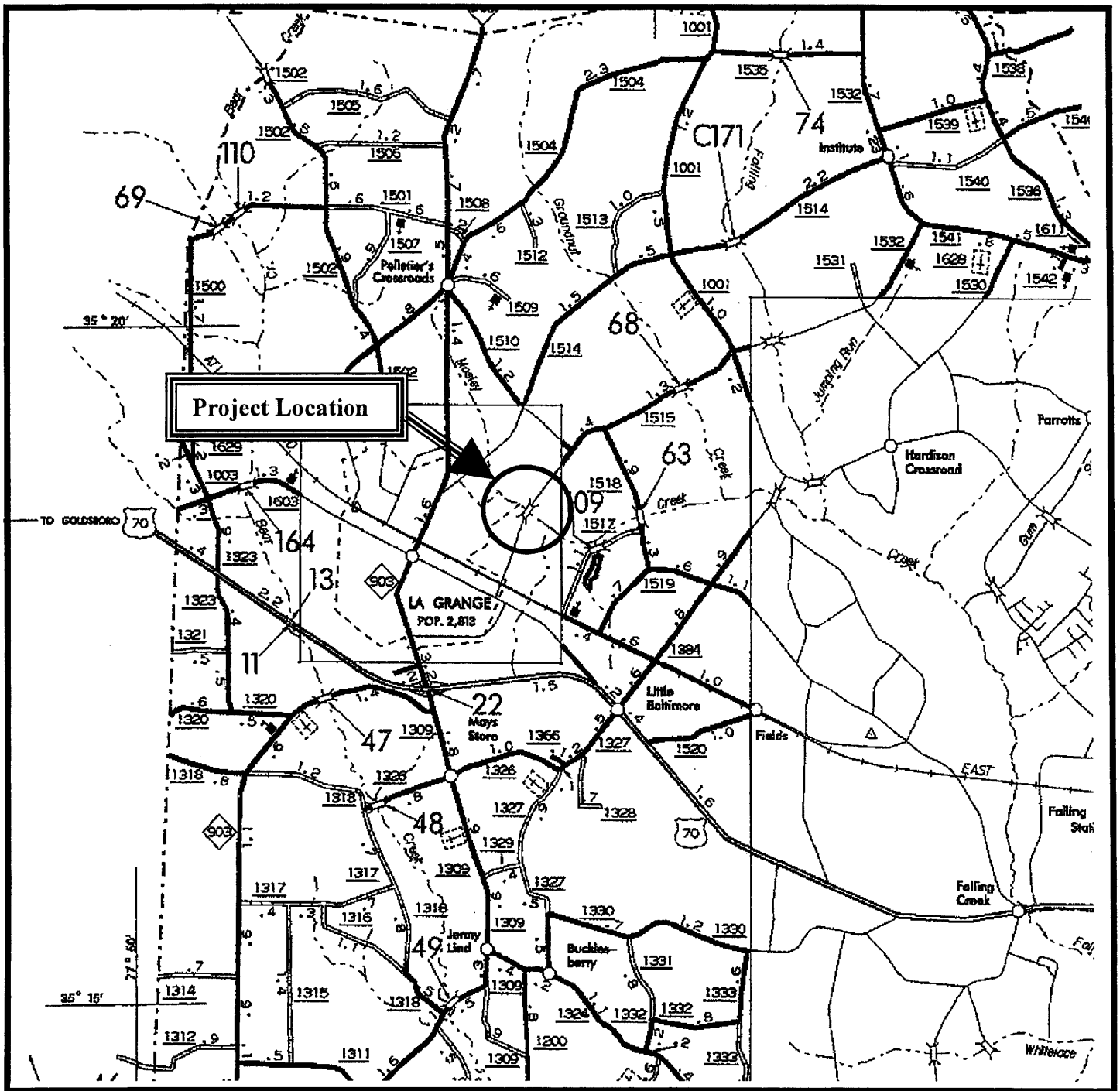
NCDOT will implement High Quality Waters Sedimentation and Erosion Control Measures.

Office of Natural Environment – Bridge Demolition

Bridge 128 is composed timber piles with concrete caps and a concrete superstructure. It is likely that all components can be removed without any appreciable debris falling into the water.

Resident Engineer – School Bus Turn-Around

Lenoir County Schools have indicated that an offsite detour is acceptable but that a turn-around on the north end of the bridge should be established prior to road closure. Please coordinate with the School Bus Superintendent prior to closure.



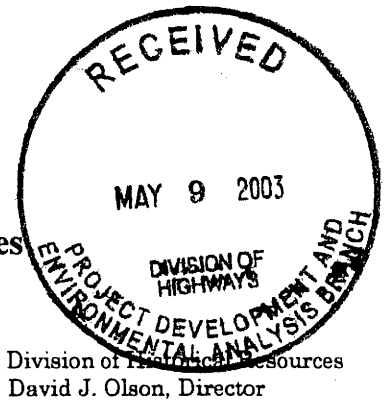
NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS BRANCH

**LENOIR COUNTY
REPLACE BRIDGE NO. 128 ON SR 1515
OVER MOSELY CREEK
B-4174**

Figure 1



North Carolina Department of Cultural Resources
State Historic Preservation Office
David L. S. Brook, Administrator



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

Division of Historical Resources
David J. Olson, Director

May 5, 2003

MEMORANDUM

TO: Greg Thorpe, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *for David Brook*

SUBJECT: Replacement of Bridge No. 128 on SR 1515 over Mosely Creek, B-4174,
Lenoir County, ER03-0950

Thank you for your memorandum of April 7, 2003, concerning the above project.

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

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

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

cc: Mary Pope Furr

www.hpo.dcr.state.nc.us


	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

Lenoir County Public Schools Transportation Department

Anthony Mitchell Director
1624 HWY 11/55
Kinston, NC 28504
(252) 527-7092
Fax (252) 527-1483

March 26, 2003

To: William T. Goodwin, Jr. PE
Project Development & Environmental Analysis Branch

From: Anthony Mitchell 
School Transportation Director
1624 HWY 11/55
Kinston, NC 28504

Subject: Replacement of Bridge No. 128 on SR 1515 over Mosely Creek, Lenoir
County, Federal Aid Project No. BRZ-1515(3). State Project No.
8.2200401, TIP No. B-4174

At this time there are five school buses routed on the proposed segment of SR 1515 to be replaced. Four of the five can be rerouted. The fifth bus has a stop at Laydens Mobile Home Park just north of the bridge. The bus will have trouble turning around. The Mobile Home Park entrance is narrow. There are other drives that the bus could possibly use but permission would need to be granted from the landowners. None of the possible turnaround sites are paved and the buses will eventually cause large mud holes.

csb

JW



North Carolina Department of Environment and Natural Resources
Division of Marine Fisheries

Michael F. Easley, Governor
William G. Ross, Jr., Secretary

Preston P. Pate, Jr., Director

MEMORANDUM

TO: William T. Goodwin, Jr., PE
NCDOT
Bridge Replacement Planning Unit

FROM: Mike Street 

DATE: July 16, 2003

SUBJECT: Natural System Report
Replacement of Bridge Numbers : 128, 53, 219, 121, 21, 84, 39, 74, 52

*B-4174
B-4231
B-4235
B-4234
B-4319
B-4021
B-4025
B-4028
B-4164*

Attached is the Divisions' reply for the above referenced project. If you have any questions, please do not hesitate to contact me.

MS/sw



MEMORANDUM:

TO: William Goodwin, Jr.

THROUGH: Mike Street

FROM: Sean McKenna *SMCK*

DATE: July 14, 2003

SUBJECT: Natural System Report. Replacement of Bridge Numbers 128, 53, 219, 121, 21, 84, 39, 74, and 52.

The following comments by the North Carolina Division of Marine Fisheries (NCDMF) on the Natural System Report for the replacement of the subject bridge's are offered pursuant to G.S. 113-131.

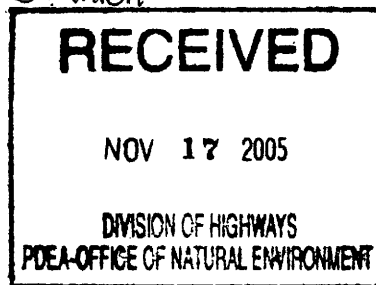
Bridge Numbers 128, 53, 121, 21, 84, 39, 74, and 52.

The NCDMF concurs with the findings in these reports and agrees with DOT's in-stream construction moratoriums to limit the effects on fishery resources and their plan to protect water quality (BMP's for erosion control, and surface waters protection) during construction. The NCDMF encourages DOT to bridge all wetlands for these replacement projects.

Bridge Number 219.

In the Natural System Reports for this bridge DOT makes no mention of anadromous fish utilizing the creek (Hardee) that this bridges traverse. NCDMF data (1974) indicates that Hardee Creek does support river herring. The NCDMF requests that DOT impose an in-water moratorium from February through September to protect adult, egg, and larval stages of these migratory species. If data from the Wildlife Resource Commission or a stream survey shows that these areas no longer support anadromous species then the NCDMF will withdrawal it's request for a moratorium.

Stanton



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Raleigh Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726
November 8, 2005

Phil S. Harris, III, P.E., Unit Head
North Carolina Department of Transportation
Project Development and Environmental Analysis
1598 Mail Service Center
Raleigh, North Carolina 27699-1598

Dear Mr. Harris:

This letter is in response to your letter of October 31, 2005 which provided the U.S. Fish and Wildlife Service (Service) with the biological determination of the North Carolina Department of Transportation (NCDOT) that the replacement of Bridge No. 128 on SR 1515 over Mosely Creek in Lenoir County (TIP No. B-4174) may affect, but is not likely to adversely affect the federally threatened bald eagle (*Haliaeetus leucocephalus*). In addition, NCDOT has determined that the project will have no effect on the federally protected red-cockaded woodpecker (*Picoides borealis*) and sensitive joint-vetch (*Aeschynomene virginica*). These comments are provided in accordance with section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

According to information provided, an eagle survey was conducted at the project site on October 13, 2005. The driving/walking survey extended to a radius of one mile. No eagles or eagle nest were observed. In addition, no habitat for the red-cockaded woodpecker was observed.

Based on the survey results, the Service concurs with your determination that the proposed bridge replacement may affect, but is not likely to adversely affect the bald eagle. In addition, due to the lack of habitat, the Service concurs with your determination that the project will have no effect on the red-cockaded woodpecker and sensitive joint-vetch. We believe that the requirements of section 7(a)(2) of the ESA have been satisfied. We remind you that obligations under section 7 consultation must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or critical habitat in a manner not previously considered in this review; (2) this action is subsequently modified in a manner that was not considered in this review; or (3) a new species is listed or critical habitat determined that may be affected by this identified action.

The Service appreciates the opportunity to review this project. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520 (Ext. 32).

Sincerely,

A handwritten signature in black ink, appearing to read "Pete Benjamin". The signature is stylized and somewhat cursive, with a large loop at the end.

Pete Benjamin
Ecological Services Supervisor

cc: William Wescott, USACE, Washington, NC
Nicole Thomson, NCDWQ, Raleigh, NC
Travis Wilson, NCWRC, Creedmoor, NC
Chris Militscher, USEPA, Raleigh, NC

Subject: RE: B-4174 Lenoir

Date: Wed, 19 Jul 2006 13:58:24 -0400

From: "Wilson, Travis W." <travis.wilson@ncwildlife.org>

To: "Tyler P. Stanton" <tstanton@dot.state.nc.us>

In a memo dated July 3, 2003 to Bill Goodwin, we did not recommend a moratorium for this project.

-----Original Message-----

From: Tyler P. Stanton [mailto:tstanton@dot.state.nc.us]

Sent: Wednesday, July 19, 2006 9:13 AM

To: Travis Wilson

Subject: B-4174 Lenoir

Travis,
DOT plans to replace bridge No. 128 over Mosely Creek in Lenoir Co. I believe scoping letters were sent in April 2003. Do you have any recommendations concerning anadromous fish?
Thanks,
Tyler

--

Tyler Stanton, Biologist
North Carolina Department of Transportation
PDEA, Natural Environment Unit
1598 Mail Service Center
Raleigh, NC 27699-1598
voice: (919)715-1439 fax: (919)715-5501

Special Sediment Control Fence:

Description:

The work covered by this section consists of the construction, maintenance, and removal of special sediment control fence. Place special sediment control fence as shown on the plans or as directed by the Engineer in wetland areas permitted for the installation of Sediment and Erosion Control measures. The sections of Special Sediment Control Fence shall serve as drainage breaks for Silt Fence and shall not exceed 10 ft. (3 m) in length.

Materials:

(A) Posts:

Steel posts shall be at least 5 feet (1.5 m) in length, approximately 1 3/8 inches (35 mm) wide measured parallel to the fence, and have a minimum weight of 1.25 lb/ft (1.86 kg/m) of length. The post shall be equipped with an anchor plate having a minimum area of 14.0 square inches (9000 square millimeters), and shall have a means of retaining wire in the desired position without displacement.

(B) 1/4 inch (6.4mm) Hardware Cloth:

Hardware cloth shall have 1/4 inch (6.4mm) openings constructed from #24 gauge wire. Install hardware cloth according to the detail shown on the plans.

(C) Sediment Control Stone:

Sediment control stone shall meet the requirements of Section 1005 of the 2002 Standard Specifications for Roads and Structures. Install stone according to the detail included with the plans.

Maintenance and Removal:

The Contractor shall maintain the special sediment control fence until the project is accepted or until the fence is removed, and shall remove and dispose of silt accumulations at the fence when so directed by the Engineer in accordance with Section 1630 of the 2002 Standard Specifications for Roads and Structures.

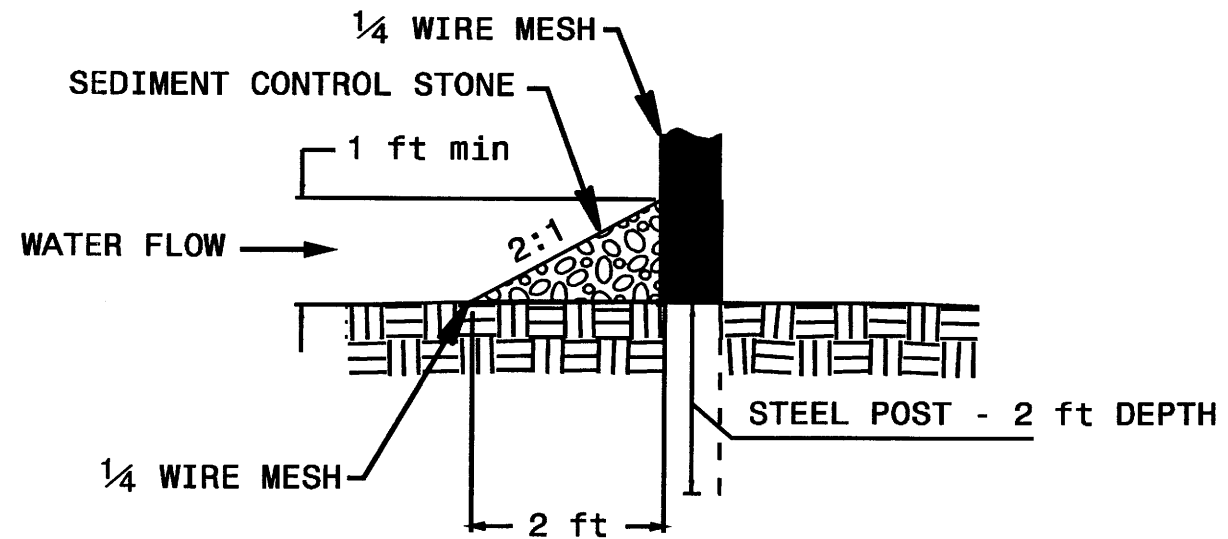
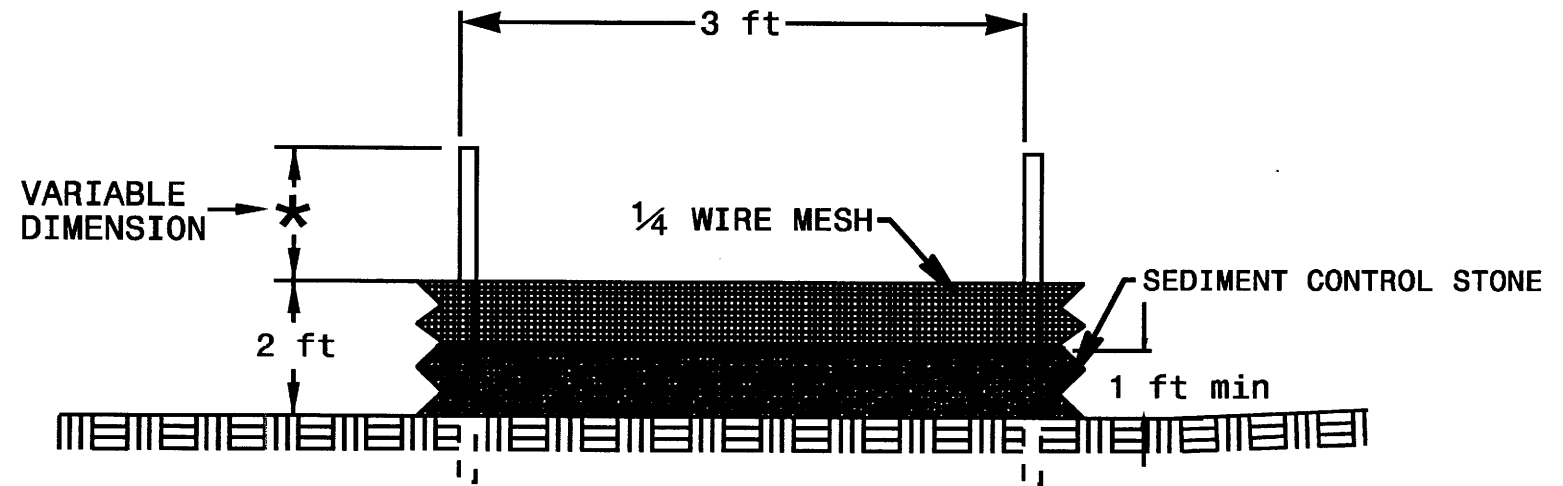
GENERAL NOTES:

SEDIMENT CONTROL STONE SHALL BE NO. 5 OR NO. 57 AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON "SEDIMENT CONTROL STONE."

USE HARDWARE CLOTH 24 GAUGE WIRE MESH WITH 1/4 INCH MESH OPENINGS.

INSTALL 5 FT. SELF FASTENER ANGLE STEEL POST 2 FT. DEEP MINIMUM.

POST SPACING SHALL BE A MAXIMUM OF 3 FT.





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

May 1, 2006

MEMORANDUM TO: File

FROM: Paul F. Fisher, P.E.
Hydraulics Unit

SUBJECT: Stormwater Management Plan
B-4174, Lenoir County

The following items were incorporated into the Hydraulic design of this project for stormwater quality considerations:

- No deck drains on the bridge
- No untreated discharge directly into Buffer Zones
- Roadway side slopes set at 3:1 maximum.
- Use top-down construction methods.

PFF