



Pre-Construction Notification (PCN) Form

For Nationwide Permits and Regional General Permits
(along with corresponding Water Quality Certifications)

April 13, 2022 Ver 4.3

Please note: fields marked with a red asterisk * below are required. You will not be able to submit the form until all mandatory questions are answered.

Also, if at any point you wish to print a copy of the E-PCN, all you need to do is right-click on the document and you can print a copy of the form.

Below is a link to the online help file.

<https://edocs.deq.nc.gov/WaterResources/0/edoc/624704/PCN%20Help%20File%202018-1-30.pdf>

A. Processing Information

Pre-Filing Meeting Date Request was submitted on: *

4/29/2022

If this is a courtesy copy, please fill in this with the submission date.

Is this project connected with ARPA funding? *

☐ Yes ☒ No

County (or Counties) where the project is located: *

Craven

Is this a NCDMS Project? *

☐ Yes ☒ No

Click Yes, only if NCDMS is the applicant or co-applicant.

DONOT CHECK YES, UNLESS YOU ARE DMS OR CO-APPLICANT.

Is this project a public transportation project? *

☒ Yes ☐ No

This is any publicly funded by municipal, state or federal funds road, rail, airport transportation project.

Is this a NCDOT Project? *

☒ Yes ☐ No

(NCDOT only) T.I.P. or state project number:

BR-0074

WBS # *

67074.1.1

(for NCDOT use only)

1a. Type(s) of approval sought from the Corps: *

- ☒ Section 404 Permit (wetlands, streams and waters, Clean Water Act)
☐ Section 10 Permit (navigable waters, tidal waters, Rivers and Harbors Act)

Has this PCN previously been submitted? *

☐ Yes
☒ No

1b. What type(s) of permit(s) do you wish to seek authorization? *

- ☐ Nationwide Permit (NWP)
☒ Regional General Permit (RGP)
☐ Standard (IP)

1c. Has the NWP or GP number been verified by the Corps? *

☐ Yes ☒ No

Regional General Permit (RGP) Number:

201902350 - Work associated with bridge construction, widening, replacement, and interchanges

RGP Numbers (for multiple RGPs):

List all RGP numbers you are applying for not on the drop down list.

1d. Type(s) of approval sought from the DWR: *

check all that apply

- ☒ 401 Water Quality Certification - Regular
☐ Non-404 Jurisdictional General Permit
☐ Individual 401 Water Quality Certification

- ☐ 401 Water Quality Certification - Express
☒ Riparian Buffer Authorization

1e. Is this notification solely for the record because written approval is not required?

*

For the record only for DWR 401 Certification:

☐ Yes ☒ No

For the record only for Corps Permit:

☐ Yes ☒ No

1f. Is this an after-the-fact permit application? *

☐ Yes ☒ No

1g. Is payment into a mitigation bank or in-lieu fee program proposed for mitigation of impacts?

If so, attach the acceptance letter from mitigation bank or in-lieu fee program.

☐ Yes ☒ No

Acceptance Letter Attachment

Click the upload button or drag and drop files here to attach document

FILE TYPE MUST BE PDF

1h. Is the project located in any of NC's twenty coastal counties? *

☒ Yes ☐ No

1i. Is the project located within a NC DCM Area of Environmental Concern (AEC)? *

☒ Yes ☐ No ☐ Unknown

1j. Is the project located in a designated trout watershed? *

☐ Yes ☒ No

Link to trout information: <http://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Agency-Coordination/Trout.aspx>

B. Applicant Information



1a. Who is the Primary Contact? *

Deanna Riffey

1b. Primary Contact Email: *

driffey@ncdot.gov

1c. Primary Contact Phone: *

(xxx)xxx-xxxx

(919)707-6151

1d. Who is applying for the permit? *

☐ Owner
(Check all that apply)

☒ Applicant (other than owner)

1e. Is there an Agent/Consultant for this project? *

☐ Yes ☒ No

2. Owner Information

2a. Name(s) on recorded deed: *

NCDOT

2b. Deed book and page no.:

2c. Contact Person:

(for Corporations)

2d. Address *

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699-1598

State / Province / Region

NC

Country

USA

2e. Telephone Number: *

(xxx)xxx-xxxx

(919)707-6151

2f. Fax Number:

(xxx)xxx-xxxx

2g. Email Address: *

jdilday1@ncdot.gov

3. Applicant Information (if different from owner)

3a. Name: *

Deanna Riffey

3b. Business Name:

(if applicable)

3c. Address *

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699-1598

State / Province / Region

NC

Country

USA

3d. Telephone Number: *

(919)707-6151

(xxx)xxx-xxxx

3e. Fax Number:

(xxx)xxx-xxxx

3f. Email Address: *

driffey@ncdot.gov

C. Project Information and Prior Project History

1. Project Information

1a. Name of project: *

BR-0074

1b. Subdivision name:

(if appropriate)

1c. Nearest municipality / town: *

Havelock

2. Project Identification

2a. Property Identification Number:

(tax PIN or parcel ID)

2b. Property size:

(in acres)

2c. Project Address

Street Address

Address Line 2

City

Postal / Zip Code

State / Province / Region

Country

2d. Site coordinates in decimal degrees

Please collect site coordinates in decimal degrees. Use between 4-6 digits (unless you are using a survey-grade GPS device) after the decimal place as appropriate, based on how the location was determined. (For example, most mobile phones with GPS provide locational precision in decimal degrees to map coordinates to 5 or 6 digits after the decimal place.)

Latitude: *

34.89105

ex: 34.208504

Longitude: *

-76.922685

-77.796371

3. Surface Waters

3a. Name of the nearest body of water to proposed project: *

Neuse River

3b. Water Resources Classification of nearest receiving water: *

C;Sw; NSW

[Surface Water Lookup](#)

3c. What river basin(s) is your project located in? *

Neuse

3d. Please provide the 12-digit HUC in which the project is located. *

030202040502

[River Basin Lookup](#)

4. Project Description and History

4a. Describe the existing conditions on the site and the general land use in the vicinity of the project at the time of this application: *

Project No. BR-0074 proposes to replace Bridge Nos. 240091 and 240092, which carry US 70 over Southwest Prong Slocum Creek in Havelock, Craven County. Bridge No. 91 was constructed in 1956 and Bridge No. 92 was constructed in 1944. The two existing bridges have lengths of 140' for #92 and 226' for #91 have a widths of 30' (#92) and 33' (#91).

Land use in the project study area is a combination of maintained roadsides, residential, and undeveloped natural areas. The project study area is rural and predominantly undeveloped with maintained/mowed road right-of-way, open stream channel flanked by floodplain, several wetlands, and residential homes.

4b. Have Corps permits or DWR certifications been obtained for this project (including all prior phases) in the past? *

☐ Yes ☒ No ☐ Unknown

4f. List the total estimated acreage of all existing wetlands on the property:

1.65

4g. List the total estimated linear feet of all existing streams on the property:

(intermittent and perennial)

417

4h. Explain the purpose of the proposed project: *

The purpose of the proposed project is to replace bridges that are structurally deficient. Bridge No. 91 and Bridge 92 are considered “functionally obsolete” and are nearing the end of their useful lives. As the bridges age, the cost of repairs and continued maintenance necessitates the need for replacement.

4i. Describe the overall project in detail, including indirect impacts and the type of equipment to be used: *

The bridges will be replaced on the existing alignment while detouring traffic onsite during construction utilizing an existing parallel service road west of US 70. The service road would carry two lanes of traffic in one direction during construction. Two lanes of traffic in the other direction will be carried per bridge while the other is being replaced. The dual bridge replacements of Structures #92 and #91 on US 70 crosses over SW. Prong Slocum Creek. The channel flows from West to East and ultimately drains into the Neuse River. The bridges will be replaced by two bridges each having an OAL = 240', with widths for #91 = 40' and #92 = 36'. Both proposed bridges are longer than the existing bridges to accommodate the spatial difference between the previous bridge locations to the new location. The proposed bridges are both two-lane roadways with 8-foot outside shoulders.

It is anticipated that bridge #92 can be demolished & constructed using top-down methods along with impervious dikes. It is anticipated that most of bridge #91 can be demolished & constructed using a combination of top-down methods & working from the ground. However, the demolition & construction of bent #2 will require access from the water and a temporary rock causeway will be used. It can be quickly constructed within the demolition and construction phasing of both bridges and then easily removed once bent #2 is constructed.

Standard road building equipment, such as trucks, bulldozers, and cranes will be used.

5. Jurisdictional Determinations

5a. Have the wetlands or streams been delineated on the property or proposed impact areas? *

☒ Yes ☐ No ☐ Unknown

Comments:

5b. If the Corps made a jurisdictional determination, what type of determination was made? *

☒ Preliminary ☐ Approved ☐ Not Verified ☐ Unknown ☐ N/A

Corps AID Number:

Example: SAW-2017-99999

SAW-2022-01630

5c. If 5a is yes, who delineated the jurisdictional areas?

Name (if known): Jason Hartshorn

Agency/Consultant Company: Kimley-Horn

Other:

5d. List the dates of the Corp jurisdiction determination or State determination if a determination was made by the Corps or DWR.

July 19, 2022.

6. Future Project Plans

6a. Is this a phased project? *

☐ Yes ☒ No

Are any other NWP(s), regional general permit(s), or individual permits(s) used, or intended to be used, to authorize any part of the proposed project or related activity? This includes other separate and distant crossing for linear projects that require Department of the Army authorization but don't require pre-construction notification.

D. Proposed Impacts Inventory

1. Impacts Summary



1a. Where are the impacts associated with your project? (check all that apply):

- ☒ Wetlands
☒ Open Waters

- ☐ Streams-tributaries
☐ Pond Construction

- ☒ Buffers

2. Wetland Impacts

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

"W." will be used in the table below to represent the word "wetland".

2a. Site # * (?)	2a1 Reason * (?)	2b. Impact type * (?)	2c. Type of W. *	2d. W. name *	2e. Forested *	2f. Type of Jurisdiction * (?)	2g. Impact area *
1	Causeway	T	Tidal Freshwater Marsh	WB	No	Both	0.003 (acres)
2	Excavation	P	Tidal Freshwater Marsh	WA	No	Both	0.007 (acres)
3	Fill	P	Riverine Swamp Forest	WD	Yes	Both	0.007 (acres)
4	Fill	P	Riverine Swamp Forest	WF	Yes	Both	0.014 (acres)
4	Excavation- roadway	P	Riverine Swamp Forest	WF	Yes	Both	0.002 (acres)
5	Fill	P	Riverine Swamp Forest	WE	No	Both	0.006 (acres)

2g. Total Temporary Wetland Impact

0.003

2g. Total Permanent Wetland Impact

0.036

2g. Total Wetland Impact

0.039

2i. Comments:

There will be 0.002 acres of hand clearing for Site 1, 0.006 acres of hand clearing at Site 2 for 18 RCP and 0.064 acres of hand clearing for roadway fill area at Sites 3-5.

4. Open Water Impacts

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

4a. Site # * (?)	4a1. Impact Reason	4b. Impact type * (?)	4c. Name of waterbody (?)	4d. Activity type *	4e. Waterbody type *	4f. Impact area *
1	Bents	P	SW Prong Slocum	Bridge	Tributary	0.04 (acres)
1	Causeway	T	SW Prong Slocum	Causeway	Tributary	0.04 (acres)
1	Dikes	T	SW Prong Slocum	Dewatering	Tributary	0.03 (acres)

4g. Total temporary open water Impacts:

0.07

4g. Total permanent open water impacts:

0.04

4g. Total open water impacts:

0.11

4h. Comments:

6. Buffer Impacts (for DWR)

If project will impact a protected riparian buffer, then complete the chart below. Individually list all buffer impacts below.

6a. Project is in which protect basin(s)? *

Check all that apply.

- ☒ Neuse
- ☐ Catawba
- ☐ Goose Creek
- ☐ Other
- ☐ Tar-Pamlico
- ☐ Randleman
- ☐ Jordan Lake

6b. Impact Type * (?)	6c. Per or Temp * (?)	6d. Stream name *	6e. Buffer mitigation required? *	6f. Zone 1 impact *	6g. Zone 2 impact *
Bridge - Allowable	P	SW Prong Slocum	No	1,140 (square feet)	1,686 (square feet)

6h. Total buffer impacts:

	Zone 1	Zone 2
Total Temporary impacts:	0.00	0.00

	Zone 1	Zone 2
Total Permanent impacts:	1,140.00	1,686.00

	Zone 1	Zone 2
Total combined buffer impacts:	1,140.00	1,686.00

6i. Comments:

E. Impact Justification and Mitigation

1. Avoidance and Minimization

1a. Specifically describe measures taken to avoid or minimize the proposed impacts in designing the project: *

Design Standards in Sensitive Watersheds will be implemented.

1b. Specifically describe measures taken to avoid or minimize the proposed impacts through construction techniques: *

Traffic will be maintained on the existing bridges and adjacent bridge during construction. Runoff on the project is collected in the ditches at the bottom of the fill slopes and in the median between the two bridges. The drainage network through the project outfalls underneath and between the bridges in tail ditches that will be armored with Class B rip rap. To avoid additional workbridges dikes will be used to help in removal and construction of Bridge #91. 3:1 side slopes will be used. An in-water work moratorium from 2/15-9/30 will be adhered due to Southwest Prong Slocum Creek functioning as a primary nursery area.

2. Compensatory Mitigation for Impacts to Waters of the U.S. or Waters of the State

2a. Does the project require Compensatory Mitigation for impacts to Waters of the U.S. or Waters of the State?

- ☐ Yes
- ☒ No

2b. If this project DOES NOT require Compensatory Mitigation, explain why:

Does not meet the threshold limits and/or are temporary impacts.

NC Stream Temperature Classification Maps can be found under the Mitigation Concepts tab on the Wilmington District's [RIBITS](#) website.

F. Stormwater Management and Diffuse Flow Plan (required by DWR)

*** Recent changes to the stormwater rules have required updates to this section .***

1. Diffuse Flow Plan

1a. Does the project include or is it adjacent to protected riparian buffers identified within one of the NC Riparian Buffer Protection Rules?

- ☒ Yes
- ☐ No

1b. All buffer impacts and high ground impacts require diffuse flow or other form of stormwater treatment. If the project is subject to a state implemented riparian buffer protection program, include a plan that fully documents how diffuse flow will be maintained.

All Stormwater Control Measures (SCM)s must be designed in accordance with the [NC Stormwater Design Manual](#). Associated supplement forms and other documentation shall be provided.

What type of SCM are you providing?

- ☐ Level Spreader
- ☐ Vegetated Conveyance (lower SHWT)
- ☐ Wetland Swale (higher SHWT)
- ☒ Other SCM that removes minimum 30% nitrogen
- ☐ Proposed project will not create concentrated stormwater flow through the buffer
- (check all that apply)

For a list of options to meet the diffuse flow requirements, click [here](#).

2. Stormwater Management Plan

2a. Is this a NCDOT project subject to compliance with NCDOT's Individual NPDES permit NCS000250? *

☒ Yes ☐ No

Comments:

G. Supplementary Information



1. Environmental Documentation

1a. Does the project involve an expenditure of public (federal/state/local) funds or the use of public (federal/state) land? *

☒ Yes ☐ No

1b. If you answered "yes" to the above, does the project require preparation of an environmental document pursuant to the requirements of the National or State (North Carolina) Environmental Policy Act (NEPA/SEPA)? *

☒ Yes ☐ No

1c. If you answered "yes" to the above, has the document review been finalized by the State Clearing House? (If so, attach a copy of the NEPA or SEPA final approval letter.) *

☒ Yes ☐ No

2. Violations (DWR Requirement)

2a. Is the site in violation of DWR Water Quality Certification Rules (15A NCAC 2H .0500), Isolated Wetland Rules (15A NCAC 2H .1300), or DWR Surface Water or Wetland Standards or Riparian Buffer Rules (15A NCAC 2B .0200)? *

☐ Yes ☒ No

3. Cumulative Impacts (DWR Requirement)

3a. Will this project (based on past and reasonably anticipated future impacts) result in additional development, which could impact nearby downstream water quality? *

☐ Yes ☒ No

3b. If you answered "no," provide a short narrative description.

Due to minimal transportation impact resulting from these bridge replacements, this project will neither influence nearby land uses nor stimulate growth.

4. Sewage Disposal (DWR Requirement)

4a. Is sewage disposal required by DWR for this project? *

☐ Yes ☒ No ☐ N/A

5. Endangered Species and Designated Critical Habitat (Corps Requirement)

5a. Will this project occur in or near an area with federally protected species or habitat? *

☒ Yes ☐ No

5b. Have you checked with the USFWS concerning Endangered Species Act impacts? *

☒ Yes ☐ No

5c. If yes, indicate the USFWS Field Office you have contacted.

Raleigh

5d. Is another Federal agency involved? *

☐ Yes ☒ No ☐ Unknown

5e. Is this a DOT project located within Division's 1-8? *

☒ Yes ☐ No

5j. What data sources did you use to determine whether your site would impact Endangered Species or Designated Critical Habitat? *

NC Natural Heritage Program database, USFWS Raleigh Field Office and IPaC (Information for Planning and Consultation) website, and NOAA National Marine Fisheries correspondence.

6. Essential Fish Habitat (Corps Requirement)

6a. Will this project occur in or near an area designated as an Essential Fish Habitat? *

☐ Yes ☒ No

6b. What data sources did you use to determine whether your site would impact an Essential Fish Habitat? *

NOAA Essential Fish Mapper. Coordination with NOAA NMFS.

7. Historic or Prehistoric Cultural Resources (Corps Requirement)

Link to the State Historic Preservation Office Historic Properties Map (does not include archaeological data: <http://gis.ncdcr.gov/hpweb/>)

7a. Will this project occur in or near an area that the state, federal or tribal governments have designated as having historic or cultural preservation status (e.g., National Historic Trust designation or properties significant in North Carolina history and archaeology)? *

☐ Yes ☒ No

7b. What data sources did you use to determine whether your site would impact historic or archeological resources? *

NCDOT Historic Architecture and Landscapes No Survey Required Forms 10/2018 and 5/2019, NCDOT No Archeological Survey Form (5/2019) and Tribal coordination letter sent to Catawba Indian Nation (12/2021). No response has been received.

8. Flood Zone Designation (Corps Requirement)

Link to the FEMA Floodplain Maps: <https://msc.fema.gov/portal/search>

8a. Will this project occur in a FEMA-designated 100-year floodplain? *

☒ Yes ☐ No

8b. If yes, explain how project meets FEMA requirements:

The bridge areas are located in Zone AE in a Coastal County. As such, the low chord of the proposed bridges were designed to be at or higher than the low chord of the existing bridges per CAMA county requirements.

8c. What source(s) did you use to make the floodplain determination? *

FRIS (Flood Risk Information System) for NC and CE document.

Miscellaneous

Comments

Atlantic sturgeon was No Effect biological conclusion. No moratoriums requested by NMFS via email on March 2, 2021 from NOAA NMFS. The Programmatic Biological Opinion (PBO) will be used for Northern long-eared bat due to project location in Divisions 1-8. Construction activities will adhere to the guidelines outlined in Guidelines for Avoiding Impacts to the West Indian Manatee Precautionary Measures for Construction Activities in North Carolina Waters (2003 USFWS).

Please use the space below to attach all required documentation or any additional information you feel is helpful for application review. Documents should be combined into one file when possible, with a Cover Letter, Table of Contents, and a Cover Sheet for each Section preferred.

[Click the upload button or drag and drop files here to attach document](#)

BR-0074 EPCN Submission Form.pdf

6.55MB

[File must be PDF or KMZ](#)

Signature

*

☒ By checking the box and signing below, I certify that:

- The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief; and
- The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.
- I have given true, accurate, and complete information on this form;
- I agree that submission of this PCN form is a "transaction" subject to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I agree to conduct this transaction by electronic means pursuant to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I understand that an electronic signature has the same legal effect and can be enforced in the same way as a written signature; AND
- I intend to electronically sign and submit the PCN form.

Full Name: *

Michael Turchy

Signature *

Michael Turchy

Date

3/30/2023



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

March 29, 2023

NC Dept. of Environmental Quality
Division of Coastal Management
400 Commerce Street
Morehead City, NC 28557

ATTN: Mr. Stephen Lane, NCDOT Coordinator

Subject: **Application for CAMA Major Permit** for the proposed replacement of Bridge Numbers 91 and 92 on US 70 over Southwest Prong Slocum Creek in Craven County; TIP No. BR-0074; Debit \$400 from WBS No. 67074.1.1

Dear Mr. Lane:

The Department requests authorization for the proposed replacement of Bridge Numbers 91 and 92 on US 70 over Southwest Prong Slocum Creek.

Please see enclosed copies of the Division of Coastal Management Major Permit Forms 1, 2, and 5 along with and permit plans, roadway plans, no archeological survey required form, historic architecture no survey required form, and causeway justification document for the above referenced project.

A Categorical Exclusion was completed in July 2022 and distributed shortly thereafter. A digital copy is available at the NCDOT website:

https://xfer.services.ncdot.gov/pdea/EnvironmentalDocs/Documents/STIP_BR_Projects/BR-0074_Type_I_CE.pdf

NCDOT requests that the proposed work be authorized under a Coastal Area Management Act Major Permit. Adjacent riparian landowner certified mail return receipts will be provided once they are received.

A copy of this permit application will be posted on the NCDOT Website at <https://xfer.services.ncdot.gov/pdea/PermApps/>. Should you have any questions regarding this application, please contact me at (919) 707-6111 or jldilday@ncdot.gov.

Sincerely,




Jason Dilday, Eastern Regional Team Lead
Environmental Coordination and Permitting Group

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ANALYSIS UNIT
1598 MAIL SERVICE CENTER
RALEIGH NC 27699-1598



TELEPHONE: 919-707-6000
Customer Service: 1-877-368-4968
Website: www.ncdot.gov

Location:
CENTURY CENTER, BUILDING A
1000 BIRCH RIDGE DRIVE
RALEIGH NC, 27610

Submitted: March 29, 2023

		North Carolina Department of Transportation Highway Stormwater Program STORMWATER MANAGEMENT PLAN FOR NCDOT PROJECTS					
(Version 3.00; Released August 2021)							
WBS Element: 67074.1.1		TIP/Proj No: BR-0074		County(ies): Craven		Page 1 of 3	
General Project Information							
WBS Element:		67074.1.1		TIP Number:		BR-0074	
NCDOT Contact:		Deanna Riffey		Contractor / Designer:		David Hursey	
Address:		Division of Highways 1 South Wilmington Street Raleigh NC 27601		Address:		Kimley-Horn 421 Fayetteville Street #600 Raleigh NC 27601	
Phone:		(919) 707-6151		Phone:		(919) 653-2933	
Email:		driffey@ncdot.gov		Email:		david.hursey@kimley-horn.com	
City/Town:		Havelock		County(ies):		Craven	
River Basin(s):		Neuse		CAMA County?		Yes	
Wetlands within Project Limits?		Yes					
Project Description							
Project Length (lin. miles or feet):		0.27		Surrounding Land Use:		Commercial/Residential	
Proposed Project				Existing Site			
Project Built-Up Area (ac.):		2.9 ac.		2.7 ac.			
Typical Cross Section Description:		Westbound Bridge: 2 - 12' Lanes, w/ 8' outside shoulder and 4' median shoulder Eastbound Bridge: 2 - 12' Lanes, w/ 8' outside and median shoulders West and Eastbound Approaches: 2 - 12' Lanes for each approach, w/ 8' outside shoulders (4' paved) and 6' median shoulders (2' paved) Span Arrangement: 60', 65', 55', & 60'; OAL = 240' for both bridges Type III 45" Prestressed Girder w/ 4' caps		Bridge 240091: 6 spans Span Arrangement: 1@37.75', 4@37.5', 1@37.75' Bridge Length: 226' Bridge 240092: 4 spans Span Arrangement: 4@35' Bridge Length: 140'			
Annual Avg Daily Traffic (veh/hr/day):		Design/Future: 33,800		Year: 2045		Existing: 31,100	
Year: 2024							
General Project Narrative: (Description of Minimization of Water Quality Impacts)		<p>The dual bridge replacements of Structures #240092 and #240091 on US 70 crosses over SW. Prong Slocum Creek. The channel flows from West to East and ultimately drains into the Neuse River. There are two existing bridges, #240092 (OAL = 140') with a width of 30' and 240091 (OAL = 226') with a width of 33' that will be replaced with two bridges each having an OAL = 240', with widths = 1@36' & 1@40'. Both proposed bridges are longer than the existing bridges to accommodate the spatial difference between the previous bridge locations to the new locations. Both proposed bridges and roadway improvements minimized the existing overtopping condition and maintain a minimal transition between existing and new roadway.</p> <p>Runoff from both bridges are captured on the low side of the bridge along their respective shoulder. The SAG in the roadway is located at Sta 25+34.07 -LRT- and Sta 25+87.05 -LLT-. These SAGs are not located on either of the bridges or the approach slabs. Runoff on the project is collected in the ditches at the bottom of the fill slopes and in the median between the two bridges. The drainage network through the project outfalls underneath and between the bridges in tail ditches that will be armored with Class B rip rap. A few proposed ditches have been designed based on swale design guidelines and have been provided on PG 3 of the SMP.</p> <p>SW Prong Slocum Creek is not a FEMA studied stream but the backwater and the 500-yr storm are shown on Flood Insurance Rate Map (FIRM) panel 3720642200K, dated 07/19/2020. A hydraulic analysis on SW Prong Slocum Creek was performed to assess the potential flood level increases associated with this project. Based on this analysis, the proposed bridge replacement project was shown to have a negligible effect on the base flood elevation.</p> <p>Temporary Causeway Narrative: It is anticipated that bridge #240092 can be demolished and constructed using top-down methods, so a work bridge or causeway is not required for bridge #092. It is also anticipated that most of bridge #240091 can be demolished and constructed using a combination of top-down methods and working from the ground, however, the demolition and construction of bent #2 will likely require access from the water. This access can best be accomplished through a temporary rock causeway that can be quickly constructed within the demolition and construction phasing of both bridges and then easily removed once bent #2 is constructed.</p>					

Submitted: March 29, 2023

		<p align="center">North Carolina Department of Transportation</p> <p align="center">Highway Stormwater Program</p> <p align="center">STORMWATER MANAGEMENT PLAN</p> <p align="center">FOR NCDOT PROJECTS</p>							
<p>(Version 3.00; Released August 2021)</p>									
WBS Element: 67074.1.1		TIP/Proj No.: BR-0074		County(ies): Craven		Page 2 of 3			
General Project Information									
Waterbody Information									
Surface Water Body (1):		Southwest Prong Slocum Creek		NCDWR Stream Index No.:		27-112-1			
NCDWR Surface Water Classification for Water Body		Primary Classification:		Class C					
		Supplemental Classification:		Swamp Waters (Sw) (NSW)					
Other Stream Classification:									
Impairments:									
Aquatic T&E Species?				Comments:					
NRTR Stream ID:		Southwest Prong Slocum Creek		Buffer Rules in Effect:		Neuse			
Project Includes Bridge Spanning Water Body?		Yes		Deck Drains Discharge Over Buffer?		No			
Deck Drains Discharge Over Water Body?		No		(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)			
		(If yes, provide justification in the General Project Narrative)							

Submitted: March 29, 2023



(Version 3.00; Released August 2021)

North Carolina Department of Transportation

Highway Stormwater Program

STORMWATER MANAGEMENT PLAN

FOR NCDOT PROJECTS



WBS Element: 67074.1.1

TIP/Proj No.: BR-0074

County(ies): Craven

Page 3 of 3

Swale

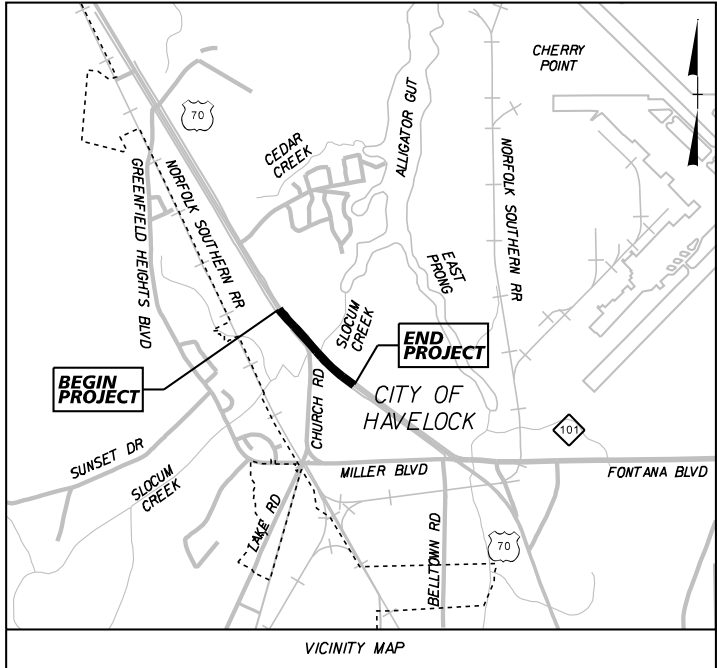
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Additional Comments

09/08/99

TIP PROJECT: BR-0074

CONTRACT:



----- HAVELOCK CITY LIMIT

RIGHT-OF-WAY
PLANS COMPLETE

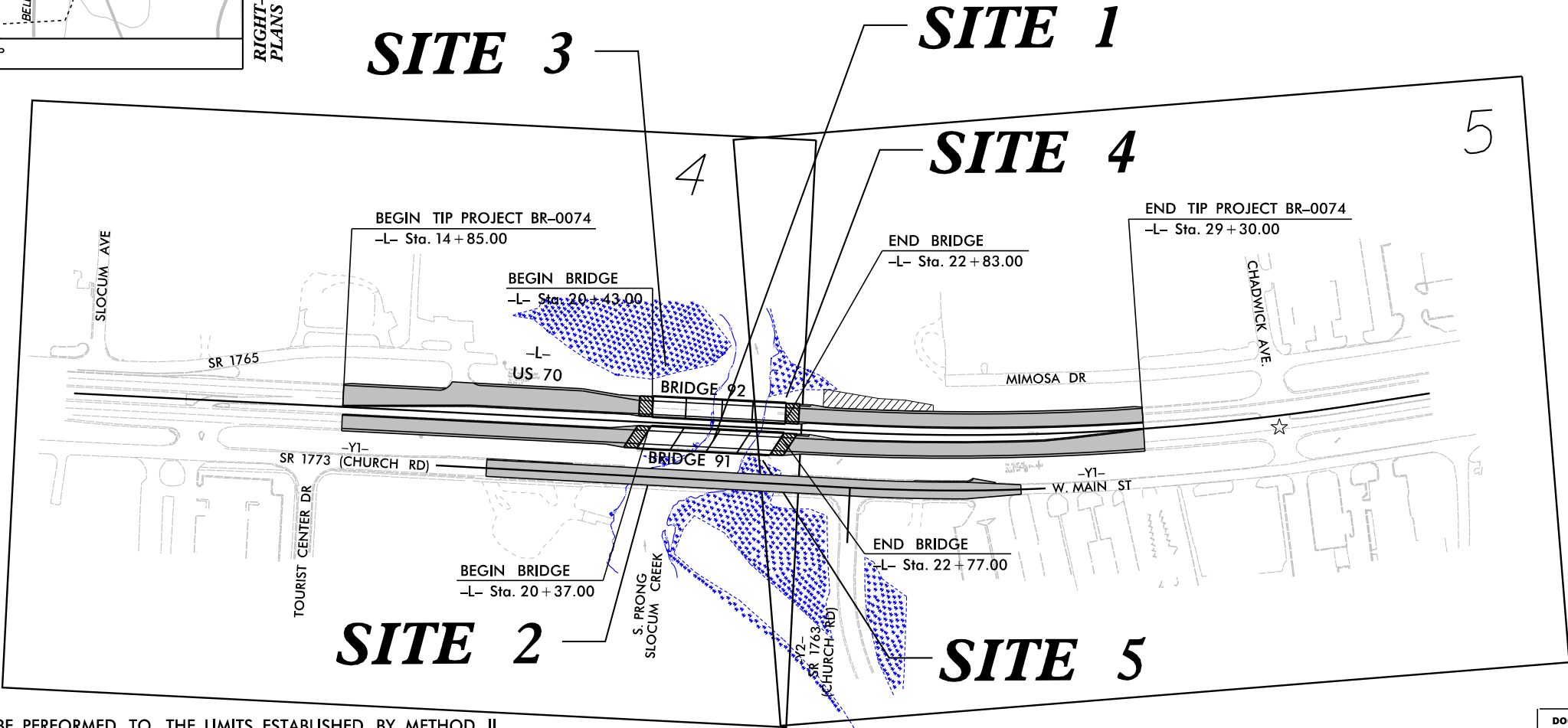
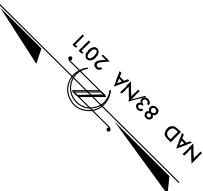
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
CRAVEN COUNTY

LOCATION: BRIDGES 240091 AND 240092 ON US 70 OVER S.PRONG SLOCUM CREEK
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES

WETLAND AND SURFACE WATER IMPACTS PERMIT
MARCH 2023

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0074	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
67074.1.1		P.E.	
67074.2.1		RIGHT-OF-WAY	
67074.2.1		UTILITIES	

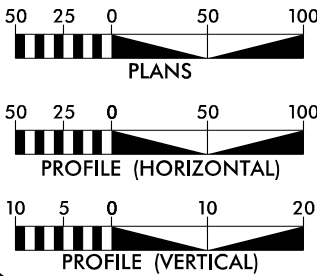
PERMIT DRAWING
SHEET 1 OF 10



☆ EXIST TRAFFIC SIGNAL
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II
THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF HAVELOCK

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

AADT 2024 = 31,100
AADT 2044 = 33,700
D = 55%
K = 9%
T = 4%*
V = 45/55 MPH
* (TTST 2% + DUAL 2%)
FUNCTIONAL PRINCIPAL
CLASSIFICATION: ARTERIAL
STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT BR-0074 = 0.229 MILES
LENGTH STRUCTURES TIP PROJECT BR-0074 = 0.045 MILES
TOTAL LENGTH TIP PROJECT BR-0074 = 0.274 MILES

PLANS PREPARED FOR
THE NCDOT BY:

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:

FEBRUARY 7, 2023

LETTING DATE:

JANUARY 16, 2024

Kimley»Horn

101 E. BROADWAY
FAYETTEVILLE, NC 28404
PHONE: 704.782.2000
WWW.KIMLEYHORN.COM

JEFFREY W. MOORE, P.E.
PROJECT ENGINEER

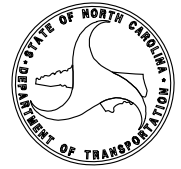
TYLER G. SPRING, P.E.
PROJECT DESIGN ENGINEER

KIM L. GILLESPIE, P.E.
PROJECT MANAGER
NCDOT PROJECT MANAGEMENT UNIT

HYDRAULICS ENGINEER

SIGNATURE: _____
ROADWAY DESIGN ENGINEER

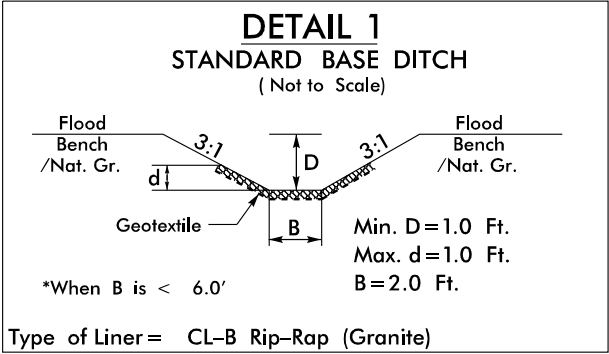
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P.E.



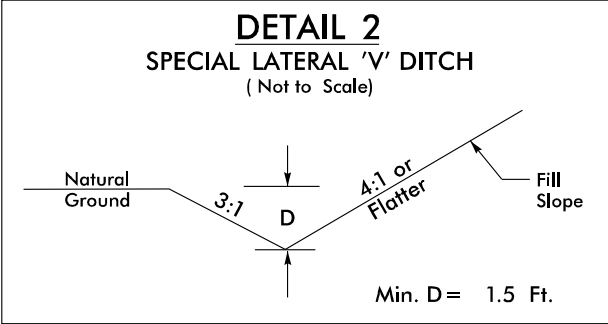
5/14/99

REVISIONS

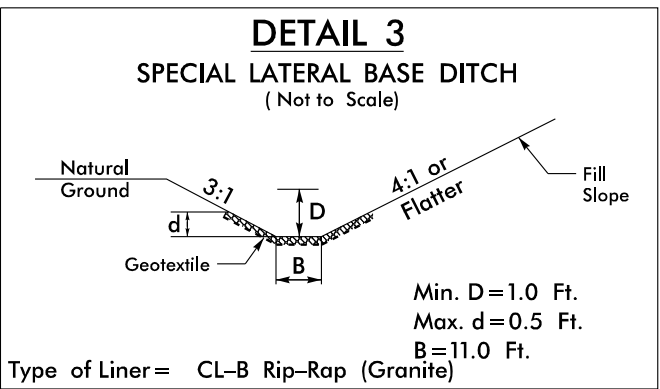
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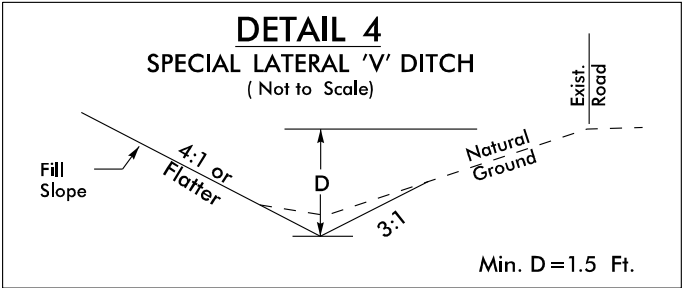
FROM STA. 20+64 TO STA. 21+48 -L- MEDIAN
FROM STA. 16+32 TO STA. 16+73 -DETWB- RT.



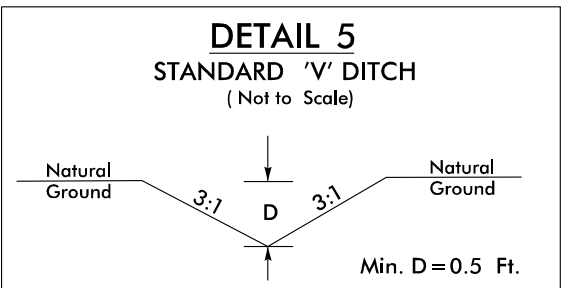
FROM STA. 17+25 TO STA. 18+50 -L- LT.



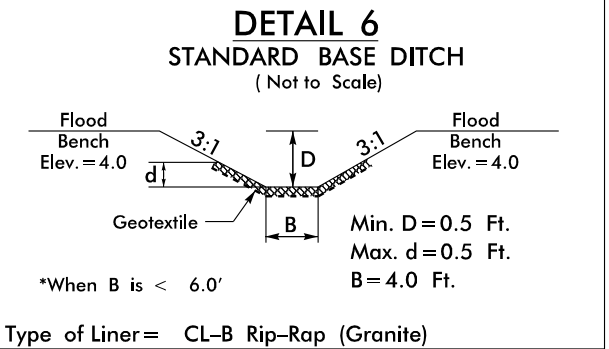
FROM STA. 18+50 TO STA. 19+12 -L- LT.



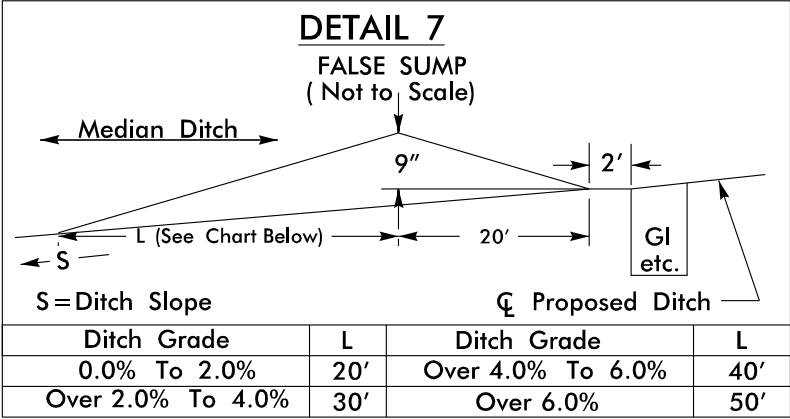
FROM STA. 18+50 TO STA. 19+50 -L- RT.
FROM STA. 27+00 TO STA. 28+00 -L- RT.



AT STA. 23+22 -L- LT



FROM STA. 22+45 TO STA. 22+70 -L-



FROM STA. 18+83 TO STA. 19+23 -DETWB- LT. (S=1.0%)
FROM STA. 20+13 TO STA. 20+53 -DETWB- LT. (S=1.0%)
FROM STA. 15+07 TO STA. 15+47 -DETEB- LT. (S=2.0%)
FROM STA. 16+30 TO STA. 16+70 -L- MEDIAN (S=1.5%)
FROM STA. 16+30 TO STA. 16+70 -L- RT. (S=1.8%)
FROM STA. 27+05 TO STA. 27+45 -L- MEDIAN (S=0.5%)

Kimley»Horn

421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

RIGHT-OF-WAY REV.

CONST. REV.

PROJECT REFERENCE NO.

BR-0074

SHEET NO.

2D-1

ROADWAY DESIGN
ENGINEER

HYDRAULICS
ENGINEER

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

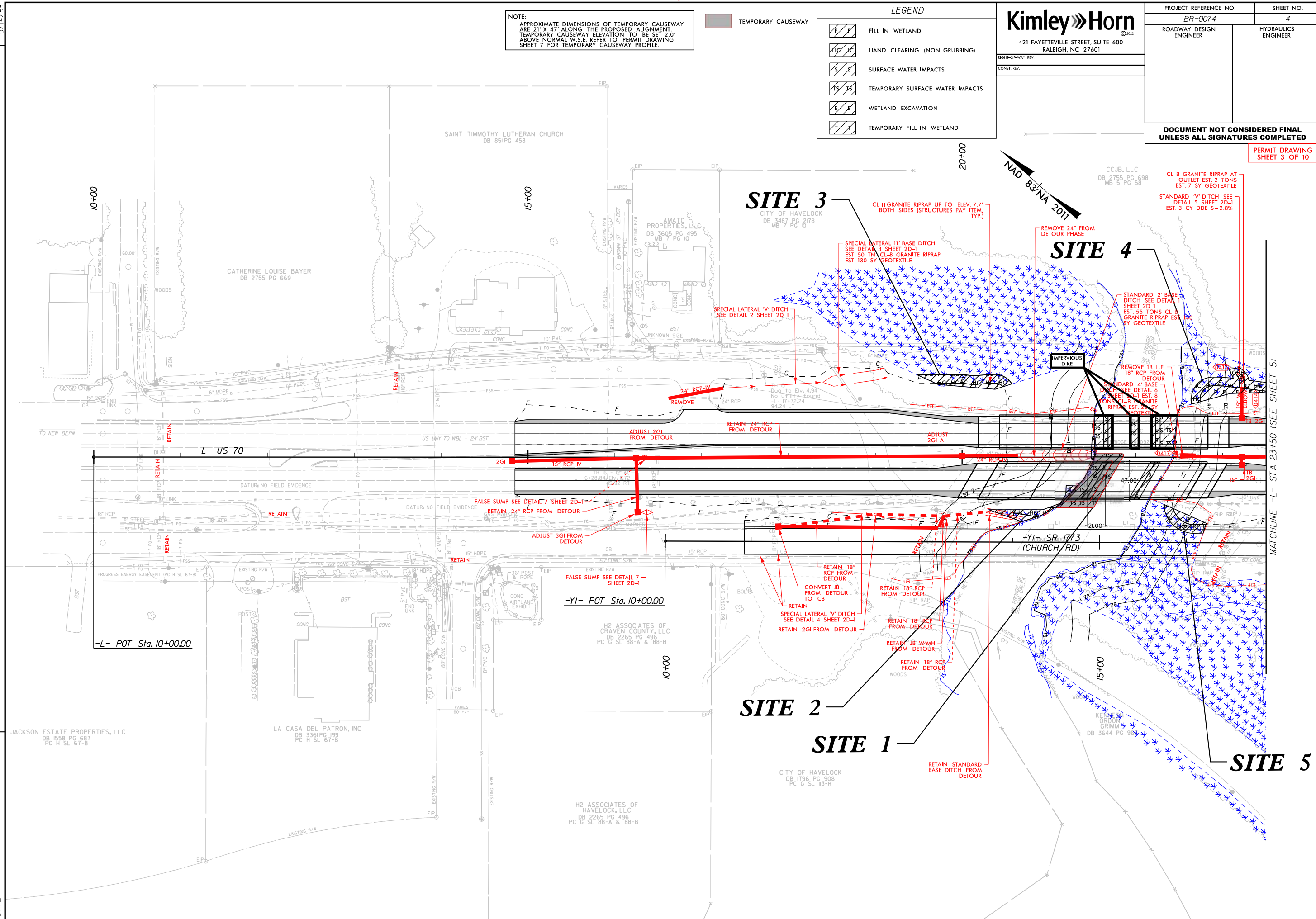
PERMIT DRAWING
SHEET 2 OF 10

 TEMPORARY CAUSEWAY

Kimley»Horn © 2022
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

REVISIONS



NOTE:
APPROXIMATE DIMENSIONS OF TEMPORARY CAUSEWAY
ARE 21' X 47' ALONG THE PROPOSED ALIGNMENT.
TEMPORARY CAUSEWAY ELEVATION TO BE SET 2.0'
ABOVE NORMAL W.S.E. REFER TO PERMIT DRAWING
SHEET 7 FOR TEMPORARY CAUSEWAY PROFILE.

TEMPORARY CAUSEWAY

LEGEND

- FILL IN WETLAND
- HAND CLEARING (NON-GRUBBING)
- SURFACE WATER IMPACTS
- TEMPORARY SURFACE WATER IMPACTS
- WETLAND EXCAVATION
- TEMPORARY FILL IN WETLAND

Kimley»Horn

421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

RIGHT-OF-WAY REV.
CONST. REV.

PROJECT REFERENCE NO.

BR-0074

SHEET NO.

4

ROADWAY DESIGN
ENGINEER

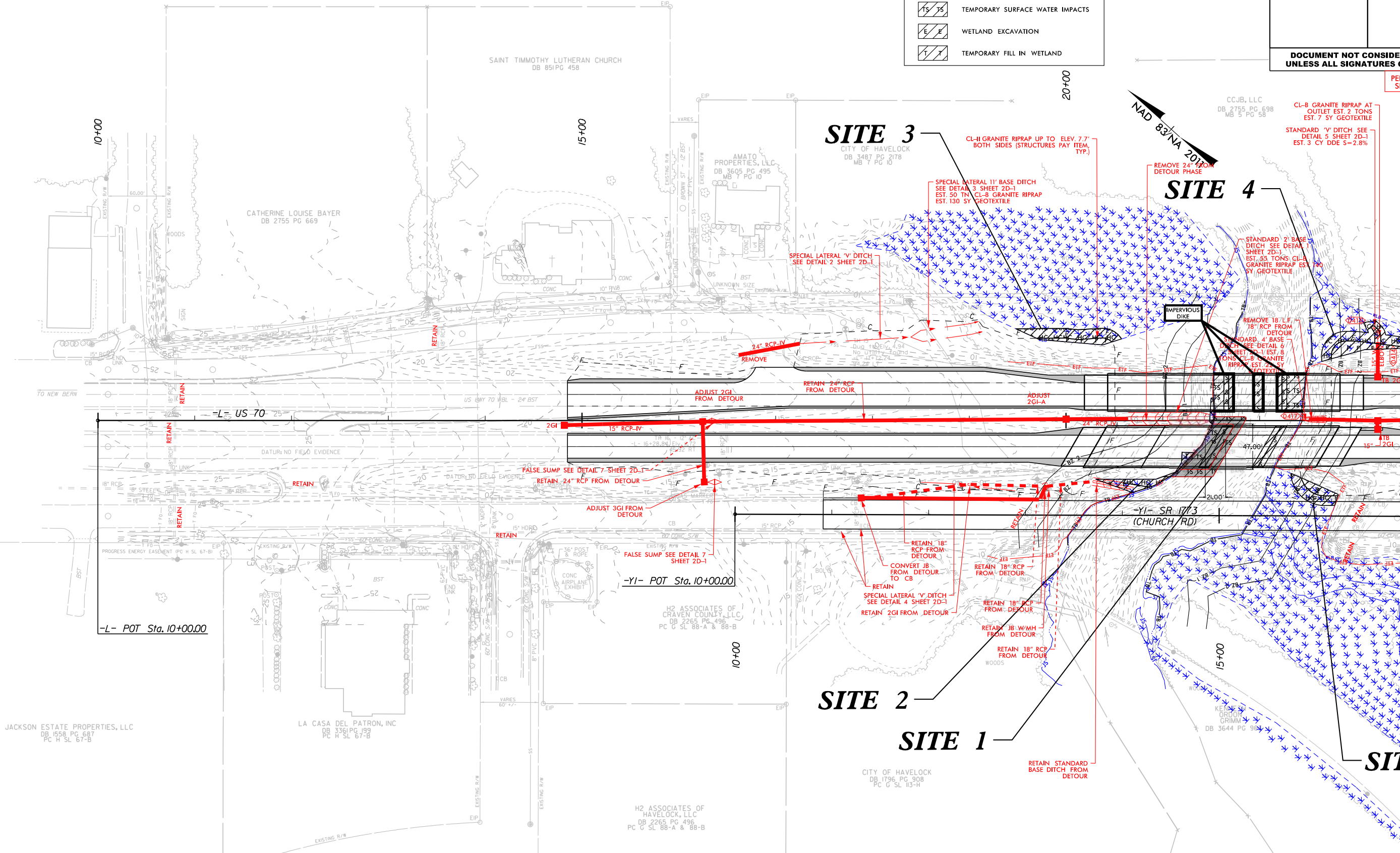
HYDRAULICS
ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PERMIT DRAWING
SHEET 4 OF 10

REVISIONS

\$DATE\$



MATCHLINE -L- STA 23+50 (SEE SHEET 5)

LEGEND



HAND CLEARING (NON-GRUBBING)

Kimley»Horn
©2022
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

RIGHT-OF-WAY REV.

CONST. REV.

PROJECT REFERENCE NO.

BR-0074

SHEET NO.

5

ROADWAY DESIGN
ENGINEER

HYDRAULICS
ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PERMIT DRAWING
SHEET 5 OF 10

REVISIONS



SITE 4

CCJB, LLC
DB 2755 PG 698
MB 5 PG 58

CITY OF HAVELock
DB 725 PG 513
MB 5 PG 58

AMERICAN EAGLE RENTALS, LLC
DB 2916 PG 375

WILLIAM L. LUZADDER
DB 3515 PG 1825

FRIENDLY
PAWN, LLC
DB 2120 PG 872
DB 2120 PG 866
MB 5 PG 58

FAMILY DOLLAR
STORES OF NORTH
CAROLINA, INC
DB 3238 PG 287
PC 1SL 306

-L- PC Sta. 23+65.09

-L- PT Sta. 33+26.97

-L- POT Sta. 34+50.00

SAG
-LRT- STA. 25+87.02

0.30% 0.30%

RETAIN 18" RCP FROM DETOUR

RETAIN 18" RCP FROM DETOUR

RETAIN 18" RCP FROM DETOUR

ADJUST 2GI FROM DETOUR

ADJUST 2GI FROM DETOUR

15" RCP IV

FALSE SUMP SEE DETAIL 7 SHEET 2D-1

RETAIN 18" RCP FROM DETOUR

RETAIN 18" RCP FROM DETOUR

RETAIN 15" RCP

2GI-D

-Y2- SR 1763 (CHURCH RD)

S 48° 00' 32" W

0.30% 0.30%

SAG
-LRT- STA. 25+34.07

-Y1- PC Sta. 17+52.44

-Y1- POT Sta. 17+47.21 =

-Y2- POT Sta. 10+00.00

89° 43' 49.8" E

-Y2- POT Sta. 11+00.00

SPECIAL LATERAL 'V' DITCH
SEE DETAIL 4 SHEET 2D-1

-Y1- PT Sta. 21+00.00

	NORTH	EAST	ELEV.
CUL1	421495.16	2622795.08	-2.48
CUL2	421487.89	2622787.42	-2.55
CE1	421491.70	2622792.09	3.54
HW1	421491.28	2622792.09	5.20
CUL3	421426.79	2622820.82	-2.28
CUL4	421418.46	2622813.61	-2.26
CE2	421422.47	2622816.87	3.76
HW2	421422.44	2622816.64	5.41

LEGEND



HAND CLEARING (NON-GRUBBING)

Kimley»Horn

421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

RIGHT-OF-WAY REV.

CONST. REV.

PROJECT REFERENCE NO.

BR-0074

SHEET NO.

5

ROADWAY DESIGN
ENGINEER

HYDRAULICS
ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PERMIT DRAWING
SHEET 6 OF 10

REVISIONS



SITE 4

CCJB, LLC
DB 2755 PG 698
MB 5 PG 58

CITY OF HAVELock
DB 725 PG 513
MB 5 PG 58

AMERICAN EAGLE RENTALS, LLC
DB 2916 PG 375

WILLIAM L. LUZADDER
DB 3515 PG 1825

FRIENDLY
PAWN, LLC
DB 2120 PG 872
DB 2120 PG 866
MB 5 PG 58

FAMILY DOLLAR
STORES OF NORTH
CAROLINA, INC
DB 3238 PG 287
PC 1SL 306

-L- PC Sta. 23+65.09

-L- PT Sta. 33+26.97

-L- POT Sta. 34+50.00

MATCHLINE -L- STA 23+50 (SEE SHEET 4)

-Y2- SR 1763
(CHURCH RD)
S 48° 00' 32" W

-Y1- PC Sta. 17+52.44

-Y1- POT Sta. 17+47.21 =

-Y2- POT Sta. 10+00.00

89° 43' 49.8" E

-Y2- POT Sta. 11+00.00

SPECIAL LATERAL 'V' DITCH
SEE DETAIL 4 SHEET 2D-1

-Y1- PT Sta. 21+00.00

	NORTH	EAST	ELEV.
CUL1	421495.16	2622795.08	-2.48
CUL2	421487.89	2622787.42	-2.55
CE1	421491.70	2622792.09	3.54
HW1	421491.28	2622792.09	5.20
CUL3	421426.79	2622820.82	-2.28
CUL4	421418.46	2622813.61	-2.26
CE2	421422.47	2622816.87	3.76
HW2	421422.44	2622816.64	5.41

5/28/99

LEGEND	
SPECIAL DITCH	----
MEDIAN DITCH	----

PERMIT DRAWING
SHEET 7 OF 10

Kimley»Horn

421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

RIGHT-OF-WAY REV.
CONST. REV.

PROJECT REFERENCE NO.		SHEET NO.
BR-0074		6
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

EXCAVATION

BRIDGE HYDRAULIC DATA	
DESIGN DISCHARGE	= 1800 CFS
DESIGN FREQUENCY	= 50 YR
DESIGN HW ELEVATION	= 6.7 FT
BASE DISCHARGE	= 2200 CFS
BASE FREQUENCY	= 100 YR
BASE HW ELEVATION	= 8.0 FT
OVERTOPPING DISCHARGE	= 5800 CFS
OVERTOPPING FREQUENCY	= 500+ YR
OVERTOPPING ELEVATION	= 14.9 FT
DATE OF SURVEY	= 03/05/2019
W.S.ELEVATION AT DATE OF SURVEY	= 0.5 FT

BM1 ELEVATION = 3.45
N 422147 E 2622838
-L- STATION 19+21.07 175.58' LEFT
BENCHTIE SET IN 18" CYPRESS

BEGIN GRADE
-LLT - STA 14+85.00
ELEV = 19.82'
MILL NOTCH TO KEY-IN
TIE TO EXISTING PAVEMENT

PI = 15+45.00
EL = 19.02'
VC = 120'
K = 1218

PI = 17+65.00
EL = 15.87'
VC = 170'
K = 150

-L- STA 21+63.00 LT
1 @ 60', 1 @ 65', 1 @ 55', 1 @ 60'
TYPE III 45' PRESTRESSED
CONCRETE GIRDER
CL ELEV = 14.67'
SKEW = 90°

PROPOSED GRADE
BEGIN BRIDGE
-L- STA 20+43 LT
ELEV = 15.03'

EXISTING
BRIDGE
TO BE
REMOVED

END BRIDGE
-L- STA 22+83 LT
ELEV = 14.31'

BEGIN SPECIAL
DITCH GRADE LT
-L- STA 17+25
ELEV = 10.00'

END SPECIAL
DITCH GRADE LT
-L- STA 19+12
ELEV = 4.75'

BEGIN SPECIAL
DITCH GRADE MEDIAN
-L- STA 20+64
ELEV = 2.50'

END SPECIAL
DITCH GRADE MEDIAN
-L- STA 21+48
ELEV = 1.50'

NORMAL W.S.E. = 0.5'
(03/05/2019)

BEGIN SPECIAL
DITCH GRADE MEDIAN
-L- STA 22+45
ELEV = 2.00'

END SPECIAL
DITCH GRADE MED
-L- STA 22+70
ELEV = 3.50'

CLASS II
RIPRAP (TYP
(STR PAY ITEM)

-LLT - US 70

SEE SHEET NO.4 FOR -L- PLAN

12 13 14 15 16 17 18 19 20 21 22 23

\$FILE\$

BEGIN GRADE
-LRT - STA 14+85.00
ELEV = 19.65'
MILL NOTCH TO KEY-IN
TIE TO EXISTING PAVEMENT

PI = 17+37.00
EL = 16.08'
VC = 170'
K = 152

-L- STA 21+57.00 RT
1 @ 60', 1 @ 65', 1 @ 55', 1 @ 60'
TYPE III 45' PRESTRESSED
CONCRETE GIRDER
CL ELEV = 14.82'
SKEW = 60°

END BRIDGE
-L- STA 22+77 RT
ELEV = 14.45'

BEGIN BRIDGE
-L- STA 20+37 RT
ELEV = 15.17'

EXISTING
BRIDGE
TO BE
REMOVED

BEGIN SPECIAL
DITCH GRADE RT
-L- STA 18+50
ELEV = 10.76'

END SPECIAL
DITCH GRADE RT
-L- STA 19+50
ELEV = 10.38'

-L- STA 19+00 RT
ELEV = 9.78'

NORMAL W.S.E. = 0.5'
(03/05/2019)

CLASS II
RIPRAP (TYP
(STR PAY ITEM)

-LRT - US 70

SEE SHEET NO.4 FOR -L- PLAN

BM1 ELEVATION = 3.45
N 422147 E 2622838
-L- STATION 19+21.07 175.58' LEFT
BENCHTIE SET IN 18" CYPRESS

BRIDGE HYDRAULIC DATA	
DESIGN DISCHARGE	= 1800 CFS
DESIGN FREQUENCY	= 50 YR
DESIGN HW ELEVATION	= 6.7 FT
BASE DISCHARGE	= 2200 CFS
BASE FREQUENCY	= 100 YR
BASE HW ELEVATION	= 8.0 FT
OVERTOPPING DISCHARGE	= 5800 CFS
OVERTOPPING FREQUENCY	= 500+ YR
OVERTOPPING ELEVATION	= 14.9 FT
DATE OF SURVEY	= 03/05/2019
W.S.ELEVATION AT DATE OF SURVEY	= 0.5 FT

14 15 16 17 18 19 20 21 22 23

\$DATE\$

8/23/99



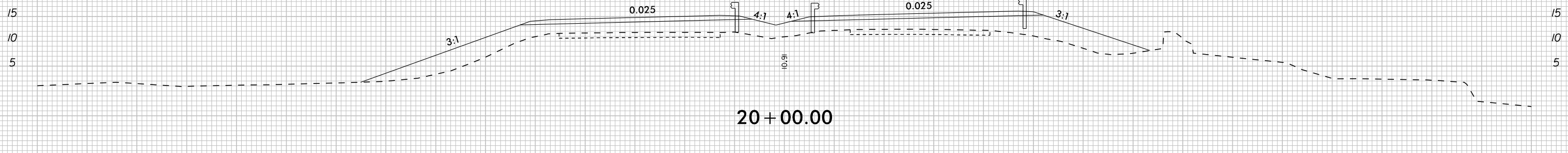
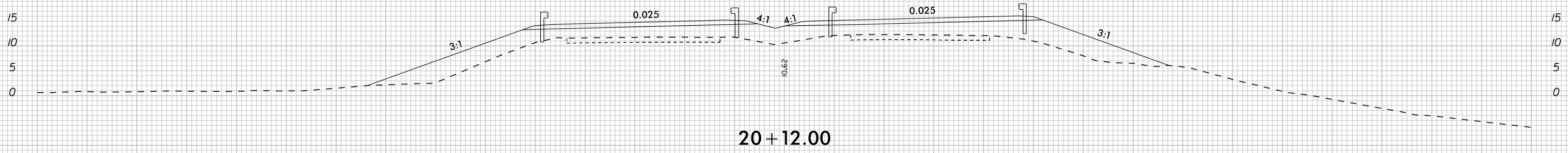
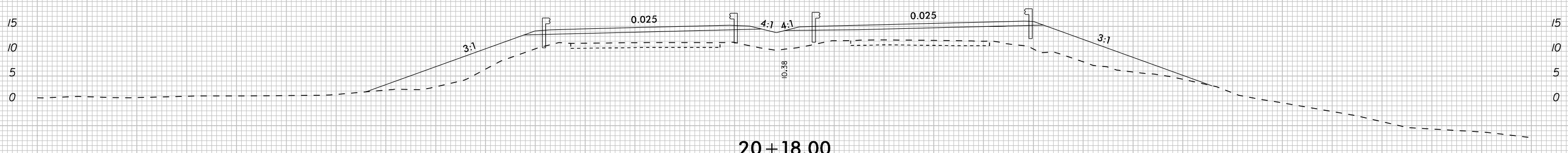
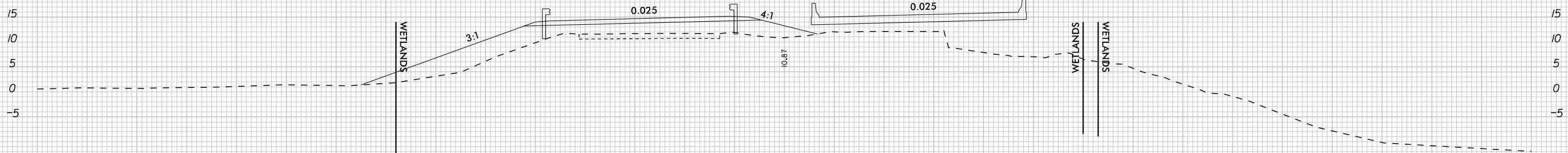
PROJ. REFERENCE NO.
BR-0074

SHEET NO.
X-4

PERMIT DRAWING
SHEET 8 OF 10

SITE 3

SITE 2

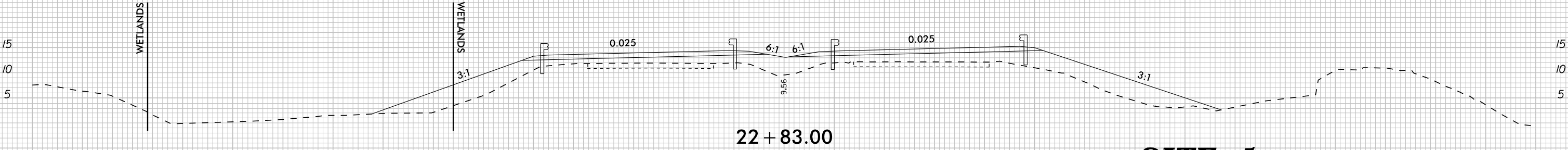


-L- US 70

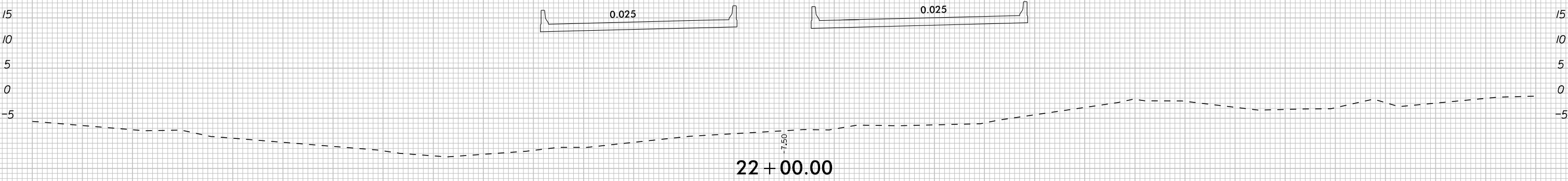
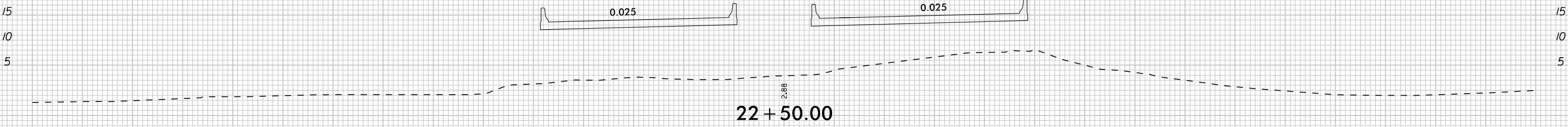
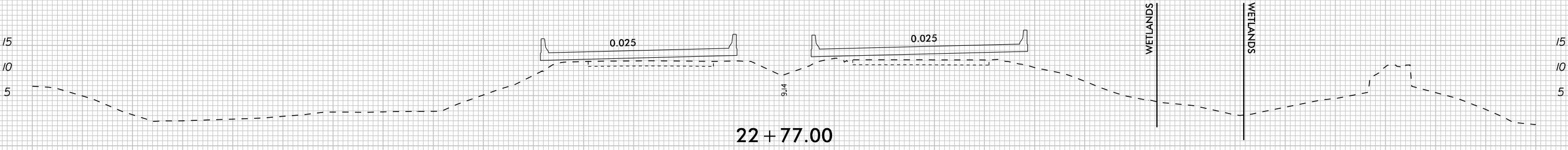
\$DATE\$
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8/23/99

SITE 4



SITE 5



-L- US 70

\$DATE\$
\$FILE\$

WETLAND AND SURFACE WATER IMPACTS 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	-L-21+06 / -L- 22+45	TWO 240' BRIDGES										
		PROPOSED BRIDGES (END BENTS)						0.04		88		
		TEMPORARY CAUSEWAY		< 0.01			< 0.01		0.04		79	
		TEMPORARY IMPERVIOUS DIKES							0.03		39	
2	-L- 20+26 / -L- 21+45 (RT)	PROPOSED 18" RCP			< 0.01		< 0.01					
3	-L- 19+70 / -L-20+50 (LT)	ROADWAY FILL	< 0.01				0.02					
4	-L- 22+66 / -L- 23+04 (LT)	ROADWAY FILL	0.01		< 0.01		0.03					
5	-L- 22+34 / -L- 22+76 (RT)	ROADWAY FILL	< 0.01				0.01					
TOTALS*:			0.03	< 0.01	< 0.01		0.07	0.04	0.07	88	118	0

*Rounded totals are sum of actual impacts

NOTES:

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
3/23/2023
CRAVEN COUNTY
BR-0074

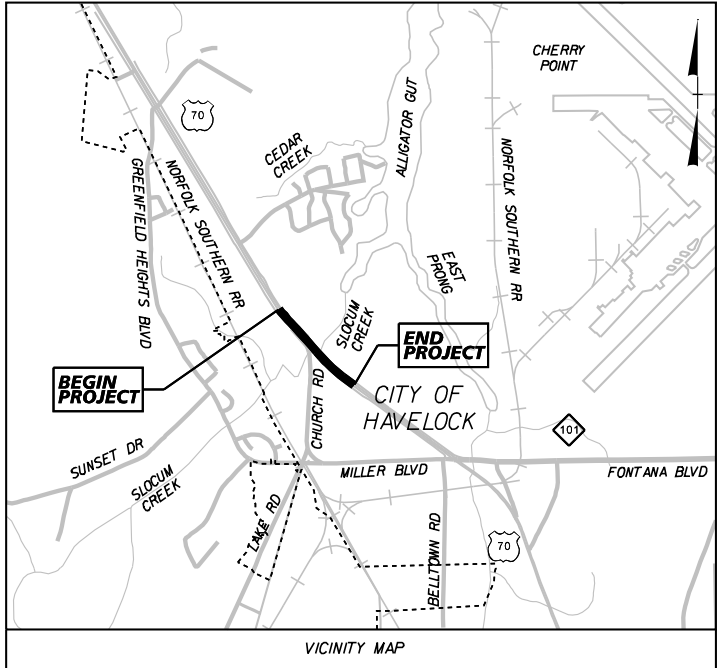
Revised 2018 Feb

SHEET 10 OF 10

09/08/99

TIP PROJECT: BR-0074

CONTRACT:



----- HAVELOCK CITY LIMIT

PLAN-IN-HAND
PLAN SET

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
CRAVEN COUNTY

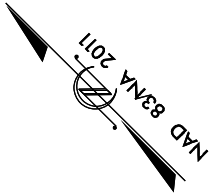
LOCATION: BRIDGES 240091 AND 240092 ON US 70 OVER S.PRONG SLOCUM CREEK
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES

BUFFER IMPACTS PERMIT

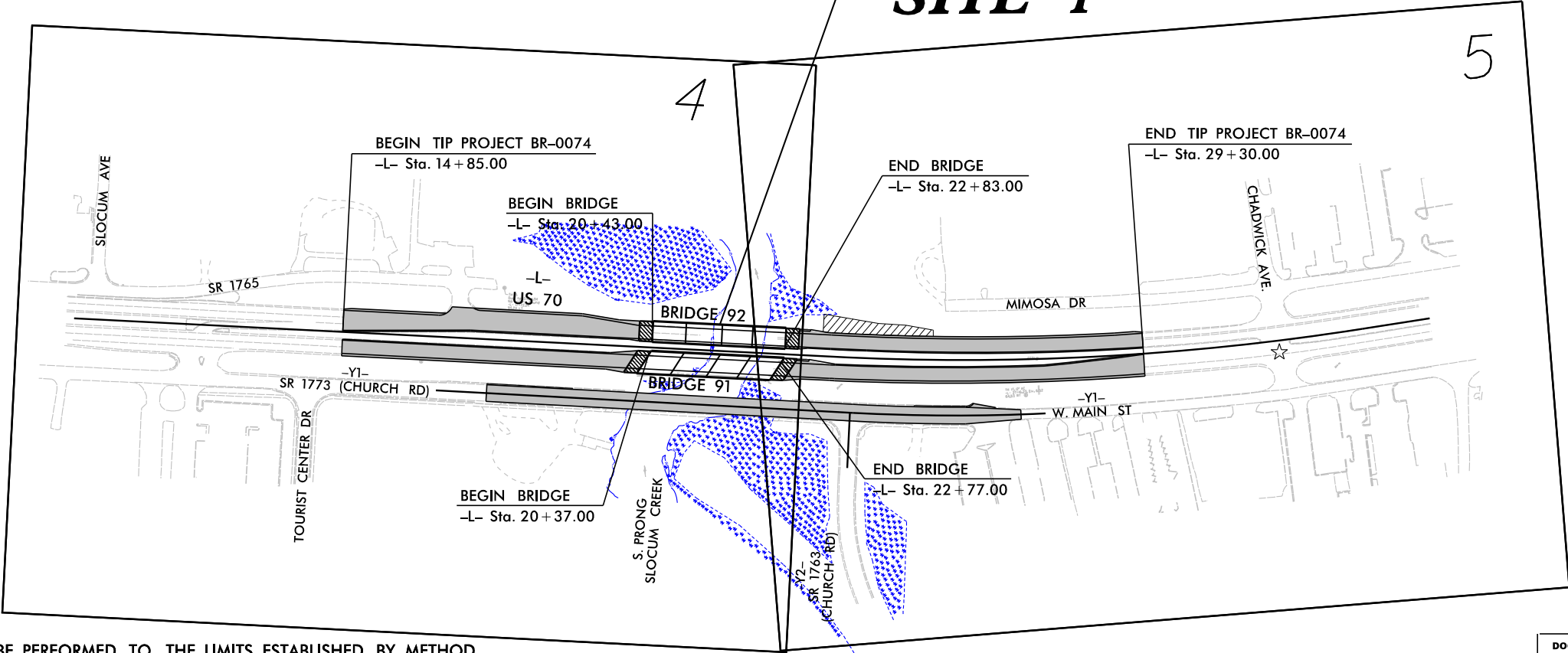
FEBRUARY 2023

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0074	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
67074.1.1		P.E.	
67074.2.1		RIGHT-OF-WAY	
67074.2.1		UTILITIES	

BUFFER DRAWING
SHEET 1 OF 5



SITE 1

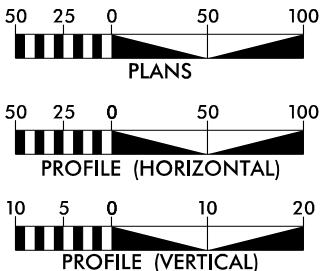


☆ EXIST TRAFFIC SIGNAL

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD _
THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF HAVELOCK

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

AADT 2024 = 31,100
AADT 2044 = 33,800
D = 55%
K = 9%
T = 4%*
V = 45/55 MPH
* (TTST 2% + DUAL 2%)
FUNCTIONAL PRINCIPAL
CLASSIFICATION: ARTERIAL
STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT BR-0074 = 0.229 MILES
LENGTH STRUCTURES TIP PROJECT BR-0074 = 0.045 MILES
TOTAL LENGTH TIP PROJECT BR-0074 = 0.274 MILES

PLANS PREPARED FOR
THE NCDOT BY:

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JANUARY 21, 2023

LETTING DATE:
JANUARY 16, 2024

Kimley»Horn

JEFFREY W. MOORE, P.E.
PROJECT ENGINEER

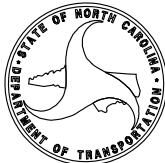
TYLER G. SPRING, P.E.
PROJECT DESIGN ENGINEER

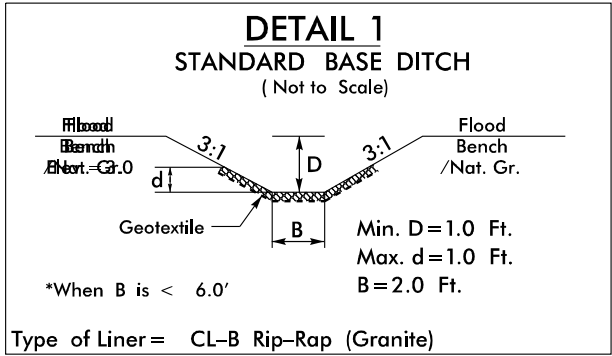
CLAUDIA W. LEE, P.E.
PROJECT MANAGER
NCDOT PROJECT MANAGEMENT UNIT

HYDRAULICS ENGINEER

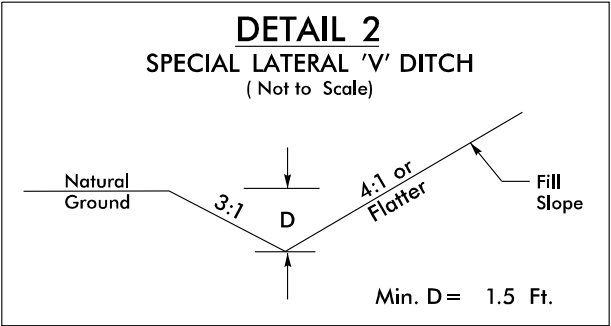
SIGNATURE: _____
ROADWAY DESIGN ENGINEER

SIGNATURE: _____
P.E.

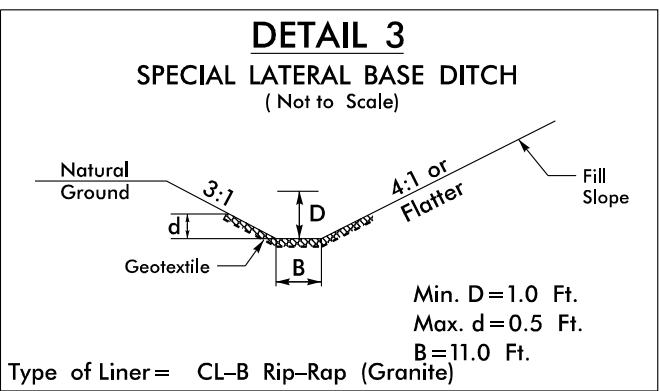




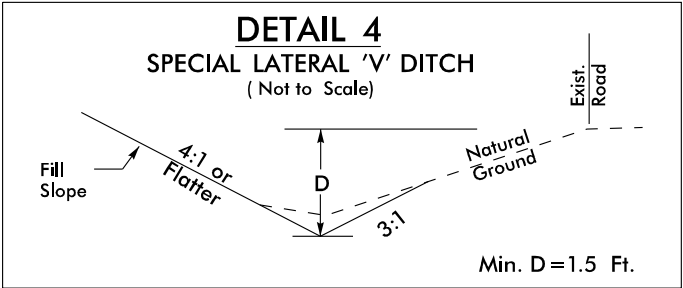
FROM STA. 20+64 TO STA. 21+48 -L- MEDIAN
FROM STA. 16+32 TO STA. 16+73 -DETWB- RT.



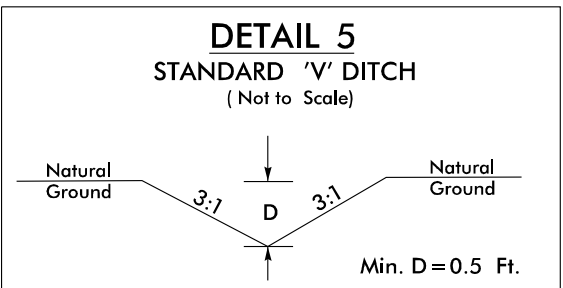
FROM STA. 17+25 TO STA. 18+50 -L- LT.



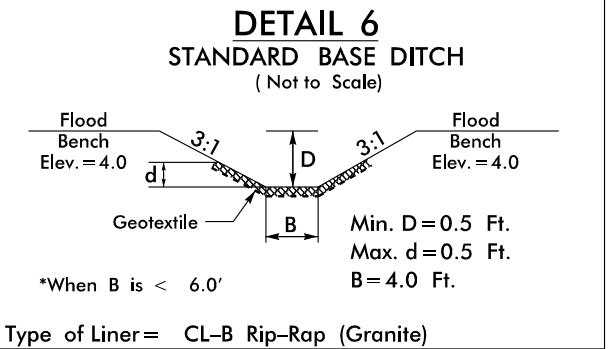
FROM STA. 18+50 TO STA. 19+12 -L- LT.



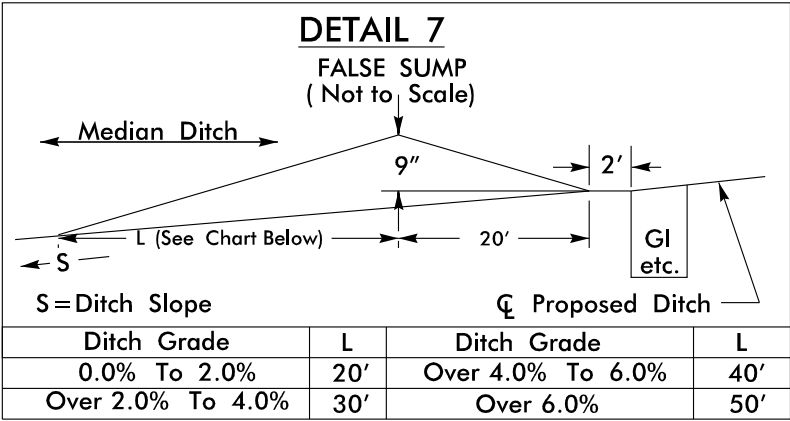
FROM STA. 18+50 TO STA. 19+50 -L- RT.
FROM STA. 27+00 TO STA. 28+00 -L- RT.



AT STA. 23+22 -L- LT



FROM STA. 22+45 TO STA. 22+70 -L-



FROM STA. 18+83 TO STA. 19+23 -DETWB- LT. (S=1.0%)
FROM STA. 20+13 TO STA. 20+53 -DETWB- LT. (S=1.0%)
FROM STA. 15+07 TO STA. 15+47 -DETEB- LT. (S=2.0%)
FROM STA. 16+30 TO STA. 16+70 -L- MEDIAN (S=1.5%)
FROM STA. 16+30 TO STA. 16+70 -L- RT. (S=1.8%)
FROM STA. 27+05 TO STA. 27+45 -L- MEDIAN (S=0.5%)

NOTE:
APPROXIMATE DIMENSIONS OF TEMPORARY CAUSEWAY
PROVIDED BELOW. TEMPORARY CAUSEWAY ELEVATION
WILL BE SET TO REMAIN DRY DURING CONSTRUCTION.

TEMPORARY CAUSEWAY

LEGEND

- ALLOWABLE IMPACTS ZONE 1
- ALLOWABLE IMPACTS ZONE 2

Kimley»Horn

421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

RIGHT-OF-WAY REV.
CONST. REV.

PROJECT REFERENCE NO.

BR-0074

SHEET NO.

4

ROADWAY DESIGN
ENGINEER

HYDRAULICS
ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

BUFFER DRAWING
SHEET 3 OF 5

NAD 83/NA 2011

SITE 1

SITE 1

MATCHLINE -L- STA 23+50 (SEE SHEET 5)

REVISIONS

\$DATE\$

Submitted: March 29, 2023

[illegible]

Submitted: March 29, 2023

WETLANDS IN BUFFER IMPACTS SUMMARY

			WETLANDS IN BUFFERS	
SITE NO.	STATION (FROM/TO)		ZONE 1 (ft²)	ZONE 2 (ft²)
1	-L- 20+43 / -L- 22+83	TWO 240' BRIDGES	537	812
TOTAL:			537	812

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
2/17/2023
CRAVEN COUNTY
BR-0074

Revised 2018 Feb

SHEET 5 OF 5

APPLICATION for Major Development Permit

(last revised 12/27/06)



North Carolina DIVISION OF COASTAL MANAGEMENT

1. Primary Applicant/ Landowner Information				
Business Name North Carolina Department Of Transportation		Project Name (if applicable) BR-0074		
Applicant 1: First Name Deanna	MI	Last Name Riffey		
Applicant 2: First Name N/A	MI N/A	Last Name N/A		
<i>If additional applicants, please attach an additional page(s) with names listed.</i>				
Mailing Address Environmental Analysis Unit, 1598 Mail Service Center		PO Box	City Raleigh	State NC
ZIP 27610	Country USA	Phone No. 919 - 707 - 6151 ext.		FAX No. - -
Street Address (if different from above) EAU - Centery Center A, 1000 Birch Ridge Drvie		City Raleigh	State NC	ZIP 27610-
Email driffey@ncdot.gov				

2. Agent/Contractor Information				
Business Name N/A				
Agent/ Contractor 1: First Name	MI	Last Name		
Agent/ Contractor 2: First Name	MI	Last Name		
Mailing Address		PO Box	City	State
ZIP		Phone No. 1 - - ext.		Phone No. 2 - - ext.
FAX No.		Contractor #		
Street Address (if different from above)		City	State	ZIP -
Email				

<Form continues on back>

3. Project Location				
County (can be multiple) Craven County		Street Address US 70		State Rd. #
Subdivision Name NA		City Havelock	State NC	Zip 28532 -
Phone No. - - ext.		Lot No.(s) (if many, attach additional page with list) , , , ,		
a. In which NC river basin is the project located? Neuse River Basin		b. Name of body of water nearest to proposed project S. Prong Slocum Creek		
c. Is the water body identified in (b) above, natural or manmade? <input checked="" type="checkbox"/> Natural <input type="checkbox"/> Manmade <input type="checkbox"/> Unknown		d. Name the closest major water body to the proposed project site. Neuse River		
e. Is proposed work within city limits or planning jurisdiction? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		f. If applicable, list the planning jurisdiction or city limit the proposed work falls within. City of Havelock		

4. Site Description	
a. Total length of shoreline on the tract (ft.) 286 ft (both banks)	b. Size of entire tract (sq.ft.) 229,317 SF
c. Size of individual lot(s) N/A, (If many lot sizes, please attach additional page with a list)	d. Approximate elevation of tract above NHW (normal high water) or NWL (normal water level) 14.82' <input type="checkbox"/> NHW or <input checked="" type="checkbox"/> NWL
e. Vegetation on tract Maintained/Disturbed: Lawns, fields, and roadside shoulders are mostly open with scattered trees such as loblolly and fescue; Mixed Hardwood/Pine Forest consisting of loblolly pine, sweetgum, and red maple; Riverine Swamp Forest: consisting of bald cypress, sweetgum and swart palmetto; and Tidal Freshwater Marsh: consisting of percelweed, broadleaf arrowhead and swamp thistle.	
f. Man-made features and uses now on tract Features are: US70, Bridges #91 and 92, electric and water utility lines. Uses are: transportation.	
g. Identify and describe the existing land uses <u>adjacent</u> to the proposed project site. Land use in the project study area is a combination of maintained roadsides, residential, and undeveloped natural areas as well as Marine Corps Air Station- Cherry Point..	
h. How does local government zone the tract? Residential	i. Is the proposed project consistent with the applicable zoning? (Attach zoning compliance certificate, if applicable) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
j. Is the proposed activity part of an urban waterfront redevelopment proposal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
k. Has a professional archaeological assessment been done for the tract? If yes, attach a copy. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA If yes, by whom? NCDOT Archaeology	
l. Is the proposed project located in a National Registered Historic District or does it involve a National Register listed or eligible property? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> NA	

<Form continues on next page>

m. (i) Are there wetlands on the site?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
(ii) Are there coastal wetlands on the site?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
(iii) If yes to either (i) or (ii) above, has a delineation been conducted? (Attach documentation, if available)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

n. Describe existing wastewater treatment facilities. N/A
o. Describe existing drinking water supply source. N/A
p. Describe existing storm water management or treatment systems. NA - no existing storm water management or treatment systems

5. Activities and Impacts

a. Will the project be for commercial, public, or private use?	<input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Public/Government <input type="checkbox"/> Private/Community
b. Give a brief description of purpose, use, and daily operations of the project when complete. The proposed bridge replacements 240091 and 240092 will provide updates to bridges that are structurally deficient. The proposed bridges and roadway improvements are designed to accommodate safety and future traffic projections. This portion of US 70 is a four-lane median divided roadway that serves as the main entrance into the Havelock and Marine Corps Air Station (MCAS) Cherry Point. It is also a freight corridor accessing the Port of Morehead City.	
c. Describe the proposed construction methodology, types of construction equipment to be used during construction, the number of each type of equipment and where it is to be stored. Bridge 240092 will be demolished and constructed using top-down methods along with impervious dikes. Majority of bridge 240091 can be demolished and constructed using a combination of top-down methods and working from the ground, however, the demolition and construction of bent #2 will likely require access from the water. This access is best accomplished through a temporary rock causeway that can be quickly constructed within the demolition and construction phasing of both bridges and then easily removed once bent #2 is constructed. Construction equipment expected to be used for this project include bulldozer, skid steer loader, backhoe loader, excavator, asphalt paver, motor grader, drum roller, compactor, and crane.	
d. List all development activities you propose. A temporary rock causeway will be built near the south end of the Bridge 240091 for demolition and construction of Bent #2. Once Bent #2 is constructed the temporary casueway will be removed. Impervious dikes are expected to be used for removal of existing Bents #1, #2, and #3 for Bridge 240092. Once Bents #1 - #3 for Bridge 240092 are removed the impervious dikes will be dismantled.	
e. Are the proposed activities maintenance of an existing project, new work, or both?	Both - bridge replacements, roadway alignment, and future maintenance.
f. What is the approximate total disturbed land area resulting from the proposed project?	2.9 <input type="checkbox"/> Sq.Ft or <input checked="" type="checkbox"/> Acres
g. Will the proposed project encroach on any public easement, public accessway or other area that the public has established use of?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
h. Describe location and type of existing and proposed discharges to waters of the state. The existing drainage is contained on both sides of the bridge in a median ditch. The median ditch does not get contained in a system but outfalls between Bridges 240091 and 240092. The existing drainage on the outside slopes of the bridges are maintained by standard 'V' ditches. The proposed drainage maintains existing drainage patterns. The median drainage is captured in a system and outfalls in a tail ditch between Bridges 240091 and 240092.	
i. Will wastewater or stormwater be discharged into a wetland?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
If yes, will this discharged water be of the same salinity as the receiving water?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> NA
j. Is there any mitigation proposed? If yes, attach a mitigation proposal.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

<Form continues on back>

6. Additional Information

In addition to this completed application form, (MP-1) the following items below, if applicable, must be submitted in order for the application package to be complete. Items (a) – (f) are always applicable to any major development application. Please consult the application instruction booklet on how to properly prepare the required items below.

a. A project narrative.

b. An accurate, dated work plat (including plan view and cross-sectional drawings) drawn to scale. Please give the present status of the proposed project. Is any portion already complete? If previously authorized work, clearly indicate on maps, plats, drawings to distinguish between work completed and proposed.
c. A site or location map that is sufficiently detailed to guide agency personnel unfamiliar with the area to the site.
d. A copy of the deed (with state application only) or other instrument under which the applicant claims title to the affected properties.
e. The appropriate application fee. Check or money order made payable to DENR.
f. A list of the names and complete addresses of the adjacent waterfront (riparian) landowners and signed return receipts as proof that such owners have received a copy of the application and plats by certified mail. Such landowners must be advised that they have 30 days in which to submit comments on the proposed project to the Division of Coastal Management. Name See Attached List Phone No. Address Name Phone No. Address Name Phone No. Address
g. A list of previous state or federal permits issued for work on the project tract. Include permit numbers, permittee, and issuing dates. CAMA General Permit No. 78307 issued 1-10-23 for Utilities.
h. Signed consultant or agent authorization form, if applicable.
i. Wetland delineation, if necessary.
j. A signed AEC hazard notice for projects in oceanfront and inlet areas. <i>(Must be signed by property owner)</i>
k. A statement of compliance with the N.C. Environmental Policy Act (N.C.G.S. 113A 1-10), if necessary. If the project involves expenditure of public funds or use of public lands, attach a statement documenting compliance with the North Carolina Environmental Policy Act.

7. Certification and Permission to Enter on Land

I understand that any permit issued in response to this application will allow only the development described in the application. The project will be subject to the conditions and restrictions contained in the permit.

I certify that I am authorized to grant, and do in fact grant permission to representatives of state and federal review agencies to enter on the aforementioned lands in connection with evaluating information related to this permit application and follow-up monitoring of the project.

I further certify that the information provided in this application is truthful to the best of my knowledge.

Date 3/29/2023

Print Name Jason Dilday

Signature 

Please indicate application attachments pertaining to your proposed project.

☒ DCM MP-2 Excavation and Fill Information

☐ DCM MP-3 Upland Development

☐ DCM MP-4 Structures Information

☒ DCM MP-5 Bridges and Culverts

City of Havelock
PO Box 368
Havelock, NC 28532

CCJB LLC
PO Box 436
Havelock, NC 28532

Kenneth Grimm
401 E. Saddle Lane
Havelock, NC 28532

EXCAVATION and FILL

(Except for bridges and culverts)

Attach this form to Joint Application for CAMA Major Permit, Form DCM MP-1. Be sure to complete all other sections of the Joint Application that relate to this proposed project. Please include all supplemental information.

Describe below the purpose of proposed excavation and/or fill activities. **All values should be given in feet.**

	Access Channel (NLW or NWL)	Canal	Boat Basin	Boat Ramp	Rock Groin	Rock Breakwater	Other (excluding shoreline stabilization)
Length							
Width							
Avg. Existing Depth					NA	NA	
Final Project Depth					NA	NA	

1. EXCAVATION☒ This section not applicable

- a. Amount of material to be excavated from below NHW or NWL in cubic yards.
- b. Type of material to be excavated.
- c. (i) Does the area to be excavated include coastal wetlands/marsh (CW), submerged aquatic vegetation (SAV), shell bottom (SB), or other wetlands (WL)? If any boxes are checked, provide the number of square feet affected.
- ☐ CW ☐ SAV ☐ SB ☐ WL ☐ None
- (ii) Describe the purpose of the excavation in these areas:

d. High-ground excavation in cubic yards.

2. DISPOSAL OF EXCAVATED MATERIAL☒ This section not applicable

- a. Location of disposal area.
- b. Dimensions of disposal area.
- c. (i) Do you claim title to disposal area?
- ☐ Yes ☐ No ☐ NA
- (ii) If no, attach a letter granting permission from the owner.
- d. (i) Will a disposal area be available for future maintenance?
- ☐ Yes ☐ No ☐ NA
- (ii) If yes, where?
- e. (i) Does the disposal area include any coastal wetlands/marsh (CW), submerged aquatic vegetation (SAV), shell bottom (SB), or other wetlands (WL)? If any boxes are checked, provide the number of square feet affected.
- ☐ CW ☐ SAV ☐ SB ☐ WL ☐ None
- (ii) Describe the purpose of disposal in these areas:
- f. (i) Does the disposal include any area in the water?
- ☐ Yes ☐ No ☐ NA
- (ii) If yes, how much water area is affected?

3. SHORELINE STABILIZATION

(If development is a wood groin, use MP-4 – Structures)

☒ This section not applicable

- a. Type of shoreline stabilization:
☐ Bulkhead ☐ Riprap ☐ Breakwater/Sill ☐ Other: _____
- b. Length: _____
 Width: _____
- c. Average distance waterward of NHW or NWL: _____
- d. Maximum distance waterward of NHW or NWL: _____
- e. Type of stabilization material: _____
- f. (i) Has there been shoreline erosion during preceding 12 months?
☐ Yes ☐ No ☐ NA
 (ii) If yes, state amount of erosion and source of erosion amount information.

- g. Number of square feet of fill to be placed below water level.
 Bulkhead backfill _____ Riprap _____
 Breakwater/Sill _____ Other _____
- h. Type of fill material.

- i. Source of fill material.

4. OTHER FILL ACTIVITIES

(Excluding Shoreline Stabilization)

☐ This section not applicable

- a. (i) Will fill material be brought to the site? ☒ Yes ☐ No ☐ NA
 If yes,
 (ii) Amount of material to be placed in the water 0.003 ac
(130.68 sq ft.)
 (iii) Dimensions of fill area Approx. 21ft Long x 47ft Wide
above water and 30ft X 62ft below water
 (iv) Purpose of fill
 Proposed rock causeway for demolition and construction of bent #2 for Bridge 240091.1.
 The dimensions are approximate and are based on offsets from the existing and proposed bents to allow for access as well as sloping sides. The actual dimensions will have to be determined in the field with approval from NCDOT and will have to fall within the limits permitted.

- b. (i) Will fill material be placed in coastal wetlands/marsh (CW), submerged aquatic vegetation (SAV), shell bottom (SB), or other wetlands (WL)? If any boxes are checked, provide the number of square feet affected.
☐ CW _____ ☐ SAV _____ ☐ SB _____
☐ WL _____ ☒ None
 (ii) Describe the purpose of the fill in these areas:

5. GENERAL

- a. How will excavated or fill material be kept on site and erosion controlled?
 A combination of silt fence and erosion control devices will be used to control sediments.

- b. What type of construction equipment will be used (e.g., dragline, backhoe, or hydraulic dredge)?
 cranes, excavators, bulldozer

- c. (i) Will navigational aids be required as a result of the project?
☐ Yes ☐ No ☒ NA
 (ii) If yes, explain what type and how they will be implemented.

- d. (i) Will wetlands be crossed in transporting equipment to project site? ☐ Yes ☒ No ☐ NA
 (ii) If yes, explain steps that will be taken to avoid or minimize environmental impacts.

3/29/2023

BR-0074

Date

Project Name

Jason Dilday

Applicant Name

Jason Dilday

Applicant Signature

BRIDGES and CULVERTS

Attach this form to Joint Application for CAMA Major Permit, Form DCM MP-1. Be sure to complete all other sections of the Joint Application that relate to this proposed project. Please include all supplemental information.

1. BRIDGES☐ This section not applicable

- a. Is the proposed bridge:
☐ Commercial ☒ Public/Government ☐ Private/Community
- b. Water body to be crossed by bridge:
 South Prong Slocum Creek
- c. Type of bridge (construction material):
 2 @ 240'; Type III 45" Prestressed Girder w/4' caps and Steel H Piles
- d. Water depth at the proposed crossing at NLW or NWL:
 11.5'
- e. (i) Will proposed bridge replace an existing bridge? ☒ Yes ☐ No
 If yes,
 (ii) Length of existing bridge: #91 = 226' & #92 = 140'
 (iii) Width of existing bridge: #91 = 33' & #92 = 30'
 (iv) Navigation clearance underneath existing bridge: Bridge #91 = 8.5' & Bridge #92 = 8.25'
 (v) Will all, or a part of, the existing bridge be removed?
 (Explain) All of the existing bridges will be removed
- f. (i) Will proposed bridge replace an existing culvert? ☐ Yes ☒ No
 If yes,
 (ii) Length of existing culvert: _____
 (iii) Width of existing culvert: _____
 (iv) Height of the top of the existing culvert above the NHW or NWL: _____
 (v) Will all, or a part of, the existing culvert be removed?
 (Explain)
- g. Length of proposed bridge: Both Bridges will be 240' long
- h. Width of proposed bridge: #91 = 40' & #92 = 36' wide
- i. Will the proposed bridge affect existing water flow? ☐ Yes ☒ No
 If yes, explain:
- j. Will the proposed bridge affect navigation by reducing or increasing the existing navigable opening? ☐ Yes ☒ No
 If yes, explain:
- k. Navigation clearance underneath proposed bridge: Bridge #91 = 9.5' & Bridge #92 = 8.75'
- l. Have you contacted the U.S. Coast Guard concerning their approval? ☒ Yes ☐ No
 If yes, explain: NCDOT received an Advance Approval from the Coast Guard.
- m. Will the proposed bridge cross wetlands containing no navigable waters? ☐ Yes ☒ No
 If yes, explain:
- n. Height of proposed bridge above wetlands: Bridge #91 = 13.78' & Bridge #92 = 14.17'

2. CULVERTS☒ This section not applicable

- a. Number of culverts proposed: _____
- b. Water body in which the culvert is to be placed:

< Form continues on back >

- c. Type of culvert (construction material):

Form DCM MP-5 (Bridges and Culverts, Page 2 of 4)

- d. (i) Will proposed culvert replace an existing bridge? ☐ Yes ☐ No
- If yes,
- (ii) Length of existing bridge: _____
- (iii) Width of existing bridge: _____
- (iv) Navigation clearance underneath existing bridge: _____
- (v) Will all, or a part of, the existing bridge be removed? (Explain)
- _____
- _____
- _____

- f. Length of proposed culvert: _____
- h. Height of the top of the proposed culvert above the NHW or NWL.
- _____
- j. Will the proposed culvert affect navigation by reducing or increasing the existing navigable opening? ☐ Yes ☐ No
- If yes, explain:
- _____
- _____
- _____

- e. (i) Will proposed culvert replace an existing culvert? ☐ Yes ☐ No
- If yes,
- (ii) Length of existing culvert(s): _____
- (iii) Width of existing culvert(s): _____
- (iv) Height of the top of the existing culvert above the NHW or NWL: _____
- (v) Will all, or a part of, the existing culvert be removed? (Explain)
- _____
- _____
- _____

- g. Width of proposed culvert: _____
- i. Depth of culvert to be buried below existing bottom contour.
- _____
- k. Will the proposed culvert affect existing water flow? ☐ Yes ☐ No
- If yes, explain:
- _____
- _____
- _____

3. EXCAVATION and FILL

☐ *This section not applicable*

- a. (i) Will the placement of the proposed bridge or culvert require any excavation below the NHW or NWL? ☐ Yes ☒ No
- If yes,
- (ii) Avg. length of area to be excavated: _____
- (iii) Avg. width of area to be excavated: _____
- (iv) Avg. depth of area to be excavated: _____
- (v) Amount of material to be excavated in cubic yards: _____

- b. (i) Will the placement of the proposed bridge or culvert require any excavation within coastal wetlands/marsh (CW), submerged aquatic vegetation (SAV), shell bottom (SB), or other wetlands (WL)? If any boxes are checked, provide the number of square feet affected.
- ☐ CW _____ ☐ SAV _____ ☐ SB _____
- ☒ WL 392.04 sq. ft. ☐ None

- (ii) Describe the purpose of the excavation in these areas:
- Excavation is proposed for a drainage pipe/ditch and roadway fill.
- _____
- _____
- _____

- c. (i) Will the placement of the proposed bridge or culvert require any high-ground excavation? ☒ Yes ☐ No
- If yes,
- (ii) Avg. length of area to be excavated: 102 LF
- (iii) Avg. width of area to be excavated: 126 LF
- (iv) Avg. depth of area to be excavated: 6ft
- (v) Amount of material to be excavated in cubic yards: 1295
CY

Form DCM MP-5 (Bridges and Culverts, Page 3 of 4)

d. If the placement of the bridge or culvert involves any excavation, please complete the following:

(i) Location of the spoil disposal area: To be determined by Contractor

(ii) Dimensions of the spoil disposal area: To be determined by Contractor

(iii) Do you claim title to the disposal area? ☐ Yes ☒ No (If no, attach a letter granting permission from the owner.)

(iv) Will the disposal area be available for future maintenance? ☐ Yes ☐ No

(v) Does the disposal area include any coastal wetlands/marsh (CW), submerged aquatic vegetation (SAVs), other wetlands (WL), or shell bottom (SB)?

☐ CW ☐ SAV ☐ WL ☐ SB ☒ None

If any boxes are checked, give dimensions if different from (ii) above.

(vi) Does the disposal area include any area below the NHW or NWL? ☐ Yes ☒ No

If yes, give dimensions if different from (ii) above.

e. (i) Will the placement of the proposed bridge or culvert result in any fill (other than excavated material described in Item d above) to be placed below NHW or NWL? ☒ Yes ☐ No

If yes,

(ii) Avg. length of area to be filled: Approximately 21ft (above water) & 30ft (below water)

(iii) Avg. width of area to be filled: Approximately 47ft (above water) & 62ft (below water)

(iv) Purpose of fill: Proposed temporary rock causeway to remove and construct bent #2 on Bridge #91. The causeway will be built to an elevation that keeps the working surface of the causeway out of the water under normal conditions. The normal water surface elevation is 0.5ft and the causeway elevation would be 2.5 ft. The causeway will be built using Class II riprap for the base and Class B (or NCDOT approved other) at the top.

f. (i) Will the placement of the proposed bridge or culvert result in any fill (other than excavated material described in Item d above) to be placed within coastal wetlands/marsh (CW), submerged aquatic vegetation (SAV), shell bottom (SB), or other wetlands (WL)? If any boxes are checked, provide the number of square feet affected.

☐ CW ☐ SAV ☐ SB

☒ WL 1306.8 sq. ft. ☐ None

(ii) Describe the purpose of the excavation in these areas:

Roadway fill.

g. (i) Will the placement of the proposed bridge or culvert result in any fill (other than excavated material described in Item d above) to be placed on high-ground? ☒ Yes ☐ No

If yes,

(ii) Avg. length of area to be filled: 1,445'

(iii) Avg. width of area to be filled: 145'

(iv) Purpose of fill: proposed roadway embankment

4. GENERAL

a. Will the proposed project require the relocation of any existing utility lines? ☒ Yes ☐ No

If yes, explain: The project includes relocation of power lines and telecommunications. There are both above and underground relocations. Utilities for this project have been permitted under CAMA general permit dated 1-10-2023.

b. Will the proposed project require the construction of any temporary detour structures? ☐ Yes ☒ No

If yes, explain:

If this portion of the proposed project has already received approval from local authorities, please attach a copy of the approval or certification.

< Form continues on back >

- c. Will the proposed project require any work channels?

☐ Yes ☒ No

If yes, complete Form DCM-MP-2.

- d. How will excavated or fill material be kept on site and erosion controlled?

Design Standards in Sensitive Watersheds will be adhered to throughout construction

- e. What type of construction equipment will be used (for example, dragline, backhoe, or hydraulic dredge)?

Construction equipment expected to be used for this project include bulldozer, skid steer loader, backhoe loader, excavator, asphalt paver, mortar grader, drum roller, compacter, and crane.

- f. Will wetlands be crossed in transporting equipment to project site?

☐ Yes ☒ No

If yes, explain steps that will be taken to avoid or minimize environmental impacts.

- g. Will the placement of the proposed bridge or culvert require any shoreline stabilization?

☐ Yes ☒ No

If yes, complete form MP-2, Section 3 for Shoreline Stabilization only.

3/29/2023

Date

BR-0074

Project Name

Jason Dilday

Applicant Name

Applicant Signature



U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Fifth Coast Guard District

431 Crawford Street
Portsmouth, VA 23704-5004
Staff Symbol: dpb
Phone: (757) 398-6587
Fax: (757) 398-6334
Email: Mickey.D.Sanders2@uscg.mil
or CGDFiveBridges@uscg.mil

16591
4 APR 2019

Mr. Tierre Peterson, P.E.
North Carolina Department of Transportation
Structures Management Unit
1581 Mail Service Center
Raleigh, NC 27699-1581

Dear Mr. Peterson:

Coast Guard review of your proposed new bridge construction as provided in a letter dated March 29, 2019, is complete.

Based on the documentation provided and our research, it is determined that a Coast Guard bridge permit will not be required for the proposed Bridge 0074 across Slocum Creek, at position (34.891116N, -76.922764W), at Craven County, NC.

The project will be placed in our Advance Approval category as per Title 33 Code of Federal Regulations Part 115.70. This Advance Approval determination is for the location and structure described above and **is valid for five years from the date of this letter**. If the construction project does not commence within this time period, you must contact this office for reaffirmation of this authorization. Future bridge projects along the same waterway will have to be independently evaluated before they may be considered for placement in the Advance Approval category.

The fact that a Coast Guard bridge permit is not required does not relieve you of the responsibility for compliance with the requirements of any other Federal, State, or local agency who may have jurisdiction over any aspect of the project. Although the project will not require a bridge permit, other areas of Coast Guard jurisdiction apply. The following must be met:

- a. You or your contractor must notify this office at least 30 days in advance of the start of construction and any other work which may be an obstruction to navigation, so we may issue and update the information in our Local Notice to Mariners and monitor the project. The notice should include details of the project; dates and hours of operation; and vessels, barges and equipment to be used during the project.
- b. At no time during the project will the waterway be closed to navigation without the prior notification and approval of the Coast Guard. The bridge owner or contractor is required to maintain close and regular contact with Coast Guard North Carolina at (910) 772-2230, to keep them informed of activities on the waterway.
- c. The lowest portion of the superstructure of the bridge across the waterway should clear the 100-year flood height elevation, if feasible.
- d. In addition, the requirement to display navigational lighting at the aforementioned bridge is hereby waived as per Title 33 Code of Federal Regulations, Part 118.40(b). This waiver may be rescinded at any time in the future should nighttime navigation through

16591
4 APR 2019

the proposed bridge be increased to a level determined by the District Commander to warrant lighting.

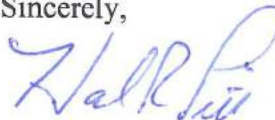
The National Ocean Service (NOS) of the National Oceanic and Atmosphere Administration (NOAA) is responsible for maintaining the charts of U.S. waters; therefore, they must be notified of this proposed work. You must notify our office and the NOS at the address below upon completion of the activity approved in this letter. Your notification of project completion must include as-built drawings or certification of the following:

- a. Bridge name
- b. Action type (new construction, modification, relocation, conversion (fixed/draw), etc.)
- c. Dates (commenced and completed)
- d. Location (latitude and longitude at bridge center and centerline of channel, statute miles above mouth of waterway, and bridge or causeway orientation or geographic positions of approaches)
- e. Type of bridge (fixed, vertical lift, bascule, suspension, swing, trestle, pontoon, etc.)
- f. Navigation clearances (vertical at mean high water and horizontal)
(Moveable – vertical at mean high water in open and closed positions)
- g. Whether or not the bridge is fitted with clearance gauges
- h. Whether or not the bridge has pier protection and/or fender system.
- i. Type of land traffic (highway, railroad, pedestrian, pipeline, etc.)

Ms. Sladjana Maksimovic
National Ocean Service
N/CS26, Room 7317
1315 East-West Highway
Silver Spring, MD 20910-3282

If you have any further questions, please contact Mr. Mickey Sanders at the above listed address or telephone number.

Sincerely,



HAL R. PITTS
Bridge Program Manager
By direction

Copy: Ms. Sladjana Maksimovic, NOS
CG Sector North Carolina, Waterways Management
U. S. Army Corps of Engineers, Wilmington District

18-09-0094
Resubmit**NO ARCHAEOLOGICAL SURVEY REQUIRED FORM**

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.

**PROJECT INFORMATION**

Project No: BR-0074

County: Craven

WBS No: 67074.1.1

Document: MCC

F.A. No:

Funding: ☒ State ☐ Federal

Federal Permit Required?

☒ Yes ☐ No Permit Type: USACE

Project Description: Replacement of Bridges 91 and 92 on US 70 over Southwest Prong Slocum Creek in Craven County, North Carolina. The archaeological Area of Potential Effects (APE) encompasses all areas of potential ground disturbing activity as depicted on the attached GIS mapping. The project has been resubmitted as the APE has altered slightly. The northern and southern limits have elongated but the overall project corridor width has become smaller (see attached mapping).

SUMMARY OF CULTURAL RESOURCES REVIEW***Brief description of review activities, results of review, and conclusions:***

Permitting and funding information was reviewed for determining the level of archaeological input required by state and federal laws. Based on the submitted "request for cultural resources review" form, the project is state-funded with federal permit interaction. As such, Section 106 of the National Historic Preservation Act will apply and the United States Army Corps of Engineers (USACE) will serve as the lead federal agency. Next, construction design and other data was examined (when applicable) to define the character and extent of potential impacts to the ground surfaces embracing the project locale. The APE was designed to capture any federal permit areas.

Once an APE was outlined, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Thursday, September 27, 2018. No previously documented archaeological sites are located in the APE or directly adjacent.

Examination of National Register of Historic Places (NRHP), State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the NCSHPO website is important in establishing the location of noteworthy historic occupations related to a perspective construction impact area. A cross-check of these mapped resources concluded that no meaningful historic properties with possible contributing archaeological elements were located inward of the archaeological APE margins. In addition, historic maps of Craven County were appraised to identify former structure locations, land use patterns, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were inspected as well. In general, the cultural background review established that no NRHP listed properties, previously recorded archaeological sites, or cemeteries are located within the APE. Based on cultural-historical factors, the APE is considered to have a low potential for the documentation of archaeological resources.

Further, topographic, geologic, flood boundary, and NRCS soil survey maps were referenced to evaluate pedological, geomorphological, hydrological, and other environmental determinants that may have resulted in past occupation at this location. Aerial and on-ground photographs (NCDOT Spatial Data Viewer) and the Google Street View map application (when amenable) were also examined/utilized for additional assessment of disturbances, both natural and human induced, which compromise the integrity of archaeological sites. Environmental/impact factors suggest a heightened potential for archaeological resource recovery.

18-09-0094
Resubmit

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

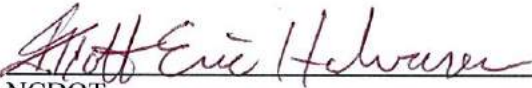
No documented cultural resources are contained within the current APE limits for this bridge replacement project in Craven County, North Carolina. The proposed bridge replacement is to occur in areas largely impacted from commercial development and highway & road construction. Some portions of the APE contain wetland soils with no potential for archaeological resource recovery. The project's resubmittal on the basis of an APE alteration will not affect the original no survey required recommendation. The majority of the APE has shrunk while the only expanded portions located at the northern and southern terminus are highly disturbed from development. Intact NRHP archaeological sites are unlikely to be present or preserved within the currently defined APE. No further consultation is advocated. A finding of "no archaeological survey required" is considered appropriate.

SUPPORT DOCUMENTATION

See attached: ☒ Map(s) ☒ Previous Survey Info ☐ Photos ☐ Correspondence
☐ Photocopy of County Survey Notes Other:

FINDING BY NCDOT ARCHAEOLOGIST

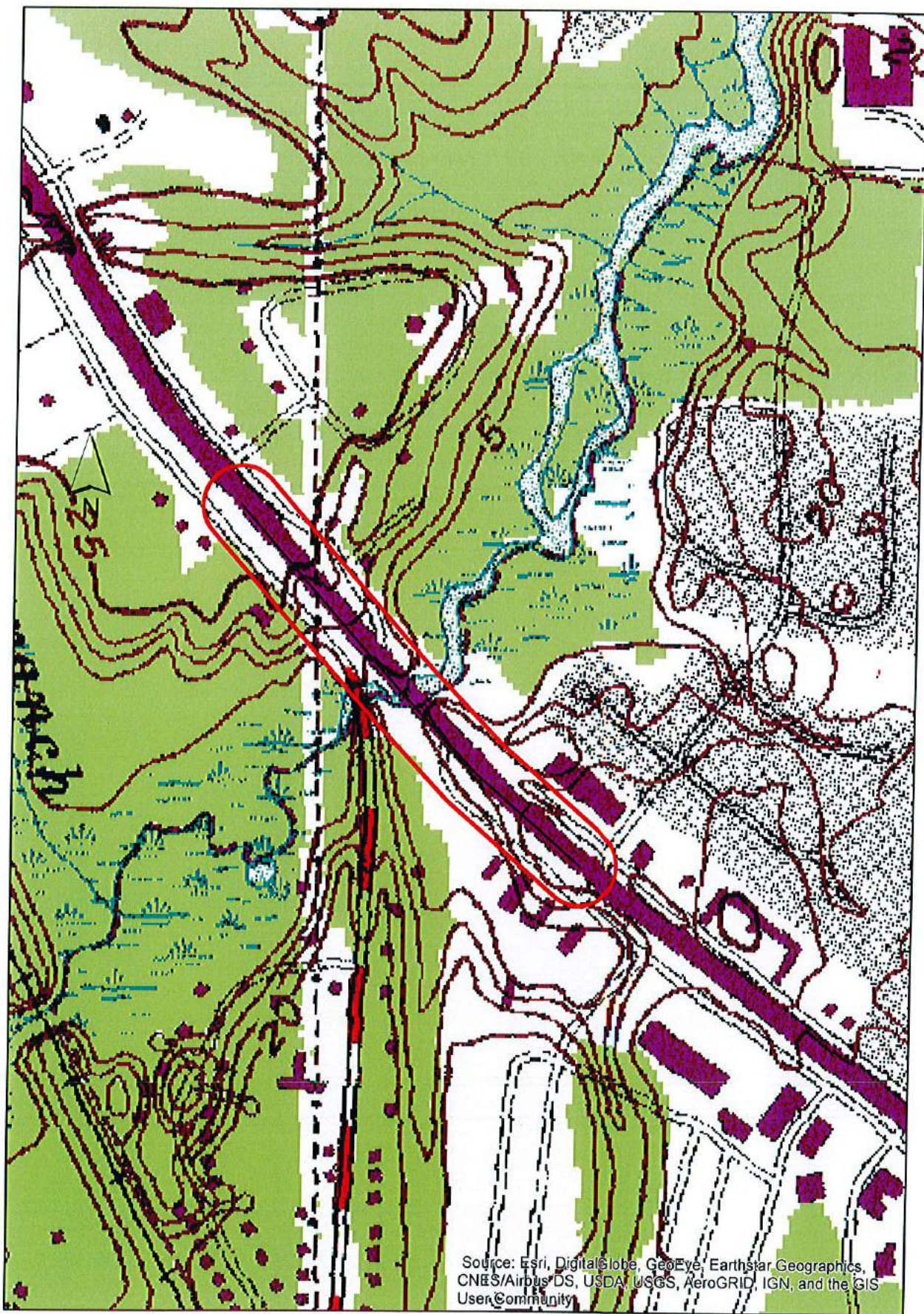
NO ARCHAEOLOGY SURVEY REQUIRED


NCDOT

5-9-2019



ARC-GIS aerial shape file map relating the location and boundaries of the archaeological APE in Craven County, North Carolina.



Portion of the Havelock topographic map illustrating the location and boundaries of the archaeological APE in Craven County, North Carolina.

18-09-0094

UPDATE



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	BR-0074	County:	Craven
WBS No.:	67074.1.1	Document Type:	MCC
Fed. Aid No:		Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE

Project Description:

Replace Bridge Nos. 91 and 92 on US 70 over the southwest prong of Slocum Creek north of Havelock. Project study area mapping and shapefiles were provided with the request. The project area is approximately a 0.5 mile corridor, 1,000 feet wide. Project area was extended on both termini and indicated on the attached map.

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

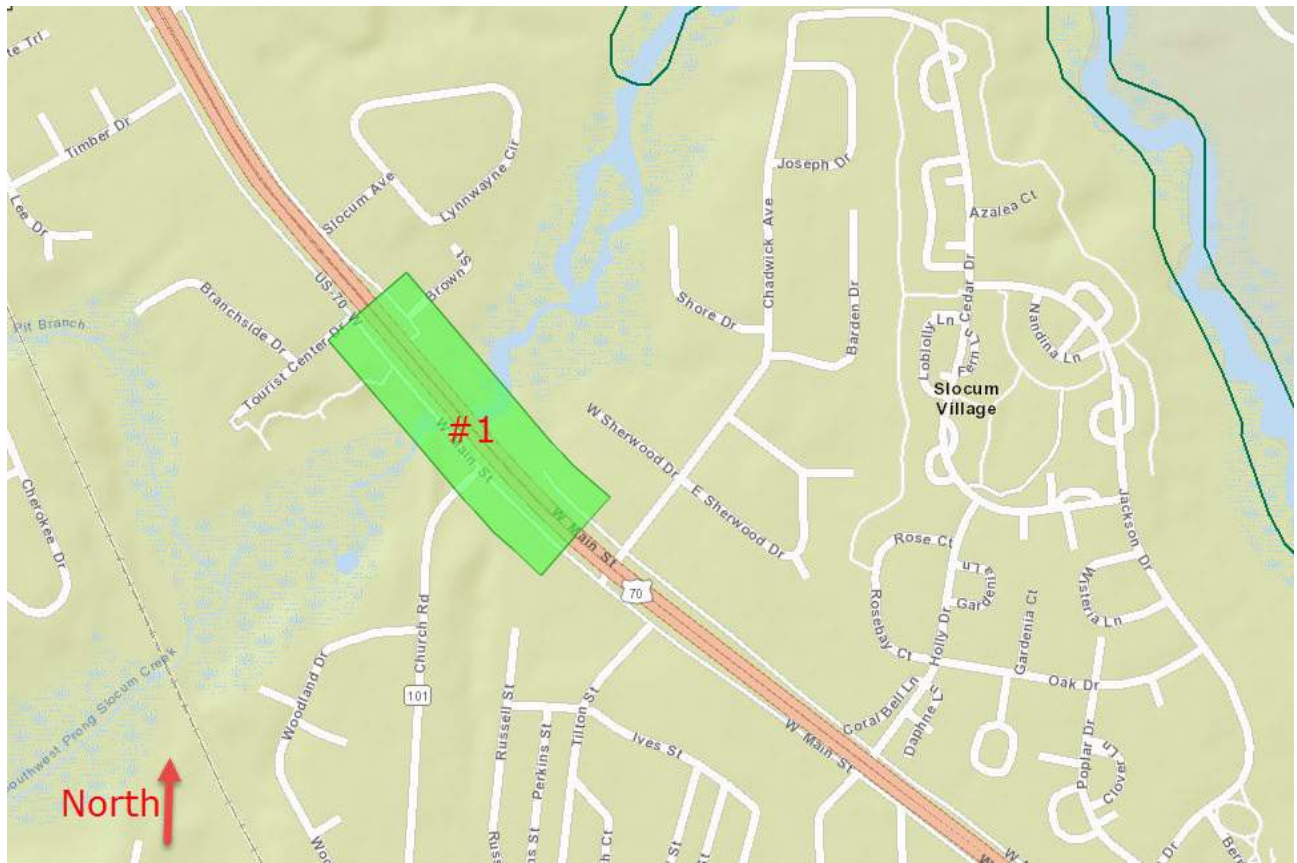
Review of project area on HPOWeb GIS was conducted in November 2018. There are no existing NR, SL, DE, LD or SS properties in the project area. Constructed in 1944, Bridges 91 and 92 are Tee Beams that were determined not eligible for the National Register in the Historic Bridge Inventory of 2005. Tax records and Google Street view show late 20th century commercial properties including several restaurants and large hotels dominate the project area. There do not appear to be any significant historic architectural resources within the project area, therefore no further survey is required. There are no additional architectural resources of historic significance in the extended project area.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:

HPO GIS data, Google StreetView and Craven County property records are considered valid tools for the purposes of determining the likelihood of historic resources.

SUPPORT DOCUMENTATION

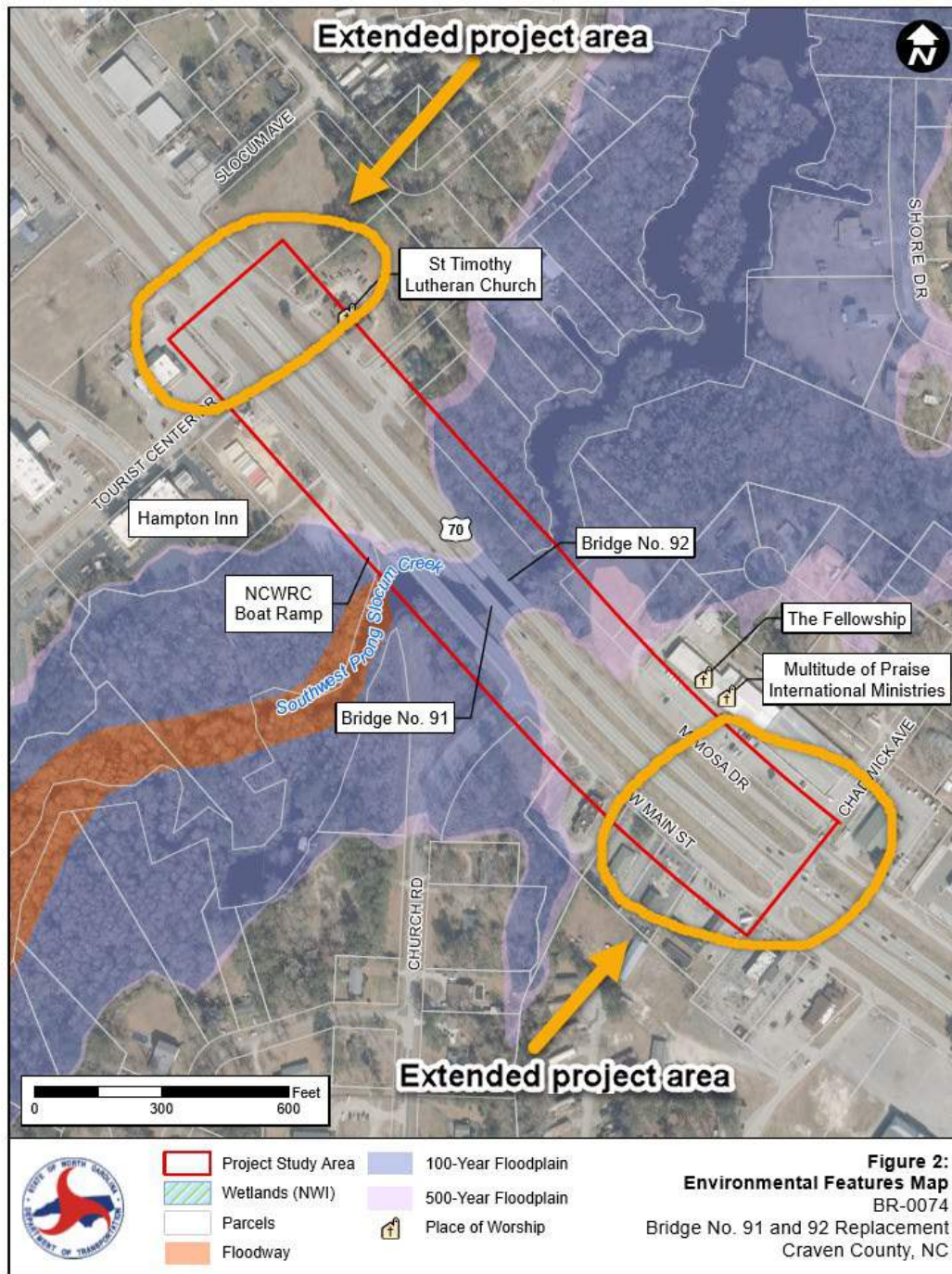
☒ Map(s) ☐ Previous Survey Info. ☒ Photos ☐ Correspondence ☐ Design Plans



APE Map (Source: HPOWeb, November 2018)



#1 Bridges 91 and 92: Google StreetView



Extended project areas as of May 2019

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Mary Pope Furr

5/9/2019

NCDOT Architectural Historian

Date

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	BR-0074
WBS Element	67074.1.1
Federal Project No.	N/A

A. Project Description:

Project No. BR-0074 proposes to replace Bridge Nos. 91 and 92, which carry US 70 over Southwest Prong Slocum Creek in Havelock, Craven County (**Figure 1**). The proposed bridges are both two-lane roadways with 8-foot outside shoulders. The bridges would be replaced on the existing alignment while detouring traffic onsite during construction utilizing an existing parallel service road west of US 70. The service road would carry two lanes of traffic in one direction during construction. Two lanes of traffic in the other direction will be carried per bridge while the other is being replaced. The environmental features in the study area are shown on **Figure 2** and the design is depicted on the **Title Sheet**.

The design speed is 50 mph with a posted speed limit of 45 mph. The 2019 ADT is 30,500 vehicles per day (vpd) and design year ADT is to be determined. The functional classification is Principal Arterial, Tier Classification is Statewide, and the terrain is level. The proposed roadway typical section on either side of the bridge is two (2) twelve-foot lanes in the westbound and eastbound directions with a 30-foot grassed median (2-foot median paved shoulders) and 8-foot shoulders (4-foot outside paved shoulders).

The 2022 verified cost estimates for the selected alternative are as follows:

Right-of-Way \$452,200

Utility Estimates \$0

Construction \$9,900,000

Total \$10,352,200

B. Description of Need and Purpose:

The purpose of the proposed project is to replace bridges that are structurally deficient. Bridge No. 240091 has a sufficiency rating of 66.32 out of 100 and the most recent bridge inspection rated the substructure a 5 out of 9. Bridge No. 240092 has a sufficiency rating of 68.93 out of 100 and the most recent bridge inspection rated the substructure a 6 out of 9. Bridge 91 was constructed in 1956 and Bridge 92 was constructed in 1944. Both bridges are considered “functionally obsolete” and are nearing the end of their useful lives. Being structurally deficient does not mean that the bridges are unsafe but does mean the bridges are in need of repair or replacement. As a bridge ages, the cost of repairs and continued maintenance necessitates the need for replacement.

C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

D. Proposed Improvements:

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

This portion of US 70 is a four-lane median divided roadway that serves as the main entrance into the Havelock and Marine Corps Air Station (MCAS) Cherry Point. It is also a freight corridor accessing the Port of Morehead City. Due to high traffic volumes, use as a freight corridor, and lack of suitable off-site detour route, an on-site detour is the most viable alternative.

Environmental Commitments

The list of project commitments (green sheet) is located at the end of the checklist.

Traffic

The below traffic forecast is derived from the Traffic Forecast for BR-0074 dated April 4, 2019.

Current (2019): 30,500 vehicles per day

Future (2045): 33,800 vehicles per day

TTST: 2%

Duals: 2%

Design Exceptions

There are no anticipated design exceptions for this project.

Bridge Demolition

The existing bridges are made of concrete and steel and therefore, they should be possible to remove with no debris falling to the water below.

Anticipated Permit or Consultation Requirements

A Nationwide Permit from the U.S. Army Corps of Engineers (USACE) and corresponding Section 401 Water Quality Certification (WQC) from the North Carolina Division of Water Resources (DWR) are anticipated prior to the issuance of a Section 404 Permit. Permitting decisions are at the discretion of the USACE and DWR.

Water resources in the study area are part of the Neuse River basin (HUC 03020204). Streamside riparian zones within the study area are protected under provisions of the Neuse River Buffer Rules administered by DWR. Therefore, a Buffer Authorization will be required for this project.

Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC) were identified in the study area. A site visit by the North Carolina Division of Coastal Management (DCM) Transportation Field Representative determined that Southwest Prong Slocum Creek is a Public Trust Area and the adjacent shoreline is a Coastal Shoreline AEC. A CAMA major permit from the DCM will be required for all impacts to designated AECs within the study area.

In a letter dated March 29, 2019, the U.S. Coast Guard (USCG) determined that a bridge permit will not be required for the project. The project is placed in the Advance Approval category as per Title 33 Code of Federal Regulations Part 115.70. The Advance Approval determination is valid until March 29, 2024.

Jurisdictional Features

One jurisdictional stream and six jurisdictional wetlands were identified within the study area and are described in detail in the *Natural Resources Technical Report* (July 2021). There are no designated Outstanding Resource Water (ORW), High Quality Waters (HQW) or water supply watersheds (WS-I or WS-II) within or within 1.0 mile downstream of the study area. No streams in the study area or within 1.0 mile of the study area are identified on the North Carolina 2022 Final 303(d) list of impaired waters. No waters in the project area are designated as a National Wild and Scenic River.

Protected Species

As noted in the *Natural Resources Technical Report* (July 2021), the United States Fish and Wildlife Service (USFWS) lists eleven federally-protected species for Craven County (Table 1). For each species, a discussion of the presence or absence of habitat is included below along with the Biological Conclusion rendered based on survey results in the study area.

Table 1. Federally Protected Species

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Alligator mississippiensis</i>	American alligator	T (S/A)	Yes	Not Required
<i>Acipenser oxyrinchus oxyrinchus</i>	Atlantic sturgeon	E	No	No Effect
<i>Laterallus jamaicensis</i>	Eastern black rail	T	No	No Effect
<i>Chelonia mydas</i>	Green sea turtle	T	No	No Effect
<i>Dermochelys coriacea</i>	Leatherback sea turtle	E	No	No Effect
<i>Noturus furiosus</i>	Carolina madtom	E	Yes	No Effect
<i>Necturus lewisi</i>	Neuse River waterdog	T	Yes	No Effect
<i>Myotis septentrionalis</i>	Northern long-eared bat	T	Yes	MA-LAA
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	No	No Effect
<i>Calidris canutus rufa</i>	Rufa red knot	T	No	No Effect
<i>Trichechus manatus</i>	West Indian manatee	E	Yes	MA-NLAA
<i>Lysimachia asperulaefolia</i>	Rough-leaved loosestrife	E	Yes	No Effect
<i>Aeschynomene virginica</i>	Sensitive -joint vetch	T	Yes	No Effect

E – Endangered; T – Threatened; T (S/A)- Threatened due to similarity of appearance; MA-NLAA – May affect, not likely to adversely affect; MA-LAA – May affect, likely to adversely affect

Southwest Prong Slocum Creek has been identified as an Anadromous Fish Spawning Area and Essential Fish Habitat.

Rough-leaved loosestrife

Due to the lack of known occurrences and the lack of observed individuals, it has been determined that the proposed project would have “No Effect” on RLLS.

Sensitive-joint vetch

Due to lack of observed individuals and known occurrences, it has been determined that the proposed project would have “No Effect” on SJV.

Floodplains

Bridge Nos. 91 and 92 are within the regulatory floodway, 100-year floodplain, and 500-year floodplain of Southwest Prong Slocum Creek.

Hazardous Materials

The NCDOT GeoEnvironmental Section performed a records search for the study area in April 2019 to identify known and potential sites of concern. Two sites, Tim Newton Auto Sales and Ronco Bicycle Shop were identified as Underground Storage Tanks (UST) facilities and are located either within or adjacent to the study area. Both sites were assigned a “Low” Anticipated Risk from the NCDOT GeoEnvironmental Section.

Section 4(f)

The North Carolina Wildlife Resource Commission (WRC) operates the Slocum Creek Boating Access Area, a boat ramp accessed via Church Rd. Church Road would be utilized as a detour route for the duration of construction, carrying a single direction of traffic. As part of the on-site detour, access to the Slocum Creek Boating Access Area would be temporarily changed. All vehicles would utilize the western-most driveway while the eastern driveway would be closed. A barrier would be placed in front of the eastern driveway to prevent access onto the detour route.

Cultural Resources

It was determined that no historic architecture or archaeological surveys are required for the project.

A tribal coordination letter was sent to the Catawba Indian Nation on December 2, 2021. No response has been received to date.

Alternatives

Two alternatives were considered during project development. Alternative 1 proposed to construct a temporary bridge to the east and replace the bridges in place. Alternative 2 would utilize Church Rd as a temporary detour and replace the bridges in place. Alternative 1 would likely require three construction seasons due to the in-water work moratorium while Alternative 2 is anticipated to only require two seasons. Alternative 2 was selected due to fewer wetland impacts, a shorter construction schedule, and lower cost. An off-site detour was not considered due to high traffic volumes and lack of acceptable detour route.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
<p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> • If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required. • If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G. 				
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes”.)			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Is the project located in anadromous fish spawning waters?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

8. The US Fish and Wildlife Service has revised the previous programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known in 22 counties, but may potentially occur in 8 additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30 current known/potential counties shown on Figure 2 of the PBO at this time. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Craven County , where BR-0074 is located.

9. Southwest Prong Slocum Creek as an Anadromous Fish Spawning Area. As a result, a construction moratorium will be in effect from February 15 to September 30. This is a project commitment.

10. Southwest Prong Slocum Creek is subject to the Neuse River Buffer Rules program. A Buffer Authorization will be obtained prior to construction.

15.. Two sites, Tim Newton Auto Sales and Ronco Bicycle Shop were identified as Underground Storage Tanks (UST) facilities and are located either within or adjacent to the study area. Both sites were assigned a "Low" Anticipated Risk from the NCDOT GeoEnvironmental Section. A Phase 1 GeoEnvironmental Report will be completed prior to right-of-way acquisition. This is a project commitment.

16. Bridge Nos. 91 and 92 are within the regulatory floodway, 100-year floodplain, and 500-year floodplain of Southwest Prong Slocum Creek. The NCDOT Hydraulics Unit will coordinate with the NC Floodplain Mapping Program to determine the status of the project with regard to applicability of NCDOT'S Memorandum of Agreement (MoA), or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR). This is a project commitment.

18. The project is placed in the USCG's Advance Approval category as per Title 33 Code of Federal Regulations Part 115.70. The Advance Approval determination is valid until March 29, 2024.

28. In a letter dated June 7, 2022 WRC concurred that the temporary change in access to the Slocum Creek Boating Access would result in a *de minimis* impact under Section 4(f).

H. Project Commitments:

NCDOT PROJECT COMMITMENTS

STIP Project No. **BR-0074**

Replacement of Bridge Nos. 91 and 92 carrying US 70

Craven County

Federal Aid Project No. N/A

WBS Element 67074.1.1

Project Management Unit

The NCDOT Project Manager will coordinate with NCDOT Work Zone Traffic Control and Integrated Mobility Division to evaluate the necessary level of bicycle/pedestrian access accommodation during construction.

Division Construction

A construction moratorium will be in effect from February 15 to September 30 to protect the Anadromous Fish Spawning Area waters and Primary Nurse Areas upstream of the project.

The USCG must be notified at least 30 days in advance of the start of construction and any other work which may be an obstruction to navigation, so they may issue and update the information in the Local Notice to Mariners and monitor the project. The notice should include details of the project; dates and hours of operation; and vessels, barges and equipment to be used during the project.

Construction activities will adhere to the guidelines outlined in Guidelines for Avoiding Impacts to the West Indian Manatee Precautionary Measures for Construction Activities in North Carolina Waters (2003 USFWS).

At no time during the project will the waterway be closed to navigation without the prior notification and approval of the USCG.

Hydraulics Unit

The NCDOT Hydraulics Unit will coordinate with the North Carolina Floodplain Mapping Program (FMP), the delegated state agency for administering FEMA's National Flood Insurance Program, to determine the status of the project with regard to the applicability of NCDOT's Memorandum of Agreement with the FMP or approval of a conditional Letter of Map revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

GenEnvironmental Unit

A Phase 1 GeoEnvironmental Report will be complete prior to right-of-way acquisition.

I. Categorical Exclusion Approval:

STIP Project No.	BR-0074
WBS Element	67074.1.1
Federal Project No.	N/A

Prepared By:

7/15/2022

Date

DocuSigned by:

Kristina Solberg

5A1D71A56669450...

Kristina Solberg, PE
Kimley-Horn & Associates

Prepared For:

Claudia Lee, P.E., NCDOT Project Manager

Reviewed By:

7/15/2022

Date

DocuSigned by:

Colin Mellor

33883E9FD0F44D3...

Colin Mellor, Eastern Regional Team Lead
NCDOT Environmental Policy Unit

**Approved**

- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.

**Certified**

- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

7/15/2022

Date

DocuSigned by:

Jennifer A. Evans

DC37CF11AF7C4B3...

Jennifer Evans, PE, Manager of the Project Management Unit
North Carolina Department of Transportation

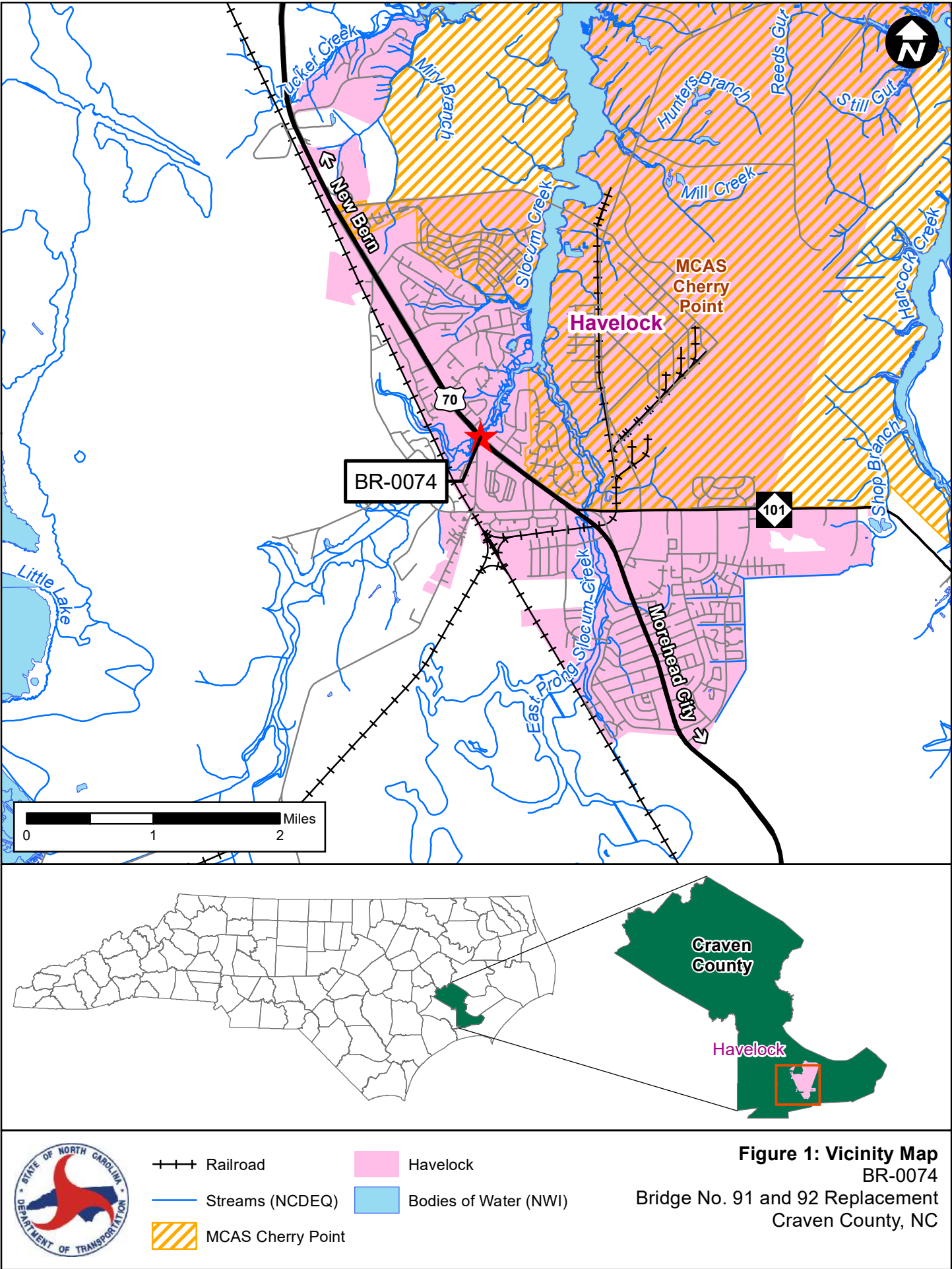
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

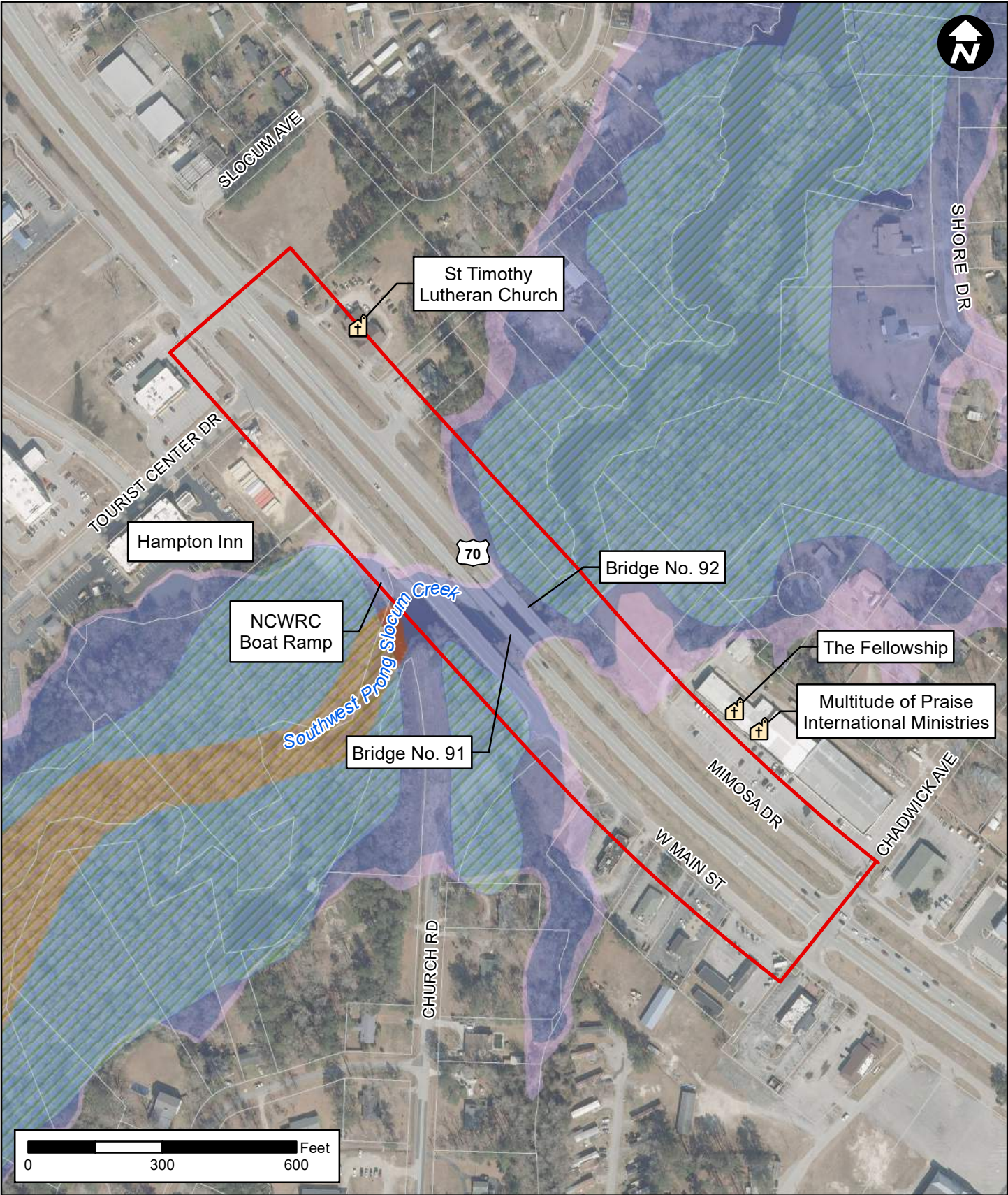
N/A

Date

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

Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).












- | | |
|--|---|
|  Project Study Area |  100-Year Floodplain |
|  Wetlands (NWI) |  500-Year Floodplain |
|  Parcels |  Place of Worship |
|  Floodway | |

Figure 2:
Environmental Features Map
BR-0074
Bridge No. 91 and 92 Replacement
Craven County, NC

09/08/19c

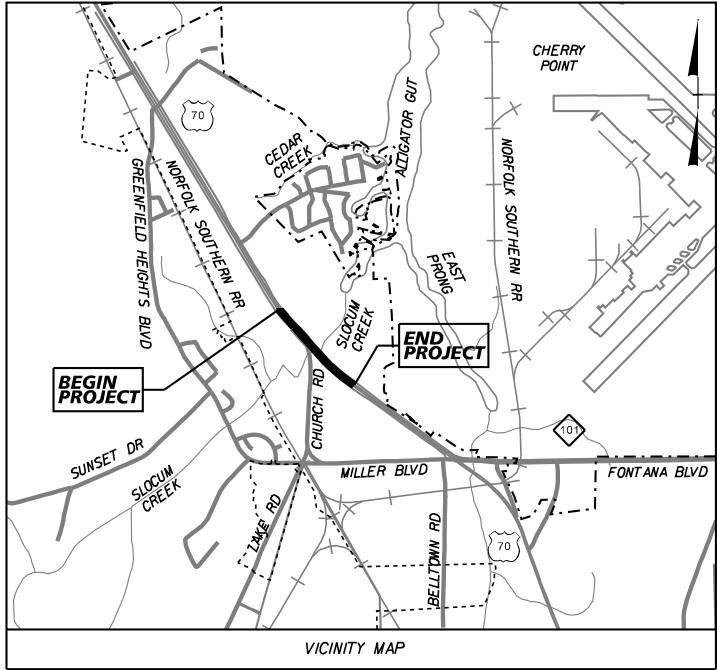
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6/6/2022

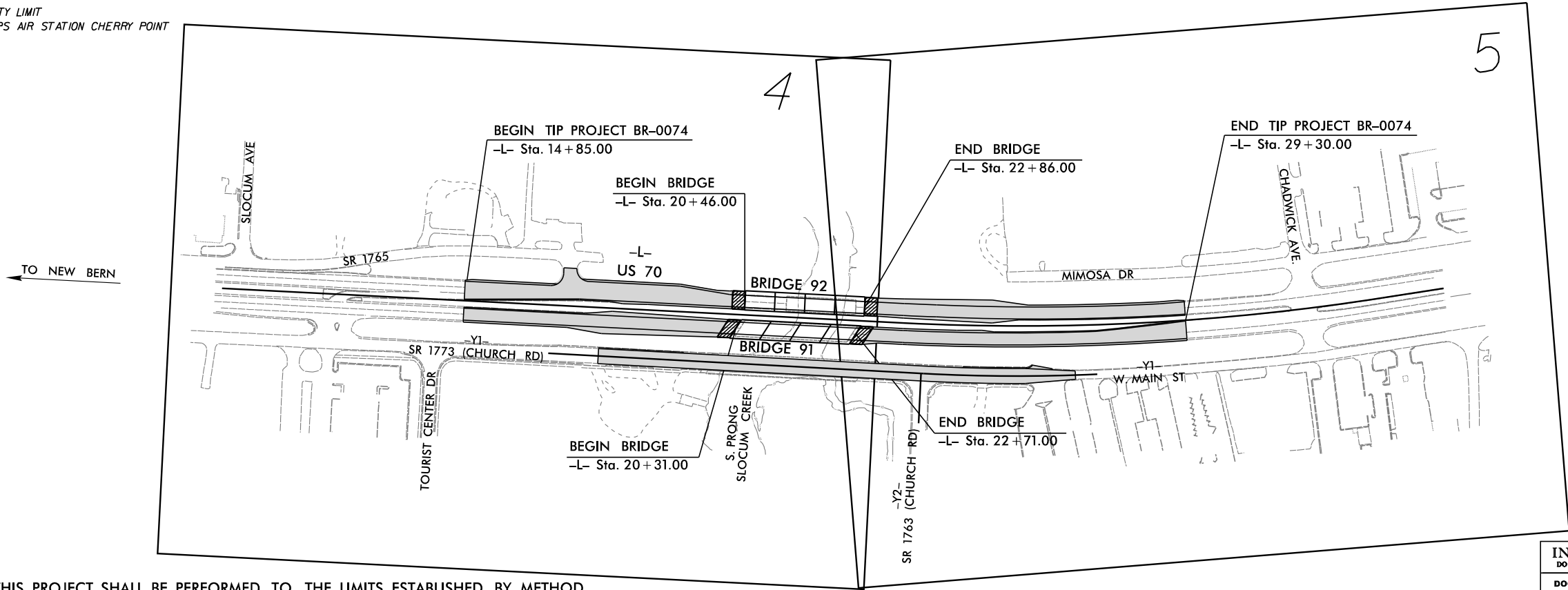
TIP PROJECT: BR-0074

CONTRACT:

STAGE 2 (ALIGNMENT DEFINED)

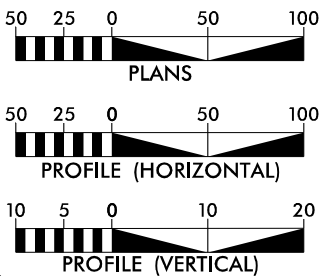


----- HAVELOCK CITY LIMIT
- - - MARINE CORPS AIR STATION CHERRY POINT



CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD _
THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF CITY OF HAVELOCK

GRAPHIC SCALES



DESIGN DATA

AADT 2024 = 31,100
AADT 2045 = 33,800
D = 55%
K = 9%
T = 4%*
V = 45/55 MPH
* (TTST 2% + DUAL 2%)
FUNCTIONAL PRINCIPAL
CLASSIFICATION: ARTERIAL
STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT BR-0074 = 0.229 MILES
LENGTH STRUCTURES TIP PROJECT BR-0074 = 0.045 MILES
TOTAL LENGTH TIP PROJECT BR-0074 = 0.274 MILES

PLANS PREPARED FOR
THE NCDOT BY:

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:

JANUARY 21, 2023

LETTING DATE:

JANUARY 16, 2024

Kimley»Horn

JEFFREY W. MOORE, P.E.
PROJECT ENGINEER

TYLER G. SPRING, P.E.
PROJECT DESIGN ENGINEER

CLAUDIA W. LEE, P.E.
PROJECT MANAGER
NCDOT PROJECT MGMT UNIT

HYDRAULICS ENGINEER

SIGNATURE: P.E.
ROADWAY DESIGN ENGINEER

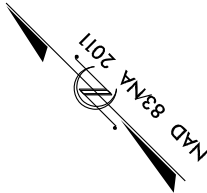
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
CRAVEN COUNTY

LOCATION: BRIDGES 91 AND 92 OVER S.PRONG SLOCUM CREEK ON US 70
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0074	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
67074.1.1		P.E.	



INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
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UNLESS ALL SIGNATURES COMPLETED

Certificate Of Completion

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Document Pages: 12

Signatures: 3

Certificate Pages: 2

Initials: 0

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Envelope Stamping: Enabled

Time Zone: (UTC-05:00) Eastern Time (US & Canada)

Envelope Originator:

Kristina Solberg

401 Fayetteville St.

Suite 600

Raleigh, NC 27601

Kristina.Solberg@kimley-horn.com

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Kristina.Solberg@kimley-horn.com

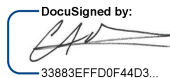
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Signer Events

Colin Mellor

cmellor@ncdot.gov

North Carolina Department of Transportation

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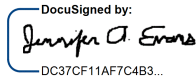
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Jennifer Evans

jenniferevans@ncdot.gov

Project Engineer - Division 7

North Carolina Department of Transportation

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Electronic Record and Signature Disclosure:

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Kristina Solberg

kristina.solberg@kimley-horn.com

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