

Type I or II Categorical Exclusion Action Classification Form

TIP Project No.	B-5685
WBS Element	45640.1.1
Federal Project No.	N/A

A. Project Description:

The proposed project involves replacement of Bridge No. 89 on SR 1308 (Nutbush Road) over John H. Kerr Reservoir in Vance County (see **Figure 1**-Vicinity Map and **Figure 2**-Study Area Map, in Appendix A). The replacement structure will be a 210-foot bridge with two undivided nine-foot lanes and 27'-10" clear roadway width. The roadway approaches will have two undivided nine-foot lanes with four-foot shoulders (two-foot paved, for a seven-foot total shoulder width with guardrails).

B. Description of Need and Purpose:

The purpose of the proposed project is to replace a functionally obsolete bridge.

The existing Bridge No. 89 was built in 1952. The structure is 196 feet long with a deck width of 24 feet. The substructure consists of end bents with reinforced concrete caps on timber piles and interior bents with reinforced concrete post and beam pile footings.

NCDOT Structure Management Unit (SMU) records indicate Bridge No. 89 has a sufficiency rating of 36.46 out of a possible 100 for a new structure. The bridge is considered functionally obsolete due to a deck geometry appraisal of 3 out of 9.

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).

*NOTE: The following Type I(C) Actions (NCDOT-FHWA 2019 CE Agreement, Appendix A) only require completion of Sections A through D to substantiate and document the CE classification: 1, 5, 8 (signs and pavement markings only), 11, 13, 14, 15, 16, 17, 19, and 20; or several other Type I Action subcategories identified in past NCDOT-FHWA CE Programmatic Agreements (see Appendix D). **Pre-approval as a CE does not exempt activities from compliance with other federal environmental laws.***

E. Special Project Information:

Cost:

The proposed project is included in the 2017-2027 State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for federal fiscal years 2019 and 2020, respectively. The estimated costs of the proposed project are as follows:

Right of Way:	\$ 220,000
Construction:	\$2,200,000
Total:	\$2,420,000

Design:

Design Standards: Sub-regional Tier
 Design Speed: 50 mph
 Design Exceptions: Lane width (nine-foot travel lanes)
 Construction Type: Replace in place

Estimated Traffic:

ADT 2020	1400
ADT 2040	1700
TTST	1%
Dual	6%

Bridge Demolition:

Bridge No. 89 is constructed of timber, steel, and concrete and should be possible to remove with no resulting debris in the water based on standard demolition practices. The project will require a temporary work pad to be placed within the limits of the reservoir to provide barge access to facilitate construction. Materials will be located at the end of bridge approach and will provide access for equipment and construction materials to be loaded and unloaded on a stable foundation. Fill material will consist of clean stone and riprap and shall be completely removed as soon as all in water work is completed.

Alternatives Discussion:

No Build – The no build alternative would result in eventually closing the road, which is unacceptable given the volume of traffic served by SR 1308 (Nutbush Road).

Rehabilitation – The bridge was originally constructed in 1952. The timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the timber components, which would constitute effectively replacing the bridge.

Replace In-Place with Onsite Detour – An onsite detour was not evaluated due to the presence of an acceptable offsite detour. A temporary onsite detour would unnecessarily increase temporary project impacts to the Kerr Reservoir.

Replace In-Place using Staged Construction – Staged construction was not considered because of the availability of an acceptable offsite detour.

Replace on New Alignment – Given that the alignment for SR 1308 is acceptable, and a new alignment would unnecessarily increase project impacts (especially to the John H. Kerr Reservoir), replacing the bridge on new alignment was not considered as an alternative.

Replace In-Place with Offsite Detour (Preferred) – Bridge No. 89 will be replaced on the existing alignment. Traffic will be detoured offsite (see **Figure 4**) during the construction period. The

offsite detour for this project (approximately 11.5 miles in length) would include NC 39, SR 1317, US 158, and SR 1319.

Bicycle and Pedestrian Accommodations:

This portion of SR 1308 (Nutbush Road) is not designated as a bicycle route. No specific accommodations will be included in the project.

Human Environment:

Cultural Resources

Under NCDOT's programmatic agreement with the NC State Historic Preservation Office (SHPO) for bridge replacement projects, NCDOT reviewed the study area (see **Figure 2**) to determine the potential for historic architectural and archeological resources. The reviews concluded No Survey Required for both historic architectural and archeological resources.

Environmental Justice

While minority and low-income populations are present in the Demographic Study Area, no notably adverse community impacts are anticipated with this project; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts area anticipated under Title VI and related statutes.

Natural Environment:

Water Resources

Water resources within the project study area include the John H. Kerr Reservoir and an unnamed tributary to the reservoir. The best usage classification for both resources is B.

Threatened and Endangered Species

As summarized in the October 2016 Natural Resources Technical Report (NRTR), the U.S. Fish and Wildlife Service (USFWS) lists three federally protected aquatic species for Vance County. As of October 4, 2018, these three species remain the same and are: Dwarf Wedgemussel (*Alasmidonta heterodon*), Tar Spiny mussel (*Parvaspina steinstansana*) and Yellow Lance (*Elliptio lanceolata*). These protected species are known to occur within Vance County, but not within the Roanoke River Basin.

Due to the project's location within the Roanoke River Basin, and none of the listed aquatic species being known from the Roanoke River Basin, completion of this project will have no effect on the three listed as stated below.

- Biological Conclusion Dwarf Wedgemussel: No Effect
- Biological Conclusion Tar Spiny mussel: No Effect
- Biological Conclusion Yellow Lance: No Effect

At Risk Species

The following species were not included in the NRTR but as of October 4, 2018 are considered At Risk Species in Vance County.

- Carolina madtom (*Noturus furiosus*)
- Neuse River waterdog (*Necturus lewisi*)
- Atlantic pigtoe (*Fusconaia masoni*)

A Freshwater Mussel Habitat Assessment Report was prepared on October 16, 2018. The report stated that due to the project's location within the Roanoke River basin, there would be no effect and provided biological conclusions for the following species:

- Carolina madtom (*Noturus furiosus*) – No Effect
- Neuse River waterdog (*Necturus lewisi*) – No Effect

The bridge replacement occurs over a man-made reservoir and therefore does not include habitat in the form of clean streams with sufficient flow or coarse sand gravel substrates with a high diversity of mussels. Additionally the USFWS IPAC (Information for Planning and Conservation) tool was used on August 26, 2019, and the Atlantic Pigtoe was not listed as having habitat within the project study area. The NC Natural Heritage Program Records were checked on July 29, 2019 and no records of Atlantic pigtoe populations are known within 1.0 mile of the project. Therefore, this project will have No Effect on the Atlantic pigtoe.

Northern long-eared bat

In addition to the aquatic species listed above, the USFWS also lists the Northern long-eared bat as federally-protected for Vance County. The USFWS developed a 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) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is “May Affect, Likely to Adversely Affect”. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Vance County, where TIP B-5685 is located.

Bald Eagle and Golden Eagle Protection Act

Kerr Reservoir does provide potential foraging habitat for the bald eagle. A survey of the project study area and the area within 660 feet of the project limits was conducted on April 14, 2016. No eagles or eagle nests were observed during the survey. North Carolina Natural Heritage Program element occurrence data (updated June 2016) does not show any occurrences within 1.0 mile of the bridge. A survey of the project study area and the area within 660 feet of the project limits was conducted on July 29, 2019. Two bald eagles were observed in the study area. No nests were observed. Communication with representatives of Kerr Lake confirmed that there are no known nests within one mile of the bridge replacement project. Due to the lack of nesting, known occurrences, and minimal impact anticipated for this project, it has been determined that this project will not affect this species.

N.C. Wildlife Resource Commission

Attached to the existing Bridge No. 89 is a fishing walk constructed by the NC Wildlife Resources Commission (NCWRC).

NCDOT agreed to allow the NCWRC to attach the fishing walk to the existing bridge in October 1963 with the understanding that “the Wildlife Resources Commission will pay all costs of construction and future maintenance of this walkway.” The encroachment contract, signed on October 30, 1963 between the NCWRC and NCDOT, states that “if at any time the party of the first part [NCDOT] shall require the removal of or changes in the location of the said structure, that the said party of the second part [NCWRC] binds himself, his successors, and assigns, to promptly remove or alter the said structure, in order to conform to the said requirement, without any cost to the party of the first part.”

NCDOT contacted NCWRC in September 2018 to notify them that, due to current design requirements and concerns for pedestrian safety, the proposed alternatives for the project do not include replacement of the fishing walk with the new bridge structure.

NCDOT recognizes that the parking area located southeast of the bridge is maintained by the NCWRC. NCDOT requested input to discuss the potential removal of this fishing walk, and the relationship between the fishing walk and the parking area southeast of the bridge. NCWRC responded with a request that consideration be made to incorporate a fishing walk with the replacement structure, as the current facility has been in place for many years, is heavily utilized, and is vital to the fishing recreation of the area.

NCDOT will coordinate with the NCWRC on the possible future replacement of a fishing walk on the replacement structure.

A parking lot is located southeast of the bridge and is maintained by the NCWRC. The lot is affiliated with the fishing walk and is located partially within the existing road right-of-way. Some fill will be placed within NCDOT's existing right of way and may affect the portion of the parking lot within the right of way. During construction, the driveway closest to the bridge may be temporarily closed. After construction the driveway will be reconnected to Nutbush Road.

Any disruptions in access to the parking lot will be minimized to the extent practicable during construction.

Required Permits:

The existing bridge is within the flood pool of John H. Kerr Reservoir. NCDOT has an easement with the US Army Corps of Engineers (USACE) for this bridge. During project scoping, USACE staff stated that if the proposed project improvement is within the existing easement, no fill materials will be added, the bridge height and width remain the same, then minimal coordination will be required from the USACE.

The project will not add any permanent fill material to the reservoir at the conclusion of the project. NCDOT will provide detailed calculations to quantify the existing materials currently occupying volume within the project limits and proposed materials occupying volume within the project limits in order to verify zero net change in the reservoir volume capacity.

A Nationwide Permit (NWP) 23 will likely be applicable. A NWP No. 33 may also apply for temporary construction activities such as stream dewatering, work bridges, or temporary causeways that are often used during bridge construction or rehabilitation. The USACE holds the final discretion as to what permit will be required to authorize project construction. If a Section 404 permit is required, then a Section 401 Water Quality Certification (WQC) from the NCDEQ will be needed.

The project is located in the Roanoke River Basin and is not subject to NCDEQ regulated riparian buffer rules.

Public Outreach

A newsletter was sent to property owners along Nutbush Road on July 29, 2019 notifying them of the proposed project and detour. Recipients were asked to provide comments or questions by August 16, 2019. Only one comment was received inquiring if the height of the bridge will be raised. The bridge cannot be raised due to mitigation factors regarding the addition of fill to the reservoir.

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"> • <i>If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required.</i> • <i>If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.</i> 				
<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>	

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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'):

Response to Question 8: The USFWS has developed a 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. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Vance County, where B-5685 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

H. Project Commitments (attach as Green Sheet to CE Form):

NCDOT PROJECT COMMITMENTS

TIP Project No. **B-5685**

Replace Bridge No. 89 on SR 1308 (Nutbush Road) over John H. Kerr Reservoir
Vance County

Federal Aid Project No. N/A

WBS Element 45640.1.1

N.C. Wildlife Resources Commission

NCDOT will coordinate with the NCWRC on the possible future replacement of a fishing walk on the replacement structure.

Any disruptions in access to the parking lot will be minimized to the extent practicable during construction.

Division Five Construction, Resident Engineer's Office – Offsite Detour

Vance County Emergency Medical Services will be contacted at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

Natural Environment:

The US Fish and Wildlife Service has developed a 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. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Vance County, where B-5685 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

I. Categorical Exclusion Approval:

TIP Project No.	<u>B-5685</u>
WBS Element	<u>45640.1.1</u>
Federal Project No.	<u>N/A</u>

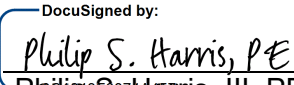
Prepared By:

<u>02/12/2020</u>	
Date	<u>Darren Even, AICP</u> Dewberry Engineers, Inc.

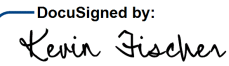
Prepared For:

NCDOT Structures Management Unit

Reviewed By:

<u>2/17/2020</u>	DocuSigned by: 
Date	<u>Philip S. Harris, III, PE, Environmental Analysis Unit</u> North Carolina Department of Transportation

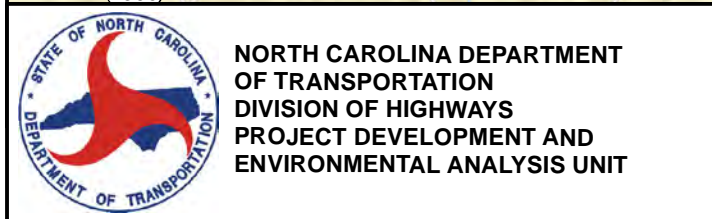
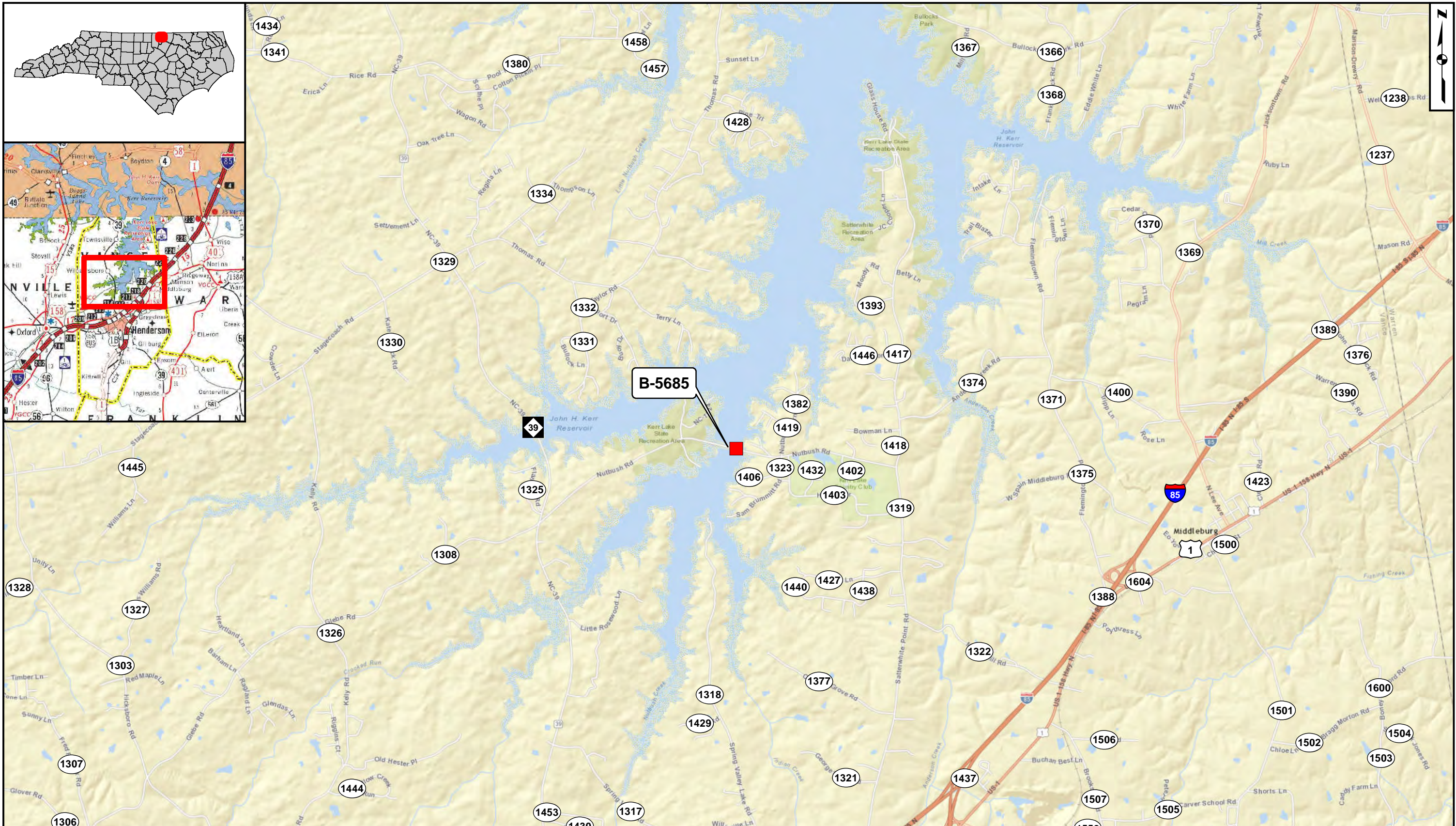
- Approved**
 - If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.
- Certified**
 - If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
 - If classified as Type III Categorical Exclusion.

<u>2/17/2020</u>	DocuSigned by: 
Date	<u>Kevin Fischer, PE, Assistant State Structures Engineer</u> Structures Management Unit North Carolina Department of Transportation

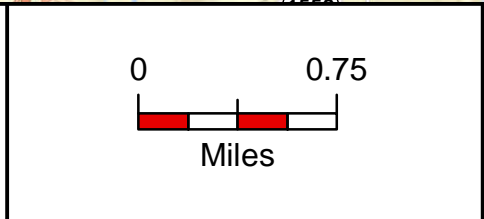
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

<u>N/A</u>	
Date	<u>for John F. Sullivan, III, PE, Division Administrator</u> 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).

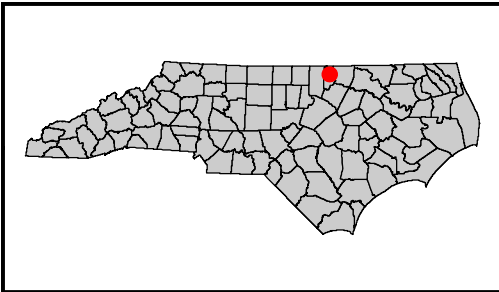



VICINITY MAP
Replace Bridge No. 89 on SR 1308
over John H. Kerr Reservoir in Vance County
 TIP Project B-5685



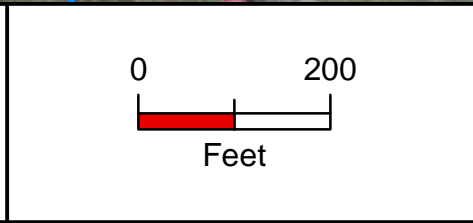
Div: 5	TIP# B-5685
Date: DECEMBER 2015	

Figure
1

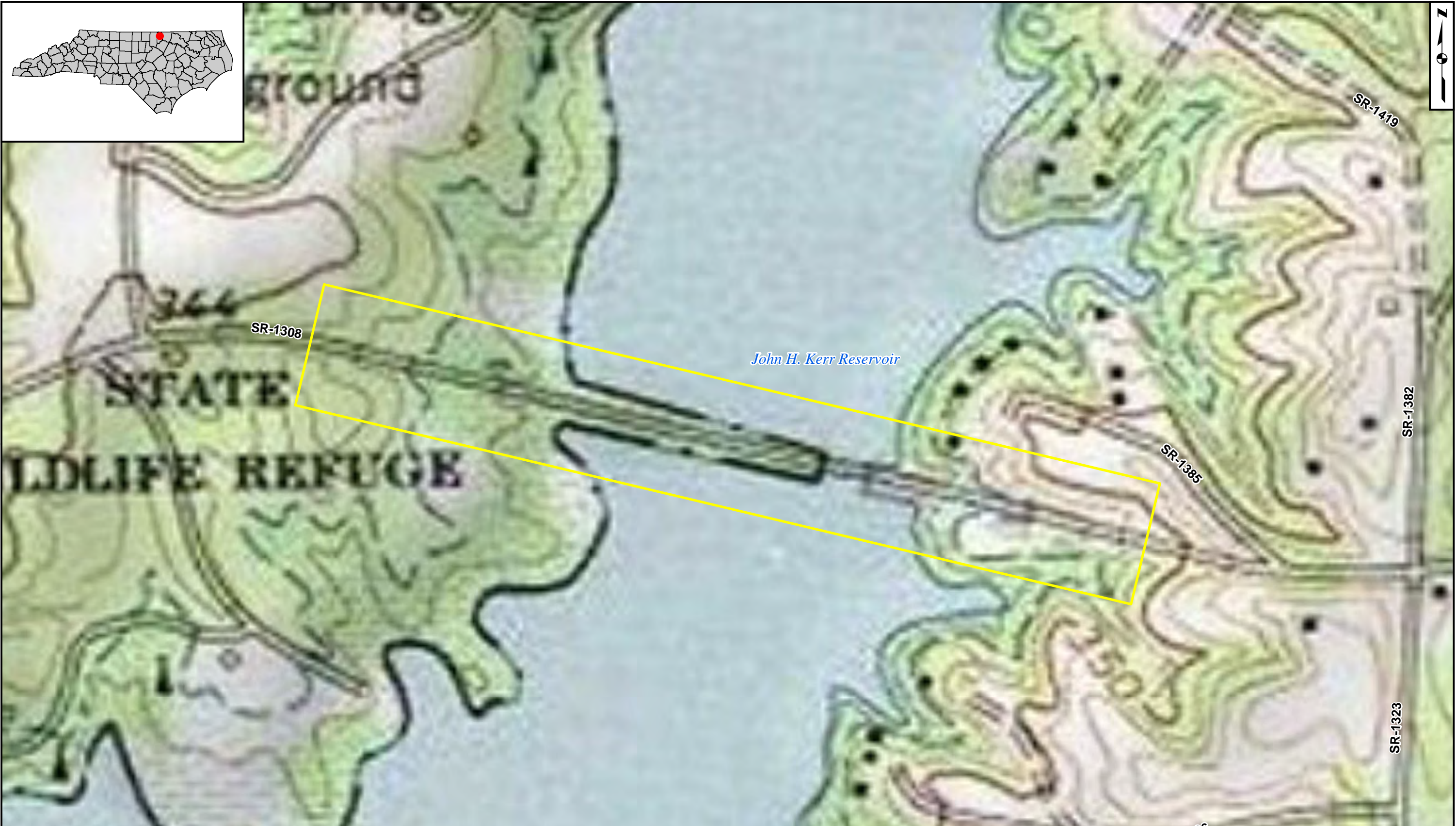
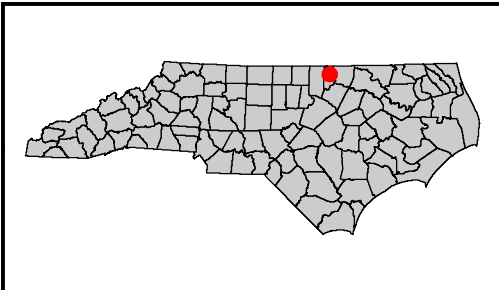

**NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS UNIT**

STUDY AREA MAP
Replace Bridge No. 89 on SR 1308
over John H. Kerr Reservoir in Vance County
 TIP Project B-5685



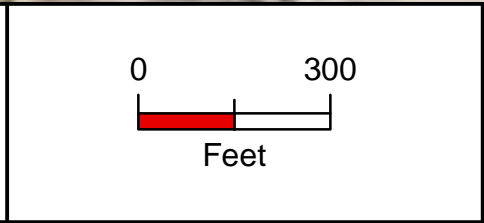
Div: 5	TIP# B-5685
Date: DECEMBER 2015	

Figure
2

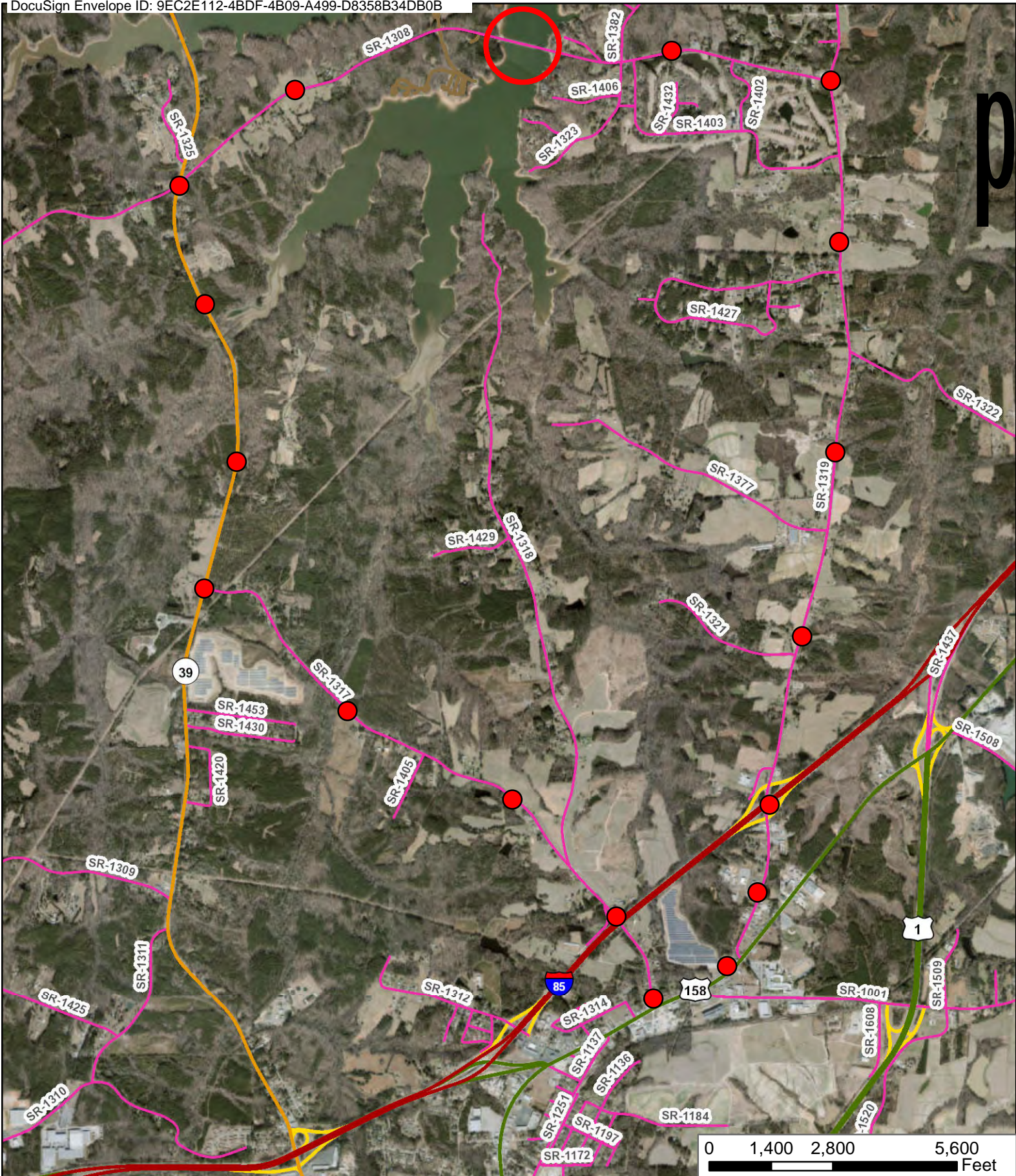
NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS UNIT

USGS MAP - Townsville
Replace Bridge No. 89 on SR 1308
over John H. Kerr Reservoir in Vance County
 TIP Project B-5685



Div: 5	TIP# B-5685
Date: DECEMBER 2015	

Figure
3



p

NORTH CAROLINA DEPARTMENT
 OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 DIVISION 5

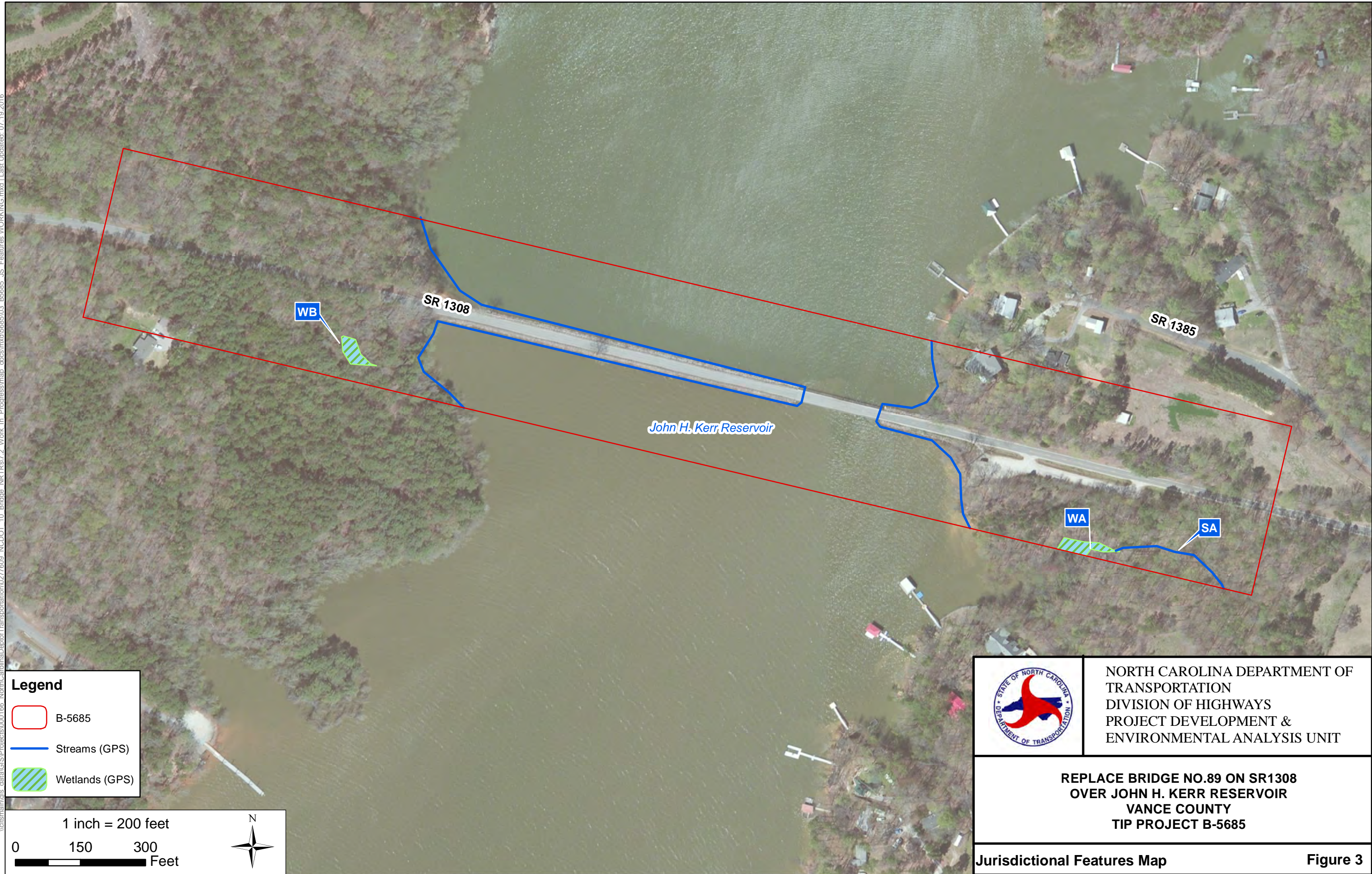
**Replace Bridge No. 89 on SR 1308
 over John H. Kerr Reservoir**

Vance County
TIP Project B-5685




2610 Wycliff Road, Suite 410
 Raleigh, North Carolina

●—●—● Detour

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Legend

-  B-5685
-  Streams (GPS)
-  Wetlands (GPS)

1 inch = 200 feet

0 150 300 Feet



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS UNIT</p>
<p>REPLACE BRIDGE NO.89 ON SR1308 OVER JOHN H. KERR RESERVOIR VANCE COUNTY TIP PROJECT B-5685</p>	
<p>Jurisdictional Features Map</p>	<p>Figure 3</p>

5/14/19

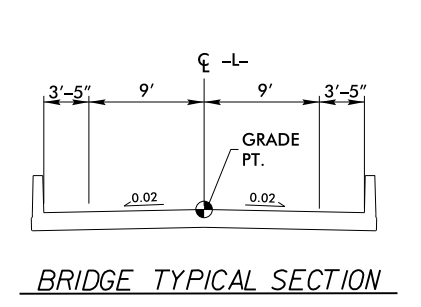
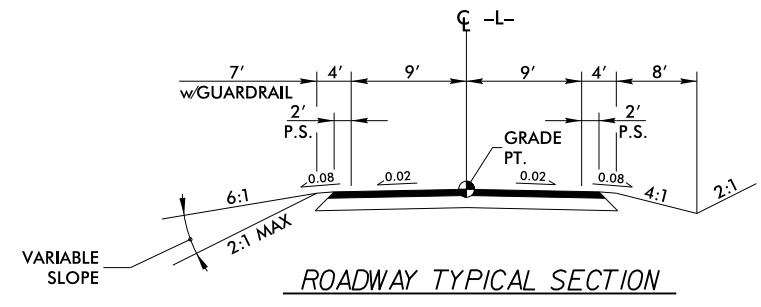
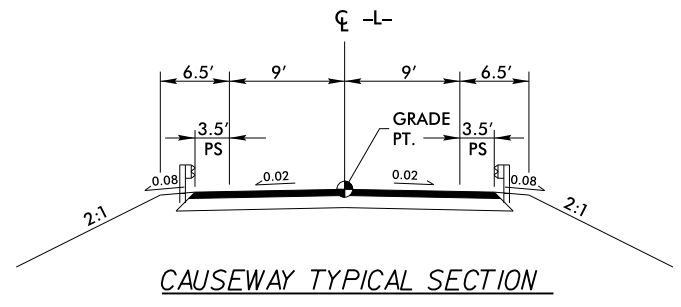
VANCE COUNTY B-5685 -ALT1- REPLACE IN PLACE (OFFSITE DETOUR)



PROJECT REFERENCE NO. B-5685	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



DESIGN STANDARDS	==	SUBREGIONAL TIER
DESIGN SPEED	==	50 MPH
ADT 2016	==	1300
ADT 2040	==	1700
K	==	10%
D	==	55%
DUAL	==	6%
TTST	==	1%
MIN. RADIUS	==	833'
MAX. GRADE	==	6%
K sag	==	96
K crest	==	84
SE MAX.	==	0.06
CLASSIFICATION	==	RURAL COLLECTOR
TERRAIN	==	LEVEL
DESIGN EXCEPTION	==	YES (LANE WIDTH)



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\\server\projects\B5685_RDY_PSH04.dgn

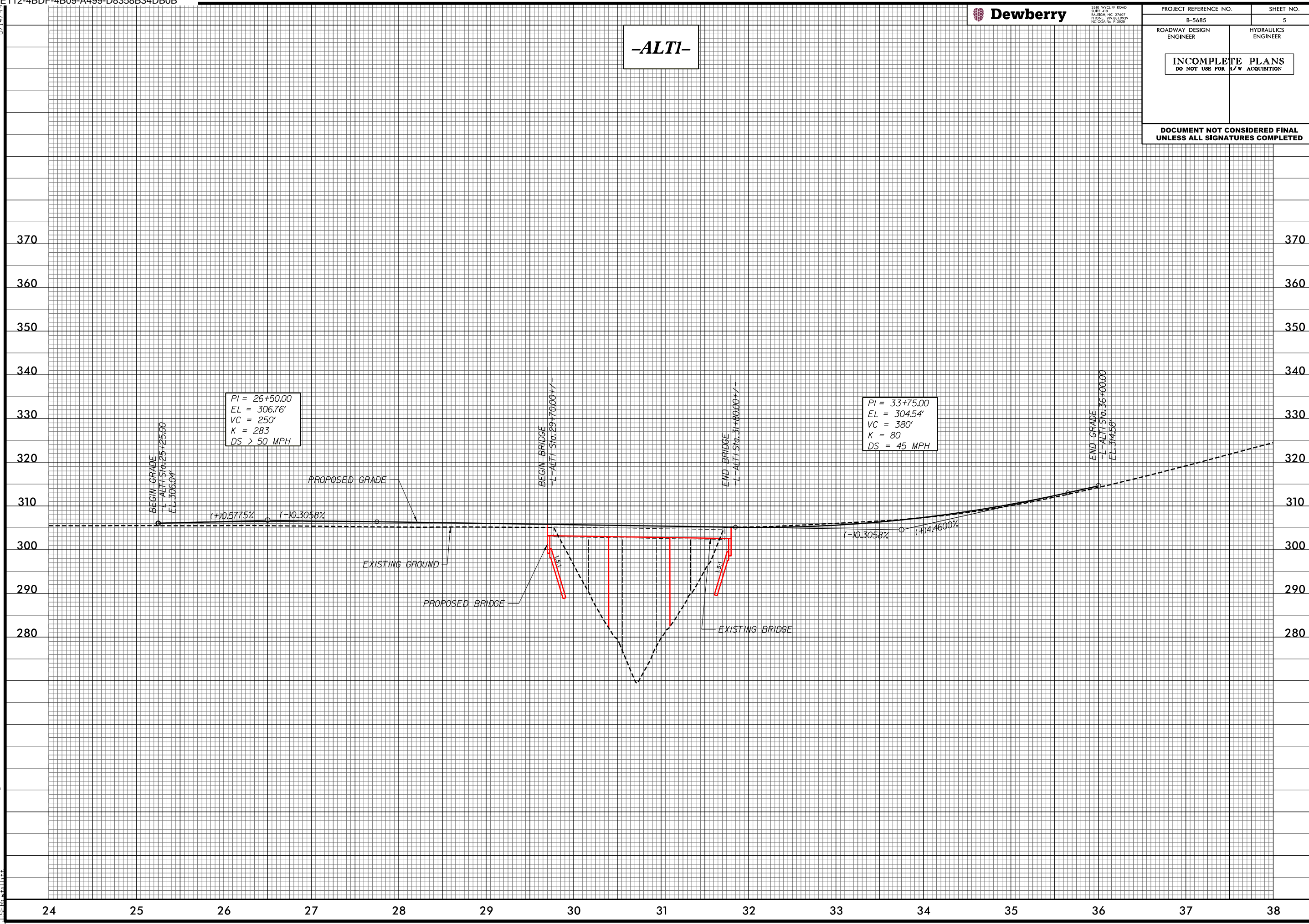
SEE SHEET 5 FOR -L- PROFILE

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

-ALTI-

5/14/99
9/12/2017 13:43:53 BY: jts/eb/11111
115585_11111



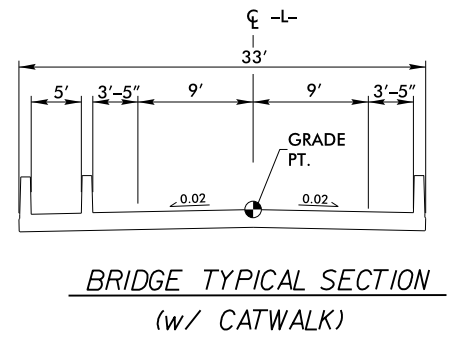
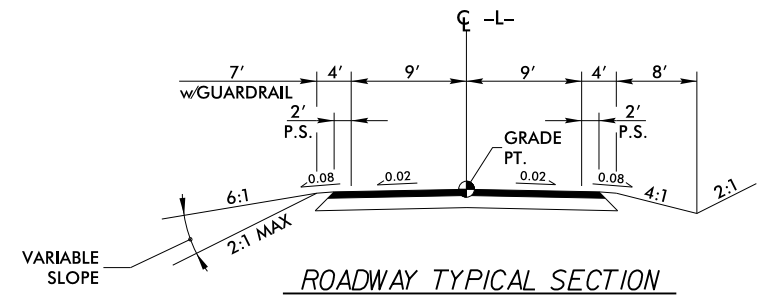
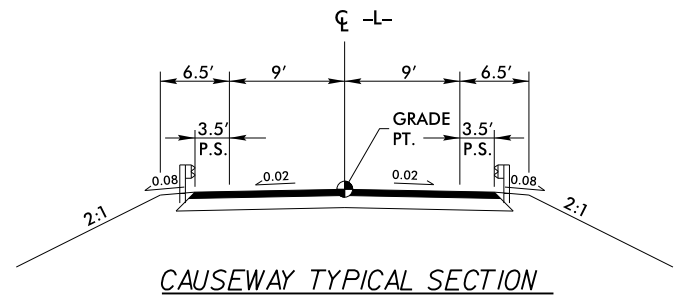
VANCE COUNTY B-5685 -ALT2- REPLACE IN PLACE (OFFSITE DETOUR)

2610 WYCLIFF ROAD
SUITE 410
RALEIGH, NC 27607
PHONE: 919.883.9229
NC CDA No. P-40029

PROJECT REFERENCE NO.		SHEET NO.
B-5685		4
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



DESIGN STANDARDS	=	SUBREGIONAL TIER
DESIGN SPEED	=	50 MPH
ADT 2016	=	1300
ADT 2040	=	1700
K	=	10%
D	=	55%
DUAL	=	6%
TTST	=	1%
MIN. RADIUS	=	833'
MAX. GRADE	=	6%
K sag	=	96
K crest	=	84
SE MAX.	=	0.06
CLASSIFICATION	=	RURAL COLLECTOR
TERRAIN	=	LEVEL
DESIGN EXCEPTION	=	YES (LANE WIDTH)



SEE SHEET 5 FOR -L- PROFILE

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5/14/99



2610 WYCLIFF ROAD
SUITE 400
RALEIGH, NC 27607
PHONE: 919.883.9239
NC COA No. F-06251

PROJECT REFERENCE NO.

B-5685

SHEET NO.

5

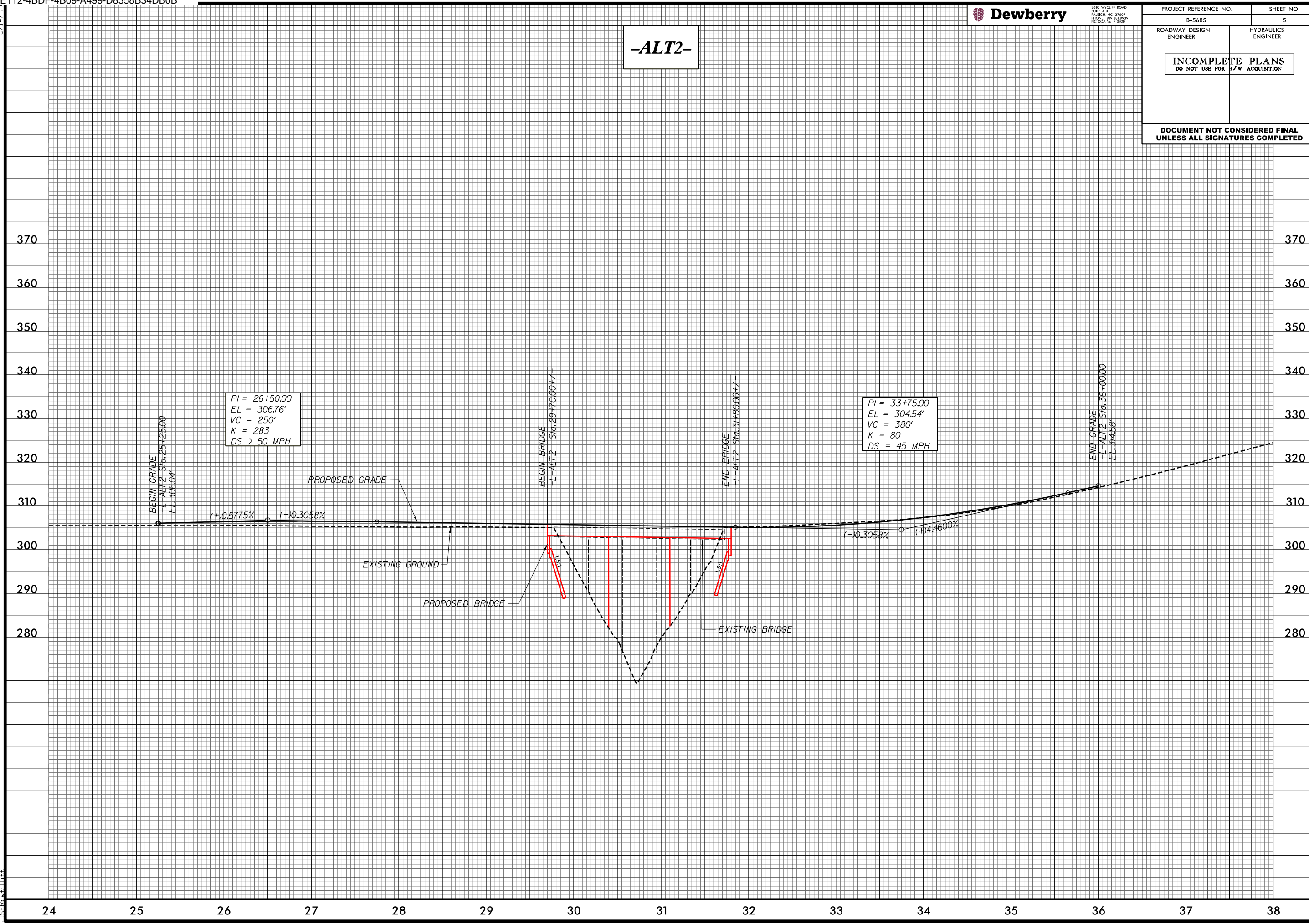
ROADWAY DESIGN
ENGINEER

HYDRAULICS
ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

-ALT2-



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USER: jll

24 25 26 27 28 29 30 31 32 33 34 35 36 37 38

16-01-0026**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: **B-5685** *County:* **Vance**
WBS No: **45640.1.1** *Document:* **SMC**
F.A. No: **N/A** *Funding:* State Federal

Federal Permit Required? Yes No *Permit Type:* **NWP**

Project Description: The NCDOT proposes to replace Bridge No. 89 on SR 1308 (Nutbush Road) over the John H. Kerr Reservoir in Vance County. Bridge No. 89 was built in 1952, and is considered to be functionally obsolete. The Proposed Study Area for the project will be centered on the bridge and measure 400 feet wide by 2,800 feet long. Overall, the Study Area will encompass about 1,075,727 square feet (24.7 acres), inclusive of the existing roadway and structure to be replaced.

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

A map review and site file search was conducted at the Office of State Archaeology (OSA) on Friday, January 8, 2016. An archaeological survey has already been conducted for the property making up the John H. Kerr Dam and Reservoir (White 1979 [Biblio# 1101]), which would encompass the west side of the Study Area. No archaeological surveys have occurred along SR 1308 (Nutbush Road) on the east side of the Stud Area. As a result of the White (1979) survey, over a hundred archaeological sites were recorded, eight (8) of which have been recorded within one-half (1/2) mile of the proposed project, primarily along the shoreline of the reservoir. Digital copies of HPO's maps (Townsville Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Thursday, January 21, 2016. There are no known historic architectural resources located within the Study Area for which intact archaeological deposits would be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

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

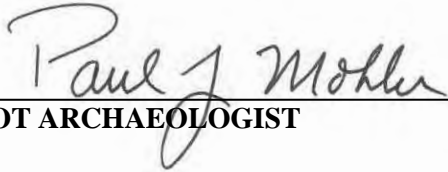
This is a State-funded project for which a Federal permit will be required. The need for temporary and/or permanent easements has not been determined; however, the overall dimensions of the Study Area will capture any necessary easements. At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Study Area that would require our attention. From an environmental perspective, the Study Area consists of a low ridge system to either side of Nutbush Creek that has been flooded as part of the John H. Kerr Dam and Reservoir. The Study Area consists of primarily of three (3) soil types: Cecil sandy clay loam, 2-8%

16-01-0026

slopes, eroded (CeB2), Cecil sandy clay loam, 8-15% slopes, eroded (CeD2), and Wilkes sandy loam, 10-40% slopes (WkE). The eroded and moderately steeped soil conditions within the Study Area are not favorable for containing intact archaeological sites/resources. Preservation of archaeological materials within such soil types is likely to be poor. For example, all of the archaeological sites located nearby on the shoreline of Kerr Lake were recommended as not eligible for the National Register of Historic Places (NRHP) because it had been determined that erosion had destroyed their integrity (i.e. no intact archaeological context). For comparative purposes, the Office of State Archaeology (OSA) has reviewed several projects within the vicinity of Bridge No. 89 for environmental compliance, all of which were proposed improvements to the Nutbush Bridge Facility as part of the Kerr Lake State Recreation Area (new entrance road [ER 05-2773], boat ramps/docks [ER 10-0851], parking [ER 07-0947], and shoreline stabilization [CH 10-0586]). Despite the presence of archaeological sites within the facility's boundaries, no archaeological surveys were conducted as long as the Glebe House Site (31VN166**) itself was not encroached upon. The proposed project will have no effect on the Glebe House. Based on the nature of the proposed project, current soil conditions, and previous review/survey work, it is believed that the current Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGISTNO ARCHAEOLOGY SURVEY REQUIRED


NCDOT ARCHAEOLOGIST

January 21, 2016

Date

16-01-0026



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:	B-5685	County:	Vance
WBS No.:	45640.1.1	Document Type:	
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	NWP
Project Description: Replace Bridge No. 89 on SR 1308 (Nutbush Road) over John H. Kerr Reservoir (no off-site detour planned).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 28 January 2016 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Vance County current GIS mapping, aerial photography, and tax information indicated an APE of mostly wetland and woodland with several residential parcels at its eastern end (viewed 28 January 2016). Resources within the APE dating to the 1950s-60s are unexceptional examples of their types. The APE also intersects two large parcels containing residential and agricultural resources located 200 feet and more from the SR 1308 (Nutbush Road) centerline, well beyond likely project impact. Constructed in 1952, Bridge No. 89 is not eligible for the National Register according to the NCDOT Historic Bridge Survey as it is neither aesthetically nor technologically significant. Google Maps "Street View" confirmed the absence of critical architectural and landscape resources in the APE (viewed 28 January 2016).

No architectural survey is required for the project as currently defined.

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: APE extends 1500 feet from either end of the existing bridge (E-W) and 200 feet to either side of the SR 1308 (Nutbush Road) centerline (N-S) to encompass proposed construction activities. No comprehensive county architectural survey exists for Vance County, but other studies have recorded no resources in the APE. County GIS and other visuals illustrate the absence of significant architectural and landscape resources in the APE. No National Register-listed properties are located within the APE.

**Should the design of the project change, please notify
NCDOT Historic Architecture as additional review may be necessary.**

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes - **NO SURVEY REQUIRED**

Vanessa E. Patrick
NCDOT Architectural Historian

5 February 2016
Date