



US Army Corps
Of Engineers
Wilmington District

PUBLIC NOTICE

Issue Date: November 8, 2019
Comment Deadline: December 9, 2019
Corps Action ID# SAW-2017-00829
TIP Project No. B-4484

The Wilmington District, Corps of Engineers (Corps) has received an application from the North Carolina Department of Transportation (NCDOT) seeking Department of the Army authorization to impact 3.68 acres of wetlands, 240 linear feet of stream, and 0.01 acre of surface water impact associated the proposed replacement of Bridges 138 and 139 over the Neuse River on SR 14770 (Maple Cypress Road) in Craven County, North Carolina, TIP B- 4484.

Specific location information is described below and shown on the attached plans. This Public Notice and all attached plans are also available on the Wilmington District Web Site at

<https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Public-Notices/>

****Viewing the on-line version will better display color and grant the ability to view exploded views.**

Applicant: North Carolina Department of Transportation (NCDOT)
Ms. Heather Lane, Project Development Engineer
105 Pactolus Hwy 33,
Greenville, NC 27834.

Authority

The Corps will evaluate this application and decide whether to issue, conditionally issue, or deny the proposed work pursuant to applicable procedures of the following Statutory Authorities:

- ☒ Section 404 of the Clean Water Act (33 U.S.C. 1344)
- ☒ Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)
- ☐ Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413)

The Federal Highway Administration (FHWA) is lead federal agency. The United States Coast Guard (USCG) has determined that the existing bridges and their replacement are exempt for the purposes of compliance with Section 9 of the Rivers and Harbors Act.

Location

The proposed project is located on SR 1470 (Maple Cypress Road) in northeastern Craven County, approximately midway between Kinston and Vanceboro. The land surrounding the bridge is predominantly rural and includes marshes, wooded areas, large tracts of agricultural crops, and low-density single family homes. The project is more specifically located around Latitude 35.313613 N and Longitude 77.299543. Figures 1 and 2 depict vicinity and aerial views.

Figure 1. Vicinity Map

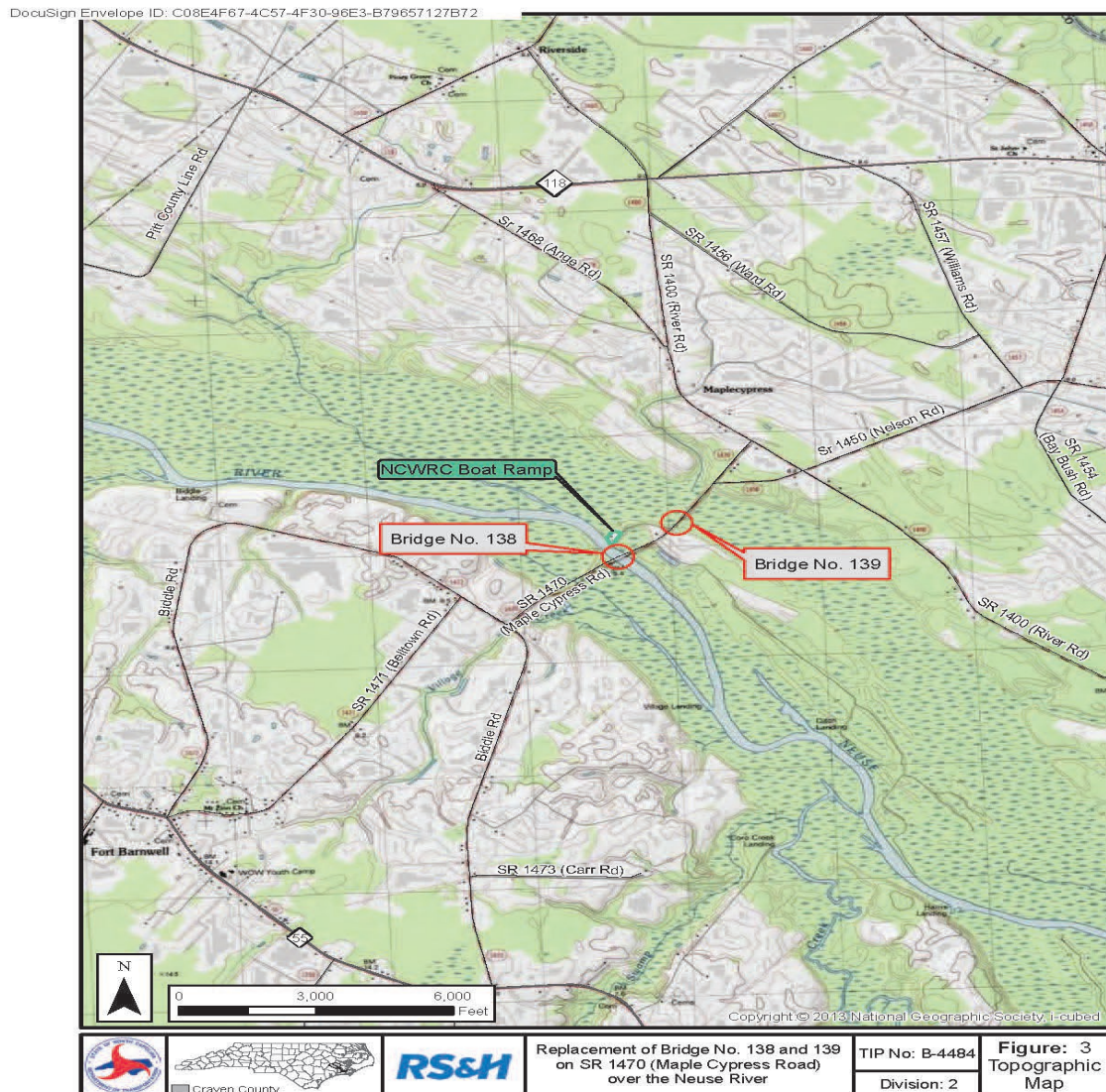
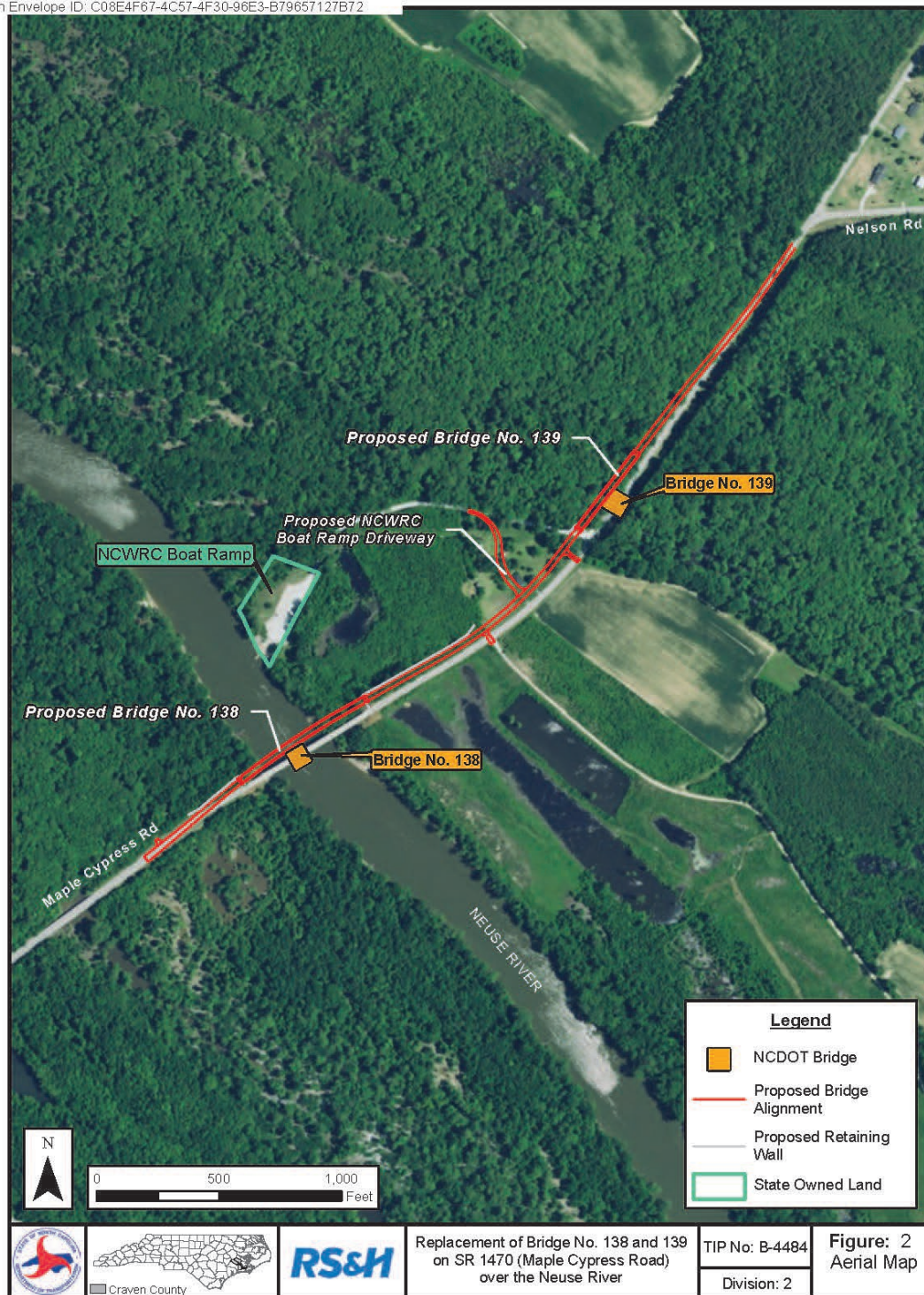


Figure 2. Aerial View

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Existing Site Conditions

The proposed project is located in the Southeastern Plains and Middle Atlantic Coastal Plain physiographic regions of the state and straddles to the Craven and Pitt County lines. The project is located in the Neuse River Basin and lies within the USGS Hydrologic Unit 03020202. The project crosses the Neuse River (NCDEQ Index No. 27-(85) which is classified as C; Sw; NSW.

The proposed project is located in northeastern Craven County, approximately midway between Kinston and Vanceboro. The land surrounding the bridge is predominantly rural and includes marshes, wooded areas, large tracts of agricultural crops, and low-density single family homes. The project area bridges the Neuse River on Maple Cypress Road (SR 1470) in Craven County. Seven wetlands were mapped within the project footprint, including riverine swamp forest and bottomland hardwood forest. All wetlands are subject only to Section 404 regulations. No CAMA coastal wetlands are present on the site.

SR 1470 (Maple Cypress Road) is a two-lane roadway with a statutory speed limit of 55 miles per hour (mph). It is classified as a major collector road according to NCDOT Functional Classification maps. The estimated (2012) annual average daily traffic (AADT) along SR 1470 (Maple Cypress Road) is 1,800 vehicles per day (vpd). There are no signalized intersections within the project study area. Craven County school buses make two total trips per day across the bridges. Known utilities in the project study area include a water line, power, and telecommunications cable.

The Neuse River has not been designated an Outstanding Resource Water (ORW), High Quality Water (HQW) or water supply watershed (WS-I or WS-II) within 1.0 mile downstream of the study area.

This area of the Neuse River contain Anadromous Fish Spawning Areas, Inland Primary Nursery Area designation and is considered by the National Marine Fisheries Service (NMFS) as Critical Habitat for the Atlantic Sturgeon.

Applicant's Stated Purpose

The purpose of the proposed action is to replace two structurally deficient, functionally obsolete bridges. The purpose of the proposed action is to improve bridge structural safety and functionality for vehicular traffic

Project Description

In order to meet the stated purpose and need of the project, the existing bridge is proposed for replacement on the upstream side of the Neuse River. An upgrade to the existing facility was not considered because it is structurally deficient and functionally obsolete. The applicant's proposal is depicted on Figure 3, and additional information is shown on Table 1.

Figure 3. Proposed Project

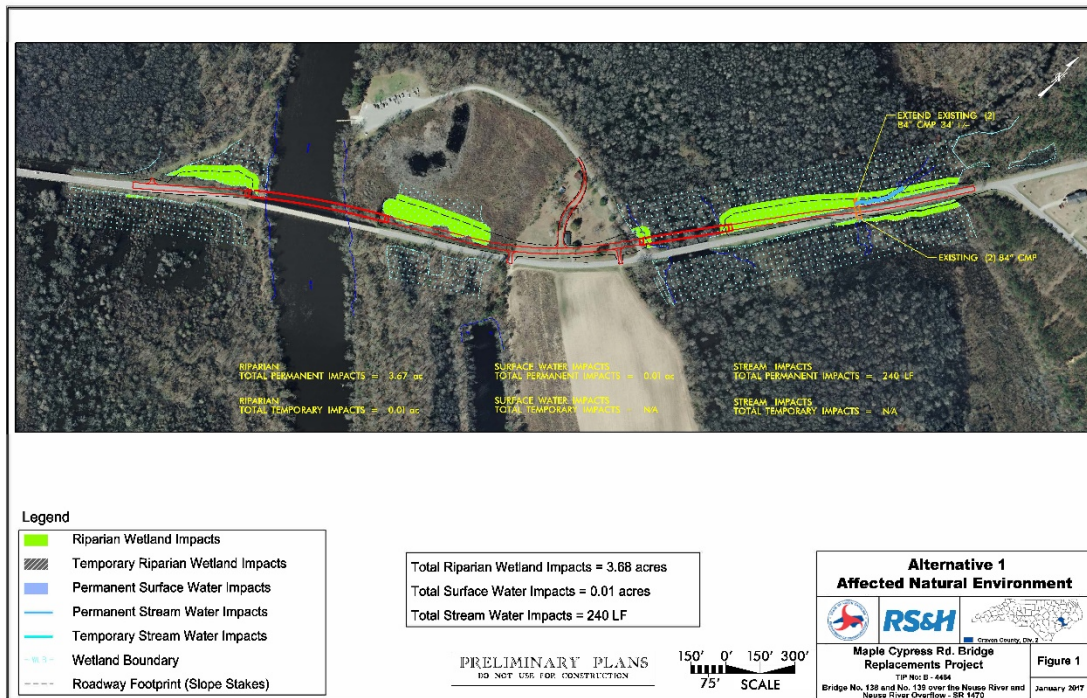


Table 1: B-4484 Impacts from the Proposal

Category	Preferred Alt.
Project Length	3,700 feet
Overhead Utility Relocations (power and telecommunications)	1 pole
Riparian Wetland Impacts	3.68 acres
Surface Water Impacts	0.01 acres
Stream Impacts	240 LF
Water line relocation (underground and above-ground)	approx. 1,000 LF
Construction Cost Estimate	\$10.5 Million

Background Information (see Figure 3):

- Existing Bridge No. 138 over the Neuse River: 580 feet long, 20 feet wide
- Existing Bridge No. 139 over the Neuse River Overflow: 250 feet long, 20 feet wide
- Unacceptable off-site detour route (36 minutes/31 miles to the east; 41 minutes/35 miles to the west).
- NCWRC owns and maintains a nearby boat ramp and parking lot.

Proposed Project Description (see Figure 3):

- Applicant's Preferred Alternative – two bridges, northwest side of existing:
 - Bridge No. 138 over the Neuse River: 600 feet long, 12-foot lanes, 3-foot paved shoulders
 - Bridge No. 139 over the Neuse River Overflow: 375 feet long, 12-foot lanes, 3-foot paved shoulders

Bridge Construction and Demolition

Individual impact site descriptions are provided below:

Site 1 (Permit Drawings 4-5)

Site 1 is the replacement of Bridge 138 over the Neuse River. The bridge approaches will be constructed with retaining walls to reduce encroachment into adjacent wetlands. Fill slopes above the retaining wall have been steepened as much as practical to 2:1 due to load limits on the retaining wall and constructability and safety considerations adjacent to the sheet pile walls. Rock plating, while not required, will be applied to the slopes for added protection and stability. Mechanized clearing will be performed adjacent to the retaining walls for construction access and under the bridge for maintenance access. A work platform will be used to construct the new bridge from both sides of the Neuse River, with a span left open to maintain boat passage. Three minor impacts (fill and mechanized clearing) are also proposed to allow for non-erosive discharge of stormwater from the bridge into the adjacent wetlands, rather than direct discharge into the river.

Site 2 (Permit Drawings 6-9)

Site 2 is the construction of the new Bridge 139 over the Neuse River overflow and associated approaches. The roadway fill approaching this bridge will be constructed with 1.5:1 side slopes protected with rock plating. A retaining wall was evaluated for this area but deemed not practical due to design and constructability considerations. Construction of the wall at this location would require tie-backs that would result in moving the wall further out into the wetland in order to maintain traffic on the existing road. This would have caused additional impacts to wetlands as compared to the proposed 1.5:1 slopes without retaining walls. Mechanized clearing will be performed adjacent to the fill slope and for the bridge and work platform to allow for construction access and pile installation. The existing road embankment will be abandoned upon completion of the construction and graded down to drain via sheet flow into the adjacent wetlands. A temporary construction area has been established around the channel relocation to allow for sheet piling or other dewatering method to be implemented so the culvert extension can be constructed in the dry.

Both bridges will be demolished using top-down methods. Temporary impacts associated with the removal of the existing piles at each bridge total 0.07 acre of surface water for Bridge 138, and 0.03 acre of wetland for Bridge 139. The superstructure of each bridge will be cut and removed with measures in place to prevent materials from entering jurisdictional

waters. Once a segment of bridge is removed, the existing piles will be pulled. Full removal of piles will be accomplished unless they break off during removal. In that case, the piles will be cut at or below the river bed (Bridge 138) or wetland elevation (Bridge 139) to avoid increased disturbance to completely remove the piles. NCDOT's Best Management Practices for Construction and Maintenance Activities will be implemented for the bridge demolition. A Bridge Demolition Plan will be prepared by the selected contractor, submitted to NCDOT for approval, and shared with permitting agencies.

Federally Threatened and Endangered Species

The United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) list 16 federally protected species for Craven County as of the September 20, 2019 listing (Table 2).

Table 2. Federally Protected Species in Craven County

Scientific Name	Common Name	Federal Status	Habitat	Biological Conclusion
<i>Alligator mississippiensis</i>	American alligator	T(S/A)	Yes	<i>NIA</i>
<i>Chelonia mydas</i>	Green sea turtle	T	No	No Effect
<i>Dermochelys coriacea</i>	Leatherback sea turtle	E	No	No Effect
<i>Myotis septentrionalis</i>	Northern long eared bat	T	Yes	MALAA
<i>Necturus lewisi</i>	Neuse River waterdog	PT	Yes	<i>NIA</i>
<i>Noturus furiosus</i>	Carolina Madtom	PE	Yes	<i>NIA</i>
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	No	No Effect
<i>Calidris canutus rufa</i>	Red knot	T	No	No Effect
<i>Acipenser oxyrinchus</i>	Atlantic Sturgeon	E	Yes	MANLAA
<i>Trichechus manatus</i>	West Indian manatee	E	Yes	MANLAA
<i>Lythrum asperulaefolia</i>	Rough-leaved loosestrife	E	No	No Effect
<i>Aeschynomene virginica</i>	Sensitive joint-vetch	T	No	No Effect

E = Endangered, T = Threatened, T(S/A) = Threatened (Similarity of Appearance), T = Threatened, P=Proposed; MANLAA= May Affect, Not Likely to Adversely Affect, MALAA = May Affect, Likely to Adversely Affect, *N/A*= Not Applicable.

FHWA and NCDOT have determined that the project will not affect listed species, with the exception of Northern long-eared bat, Atlantic sturgeon, and West Indian manatee. Biological conclusions from the 2014 NRTR are provided in Table 3. A request has been submitted to the NMFS for concurrence that the project is not likely to adversely affect the Atlantic sturgeon.

American alligator

Biological Conclusion: Not Applicable .The American alligator remains on the protected species list due to its similarity in appearance to the Endangered American crocodile and no biological conclusion is required.

Green sea turtle

Biological Conclusion: No Effect. This project will not affect the beaches or coastal waters of North Carolina, therefore no habitat for green sea turtles exists within the study area. A review of NCNHP records, accessed September 24, 2019, indicates no known green sea turtle occurrences within 1.0 mile of the study area.

Leatherback sea turtle

Biological Conclusion: No Effect. This project will not affect the beaches or coastal waters of North Carolina, therefore no habitat for leatherback sea turtles exists within the study area A review of NCNHP records, updated May 1, 2009, indicates no known leatherback sea turtle occurrences within 1.0 mile of the study area.

Northern long-eared bat

Biological Conclusion: May Affect, Likely to Adversely Affect. The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration, the US Army Corps of Engineers 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 Craven County.

Red-cockaded woodpecker

Biological Conclusion: No Effect. Suitable habitat for the red cockaded woodpecker does not exist in the study area. Forests in the study area are comprised of a closed hardwood canopy and sub canopy. Where pine trees occur in maintained or disturbed areas, they are not of sufficient age or density to provide suitable nesting or foraging habitat. A review of

NCNHP records, accessed September 25, 2019, indicates no known RCW occurrences within 1.0 mile of the study area.

Red knot

Biological Conclusion: No Effect. Suitable habitat for the red knot does not exist in the study area. The study area consists of forested, riparian areas in a freshwater system. It lacks coastal foraging and roosting areas preferred by the red knot. A review of NCNHP records, accessed September 25, 2019, indicates no known red knot occurrences within 1.0 mile of the study area.

Atlantic Sturgeon

Biological Conclusion: May Affect, Not Likely to Adversely Affect. The Neuse River at this location is designated as critical habitat for the Atlantic sturgeon. A review of NCNHP records, access September 25, 2019, indicates there are no known Atlantic sturgeon occurrences within 1.0 mile of the study area.

West Indian manatee

Biological Conclusion: May Affect, Not Likely to Adversely Affect. Suitable habitat for the West Indian manatee does exist in the study area. A review of NCNHP records, accessed September 25, 2019, revealed a 1994 manatee occurrence within the study area (EO ID: 5451). NCDOT will utilize the "Guidelines for Avoiding Impacts to the West Indian Manatee: precautionary Measures for Construction Activities in North Carolina's Waters" during construction of the bridge.

Rough-leaved loosestrife

Biological Conclusion: No Effect. Suitable habitat for rough-leaved loosestrife does not exist in the study area. The canopy in the wetland areas that are not regularly flooded is too dense to allow rough-leaved loosestrife to grow. A review of NCNHP records, accessed September 25, 2019, indicates no known rough-leaved loosestrife occurrence within 1.0 mile of the study area.

Sensitive joint-vetch

Biological Conclusion: No Effect. Suitable habitat for sensitive joint-vetch does not exist in the study area. The wetland areas and roadside ditches are not brackish or tidally influenced and therefore do not provide the necessary conditions for this vetch. A review of NCNHP records, accessed September 25, 2019, indicates no known sensitive joint-vetch occurrence within 1.0 mile of the study area.

Two other species, the Neuse River waterdog and the Carolina Madtom are proposed for listing under the Endangered Species Act. Surveys were performed at the site in spring of 2019 - none were found.

Anadromous Species

Suitable habitat is present for the Atlantic sturgeon, an anadromous fish, within the entirety of the Neuse River in the study area. The Neuse River within Lenoir and Craven counties is listed as one of the Atlantic sturgeon critical habitat rivers in the Southeast US.

Additionally, the Neuse River and most of its associated tributaries are also designated as anadromous fish spawning areas for other species such as Striped Bass (*Morone saxatilis*) and Blueback Herring (*Alosa spp*).

Cultural Resources

No sites eligible for the National Register of Historic Places are within the project area. NC State Historic Preservation Office concurred via letter to the applicant dated November 18, 2008.

Mitigation Evaluation

Mitigation has been defined in the NEPA regulations to include efforts that: a) avoid; b) minimize; c) rectify; d) reduce or eliminate; or e) compensate for adverse impacts to the environment [40 CFR 1508.20 (a-e)]. Practicable alternative analysis must be fully evaluated before compensatory mitigation can be discussed.

Avoidance and Minimization

All jurisdictional features were delineated, field verified and surveyed within the corridor for B-4484 as described above. Using these surveyed features, preliminary designs were adjusted to avoid and/or minimize impacts to jurisdictional areas. NCDOT employs many strategies to avoid and minimize impacts to jurisdictional areas in all of its designs. Many of these strategies have been incorporated into BMP documents that have been reviewed and approved by the resource agencies and which will be followed throughout construction. All wetland areas and environmental sensitive areas (ESA) not affected by the project will be protected from unnecessary encroachment. Individual avoidance and minimization measures include the following:

Design Measures

- Bridge 138 over the Neuse River has been lengthened to span riparian buffers and the river banks.
- Retaining walls have been utilized to reduce wetland impacts on the approaches to bridge 138.
- There will be no deck drains or direct discharge of stormwater off the bridges. All stormwater will be discharged at the ends of the bridges at non-erosive velocity.
- Riprap has been eliminated along the base of sheet pile walls.
- Granite, not marl, will be specified for riprap protection areas.
- Fill slopes have been steepened to the maximum extent practical considering erosive velocities and geotechnical considerations.
 - 2:1 slopes are used above retaining walls for load, constructability, and safety considerations

- 1.5:1 slopes are used where retaining walls were not practical (see Impact Site 2 discussion)

General Construction Measures

- Refer to Section 8.2 for protected species measures
- No staging of construction equipment or storage of construction supplies will be allowed in wetlands.
- Temporary work platforms are proposed to access the new bridge alignments except one span to allow boat passage along the river where a barge may be used.
- Sediment and erosion control measures shall adhere to the Design Standards in Sensitive Watersheds during construction of the project.
- Special Sediment Control Fence and Environmentally-Sensitive Area fencing will be used where applicable.
- Bridge piles will be driven, and no jetting will be used.
- Pile driving will be accomplished using pile cushions and will be ramped up to minimize the effects of in-water noise.
- No dredging is proposed.
- Water line relocation will be accomplished using directional subsurface methods to avoid wetland and surface water impacts.
- To ensure that all borrow and waste activities occur on high ground, except as authorized by permit, the NCDOT shall require its contractors to identify all areas to be used to borrow material, or to dispose of dredged, fill or waste material. Documentation of the location and characteristics of all borrow and disposal sites associated with the project will be available on request.
- Turbidity curtains will be considered in areas of adequate shallow depth and lower velocity. Turbidity will be monitored during in-water work to ensure compliance with state water quality standards.

Demolition Measures

- NCDOT will adhere to Best Management Practices for Construction and Maintenance Activities.
- Demolition will be accomplished through top-down and/or barge access.
- Non-shattering methods will be implemented (no explosives) for bridge removal.
- No bridge deck or substructure components will be dropped in the water.
- Existing bridge piles will be removed completely, unless not practicable.
- If a pile snaps off at a depth below the stream bed or wetland elevation it will be left in place rather than disturb additional area to remove.

A demolition plan will be finalized by the selected contractor. The final demolition plan will also be approved by NCDOT and provided to permitting agencies for review prior to implementation.

Compensatory Mitigation

The NCDOT will investigate potential on-site stream and wetland mitigation opportunities once all possible measures to avoid and minimize impacts to the aquatic environment have been explored. Offsite mitigation needed to satisfy the federal Clean Water Act requirements for this project will be provided by the North Carolina Department of Environment Quality, Division of Mitigation Services (DMS) in accordance with their current In-Lieu Fee Mitigation Instrument.

Other Required Authorizations

The Corps forwards this notice and all applicable application materials to the appropriate State agencies for review.

North Carolina Division of Water Resources (NCDWR): The Corps will generally not make a final permit decision until the NCDWR issues, denies, or waives the state Certification as required by Section 401 of the Clean Water Act (PL 92-500). The receipt of the application and this public notice, combined with the appropriate application fee, at the NCDWR Central Office in Raleigh constitutes initial receipt of an application for a 401 Certification. A waiver will be deemed to occur if the NCDWR fails to act on this request for certification within sixty days of receipt of a complete application. Additional information regarding the 401 Certification may be reviewed at the NCDWR Central Office, Transportation Permitting Unit, 512 North Salisbury Street, Raleigh, North Carolina 27604-2260. All persons desiring to make comments regarding the application for a 401 Certification should do so, in writing, by December 9, 2019 to:

NCDWR Central Office
Attention: Ms. Amy Chapman, Transportation Permitting Unit
(USPS mailing address): 1617 Mail Service Center, Raleigh, NC 27699-1617

Or,

(physical address): 512 North Salisbury Street, Raleigh, North Carolina 27604

North Carolina Division of Coastal Management (NCDCM):

The applicant has requested approval for the proposed project under a Coastal Area Management Act (CAMA) Major Development Permit and that the proposed work complies with and will be conducted in a manner that is consistent with the approved North Carolina Coastal Zone Management Program. Pursuant to 33 CFR 325.2 (b)(2) the Corps is, by this notice, forwarding this information to the North Carolina Division of Coastal Management (NCDCM) and requesting its concurrence or objection. Generally, the Corps will not issue a DA permit until the NCDCM notifies the Corps that it concurs with the applicant's consistency certification or issues the CAMA Major Development Permit.

Section 408

Interested parties are hereby notified that an application has been received for Department of the Army Section 408 (Section 14 of the Rivers and Harbors Act of 1899; 33 U.S.C. 408) approval to conduct this bridge replacement over the federally authorized Neuse River Navigation Channel as described above and shown on the attached maps. Written comments are being solicited from anyone having an interest in the requested alteration. Comments received will become part of the U.S. Army Corps of Engineers' (USACE) administrative record and will be considered in determining whether to approve the request. Comments supporting, opposing, or identifying concerns that should be considered by the USACE in its decision process are welcome. Comments providing substantive information and/or a rationale for the commenter's position are the most helpful.

This public notice is not a paid advertisement and is for public information only. Issuance of this notice does not imply USACE endorsement of the project as described.

The decision whether to grant the requested permission for federal project modification under Section 408 will be based on several factors and will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. Review of the request for modification will be reviewed by a USACE technical review team and will consider, but not necessarily be limited to, the following factors:

1. Impair the Usefulness of the Project Determination. The review team will determine if the proposed alteration would limit the ability of the project to function as authorized, or would compromise or change any authorized project conditions, purposes, or outputs. The decision whether to approve a request for modification would be based on a determination of no impairments.
2. Injurious to the Public Interest Determination. Proposed alterations will be reviewed to determine the probable impacts, including cumulative impacts, on the public interest. Evaluation of the probable public interest impacts of the proposed alteration to the USACE requires a careful weighing of all relevant factors in each particular case. Factors that may be relevant to the public interest depend upon the type of USACE project being altered and may include, but are not limited to, conservation, economic development, historic properties/cultural resources, environmental impacts, water supply, water quality, flood hazards, floodplains, residual risk, induced damages, navigation, shore erosion or accretion, and recreation. The decision whether or not to approve an alteration to a federal project will be determined by the consideration of whether benefits are commensurate with risks. If the potential detriments are found to outweigh the potential benefits, then it may be determined that the proposed alteration is injurious to the public interest.

3. Environmental Compliance. A decision on a Section 408 request is a federal action, and therefore subject to the National Environmental Policy Act (NEPA) and other environmental compliance requirements. While ensuring compliance is the responsibility of the USACE, the requester provides all information necessary to satisfy applicable federal laws, executive orders, regulations, policies, ordinances, and any other environmental requirements. The NEPA and other analyses completed to comply with environmental statutes, such as the Endangered Species Act, should be commensurate with the scale and potential effects of the activity that would alter the federal project. The scope of analyses for the NEPA and environmental compliance evaluations pursuant to Section 408 are limited to the area of alteration and adjacent areas that may be directly or indirectly affected by the alteration. A preliminary determination has been made that an environmental impact statement is not required for the proposed action.
4. Technical Analysis. The USACE will ensure that the requester provides all technical plans, maps, drawings, and specifications to facilitate a thorough review of the proposal. A USACE-led Agency Technical Review (ATR) is being conducted to determine any potential adverse impacts to the federal project.

Any comments received will be considered by the USACE in determining whether to issue, modify, condition or deny a permission for this proposal if received before the comment period expiration date. To make its decision, the USACE will review comments received to supplement and inform its assessment of impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments will be taken into consideration in the preparation of an appropriate document pursuant to the NEPA (e.g. Environmental Assessment). Comments will also be used to determine the need for a public hearing and to determine overall public interest in the proposed action.

It should be noted that materials submitted as part of Section 408 requests become part of the public record and will be available to the general public under the provisions of the Freedom of Information Act (FOIA). Individuals may submit a written request to obtain materials under the FOIA or make an appointment to view the project file at the USACE Wilmington District's Office of Counsel.

Evaluation

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values (in accordance with Executive Order 11988), land use, navigation, shoreline erosion and

accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving the discharge of dredged or fill materials in waters of the United States, the evaluation of the impact of the activity on the public interest will include application of the Environmental Protection Agency's 404(b)(1) guidelines.

Commenting Information

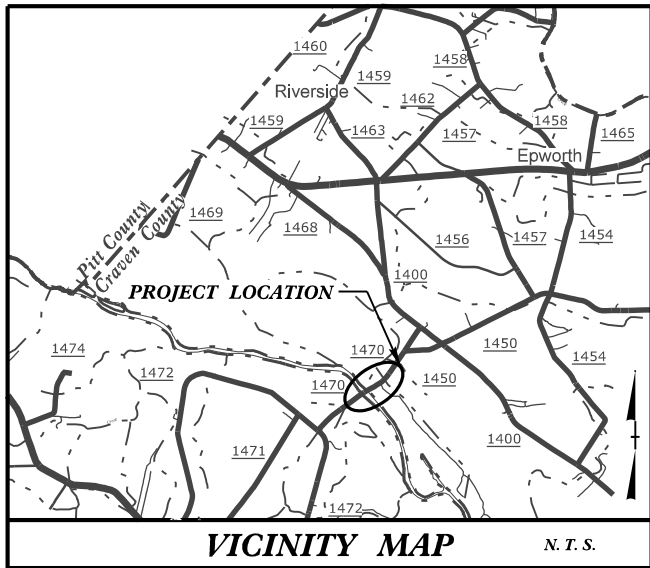
The Corps of Engineers is soliciting comments from the public; Federal, State and local agencies and officials, including any consolidate state viewpoint or written position of the Governor; Indian Tribes and other interested parties in order to consider and evaluate the impacts of this proposed activity. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects and the other public interest factors listed above. Comments are used in the preparation of a Corp environmental assessment and permit decision. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Written comments pertinent to the proposed work, as outlined above, will be received by the US Army Corps of Engineers, Wilmington District, until 5pm, December 9, 2019. Comments should be submitted to Mr. Thomas Steffens, Washington Regulatory Field Office, 2407 West 5th Street, Washington, North Carolina, 27889 or to thomas.a.steffens@usace.army.mil.

09/08/99

TIP PROJECT: B-4484

CONTRACT:



PERMIT DRAWINGS

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CRAVEN COUNTY

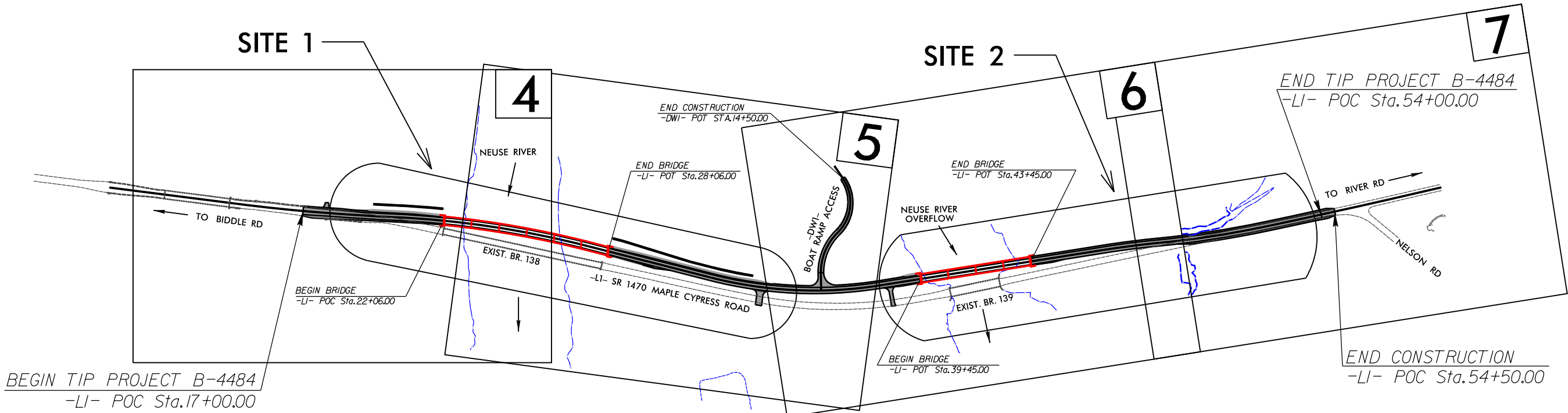
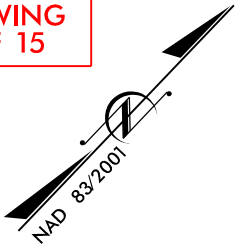
LOCATION: REPLACE BRIDGES NO. 138 & 139 OVER NEUSE
RIVER AND NEUSE RIVER OVERFLOW ON
SR 1470 (MAPLE CYPRESS ROAD)

TYPE OF WORK: GRADING, DRAINAGE, PAVING, RETAINING WALLS,
AND STRUCTURES

WETLAND AND SURFACE WATER IMPACTS PERMIT

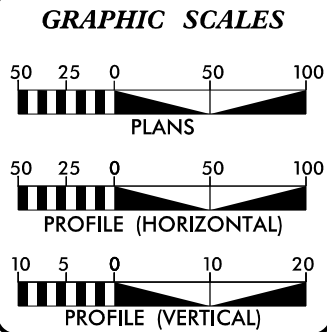
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4484	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
33723.1.2	N/A	PE	
33723.2.1	N/A	ROW, UTIL	

PERMIT DRAWING
SHEET 1 OF 15



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

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



DESIGN DATA	
ADT 2019 =	1,863
ADT 2039 =	2,279
K =	12 %
D =	60 %
T =	10 % *
V =	60 MPH
*(TTST = 3% + DUAL = 7%)	
FUNC CLASS = MAJOR	
COLLECTOR	
SUB-REGIONAL TIER	

PROJECT LENGTH	
LENGTH ROADWAY TIP PROJECT B-4484	= 0.512 MILE
LENGTH STRUCTURE TIP PROJECT B-4484	= 0.189 MILE
TOTAL LENGTH TIP PROJECT B-4484	= 0.701 MILE

PREPARED IN THE OFFICE OF:

RS&H 1520 SOUTH BOULEVARD, SUITE 200
CHARLOTTE, NC 28203
NC FIRM LICENSE No: F-0493

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
MARCH 7, 2019

LETTING DATE:
APRIL 21, 2020

JENNIFER FARINO, PE
PROJECT ENGINEER

DREW MORROW, PE
PROJECT DESIGN ENGINEER

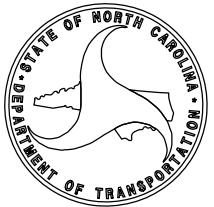
HON YEUNG, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.



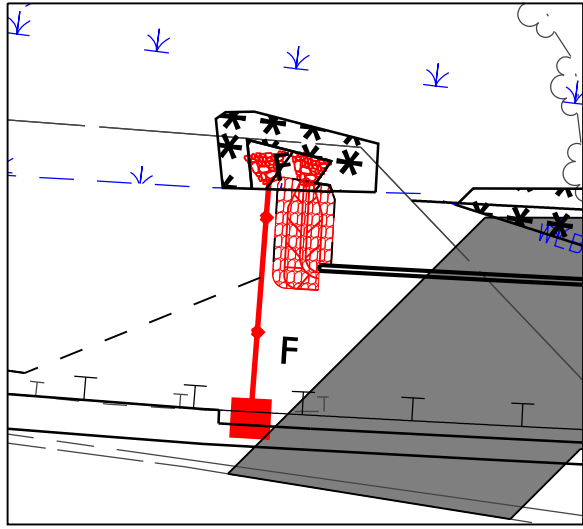
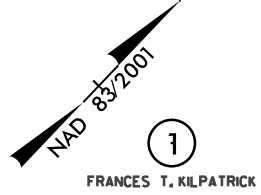
PROJECT REFERENCE NO.	SHEET NO.
B-4484	4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



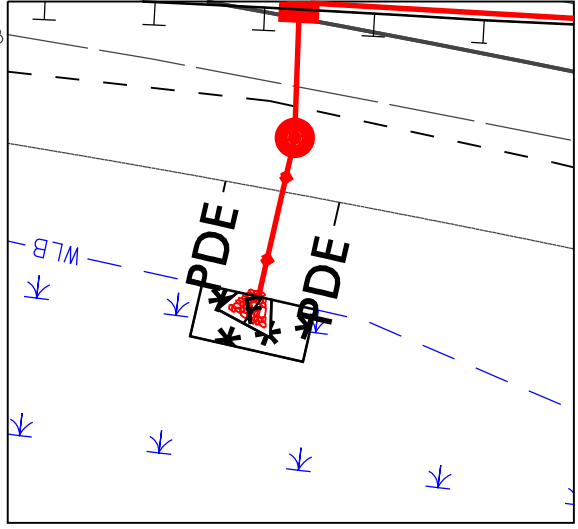
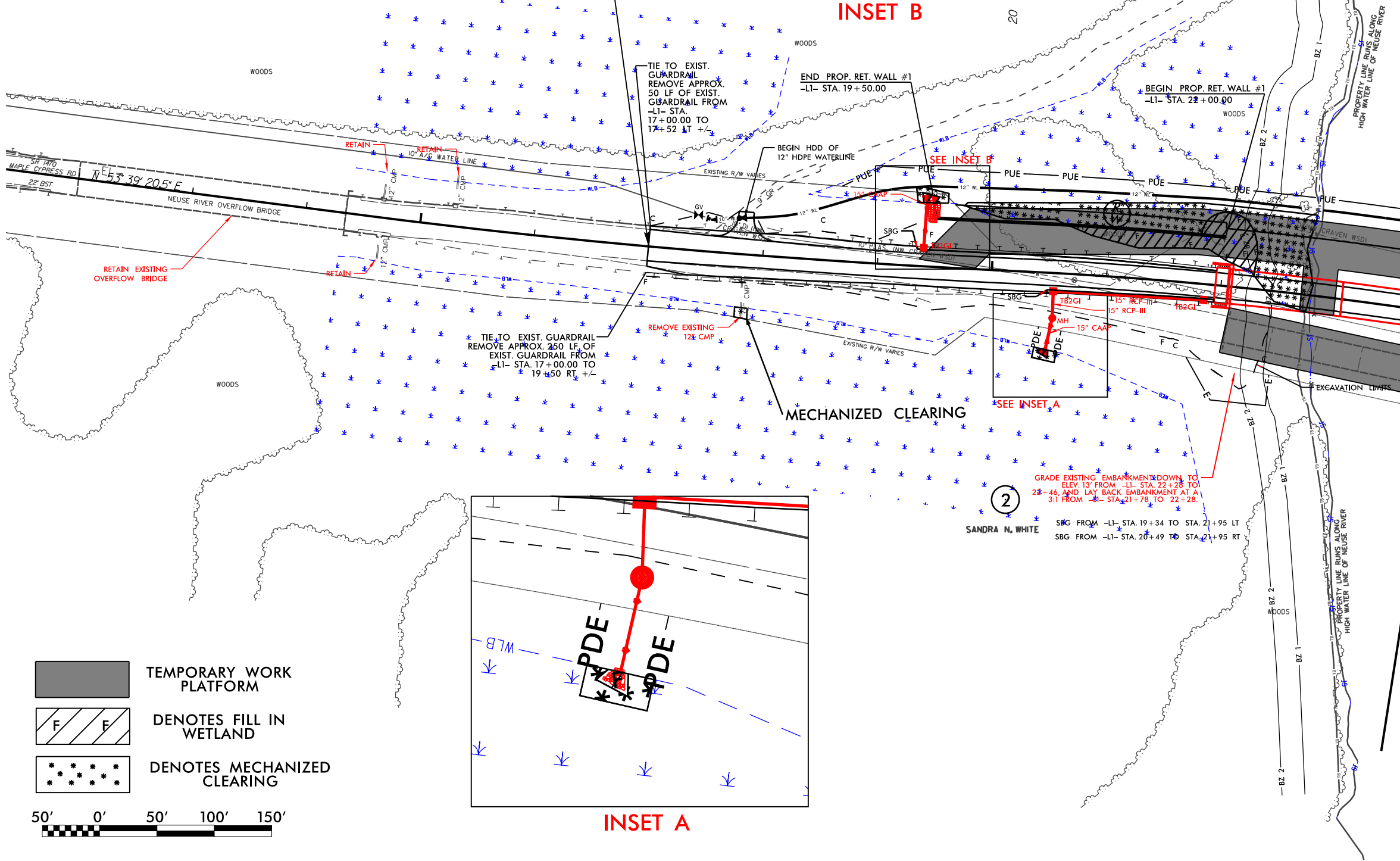
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-L1- POC STA. 17+00.00

SITE 1

PERMIT DRAWING
SHEET 2 OF 15



INSET B



INSET A

TEMPORARY WORK PLATFORM

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

50' 0' 50' 100' 150'

8/17/99

19-SEP-2019 13:35
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USER: JENSEN

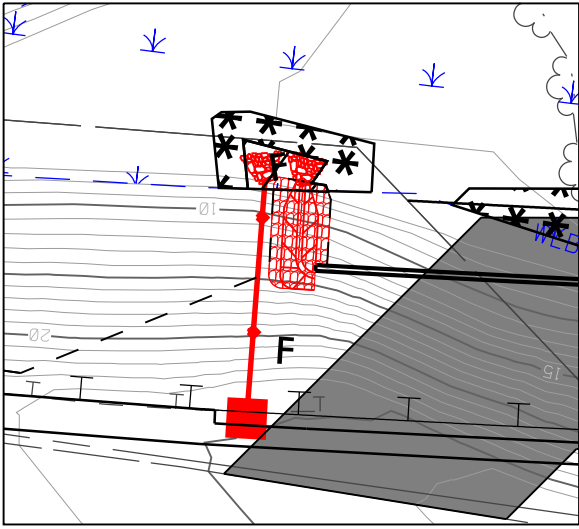


BEGIN TIP PROJECT B-4484
-LI- POC STA. 17+00.00

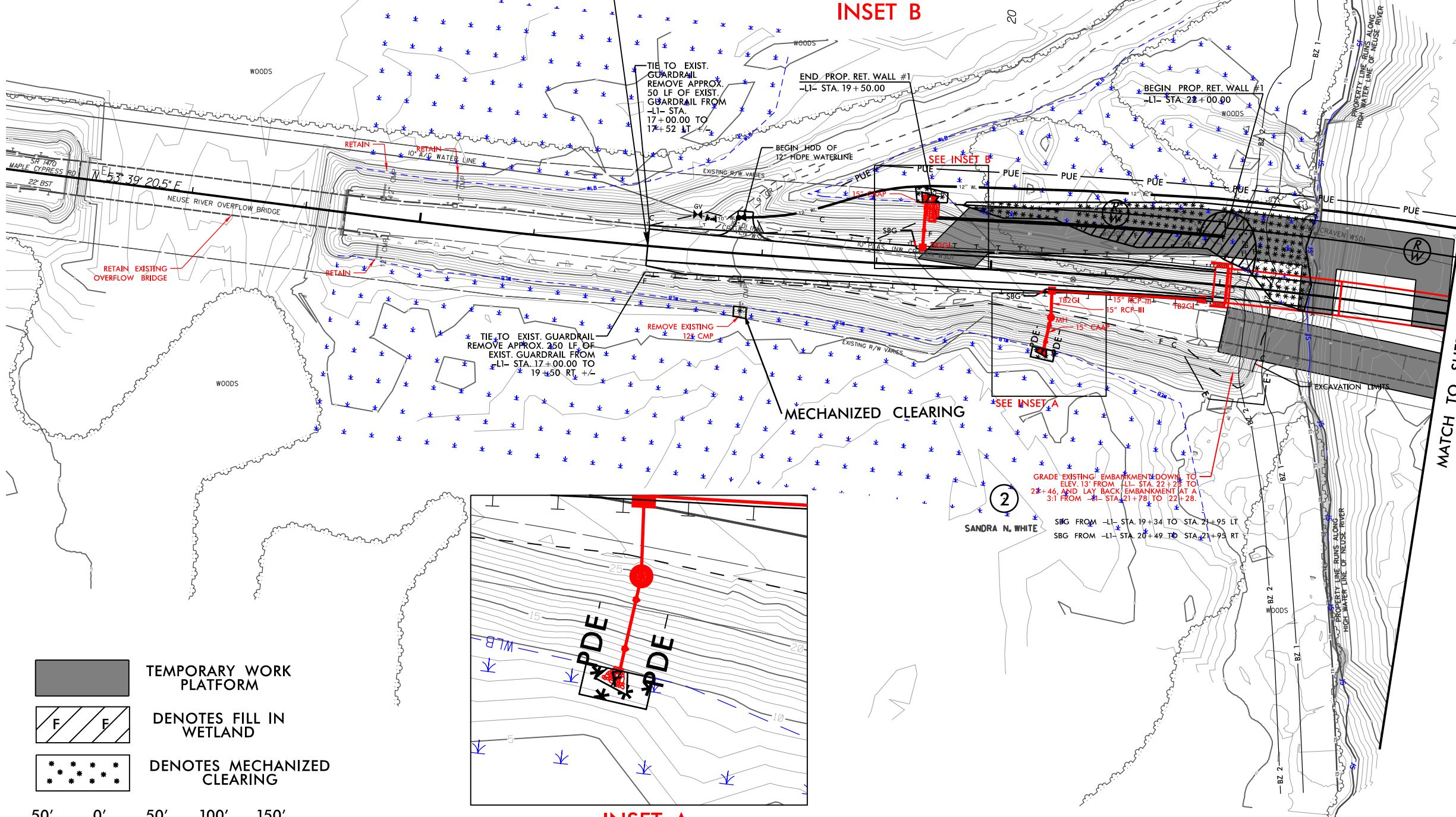
SITE 1

PERMIT DRAWING
SHEET 3 OF 15

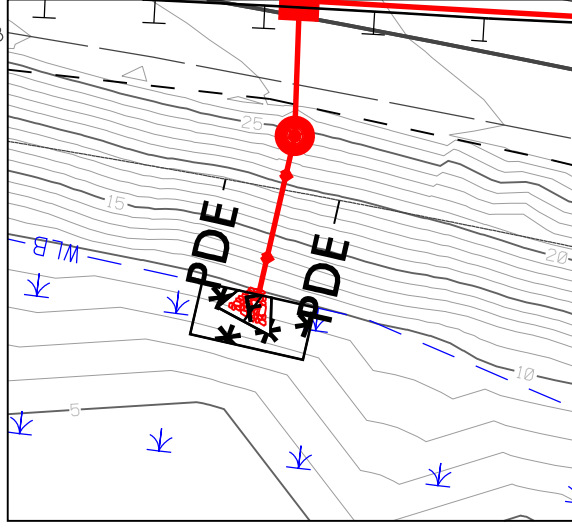
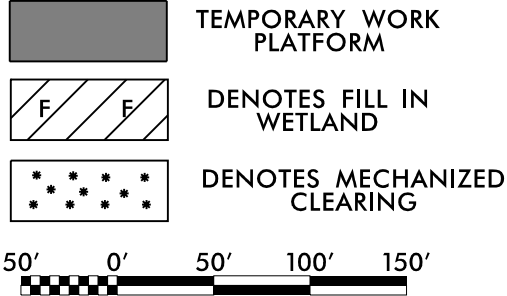
NAD 83/2011
FRANCES T. KILPATRICK



INSET B



MATCH TO SHEET 5 -LI- STA. 24+00



INSET A

3
WILLIAM E. DANIELS

MATCH TO SHEET 4 -L1- STA. 24+00

MATCH TO SHEET 6 -L1- STA. 35+00

END PROP. RET. WALL #2
-L1- STA. 28+10.00

BEGIN PROP. RET. WALL #2
-L1- STA. 33+35.00


NOTE: 2 SEPARATE MONITORING INSTRUMENTS ARE ATTACHED TO THE BRIDGE STRUCTURE. INSTRUMENTS MEASURE FLOW RATE AND WATER LEVEL OF NEUSE RIVER. ONE IS MAINTAINED BY USG AND THE OTHER IS UNKNOWN, POSSIBLY N.C. STATE UNIVERSITY OR NCDWM.

— REMOVE EXISTING BRIDGE

RELOCATE TO
PROPOSED BRIDGE
BY OTHERS

GRADE EXISTING EMBANKMENT DOWN TO
ELEV. 11' FROM -L1- STA. 27+42 TO
27+89, AND LAY BACK EMBANKMENT AT A
3:1 FROM -L1- STA. 27+89 TO 28+39.

SBG FROM -L1- STA. 28+10 TO
STA. 34+11 LT
SBG FROM -L1- STA. 28+19 TO
STA. 29+74 RT



DENOTES MECHANIZED
CLEARING

A rectangular block with diagonal hatching from the top-left to the bottom-right. The letter 'F' is repeated twice within the block.

DENOTES FILL IN
WETLAND

11/11/2019

TEMPORARY WORK
PLATFORM*

A graphic scale bar with markings at 50', 0', 50', 100', and 150'. The bar is divided into segments: a checkered segment from 0' to 50', a solid black segment from 50' to 100', and a solid white segment from 100' to 150'.

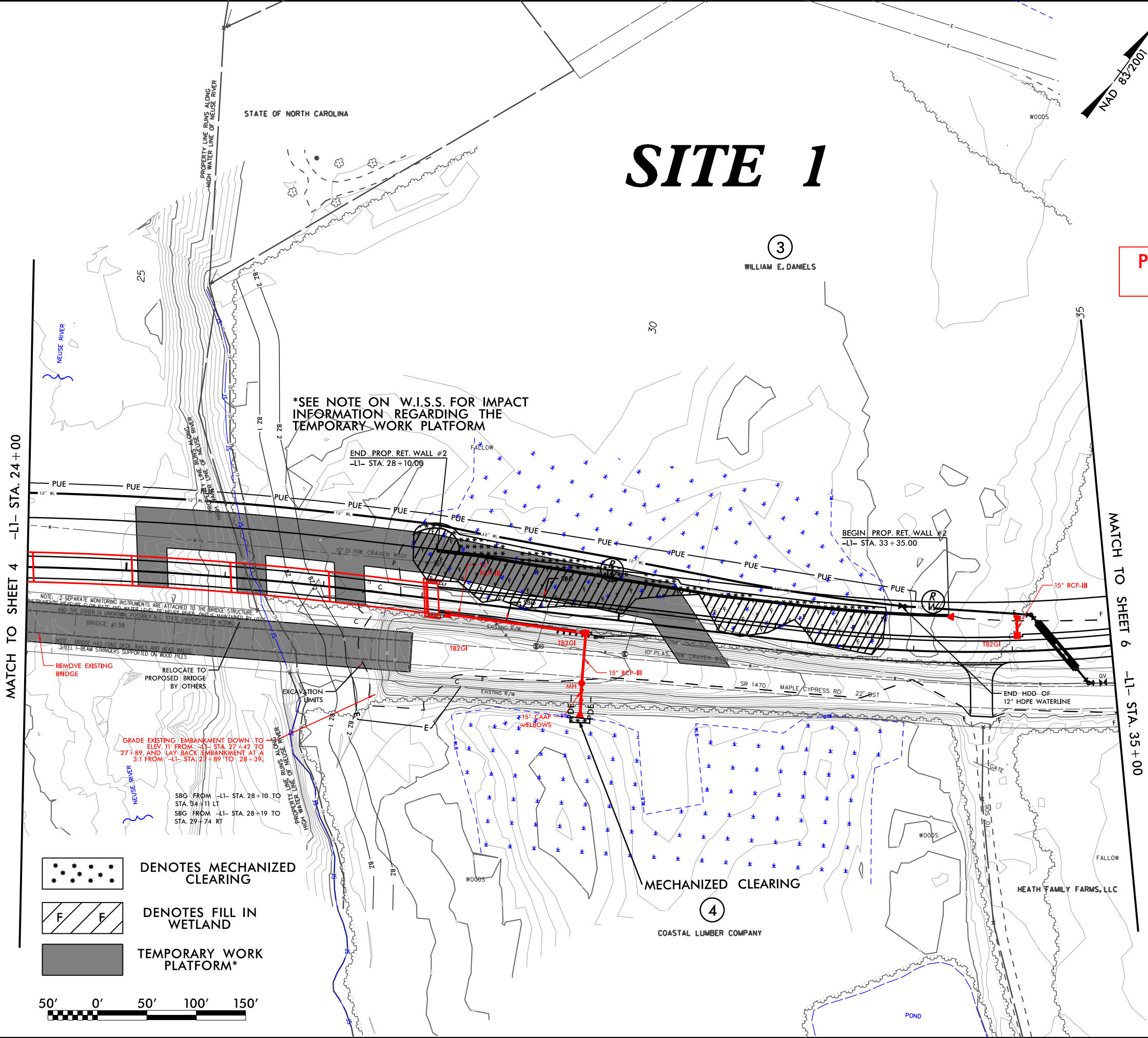
MECHANIZED CLEARING

4
COASTAL LUMBER COMPANY

FOR -LI- PROFILE, SEE SHEET 8

8/17/99

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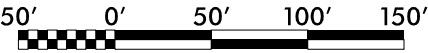


PROJECT REFERENCE NO.	SHEET NO.
B-4484	5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

RS&H
NC FIRM LICENSE No: F-0493

PERMIT DRAWING
SHEET 5 OF 15

- DENOTES MECHANIZED CLEARING
- DENOTES FILL IN WETLAND
- TEMPORARY WORK PLATFORM*



FOR -L1- PROFILE, SEE SHEET 8

8/17/99

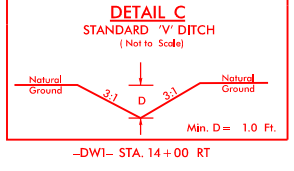
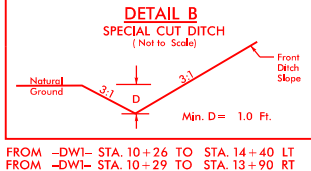
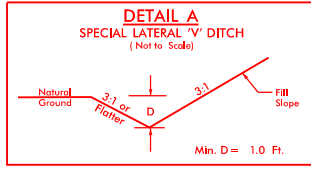
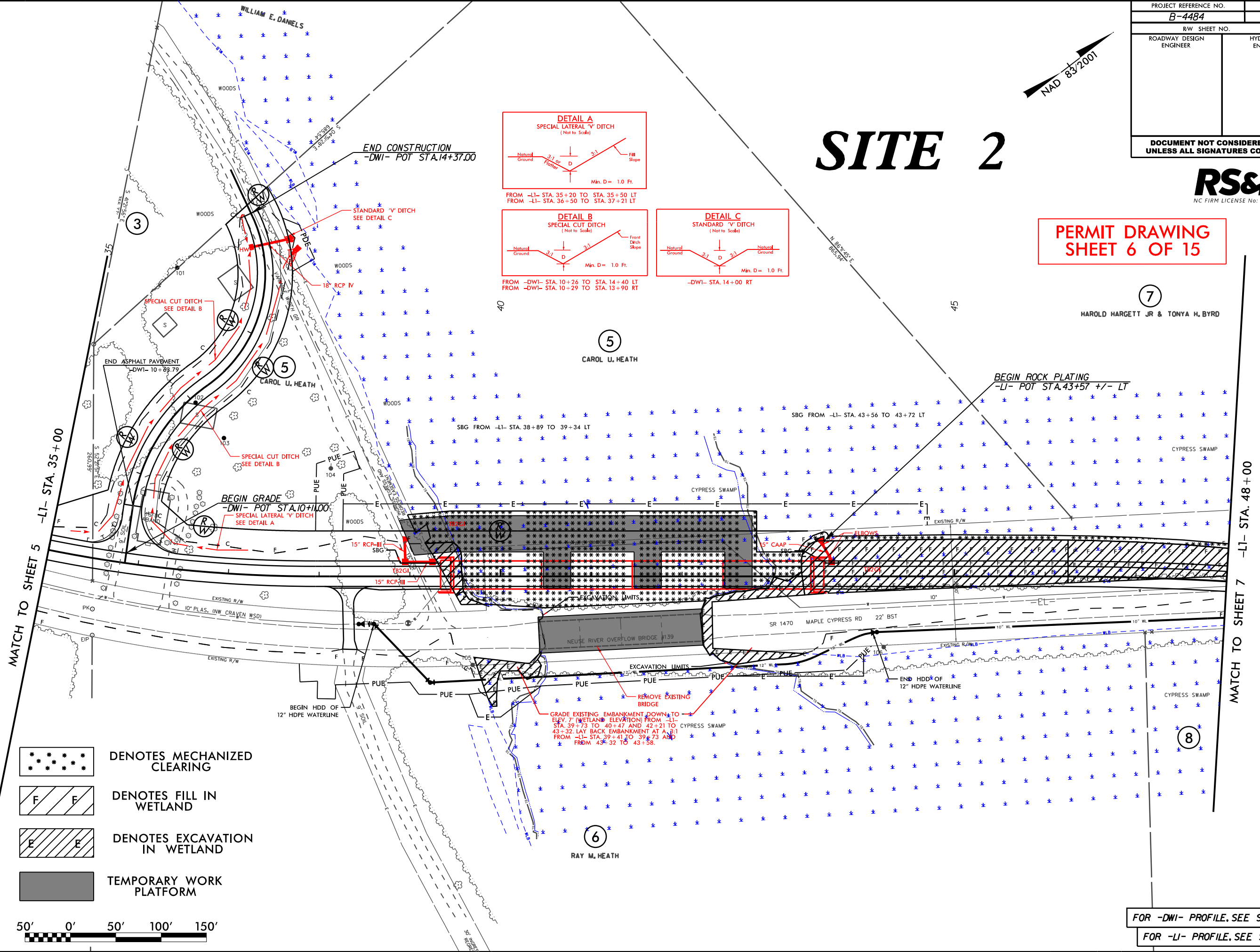
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PROJECT REFERENCE NO.	SHEET NO.
B-4484	6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

RS&H
NC FIRM LICENSE No: F-0493

**PERMIT DRAWING
SHEET 6 OF 15**

SITE 2



- DENOTES MECHANIZED CLEARING
- DENOTES FILL IN WETLAND
- DENOTES EXCAVATION IN WETLAND
- TEMPORARY WORK PLATFORM

50' 0' 50' 100' 150'

FOR -DWI- PROFILE, SEE SHEET 10
FOR -LI- PROFILE, SEE SHEET 9

PERMIT DRAWING
SHEET 7 OF 15

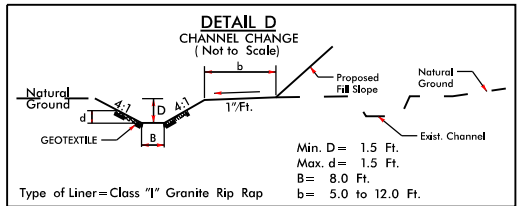
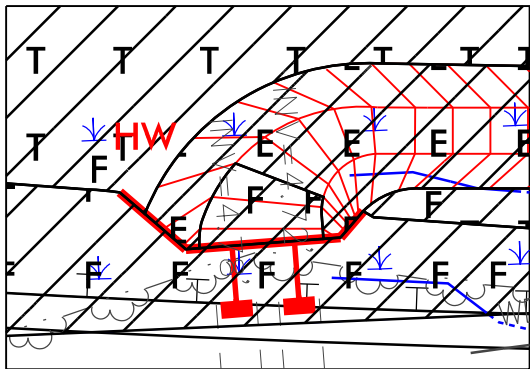
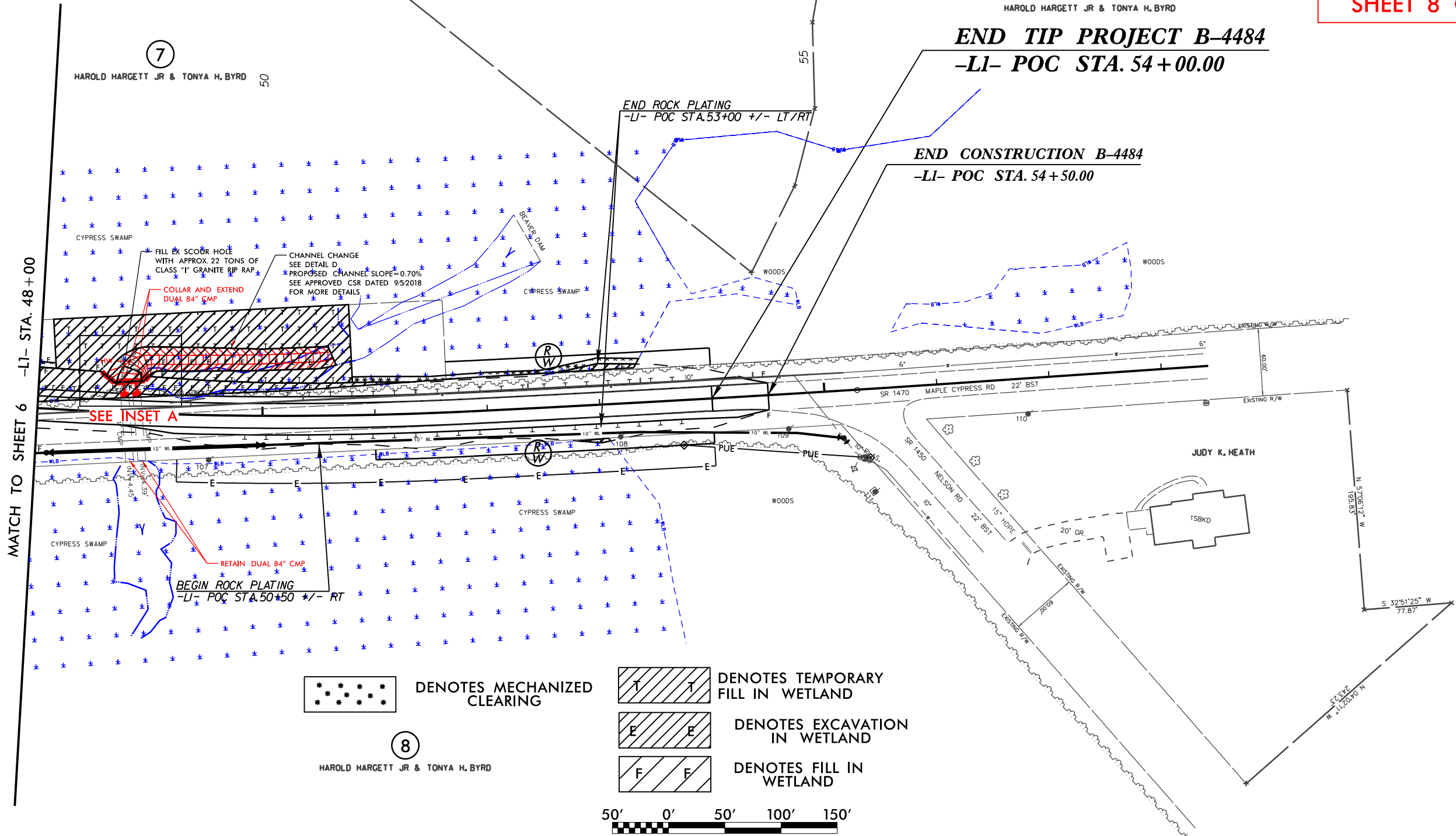
SWATCH 10 SHEET 7 -LI- STA. 48+00

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8/17/99

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MATCH TO SHEET 6 -LI- STA. 48+00



FROM -LI- STA. 48+80 TO STA. 50+50 LT
EST. CLASS 1" GRANITE RIP RAP = 106 TONS
EST. GEOTEXTILE = 234 SY
EST. DDE = 120 CY

LINDA B. MCKEEL, ET AL

SITE 2

7

HAROLD HARGETT JR & TONYA H. BYRD

END TIP PROJECT B-4484
-LI- POC STA. 54+00.00

END CONSTRUCTION B-4484
-LI- POC STA. 54+50.00

PERMIT DRAWING
SHEET 8 OF 15

PROJECT REFERENCE NO.	SHEET NO.
B-4484	7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

RS&H
NC FIRM LICENSE No: F-0493



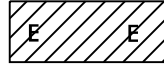
DENOTES MECHANIZED
CLEARING

8

HAROLD HARGETT JR & TONYA H. BYRD



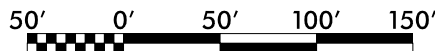
DENOTES TEMPORARY
FILL IN WETLAND



DENOTES EXCAVATION
IN WETLAND



DENOTES FILL IN
WETLAND

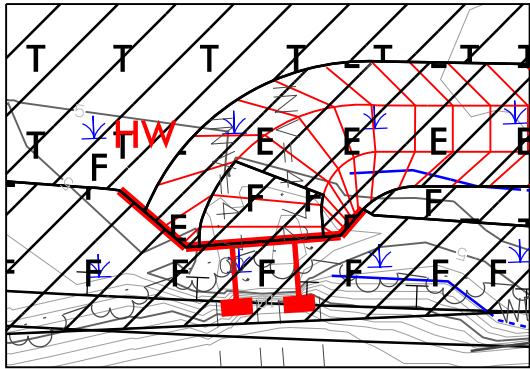
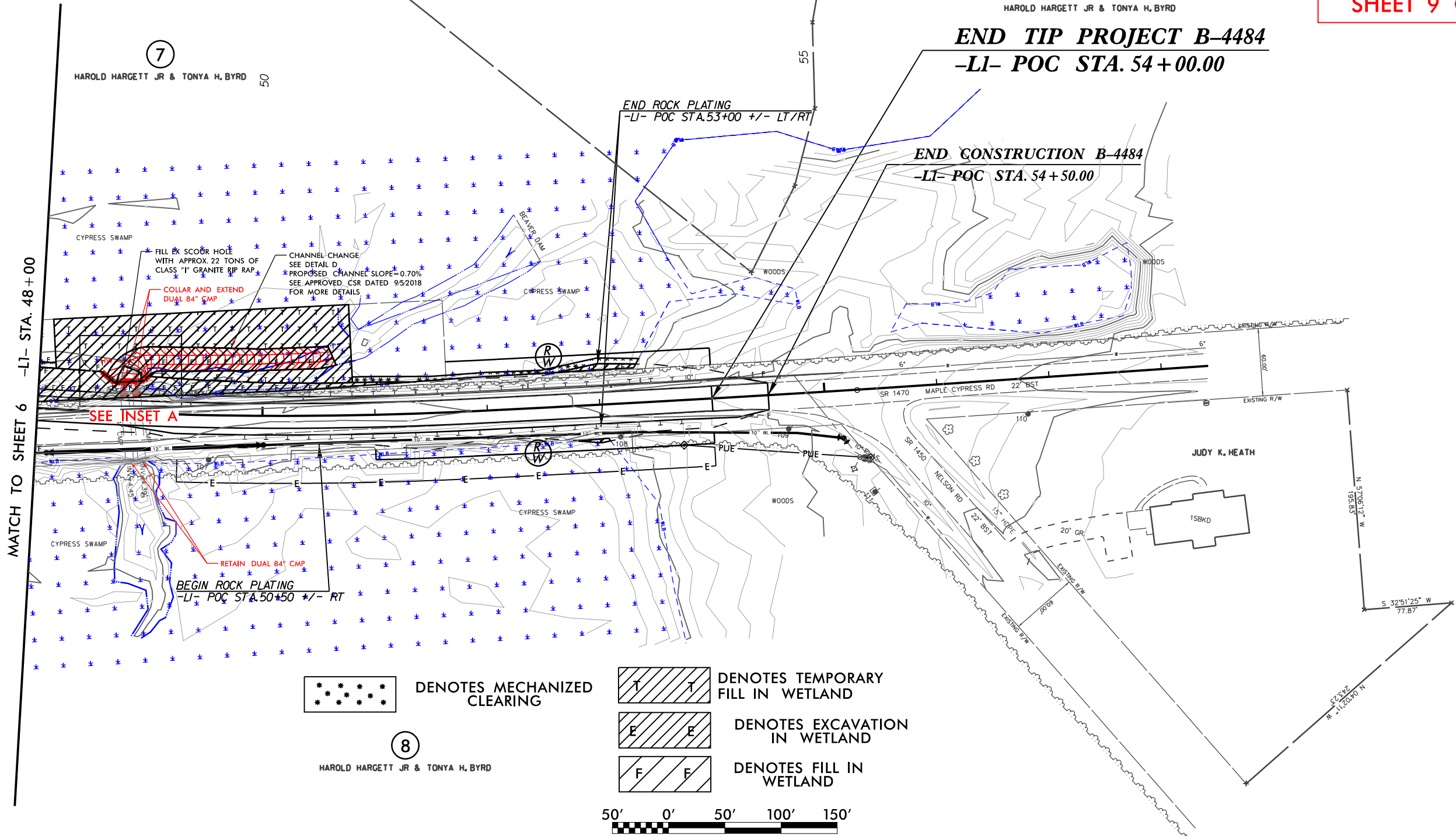


FOR -LI- PROFILE, SEE SHEET 9

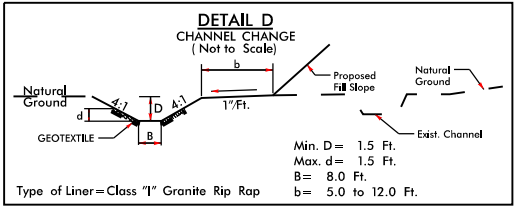
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MATCH TO SHEET 6 -LI- STA. 48+00



INSET A



FROM -LI- STA. 48+80 TO STA. 50+50 LT
EST. CLASS "1" GRANITE RIP RAP = 106 TONS
EST. GEOTEXTILE = 234 SY
EST. DDE = 120 CY

LINDA B. MCKEEL, ET AL

SITE 2

7

HAROLD HARGETT JR & TONYA H. BYRD

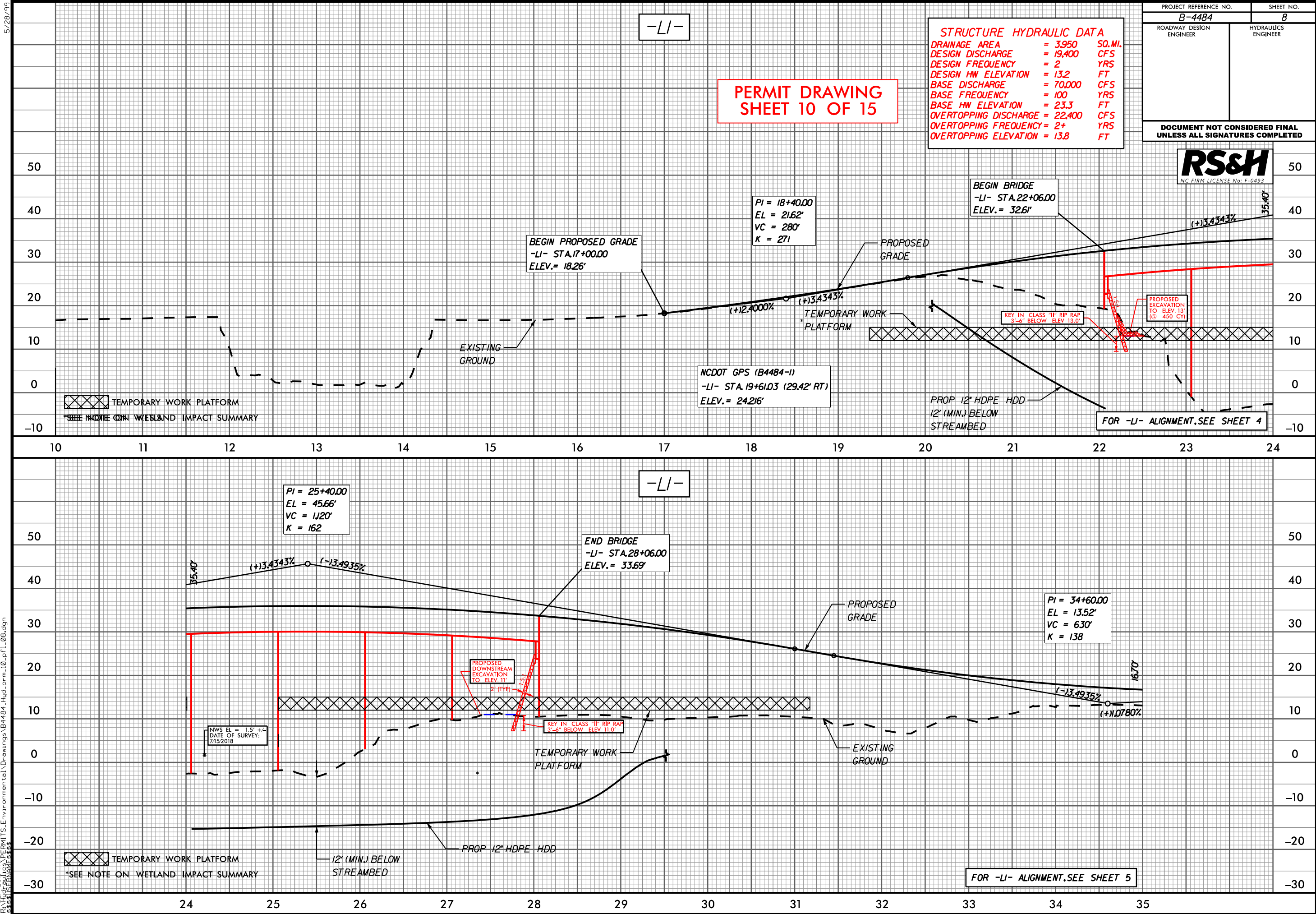
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-LI- POC STA. 54+00.00

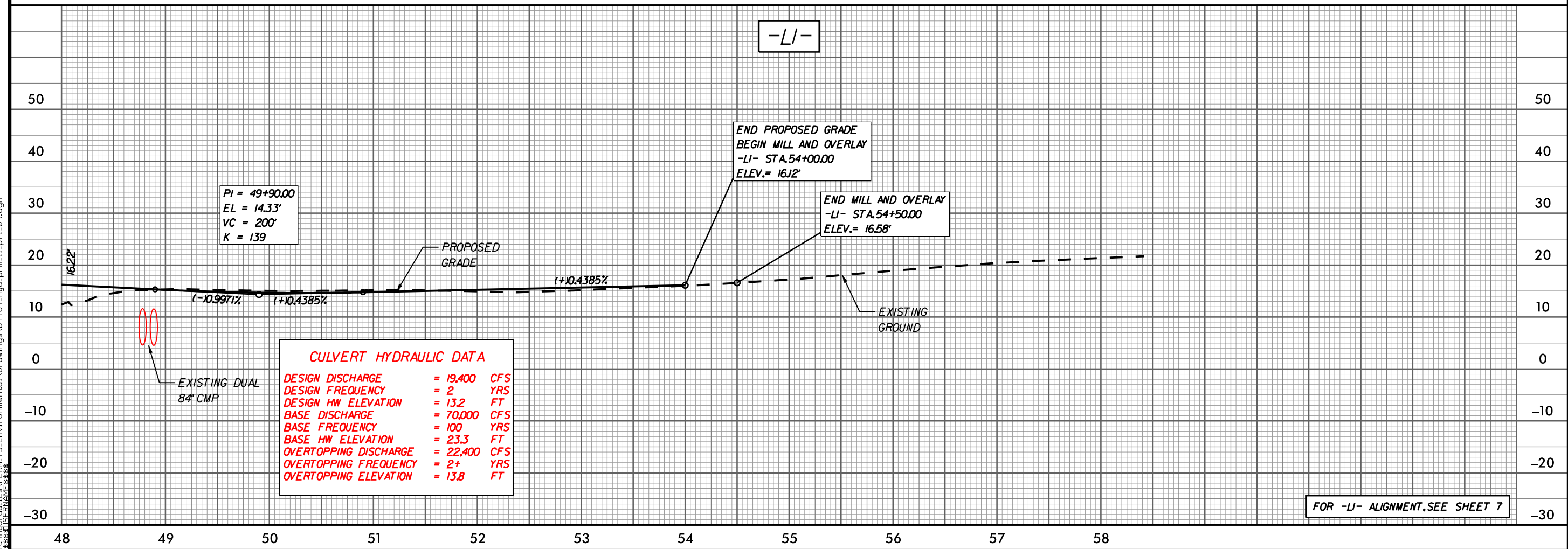
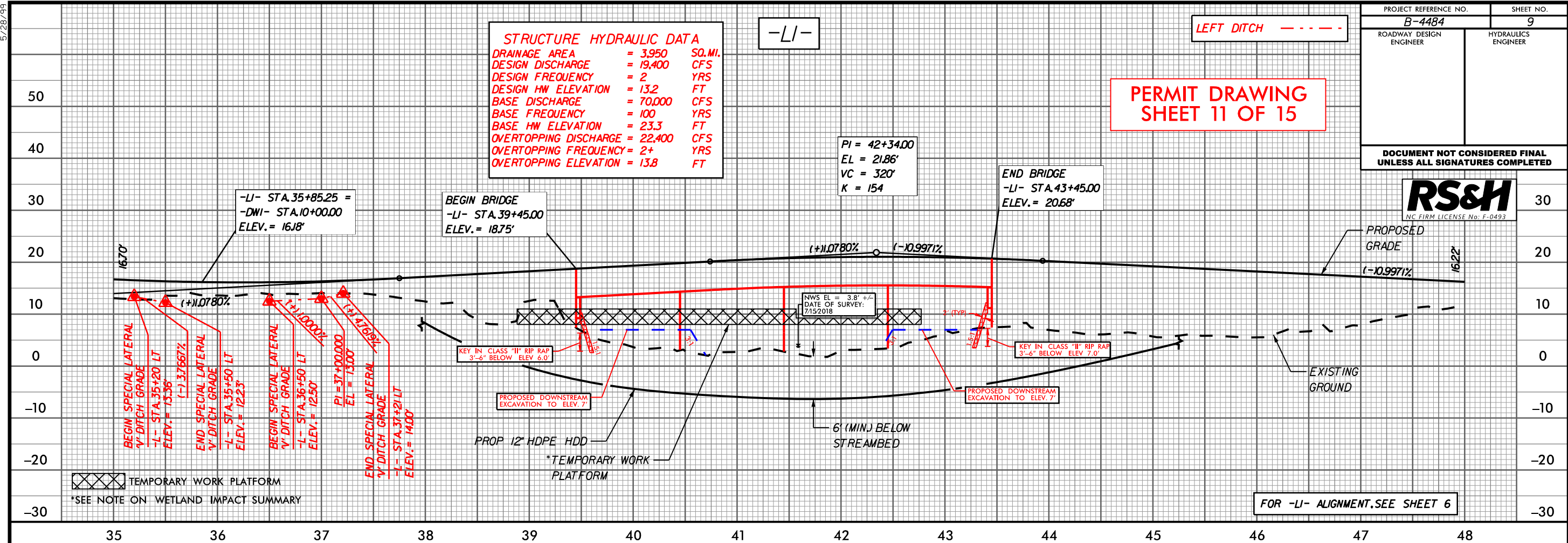
PERMIT DRAWING
SHEET 9 OF 15

FOR -LI- PROFILE, SEE SHEET 9

PROJECT REFERENCE NO.	SHEET NO.
B-4484	7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

RS&H
NC FIRM LICENSE No: F-0493







20

10

0

-10

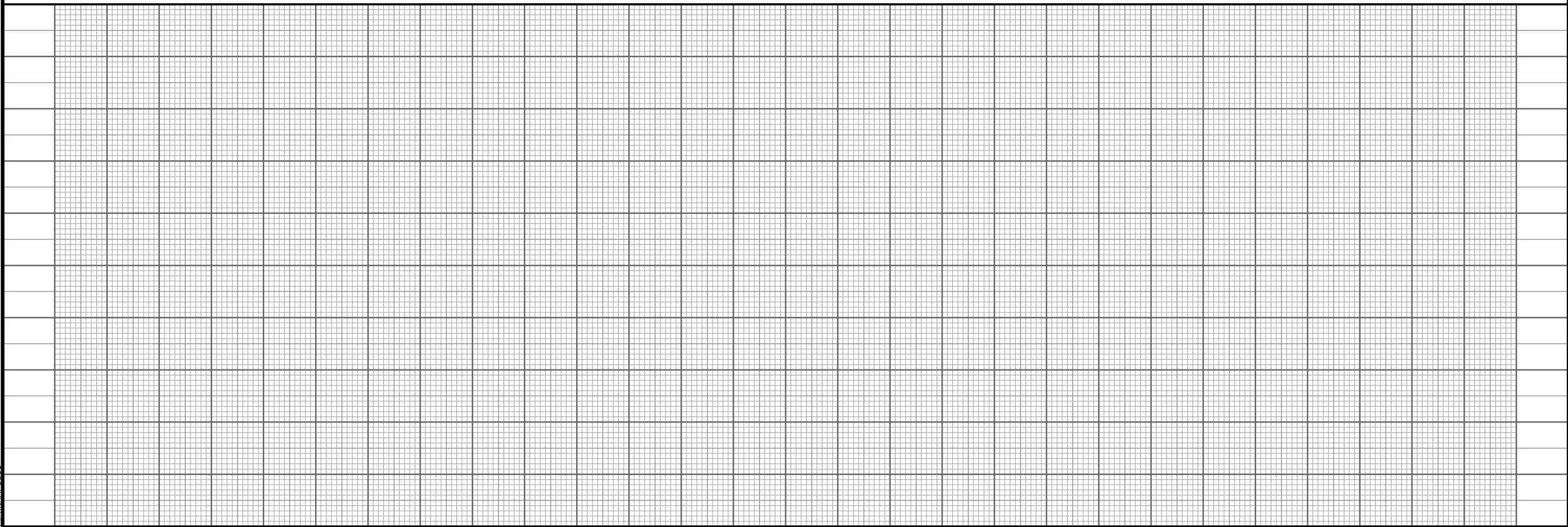
-20

-30

FOR -DWI- ALIGNMENT, SEE SHEET 6

**PERMIT DRAWING
SHEET 12 OF 15**

-DWI-



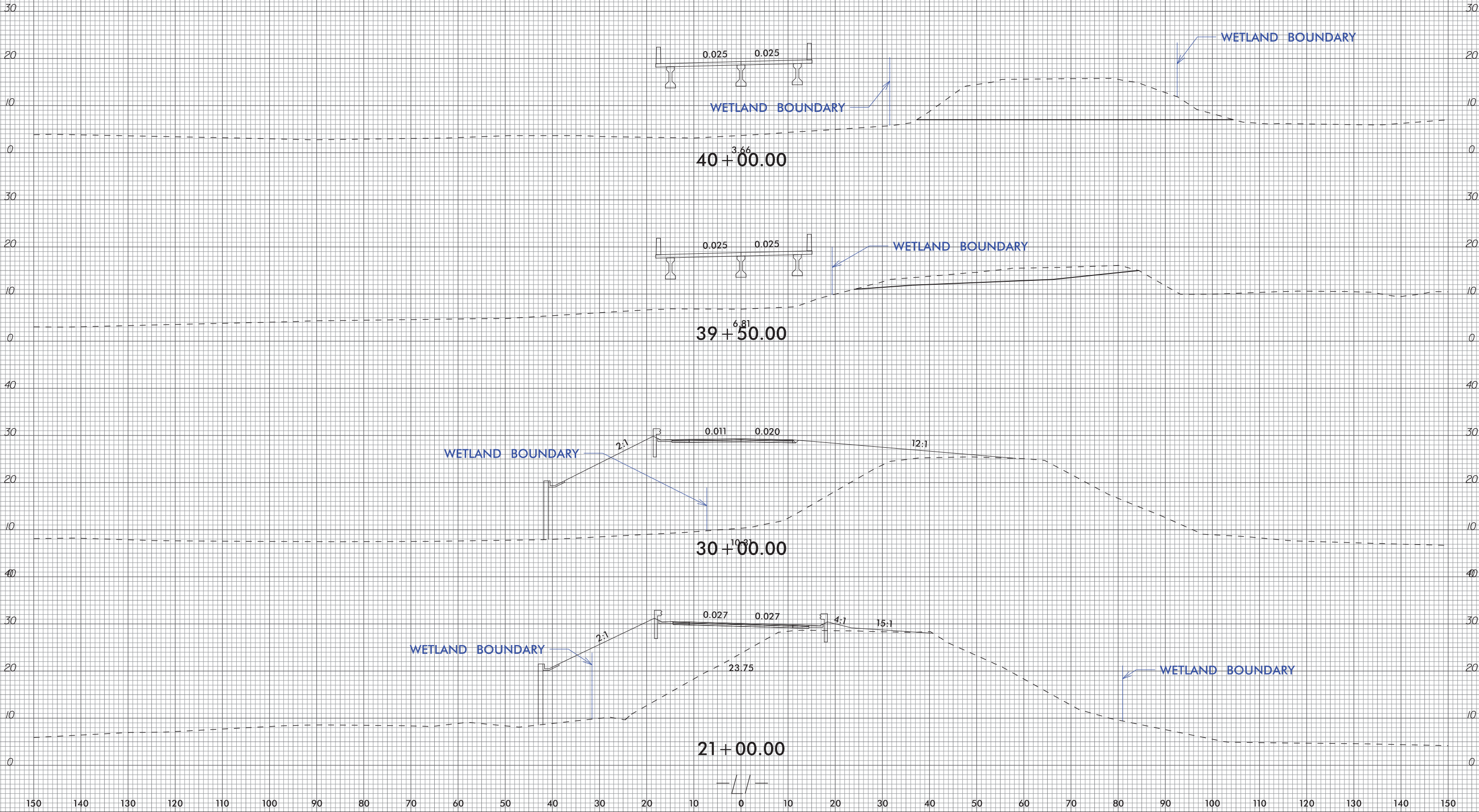
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	B-4484	X-1

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PERMIT DRAWING
SHEET 13 OF 15

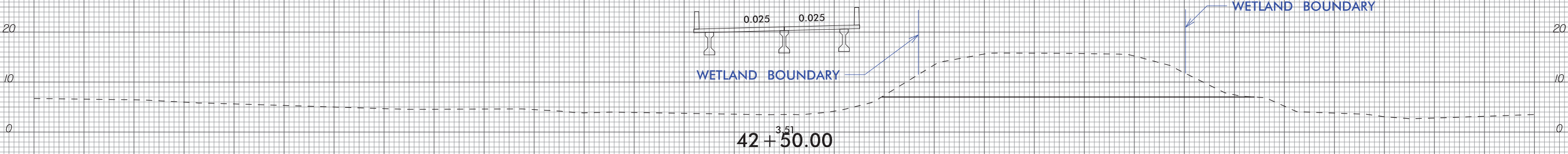
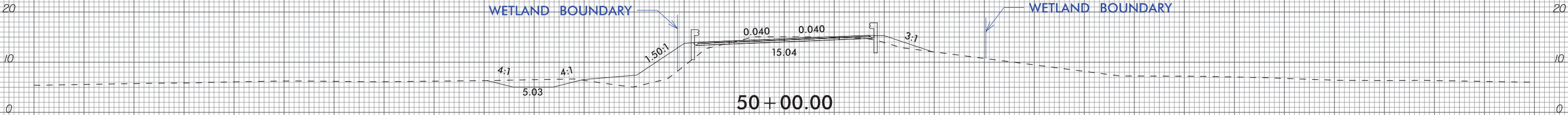
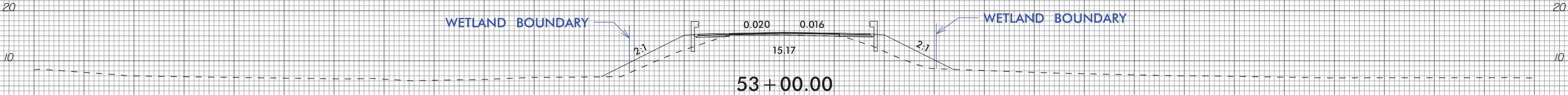


6/23/16

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	B-4484	X-2

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PERMIT DRAWING
SHEET 14 OF 15



—//—

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WETLAND AND SURACE WATER IMPACTS SUMMARY												
			WETLAND IMPACTS					SURFACE WATER IMPACTS				
Site No.	Station (From/To)	Structure Size / Type	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	-L1- 17+85 RT	Exist. 12" CMP Removal				< 0.01						
1	-L1- 19+41 LT	Rip Rap Outlets	< 0.01			< 0.01						
1	-L1- 20+50 RT	Rip Rap Outlet	< 0.01			< 0.01						
1	-L1- 20+62 to 22+28 LT	Ret Wall / Fill / Work Platform	0.07			0.19						
1	-L1- 27+85 to 32+70 LT	Ret Wall / Fill / Work Platform	0.36			0.10						
1	-L1- 29+73 RT	Rip Rap Outlet				< 0.01						
2	-L1- 39+17 LT	Roadway Fill Slope	0.03									
2	-L1- 39+62 RT	Roadway Cut Slope			< 0.01							
2	-L1- 39+71 to 40+45 RT	Roadway Cut Slope			0.04							
2	-L1- 39+00 to 43+32	Proposed Bridge / Work Platform				0.82						
2	-L1- 42+26 to 43+32 RT	Roadway Cut Slope			0.07							
2	-L1- 43+32 to 51+32 LT	Proposed Roadway/Fill Slope	0.61			0.08						
2	-L1- 48+60 to 50+66 LT	Channel Relocation	< 0.01	0.27	0.09							
2	-L1- 53+00 LT	Roadway Fill Slope	< 0.01									
2	-L1- 52+97 RT	Roadway Fill Slope	< 0.01									
TOTALS*:			1.09	0.27	0.20	1.20				0	0	0

*Rounded totals are sum of actual impacts

NOTES:

Total permanent Wetland Impacts due to proposed piles = 38 sq.ft.

Total permanent SW Impacts due to proposed piles = 141 sq.ft.

Temp Work Platform

Based on 20' or shorter spans, with pile rows 2' long and the full width of the platform (both conservative):

Temporary Fill in Wetlands = 4,567 sq.ft and Temporary Surface Water Impacts = 2,905 sq.ft

NC DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

9/10/2019

Craven County

B-4484

33723.1.2

SHEET

15

OF

15