

North Carolina Department of Transportation
FYs 2024 through 2026 PROTECT Competitive Grant Program

Wake County Bridge 371 Flood Mitigation and Resilience
Project

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Attachment A

Wake County Bridge 371 Flood Mitigation and Resilience Project Cost Estimate

TIP No. **BP5.R094**
Route Replacement of Bridge 371 over White Oak Creek on Holly Springs New Hill Road (SR 1152)
From
Typical Section Two-Lane Undivided
Number of Lanes 2 Lanes
Drainage Type Shoulder

Express Design

County: **Wake**

CONSTR. COST
\$13,300,000
TOTAL COST
\$22,503,500

Prepared By: Egis
Requested By: Division 5
Priced By: Karen Lovering, PE
Date
9/24/2026
9/24/2026
9/29/2026

Line Item	Des	Sec No.	Description	Quantity	Unit	Price	Amount
M			Mobilization	1	LS	\$ 429,924.45	\$ 429,924.45
M			Construction Surveying	1	LS	\$ 100,000.00	\$ 100,000.00
G			Clearing and Grubbing	6.0	Acre	\$ 70,000.00	\$ 420,000.00
G			Supplemental Clearing and Grubbing	1.0	Acre	\$ 10,000.00	\$ 10,000.00
G			Reinforced Bridge Approach Fills (1 Br = 1 RBAF)	1	EA	\$ 75,000.00	\$ 75,000.00
			Earthwork				
G			Unclassified Excavation	5,700	CY	\$ 20.00	\$ 114,000.00
G			Borrow Excavation	27,300	CY	\$ 28.00	\$ 764,400.00
G			Unclassified Excavation - DETOUR REMOVAL	21,000	CY	\$ 20.00	\$ 420,000.00
G			Removal of Existing Pavement (Asphalt)	9,300	SY	\$ 12.00	\$ 111,600.00
			Drainage				
D			Drainage New Location - 2 Lane Undivided	0.70	Miles	\$ 700,000.00	\$ 490,000.00
D			Drainage New Location - 2 Lane C&G	0.10	Miles	\$ 1,200,000.00	\$ 120,000.00
			Pavement (Asphalt)				
P1			Fine Grading	11,320	SY	\$ 5.00	\$ 56,600.00
P1			Subgrade Stabilization	3,040	SY	\$ 17.00	\$ 51,680.00
P1			Subgrade Stabilization - DETOUR	8,290	SY	\$ 17.00	\$ 140,930.00
P1			New Pavement	2,700	SY	\$ 90.00	\$ 243,000.00
P1			Temporary Pavement - DETOUR	8,290	SY	\$ 90.00	\$ 746,100.00
P1			Pavement Widening	400	SY	\$ 140.00	\$ 56,000.00
P1			Pavement Resurfacing	800	SY	\$ 22.00	\$ 17,600.00
P2			1'-6" Concrete Curb and Gutter	620	LF	\$ 40.00	\$ 24,800.00
P2			2'-6" Concrete Curb and Gutter	490	LF	\$ 45.00	\$ 22,050.00
P2			Monolithic Island	110	SY	\$ 110.00	\$ 12,100.00
P2			Concrete Sidewalk	220	SY	\$ 105.00	\$ 23,100.00
GR			Guardrail	600	LF	\$ 30.00	\$ 18,000.00
GR			Guardrail End Units (GREU TL-3)	4	EA	\$ 3,800.00	\$ 15,200.00
GR			Guardrail Anchor Units (B-77)	4	EA	\$ 3,000.00	\$ 12,000.00
GR			Temporary Guardrail - DETOUR	600	LF	\$ 10.00	\$ 6,000.00
GR			Temporary Guardrail End Units - DETOUR (GREU TL-3)	4	EA	\$ 2,400.00	\$ 9,600.00
GR			Temporary Guardrail Anchor Units - DETOUR (B-77)	4	EA	\$ 1,000.00	\$ 4,000.00
			Erosion Control				
L			Erosion Control	8.0	Acres	\$ 100,000.00	\$ 800,000.00
			Traffic Control				
Y			On-Site Detour (-L- ALT5 Detour) (2 Lane Undivided)	0.50	Miles	\$ 500,000.00	\$ 250,000.00
Y			Temp 36" CMP	60.00	LF	\$ 250.00	\$ 15,000.00
PM			Thermo and Pavement Marking (2 Lane Undivided)	0.20	Miles	\$ 125,000.00	\$ 25,000.00
PM			Thermo and Pavement Marking (2 Lane Undivided - DETOUR)	0.50	Miles	\$ 125,000.00	\$ 62,500.00
			STRUCTURES				
B			Removal of Existing Structure (61' x 25.4')	1,549	SF	\$ 35.00	\$ 54,229.00
B			Bridge -L- Over White Oak Creek (125' x 49', R=950', Barrier Separated MUP)	6,125.00	SF	\$ 250.00	\$ 1,531,250.00
B			Bridge Approach Slabs (2 @ 47' x 25')	2,350	SF	\$ 50.00	\$ 117,500.00
B			Construction, Maintenance, & Removal of Temporary Structure				
B			Detour Bridge (230' x 31')	7,130	SF	\$ 225.00	\$ 1,604,250.00
			Utility Construction				
U			Relocate Existing Gas Line	1,100	LF	\$ 50.00	\$ 55,000.00
			Miscellaneous (10% Strs & Util)				\$ 336,000.00
			Miscellaneous (40% Roadway)				\$ 2,095,586.55

Lgth 0.21 Miles

Contract Cost \$ 11,460,000.00
E. & C. 16% \$ 1,840,000.00
Construction Cost \$ 13,300,000.00

Utility Relocation (2 Transmission Towers) \$ 5,132,223.00
Right of Way Costs \$ 1,477,777.00
PE Costs \$ 266,000.00
TOTAL COST \$ 22,503,500.00

Funding Source
PROTECT Grant
NCDOT Detail Fund 390115B
PROTECT Grant
NCDOT Detail Fund 390115B
NCDOT Detail Fund 390115B

Attachment B

CMRA Flooding Report for Wake County

Wake County,
North Carolina

Total Population
1,151,009

% Population with Income Below Poverty
8%

Building Codes Hazard Resistance
Lower Resistance

National Risk Index Rating
Relatively High
Source: [FEMA National Risk Index](#)

Billion-Dollar Weather and Climate Disasters



Flooding

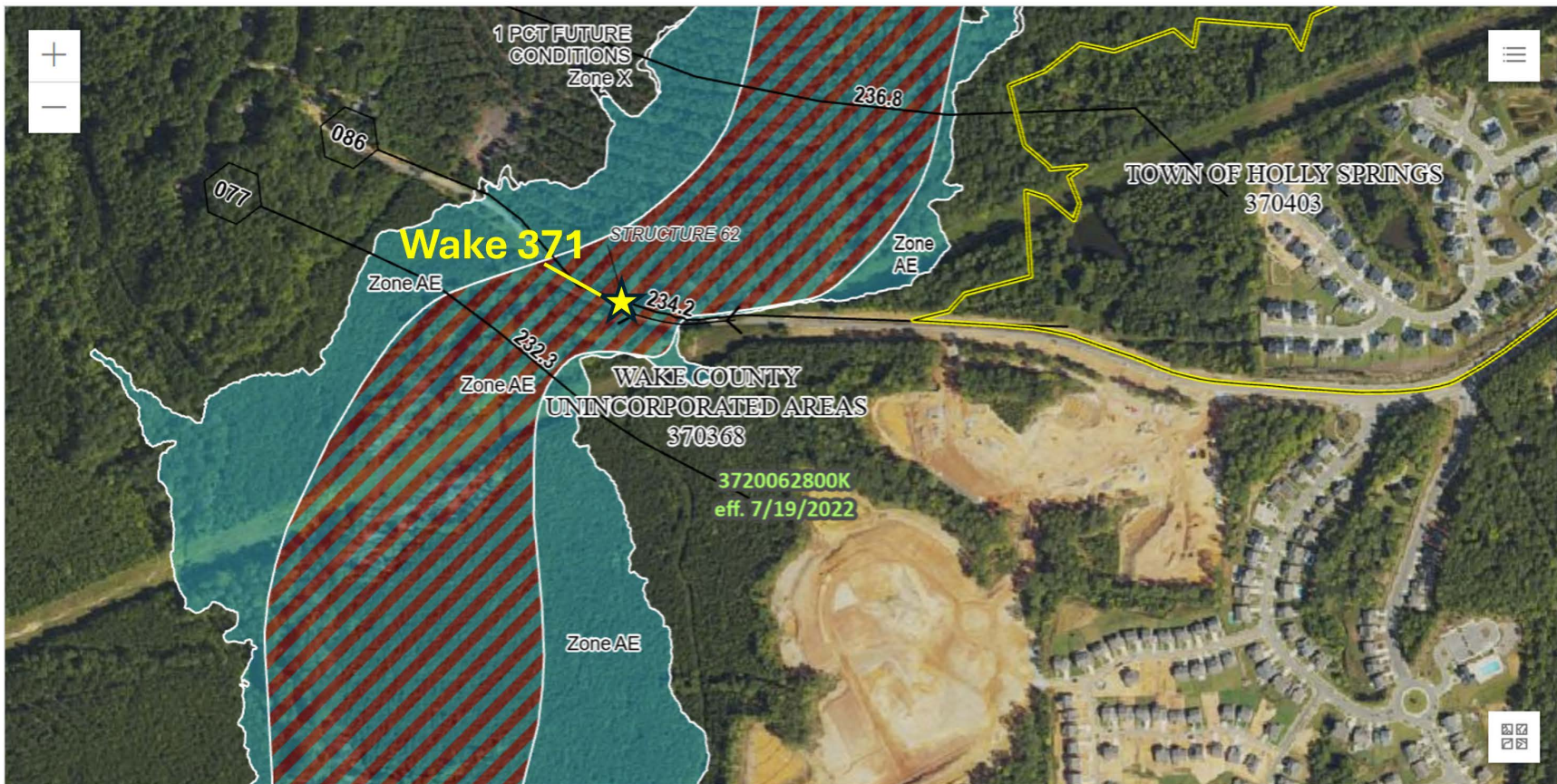
Future Climate Indicators

Indicator	Mid - 1900s (1951 - 1980)	Early Century (2011 - 2040)		Mid Century (2041 - 2070)		Late Century (2071 - 2100)	
		Lower Emissions	Higher Emissions	Lower Emissions	Higher Emissions	Lower Emissions	Higher Emissions
	Min - Max	Min - Max	Min - Max	Min - Max	Min - Max	Min - Max	Min - Max
Precipitation:							
Annual average total precipitation	45" 30 - 67	48" 28 - 71	48" 28 - 71	49" 29 - 77	50" 31 - 83	49" 28 - 78	51" 28 - 80
Days per year with precipitation (wet days)	87 days 60 - 110	89 days 63 - 129	90 days 65 - 118	91 days 59 - 124	92 days 68 - 133	91 days 61 - 124	91 days 62 - 135
Maximum period of consecutive wet days	6 days 3 - 10	6 days 3 - 13	6 days 3 - 15	6 days 3 - 13	6 days 3 - 14	6 days 3 - 15	6 days 3 - 15
Daily precipitation > 99th percentile	3" 0 - 17	4" 0 - 19	4" 0 - 21	4" 0 - 18	5" 0 - 18	5" 0 - 19	5" 0 - 24
Annual days with:							
Annual days with total precipitation > 1 inch	9 days 3 - 20	11 days 4 - 21	11 days 3 - 21	11 days 4 - 25	12 days 3 - 25	11 days 4 - 24	12 days 3 - 24
Annual days with total precipitation > 2 inches	1 days 0 - 6	2 days 0 - 6	2 days 0 - 7	2 days 0 - 6	2 days 0 - 8	2 days 0 - 7	2 days 0 - 8
Annual days with total precipitation > 3 inches	0 days 0 - 3	0 days 0 - 3	0 days 0 - 3	0 days 0 - 3	1 days 0 - 3	1 days 0 - 3	1 days 0 - 4
Annual days with precipitation > 99th percentile	1 days 0 - 5	1 days 0 - 5	1 days 0 - 7	1 days 0 - 5	1 days 0 - 6	1 days 0 - 6	2 days 0 - 7
Days with maximum temperature below 32 °F	2 days 0 - 12	1 days 0 - 8	1 days 0 - 8	0 days 0 - 4	0 days 0 - 4	0 days 0 - 4	0 days 0 - 3

The daily precipitation 99th percentile is 2" N/A = Data Not Available for the selected area

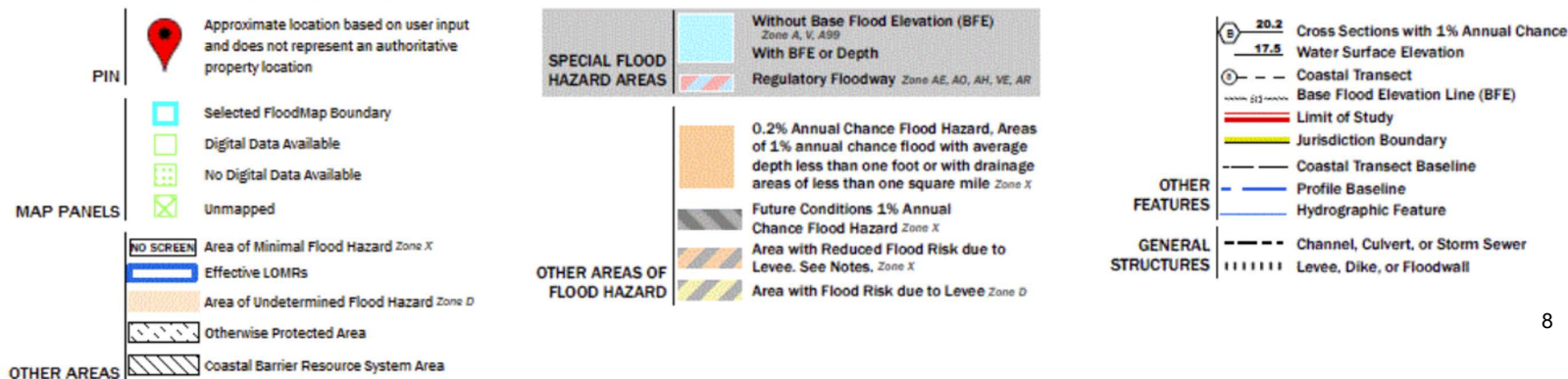
Attachment C

FEMA Floodplain Map



USGS, USDA, The National Map: Orthoimagery. March 12, 2025.

Powered by Esri



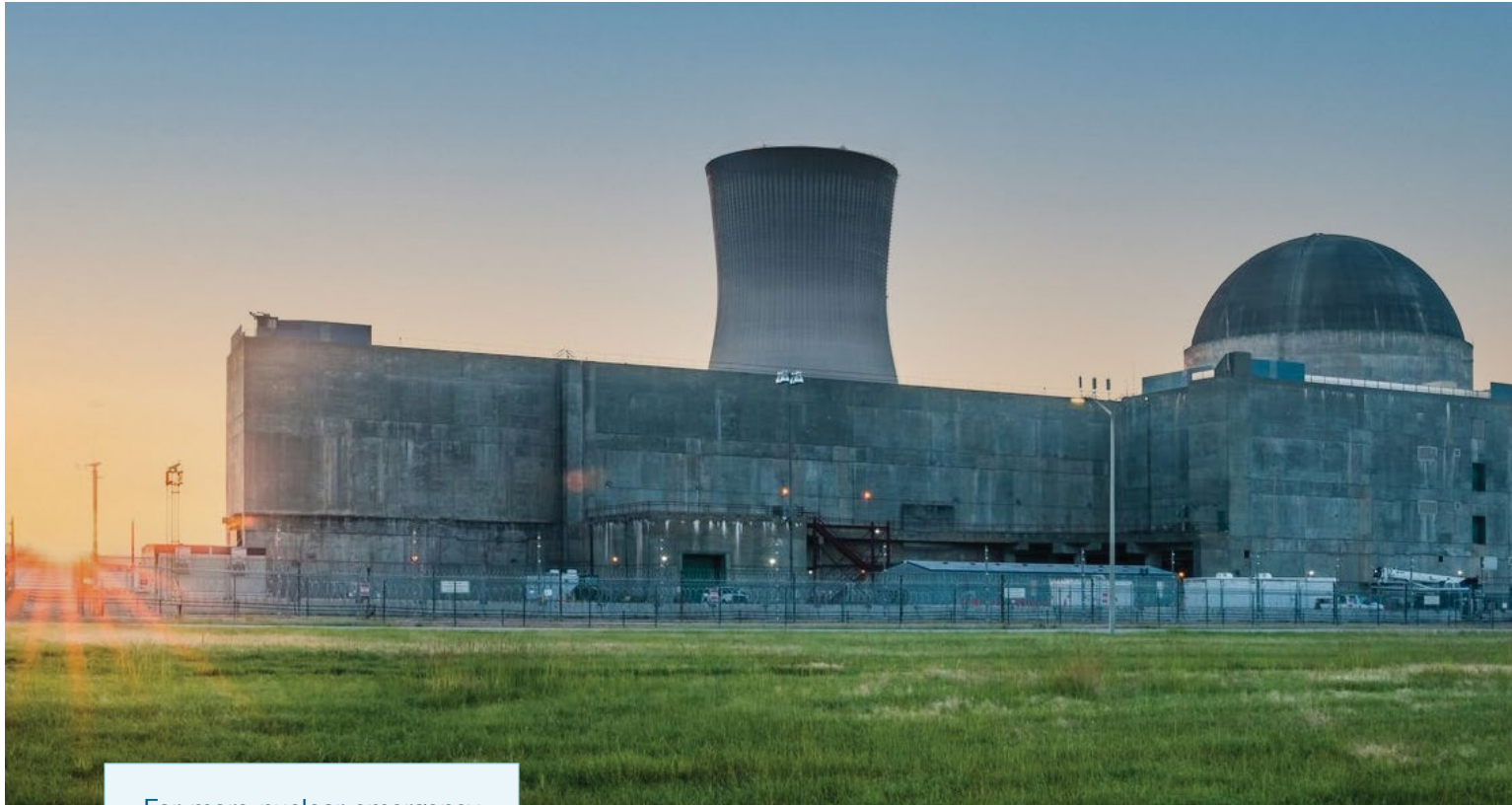
Attachment D

Harris Nuclear Plant Emergency Preparedness Information

September 2026

Harris Nuclear Plant

2027 Emergency Preparedness Information



For more nuclear emergency
planning information,
go to [duke-energy.com/
NuclearEP](https://duke-energy.com/NuclearEP).

*Ver esta información en español
a partir de la página 16.*

ReadyNC.gov



BUILDING A SMARTER ENERGY FUTURE®

About This Emergency Planning Guide

This guide provides important emergency planning information for people who live within 10 miles of a Duke Energy nuclear power plant. This area is called the Emergency Planning Zone, or EPZ. Duke Energy works with state and local officials each year to keep this information up to date. The guide explains radiation, how to prepare for and what to do if there is an emergency at a nuclear plant.

Nuclear Power and Public Safety

Nuclear power plants are among the safest and most secure facilities in the world. They are designed and operated with an uncompromising commitment to safety and security. Our first priority is to ensure the continued health and well-being of the public and our employees.

Nuclear plants have:

- Multiple layers of safety systems and structures designed to protect the plant and nearby communities from radiation.
- Reactor safety systems with backup systems that can do the same job if needed.
- Containment buildings made of strong concrete and steel to stand up to storms, tornadoes and earthquakes.
- Plant employees who are skilled, experienced and receive continuous training.
- Emergency plans and procedures that are practiced regularly.
- Trained security teams that watch and control who enters the plant 24 hours a day.
- Security plans that are managed by the on-site security team.
- Security systems, including razor wire, concrete barriers, alarms and cameras.

Preparing for an Emergency: Make a Plan

It is important to plan for emergencies before they happen. Your family may not be together when an emergency happens. Talk about what you will do in different situations. Planning ahead can help your family act quickly and stay calm.

- Decide how you will get to a safe place
- Identify how you will contact each other
- Plan how you will reunite if separated



Check your mobile phone settings to ensure emergency alerts are enabled.

Emergency alert settings are found under Notifications on iPhones and under Wireless Emergency Alerts on Android devices.

Prepare an Emergency Kit

Keep basic emergency supplies in one location where household members can find them quickly. Include a copy of this guide, medications, copies of important documents, identification, cash or payment cards, a flashlight, extra batteries, a phone charger, basic first-aid supplies, personal hygiene items, infant supplies if needed, pet supplies if needed, bottled water and nonperishable food. Review the contents of your kit each year when you review this guide.

Visit **ReadyNC.gov** to make a family emergency plan and find preparedness resources.

Emergency Notifications

How will I know there is an emergency?

Sirens are the main outdoor warning system for an emergency. You may also get instructions from state or county alerts, phone alerts, mobile messages or emergency workers going door to door. Officials may also use boats or speakers to warn people on lakes, rivers or in parks.

Emergency information may be provided through multiple official systems, including:

- Outdoor warning sirens
- Emergency Alert System (EAS) radio and TV stations
- Wireless Emergency Alerts (WEA) on your mobile phone
- Local and state emergency management notifications
- Emergency personnel (door-to-door or public address systems)
- Official Duke Energy communications

Hearing a siren does not mean you should evacuate. Sirens are activated as a reminder to tune to your local radio or TV stations for instructions and the most current event information. If you are unsure if the siren activation you hear is a scheduled test, refer to scheduled siren test dates found in this guide.

Protective action instructions – such as whether to shelter, evacuate or take potassium iodide (KI) – will be provided by state and county emergency management or public health officials. During a nuclear emergency, information is coordinated among these agencies to help ensure instructions are timely, accurate and consistent. Follow official emergency management guidance for all protective actions. Duke Energy will provide supporting information about plant conditions and preparedness through its official communication channels.

Use official county and state emergency sources and EAS as your primary information sources. Social media may share updates, but official safety instructions will come from emergency management officials. Do not share or follow information unless it comes from an official source.

Visit **ReadyNC.gov** to learn about other ways to stay informed before, during and after a disaster.

What should I do if I hear a siren?

If you hear a siren, go inside immediately and tune to an Emergency Alert System (EAS) radio or TV station for official instructions. If the siren is a planned quarterly siren test, you do not need to take action unless emergency officials tell you to.

Hearing a siren does not mean to evacuate. A siren means there is important emergency information for the public. Go inside, turn on an EAS radio or TV station, and follow the instructions from emergency management officials.

If it is safe, check on neighbors who may need help understanding the alert or following safety instructions. People who need a ride or other help should follow county emergency management instructions and use help they planned for ahead of time, if available.



If You Hear a Siren

1. Go inside immediately.
2. Tune to an EAS radio or TV station.
3. Follow official instructions from emergency management officials.
4. Do not evacuate unless told to do so.
5. Check on others only if it is safe.

Emergency Alert System (EAS) Radio and TV Stations

In an emergency, monitor an Emergency Alert System (EAS) radio or TV station for official instructions. Other radio, TV, NOAA weather and government communication channels may repeat the messages. Follow instructions from emergency management officials.

If you hear multiple three-minute-long siren blasts, tune to one of the following stations for information:

94.7 WQDR-FM
105.1 WDCG-FM

NOAA Weather Radios

NOAA weather radios with tone alert capability provide immediate notification of emergencies, including severe weather or an incident at the Harris Nuclear Plant.

Keep Your Radio Ready

- Keep the radio plugged in at all times
- Place it where you can hear alerts clearly, especially while sleeping

What to Do When the Alarm Sounds

- Press the WEATHER button to hear instructions
- Follow all directions provided in the message
- Tune to local radio or TV for additional details

Set Up Your Radio Properly

NOAA weather radios are available from many manufacturers.

Follow the manufacturer's instructions to ensure your radio is correctly programmed to receive alerts.

Weekly Radio Test

The National Weather Service tests NOAA weather radios every Wednesday around noon.

Test vs. Emergency: How to Tell the Difference

- Press the WEATHER button after the alert sounds
- The message will clearly state whether it is a test or an emergency
- If it is an emergency, the message will provide specific instructions to follow

Quarterly Siren Tests

Emergency warning sirens are tested regularly to make sure they work as expected. Short-duration tests and full-duration tests may sound different. No public action is needed during a scheduled siren test unless emergency officials provide other instructions.

Quarterly tests are scheduled on Wednesdays at set times. Additional testing may take place at other times for maintenance, as needed.

Short-duration quarterly tests

(five- to 30-second duration):

Jan. 13, April 14, July 14

Annual full-duration test

(three-minute duration):

Oct. 13

**A steady three-minute siren
= an emergency alert.**

Act immediately.

What to Do in an Emergency

During a nuclear emergency, state and county emergency management officials will tell the public what protective actions to take. These actions may include staying informed, going inside and staying inside, sheltering in place, evacuating, or taking potassium iodide (KI). What you should do depends on the situation and where you are located. Follow official instructions carefully.

Protective actions are based on current plant conditions, weather, monitoring information and projected radiation dose. State and county emergency management officials may direct different actions for different zones. Always follow the instructions issued for your specific zone, even if another area receives different instructions.

Stay Informed/No Immediate Action

Keep doing normal activities while you watch for official updates.

Go Inside and Stay Inside

During certain events, emergency officials may instruct you to go inside and stay inside while conditions are assessed or when it is safer to remain indoors. This may be used before, during or separate from other protective actions. Go indoors promptly, stay tuned to official instructions, and remain inside until emergency officials say it is safe to leave or provide different directions.

Shelter in Place

If emergency management officials instruct you to shelter in place, act immediately:

1. Go indoors at once.
2. Close all windows and doors.
3. Turn off fans and heating and air conditioning systems that draw in outside air.
4. Move to an interior room or basement, if available.
5. Bring pets inside.
6. Tune to an EAS radio or TV station to monitor for continuing instructions.
7. Limit phone use.
8. Do not go outside unless officials direct you to do so.
9. If you must go outside briefly, cover your nose and mouth and return indoors as quickly as possible.

Evacuate

If officials tell you to evacuate, go to the reception center or shelter designated for your zone unless emergency management officials provide different instructions. Reception centers support registration, radiological monitoring, decontamination, when needed, reunification assistance, and referral to shelter or congregate care. If you plan to stay with friends or relatives outside the affected area, follow official instructions about where to report first for registration or monitoring, if directed.

Public Protective Actions

Emergency management officials may direct the public to take one or more protective actions:

1. Stay informed/no immediate action.
2. Go inside and stay inside.
3. Shelter in place.
4. Evacuate.
5. Take potassium iodide (KI), if directed by public health officials.

Only take the protective action(s) directed for your area. Conditions may differ by zone, so do not assume the same instructions apply everywhere within the 10-mile emergency planning zone (EPZ).

Unless you are instructed to evacuate, stay off the roads to allow emergency personnel to respond effectively.

What is the difference?

- **Go Inside and Stay Inside** means go indoors right away, stay tuned for instructions, and remain inside until officials provide more information.
- **Shelter in Place** means taking additional steps to reduce outside air coming into the building, such as closing windows and doors, turning off fans or systems that bring in outside air, and moving to an interior room or basement, if available.

Always follow the specific protective action instructions issued for your zone.

Evacuation Guidelines

If officials tell you to evacuate, go to the reception center or shelter designated for your zone unless emergency management officials provide different instructions. Reception centers support registration, radiological monitoring, decontamination, when needed, reunification assistance, and referral to shelter or congregate care. If you plan to stay with friends or relatives outside the affected area, follow official instructions about where to report first for registration or monitoring, if directed.

1. Pack only essential items.

You may be away from home for a few hours or a few days. Bring only what you truly need, such as medications, cash, important documents like insurance information, jewelry and irreplaceable items.

2. Take your pets.

Bring a carrier or crate, food, medication and health records. Pets will be cared for, but they may be housed in a different location than your family.

3. Secure your home.

Turn off appliances and faucets and lock all doors and windows before leaving.

4. Know your route.

If you're not familiar with evacuation routes, review the Evacuation Routes and Shelters section in this guide.

5. Prepare your vehicle.

Close all windows and vents. Set your system to recirculate air and avoid bringing in outside air if possible.

6. Stay informed.

Listen to a local Emergency Alert System (EAS) radio station for updates and instructions.

7. Follow directions.

Drive to your assigned reception center or evacuation shelter using the recommended routes. Follow posted signs and directions from law enforcement. Do not use alternate routes unless instructed.

8. Returning home after an emergency.

Do not return to an evacuated area until emergency officials say it is safe. Officials will provide instructions about reentry, travel routes, safety precautions, and any continued monitoring or restrictions that may apply.

Potassium Iodide (KI)

Potassium iodide (KI) is a nonprescription drug that helps protect the thyroid from radioactive iodine.

- Take KI only if directed by public health officials.
- KI does not protect against all radioactive materials.
- KI does not replace evacuation or sheltering instructions – continue to follow all official protective action instructions even if KI is recommended.

KI is available in advance at no cost to people who live or work within 10 miles of the plant through local county health departments.

Important: Do not take KI when you receive it. Store the tablets in a cool, dry place and only take them if directed by public officials.

During an emergency, KI supplies held by county public health departments will be relocated to designated shelters and reception centers for distribution. Do not go to public health departments to obtain KI during an emergency. Instead, KI will be provided at predesignated shelter and relocation sites.

For more information, contact your state or county health department using the details provided in the **Important Contact Information** section of this guide.



Try our text tool!

Text **HARRIS** to **71729** to receive emergency preparedness information specific to your area, including quarterly siren testing reminders. **This tool WILL NOT be used to alert subscribers to emergencies.**

Reception Centers

Go to the designated reception center or shelter for your zone unless directed otherwise by emergency management officials – even if you don't plan to stay.

What to expect at a reception center:

When you arrive, emergency workers may register you, provide instructions, check for radioactive contamination, help with decontamination if needed, and direct you to a shelter or congregate care center.* If you plan to stay with friends or family outside the affected area, follow official instructions about whether you should report to a reception center first for registration or monitoring.

Reception centers provide:

- Registration and accountability
- Radiological monitoring
- Decontamination, when needed
- Information and assistance
- Family reunification assistance
- Referral to shelter or congregate care centers*

*Some centers, called congregate care centers, may also provide food, water, showers, restrooms and basic medical care. These are often managed by organizations like the American Red Cross.

If monitoring indicates that you have radioactive contamination:

- Follow instructions provided by emergency personnel
- In many cases, contamination can be reduced by:
 - Removing outer clothing
 - Washing exposed skin and hair with soap and water

Decontamination reduces radiation exposure to you and others.

After checking in:

You may stay at the facility, or you can choose to stay with friends or family outside the restricted area.

Service animals:

Service animals are welcome and will be accommodated. For information about pets, see the Pets and Agricultural Information section.

Visitors and Nonresidents

If you are visiting the area:

- Use the map in this guide to identify your current emergency planning zone (EPZ)
- Monitor Emergency Alert System (EAS) radio or TV stations and official emergency alerts
- Follow instructions for your location

If evacuation is ordered, use the route and reception center for your current location unless emergency management officials direct otherwise.

What should I do if my children are in school?

If your child's school is located within the 10-mile EPZ, do not go to the school during an emergency unless officials specifically direct you to do so. School officials will follow approved emergency procedures for the school's zone. If students are relocated, parents and guardians should pick them up only at the designated relocation or pickup site and follow instructions from school and emergency management officials.

If your children are ever home alone, make sure they know what to do in an emergency. They should know their emergency zone and understand your family's emergency plan.

Classification of Emergencies

The Nuclear Regulatory Commission (NRC) defines four emergency classifications that could occur at a nuclear power plant. Each classification level drives specific response actions, including public notification and, when warranted, protective actions for affected areas.

Unusual Event

This is the least serious of the four emergency classifications and involves a potential minor operational or security event. There is no impact to the public, and no public action is needed.

What does this mean for you?

No public action is needed.

Alert

This is the second in increasing significance and involves an operational or security event that may affect safety at the plant. There is no impact to the public. Emergency officials may prepare emergency centers and will share information with the public as needed.

What does this mean for you?

Stay informed.

Site Area Emergency

This is the third in increasing significance and involves a major operational or security event that could affect plant safety. Sirens may sound to alert the public to listen to local radio or TV stations for information. Radioactivity levels outside of the plant should not exceed federal guidelines.

What does this mean for you?

Prepare to act.

General Emergency

This is the most serious of the four emergency classifications and involves a serious operational or security event. Sirens may sound. Emergency officials would take action to protect the public. Local radio and TV stations would provide instructions for those in the affected areas. Radioactivity levels outside of the plant may exceed federal guidelines. Those affected may be told to go inside and stay inside, shelter in place, evacuate and/or take potassium iodide (KI).

What does this mean for you?

Immediately follow instructions from emergency management officials.

When Special Assistance Is Needed

What if I need help during an emergency?

During an emergency, county emergency management officials will assist people who need transportation or who have access and functional needs. Residents within the 10-mile emergency planning zone (EPZ) who may need rides or other assistance during an emergency should register with their county emergency management office in advance, if possible.

- If you need assistance and are not preregistered, call your county emergency management office as soon as possible and follow official instructions.
- People who need rides or other assistance should follow county emergency management instructions and use prearranged assistance resources when available.
- Visitors, temporary residents and others who need assistance should also contact local emergency management officials for instructions during an emergency.

County emergency management contact information is provided under the **Important Contact Information** section of this guide.

Emergency officials will coordinate the evacuation of individuals in nursing homes, rest homes, alternate care facilities and hospitals. They will care for these individuals and take those needing medical care to hospitals and special-care facilities outside the 10-mile EPZ.

Who should register for special assistance with their local emergency management office?

Register with your local emergency management office if you or someone in your home:

- Requires transportation assistance
- Has mobility, medical or cognitive needs
- Needs help during an evacuation

Emergency Planning Zones

Know Your Emergency Planning Zone

The 10-mile Emergency Planning Zone (EPZ) around Harris Nuclear Plant is divided into smaller zones shown on the map in this guide. Each EPZ is marked with a letter and/or number designation.

Find the zone where you live, work, attend school or spend time. During an emergency, instructions may be issued by zone. Follow the instructions for your specific zone, even if another area receives different instructions.

Before an emergency, know:

- Your EPZ zone
- Your evacuation route
- Your designated reception center or shelter
- Where to get official emergency information

During an emergency:

- Follow instructions for your specific zone.
- Do not assume other zones will receive the same instructions.
- Always follow the most current instructions from emergency management officials, even if they differ from the general guidance in this guide.

Pets and Agricultural Information

What should I do with my pet during an emergency?

Pet owners are responsible for the care and well-being of their pets. The best way to protect pets from exposure to radiation is to bring them inside as soon as possible. If evacuating with your pet(s), be aware that special arrangements may be needed to safely accommodate them. When including animals in your family emergency plan, it is important to check with your county emergency management office to determine what measures may or may not be available at your assigned reception center/evacuation shelter. Some counties may arrange alternate holding facilities for pets away from human shelter sites. However, service animals (those trained to benefit people with disabilities) are welcome and will be accommodated at all evacuation shelters. **If you must leave pets at home, place them indoors with food and water. Do not give pets potassium iodide (KI) unless prescribed by a veterinarian** since KI may be toxic/poisonous to animals. For questions about animal health, always consult your veterinarian. You can find additional guidance at **ReadyNC.gov**.

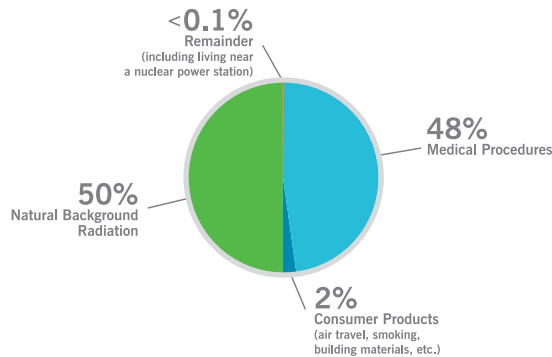
What about livestock and agricultural products?

Information for farmers and livestock owners on preparing for and responding to a radiological emergency is available from the state. Residents may download or request a copy of this information by contacting their local Cooperative Extension office or the N.C. Department of Agriculture & Consumer Services, Emergency Programs division. The web address and contact information may be found in the **Important Contact Information** at the end of this guide.

About Nuclear Power and Radiation

Radiation is a natural part of our environment. We are constantly exposed to radiation from the world around us – this is called background radiation. Sources of background radiation include the sun, the air we breathe, soil, plants, building materials and even our own bodies. We are also exposed to human-made sources of radiation like medical and dental X-rays, smoke detectors and television sets. Exposure to extremely large amounts of radiation can be harmful, even fatal. The amount of radiation given off in the normal operation of a nuclear plant is very small, smaller, in fact, than the amount of radiation received on a coast-to-coast airplane trip.

Radiation from common sources



Protecting yourself from radiation

Nuclear emergency plans are in place to protect you in the unlikely event of a nuclear plant emergency. State and local governments establish guidelines to address potential radiation exposure, requiring protective actions at levels well below those that could cause harm. If radiation is expected to reach or exceed these guidelines, officials will provide clear instructions to help keep you safe.

You can be exposed to radiation/radioactive materials in several common ways:

- In the air or on the ground.
- On skin, hair or clothing
- Breathing/swallowing

You can reduce exposure by avoiding food, water or other materials that officials say may be contaminated. If radioactive material gets on your skin, hair or clothing, washing and removing outer clothing can reduce contamination. If radioactive material is breathed in or swallowed, public health officials will provide instructions on what to do.

Types of Radiation

There are three major types of radiation:

Alpha

The least penetrating type of radiation; cannot penetrate skin; can be stopped by a piece of paper; is an internal hazard if swallowed, breathed in or absorbed.

Beta

Moderately penetrating; can penetrate several layers of skin and sensitive tissue; is a hazard to lens of eyes; can be stopped by a thin piece of aluminum; is a hazard if swallowed or inhaled.

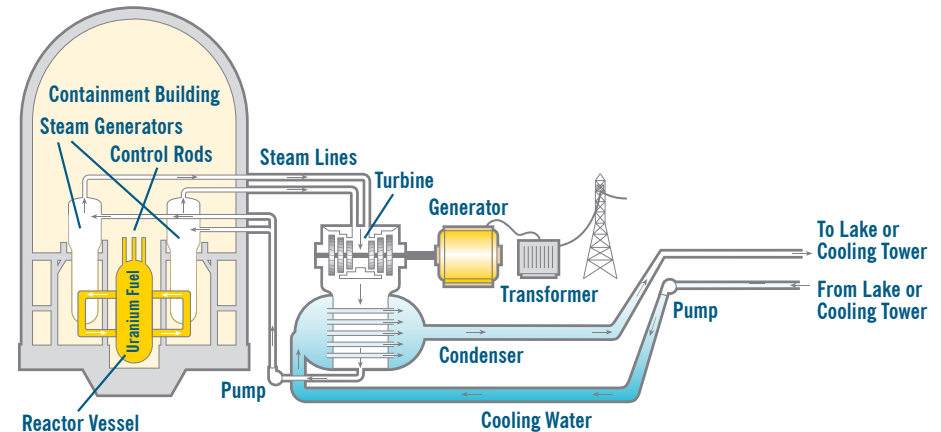
Gamma

Highly penetrating; can travel many feet in air and many inches into the human body; is a hazard if swallowed or inhaled; can be stopped by lead, water or concrete.

How Nuclear Power Plants Make Electricity

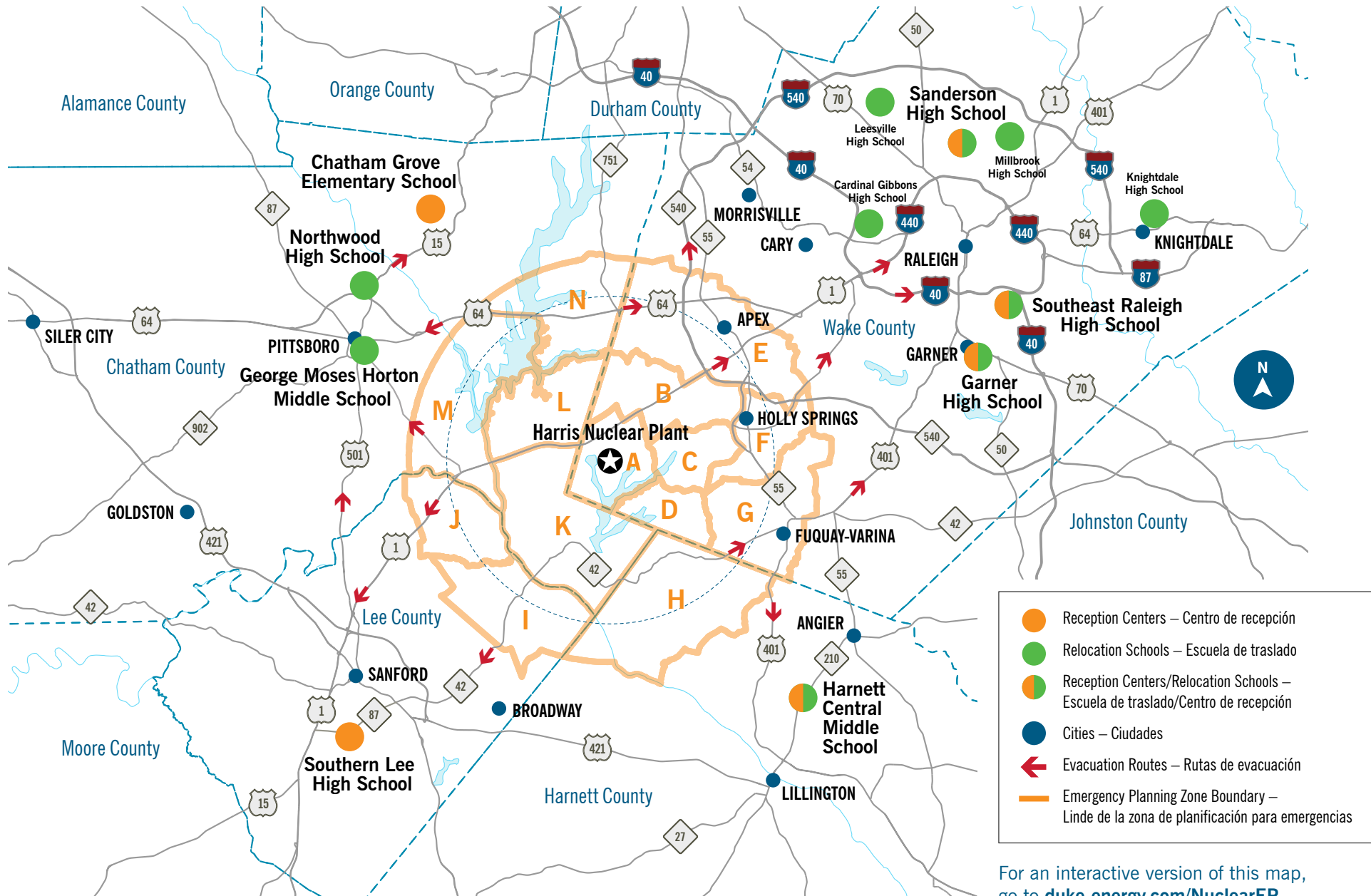
Just like plants that burn coal and natural gas, nuclear plants produce electricity by boiling water to create steam, which turns a turbine to produce electricity. The difference is that nuclear plants create the heat needed to boil water through a process known as fission. Fission is the physical process of splitting an atom.

The uranium in a nuclear reactor is contained in small, hard ceramic pellets placed in long, vertical tubes (fuel rods), which are bundled together to create fuel assemblies. There are numerous fuel assemblies in a nuclear reactor.



Harris Nuclear Plant | Emergency Planning Zones, Reception Centers and Relocation Schools

Planta Nucleoeléctrica Harris | Zonas de planificación para emergencias, Centros de recepción y Escuelas de traslado



For an interactive version of this map,
go to **duke-energy.com/NuclearEP**.

Para ver la versión interactiva de este mapa, visite duke-energy.com/NuclearEP.

EPZ Schools and Relocation Schools/Escuelas en la zona EPZ y Escuelas de traslado

Facility/Institución	Zone/Zona	Relocation School/Escuela de traslado
High Schools/Escuelas preparatorias		
Apex Friendship High School	B	Garner High School (Garner)
Apex High School	E	Sanderson High School (Raleigh)
Felton Grove High School	E	Sanderson High School (Raleigh)
Fuquay-Varina High School	G	Garner High School (Garner)
Holly Springs High School	F	Southeast Raleigh High School (Raleigh)
The Math & Science Academy of Apex (7-12)	E	Sanderson High School (Raleigh)
Pine Springs Preparatory Academy High School	F	Knightdale High School (Knightdale)
Seaforth High School	M	Northwood High School (Pittsboro)
Southern Wake Academy High School	G	Garner High School (Garner)
Thales Academy Jr./Sr. High School	E	Sanderson High School (Raleigh)
Middle Schools/Escuelas intermedias		
Apex Friendship Middle School	B	Garner High School (Garner)
Apex Middle School	E	Leesville Road High School (Raleigh)
Fuquay-Varina Middle School	G	Millbrook High School (Raleigh)
Herbert Akins Road Middle School	G	Millbrook High School (Raleigh)
Heritage Leadership Academy Apex (7-12)	E	Cardinal Gibbons High School (Raleigh)
Holly Grove Middle School	F	Southeast Raleigh High School (Raleigh)
Holly Ridge Middle School	F	Southeast Raleigh High School (Raleigh)
Lufkin Road Middle School	E	Leesville Road High School (Raleigh)
The Math & Science Academy of Apex (K-6)	E	Sanderson High School (Raleigh)
Peak Charter Academy	E	Cardinal Gibbons High School (Raleigh)
Pine Springs Preparatory Academy Middle School	F	Knightdale High School (Knightdale)
St. Mary Magdalene Catholic School	E	Cardinal Gibbons High School (Raleigh)
Southern Wake Academy Middle School	G	Garner High School (Garner)

Facility/Institución	Zone/Zona	Relocation School/Escuela de traslado
Elementary Schools/Escuelas primarias		
Apex Elementary School	E	Sanderson High School (Raleigh)
Apex Friendship Elementary	B	Garner High School (Garner)
Baucom Elementary School	E	Leesville Road High School (Raleigh)
Bowling Road Elementary School	G	Garner High School (Garner)
Buckhorn Creek Elementary School	G	Southeast Raleigh High School (Raleigh)
Herbert Akins Road Elementary School	G	Millbrook High School (Raleigh)
Heritage Leadership Academy Apex (K-6)	E	Cardinal Gibbons High School (Raleigh)
Heritage Leadership Academy Fuquay Varina (K-5)	G	Cardinal Gibbons High School (Raleigh)
Holly Grove Elementary School	F	Southeast Raleigh High School (Raleigh)
Holly Ridge Elementary School	F	Knightdale High School (Knightdale)
Holly Springs Elementary School	F	Knightdale High School (Knightdale)
Lincoln Heights Elementary School	G	Millbrook High School (Raleigh)
The Math & Science Academy of Apex	E	Sanderson High School (Raleigh)
Moncure Elementary School	M	George Moses Horton Middle School (Pittsboro)
The New School Montessori Center	F	Southeast Raleigh High School (Raleigh)
Northwest Harnett Elementary School	H	Harnett Central Middle School (Angier)
Oakview Elementary School	F	Sanderson High School (Raleigh)
Olive Chapel Elementary School	E	Leesville Road High School (Raleigh)
Peak Charter Academy	E	Cardinal Gibbons High School (Raleigh)
Pine Springs Preparatory Academy Elementary School	F	Knightdale High School (Knightdale)
Pleasant Plains Elementary School	E	Garner High School (Garner)
Rex Road Elementary School	C	Southeast Raleigh High School (Raleigh)
Scotts Ridge Elementary School	E	Millbrook High School (Raleigh)
Southern Wake Academy and Preschool	G	Garner High School (Garner)
Thales Academy (Apex)	E	Sanderson High School (Raleigh)
Thales Academy (Holly Springs)	B	Sanderson High School (Raleigh)
Woods Creek Elementary School	B	Garner High School (Garner)

Childcare Centers/Centros para el cuidado de niños

Childcare facilities will move children to the relocation school for the zone where the childcare facility is located. Las instituciones para el cuidado de niños llevarán a los niños a la escuela de traslado para la zona donde se sitúa ese centro para cuidado de niños.

Relocation Schools/Reception Centers Escuelas de traslado/Centros de recepción

COUNTY		COUNTY	
Wake	Cardinal Gibbons High School 1401 Edwards Mill Rd. Raleigh, NC 27607	Chatham	Chatham Grove Elementary School 1301 Andrews Store Rd. Pittsboro, NC 27312
	Garner High School 2101 Spring Dr. Garner, NC 27529		George Moses Horton Middle School 79 South Horton St. Pittsboro, NC 27312
	Knightdale High School 100 Bryan Chalk Ln. Knightdale, NC 27545		Northwood High School (Relocation School only) 310 Northwood High School Rd. Pittsboro, NC 27312
	Leesville Road High School 8409 Leesville Rd. Raleigh, NC 27613	Harnett	Harnett Central Middle School 2529 Harnett Central Rd. Angier, NC 27501
	Millbrook High School 2201 Spring Forest Rd. Raleigh, NC 27615	Lee	Southern Lee High School 2301 Tramway Rd. Sanford, NC 27332
	Sanderson High School 5500 Dixon Dr. Raleigh, NC 27609		
	Southeast Raleigh Magnet High School 2600 Rock Quarry Rd. Raleigh, NC 27610		

Reception Centers for General Public Centros de recepción para el público en general

ZONES		ZONES	
Wake A, B, E	Sanderson High School 5500 Dixon Dr. Raleigh, NC 27609	Wake D	Garner High School 2101 Spring Dr. Garner, NC 27529
Wake C, F	Southeast Raleigh Magnet High School 2600 Rock Quarry Rd. Raleigh, NC 27610	Harnett H	Harnett Central Middle School 2529 Harnett Central Rd. Angier, NC 27501
Lee I, J	Southern Lee High School 2301 Tramway Rd. Sanford, NC 27332	Chatham K, L, M, N	Chatham Grove Elementary School 1301 Andrews Store Rd. Pittsboro, NC 27312

Evacuation routes and an interactive EPZ map are also available at duke-energy.com/NuclearEP.
Para ver las rutas de evacuación y un mapa interactivo de las zonas de planificación de emergencias,
visite duke-energy.com/NuclearEP.

Evacuation Routes and Reception Centers for the General Public

Zone	Description	Primary Evacuation Route	Reception Center
A Wake County	Zone A includes the community of Bonsal southeast of Old US Hwy. 1. Within this portion of Zone A is the Shearon Harris Nuclear Power Plant and the central portion of the Shearon Harris Lake. The northern border of Zone A is Old US Hwy. 1 to Shearon Harris to US Hwy. 1 (Claude E. Pope Memorial Hwy.) to New Hill Holleman Rd. The eastern border is New Hill Holleman Rd. from US Hwy. 1 (Claude E. Pope Memorial Hwy.) to the eastern shore of Shearon Harris Lake. The eastern border is the eastern lake shore south to the Wake/Chatham county line. The southern and western zone border is the Wake/Chatham county line to Christian Chapel Church Rd. north to Old US Hwy. 1.	Shearon Harris Rd. (SR 1134) north to Old US 1 (SR 1011). Old US 1 north to New Hill Olive Chapel Rd. (SR 1141). North on New Hill Olive Chapel Rd. to US 64 East to NC 540 East. NC 540 East to I-540 East to Exit 11 (Six Forks Rd.). Right on Six Forks Rd. to Millbrook Rd. Right on Millbrook Rd., right on Dixon Dr. OR: Shearon Harris Rd. (SR 1134) to New Hill Holleman Rd. (SR 1127). Left on New Hill Holleman Rd. to US 1 North to I-440 East. North on I-440 to Exit 8B (Six Forks Rd.). North on Six Forks Rd. to Millbrook Rd. Left on Millbrook Rd., right on Dixon Dr.	Sanderson High School
B Wake County	This portion of Zone B includes the town of New Hill and the community of Friendship. Within the boundaries of Zone B is US Hwy. 1 (Claude E. Pope Memorial Hwy.) and the subdivisions of Weaver Crossing, New Hill Estate, Sears Plantation and Jordan Pointe. The northern border of Zone B is Olive Dairy Rd. south to New Hill Olive Chapel Rd., then extends on a line north to Ragan Rd. and south to Humie Olive Rd. until it meets Old US Hwy. 1. The northern border then is Friendship Rd. to Winding Way and to US Hwy. 1 to NC 540/Western Wake Hwy. to N Carolina Bypass 55. The eastern border is NC Carolina Bypass 55 to Holly Springs New Hill Rd. The southern border is a line that extends from Holly Springs New Hill Rd. to New Hill Holleman Rd., then New Hill Holleman Rd. northwest to US Hwy. 1 (Claude E. Pope Memorial Hwy.) to Shearon Harris Rd. and then to Old US Hwy. 1. The western border is the Wake/Chatham county line from Old US Hwy. 1 north to Olive Dairy Rd.	New Hill Holleman Rd. (SR 1127) north to US 1 North. US 1 North to I-440 East to Exit 8B to Six Forks Rd. Six Forks Rd. north to Millbrook Rd. Left on Millbrook Rd., right on Dixon Dr. OR: Poole Rd. East (SR 1903) in Chatham County and Barker Rd. (SR 1142) in Wake County to New Hill Olive Chapel Rd. (SR 1141). North on New Hill Olive Chapel Rd. to US 64 East to NC 540 East. NC 540 East to I-540 East to Exit 11 (Six Forks Rd.). Right on Six Forks Rd. to Millbrook Rd. Right on Millbrook Rd., right on Dixon Dr.	Sanderson High School
C Wake County	Zone C includes the community north of Holleman's Crossroads. Within the boundaries of Zone C are the northeast portion of the Shearon Harris Lake, White Oak Creek, Utley Creek, and the western portion of the Club at Twelve Oaks. The northern border of Zone C is a line that extends northeast from New Hill Holleman Rd. to Holly Springs New Hill Rd. to New Hill Rd. The eastern border is NC Bypass 55. The southern border is Avent Ferry Rd. to a line that extends from just north of Moonstone Dr. to the intersection of Rex Rd. and Cass Holt Rd. then follows Rex Rd., and the western border is New Hill Holleman Rd.	New Hill Holleman Rd. (SR 1127) south to Avent Ferry Rd. (SR 1115). Avent Ferry Rd. east to NC Hwy. 55 Bypass. Continue across NC Hwy. 55 Bypass on Avent Ferry Rd. to Holly Springs Rd. (SR 1152). Right on Holly Springs Rd. OR: New Hill Rd. (SR 1152) east to NC Hwy. 55 Bypass. Continue across NC Hwy. 55 Bypass onto Holly Springs Rd. THEN: Holly Springs Rd. (SR 1152) east to Tryon Rd. Tryon Rd. east to Gorman St. Left on Gorman St. to I-40 East. I-40 East to Exit 300 to Rock Quarry Rd. Right on Rock Quarry Rd. to Southeast Raleigh High School on right.	Southeast Raleigh High School
D Wake County	Zone D includes the community south of Holleman's Crossroads, Vintage Point, and the areas along Cass Holt Rd. south of Rex Rd. Within the boundaries of Zone D is the Shearon Harris Lake. The northern border of Zone D is New Hill Holleman Rd. and Rex Rd. between the Shearon Harris Lake and Cass Holt Rd. The eastern border is Buckhorn Duncan Rd. south to the Wake/Harnett county line. The southern border is the Wake/Harnett county line west from Buckhorn Duncan Rd. across Tutor Stephens Rd., Sweet Springs Rd., and Cass Holt Rd. to the Shearon Harris Lake. The western border is Shearon Harris Lake.	Cass Holt Rd. (SR 1116) northeast to Rouse Rd. (SR 1125). Rouse Rd. east to Piney Grove-Wilbon Rd. (SR 1101). Piney Grove-Wilbon Rd. south to Wilbon Rd. (SR 1110). Wilbon Rd. east onto Judd Pkwy. Judd Pkwy. to US 401 (Main St.). Left onto northbound US 401. US 401 north to Mechanical Blvd. Right on Mechanical Blvd., right on US 70 East. US 70 East to Yeargan Rd. exit. Right on Yeargan Rd. to Coldwater Dr. Left on Coldwater Dr., right on Spring Dr.	Garner High School
E Wake County	Zone E includes the town of Apex, the community of Friendship, and the areas surrounding US Hwy. 1, NC Hwy. 55 and Olive Chapel Rd. The northern border of Zone E is an arc southeast 10 miles from the Shearon Harris Nuclear Power Plant that includes parts of (from west to east) Green Level Rd., Roberts Rd., Wade Drive, NC Hwy. 55, Oak Ridge Drive, Holt Rd., Twin Creek Rd., Old Jenks Rd., US Hwy. 64 West, Buckingham Way, Regency Parkway, Ederlee Drive, Penny Rd., Kingsford Drive, Kildaire Farms Rd. and Arthur Pierce Rd. The eastern zone border is Holly Springs Rd. from Arthur Pierce Rd. south to Sunset Lake Rd. The southern border includes parts of (from east to west) Sunset Lake Rd., Old Smithfield Rd., NC Hwy. 55 Bypass, NC 540/Western Wake Hwy., US Hwy. 1/Claude E. Pope Memorial Hwy., Winding Way, Friendship Rd., Old US Hwy. 1, Humie Olive Rd. and Ragan Rd. The southern border then is a line that extends to the intersection of New Hill Olive Chapel Rd. and Baker Rd. to New Hill Olive Chapel Rd. to a line that extends to the Wake/Chatham county line. The western border is the Wake/Chatham county line from Olive Dairy Rd. north to just north of Green Level Rd.	NC Hwy. 55 to US 64, to NC 540 East. NC 540 East to I-540 East to Exit 11 (Six Forks Rd.). Right on Six Forks Rd. to Millbrook Rd. Right on Millbrook Rd., right on Dixon Dr. OR: NC Hwy. 55 to US 1 North to I-440 East. North on I-440 to Exit 8B (Six Forks Rd.). North on Six Forks Rd. to Millbrook Rd. Left on Millbrook Rd., right on Dixon Dr.	Sanderson High School

Evacuation Routes and Reception Centers for the General Public

Zone	Description	Primary Evacuation Route	Reception Center
F Wake County	This zone includes the city of Holly Springs and the community of Feltonville. Within the boundaries of the zone are the Devil's Ridge Golf Club, Bass Lake and Sunset Lake. The northern border of the zone begins with Old Smithfield Rd. to Sunset Lake Rd. to Holly Springs Rd. The eastern border is Pierce-Olive Rd. extended south past Optimist Farm Rd. The eastern border is then a line drawn from Redhill Rd. to the eastern shore of Sunset Lake and Bass Lake to Basal Creek south to NC Hwy. 55 (N. Broad Street). The southern border is NC Hwy. 55 (Broad Street) south to Wade Nash Rd. to Piney Grove Wilbon Rd. to Honeycutt Rd. to the Rex Rd. and Cass Holt Rd. intersection. The western border is an arc 5 miles from the Shearon Harris Nuclear Power Plant extending from the Rex Rd. and Cass Holt Rd. intersection to Avent Ferry Rd. The western border then follows Avent Ferry Rd. to NC Bypass 55 to the intersection with Old Smithfield Rd.	Avent Ferry Rd. (SR 1115) east to NC Hwy. 55 Bypass. Continue across NC Hwy. 55 Bypass on Avent Ferry Rd. to Holly Springs Rd. (SR 1152). Right on Holly Springs Rd. OR: New Hill Rd. (SR 1152) east to NC Hwy. 55 Bypass. Continue across NC Hwy. 55 Bypass onto Holly Springs Rd. OR: Main St. (NC Hwy. 55) to Holly Springs Rd. Turn east on Holly Springs Rd. OR: Bass Lake Rd. to Holly Springs Rd. Turn east on Holly Springs Rd. OR: Sunset Lake Rd. to Holly Springs Rd. Turn east on Holly Springs Rd. THEN: Holly Springs Rd. east to Tryon Rd. Right on Tryon Rd. to Gorman St. Left on Gorman St. to I-40 East. I-40 East to Exit 300 to Rock Quarry Rd. Right on Rock Quarry Rd. to Southeast Raleigh High School on right.	Southeast Raleigh High School
G Wake County	Zone G includes the town of Fuquay-Varina and the community of Wilbon. Within the boundaries of Zone G is Fuquay-Varina High School. The northern border of Zone G is Cass Holt Rd. from the Rex Rd. intersection north to Honeycutt Rd. to Piney Grove Wilbon Rd. to Wade Nash Rd. to NC Hwy. 55 (N. Broad St.). The northern border then is Basal Creek to the eastern shores of Bass Lake and Sunset Lake and then extends on a line from the northern end of Sunset Lake west to Redhill Rd. The eastern border is a line south from Redhill Rd. to Middle Creek, then it is Middle Creek east to a point north of Petticoat Lane and then it is a line from Middle Creek south across Petticoat Lane to Hilltop Needmore Rd. The eastern border is then Hilltop Needmore Rd. west to Sunset Lake Rd. to E. Broad St. then across US Hwy. 401 (N. Main St.) to Smithwood St. The eastern border is then a line south from Smithwood St. across E. Academy St. and S. Judd Parkway SE to Kenneth Creek, which is the border south to the Wake/Harnett county line. The southern border is the Wake/Harnett county line west crossing US Hwy. 401 (S. Main St.) and extending from US Hwy. 401 (S. Main St.) to Buckhorn Duncan Rd. The western border of the zone is Buckhorn Duncan Rd. to Cass Holt Rd.	Rouse Rd. (SR 1125) east to Piney Grove-Wilbon Rd. (SR 1101). Piney-Grove Wilbon Rd. south to Wilbon Rd. (SR 1110). Wilbon Rd. east onto Judd Pkwy. Judd Pkwy. to US 401 (Main St.). Left onto northbound US 401. OR: NC Hwy. 42 (W. Academy St.) east to US 401 North (Main St.). Left onto northbound US 401. OR: Hilltop-Needmore Rd. to US 401 North. Left on US 401 North. THEN: US 401 northbound to Mechanical Blvd. Right on Mechanical Blvd., right on US 70 East. US 70 East to Yeargan Rd. exit. Right on Yeargan Rd. to Coldwater Dr. Left on Coldwater Dr., right on Spring Dr.	Garner High School
H Harnett County	Zone H includes the communities of Duncan and Cokesbury. Within the boundaries of Zone H are the northern portions of Raven Rock State Park and Camp Agape. The northern border of Zone H is the Harnett/Wake county line from the Harnett/Lee county line to Hus Hwy 401. The eastern border is US Hwy. 401 (S. Main St.) from the Harnett/Wake county line south to Rawls Church Rd. to Hector Creek and to Baptist Grove Rd. From the intersection of Baptist Grove Rd. and Brittany Lane, the eastern border extends on a line southwest to Christian Light Rd. The eastern border is then Christian Light Rd. to Cokesbury Rd. to its intersection with Ausley Rd. From that intersection, the eastern border is a line southwest to Avents Creek north of River Rd., then is Avents Creek south to the Cape Fear River. The southern border is the Cape Fear River northwest to a point west of Clay St. and then extends on a line that follows an arc 10 miles from the Shearon Harris Nuclear Power Plant, crossing Daniels Creek, to the Harnett/Lee county line. The western border is the Harnett/Lee county line north to the Harnett/Chatham/Wake county line.	Cokesbury Rd. (SR 1403), Oakridge River Rd. (SR 1418), Rawls Church Rd. (SR 1415) and Baptist Grove Rd. (SR 1427), east to US Hwy. 401 to Kipling, take SR 2215 east across NC Hwy. 210 to Harnett Central Middle School. OR: NC Hwy. 42, east to Oakridge Duncan Rd. (SR 1409), south to Christian Light Rd. (SR 1412), south to Rawls Church Rd. (SR 1415) to US Hwy. 401, south to Kipling, take SR 2215 east across NC Hwy. 210 to Harnett Central Middle School.	Harnett Central Middle School
I Lee County	Zone I includes the areas east of Osgood (crossroads of Osgood Rd. and Farrell Rd.) and north of Broadway. Within the boundaries of Zone I are Roberts Creek, Hughes Creek, Lick Creek, Bush Creek, Fall Creek and Stony Creek. The northern border of Zone I begins where Hughes Creek crosses Ammons Farm Rd. and is Hughes Creek to Lick Creek to the Cape Fear River. The northern border is the Cape Fear River to the Lee/Harnett county line. The eastern border is the Lee/Harnett county line south to a point south of Daniel's Creek Rd., where the eastern border then extends on a line west to Buckhorn Rd. The southern and western border is Buckhorn Rd. south to a point north of Thomas Kelly Rd., where it then becomes a line northwest across Fall Creek to another section of Buckhorn Rd. The southern and western border is Buckhorn Rd. to its intersection with NC 42 (Avents Ferry Rd.). From NC 42 (Avents Ferry Rd.) the border extends on a line northwest to Lower Moncure Rd., and then extends on another line to Hughes Creek.	Poplar Springs Church Rd. (SR 1537) west or Buckhorn Rd. (SR 1538) west to NC Hwy. 42 across US Hwy. 421/Hwy. 87 to NC Hwy. 78 (Tramway Rd.) to Southern Lee High School. OR: Buckhorn Rd. (SR 1538), west to East Harrington Rd., right on Main St. to NC Hwy. 42 West, across US Hwy. 421/Hwy. 87 to NC Hwy. 78 (Tramway Rd.) to Southern Lee High School.	Southern Lee High School

Evacuation Routes and Reception Centers for the General Public

Zone	Description	Primary Evacuation Route	Reception Center
J Lee County	Zone J includes the community of Blacknel (crossroads of Lower Moncure Rd., Lower River Rd. and East Forest Oaks Dr.). Within the boundaries of Zone J is the Raleigh Executive Jetport. The northern border of Zone J is the Deep River, and the eastern border is the Cape Fear River south to Lick Creek. The southern border is Lick Creek to Hughes Creek, and to Farrell Rd. The western border is Farrell Rd. extended north to the Deep River.	Lower Moncure Rd. (SR 1002) north from Cletus Hall Rd. to Deep River Rd. (SR 1466), left on Deep River Rd. (SR 1466) to US Hwy. 1 South, left on NC Hwy. 78 East (Tramway Rd.) to Southern Lee High School. OR: Lower Moncure Rd. (SR 1002), south from Cletus Hall Rd. to Farrell Rd. (SR 1423), right on Farrell Rd., left on Osgood Rd. (SR 1422), right on Colon Rd. (SR 1415) to US Hwy. 1 South, left on NC Hwy. 78 East (Tramway Rd.) to Southern Lee High School.	Southern Lee High School
K Chatham County	Zone K includes the town of Merry Oaks and the communities of Brickhaven and Corinth. Within the boundaries of Zone K is the southern portion of Harris Lake. The northern border of Zone K is US Hwy. 1 from the Haw River to the Chatham/Wake county line. The eastern border is the Chatham/Harnett county line south to the Cape Fear River. The southern border is the Cape Fear River to the Haw River to US Hwy. 1.	Christian Chapel Rd. (SR 1912) north to Old US Hwy. 1 (SR 1011), west through Haywood and Moncure to Moncure-Pittsboro Rd. (SR 1012), north to US 15-501 to Andrews Store Rd. and Chatham Grove Elementary School. OR: Corinth Rd. (SR 1916), north to Old US Hwy. 1 (SR 1011), west through Haywood and Moncure to Moncure-Pittsboro Rd. (SR 1012), north to US 15-501 to Andrews Store Rd. and Chatham Grove Elementary School.	Chatham Grove Elementary School
L Chatham County	Zone L includes the areas west of New Hill and north of Moncure. Within the boundaries of Zone L are the B. Everett Jordan Lake and the Jordan Lake State Recreation Area. The northern border of Zone L is the southern border of Jordan Lake to the Chatham/Wake county Line. The eastern border is the Chatham/Wake county line south to US Hwy. 1 (Claude E. Pope Memorial Hwy.). The southern border is US Hwy. 1 (Claude E. Pope Memorial Hwy.) to the Haw River. The western border is the Haw River to the eastern shore of Jordan Lake.	US Hwy. 1 south to Moncure-Pittsboro Rd. (SR 1012), north to US 15-501 to Andrews Store Rd. and Chatham Grove Elementary School. OR: Pea Ridge Rd. (SR 1972) and New Elam Church Rd. (SR 1910), to US Hwy. 1 North to Beaver Creek Rd. (SR 1008), north to US Hwy. 64 West, north on US 15-501 to Andrews Store Rd. and Chatham Grove Elementary School. OR: US Hwy. 1 South to Moncure-Pittsboro Rd. (SR 1012), north to US 15-501 to Andrews Store Rd. and Chatham Grove Elementary School. OR: Poole Rd. East, north on New Hill Olive Chapel Rd., west on US Hwy. 64, north on US Hwy. 15-501 to Andrews Store Rd. and Chatham Grove Elementary School.	Chatham Grove Elementary School
M Chatham County	Zone M includes the community of Moncure and the areas south of Griffin's Crossroads. Within the boundaries of Zone M are the B. Everett Jordan Lake and the Jordan Lake State Recreation Area. The northern border of Zone M is US Hwy. 64 from North Pea Ridge Rd. to the eastern shore of Jordan Lake. The eastern border is the eastern shore of Jordan Lake, including the Beaver Creek Rd. bridge, south to the Haw River and then to the Haw River and Deep River confluence. The southern border is the Deep River west to Rocky Branch Creek, and the western border is an arc 10 miles from the Shearon Harris Nuclear Power Plant between the Deep River and US Hwy. 64 that crosses Mt. View Church Rd., Moncure Pittsboro Rd., Roberson Creek, Hanks Chapel Rd., and Ridge View Rd. to US Hwy. 64.	Old US Hwy. 1 (SR 1011), west through Haywood and Moncure to Moncure-Pittsboro Rd. (SR 1012), north to US 15-501 to Andrews Store Rd. and Chatham Grove Elementary School. OR: South on Johnson Rd. (SR 1971) and Moncure School Rd. (SR 1931), west to Moncure-Pittsboro Rd (SR 1012), north to US 15-501 to Andrews Store Rd. and Chatham Grove Elementary School. OR: Gum Springs Church Rd. (SR 1943), changing name to Hanks Chapel Rd. to US Hwy. 64 East Business Route, east to US Hwy. 64 West, north on US Hwy. 15-501 to Andrews Store Rd. and Chatham Grove Elementary School.	Chatham Grove Elementary School
N Chatham County	Zone N includes the town of Bells and the communities of Seaforth and Wilsonville. Within the boundaries of Zone N are the Jordan Lake State Recreation Area and the B. Everett Jordan Lake. The northern border of Zone N is an arc 10 miles from the Shearon Harris Nuclear Power Plant between US Hwy. 64 and the Chatham/Wake county line that crosses Windfall Creek Dr., Big Woods Rd., Jordan Lake, Farrington Rd., and NC Hwy. 751. The eastern border is the Chatham/Wake county line south to the southern border of Beaver Creek. The southern border is the eastern border of Jordan Lake north to US Hwy. 64.	NC Hwy 751, Farrington Rd. (SR 1008), Holland Chapel Rd. and Hortons Pond Rd., south to US Hwy. 64 West to Pittsboro, north on US Hwy. 15-501 to Andrews Store Rd. and Chatham Grove Elementary School. OR: NC Hwy. 751, Farrington Rd. (SR 1008), Holland Chapel Rd. and Hortons Pond Rd., north to Farrington Rd., west on Lystra Rd. to Jack Bennett Rd. West on Jack Bennett Rd. to US Hwy. 501, south on US Hwy. 501 to Andrews Store Rd. and Chatham Grove Elementary School. OR: Green Level Rd. (SR 1742), and Luther Rd. (SR 1743) to NC Hwy. 751, south to US Hwy. 64 West, north on US Hwy. 15-501 to Andrews Store Rd. and Chatham Grove Elementary School. OR: Olive Chapel Rd. (SR 1901), south to Tody Goodwin Rd. (SR 1900 and SR 1975), west to Beaver Creek Rd. (SR 1008), north to US Hwy. 64 West, north on US Hwy. 15-501 to Andrews Store Rd. and Chatham Grove Elementary School.	Chatham Grove Elementary School

Planta Nucleoeléctrica Harris

Información de preparación para casos de emergencias Guía para escuelas y visitantes, 2027

Acerca de esta guía de planificación para emergencias

Esta guía proporciona información importante sobre la planificación para emergencias para las personas que viven dentro de un radio de 10 millas de una planta nucleoeléctrica de Duke Energy. Esta área se denomina Zona de Planificación de Emergencias (EPZ). Duke Energy trabaja cada año con los funcionarios estatales y locales para mantener esta información actualizada. La guía explica qué es la radiación, cómo prepararse y qué hacer en caso de emergencia en una planta nucleoeléctrica.

Energía nuclear y seguridad pública

Las plantas nucleoeléctricas se encuentran entre las instalaciones más seguras y protegidas del mundo. Su diseño y operación mantienen un firme compromiso con la seguridad y la protección. Nuestra máxima prioridad es proteger la salud y el bienestar de la población y de nuestros empleados.

Las plantas nucleoeléctricas cuentan con

- Varios niveles de sistemas de seguridad y una estructura diseñada para proteger la planta y las comunidades cercanas de la radiación.
- Sistemas de seguridad del reactor con sistemas de respaldo que pueden cumplir la misma función si es necesario.
- Edificios de contención contruidos con concreto y acero reforzados para resistir tormentas, tornados y terremotos.
- Empleados de planta altamente capacitados, con experiencia y que reciben capacitación continua.
- Planes y procedimientos de emergencia que se ponen en práctica periódicamente.
- Equipos de seguridad capacitados que supervisan y controlan quién ingresa a la planta las 24 horas del día.
- Planes de seguridad gestionados por el equipo de seguridad de la planta.
- Sistemas de seguridad, incluidos alambre de púas con cuchillas, barreras de concreto, alarmas y cámaras.



Preparación para una emergencia: Haga un plan

Es importante prepararse para las emergencias antes de que ocurran. Es posible que su familia no esté reunida cuando ocurra una emergencia. Converse sobre lo que harían en distintas circunstancias. Planificar con anticipación puede ayudar a que su familia actúe rápidamente y mantenga la calma.

- Decida cómo llegarán a un lugar seguro.
- Determine cómo se comunicarán entre ustedes.
- Planifique cómo se reunirán si llegan a separarse.

Prepare un kit de emergencia

Mantenga los suministros básicos para emergencias en un solo lugar donde los integrantes del grupo familiar puedan encontrarlos rápidamente. Incluya una copia de esta guía, medicamentos, copias de documentos importantes, documentos de identificación, dinero en efectivo o tarjetas de pago, una linterna, baterías adicionales, un cargador para teléfono, suministros básicos de primeros auxilios, artículos de higiene personal, suministros para bebés, si son necesarios, suministros para mascotas, si son necesarios, agua embotellada y alimentos no perecederos. Revise el contenido de su kit todos los años cuando revise esta guía.

Visite **ReadyNC.gov** para preparar un plan de emergencia familiar y encontrar recursos para la preparación en caso de emergencia.

Verifique la configuración de su teléfono móvil para asegurarse de que las alertas de emergencia estén activadas.

En los iPhone, la configuración de las alertas de emergencia se encuentra en Notificaciones. En los dispositivos Android, se encuentra en Alertas de Emergencia Inalámbricas [Wireless Emergency Alerts].

Avisos de emergencia

¿Cómo sabré si hay una emergencia?

Las sirenas son el primer sistema exterior de advertencia en caso de que ocurra una emergencia. También puede recibir instrucciones a través de alertas emitidas por el estado o el condado, alertas en su teléfono, mensajes a dispositivos móviles o del personal de emergencia que realice recorridos puerta a puerta. Los funcionarios también pueden utilizar embarcaciones o altavoces para alertar a las personas que estén en lagos, ríos o parques.

La información de emergencia puede difundirse a través de varios sistemas oficiales, entre ellos:

- Sirenas de advertencia exteriores
- Estaciones de radio y televisión del Sistema de Alerta de Emergencia (EAS)
- Alertas de Emergencia Inalámbricas (WEA) en su dispositivo móvil
- Notificaciones de la administración de emergencias estatal y local
- Personal de emergencia (que realiza recorridos puerta a puerta o utiliza sistemas de megafonía)
- Comunicaciones oficiales de Duke Energy

Escuchar una sirena no significa que deba evacuar. Las sirenas se activan para recordarle que debe sintonizar las estaciones locales de radio o televisión para recibir instrucciones y la información más actualizada sobre el acontecimiento. Si no está seguro de si la sirena que oye corresponde a una prueba programada, consulte las fechas programadas para las pruebas de sirenas que aparecen en esta guía.

Las instrucciones sobre las medidas de protección – como refugiarse, evacuar o tomar yoduro de potasio (KI) – serán proporcionadas por los funcionarios estatales o del condado responsables del manejo de emergencias o de la salud pública. Durante una emergencia nuclear, la información es coordinada entre estas agencias para ayudar a garantizar que las instrucciones se proporcionen de manera oportuna, precisa y coherente. Siga la guía oficial de manejo de emergencias para todas las medidas de protección. Duke Energy proporcionará información complementaria sobre las condiciones de la planta y las medidas de preparación a través de sus canales oficiales de comunicación.

Utilice fuentes oficiales de información sobre emergencias estatales y del condado, así como el EAS, como sus principales fuentes de información. Las redes sociales pueden compartir actualizaciones, pero las instrucciones oficiales de seguridad serán proporcionadas por los funcionarios de manejo de emergencias. No comparta ni siga información que no provenga de una fuente oficial.

Visite **ReadyNC.gov** para conocer otras formas de mantenerse informado antes, durante y después de un desastre.

¿Qué debo hacer si oigo una sirena?

Si oye el sonido de una sirena, ingrese de inmediato y sintonice una de las estaciones de radio y televisión del Sistema de Alerta de Emergencia (EAS) para recibir instrucciones oficiales. Si la sirena corresponde a una prueba de sirenas trimestral programada, no necesita tomar ninguna medida, a menos que los funcionarios de manejo de emergencias le indiquen lo contrario.

Oír una sirena no significa que deba evacuar la zona. Una sirena indica que hay información importante de emergencia para el público. Ingrese de inmediato a un edificio, sintonice una estación de radio o televisión del EAS y siga las instrucciones de los funcionarios de manejo de emergencias.

Si es seguro, verifique cómo están sus vecinos que puedan necesitar ayuda para entender la alerta o seguir las instrucciones de seguridad. Las personas que necesiten transporte u otro tipo de ayuda deben seguir las instrucciones de los funcionarios de manejo de emergencias del condado y utilizar la asistencia que hayan planificado con anticipación, si está disponible.



Si oye el sonido de la sirena

1. Ingrese de inmediato al lugar donde está.
2. Sintonice una estación de radio o televisión del EAS.
3. Siga las instrucciones oficiales de los funcionarios de manejo de emergencias.
4. No evacúe a menos que se le indique hacerlo.
5. Verifique cómo están otras personas, solo si es seguro.

Estaciones de radio y televisión del Sistema de Alerta de Emergencia (EAS)

En caso de una emergencia, sintonice una estación de radio o televisión del Sistema de Alerta de Emergencia (EAS) para recibir instrucciones oficiales. Otras estaciones de radio, televisión, los canales meteorológicos de la NOAA y los canales de comunicación gubernamentales también pueden retransmitir estos mensajes. Siga las instrucciones de los funcionarios de manejo de emergencias.

Si oye múltiples sonidos de sirena de tres minutos de duración, sintonice una de las siguientes estaciones para obtener más información:

94.7 WQDR-FM

105.1 WDCG-FM

Estaciones de radio meteorológicas de NOAA

Las radios meteorológicas de NOAA con capacidad de alerta por tono proporcionan notificación inmediata de emergencias, incluidos fenómenos meteorológicos severos o un incidente en la Planta Nucleoeléctrica Harris.

Mantenga su radio lista para usar

- Mantenga la radio conectada en todo momento.
- Colóquela en un lugar donde pueda escuchar las alertas con claridad, especialmente mientras duerme.

Qué hacer cuando suene la alarma

- Presione el botón WEATHER para escuchar las instrucciones.
- Siga todas las indicaciones incluidas en el mensaje.
- Sintonice una estación de radio o televisión local para recibir información adicional.

Configure su radio correctamente

Muchos fabricantes ofrecen radios meteorológicas de la NOAA.

Siga las instrucciones del fabricante para asegurarse de que su radio esté configurada para recibir alertas de manera correcta.

Prueba semanal del radio

El Servicio Meteorológico Nacional realiza pruebas de las radios meteorológicas de NOAA todos los miércoles alrededor del mediodía.

Prueba versus emergencia: Cómo saber la diferencia

- Presione el botón WEATHER después de que suene la alerta.
- El mensaje indicará claramente si se trata de una prueba o de una emergencia.
- Si es una emergencia, el mensaje proporcionará instrucciones específicas que deberá seguir.

Pruebas trimestrales de las sirenas

Las sirenas de advertencia de una emergencia se prueban periódicamente para asegurarse que están funcionando según lo esperado. Las pruebas de corta duración y las pruebas de duración completa pueden sonar de manera diferente. No es necesario que el público tome ninguna medida durante una prueba programada de sirenas, a menos que los funcionarios de manejo de emergencias indiquen lo contrario.

Las pruebas trimestrales están programadas para realizarse los miércoles en horarios establecidos. También pueden realizarse pruebas adicionales en otros momentos, según sea necesario, para fines de mantenimiento.

Pruebas trimestrales de corta duración

(cinco a 30 segundos de duración):

Ene. 13, Abr. 14, Jul. 14

Prueba anual de duración completa

(tres minutos de duración):

Oct. 13

**Una sirena continua de tres minutos de duración
= un alerta de emergencia.**

Actúe de inmediato

Qué hacer en caso de una emergencia

Durante una emergencia nuclear, los funcionarios estatales y del condado responsables del manejo de emergencias indicarán al público qué medidas de protección debe tomar. Estas medidas pueden incluir mantenerse informado, ingresar al lugar donde está y permanecer en su interior, refugiarse [shelter in place], evacuar o tomar yoduro de potasio (KI). Lo que usted debe hacer dependerá de la situación y de dónde esté. Siga cuidadosamente las instrucciones oficiales.

Las medidas de protección se basan en las condiciones actuales de la planta, las condiciones meteorológicas, la información obtenida mediante monitoreo y la dosis de radiación proyectada. Los funcionarios estatales y del condado responsables del manejo de emergencias pueden indicar medidas diferentes para distintas zonas. Siga siempre las instrucciones emitidas para su zona específica, aun cuando se indiquen medidas diferentes para otras áreas.

Manténgase informado/No tome medidas inmediatas

Continúe con sus actividades habituales mientras permanece atento a las actualizaciones oficiales.

Ingresa al lugar donde está y permanezca allí

Durante ciertos acontecimientos, los funcionarios de manejo de emergencias pueden indicarle que ingrese al lugar donde está y permanezca allí mientras se evalúan las condiciones o cuando sea más seguro permanecer en el interior. Esta medida puede implementarse antes, durante o separada de otras medidas de protección. Ingrese inmediatamente al interior del lugar donde está, manténgase atento a las instrucciones oficiales y permanezca en su interior hasta que los funcionarios de manejo de emergencias indiquen que es seguro salir o proporcionen otras instrucciones.

Refúgiase en el lugar donde está

Si los funcionarios de manejo de emergencias le indican que se refugie en el lugar donde está, actúe de inmediato:

1. Ingrese de inmediato al lugar donde está.
2. Cierre todas las puertas y ventanas.
3. Apague los ventiladores y los sistemas de aire acondicionado y calefacción que tomen aire del exterior.
4. Diríjase a una habitación interior o al sótano, si dispone de uno.
5. Lleve a sus mascotas al interior.
6. Sintonice una estación de radio o televisión del EAS para mantenerse informado y continuar recibiendo instrucciones adicionales.
7. Limite el uso de teléfonos.
8. No salga al exterior a menos que los funcionarios se lo indiquen.
9. Si debe salir brevemente, cúbrase la nariz y la boca y regrese al interior tan pronto como sea posible.

Evacuar

Si los funcionarios de manejo de emergencias le indican que evacúe, diríjase al centro de recepción o refugio designado para su zona, a menos que le proporcionen instrucciones diferentes. Los centros de recepción brindan apoyo para el registro, monitoreo del nivel de radiación, descontaminación, cuando sea necesaria, asistencia para la reunificación familiar y derivación a refugios u otros centros de asistencia colectiva. Si tiene previsto alojarse con amigos o familiares fuera del área afectada, siga las instrucciones oficiales sobre dónde debe presentarse primero para el registro o el monitoreo, si así se le indica.

Medidas de protección que debe tomar el público

Los funcionarios de manejo de emergencias pueden indicar al público que adopte una o más de las siguientes medidas de protección:

1. Mantenerse informado/No tomar medidas inmediatas.
2. Ingresar al interior del lugar donde está y permanecer allí.
3. Refugiarse en el lugar donde está.
4. Evacuar.
5. Tomar yoduro de potasio (KI), si así lo indican los funcionarios de salud pública.

Adopte únicamente la(s) medida(s) de protección indicadas para su área. Las condiciones pueden variar según la zona, por lo que no debe asumir que las mismas instrucciones se aplican a toda la Zona de Planificación de Emergencias (EPZ) de 10 millas.

A menos que reciba instrucciones de evacuar, no circule por los caminos para permitir que el personal de emergencias pueda responder de manera efectiva.

¿Cuál es la diferencia?

- **Ingresar al lugar donde está y permanecer allí** significa dirigirse al interior de inmediato, mantenerse atento a las indicaciones y permanecer en el interior hasta que los funcionarios brinden más información.
- **Refugiarse en el lugar donde está** significa tomar medidas adicionales para reducir la entrada de aire del exterior al edificio, como cerrar puertas y ventanas, apagar los ventiladores o los sistemas que tomen aire del exterior y dirigirse a una habitación interior o a un sótano, si dispone de uno.

Siga siempre las instrucciones para las medidas de protección específicas emitidas para su zona.

Pautas para la evacuación

1. Solo empaque artículos esenciales.

Usted puede estar lejos de casa por algunas horas o por algunos días. Lleve solo lo que realmente necesite, como medicamentos, dinero en efectivo, documentos importantes como información del seguro, joyas y otros objetos irremplazables.

2. Lleve a sus mascotas.

Lleve un portador o jaula, alimento, medicamentos e historial de salud de sus mascotas. Se brindará atención a las mascotas, pero es posible que se las aloje en un lugar diferente al de su familia.

3. Proteja su vivienda.

Antes de salir, apague los electrodomésticos, cierre las llaves de agua y asegure todas las puertas y ventanas.

4. Conozca su ruta.

Si no está familiarizado con las rutas de evacuación, consulte la sección Rutas de Evacuación y Refugios de esta guía.

5. Prepare el vehículo.

Cierre todas las ventanillas y las entradas de aire. Configure el sistema de ventilación para recircular el aire y, de ser posible, evite la entrada de aire del exterior.

6. Manténgase informado.

Escuche una estación de radio local del Sistema de Alerta de Emergencia (EAS) para recibir actualizaciones e instrucciones.

7. Siga las indicaciones.

Conduzca hasta el centro de recepción o refugio de evacuación asignado utilizando las rutas recomendadas. Siga las señales publicadas y las instrucciones de los agentes policiales. No utilice rutas alternativas a menos que se le indique.

8. Regreso a casa después de una emergencia.

No regrese a un área evacuada hasta que los funcionarios de manejo de emergencias indiquen que es seguro hacerlo. Los funcionarios proporcionarán instrucciones sobre el reingreso, rutas de acceso, precauciones de seguridad y cualquier monitoreo o restricción que continúe vigente.

Yoduro Potásico (KI)

El yoduro potásico (KI), es un medicamento sin receta que ayuda a proteger la glándula tiroides del yodo radiactivo.

- Tome KI solo si lo indican los funcionarios de salud pública.
- El KI no brinda protección contra todos los materiales radiactivos.
- El KI no reemplaza las instrucciones de evacuación o de refugio; continúe siguiendo todas las instrucciones oficiales sobre medidas de protección, incluso si se recomienda tomar KI.

El KI está disponible con anticipación y sin costo para las personas que viven o trabajan dentro de un radio de 10 millas de la planta, a través de los departamentos de salud locales del condado.

Importante: No tome yoduro potásico (KI) cuando lo reciba. Guarde las tabletas en un lugar fresco y seco y tómelas únicamente si así lo indican los funcionarios de salud pública.

Durante una emergencia, los suministros de KI guardados por los departamentos de salud pública del condado se trasladarán a los refugios y centros de recepción designados para su distribución. No acuda a los departamentos de salud pública para obtener KI durante una emergencia. En su lugar, el KI se distribuirá en los refugios y sitios de traslado previamente designados.

Para obtener más información, comuníquese con el departamento de salud de su condado o estado utilizando los detalles que se brindan en la sección **Información importante de contacto** de esta guía.



¡Pruebe nuestra herramienta de mensajes de texto!

Envíe la palabra **HARRIS** al **71729** para recibir información sobre preparación para emergencias específica para su área, incluidos recordatorios sobre las pruebas trimestrales de las sirenas. **Esta herramienta NO se utilizará para alertar a los suscriptores sobre emergencias.**

Centros de recepción

Diríjase al centro de recepción o refugio designado para su zona, a menos que los funcionarios de manejo de emergencias le indiquen lo contrario, incluso si no tiene previsto permanecer allí.

Qué puede esperar en un centro de recepción:

Cuando llegue, el personal de emergencia puede registrarlo, proporcionarle instrucciones, verificar si existe contaminación radiactiva, ayudar con la descontaminación si es necesario y derivarlo a un refugio o a un centro de asistencia colectiva*. Si tiene previsto alojarse con amigos o familiares fuera del área afectada, siga las instrucciones oficiales sobre si debe presentarse primero en un centro de recepción para el registro o monitoreo.

Los centros de recepción brindan:

- Registro y contabilización de personas
- Monitoreo radiológico
- Descontaminación, cuando sea necesario
- Información y asistencia
- Asistencia para la reunificación familiar
- Derivación a refugios o centros de asistencia colectiva*

*Algunos centros, denominados centros de asistencia colectiva, también pueden proporcionar alimentos, agua, duchas, baños y atención médica básica. Estos centros suelen ser administrados por organizaciones como la Cruz Roja de los Estados Unidos.

Si el monitoreo indica que tiene contaminación radiactiva:

- Siga las instrucciones proporcionadas por el personal de emergencia
- En muchos casos, es posible reducir la contaminación si se toman las siguientes medidas:
 - Quitarse la capa de ropa exterior
 - Lavar la piel expuesta y el cabello con agua y jabón.

La descontaminación reduce la exposición a la radiación de usted y de otras personas.

Después de registrarse:

Puede permanecer en el lugar o elegir alojarse con amigos o familiares fuera de la zona restringida.

Animales de ayuda:

Los animales de ayuda son bienvenidos y recibirán las adaptaciones necesarias. Para obtener información sobre mascotas, consulte la sección de Información sobre mascotas y actividades agrícolas.

Visitantes y no residentes

Si está visitando el área:

- Utilice el mapa de esta guía para identificar su zona actual de planificación de emergencias (EPZ)
- Sintonice una estación de radio o televisión del Sistema de Alerta de Emergencia (EAS) y controle las alertas de emergencia oficiales
- Siga las instrucciones correspondientes a su ubicación

Si se ordena una evacuación, utilice la ruta y el centro de recepción correspondientes a su ubicación actual, a menos que los funcionarios de manejo de emergencias indiquen lo contrario.

¿Qué debo hacer si mis hijos están en la escuela?

Si la escuela de su hijo se encuentra dentro de la Zona de Planificación de Emergencias (EPZ) de 10 millas, no vaya a la escuela durante una emergencia, a menos que los funcionarios le indiquen específicamente que lo haga. Los funcionarios escolares seguirán los procedimientos de emergencia aprobados para la zona correspondiente a la escuela. Si los estudiantes son trasladados a otro lugar, los padres y tutores deben recogerlos únicamente en el sitio designado de traslado o recogida y seguir las instrucciones de los funcionarios escolares y de manejo de emergencias.

Si alguna vez sus hijos se quedan solos en su casa, asegúrese de que sepan qué hacer en caso de una emergencia. Deben conocer su zona de emergencia y comprender el plan de emergencia de su familia.

Clasificación de emergencias

La Comisión Reguladora de Energía Nuclear de los Estados Unidos (NRC) define cuatro clasificaciones de emergencias que pudieran ocurrir en una planta nucleoelectrica. Cada nivel de clasificación determina acciones de respuesta específicas, incluida la notificación al público y, cuando corresponda, la adopción de medidas de protección para las áreas afectadas.

Acontecimiento inusual

Este es el menos grave de las cuatro clasificaciones de emergencia e implica una situación operativa o de seguridad de menor nivel. No existe ningún impacto para el público, y no es necesario que el público tome ninguna medida.

¿Qué significa esto para usted?

No es necesario que el público tome ninguna medida.

Alerta

Este es el segundo nivel en orden creciente de importancia e implica una situación operativa o de protección que quizá afecte la seguridad de la planta nucleoelectrica. No existe impacto alguno para el público.

Los funcionarios para casos de emergencias posiblemente preparen los centros de emergencia; difundirán información al público según sea necesario.

¿Qué significa esto para usted?

Manténgase informado.

Emergencia en los recintos de la planta nucleoelectrica

Este es el tercer nivel en orden creciente de importancia e implica una situación operativa mayor o bien de protección que podría afectar la seguridad de la planta. Posiblemente se activen las sirenas para alertar al público para que escuche las estaciones locales de radio y televisión para obtener información. Los niveles de radioactividad fuera de la planta no deberán exceder los lineamientos federales.

¿Qué significa esto para usted?

Prepárese para actuar.

Emergencia general

Esta es la más seria de las cuatro clasificaciones e implica una situación operativa o de protección seria. Posiblemente se activen las sirenas. Los funcionarios para casos de emergencias tomarían medidas para proteger al público. Las estaciones locales de radio y televisión suelen brindar instrucciones a las personas en las zonas afectadas. Los niveles de radioactividad fuera de la planta posiblemente excedan los lineamientos federales. Quizá se les diga a las personas afectadas que permanezcan en interiores, que se refugien en el lugar donde están, que desalojen el área y/o que tomen yoduro potásico (KI).

¿Qué significa esto para usted?

De inmediato, siga las instrucciones de los funcionarios de manejo de emergencias.

Cuándo se necesita ayuda especial

¿Qué sucede si necesito ayuda durante una emergencia?

Durante una emergencia, los funcionarios de administración de emergencias de su condado proporcionarán asistencia a quienes necesiten transporte o tengan necesidades funcionales o de acceso. Los residentes que viven dentro de la Zona de Planificación de Emergencias (EPZ) de 10 millas y que puedan necesitar transporte u otro tipo de asistencia durante una emergencia deben registrarse con anticipación ante la administración de emergencias de su condado, si es posible.

- Si necesita asistencia y no se registró con anticipación, comuníquese con la administración de emergencias de su condado lo antes posible y siga las instrucciones oficiales.
- Las personas que necesiten transporte u otro tipo de asistencia deben seguir las instrucciones de manejo de emergencias del condado y utilizar los recursos de asistencia que hayan planificado con anticipación, si están disponibles.
- Los visitantes, residentes temporales y otras personas que necesiten asistencia también deben comunicarse con los funcionarios locales de manejo de emergencias para recibir instrucciones durante una emergencia.

La información de contacto de la oficina de manejo de emergencias de su condado se incluye en la sección **Información importante de contacto** de esta guía.

Los funcionarios de manejo de emergencias trasladarán a las personas que se encuentren en casas de reposo, asilos de ancianos, centros alternativos de atención y hospitales. Los funcionarios cuidarán a estas personas y llevarán a los que necesitan atención médica a los hospitales e instituciones de atención especializada fuera de la zona EPZ de 10 millas de la planta.

¿Quiénes deben registrarse para recibir asistencia especial ante la administración local de emergencias?

Regístrese ante la oficina de administración local de emergencias si usted o alguna persona de su hogar:

- Necesita asistencia de transporte
- Tiene necesidades de movilidad, médicas o cognitivas
- Requiere ayuda durante una evacuación

Zonas de Planificación de Emergencias

Conozca su Zona de Planificación de Emergencias

La Zona de Planificación de Emergencias (EPZ) de 10 millas alrededor de la Planta Nucleoeléctrica Harris está dividida en zonas más pequeñas que se muestran en el mapa incluido en esta guía. Cada zona de la EPZ está identificada con una letra y/o un número.

Identifique la zona donde vive, trabaja, estudia o pasa tiempo con frecuencia. Durante una emergencia, las instrucciones pueden emitirse por zona. Siga las instrucciones emitidas para su zona específica, aun cuando se indiquen medidas diferentes para otras áreas.

Antes de una emergencia, debe conocer:

- Su zona EPZ
- Su ruta de evacuación
- El centro de recepción o refugio designado
- Dónde obtener información oficial sobre emergencias

Durante una emergencia:

- Siga las instrucciones correspondientes a su zona específica.
- No asuma que otras zonas recibirán las mismas instrucciones.
- Siga siempre las instrucciones más recientes de los funcionarios de manejo de emergencias, incluso si difieren de la pauta general incluida en esta guía.

Mascotas e información agrícola

¿Qué debo hacer con mi mascota durante una emergencia?

Los dueños de mascotas son responsables por la atención y bienestar de sus animales. La mejor manera de proteger a las mascotas de la exposición a la radiación es llevarlas a interiores lo más pronto posible. Si tiene que desalojar la zona junto con su(s) mascota(s), debe ser consciente que es posible que tenga que hacer arreglos especiales para hospedar a la(s) mascota(s) de manera segura. Cuando incluya animales en su plan familiar de emergencia, es importante que pregunte a la administración de emergencias de su condado qué medidas pueden estar disponibles o no en el centro de recepción/refugio de evacuación asignado. Es posible que algunos condados dispongan de instalaciones de resguardo alternas para mascotas, lejos de los sitios de refugio para humanos. Sin embargo, los animales de ayuda (entrenados para el beneficio de personas con discapacidades) son bienvenidos y se les hospedarán en todos los refugios de evacuación. **Si es preciso que deje a sus mascotas en casa, póngalas en interiores, con agua y alimento. No les suministre yoduro de potasio (KI) a las mascotas, a menos que se lo indique un veterinario** ya que el KI puede ser tóxico o venenoso para animales. Si tiene preguntas acerca de la salud animal, siempre consulte al veterinario. Puede encontrar otras guías adicionales en **ReadyNC.gov**.

¿Qué hay sobre el ganado y los productos agrícolas?

El estado tiene información disponible para agricultores y propietarios de ganado sobre cómo responder ante una emergencia radiológica. Los residentes pueden descargar o solicitar una copia de esta información comunicándose con la oficina del Servicio de extensión cooperativa local o con la división de Programas de Emergencia del Departamento de Agricultura y Servicios al Consumidor de Carolina del Norte. La dirección del sitio web y la información de contacto se encuentran en la sección **Información importante de contacto** al final de esta guía.

Energía nuclear y radiación

La radiación es una parte natural de nuestro ambiente. Estamos constantemente expuestos a radiación proveniente del mundo que nos rodea: a esto se le llama radiación de fondo. Las fuentes de la radiación de fondo incluyen el sol, el aire que respiramos, el suelo, las plantas, los materiales usados en la construcción y aun nuestro propio cuerpo. También nos encontramos expuestos a las fuentes de radiación fabricadas por el hombre, como los rayos X de las instituciones médicas y dentales, los detectores de humo y los televisores. La exposición a cantidades excesivas de radiación puede ser dañina, incluso mortal. La cantidad de radiación emitida durante la operación normal de una planta nucleoelectrica es muy pequeña, de hecho más pequeña que la cantidad de radiación recibida durante un viaje en avión de costa a costa en el país.

Cómo protegerse de la radiación

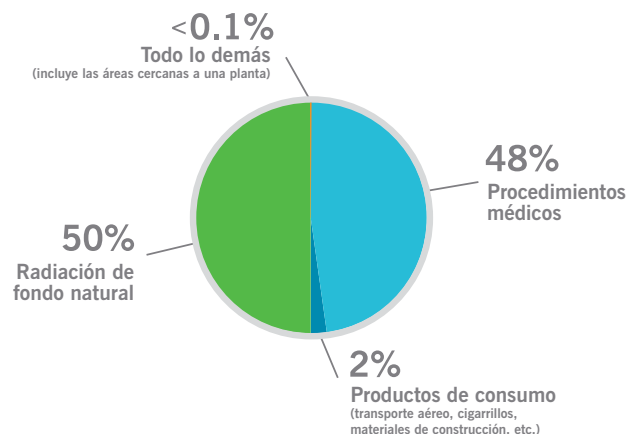
Existen planes de emergencia nuclear para protegerlo en el improbable caso de que ocurra una emergencia en una planta nucleoelectrica. Los gobiernos estatales y locales establecen criterios para responder a una posible exposición a la radiación y exigir la adopción de medidas de protección a niveles muy inferiores a aquellos que podrían causar daños a la salud. Si se prevé que los niveles de radiación alcancen o superen esos criterios, los funcionarios proporcionarán instrucciones claras para ayudar a proteger su seguridad.

Usted puede estar expuesto a radiación o materiales radiactivos de varias maneras comunes:

- En el aire o en el suelo.
- En la piel, cabello o ropa.
- Al inhalarlos o ingerirlos.

Usted puede reducir la exposición evitando alimentos, agua u otros materiales que los funcionarios indiquen que podrían estar contaminados. Si material radiactivo entra en contacto con su piel, cabello o ropa, lavarse y quitarse la capa de ropa exterior puede ayudar a reducir la contaminación. Si se inhalan o ingieren materiales radiactivos, los funcionarios de salud pública proporcionarán instrucciones sobre las medidas que deben tomarse.

Radiación proveniente de fuentes comunes



Tipos de radiación

Existen tres tipos principales de radiación:

Alfa

Es el tipo de radiación con menor capacidad de penetración. No puede atravesar la piel y puede ser detenida por una hoja de papel. Representa un peligro interno si se ingiere, se inhala o se absorbe en el organismo.

Beta

Tiene una capacidad de penetración moderada. Puede atravesar varias capas de piel y tejidos sensibles, y representa un riesgo para el cristalino de los ojos. Puede ser detenida por una lámina delgada de aluminio. También representa un peligro si se ingiere o se inhala.

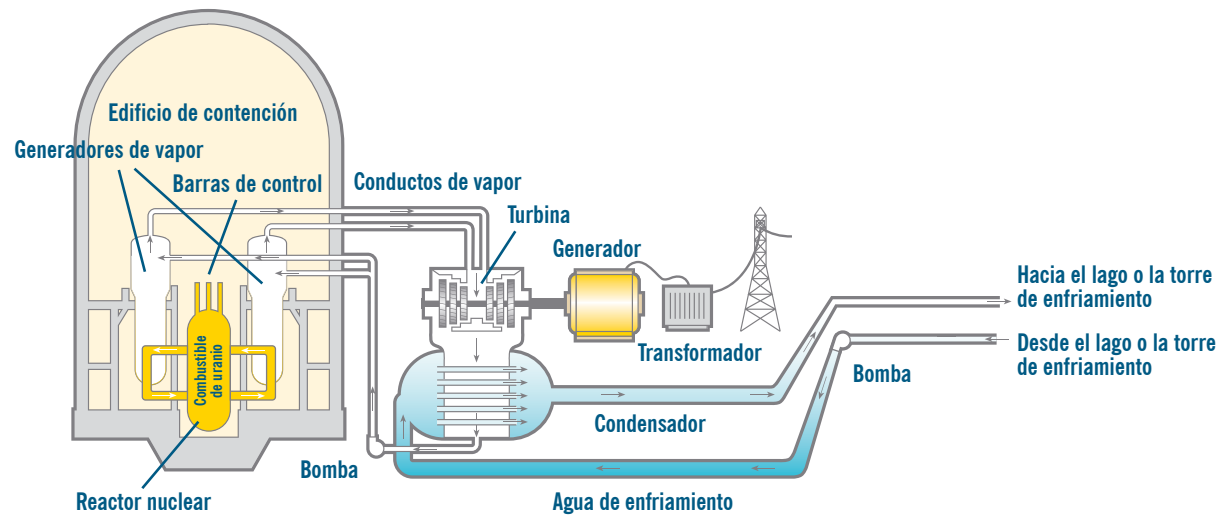
Gamma

Tiene una alta capacidad de penetración. Puede recorrer muchos pies en el aire y penetrar varias pulgadas en el cuerpo humano. Representa un peligro si se ingiere o se inhala. Puede ser detenida por materiales como plomo, agua o concreto.

Cómo generan electricidad las plantas nucleoelectricas

Tal como las plantas termoelectricas que queman carbón y gas natural, las plantas nucleoelectricas hierven agua para producir el vapor que hace girar las turbinas que generan electricidad. La diferencia es que las plantas nucleoelectricas crean el calor necesario para hervir el agua mediante un proceso llamado fisión. La fisión es el proceso físico en el que se divide un átomo.

En un reactor nuclear, el uranio se encuentra en forma de pequeñas esferas cerámicas sólidas dentro de barras largas verticales (barras de combustible), agrupadas en forma de elementos de combustible. Hay numerosos elementos de combustible en un reactor nuclear.



Rutas de evacuación y Centros de recepción para el público en general

Zona	Descripción	Ruta primaria de evacuación	Centro de recepción
A Condado de Wake	La Zona A incluye a la comunidad de Bonsal al sureste de Old US Hwy. 1. Dentro de esta parte de la Zona A se encuentra la Planta Nucleoeléctrica Shearon Harris y la parte central del Lago Shearon Harris. El linde norte de la Zona A es la Old US Hwy. 1 hasta Shearon Harris y continúa por US Hwy. 1 (Claude E. Pope Memorial Hwy.) hasta New Hill Holleman Rd. El linde este sigue New Hill Holleman Rd. desde US Hwy. 1 (Claude E. Pope Memorial Hwy.) hasta la ribera oriental del Lago Shearon Harris. El linde este es la ribera oriental del lago en dirección sur hasta la línea divisoria entre los condados de Wake y Chatham. El linde sur y oeste sigue la línea divisoria entre los condados de Wake y Chatham hasta Christian Chapel Church Rd. y continúa hacia el norte hasta Old US Hwy. 1.	Por Shearon Harris Rd. (SR 1134) al norte hacia Old US Hwy. 1 (SR 1011). Old US 1 norte hacia New Hill Olive Chapel Rd. (SR 1141). Por New Hill Olive Chapel Rd. en dirección norte hasta US 64 este y hasta NC 540 este. Por NC 540 este hacia I-540 este, a la Salida 11 (Six Forks Rd.). A la derecha en Six Forks Rd. hacia Millbrook Rd. A la derecha en Millbrook Rd., a la derecha en Dixon Dr. O BIEN: Por Shearon Harris Rd. (SR 1134) a New Hill-Holleman Rd. (SR 1127). A la izquierda en New Hill-Holleman Rd., a US 1 al norte hasta I-440 este. Al norte por I-440 hasta la Salida 8B (Six Forks Rd.). Al norte por Six Forks Rd. a Millbrook Rd. A la izquierda en Millbrook Rd., a la derecha en Dixon Dr.	Sanderson High School
B Condado de Wake	Esta parte de la Zona B incluye la población de New Hill y la comunidad de Friendship. Dentro de los lindes de la Zona B se encuentra la US Hwy. 1 (Claude E. Pope Memorial Hwy.) y las urbanizaciones de Weaver Crossing, New Hill Estate, Sears Plantation y Jordan Pointe. El linde norte de la Zona B sigue Olive Dairy Rd. hacia el sur hasta New Hill Olive Chapel Rd.; luego continúa por una línea que se extiende hacia el norte hasta Ragan Rd. y hacia el sur hasta Humie Olive Rd., donde se une con Old US Hwy. 1. El linde norte continúa por Friendship Rd. hasta Winding Way, luego por US Hwy. 1 hasta NC 540/Western Wake Hwy. y continúa por el desvío N Carolina Bypass 55. El linde este es el NC Carolina Bypass 55 hasta Holly Springs New Hill Rd. El linde sur sigue una línea que se extiende desde Holly Springs New Hill Rd. hasta New Hill Holleman Rd.; luego continúa por New Hill Holleman Rd. en dirección noroeste hasta US Hwy. 1 (Claude E. Pope Memorial Hwy.) hasta Shearon Harris Rd. y luego hasta Old US Hwy. 1. El linde oeste sigue la línea divisoria entre los condados de Wake y Chatham desde Old US Hwy. 1 hacia el norte hasta Olive Dairy Rd.	Por New Hill-Holleman Rd. (SR 1127) norte hacia US 1 norte. Continúe por US 1 norte hasta I-440 este y tome la Salida 8B hacia Six Forks Rd. Continúe por Six Forks Rd. en dirección norte hasta Millbrook Rd. Gire a la izquierda en Millbrook Rd. y luego a la derecha en Dixon Dr. O BIEN: Por Poole Rd. este (SR 1903) en el Condado de Chatham y Barker Rd. (SR 1142) en el Condado de Wake hasta New Hill Olive Chapel Rd. (SR 1141). Por New Hill Olive Chapel Rd. en dirección norte hasta US 64 este y NC 540 este. Por NC 540 este hacia I-540 este, hasta la Salida 11 (Six Forks Rd.). A la derecha en Six Forks Rd. hacia Millbrook Rd. A la derecha en Millbrook Rd., a la derecha en Dixon Dr.	Sanderson High School
C Condado de Wake	La Zona C incluye la comunidad ubicada al norte de Holleman's Crossroads. Dentro de los límites de la Zona C se encuentran la parte noreste del Lago Shearon Harris, White Oak Creek, Utey Creek y la parte oeste de The Club at Twelve Oaks. El linde norte de la Zona C sigue una línea que se extiende hacia el noreste desde New Hill Holleman Rd. hasta Holly Springs New Hill Rd. y continúa hasta New Hill Rd. El linde este sigue NC Bypass 55. El linde sur sigue Avent Ferry Rd. hasta una línea que se extiende desde un punto situado al norte de Moonstone Dr. hasta la intersección de Rex Rd. y Cass Holt Rd., y luego continúa por Rex Rd. y el linde oeste sigue New Hill Holleman Rd.	Por New Hill-Holleman Rd. (SR 1127) al sur hacia Avent Ferry Rd. (SR 1115). Por Avent Ferry Rd. este, hasta NC Hwy. 55 Bypass. Continúe cruzando por NC Hwy. 55 Bypass en Avent Ferry Rd. hacia Holly Springs Rd. (SR 1152). A la derecha en Holly Springs Rd. O BIEN: Por New Hill Rd. (SR 1152) este hasta NC Hwy. 55 Bypass. Continúe cruzando por NC Hwy. 55 Bypass hacia Holly Springs Rd. DESPUÉS: Por Holly Springs Rd. (SR 1152) este hacia Tryon Rd. Tryon Rd. este hacia Gorman St. A la izquierda en Gorman St hacia I-40 este. Por I-40 este hacia la salida 300 hacia Rock Quarry Rd. A la derecha en Rock Quarry Rd. hacia Southeast Raleigh High School, a la derecha.	Southeast Raleigh High School
D Condado de Wake	La Zona D incluye la comunidad ubicada al sur de Holleman's Crossroads, Vintage Point y las áreas situadas a lo largo de Cass Holt Rd., al sur de Rex Rd. Dentro de los límites de la Zona D se encuentra el Lago Shearon Harris. El linde norte de la Zona D sigue New Hill Holleman Rd. y Rex Rd. entre el Lago Shearon Harris y Cass Holt Rd. El linde este sigue Buckhorn Duncan Rd. hacia el sur hasta la línea divisoria entre los condados de Wake y Harnett. El linde sur sigue la línea divisoria entre los condados de Wake y Harnett hacia el oeste desde Buckhorn Duncan Rd., cruzando Tutor Stephens Rd., Sweet Springs Rd. y Cass Holt Rd., hasta el Lago Shearon Harris. El linde oeste sigue el Lago Shearon Harris.	Por Cass Holt Rd. (SR 1116) noreste hacia Rouse Rd. (SR 1125). Por Rouse Rd. este hacia Piney Grove-Wilbon Rd. (SR 1101). Por Piney Grove-Wilbon Rd. sur hasta Wilbon Rd. (SR 1110). En Wilbon Rd. al este hacia Judd Pkwy. Por Judd Parkway a US 401 (Main St.). A la izquierda en dirección norte de US 401. Por US 401 norte a Mechanical Blvd. A la derecha en Mechanical Blvd, a la derecha en US 70 este. Por US 70 este, hacia la salida de Yeargan Rd. A la derecha en Yeargan Rd. hacia Coldwater Dr. A la izquierda en Coldwater Dr, a la derecha en Spring Dr.	Garner High School
E Condado de Wake	La Zona E incluye la población de Apex, la comunidad de Friendship, y las áreas que corren a lo largo de las carreteras US Hwy. 1, NC Hwy. 55 y Olive Chapel Rd. El linde norte de la Zona E sigue un arco ubicado a 10 millas al sudeste de la Planta Nucleoeléctrica Shearon Harris e incluye partes de (de oeste a este): Green Level Rd., Roberts Rd., Wade Drive, NC Hwy. 55, Oak Ridge Drive, Holt Rd., Twin Creek Rd., Old Jenks Rd., US Hwy. 64 West, Buckingham Way, Regency Parkway, Ederlee Drive, Penny Rd., Kingsford Drive, Kildaire Farms Rd. y Arthur Pierce Rd. El linde este sigue Holly Springs Rd. desde Arthur Pierce Rd. hacia el sur hasta Sunset Lake Rd. El linde sur incluye partes de las siguientes vías (de este a oeste): Sunset Lake Rd., Old Smithfield Rd., NC Hwy. 55 Bypass, NC 540/Western Wake Hwy., US Hwy. 1/ Claude E. Pope Memorial Hwy., Winding Way, Friendship Rd., Old US Hwy. 1, Humie Olive Rd. y Ragan Rd. A continuación, el linde sur sigue una línea que se extiende hasta la intersección de New Hill Olive Chapel Rd. y Baker Rd., continúa por New Hill Olive Chapel Rd. y luego sigue una línea que se extiende hasta la línea divisoria entre los condados de Wake y Chatham. El linde oeste sigue la línea divisoria entre los condados de Wake y Chatham desde Olive Dairy Rd. hacia el norte hasta un punto situado al norte de Green Level Rd.	Por NC Hwy. 55 hacia US 64, hasta NC 540 este. Por NC 540 este hacia I-540 este, hacia la salida 11 (Six Forks Rd.). A la derecha en Six Forks Rd. hacia Millbrook Rd. A la derecha en Millbrook Rd., a la derecha en Dixon Dr. O BIEN: Por NC Hwy. 55 hacia US 1 norte hasta I-440 este. Al norte por I-440 hasta la salida 8B (Six Forks Rd.). Al norte por Six Forks Rd. a Millbrook Rd. A la izquierda en Millbrook Rd., a la derecha en Dixon Dr.	Sanderson High School

Rutas de evacuación y Centros de recepción para el público en general

Zona	Descripción	Ruta primaria de evacuación	Centro de recepción
F Condado de Wake	Esta zona incluye la ciudad de Holly Springs y la comunidad de Feltonville. Dentro de los límites de la zona se encuentran el Devil's Ridge Golf Club, el Lago Bass y el Lago Sunset. El linde norte de la zona comienza con Old Smithfield Rd. hasta Sunset Lake Rd. y continúa hasta Holly Springs Rd. El linde este es Pierce-Olive Rd. y se extiende hacia el sur más allá de Optimist Farm Rd. A continuación, el linde este sigue una línea trazada desde Redhill Rd. hasta la ribera oriental del Lago Sunset y del Lago Bass, continúa por Basal Creek y llega hasta NC Hwy. 55 (N. Broad Street). El linde sur es NC Hwy. 55 (Broad Street) hacia el sur hasta Wade Nash Rd., continúa por Piney Grove Wilbon Rd. y Honeycutt Rd. hasta la intersección de Rex Rd. y Cass Holt Rd. El linde oeste sigue un arco situado a 5 millas de la Planta Nucleoeléctrica Shearon Harris, desde la intersección de Rex Rd. y Cass Holt Rd. hasta Avent Ferry Rd. A continuación, el linde oeste sigue Avent Ferry Rd. hasta NC Bypass 55 y continúa hasta la intersección con Old Smithfield Rd.	Por Avent Ferry Rd. (SR 1115) este, hacia NC Hwy. 55 Bypass. Continúe cruzando por NC Hwy. 55 Bypass en Avent Ferry Rd. hacia Holly Springs Rd. (SR 1152). A la derecha en Holly Springs Rd. O BIEN: Por New Hill Rd. (SR 1152) este hasta NC Hwy. 55 Bypass. Continúe cruzando por NC Hwy. 55 Bypass hacia Holly Springs Rd. O BIEN: Por Main St. (NC Hwy. 55) hacia Holly Springs Rd. Gire al este en Holly Springs Rd. O BIEN: Por Bass Lake Rd. hacia Holly Springs Rd. Gire al este en Holly Springs Rd. O BIEN: Por Sunset Lake Rd. hacia Holly Springs Rd. Gire al este en Holly Springs Rd. DESPUÉS: Por Holly Springs Rd. al este hacia Tryon Rd. a la derecha en Tryon Rd. a Gorman St., a la izquierda en Gorman St. hacia I-40 al este. Por I-40 este tomar la salida 300 hacia Rock Quarry Rd. A la derecha en Rock Quarry Rd. hacia Southeast Raleigh High School, a la derecha.	Southeast Raleigh High School
G Condado de Wake	La Zona G incluye la población de Fuquay-Varina y la comunidad de Wilbon. Dentro de los límites de la Zona G se encuentra la Fuquay-Varina High School. El linde norte de la Zona G es Cass Holt Rd. desde la intersección con Rex Rd. hacia el norte hasta Honeycutt Rd., continúa por Piney Grove Wilbon Rd. y Wade Nash Rd. hasta NC Hwy. 55 (N. Broad St.). A continuación, el linde norte sigue Basal Creek hasta las riberas orientales de Bass Lake y Sunset Lake, y luego continúa por una línea que se extiende desde el extremo norte de Sunset Lake hacia el oeste hasta Redhill Rd. El linde este sigue una línea hacia el sur desde Redhill Rd. hasta Middle Creek; luego continúa por Middle Creek hacia el este hasta un punto situado al norte de Petticoat Lane; desde allí sigue una línea que cruza Petticoat Lane hacia el sur hasta Hilltop Needmore Rd. Posteriormente, el linde este sigue Hilltop Needmore Rd. hacia el oeste hasta Sunset Lake Rd. y continúa hasta E. Broad St.; luego cruza US Hwy. 401 (N. Main St.) hasta Smithwood St. A continuación, el linde este sigue una línea hacia el sur desde Smithwood St., cruza E. Academy St. y S. Judd Parkway SE hasta Kenneth Creek, que constituye el límite hacia el sur hasta la línea divisoria entre los condados de Wake y Harnett. El linde sur sigue la línea divisoria entre los condados de Wake y Harnett hacia el oeste, cruzando US Hwy. 401 (S. Main St.), y continúa desde US Hwy. 401 (S. Main St.) hasta Buckhorn Duncan Rd. El linde oeste sigue Buckhorn Duncan Rd. hasta Cass Holt Rd.	Por Rouse Rd. (SR 1125) este hacia Piney Grove-Wilbon Rd. (SR 1101). Por Piney Grove Wilbon Rd. sur a Wilbon Rd. (SR 1110). En Wilbon Rd. este hacia Judd Pkwy. Por Judd Parkway a US 401 (Main St.). A la izquierda en dirección norte de US 401. O BIEN: Por NC Hwy. 42 (W. Academy St.) este, hacia US 401 norte (Main St.). Gire a la izquierda hacia US 401 en dirección norte. O BIEN: Por Hilltop Needmore Rd. a US 401 norte. A la izquierda en US 401 norte. DESPUÉS: Por US 401 en dirección al norte hasta Mechanical Blvd. A la derecha en Mechanical Blvd., a la derecha en US 70 este. US 70 este, hasta la salida de Yeargan Rd. A la derecha en Yeargan Rd. hacia Coldwater Dr. A la izquierda en Coldwater Dr, a la derecha en Spring Dr.	Garner High School
H Condado de Harnett	La Zona H incluye las comunidades de Duncan y Cokesbury. Dentro de los límites de la Zona H se encuentran las partes norte de Raven Rock State Park y Camp Agape. El linde norte de la Zona H sigue la línea divisoria entre los condados de Harnett y Wake desde la línea divisoria entre los condados de Harnett y Lee hasta US Hwy. 401. El linde este sigue US Hwy. 401 (S. Main St.) desde la línea divisoria entre los condados de Harnett y Wake hacia el sur hasta Rawls Church Rd.; continúa hasta Hector Creek hasta Baptist Grove Rd. Desde la intersección de Baptist Grove Rd. y Brittany Lane, el linde este continúa por una línea en dirección sudoeste hasta Christian Light Rd. Luego sigue Christian Light Rd. hasta Cokesbury Rd. y hasta su intersección con Ausley Rd. Desde esa intersección, el linde este continúa por una línea en dirección sudoeste hasta Avents Creek, al norte de River Rd.; luego sigue Avents Creek hacia el sur hasta el Río Cape Fear. El linde sur sigue el Río Cape Fear hacia el noroeste hasta un punto al oeste de Clay St. y luego continúa por una línea que sigue un arco ubicado a 10 millas de la Planta Nucleoeléctrica Shearon Harris, cruza Daniels Creek y llega hasta la línea divisoria entre los condados de Harnett y Lee. El linde oeste sigue la línea divisoria entre los condados de Harnett y Lee hacia el norte hasta la línea divisoria entre los condados de Harnett, Chatham y Wake.	Por Cokesbury Rd. (SR 1403), Oakridge River Rd. (SR 1418), Rawls Church Rd. (SR 1415) y Baptist Grove Rd. (SR 1427), al este hacia US Hwy. 401 hacia Kipling, tome SR 2215 este, cruzando la NC Hwy. 210 hacia Harnett Central Middle School. O BIEN: Por la NC Hwy. 42 este a Oakridge Duncan Rd. (SR 1409), al sur a Christian Light Rd. (SR 1412), al sur hasta Rawls Church Rd. (SR 1415) a US Hwy. 401 al sur hacia Kipling, tomar SR 2215 este cruzando la NC Hwy. 210 hacia Harnett Central Middle School.	Harnett Central Middle School
I Condado de Lee	La Zona I incluye las áreas ubicadas al este de Osgood (intersección de Osgood Rd. y Farrell Rd.) y al norte de Broadway. Dentro de los límites de la Zona I se encuentran Roberts Creek, Hughes Creek, Lick Creek, Bush Creek, Fall Creek y Stony Creek. El linde norte de la Zona I comienza en el punto donde Hughes Creek cruza Ammons Farm Rd. y sigue Hughes Creek hasta Lick Creek y luego hasta el Río Cape Fear. El linde norte continúa por el Río Cape Fear hasta la línea divisoria entre los condados de Lee y Harnett. El linde este sigue la línea divisoria entre los condados de Lee y Harnett hacia el sur hasta un punto situado al sur de Daniel's Creek Rd.; desde allí, el linde este continúa por una línea hacia el oeste hasta Buckhorn Rd. El linde sur y oeste sigue Buckhorn Rd. hacia el sur hasta un punto situado al norte de Thomas Kelly Rd.; desde allí continúa por una línea en dirección noroeste que cruza Fall Creek hasta otro tramo de Buckhorn Rd. El linde sur y oeste continúa por Buckhorn Rd. hasta su intersección con NC 42 (Avents Ferry Rd.). Desde NC 42 (Avents Ferry Rd.), el linde continúa por una línea en dirección noroeste hasta Lower Moncure Rd. y luego sigue por otra línea hasta Hughes Creek.	Por Poplar Springs Church Rd. (SR 1537) oeste, o por Buckhorn Rd. (SR 1538) oeste hacia la NC Hwy. 42 cruzando la US Hwy. 421/Hwy. 87 hacia la NC Hwy. 78 (Tramway Rd.) a Southern Lee High School. O BIEN: Por Buckhorn Rd. (SR 1538) oeste a East Harrington Rd., a la derecha en Main St. hasta la NC Hwy. 42 oeste, cruzando la US Hwy. 421/Hwy. 87 hacia la NC Hwy. 78 (Tramway Rd.) a Southern Lee High School.	Southern Lee High School

Rutas de evacuación y Centros de recepción para el público en general

Zona	Descripción	Ruta primaria de evacuación	Centro de recepción
J Condado de Lee	La Zona J incluye la comunidad de Blacknel (intersección de Lower Moncure Rd., Lower River Rd. y East Forest Oaks Dr.). Dentro de los límites de la Zona J se encuentra Raleigh Executive Jetport. El linde norte de la Zona J es el Río Deep y el linde este es el Río Cape Fear hacia el sur hasta Lick Creek. El linde sur sigue Lick Creek hasta Hughes Creek y continúa hasta Farrell Rd. El linde oeste sigue Farrell Rd. y se extiende hacia el norte hasta el Río Deep.	Por Lower Moncure Rd. (SR 1002) al norte de Cletus Hall Rd. hacia Deep River Rd. (SR 1466), a la izquierda en Deep River Rd. (SR 1466) hacia la US Hwy. 1 sur, a la izquierda en la NC Hwy. 78 este (Tramway Rd.) hacia Southern Lee High School. O BIEN: Por Lower Moncure Rd. (SR 1002) sur, desde Cletus Hall Rd. hacia Farrell Rd. (SR 1423), a la derecha en Farrell Rd., a la izquierda en Osgood Rd. (SR 1422), a la derecha en Colon Rd. (SR 1415) hacia la US Hwy. 1 sur, a la izquierda en la NC Hwy. 78 este (Tramway Rd.) hacia Southern Lee High School.	Southern Lee High School
K Condado de Chatham	La Zona K incluye la población de Merry Oaks y las comunidades de Brickhaven y Corinth. Dentro de los límites de la Zona K se encuentra la porción sur del Lago Harris. El linde norte de la Zona K es la US Hwy. 1 desde el Río Haw hasta la línea divisoria entre los condados de Chatham y Wake. El linde este sigue la línea divisoria entre los condados de Chatham y Harnett hacia el sur hasta el Río Cape Fear. El linde sur es el Río Cape Fear hasta el Río Haw y continúa hasta la US Hwy. 1.	Por Christian Chapel Rd. (SR 1912) hacia el norte hasta Old US Hwy. 1 (SR 1011); continúe hacia el oeste atravesando Haywood y Moncure hasta Moncure-Pittsboro Rd. (SR 1012); siga hacia el norte hasta US 15-501, luego hasta Andrews Store Rd. y Chatham Grove Elementary School. O BIEN: Por Corinth Rd. (SR 1916) hacia el norte hasta Old US Hwy. 1 (SR 1011); continúe hacia el oeste atravesando Haywood y Moncure hasta Moncure-Pittsboro Rd. (SR 1012); siga hacia el norte hasta US 15-501, luego hasta Andrews Store Rd. y Chatham Grove Elementary School.	Chatham Grove Elementary School
L Condado de Chatham	La Zona L incluye las áreas ubicadas al oeste de New Hill y al norte de Moncure. Dentro de los límites de la Zona L se encuentran el Lago B. Everett Jordan y el Área recreativa estatal del Lago Jordan. El linde norte de la Zona L sigue el linde sur del Lago Jordan hasta la línea divisoria entre los condados de Chatham y Wake. El linde este sigue la línea divisoria entre los condados de Chatham y Wake hacia el sur hasta la US Hwy. 1 (Claude E. Pope Memorial Hwy.). El linde sur sigue la US Hwy. 1 (Claude E. Pope Memorial Hwy.) hasta el Río Haw. El linde oeste es el Río Haw hasta la ribera oriental del Lago Jordan.	Por la US Hwy. 1 sur a Moncure-Pittsboro Rd. (SR 1012), al norte hasta US 15-501 hasta Andrews Store Rd. hasta la escuela Chatham Grove Elementary School. O BIEN: Por Pea Ridge Rd. (SR 1972) y New Elam Church Rd. (SR 1910), hasta la US Hwy. 1 norte a Beaver Creek Rd. (SR 1008), al norte hacia la US Hwy. 64 oeste, al norte por la US 15-501 hasta Andrews Store Rd. y la escuela Chatham Grove Elementary School. O BIEN: Por la US Hwy. 1 sur hacia Moncure-Pittsboro Rd. (SR 1012), al norte hasta la US 15-501 hasta Andrews Store Rd. y la escuela Chatham Grove Elementary School. O BIEN: Por Poole Rd. este, luego al norte en New Hill Olive Chapel Rd., al oeste en US Hwy. 64, al norte por la US Hwy. 15-501 hasta Andrews Store Rd. hasta la escuela Chatham Grove Elementary School.	Chatham Grove Elementary School
M Condado de Chatham	La Zona M incluye la comunidad de Moncure y las áreas ubicadas al sur de Griffin's Crossroads. Dentro de los límites de la Zona M se encuentran el Lago B. Everett Jordan y el Área recreativa estatal del Lago Jordan. El linde norte de la Zona M es la US Hwy. 64 desde North Pea Ridge Rd. hasta la ribera oriental del Lago Jordan. El linde este es la ribera oriental del Lago Jordan, incluido el puente de Beaver Creek Rd., hacia el sur hasta el Río Haw y luego hasta la confluencia del Río Haw y el Río Deep. El linde sur es el Río Deep hacia el oeste hasta Rocky Branch Creek. El linde oeste sigue un arco ubicado a 10 millas de la Planta Nucleoeléctrica Shearon Harris entre el Río Deep y la US Hwy. 64; cruza Mt. View Church Rd., Moncure-Pittsboro Rd., Roberson Creek, Hanks Chapel Rd. y Ridge View Rd. hasta la US Hwy. 64.	Por Old US Hwy. 1 (SR 1011); continúe hacia el oeste atravesando Haywood y Moncure hasta Moncure-Pittsboro Rd. (SR 1012); siga hacia el norte hasta US 15-501, luego hasta Andrews Store Rd. y Chatham Grove Elementary School. O BIEN: Al sur en Johnson Rd. (SR 1971) y Moncure School Rd. (SR 1931), al oeste hacia Moncure-Pittsboro Rd. (SR 1012), al norte hasta la US 15-501 hasta Andrews Store Rd. y la escuela Chatham Grove Elementary School. O BIEN: Por Gum Springs Church Rd (SR 1943), que cambia de nombre a Hanks Chapel Rd hasta la US Hwy. 64 este Business Route, al este hacia la US Hwy. 64 oeste, al norte por la US Hwy. 15-501 hasta Andrews Store Rd. y la escuela Chatham Grove Elementary School.	Chatham Grove Elementary School
N Condado de Chatham	La Zona N incluye la población de Bells y las comunidades de Seaforth y Wilsonville. Dentro de los límites de la Zona N se encuentran el Área recreativa estatal del Lago Jordan y el Lago B. Everett Jordan. El linde norte de la Zona N sigue un arco ubicado a 10 millas de la Planta Nucleoeléctrica Shearon Harris entre los condados de Chatham y Wake; cruza Windfall Creek Dr., Big Woods Rd., Jordan Lake, Farrington Rd. y la NC Hwy. 751. El linde este sigue la línea divisoria entre los condados de Chatham y Wake hacia el sur hasta el linde sur de Beaver Creek. El linde sur sigue el linde este del Lago Jordan hacia el norte hasta la US Hwy. 64.	Por la NC Hwy. 751, Farrington Rd. (SR 1008), Holland Chapel Rd. y Hortons Pond Rd., al sur hasta la US Hwy. 64 oeste, a Pittsboro, al norte por la US Hwy. 15-501 hasta Andrews Store Rd. y la escuela Chatham Grove Elementary School. O BIEN: Por la NC Hwy. 751, Farrington Rd. (SR 1008), Holland Chapel Rd. y Hortons Pond Rd., al norte a Farrington Rd., al oeste en Lystra Rd. a Jack Bennett Rd. Luego al oeste en Jack Bennett Rd. Hasta la US Hwy. 501, al sur hasta la US Hwy. 501 hasta Andrews Store Rd. hasta la escuela Chatham Grove Elementary School. O BIEN: Por Green Level Rd. (SR 1742), y Luther Rd. (SR 1743) hasta la NC Hwy. 751, al sur hasta la US Hwy. 64 oeste, al norte por la US Hwy. 15-501 hasta Andrews Store Rd. y la escuela Chatham Grove Elementary School. O BIEN: Por Olive Chapel Rd. (SR 1901), al sur hasta Tody Goodwin Rd. (SR 1900 y SR 1975), al oeste hasta Beaver Creek Rd. (SR 1008), al norte hasta la US Hwy. 64 oeste, al norte por la US Hwy. 15-501 hasta Andrews Store Rd. y la escuela Chatham Grove Elementary School.	Chatham Grove Elementary School

Important Contact Information

Chatham County Emergency Management

112 Innovation Way
Pittsboro, NC 27312
919.545.8181
chathamcountync.gov

Harnett County Emergency Management

1005 Edward Brothers Rd.
Lillington, NC 27546
910.893.7580
harnett.org

After hours:

Harnett County Sheriff's Department
910.893.9111

Lee County Office of Emergency Management

204 West Courtland Dr.
Sanford, NC 27331
919.718.4670
leecountync.gov

After hours:

Lee County Sheriff's Department
919.775.5531

Sanford Police Department
919.775.8268

Wake County Emergency Management

336 Fayetteville St., Suite 1300
Raleigh NC 27601
919.856.6480
wakegov.com/em
Emergency line: 919.856.7044

North Carolina Emergency Management

1636 Gold Star Dr.
Raleigh, NC 27607
919.733.3300
800.858.0368
ReadyNC.gov
ncdps.gov

North Carolina Emergency Management Central Branch

401 Central Ave.
Butner, NC 27509
919.575.4122

North Carolina Cooperative Extension

919.515.2813
ces.ncsu.edu/local-county-center

North Carolina Department of Agriculture & Consumer Services

ncagr.gov

Duke Energy Progress Customer Service Center

800.452.2777

Harris Nuclear Plant

Energy & Environmental Center
984.229.6261

Nuclear Regulatory Commission

nrc.gov
NRC Region II Atlanta
800.577.8510

Health Department

Chatham County Health Department
919.545.8310

Harnett County Health Department
910.893.7550

Lee County Health Department
919.718.4640

Wake County Public Health
919.212.7000

For online information on KI, visit:
epi.dph.ncdhhs.gov/phpr/ki/individuals.html

KI Distribution Locations:

Chatham County:

Chatham County Health Department
80 East St.
Pittsboro, NC 27312

Harnett County:

Harnett County Health Department
307 West Cornelius Harnett Blvd.
Lillington, NC 27546

Lee County:

Lee County Health Department
106 Hillcrest Dr.
Sanford, NC 27330

Lee County Department of
Environmental Health
115 Chatham St.
Sanford, NC 27330

Wake County:

Wake County Public Health Center
200 Swinburne St.
Raleigh, NC 27610

Health & Human Services –
Southern Regional Center
130 N. Judd Parkway NE
Fuquay-Varina, NC 27526

Información de contacto importante

Administración de Emergencias del Condado de Chatham

112 Innovation Way, Pittsboro, NC 27312
919.545.8181
chathamcountync.gov

Administración de Emergencias del Condado de Harnett

1005 Edward Brothers Rd., Lillington, NC 27546
910.893.7580
harnett.org

Después de horas laborales:

Oficina del Sheriff del Condado de Harnett
910.893.9111

Administración de Emergencias del Condado de Lee

204 West Courtland Dr., Sanford, NC 27330
919.718.4670
leecountync.gov

Después de horas laborales:

Departamento de Policía de Sanford
919.775.8268

Oficina del Sheriff del Condado de Lee
919.775.5531

Administración de Emergencias del Condado de Wake

336 Fayetteville St., Suite 1300
Raleigh, NC 27601
919.856.6480
wakegov.com
Línea telefónica de emergencia: 919.856.7044

Administración de Emergencias de Carolina del Norte

1636 Gold Star Dr., Raleigh, NC 27607
919.733.3300
800.858.0368
ReadyNC.gov
ncdps.gov

Delegación Central de la Administración de Emergencias de Carolina del Norte

401 Central Ave., Butner, NC 27509
919.575.4122

Extensión Cooperativa de Carolina del Norte

919.515.2813
ces.ncsu.edu/local-county-center

Departamento de Agricultura y Servicios al Consumidor de Carolina del Norte

ncagr.gov

Centro de Servicio al Cliente de Duke Energy Progress

800.452.2777

Planta Nucleoeléctrica Harris Centro para el Medioambiente y la Energía

984.229.6261

Comisión Reguladora de Energía Nuclear

nrc.gov

NRC Región II Atlanta

800.577.8510

Departamentos de Salud

Condado de Chatham
919.545.8310

Condado de Harnett
910.893.7550

Condado de Lee
919.718.4640

Salud Pública del Condado de Wake 919.212.7000

Información de yoduro potásico (KI) en línea:
epi.dph.ncdhhs.gov/phpr/ki/individuals.html

Lugares de distribución de KI:

Condado de Chatham:

Departamento de Salud del Condado de Chatham
80 East St.
Pittsboro, NC 27312

Condado de Harnett:

Departamento de Salud del Condado de Harnett
307 West Cornelius Harnett Blvd.
Lillington, NC 27546

Condado de Lee:

Departamento de Salud del Condado de Lee
106 Hillcrest Dr.
Sanford, NC 27330

Departamento de Salud Ambiental del Condado de Lee
115 Chatham St.
Sanford, NC 27330

Condado de Wake:

Centro de Salud Pública del Condado de Wake
200 Swinburne St.
Raleigh, NC 27610

Servicios Humanos del Condado de Wake
Centro Regional del Sur
130 North Judd Pkwy., NE
Fuquay-Varina, NC 27526



2027 Emergency Preparedness Information / Effective Sept. 1, 2026 / Harris Nuclear Plant

This information is reviewed and updated annually in coordination with state and local emergency management agencies to support accuracy, public understanding, and alignment with applicable emergency preparedness requirements.

2027 Información de preparación para casos de emergencia / Vigente a partir de Sept. 1 de 2026 / Planta Nucleoeléctrica Harris

Esta información se revisa y actualiza cada año en coordinación con las agencias locales de administración de emergencias para respaldar su exactitud, la comprensión del público y el cumplimiento de los requisitos aplicables de preparación para emergencias.

Attachment E

Wake County School Transportation Information

June 2013

** Prior application project number B-4831; for reference only. Not applicable to the current PROTECT application.*

APPENDIX C: LOCAL OFFICIAL INPUT FORMS

NC Department of Transportation Community Studies Group, Human Environment Section Local Planner Input Form for STIP Project B-4831 COMMUNITY IMPACT ASSESSMENT	
Please rate the overall impact of this project on local Planning objectives: ☐ No Impact ☐ Low Impact ☒ Moderate Impact (This rating is based primarily upon the increased emergency response times) ☐ High Impact	
Check all that apply & provide a detailed explanation of your response in the field provided.	
X	Are there any known plans for development in the vicinity of the project? None known in Wake County's jurisdiction, which is all of the area around the creek, however, the Town of Holly Springs has some town limits about 1,000 feet east of the bridge. The area within Wake County's jurisdiction south of the road and east of the creek is listed as being Holly Spring's Long-Range Urban Services Area, meaning that it may be absorbed by the town at some point in the future, but probably not within the next 10 years. The area north and west of the creek is listed on our Land Use Plan as being an unresolved area that will be absorbed at some point in the future by Apex or Holly Springs (or split between the towns), but the county and the towns have not agreed upon the assignment of that area as of this date. FYI—I copied both the Town of Holly Springs' and Town of Apex's planning staffs on my e-mail distribution for this project, but have not received any response as of this date (except those comments as incorporated elsewhere herein).
	Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? The NCDOT form did not include a proposed detour route, so I developed one for our review and discussion purposes. The detour route that I proposed, (going clockwise) would: • go northwestward from the bridge on Holly Springs-New Hill Road for approximately 1.3 miles; • turn right (northward) onto Friendship Road for approximately 0.9 mile, • turn right (eastward) on Woods Creek Road for approximately 2.4 miles, • turn right (southward) onto Old Holly Springs-Apex Road for approximately 1.6 miles, • turn right (westward) onto Holly Springs-New Hill Road for approximately 2.3 miles, <u>Total detour length = approximately 8.5 miles.</u>
	We have received several comments related to the length of this detour route and its impact on emergency response times (this route appears to be the shortest one available and our GIS staff indicated that it was an appropriate route, but please let us know if NCDOT has a different proposed route). The Apex Fire Chief Mark Haraway (919 249-1030 or mark.haraway@apexnc.org) noted that he was "concerned that this project, as proposed, will create extended response times to the affect areas" and that these "times exceed all acceptable service goals as set forth for Wake County."



X	Our GIS staff's calculations indicate that the response time for the Apex station will increase by almost 8.5 minutes (please see the related e-mail from our GIS staff, which was forwarded separately on May 15, 2013 regarding the effect of the detour route on fire department response times). There would be similar increase in the response time for the next closest fire station (an increase of about 7.7 minutes). This would require that the third closest station (Holly Springs Station # 2) would become the first responder to an emergency in this area as their time would be unaffected by the closure and would remain at 5.5 minutes. However, it is important to note that that is still nearly double the current response time of 3.0 minutes for the closest current station. I would speculate that Holly Springs Station # 2 is not going to be as familiar with this area, since it is not part of their primary coverage area. Additionally, the Apex Transportation Planner also noted that "The closure may be an inconvenience to cars, but it becomes a large barrier for cyclist" and he specifically asked "is there a possibility of constructing the new bridge adjacent to the existing one"? Given the increase in the emergency response times and other consideration as expressed, some consideration should be given to providing a temporary bridge at this location
X	Are there any future time periods or events that you know of where roadway closure would be of particular concern? No, we are not aware of any particular time periods or events that may be problematic, but the concerns that have been expressed would be continuous and on-going for the duration of the closure.
X	Are there any adopted plans for either pedestrian, greenway, bicycle, or transit facilities in the area? Please provide a description of how the plan applies to the project area, the title of the plan, its year of adoption, and the current status of its implementation. The 2003 Wake County Transportation Plan indicates that Holly Springs-New Hill Road is proposed to be widened to a 36-foot two-lane road (two 18-foot lanes with a center turn lane at intersections and driveways as needed) within an 80-foot right-of-way (the wider 18-foot lanes are intended to accommodate mixed bicycle and motor vehicle traffic). Wake County has a proposed greenway / trail planned along the banks of White Oak Creek within the adjoining private open space that is owned by Carolina Power & Light. As a side note, our Parks, Recreation and Open Space Plan was closely coordinated with the neighboring jurisdictions when it was being developed. The Town of Holly Springs has several proposed trails in this area that would intersect with Wake County's trail along White Oak Creek (those trails run along some of the tributaries to White Oak Creek, perpendicular to the county trail, so the function and utility of those town trails may depend upon the county's trail).
X	Are there any other adopted plans for growth that could directly affect this project? None in Wake County's jurisdiction, but, as described above, the towns of Holly Spring and Apex may have plans for the area that we are not aware of (they can annex areas without the county's consent). FYI—I copied both the Town of Holly Springs' and Town of Apex's planning staffs on my e-mail distribution for this project, but have not received any response as of this date (except those comments as incorporated elsewhere herein).
X	Are you aware of any special populations/ communities (e.g. minority, low-income, Limited English Proficiency) existing around the project? Wake County has a significant Hispanic population and therefore we advise that all notices/signs be presented in English and Spanish.



X	Are there any FEMA buyout properties in the vicinity of the project? We are not aware of any FEMA buyouts in this area. Our Environmental Services staff has provided this generalized comment: FEMA crossings - replacement will require a no rise certification or a LOMA if there is an impact to the floodplain. Wake County will need to sign off on the MT-2 form to FEMA (neither town would have any input in this matter). If this bridge project crosses a stream or drainage feature, then please provide drainage area and culvert or bridge design details for the 100-year storm including backwater elevations. Please contact Betsy Pearce if you have any other questions about this item or when you are ready to proceed: Betsy Pearce, CFM, CPSWQ Environmental Engineer / Consultant Cape Fear Watershed Manager Wake County Environmental Services 336 Fayetteville St / PO Box 550 Raleigh, NC 27602 919-856-7541 Office 919-856-2747 Fax 919-868-6414 Mobile betsy.pearce@wakegov.com
X	Does the project lie within a VAD or EVAD District? No VADs. (Wake County does not have any EVADs.)
X	To your knowledge, are there any parcels in the immediate vicinity of the bridge that contain underground storage tanks or could otherwise potentially have contaminated soil or groundwater due to commercial or industrial use, e.g., dry cleaners or gas stations? (Past or Present) Our Environmental Services--Groundwater staff did not find any records of USTs or other known contaminant sites in close proximity to the bridge site.
X	Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? No. FYI—I copied both the Town of Holly Springs' and Town of Apex's planning staffs on my e-mail distribution for this project, but have not received any response as of this date (except those comments as incorporated elsewhere herein).
X	Are road names referenced by the names locals would use? Yes. Also, please see the related e-mail from our GIS staff (forwarded separately on May 15, 2013) regarding the effect of the detour route on fire department response times, road names and the appropriateness of the proposed detour route.
X	Are there any additional comments you have for this project? No.

Form Completed by (Include Title): Keith A. Lankford, AICP, CZO
Planner III
Wake County Planning
Keith.lankford@wakegov.com
919 856-7569

Date: May 16, 2013



NC Department of Transportation Community Studies Group, Human Environment Section
Local EMS Input Form

Please rate the overall impact on Emergency Response services if the bridge were closed for up to a year:

- ☐ No Impact
☐ Low Impact
☒ Moderate Impact
☐ High Impact

Check all that apply & provide a detailed explanation of your response in the field provided.

- | | |
|----------------------------|---|
| x ☐ | <p>If there are concerns please specify. Be as specific as possible. (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service)</p> <p>I am concerned that this project, as proposed, will create extended response times to the affected areas. These times exceed all acceptable service goals as set forth for Wake County. Furthermore, the delays will affect individual's in need of assistance from medical and fire .</p> |
| x ☐ | <p>Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?</p> <p>The proposed detour will add 8.5 minutes of extended travel time to any emergency response by Apex Fire to the affected area.</p> |
| ☐ | <p>Are there any future time periods or events that you know of where bridge closure would be of particular concern?</p> |
| ☐ | <p>Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?</p> |
| ☐ | <p>Are road names referenced by the names locals would use?</p> |
| ☐ | <p>If there any other concerns you have regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible.</p> |

Form Completed by (Include Title): Mark Haraway

Date: 5/8/13

NC Department of Transportation Community Studies Group, Human Environment Section
Local Schools Input Form for
STIP Project B-4831 COMMUNITY IMPACT ASSESSMENT

Please rate the overall impact of this project on school transportation services:

- ☐ No Impact
☐ Low Impact
☒ Moderate Impact
☐ High Impact



Check all that apply & provide a detailed explanation of your response in the field provided.	
☐	How many School Buses use the project corridor each day? (total # of daily buses, total # daily of trips) 5 daily buses, 6 daily trips
☒	Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? Yes, it would increase runs by at least 10 minutes. Runs are already long.
☐	Are there any future time periods or events that you know of where roadway closure would be of particular concern?
☒	Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? Apex & Holly Springs Police, Fire and Rescue
☐	Are road names referenced by the names locals would use?
☐	If there any other concerns you have regarding the potential impact of this project on school transportation services, or any additional comments? Please be as specific as possible.

Form Completed by (Include Title): Vicky Jacobs, Holly Springs Transportation Operations Manager

Date: 5.7.13

NC Department of Transportation Community Studies Group, Human Environment Section Local EMS Input Form for STIP Project B-4831 COMMUNITY IMPACT ASSESSMENT	
Please rate the overall impact on Emergency Response services if the bridge were closed for up to a year:	
☐	No Impact
☐	Low Impact
☐	Moderate Impact
☐	High Impact
Check all that apply & provide a detailed explanation of your response in the field provided.	
☐	If there are concerns please specify. Be as specific as possible. (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service) Location is in between two station locations and would impact mutual aid response between areas. Would need to communicate closure to adjust response patterns



☐	Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? No
☐	Are there any future time periods or events that you know of where bridge closure would be of particular concern? No
☐	Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? Chief LeRoy Smith with Holly Springs Fire Department
☐	Are road names referenced by the names locals would use? Yes
☐	If there any other concerns you have regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible. No

Form Completed by (Include Title): Jonathan A Olson, Chief of Operations; Wake County EMS

Date: May 6, 2013



Attachment F

Structure Safety Report – Routine Element Inspection

December 2024



NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STRUCTURE MANAGEMENT UNIT

ATTENTION: PAR, DATA CHANGES

Structure Safety Report

Routine Element Inspection - Contract

STRUCTURE NUMBER: 910371 SAP STRUCTURE NO: 0920371 FHWA STRUCTURE NO: 000000001830371
DIVISION: 5 COUNTY: WAKE INSPECTION DATE: 12/03/2024 FREQUENCY: 24 MONTHS
FACILITY CARRIED: SR1152 MILE POST: _____
LOCATION: 1.4 MI.E. OF JCT.SR1149
FEATURE INTERSECTED: WHITE OAK CREEK
LATITUDE: 35° 39' 19.76" LONGITUDE: 78° 53' 30.7"
SUPERSTRUCTURE: PPC CHANNELS
SUBSTRUCTURE: EBTS & IBT:PPC CAPS/TIM.POSTS @ CONC.SILL
SPANS: 2 SPANS. SEE SPAN PROFILE SHEET FOR SPAN DETAILS
☐ FRACTURE CRITICAL ☒ TEMPORARY SHORING ☐ SCOUR CRITICAL ☒ SCOUR PLAN OF ACTION
GRADES: (Inspector/NBI Coding) DECK 7 / 7 SUPERSTRUCTURE 6 / 6 SUBSTRUCTURE 4 / 4 CULVERT N / N
POSTED SV: 25 POSTED TTST: 29
OTHER SIGNS PRESENT: FOUR (4) DELINEATORS



LOOKING EAST

Sign noticed issued for		Number Required
<u>NO</u>	WEIGHT LIMIT	<u>0</u>
<u>NO</u>	DELINEATORS	<u>0</u>
<u>NO</u>	NARROW BRIDGE	<u>0</u>
<u>NO</u>	ONE LANE BRIDGE	<u>0</u>
<u>NO</u>	LOW CLEARANCE	<u>0</u>

DIRECTION OF INSPECTION W-E
DIRECTION MATCHES PLANS NO PLANS

INSPECTED BY Brian K Eggerton	SIGNATURE 	ASSISTED BY L. Stevens
----------------------------------	---------------	------------------------

IDENTIFICATION							
(1) STATE NAME	NORTH CAROLINA	BRIDGE	910371	SUFFICIENCY RATING		15.96	
(8) STRUCTURE NUMBER (FEDERAL)			1830371	STATUS =		Structurally Deficient	
(5) INVENTORY ROUTE (ON/UNDER)	ON		131011520		CLASSIFICATION		CODE
(2) STATE HIGHWAY DEPARTMENT DISTRICT			5	(112) NBIS BRIDGE SYSTEM			Y
(3) COUNTY CODE (FEDERAL)	183	(4) PLACE CODE	32260	(104) HIGHWAY SYSTEM	Inventory Route not on NHS		0
(6) FEATURE INTERSECTED	WHITE OAK CREEK			(26) FUNCTIONAL CLASS	Urban Minor Collector		16
(7) FACILITY CARRIED	SR1152			(100) STRAHNET HIGHWAY	Not a STRAHNET Route		0
(9) LOCATION	1.4 MI.E. OF JCT.SR1149			(101) PARALLEL STRUCTURE	No parallel structure exists		N
(11) MILEPOINT			0.0	(102) DIRECTION OF TRAFFIC	2-way traffic		2
(12) BASE HIGHWAY NETWORK			0	(103) TEMPORARY STRUCTURE	Temporary Structure or Conditions		T
(13) LRS INVENTORY ROUTE & SUBROUTE			0	(110) DESIGNATED NATIONAL NETWORK - on national network for trucks			0
(16) LATITUDE	35° 39' 19.76"	(17) LONGITUDE	78° 53' 30.7"	(20) TOLL	On Free Road		3
(98) BORDER BRIDGE STATE CODE		PERCENT SHARED		(21) MAINT -			01
(99) BORDER BRIDGE STRUCTURE NUMBER				(22) OWNER -			01
STRUCTURE TYPE AND MATERIAL				(37) HISTORICAL SIGNIFICANCE -			5
(43) STRUCTURE TYPE MAIN		Prestressed Concrete					
TYPE		Channel beam	CODE 522				
(44) STRUCTURE TYPE APPROACH					CONDITION		CODE
TYPE			CODE	(58) DECK			7
(45) NUMBER OF SPANS IN MAIN UNIT			2	(59) SUPERSTRUCTURE			6
(46) NUMBER OF SPANS IN APPROACH			0	(60) SUBSTRUCTURE			4
(107) DECK STRUCTURE TYPE			CODE 1	(61) CHANNEL & CHANNEL PROTECTION			7
(108) WEARING SURFACE/PROTECTIVE SYSTEM				(62) CULVERTS			N
(A) TYPE OF WEARING SURFACE			CODE 6		LOAD RATING AND POSTING		CODE
(B) TYPE OF MEMBRANE			CODE 0	(31) DESIGN LOAD	H 9		1
(C) TYPE OF DECK PROTECTION			CODE 0	(63) OPERATING RATING METHOD -	Load Factor		1
AGE AND SERVICE				(64) OPERATING RATING -	HS-15		27
(27) YEAR BUILT			1961	(65) INVENTORY RATING METHOD -			1
(106) YEAR RECONSTRUCTED			0	(66) INVENTORY RATING	HS-4		8
(42) TYPE OF SERVICE ON -		Highway		(70) BRIDGE POSTING	Posting Required		1
OFF -		Waterway	CODE 15	(41) STRUCTURE OPEN, POSTED, OR CLOSED			P
(28) LANES ON STRUCTURE	2	LANES UNDER STRUCTURE	0	DESCRIPTION	Posted for Load		
(29) AVERAGE DAILY TRAFFIC			2100				
(30) YEAR OF ADT	2017	(109) TRUCK ADT PCT	6		APPRAISAL		CODE
(19) BYPASS OR DETOUR LENGTH			9.0	(67) STRUCTURAL EVALUATION			3
GEOMETRIC DATA				(68) DECK GEOMETRY			N
(48) LENGTH OF MAXIMUM SPAN			29.5	(69) UNDERCLEARANCES, VERT & HORIZ			N
(49) STRUCTURE LENGTH			61.0	(71) WATERWAY ADEQUACY			7
(50) CURB OR SIDEWALK: LEFT	0.4	RIGHT	0.4	(72) APPROACH ROADWAY ALIGNMENT			6
(51) BRIDGE ROADWAY WIDTH, CURB TO CURB			24.3	(36) TRAFFIC SAFETY FEATURES			0000
(52) DECK WIDTH OUT TO OUT			25.4	(113) SCOUR CRITICAL BRIDGES			8
(32) APPROACH ROADWAY WIDTH (W/ SHOULDERS)			22.0		PROPOSED IMPROVEMENTS		
(33) BRIDGE MEDIAN		No median	CODE 0	(75) TYPE OF WORK			CODE
(34) SKEW	0	(35) STRUCTURE FLARED	0	(76) LENGTH OF STRUCTURE IMPROVEMENT			
(10) INVENTORY ROUTE MIN VERT CLEAR			999.9	(94) BRIDGE IMPROVEMENT COST			
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR			24.3	(95) ROADWAY IMPROVEMENT COST			
(53) MIN VERT CLEAR OVER BRIDGE RDWY			999.9	(96) TOTAL PROJECT COST			
(54) MIN VERT UNDERCLEAR: REFERENCE		N	0.0	(97) YEAR OF IMPROVEMENT COST ESTIMATE			
(55) MIN LAT UNDERCLEARANCE RT: REFERENCE		N	0.0	(114) FUTURE ADT	4,200	YEAR OF FUTURE ADT	2040
(56) MIN LAT UNDERCLEARANCE LT:			0.0		INSPECTION		
NAVIGATION DATA				(90) INSPECTION DATE	12/24	(91) FREQUENCY	24
(38) NAVIGATION CONTROL -		CODE	0	(92) CRITICAL FEATURE INSPECTION		(93) CFI DATE	
(111) PIER PROTECTION		CODE		A) FRACTURE CRIT DETAIL		A)	
(39) NAVIGATION VERTICAL CLEARANCE			0.0	B) UNDERWATER INSP	60	B)	12/21
(116) VERT - LIFT BRIDGE NAV MIN VERT CLEAR			0.0	C) OTHER SPECIAL INSP		C)	
(40) NAVIGATION HORIZONTAL CLEARANCE			0.0	SCOUR			

Superstructure Build Details

Span Number 1

Span Length 30.500

Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
2	Steel Rail	Metal Bridge Railing	62	Feet	Unknown	124
1	Asphalt Wearing Surface	Wearing Surface	740	Square Feet		
1	Weight Limit	Regulatory Sign	1	Each		
10	Prestressed Concrete Channel	Prestressed Concrete Top Flange	780	Square Feet		
2	Delineator	Warning Signs	2	Each		
10	Prestressed Concrete Channel	Prestressed Concrete Open Girder/Beam	310	Feet		

Span Number 2

Span Length 30.500

Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Asphalt Wearing Surface	Wearing Surface	740	Square Feet		
1	Weight Limit	Regulatory Sign	1	Each		
2	Delineator	Warning Signs	2	Each		
2	Steel Rail	Metal Bridge Railing	62	Feet	Unknown	124
10	Prestressed Concrete Channel	Prestressed Concrete Open Girder/Beam	310	Feet		
10	Prestressed Concrete Channel	Prestressed Concrete Top Flange	780	Square Feet		

Structure Element Scoring

Structure Number: 910371

Inspection Date 12/3/2024

Element Number	Parent Number	Element Name	Location	Total Quantity	Level 1 Quantity	Level 2 Quantity	Level 3 Quantity	Level 4 Quantity
15		Prestressed Concrete Top Flange	Beam	1,560	1,559	1	0	0
109		Prestressed Concrete Open Girder/Beam	Beam	620	600	10	10	0
216		Timber Abutment	Abutments	76	60	0	16	0
228		Timber Pile	Piles and Columns	19	7	8	4	0
233		Prestressed Concrete Pier Cap	Caps	78	77	0	1	0
330		Metal Bridge Railing	Bridge Rail	124	0	124	0	0
515	330	Steel Protective Coating	Bridge Rail	248	124	0	0	124
510		Wearing Surface	Wearing Surfaces	1,480	1,305	0	175	0
601		Regulatory Sign	Ground Mounted Signs	2	2	0	0	0
602		Warning Signs	Ground Mounted Signs	4	4	0	0	0

Summary of Maintenance Needs

Maintenance By Defect

Structure Number: 910371

Inspection Date: 12/03/2024

MMS Code	Element Name	Defect Name	Recommended Quantity
3306	Prestressed Concrete Open Girder/Bear	Delamination/Spall	13 Feet
3306	Prestressed Concrete Open Girder/Bear	Efflorescence/Rust Staining	2 Feet
3306	Prestressed Concrete Open Girder/Bear	Cracking (PSC)	6 Feet
3346	Timber Abutment	Decay/Section Loss	16 Feet
3344	Timber Pile	Decay/Section Loss	2 Feet
3348	Prestressed Concrete Pier Cap	Delamination/Spall	1 Feet
2816	Wearing Surface	Delamination/Spall (Wearing Surfaces)	75 Square Feet
2816	Wearing Surface	Crack (Wearing Surface)	100 Square Feet
3342	Steel Protective Coating	Effectiveness (Steel Protective Coatings)	124 Square Feet

Element Structure Maintenance Quantities

Structure Number: 910371

Inspection Date 12/03/2024

Location	MMS Code	Description	Maint Quantity	Total Quantity	Severe Quantity	Poor Quantity	Fair Quantity	Good Quantity
Beam	3306	Maintenance Concrete Superstructure Components	42	2180	0.000	20.000	20.000	2140.000
Beam	3326	Maintenance of Concrete Deck	0	2180	0.000	0.000	2.000	2178.000
Bridge Rail	3322	Maintenance of Steel Bridge Rail	0	124	0.000	0.000	124.000	0.000
Bridge Rail	3342	Clean and Paint Steel	124	248	124.000	0.000	0.000	124.000
Ground Mounted Signs	3250	Install or Replace Ground Mounted Signs	0	2	0.000	0.000	0.000	2.000
Ground Mounted Signs	3250	Install or Replace Ground Mounted Signs	0	4	0.000	0.000	0.000	4.000
Wearing Surfaces	2816	Asphalt Surface Repair	175	1480	0.000	175.000	0.000	1305.000
Abutments	3346	Maintenance of Timber Bulkheads or Wingwalls	16	76	0.000	16.000	0.000	60.000
Caps	3348	Maintenance of Concrete Substructure	1	78	0.000	1.000	0.000	77.000
Piles and Columns	3344	Maintenance To Timber Substructure	2	19	0.000	4.000	8.000	7.000

Priority Actions Request

Structure Number 910371

Span1

3306 Slab 6 Prestressed Concrete Channel

Priority Level	Defect Type	Quantity	Defect Description
2	Delamination/Spall	1	Span 1 Slab 6: PAR: 9 INCHES X 2 INCHES X 2 INCHES DEEP SPALL WITH EXPOSED STRAND IN BOTTOM OF RIGHT LEG AT BENT 1.

Span2

3306 Slab 8 Prestressed Concrete Channel

Priority Level	Defect Type	Quantity	Defect Description
2	Efflorescence/Rust	1	Span 2 Slab 8: 23 INCH LONG X FULL WIDTH X 3 INCHES DEEP SPALL WITH EXPOSED STRAND IN BOTTOM OF RIGHT LEG, APPROXIMATELY 4 FEET FROM BENT 1.

Bent 1

3346 Abutment Timber Abutment

Priority Level	Defect Type	Quantity	Defect Description
2	Decay/Section Loss	2	End Bent 1 Abutment: (2) AREAS OF DECAY UP TO 24 INCH X 6 INCH X FULL DEPTH WITH EXPOSED FILL IN FACE OF BACKWALL AT SOUTH END.
2	Decay/Section Loss	2	End Bent 1 Abutment: (3) AREAS OF DECAY UP TO 16 INCH X 8 INCH X FULL DEPTH WITH EXPOSED FILL IN FACE OF BACKWALL AT NORTH END.
2	Decay/Section Loss	3	End Bent 1 Abutment: 70 INCH LONG X 6 INCH HIGH X FULL DEPTH AREA OF DECAY WITH EXPOSED FILL IN FACE OF BACKWALL AT GROUND LINE BETWEEN PILES 4 THRU 7.

Wingwalls

3350 Wingwalls Wingwalls

Priority Level	Defect Type	Quantity	Defect Description
2		2	18 INCH X 6 INCH X FULL DEPTH AREA OF DECAY IN FACE OF SOUTHWEST WINGWALL NEAR TOP.
2		2	24 INCH X 8 INCH X FULL DEPTH AREA OF DECAY WITH EXPOSED FILL IN FACE OF NORTHEAST WINGWALL NEAR TOP.
2		8	8 FOOT LONG X UP TO 10 INCH HIGH X FULL DEPTH AREA OF DECAY WITH EXPOSED FILL ALONG TOP AND NEAR MID HEIGHT OF NORTHWEST WINGWALL.
2		3	PAR: 28 INCH HIGH X 6 INCH DEEP AREA OF DECAY ON NORTH FACE OF NORTHWEST WINGWALL SOLDIER PILE

Attachment G

Structure Safety Report – Underwater Inspection

December 2024

☐ Supplemental Inspection Requested



NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STRUCTURE MANAGEMENT UNIT
COUNTY: WAKE DIV: 5

ATTENTION: ☐ PARS Submitted ☐ Sign Notice Issued

Structure Safety Inspection Report

BRIDGE NUMBER: 910371 BRIDGE NAME: _____ PREVIOUS BRIDGE NUMBER: _____

OWNER: S01 State transportation department INVENTORY TYPE: NBI Structure

LATITUDE: 35.65549000 LONGITUDE: -78.89186000 ROUTE: SR1152 M.P.: 0.0

SUPERSTRUCTURE: Prestressed Concrete Channel

NUMBER OF SPANS: 2 MINIMUM SPAN LENGTH: 30.5 FEET: MAXIMUM SPAN LENGTH: 30.5 FEET:

SUBSTRUCTURE: Prestressed Concrete Pier Cap; Timber Pile; Timber Abutment

POSTED SV: 25 POSTED TTST: 29

	Insp.	SNBI		Insp.	SNBI		Insp.	SNBI		Insp.	SNBI
DECK:	<u>N</u>	<u>7</u>	SUPERSTRUCTURE:	<u>N</u>	<u>6</u>	SUBSTRUCTURE:	<u>6</u>	<u>4</u>	CULVERT:	<u>N</u>	<u>N</u>



LOOKING EAST

START DATE 12/01/2025	END DATE 12/01/2025	INSPECTED BY Calvin Brouwer	SIGNATURE
DIRECTION W-E	TIME (hours) 3	Assisted By DSB, GTK, JSV, LAB	
Equipment Used A05			
Inspection Type(s) ☐ Initial ☐ Routine ☒ Underwater ☐ NSTM ☐ Damage ☐ In Depth ☐ Special ☐ Service ☐ Scour			

Section 1: Bridge Identification

Subsection 1.1: Identification

B.ID.01 Structure Number, SMU: 910371 SAP: 0920371 FHWA: 830371

B.ID.02 Bridge Name:

B.ID.03 Previous Bridge Number: Year Built: 1961

Subsection 1.2: Location

B.L.01 State Code: 37 B.L.02 County Code: 183 B.L.03 Place Code:B.L.04 Highway Agency District: 5B.L.05 Latitude: 35.655490 B.L.06 Longitude: -78.891860B.L.07 Border Bridge Number: N B.L.08 Border Bridge State:

B.L.09 Border Bridge Inspection Responsibility:

B.L.10 Border Bridge Designated Lead State:

B.L.11 Location:

1.4 MI.E. OF JCT.SR1149

B.L.12 Metropolitan Planning Organization: Capital Area MPO

Subsection 1.3: Classification

B.CL.01 Owner: S01 State transportation departmentB.CL.02 Maintenance Responsibility: S01 State transportation departmentB.CL.03 Federal or Tribal Land Access: N Not ApplicableB.CL.04 Historic Significance: N Bridge is not on Historic RegistryB.CL.05 Toll: N Bridge does not carry a toll road and is not a toll bridgeB.CL.06 Emergency Evacuation Designator: N

Section 3: Bridge Geometry

B.G.01 NBIS Bridge Length: 0.000 B.G.02 Total Bridge Length: 61.000B.G.03 Maximum Span Length: 30.500 B.G.04 Minimum Span Length: 30.500B.G.05 Bridge Width Out-to-Out: 25.400 B.G.06 Bridge Width Curb-to-Curb: 24.300B.G.07 Left Curb/Sidewalk Width: 0.400 B.G.08 Right Curb/Sidewalk Width: 0.400B.G.09 Approach Roadway Width: 22.000 B.G.10 Median: 0 No MedianB.G.11 Skew: 0 B.G.12 Curved Bridge: N Not CurvedB.G.13 Maximum Bridge Height: 0.000 B.G.14 Sidehill Bridge: NB.G.15 Irregular Deck Area 0.0

Structure Number 910371

Inspection Date 12/01/2025

General Condition Rating Matrix

	SNBI/FHWA	NCDOT SMU	Current Inspection
Deck	7	7	N
Superstructure	6	6	N
Substructure	4	4	6
Culvert	N	N	N

SNBI Rating Comments

NCDOT Rating Comments

Inspection Rating Comments

Structure Element Scoring

Structure Number: 910371

Inspection Date 12/1/2025

Element Number	Parent Number	Element Name	Location	Total Quantity	Level 1 Quantity	Level 2 Quantity	Level 3 Quantity	Level 4 Quantity
15		Prestressed Concrete Top Flange	Beam	1,560	1,559	1	0	0
109		Prestressed Concrete Open Girder/Beam	Beam	620	600	10	10	0
216		Timber Abutment	Abutments	76	60	0	16	0
228		Timber Pile	Piles and Columns	19	7	8	4	0
233		Prestressed Concrete Pier Cap	Caps	78	77	0	1	0
330		Metal Bridge Railing	Bridge Rail	124	0	124	0	0
515	330	Steel Protective Coating	Bridge Rail	248	124	0	0	124
510		Wearing Surface	Wearing Surfaces	1,480	1,305	0	175	0
601		Regulatory Sign	Ground Mounted Signs	2	2	0	0	0
602		Warning Signs	Ground Mounted Signs	4	4	0	0	0

Section 7: Bridge Condition

Subsection 7.1: Condition Component Ratings

B.C.01: Deck Condition Rating	7
B.C.02: Superstructure Condition Rating	6
B.C.03: Substructure Condition Rating	4
B.C.04: Culvert Condition Rating	N
B.C.05: Bridge Railing Condition Rating	5
B.C.06: Bridge Railing Transition Condition Rating	N
B.C.07: Bridge Bearings Condition Rating	N
B.C.08: Bridge Joints Condition Rating	N
B.C.09: Channel Condition Rating	7
B.C.10: Channel Protection Condition Rating	N
B.C.11: Scour Condition Rating	7
B.C.12: Bridge Condition Classification	P
B.C.13: Lowest Condition Rating	4
B.C.14: NSTM Condition Rating	N
B.C.15: Underwater Condition Rating	6

Subsection 7.2, 7.3: Element Identification and Conditions

Element Number	Parent Number	Total Quantity	State 1	State 2	State 3	State 4
15	0	1560	1559	1	0	0
109	0	620	600	10	10	0
216	0	76	60	0	16	0
228	0	19	7	8	4	0
233	0	78	77	0	1	0
330	0	124	0	124	0	0
515	330	248	124	0	0	124
510	0	1480	1305	0	175	0
601	0	2	2	0	0	0
602	0	4	4	0	0	0

Subsection 7.4: Appraisal

B.AP.01: Approach Roadway Alignment	G	
B.AP.02: Overtopping Likelihood	3	Low - once every 26 - 50 years
B.AP.03: Scour Vulnerability	A	Scour Appraisal completed, bridge determined to be stable
B.AP.04: Scour Plan of Action	Y	A scour plan of action is required and implemented
B.AP.05: Seismic Vulnerability	N	Bridge does not require seismic evaluation

Superstructure Build Details

Span Number 1

Span Length 30.500

Skew 90.000

Number of Items	Type of Component	Element Name	Quantity	Protective System Applied	Quantity (Sq Ft)
1	Asphalt Wearing Surface	Wearing Surface	740 Square Feet		
1	Weight Limit	Regulatory Sign	1 Each		
10	Prestressed Concrete Channel	Prestressed Concrete Top Flange	780 Square Feet		
2	Delineator	Warning Signs	2 Each		
10	Prestressed Concrete Channel	Prestressed Concrete Open Girder/Beam	310 Feet		
2	Steel Rail	Metal Bridge Railing	62 Feet	Unknown	124

Span Number 2

Span Length 30.500

Skew 90.000

Number of Items	Type of Component	Element Name	Quantity	Protective System Applied	Quantity (Sq Ft)
1	Weight Limit	Regulatory Sign	1 Each		
1	Asphalt Wearing Surface	Wearing Surface	740 Square Feet		
2	Delineator	Warning Signs	2 Each		
10	Prestressed Concrete Channel	Prestressed Concrete Open Girder/Beam	310 Feet		
10	Prestressed Concrete Channel	Prestressed Concrete Top Flange	780 Square Feet		
2	Steel Rail	Metal Bridge Railing	62 Feet	Unknown	124

Section 2: Bridge Material and Type

Subsection 2.1: Span Material and Type

Subsection 2.2: Substructure Material and Type

B.SB.01 Substructure Configuration Designator: P01

B.SB.02 Number of Substructure Units: 1

B.SB.03 Substructure Material: C01 Reinforced Concrete cast-in-place

B.SB.04 Substructure Type B03 Bent pile

B.SB.05 Substructure Protective System: T01 Treated timber preservative

B.SB.06 Foundation Type: P05 Pile timber

B.SB.07 Foundation Protective System: 0 None

Subsection 2.3: Roadside Hardware

Summary of Maintenance Needs

Maintenance By Defect

Structure Number: 910371

Inspection Date: 12/01/2025

MMS Code	Element Name	Defect Name	Recommended Quantity
3306	Prestressed Concrete Open Girder/Bear	Delamination/Spall	13 Feet
3306	Prestressed Concrete Open Girder/Bear	Cracking (PSC)	6 Feet
3306	Prestressed Concrete Open Girder/Bear	Efflorescence/Rust Staining	2 Feet
3346	Timber Abutment	Decay/Section Loss	16 Feet
3344	Timber Pile	Decay/Section Loss	2 Feet
3348	Prestressed Concrete Pier Cap	Delamination/Spall	1 Feet
2816	Wearing Surface	Delamination/Spall (Wearing Surfaces)	75 Square Feet
2816	Wearing Surface	Crack (Wearing Surface)	100 Square Feet
3342	Steel Protective Coating	Effectiveness (Steel Protective Coatings)	124 Square Feet

Element Structure Maintenance Quantities

Structure Number: 910371

Inspection Date 12/01/2025

Location	MMS Code	Description	Maint Quantity	Total Quantity	Severe Quantity	Poor Quantity	Fair Quantity	Good Quantity
Beam	3306	Maintenance Concrete Superstructure Components	42	2180	0.000	20.000	20.000	2140.000
Beam	3326	Maintenance of Concrete Deck	0	2180	0.000	0.000	2.000	2178.000
Bridge Rail	3322	Maintenance of Steel Bridge Rail	0	124	0.000	0.000	124.000	0.000
Bridge Rail	3342	Clean and Paint Steel	124	248	124.000	0.000	0.000	124.000
Ground Mounted Signs	3250	Install or Replace Ground Mounted Signs	0	2	0.000	0.000	0.000	2.000
Ground Mounted Signs	3250	Install or Replace Ground Mounted Signs	0	4	0.000	0.000	0.000	4.000
Wearing Surfaces	2816	Asphalt Surface Repair	175	1480	0.000	175.000	0.000	1305.000
Abutments	3346	Maintenance of Timber Bulkheads or Wingwalls	16	76	0.000	16.000	0.000	60.000
Caps	3348	Maintenance of Concrete Substructure	1	78	0.000	1.000	0.000	77.000
Piles and Columns	3344	Maintenance To Timber Substructure	2	19	0.000	4.000	8.000	7.000

Element Condition and Maintenance Data

Structure Number: 910371

Inspection Date: 12/01/2025

Span 1 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	740	680	0	60	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 510	Crack (Wearing Surface)	UP TO 1/8 INCHES LONGITUDINAL REFLECTIVE CRACKS THROUGHOUT	3	45	45	Square Feet
☐ 510	Crack (Wearing Surface)	UP TO 1/8 INCHES TRANSVERSE CRACKS ALONG END BENT 1 FILL FACE	3	15	15	Square Feet
General Comments						

Span 1 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	62	31	0	0	31	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 330	Corrosion	AREAS OF SURFACE CORROSION THROUGHOUT RAIL	2	31		Square Feet
☐ 515	Effectiveness (Steel Protective Coatings)	AREAS OF DETERIORATED PAINT SYSTEM THROUGHOUT RAIL	4	31	31	Square Feet
General Comments						

Span 1 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	62	31	0	0	31	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 330	Corrosion	AREAS OF SURFACE CORROSION THROUGHOUT RAIL	2	31		Square Feet
☐ 515	Effectiveness (Steel Protective Coatings)	AREAS OF DETERIORATED PAINT SYSTEM THROUGHOUT RAIL	4	31	31	Square Feet
General Comments						

Span 1 Slab 2

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
15	Prestressed Concrete Top Flange	78	77	1	0	0	Square Feet
109	Prestressed Concrete Open Girder/Beam	31	30	1	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
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Structure Number: 910371Inspection Date: 12/01/2025

☐	15	Efflorescence/Rust Staining	TRANSVERSE HAIRLINE CRACK WITH EFFLORESCENCE IN BOTTOM OF TOP FLANGE AT END BENT 1	2	1	Square Feet
☐	109	Delamination/Spall	3 INCH DIAMETER SHALLOW SPALL WITH EXPOSED REBAR TO OUTSIDE RIGHT LEG AT END BENT 1	2	1	1 Feet

General Comments

Span 1

Slab 3

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
15	Prestressed Concrete Top Flange	78	78	0	0	0	Square Feet
109	Prestressed Concrete Open Girder/Beam	31	30	1	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐	109	Delamination/Spall	4 INCH X 2 INCH X 1/2 INCH SPALL IN BOTTOM OF LEFT LEG APPROXIMATELY 60 INCH FROM END BENT 1	2	1	1 Feet

General Comments

Span 1

Slab 4

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
15	Prestressed Concrete Top Flange	78	78	0	0	0	Square Feet
109	Prestressed Concrete Open Girder/Beam	31	29	1	1	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐	15	Delamination/Spall	6 INCH LONG SHALLOW SPALLING PATCHES TO INSIDE OF EACH LEG AT END BENT 1 ; DEFECT CAPTURED IN ANOTHER NOTE	1		Square Feet
☐	109	Cracking (PSC)	UP TO 0.004 INCH LONGITUDINAL CRACK IN BOTTOM OF RIGHT LEG EXTENDING FROM BENT 1	3	1	1 Feet
☐	109	Delamination/Spall	(2) UP TO 3 INCH X 3 INCH X 3/4 INCH DEEP SPALLS WITH EXPOSED REBAR IN BOTTOM AND BOTH FACES OF BOTH LEGS AT END BENT 1	2	1	1 Feet

General Comments

Span 1

Slab 6

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
15	Prestressed Concrete Top Flange	78	78	0	0	0	Square Feet
109	Prestressed Concrete Open Girder/Beam	31	30	0	1	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐	15	Cracking (PSC)	3 FEET LONG HAIRLINE CRACK IN LEFT LEG AT END BENT 1 AND BENT 1 AND FOR 5 FEET AT MIDSPAN ; DEFECT CAPTURED IN ANOTHER NOTE	1		Square Feet
☐	109	Cracking (PSC)	UP TO 1/16 INCH LONGITUDINAL CRACK IN BOTTOM OF LEFT LEG AT BENT 1	3		1 Feet

Structure Number: 910371Inspection Date: 12/01/2025

☐	109	Delamination/Spall	PAR: 9 INCHES X 2 INCHES X 2 INCHES DEEP SPALL WITH EXPOSED STRAND IN BOTTOM OF RIGHT LEG AT BENT 1	3	1	1 Feet
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General Comments

Span 2 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	740	625	0	115	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 510	Crack (Wearing Surface)	UP TO 1/8 INCHES TRANSVERSE CRACKS ALONG BENT AND END BENT 2 FILL FACE	3	40	40	Square Feet
☐ 510	Delamination/Spall (Wearing Surfaces)	UP TO 1/8 INCH LONGITUDINAL CRACKS AND ALLIGATOR CRACKING WITH (2) UP TO 45 INCH X 4 INCH X 1/ 1/2 INCH DEEP POTHOLE IN EASTBOUND LANE	3	75	75	Square Feet

General Comments

Span 2 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	62	31	0	0	31	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 330	Corrosion	AREAS OF SURFACE CORROSION THROUGHOUT RAIL	2	31		Square Feet
☐ 515	Effectiveness (Steel Protective Coatings)	AREAS OF DETERIORATED PAINT SYSTEM THROUGHOUT RAIL	4	31	31	Square Feet

General Comments

Span 2 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	62	31	0	0	31	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 330	Corrosion	AREAS OF SURFACE CORROSION THROUGHOUT RAIL	2	31		Square Feet
☐ 515	Effectiveness (Steel Protective Coatings)	AREAS OF DETERIORATED PAINT SYSTEM THROUGHOUT RAIL	4	31	31	Square Feet

General Comments

Span 2

Slab 1

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty
15	Prestressed Concrete Top Flange	78	78	0	0	0 Square Feet
109	Prestressed Concrete Open Girder/Beam	31	30	1	0	0 Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
☐ 109	Delamination/Spall	3 INCH DIAMETER X 1/2 INCH DEEP SPALL ALONG INSIDE FACE OF LEFT END AT END BENT 2	2	1	Feet
General Comments					

Span 2

Slab 4

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty
15	Prestressed Concrete Top Flange	78	78	0	0	0 Square Feet
109	Prestressed Concrete Open Girder/Beam	31	30	1	0	0 Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
☐ 109	Delamination/Spall	2 INCH DIAMETER X 1/2 INCH DEEP SPALL WITH EXPOSED REBAR IN LEFT LEG AT BENT 1	2	1	1 Feet
General Comments					

Span 2

Slab 5

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty
15	Prestressed Concrete Top Flange	78	78	0	0	0 Square Feet
109	Prestressed Concrete Open Girder/Beam	31	30	1	0	0 Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
☐ 109	Delamination/Spall	4 INCH X 3 INCH X 1/2 INCH DEEP SPALL WITH EXPOSED REBAR ALONG INSIDE FACE OF LEFT LEG AT END BENT 2	2	1	1 Feet
☐ 109	Efflorescence/Rust Staining	4 INCH X 4 INCH AREA OF DELAMINATION IN EXTERIOR FACE OF RIGHT LEG AT END BENT 2	2		Feet
General Comments					

Span 2

Slab 6

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty
15	Prestressed Concrete Top Flange	78	78	0	0	0 Square Feet
109	Prestressed Concrete Open Girder/Beam	31	30	1	0	0 Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
☐ 109	Delamination/Spall	4 INCH X 2 INCH X 1/2 INCH DEEP SPALL WITH UP TO 0.02 INCH HORIZONTAL CRACK ALONG INSIDE FACE OF RIGHT LEG AT END BENT 2	2	1	1 Feet

General Comments

Span 2

Slab 7

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty
15	Prestressed Concrete Top Flange	78	78	0	0	0 Square Feet
109	Prestressed Concrete Open Girder/Beam	31	30	1	0	0 Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
☐ 109	Delamination/Spall	5 INCH X 2 INCH X 1 INCH DEEP SPALL ALONG INSIDE FACE OF RIGHT LEG AT END BENT 2	2	1	1 Feet

General Comments

Span 2

Slab 8

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty
15	Prestressed Concrete Top Flange	78	78	0	0	0 Square Feet
109	Prestressed Concrete Open Girder/Beam	31	22	1	8	0 Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
☐ 109	Cracking (PSC)	UP TO 0.004 INCH LONGITUDINAL CRACKS IN BOTTOM OF BOTH LEGS IN VARIOUS LOCATIONS	3	4	4 Feet
☐ 109	Delamination/Spall	12 INCH X 2 INCH X 2 INCH DEEP SPALL WITH EXPOSED REBAR AND UP TO 0.05 INCH LONGITUDINAL CRACK IN BOTTOM OF LEFT LEG EXTENDING FROM END BENT 2	3	2	2 Feet
☐ 109	Efflorescence/Rust Staining	PAR: 23 INCH LONG X FULL WIDTH X 3 INCHES DEEP SPALL WITH EXPOSED STRAND IN BOTTOM OF RIGHT LEG 4 FEET FROM BENT	3	2	2 Feet
☐ 109	Delamination/Spall	3 INCH X 1 INCH X 1 INCH SPALL IN RIGHT LEG AT BENT 1	2	1	1 Feet
☐ 109	Delamination/Spall	5 INCH X 3 INCH X 1 INCH DEEP SPALL WITH EXPOSED REBAR WITH 6 INCH X 2 INCH AREA OF DELAMINATION ALONG INSIDE FACE OF RIGHT LEG AT END BENT 2	2		1 Feet
☐ 109	Cracking (PSC)	15 INCHES X 0.016 INCHES LONGITUDINAL AND HORIZONTAL CRACKS IN BOTTOM OF RIGHT LEG APPROXIMATELY 4 FEET FROM BENT; DEFECT CAPTURED IN ANOTHER NOTE	1		Feet

General Comments

Span 2

Slab 10

Prestressed Concrete Channel

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty
15	Prestressed Concrete Top Flange	78	78	0	0	0 Square Feet
109	Prestressed Concrete Open Girder/Beam	31	30	1	0	0 Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
☐ 15	Delamination/Spall	FAR SIDE SPALL AT BENT 1; DEFECT CAPTURED IN ANOTHER NOTE	1		Square Feet

Structure Number: 910371Inspection Date: 12/01/2025

☐	109	Delamination/Spall	4 INCH X 3 INCH X 1/2 INCH DEEP SPALL WITH EXPOSED REBAR IN BOTTOM OF RIGHT LEG AT BENT 1	2	1	1 Feet
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General Comments

End Bent 1

Abutment

Timber Abutment

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty
216	Timber Abutment	29	19	0	10	0 Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
☐ 216	Decay/Section Loss	PAR: (2) AREAS OF DECAY UP TO 24 INCH X 6 INCH X FULL DEPTH WITH EXPOSED FILL IN FACE OF BACKWALL AT SOUTH END	3	2	2 Feet
☐ 216	Decay/Section Loss	PAR: (3) AREAS OF DECAY UP TO 16 INCH X 8 INCH X FULL DEPTH WITH EXPOSED FILL IN FACE OF BACKWALL AT NORTH END	3	2	2 Feet
☐ 216	Decay/Section Loss	PAR: 70 INCH LONG X 6 INCH HIGH X FULL DEPTH AREA OF DECAY WITH EXPOSED FILL IN FACE OF BACKWALL AT GROUND LINE BETWEEN PILES 4 THRU 7	3	6	6 Feet
☐ 216	Decay/Section Loss	DECAY AND HOLLOW SOUNDING AREA 4 FEET X 2 FEET BETWEEN PILES 6 AND 7 DEFECT CAPTURED IN ANOTHER NOTE	1		Feet
☐ 216	Decay/Section Loss	DECAY ON BULKHEAD BETWEEN PILES 2 AND 3 UP TO 3 FEET X 3 FEET DEFECT CAPTURED IN ANOTHER NOTE	1		Feet
☐ 216	Decay/Section Loss	PAR: NORTHWEST WINGWALL DECAY WITH FILL LEAKING THROUGHOUT DEFECT CAPTURED IN ANOTHER NOTE	1		Feet
☐ 216	Decay/Section Loss	PAR: NORTHWEST WINGWALL MIDDLE PILE COMPLETELY DECAYED FROM GROUND LINE TO TOP DEFECT CAPTURED IN ANOTHER NOTE	1		Feet
☐ 216	Decay/Section Loss	PAR: SOUTHWEST WINGWALL DECAY WITH FILL LEAKING THROUGHOUT DEFECT CAPTURED IN ANOTHER NOTE	1		Feet
☐ 216	Decay/Section Loss	SOUTHWEST WINGWALL MIDDLE PILE COMPLETELY DECAYED FROM GROUND LINE TO TOP, MITIGATED BY ADDITIONAL PILE DEFECT CAPTURED IN ANOTHER NOTE	1		Feet

General Comments

End Bent 1

Cap 1

Prestressed Concrete Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty
233	Prestressed Concrete Pier Cap	26	25	0	1	0 Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty
☐ 233	Delamination/Spall	(2) SPALLS UP TO 8 INCH X 2 INCH X 1 INCH DEEP IN TOP AND FACE OF CAP BENEATH UNIT 1	3	1	1 Feet

General Comments

End Bent 1 Pile 1

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	0	1	0	Each

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 228	Decay/Section Loss	6 INCH HIGH X 6 INCH WIDE X 4 INCH DEEP AREA OF DECAY IN LEFT FACE OF PILE, MITIGATED BY ADDITION OF SISTER PILE	3	1	1	Each
☐ 228	Check/Shake	UP TO 1/16 INCHES CHECKS THROUGHOUT PILE	2			Each

General Comments

End Bent 1 Pile 2

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	1	0	0	Each

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 228	Check/Shake	UP TO 1/16 INCHES CHECKS THROUGHOUT PILE	2	1		Each

General Comments

End Bent 1 Pile 5

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	0	1	0	Each

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 228	Decay/Section Loss	PILE SHATTERED AND AREA OF DECAY FROM GROUND LINE TO CAP, MITIGATED BY ADDITION OF SISTER PILE	3	1	1	Each
☐ 228	Decay/Section Loss	DECAY IN PILE, MITIGATED BY ADDITION OF SISTER PILE DEFECT CAPTURED IN ANOTHER NOTE	1			Each

General Comments

End Bent 1 Pile 6

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	1	0	0	Each

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 228	Check/Shake	UP TO 1/4 INCHES X 1 INCHES DEEP CHECKS THROUGHOUT PILE	2	1		Each

General Comments

End Bent 1 Pile 7

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	1	0	0	Each
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☐ 228	Check/Shake	UP TO 1/8 INCHES X 1/2 INCHES DEEP CHECKS THROUGHOUT PILE	2	1			Each
General Comments							

End Bent 1 Pile 8

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	0	1	0	Each
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☐ 228	Decay/Section Loss	DECAY IN PILE, MITIGATED BY ADDITION OF SISTER PILE	3	1			Each
☐ 228	Check/Shake	UP TO 1/8 INCHES X 1/2 INCHES DEEP CHECKS THROUGHOUT PILE	2				Each
General Comments							

Bent 1 Pile 1

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	0	1	0	Each
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☐ 228	Decay/Section Loss	DECAY IN PILE, MITIGATED BY ADDITION OF REPLACEMENT PILE	3	1			Each
☒ 228	Decay/Section Loss	UNDERWATER INSPECTION: 3 FEET HIGH X 4 INCHES WIDE X 8 INCHES DEEP AREA OF DECAY FROM 1.5 FEET ABOVE WATERLINE TO 1.5 FEET BELOW WATERLINE. HELPER PILE IN PLACE.	3				Each
General Comments							

Bent 1 Pile 2

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	1	0	0	Each
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☒ 228	Check/Shake	UNDERWATER INSPECTION: CHECKS TO 0.0312 INCH, SOFT TO 0.0312 INCH.	2				Each
☐ 228	Check/Shake	UP TO 1/8 INCHES WIDE X 1/2 INCHES DEEP CHECKS THROUGHOUT PILE	2	1			Each
General Comments							

Bent 1

Pile 3

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	1	0	0	Each
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☒ 228	Abrasion/Wear (Timber)	UNDERWATER INSPECTION: CHECKS TO 0.0312 INCH, SOFT TO 0.0312 INCH.	2	1			Each
☐ 228	Check/Shake	UP TO 0.05 INCH CHECKS IN VARIOUS LOCATIONS THROUGHOUT	2				Each
General Comments							

Bent 1

Pile 4

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	1	0	0	Each
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☒ 228	Check/Shake	UNDERWATER INSPECTION: CHECKS TO 0.0312 INCH, SOFT TO 0.0312 INCH.	2	1			Each
☐ 228	Check/Shake	UP TO 0.05 INCH CHECKS IN VARIOUS LOCATIONS THROUGHOUT	2				Each
General Comments							

Bent 1

Pile 5

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	1	0	0	Each
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☒ 228	Check/Shake	UNDERWATER INSPECTION: CHECKS TO 0.0312 INCH, SOFT TO 0.0312 INCH.	2	1			Each
☐ 228	Check/Shake	UP TO 0.05 INCH CHECKS IN VARIOUS LOCATIONS THROUGHOUT	2				Each
General Comments							

Bent 1

Pile 6

Timber Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
228	Timber Pile	1	0	1	0	0	Each
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☒ 228	Check/Shake	UNDERWATER INSPECTION: CHECKS TO 0.0312 INCH, SOFT TO 0.0312 INCH.	2	1			Each
☐ 228	Check/Shake	UP TO 0.05 INCH CHECKS IN VARIOUS LOCATIONS THROUGHOUT	2				Each
General Comments							

End Bent 2

Abutment

Timber Abutment

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
216	Timber Abutment	47	41	0	6	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 216	Decay/Section Loss	6 FEET X 2 FEET X 2 INCHES DEEP AREA OF DECAY IN BULKHEAD AT GROUND LINE AT RIGHT END	3	6	6	Feet
☐ 216	Decay/Section Loss	NORTHEAST WINGWALL BETWEEN MIDDLE PILE AND THE LAST PILE IS DECAYED AND FILL LEAKING THROUGH DEFECT CAPTURED IN ANOTHER NOTE	1			Feet
☐ 216	Decay/Section Loss	NORTHEAST WINGWALL BETWEEN PILE NEAR BRIDGE AND THE BRIDGE IS DECAYED AND FILL LEAKING THROUGH (TYPICAL OF SOUTHEAST WINGWALL) DEFECT CAPTURED IN ANOTHER NOTE	1			Feet
☐ 216	Decay/Section Loss	NORTHEAST WINGWALL DECAYED AND FILL LEAKING THROUGH DEFECT CAPTURED IN ANOTHER NOTE	1			Feet

General Comments

Elements Verified

Location	Name	Component	Element Name	Amount
Span 1	Delineator SW	Delineator	Warning Signs	1
Span 1	Weight Limit Sign at South Approach	Weight Limit	Regulatory Sign	1
Span 1	Delineator NW	Delineator	Warning Signs	1
Span 2	Weight Limit Sign at North Approach	Weight Limit	Regulatory Sign	1
Span 2	Delineators SE	Delineator	Warning Signs	1
Span 2	Delineators NE	Delineator	Warning Signs	1
Bent 1	Pile 1	Timber Pile	Timber Pile	1
Bent 1	Pile 2	Timber Pile	Timber Pile	1
Bent 1	Pile 3	Timber Pile	Timber Pile	1
Bent 1	Pile 4	Timber Pile	Timber Pile	1
Bent 1	Pile 5	Timber Pile	Timber Pile	1
Bent 1	Pile 6	Timber Pile	Timber Pile	1

General Inspection Notes

NCDOT SMU Inspection Items

Structure Number: 910371

Inspection Date: 12/01/2025

Recorded Posting Values:

POSTED SV: 25 POSTED TTST: 29 EV SINGLE AXLE: EV TANDOM: EV GROSS:

Item	Grade Scale	Grade	Maint. Qty.	Maint. Code
Deck Debris	G, F, P, or C			
Drainage System	G, F, P, or C			
Utilities	G, F, P, or C			
Slope Protection	G, F, P, or C	F	250	3352
Headwall	G, F, P, or C		0	4675
Wingwall	G, F, P, or C		0	3350
Drift	G, F, P, or C	F	20	3366
Fender System	G, F, P, or C			
Movable Span Machinery	G, F, P, or C			
Response to Live Load	G, F, P, or C			
Superstructure Paint Code				

Note: If NC SMU Inspection Item is not present, leave NC SMU item blank

Inspection Information

Item	Grade Scale	Grade
Inspection Time	Hours	3
Traffic Control Time	Hours	
Snooper Time	Hours	
Portion of Structure in > 3' of water	YES/NO	Y

National Bridge and NC SMU Inspection Item Details

Structure Number: 910371

Inspection Date: 12/01/2025

Item	Slope Protection	Grade	F	Maint Code	3352	Qty.	250
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Details EROSION ALONG ABUTMENT DIRT SLOPE WALLS.

Item	Drift	Grade	F	Maint Code	3366	Qty.	20
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Details RANDOM DRIFT ALONG BOTTOM

Item	Portion of structure in > 3' of water (Y or N)	Grade	Y	Maint Code		Qty.	0
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Details 4 FEET

Item	Channel, Scour and Scour POA Comments	Grade	Y	Maint Code		Qty.	0
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Details SCOUR PLAN OF ACTION: MONITOR BRIDGE FOUNDATION DURING BIENNIAL INSPECTION CYCLE FOR CASE 1 OR 2. 1) IF MUDLINE AT ANY END BENT OR INTERIOR BENT SCOURS MORE THAN 4 FEET FROM THE ESTABLISHED BASELINE USING THE 2008-2009 SOUNDINGS, CONTACT THE HYDRAULICS UNIT. 2) IF FOOTINGS HAVE GREATER THAN 10% OF THE BEARING UNDERMINED, CONTACT THE HYDRAULICS UNIT



Bent 1 Pile 1: UNDERWATER INSPECTION: 3 FEET HIGH X 4 INCHES WIDE X 8 INCHES DEEP AREA OF DECAY FROM 1.5 FEET ABOVE WATERLINE TO 1.5 FEET BELOW WATERLINE. HELPER PILE IN PLACE.



Bent 1 Pile 2: UNDERWATER INSPECTION: CHECKS TO 0.0312 INCH, SOFT TO 0.0312 INCH.

Attachment H

Load-Rating Calculations and Rating Summary Sheet

February 2026

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION - BRIDGE MAINTENANCE
ANALYSIS SECTION

Bridge Number:	910371	Date Of Rating:	02-17-2026
County:	WAKE	Rated By:	rkarki
Date Of Inspection:	12-01-2025	Checked By:	sbhernandez 2/17/2026
Roadway Width(Inspection) :	24.2	Deck Out to Out :	25.4

Rating Summary Sheet
Non-Interstate Highway Bridge

Member:	Sp2 Chan8 3	Sp2 Cha8l 3	Channel 30A	Channel 30B	Pile 4
Span Length:	29.5	29.5	29.5	29.5	
Beam spacing:					
HS inv 15.00 (0.31)	11.7	11.1	14.8	13.7	4.7 *
HS opr 15.00 (1.00)	22.3	22.1	28.1	27.0	15.1 *
SNSH 13.50 (1.62)	24.5	24.2	30.9	29.7	21.9 *
SNGARBS2 20.00 (1.24)	31.9	31.5	40.2	38.6	24.8 *
SNAGRIS2 22.00 (1.18)	35.8	35.3	45.0	43.2	26.2 *
SNCOTTS3 27.25 (0.80)	24.9	24.6	31.5	30.2	22.0 *
SNAGGRS4 34.92 (0.68)	30.3	29.9	38.3	36.7	24.0 *
SNS5A 35.55 (0.67)	30.1	29.8	38.1	36.6	23.9 *
SNS6A 39.95 (0.62)	32.1	31.7	40.6	38.9	24.8 *
SNS7B 42.00 (0.59)	32.6	32.2	41.2	39.5	24.9 *
TNAGRIT3 33.00 (0.75)	34.2	33.8	43.2	41.5	25.1 *
TNT4A 33.08 (0.76)	32.7	32.3	41.3	39.7	25.3 *
TNT6A 41.60 (0.62)	37.1	36.7	46.9	45.0	26.2 *
TNT7A 42.00 (0.63)	38.6	38.2	48.8	46.8	26.7 *
TNT7B 42.00 (0.66)	36.8	36.3	46.5	44.6	27.9 *
TNAGRIT4 43.00 (0.62)	41.5	41.0	52.5	50.3	27.0 *
TNAGT5A 45.00 (0.58)	39.3	38.8	49.7	47.6	26.5 *
TNAGT5B 45.00 (0.57)	37.7	37.2	47.5	45.6	26.1 *
EV2 28.75 (0.88)	33.3	32.9	42.0	40.3	25.3 *
EV3 43.00 (0.57)	32.5	32.1	41.0	39.4	24.7 *

CALCULATED POSTING:	CONTROLLING RF:	DESIGN LOAD:
SV 22 tons - TTST 25 ton	SV(0.80)-TTST(0.75)	H 10

CONTROLLING MEMBER:	INVENTORY RATING:
Pile 4	HS 4.7 (0.23)

EXISTING POSTING: SV 25 tons - TTST 29 tons	OPERATING RATING:
~~SV 22.0 tons - TTST 25.0 tons~~	HS 15.1 (0.75)

RECOMMENDED POSTING: Retain Existing	ITEM 70 - BRIDGE POSTING
~~SV 22 tons - TTST 25 tons~~	CODE: 1

EMERGENCY VEHICLE RATING:	RECOMMENDED EMERGENCY
	VEHICLE RATING
	SINGLE AXLE 6.0 T
	TANDEM 17.0 T
	GROSS 24.0 T(0.57)

REASON FOR POSTING CHANGE:

OVERLOADED BRIDGE : HS Operating dropped 3 tons or more? N/A

ANALYSIS METHOD : Inventory Rating : LF Operating Rating : LF

COMMENTS: Bridge does not meet Greenline loads. Reviewed 4 year underwater inspection.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION - BRIDGE MAINTENANCE
ANALYSIS SECTION

Bridge Number:	null	Date Of Rating:	02-11-2026
County:	null	Rated By:	rkarki
Date Of Inspection:	null	Checked By:	sbhernandez
Roadway Width(Inspection) :24.2		Deck Out to Out :	25.4

Load Factor Method
Channel Rating

Truck	Weight tons	Operating tons	Inventory tons	LLmoment K-ft	Controls (inv)	controls (opr)
HS	15.00	22.3	11.7	205.93	Conc Ten.	Strength
SNSH	13.50	24.5	12.6	165.66	Conc Ten.	Strength
SNGARBS2	20.00	31.9	16.6	190.81	Conc Ten.	Strength
SNAGRIS2	22.00	35.8	18.8	188.77	Conc Ten.	Strength
SNCOTTS3	27.25	24.9	12.8	327.58	Conc Ten.	Strength
SNAGGRS4	34.92	30.3	15.6	346.08	Conc Ten.	Strength
SNS5A	35.55	30.1	15.5	352.90	Conc Ten.	Strength
SNS6A	39.95	32.1	16.5	372.33	Conc Ten.	Strength
SNS7B	42.00	32.6	16.7	386.44	Conc Ten.	Strength
TNAGRIT3	33.00	34.2	17.5	288.75	Conc Ten.	Strength
TNT4A	33.08	32.7	16.8	302.49	Conc Ten.	Strength
TNT6A	41.60	37.1	19.0	335.38	Conc Ten.	Strength
TNT7A	42.00	38.6	19.8	325.80	Conc Ten.	Strength
TNT7B	42.00	36.8	18.8	341.73	Conc Ten.	Strength
TNAGRIT4	43.00	41.5	21.4	311.12	Conc Ten.	Strength
TNAGT5A	45.00	39.3	20.1	342.71	Conc Ten.	Strength
TNAGT5B	45.00	37.7	19.5	360.92	Conc Ten.	Strength

EV2	28.75	33.3	17.4	263.16	Conc Ten.	Strength
EV3	43.00	32.5	16.7	397.74	Conc Ten.	Strength

Non-Interstate Traffic

Component: Channel Sp2 Chan8 30A(Exp) Input:

Target Beam: Interior

Input:

Girder = BMD 13-30A Span = 29.500 ft % Effect = 98.0

f'c = 5000 psi

Strands : 0.438" Gr:270 Area:0.115 SR

Num Strands	Strand Ht(in)
-------------	---------------

1	1.500
---	-------

2	6.000
---	-------

2	6.440
---	-------

2	6.880
---	-------

TypicalSection:

Rdwy width	= 24.250 ft	AWS thick	= 4.000 in	Num girders	= 10
------------	-------------	-----------	------------	-------------	------

Out width	= 25.417 ft	CWS thick	= 0.000 in	Num lanes	= 2
-----------	-------------	-----------	------------	-----------	-----

Computed Data:(Per Unit)

Non-compDL (lb):	Beam	Rails	WSurf	xCmpDL	Total
	247	22	116	0	385

Note: Total Rail Weight = 221.0

Dist Fact = 0.473

Impact = 1.3

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION - BRIDGE MAINTENANCE ANALYSIS SECTION

Bridge Number:	null	Date Of Rating:	02-11-2026
County:	null	Rated By:	rkarki
Date Of Inspection:	null	Checked By:	sbhernandez
Roadway Width(Inspection) :	24.2	Deck Out to Out :	25.4

Load Factor Method Channel Rating

Truck	Weight tons	Operating tons	Inventory tons	LLmoment K-ft	Controls (inv)	controls (opr)
HS	15.00	22.1	11.1	205.93	Conc Ten.	Strength
SNSH	13.50	24.2	11.8	165.66	Conc Ten.	Strength
SNGARBS2	20.00	31.5	15.7	190.81	Conc Ten.	Strength
SNAGRIS2	22.00	35.3	17.7	188.77	Conc Ten.	Strength
SNCOTTS3	27.25	24.6	12.0	327.58	Conc Ten.	Strength

SNAGGRS4	34.92	29.9	14.7	346.08	Conc Ten.	Strength
SNS5A	35.55	29.8	14.5	352.90	Conc Ten.	Strength
SNS6A	39.95	31.7	15.5	372.33	Conc Ten.	Strength
SNS7B	42.00	32.2	15.7	386.44	Conc Ten.	Strength
TNAGRIT3	33.00	33.8	16.5	288.75	Conc Ten.	Strength
TNT4A	33.08	32.3	15.8	302.49	Conc Ten.	Strength
TNT6A	41.60	36.7	17.9	335.38	Conc Ten.	Strength
TNT7A	42.00	38.2	18.7	325.80	Conc Ten.	Strength
TNT7B	42.00	36.3	17.7	341.73	Conc Ten.	Strength
TNAGRIT4	43.00	41.0	20.1	311.12	Conc Ten.	Strength
TNAGT5A	45.00	38.8	19.0	342.71	Conc Ten.	Strength
TNAGT5B	45.00	37.2	18.4	360.92	Conc Ten.	Strength
EV2	28.75	32.9	16.4	263.16	Conc Ten.	Strength
EV3	43.00	32.1	15.7	397.74	Conc Ten.	Strength

Non-Interstate Traffic

Component: Channel Sp2 Cha8l 30B(Exp) Input:

Target Beam: Interior

Input:

Girder = BMD 13-30B Span = 29.500 ft % Effect = 98.0

f'c = 5000 psi

Strands : 0.438" Gr:250 Area:0.108 SR

Num Strands	Strand Ht(in)
-------------	---------------

1	1.500
2	6.000
2	7.380
2	7.810
2	8.250

TypicalSection:

Rdwy width = 24.250 ft AWS thick = 4.000 in Num girders = 10

Out width = 25.417 ft CWS thick = 0.000 in Num lanes = 2

Computed Data:(Per Unit)

Non-compDL (lb):	Beam	Rails	WSurf	xCompDL	Total
	247	22	116	0	385

Note: Total Rail Weight = 221.0

Dist Fact = 0.472

Impact = 1.3

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION - BRIDGE MAINTENANCE ANALYSIS SECTION

Bridge Number: null Date Of Rating: 02-11-2026

County:	null	Rated By:	rkarki
Date Of Inspection:	null	Checked By:	sbhernandez
Roadway Width(Inspection) :24.2		Deck Out to Out :	25.4

Load Factor Method
Channel Rating

Truck	Weight tons	Operating tons	Inventory tons	LLmoment K-ft	Controls (inv)	controls (opr)
HS	15.00	28.1	14.8	205.93	Conc Ten.	Strength
SNSH	13.50	30.9	16.0	165.66	Conc Ten.	Strength
SNGARBS2	20.00	40.2	21.0	190.81	Conc Ten.	Strength
SNAGRIS2	22.00	45.0	23.6	188.77	Conc Ten.	Strength
SNCOTTS3	27.25	31.5	16.3	327.58	Conc Ten.	Strength
SNAGGRS4	34.92	38.3	19.8	346.08	Conc Ten.	Strength
SNS5A	35.55	38.1	19.7	352.90	Conc Ten.	Strength
SNS6A	39.95	40.6	21.0	372.33	Conc Ten.	Strength
SNS7B	42.00	41.2	21.3	386.44	Conc Ten.	Strength
TNAGRIT3	33.00	43.2	22.3	288.75	Conc Ten.	Strength
TNT4A	33.08	41.3	21.4	302.49	Conc Ten.	Strength
TNT6A	41.60	46.9	24.2	335.38	Conc Ten.	Strength
TNT7A	42.00	48.8	25.2	325.80	Conc Ten.	Strength
TNT7B	42.00	46.5	24.0	341.73	Conc Ten.	Strength
TNAGRIT4	43.00	52.5	27.2	311.12	Conc Ten.	Strength
TNAGT5A	45.00	49.7	25.6	342.71	Conc Ten.	Strength
TNAGT5B	45.00	47.5	24.7	360.92	Conc Ten.	Strength
EV2	28.75	42.0	22.0	263.16	Conc Ten.	Strength
EV3	43.00	41.0	21.2	397.74	Conc Ten.	Strength

Non-Interstate Traffic

Component: Channel Channel 30A Input:

Target Beam: Interior

Input:

Girder = BMD 13-30A Span = 29.500 ft % Effect = 98.0

f'c = 5000 psi

Strands : 0.438" Gr:270 Area:0.115 SR

Num Strands	Strand Ht(in)
-------------	---------------

2	1.500
---	-------

2	6.000
---	-------

2	6.440
---	-------

2	6.880
---	-------

TypicalSection:

Rdwy width = 24.250 ft	AWS thick = 4.000 in	Num girders = 10
Out width = 25.417 ft	CWS thick = 0.000 in	Num lanes = 2

Computed Data:(Per Unit)

Non-compDL (lb):	Beam	Rails	WSurf	xCompDL	Total
	247	22	116	0	385

Note: Total Rail Weight = 221.0

Dist Fact = 0.473

Impact = 1.3

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION - BRIDGE MAINTENANCE
ANALYSIS SECTION

Bridge Number:	null	Date Of Rating:	02-11-2026
County:	null	Rated By:	rkarki
Date Of Inspection:	null	Checked By:	sbhernandez
Roadway Width(Inspection) :	24.2	Deck Out to Out :	25.4

Load Factor Method
Channel Rating

Truck	Weight tons	Operating tons	Inventory tons	LLmoment K-ft	Controls (inv)	controls (opr)
HS	15.00	27.0	13.7	205.93	Conc Ten.	Strength
SNSH	13.50	29.7	14.8	165.66	Conc Ten.	Strength
SNGARBS2	20.00	38.6	19.5	190.81	Conc Ten.	Strength
SNAGRIS2	22.00	43.2	22.0	188.77	Conc Ten.	Strength
SNCOTTS3	27.25	30.2	15.1	327.58	Conc Ten.	Strength
SNAGGRS4	34.92	36.7	18.4	346.08	Conc Ten.	Strength
SNS5A	35.55	36.6	18.2	352.90	Conc Ten.	Strength
SNS6A	39.95	38.9	19.4	372.33	Conc Ten.	Strength
SNS7B	42.00	39.5	19.7	386.44	Conc Ten.	Strength
TNAGRIT3	33.00	41.5	20.7	288.75	Conc Ten.	Strength
TNT4A	33.08	39.7	19.8	302.49	Conc Ten.	Strength
TNT6A	41.60	45.0	22.5	335.38	Conc Ten.	Strength
TNT7A	42.00	46.8	23.4	325.80	Conc Ten.	Strength
TNT7B	42.00	44.6	22.2	341.73	Conc Ten.	Strength
TNAGRIT4	43.00	50.3	25.2	311.12	Conc Ten.	Strength
TNAGT5A	45.00	47.6	23.8	342.71	Conc Ten.	Strength
TNAGT5B	45.00	45.6	22.9	360.92	Conc Ten.	Strength
EV2	28.75	40.3	20.4	263.16	Conc Ten.	Strength
EV3	43.00	39.4	19.7	397.74	Conc Ten.	Strength

Non-Interstate Traffic

Component: Channel Channel 30B Input:
Target Beam: Interior

Input:

Girder = BMD 13-30B Span = 29.500 ft % Effect = 98.0
 f'c = 5000 psi
 Strands : 0.438" Gr:250 Area:0.108 SR
 Num Strands Strand Ht(in)
 2 1.500
 2 6.000
 2 7.380
 2 7.810
 2 8.250

TypicalSection:

Rdwy width = 24.250 ft AWS thick = 4.000 in Num girders = 10
 Out width = 25.417 ft CWS thick = 0.000 in Num lanes = 2

Computed Data:(Per Unit)

Non-compDL (lb): Beam Rails WSurf xCmpDL Total
 247 22 116 0 385

Note: Total Rail Weight = 221.0
 Dist Fact = 0.472
 Impact = 1.3

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION - BRIDGE MAINTENANCE
 ANALYSIS SECTION

Bridge Number: null Date Of Rating: 02-11-2026
 County: null Rated By: rkarki
 Date Of Inspection: null Checked By: sbhernandez
 Roadway Width(Inspection) :24.2 Deck Out to Out : 25.4

Substructure Rating
 Working Stress Method

Truck	Weight	Operating	Inventory	LL Reaction
HS	15.00	15.10	4.70	39.76
SNSH	13.50	21.90	6.90	24.63
SNGARBS2	20.00	24.80	7.80	32.17
SNAGRIS2	22.00	26.20	8.20	33.56
SNCOTTS3	27.25	22.00	6.90	49.43
SNAGGRS4	34.92	24.00	7.50	58.07
SNS5A	35.55	23.90	7.50	59.46
SNS6A	39.95	24.80	7.80	64.25
SNS7B	42.00	24.90	7.80	67.44
TNAGRIT3	33.00	25.10	7.90	52.58
TNT4A	33.08	25.30	7.90	52.24
TNT6A	41.60	26.20	8.20	63.36

TNT7A	42.00	26.70	8.40	62.77
TNT7B	42.00	27.90	8.70	60.09
TNAGRIT4	43.00	27.00	8.50	63.63
TNAGT5A	45.00	26.50	8.30	67.76
TNAGT5B	45.00	26.10	8.20	68.85
EV2	28.75	25.30	7.90	45.30
EV3	43.00	24.70	7.70	69.59

Component: Substructure Pile 4 Input:

Analysis Type: Bearing

Pile Rating on Pile # 4 at Bent # 2

Span Configuration:

Span #	Span Length	Left Sup. Condition
1	29.50	Joint
2	29.50	Joint

Truck Configuration

L Wheel/TrkSpacing	Wheel Spacing	L wheel off	R wheel off
4.125	6.000	NO	NO
4.000	6.000	NO	NO

Left wheel reference point = 0.0 (left gutter = 0.0, or beam #)

Lt Overhang = 0.75 ft Lt edge/gut = 0.58 ft
 Bm Spacing: = 24@1.0 ft Rdway Width = 24.25 ft Deck Width = 25.42 ft

Bent # = 2 Skew = 90.00 % effective = 95.00 %
 Cap mat'l = Concret Cap Depth = 12.00 in Cap Width = 16.00 in
 Cap Weight = 200.00 pLf Rebar Fy = 60000.00 psi Cap Length = 26.00 ft
 As Top = 4.00 in As Bot = 2.00 in
 As Top = 4.00 in As Bot = 2.00 in

Pile spacing (ft): L0 = 1.50 C 1.00 C 4.75 C 6.00 C 5.50 C 5.75 C R0 = 1.50
 (C = Continuous and P = Pinned joint at top of pile)

Left pile to lt brg = -0.500 ft
 (for the current selected truck configuration)

Pile mat'l = Other Analysis Ty = Bearing
 Pile area = 113.10 in Pile weight = 1000.00 lbs
 Impact = 1.00 Xtra cap DL = 0.00 lbs

DL from superstructure:

Girder #:	1	2	3	4	5	6	7	8	9	10	11	12	13	14
DL (lbs):	154	154	154	154	154	154	154	154	154	154	154	154	154	154
Girder #:	15	16	17	18	19	20	21	22	23	24	25			
DL (lbs):	154	154	154	154	154	154	154	154	154	154	154			

Allow Inv Load = 18 tons Allow Opr Load = 27 tons
 LL coefficient = 1.314

Attachment I

Holly Springs Fire Department Incident Reports

September 2024



Holly Springs Fire Dept.

Station: **3**
Shifts Or Platoon: **A Shift**

Location: Holly Springs New Hill RD Holly Springs NC 27540 Woods Creek Road	Incident Type: 812 - Flood assessment
Lat/Long: N 35° 40' 27.25" W 78° 51' 49.16"	FDID: 09210 Incident #: 2020-227 Exposure ID: 46235792 Exposure #: 0 Incident Date: 02/06/2020 Dispatch Run #: 20-0019221
Zone: HS County - Holly Springs County Location Type: 2 - Intersection Map Page: 094E Population Density: Suburban Cross Street, Directions or National Grid: Woods Creek Road	

Report Completed by:	Strickland , Wayne	ID: 533	Date: 02/11/2020
Report Reviewed by:	Strickland , Wayne	ID: 533	Date: 02/11/2020
Report Printed by:	Strickland, Wayne	ID: 533	Date: 9/29/2026 Time: 11:16

Structure Type:	Property Use: 960 - Street, other			
Automatic Extinguishment System Present:	☐	Detectors Present:	☐	Cause of Ignition:
Aid Given or Received:	Mutual aid received		Primary action taken:	78 - Control traffic
Losses	Pre-Incident Values			
Property: \$0.00	Property: \$0.00	Civilian Injuries: 0	Fire Service Injuries: 0	
Contents: \$0.00	Contents: \$0.00	Civilian Fatalities: 0	Fire Service Fatalities: 0	
Total: \$0.00	Total: \$0.00	Total Casualties: 0	Total Fire Service Casualties: 0	
Total # of apparatus on call: 2		Total # of personnel on call: 4		

Neighboring Agencies
Agency Name: Apex (09205)
Agency ID: 09205
Agency Type: Fire

NARRATIVE (2)
Narrative Title: Lieutenant Narrative Author: Wilkins, Robbie Narrative Date: 02/06/2020 20:49:54 Narrative Apparatus ID: HSE3 Narrative: Engine 3 was heading back to station 3 and got to the bridge on Holly Springs New Hill Road and found the road to be flooded out. Engine 3 contacted HS Bat 1 and notified him of the situation. Engine 3 Notified Raleigh Dispatch of the situation and requested a Apex unit to assist on the opposite side of the bridge until barricades were in place as there were still people driving through the water. Engine 3 remained on scene along with Apex Engine 32 until barricades were in place and road was shut down. Then all units returned to service.

APPARATUS			
Unit	E32	Unit	E-3
Type:	Engine	Type:	Tanker & pumper combination
Use:	Suppression	Use:	Suppression
Response Mode:	No Lights or Sirens	Response Mode:	No Lights or Sirens
# of People	1	# of People	3
Alarm	02 /06/2020 17:15:35	Alarm	02 /06/2020 17:15:35
Dispatched	02 /06/2020 17:17:29	Dispatched	02 /06/2020 17:16:12
Enroute	02 /06/2020 17:23:11	Enroute	02 /06/2020 17:16:20
Arrived	02 /06/2020 17:30:00	Arrived	02 /06/2020 17:16:20
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	02 /06/2020 17:47:05	Cleared Scene	02 /06/2020 17:44:45
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	02 /06/2020 17:47:05	In Service	02 /06/2020 17:44:45
Number Of People not on apparatus: 0			

CUSTOM FIELDS FORM	
Was this call during sleep time? (2315-0700)	No
Was Knox Box Key used ?	No
Was this an MVA?	No
Was this a Code	No
EMS Unit # Responded	NA

PERSONNEL ON CALL			
Name	Personnel Rank	Role(s)	Apparatus
Dillon, James M	Firefighter		E-3
Gordon, Tyler B	Firefighter		E-3
Wilkins, Robbie	Lieutenant		E-3

Member Making Report (Assistant Chief Planning Wayne Strickland): _____

Incident Reviewer (Assistant Chief Planning Wayne Strickland): _____



Holly Springs Fire Dept.

Station: **3**
Shifts Or Platoon: **C Shift**

Location: 12365 HOLLY SPRINGS NEW HILL RD Apex NC 27502 Cedar Wren Ln/Cateswood Ct	Incident Type: 363 - Swift water rescue
Lat/Long: N 35° 39' 20.49" W 78° 53' 33.88"	EMSID: FDID: 09210 Incident #: 2020-1908 Exposure ID: 52692010 Incident Date: 11/12/2020 Dispatch Run #: 20-0152563
Zone: HS County - Holly Springs County Location Type: 2 - Intersection Map Page: 0943 Population Density: Rural Cross Street, Directions or National Grid: Cedar Wren Ln/Cateswood Ct	

Report Completed by:	Holland , Jamie	ID: 76	Date: 11/13/2020
Report Reviewed by:	Strickland , Wayne	ID: 533	Date: 11/17/2020
Report Printed by:	Strickland, Wayne	ID: 533	Date: 9/29/2026 Time: 11:18

Aid Given or Received:	Automatic aid received	Primary action taken:	92 - Standby
Additional actions:	73 - Provide manpower , -		
Total # of apparatus on call:	3	Total # of personnel on call:	7

Special Studies	
COVID 19 was a factor in this incident.	Unknown.

Neighboring Agencies
Agency Name: Apex (09205) Agency ID: 09205 Agency Type: Fire

NARRATIVE (2)
Narrative Title: C2 Narrative Author: Tyson, Stephan Narrative Date: 11/13/2020 12:55:12 Narrative Apparatus ID: C-2 Narrative: Dispatched to a water rescue call at the creek on Holly Springs New Hill Road. Arrived to find a subject sitting on the hood of his car. Apex fire was on the other side handling the rescue efforts. Apex units walked out to the subject and placed them in a life jacket and then walked them out to the other side.

NARRATIVE (3)
Narrative Title: OIC/Lieutenant Narrative Author: Tyson, Stephan Narrative Date: 11/12/2020 18:08:01 Narrative Apparatus ID: HSE5 Narrative: Holly Springs Engine One dispatched to a water rescue call at the creek on Holly Springs New Hill Road. Engine One arrived to find a subject sitting on the hood of there car. Command advised Apex fire was handling the rescue efforts. Apex units walked out to the subject and placed them in a life jacket and then walked them out to the other side. Holly Springs Units stood by. Once the subject was out of the water Holly Springs units cleared the call.

NARRATIVE (4)
Narrative Title: OIC/Engineer Narrative Author: Richmond, Nick Narrative Date: 11/13/2020 06:14:27 Narrative Apparatus ID: SQ1 Narrative: Holy Springs Squad 1 responded to a water rescue at Holly Springs New Hill Road and Cateswood Drive. Shortly after our arrival we returned to service by command.

APPARATUS			
Unit	C-2	Unit	HSE1
Type:	Chief officer car	Type:	Tanker & pumper combination
Use:	Suppression	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	1	# of People	3
Alarm	11 /12/2020 16:39:16	Alarm	11 /12/2020 16:39:16
Dispatched	11 /12/2020 16:39:18	Dispatched	11 /12/2020 16:39:18
Enroute	11 /12/2020 16:39:30	Enroute	11 /12/2020 16:40:29
Arrived	11 /12/2020 16:44:50	Arrived	11 /12/2020 16:47:27
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	11 /12/2020 17:00:24	Cleared Scene	11 /12/2020 17:06:18
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	11 /12/2020 17:00:24	In Service	11 /12/2020 17:06:18
Unit	SQ1		
Type:	Rescue unit		
Use:	Suppression		
Response Mode:	Lights and Sirens		
# of People	3		
Alarm	11 /12/2020 16:39:16		
Dispatched	11 /12/2020 16:39:18		
Enroute	11 /12/2020 16:41:12		
Arrived	11 /12/2020 17:06:12		
Cancelled	-- / -- / -- -- : -- : --		
Cleared Scene	11 /12/2020 17:06:13		
In Quarters	-- / -- / -- -- : -- : --		
In Service	11 /12/2020 17:06:13		
Number Of People not on apparatus: 0			

CUSTOM FIELDS FORM	
Was this call during sleep time? (2315-0700)	No
Was Knox Box Key used ?	No
Was this an MVA?	No
Was this a Code	No
EMS Unit # Responded	Wake EMS 20

Member Making Report (Assistant Chief Operations Jamie Holland): _____

Incident Reviewer (Assistant Chief Planning Wayne Strickland): _____



Holly Springs Fire Dept.

Station: **3**
Shifts Or Platoon: **A Shift**

Location: Holly Springs New Hill RD Apex NC 27502 Castewood Court	Incident Type: 360 - Water & ice-related rescue, other
Lat/Long: N 35° 39' 19.85" W 78° 53' 30.12"	EMSID: FDID: 09210 Incident #: 2021-217 Exposure ID: 54752356 Incident Date: 01/31/2021 Dispatch Run #: 21-0015170
Zone: HS County - Holly Springs County Location Type: 2 - Intersection Map Page: 094E Population Density: Suburban Cross Street, Directions or National Grid: Castewood Court	

Report Completed by:	Strickland , Wayne	ID: 533	Date: 02/01/2021
Report Reviewed by:	Strickland , Wayne	ID: 533	Date: 02/01/2021
Report Printed by:	Strickland, Wayne	ID: 533	Date: 9/29/2026 Time: 11:19

Aid Given or Received:	None	Primary action taken:	73 - Provide manpower
Total # of apparatus on call:	3	Total # of personnel on call:	8

Special Studies	
COVID 19 was a factor in this incident.	No, COVID 19 was not a factor.

NARRATIVE (2)

Narrative Title: OIC / Lieutenant

Narrative Author: Wilkins, Robbie

Narrative Date: 01/31/2021 17:24:22

Narrative Apparatus ID: HSE3

Narrative:

Engine 3 responded for a water rescue with vehicle in flood waters. Upon arrival Engine 3 found a vehicle in the roadside on its side with water inside the vehicle. All occupants were out of the vehicle with no injuries. Holly Springs PD arrived on scene on the opposite side of the bridge from where the vehicle was located. Wake County Sheriffs Deputies arrived on the other side and Highway Patrol was notified as well. Scene was turned over to law enforcement which was going to take care of road closure. Engine 3 returned to service.

NARRATIVE (3)

Narrative Title: SQ1/Captain

Narrative Author: Pope, Justin

Narrative Date: 01/31/2021 22:07:57

Narrative Apparatus ID: SQ1

Narrative:

Cancelled en route by command. Squad 1 cleared and returned to service.

NARRATIVE (4)

Narrative Title: BC

Narrative Author: Hussey, Don

Narrative Date: 01/31/2021 22:32:14

Narrative Apparatus ID: BC-1

Narrative:

Cancelled en route

APPARATUS			
Unit	BC-1	Unit	HSE3
Type:	Chief officer car	Type:	Tanker & pumper combination
Use:	Suppression	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	1	# of People	3
Alarm	01 /31/2021 15:27:01	Alarm	01 /31/2021 15:27:01
Dispatched	01 /31/2021 15:28:25	Dispatched	01 /31/2021 15:28:25
Enroute	01 /31/2021 15:29:30	Enroute	01 /31/2021 15:29:30
Arrived	-- / -- / -- -- : -- : --	Arrived	01 /31/2021 15:30:36
Cancelled	01 /31/2021 15:34:47	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	-- / -- / -- -- : -- : --	Cleared Scene	01 /31/2021 15:51:07
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	01 /31/2021 15:34:47	In Service	01 /31/2021 15:51:07
Unit	SQ1		
Type:	Rescue unit		
Use:	Suppression		
Response Mode:	Lights and Sirens		
# of People	4		
Alarm	01 /31/2021 15:27:01		
Dispatched	01 /31/2021 15:28:25		
Enroute	01 /31/2021 15:29:43		
Arrived	-- / -- / -- -- : -- : --		
Cancelled	01 /31/2021 15:34:28		
Cleared Scene	-- / -- / -- -- : -- : --		
In Quarters	-- / -- / -- -- : -- : --		
In Service	01 /31/2021 15:34:28		
Number Of People not on apparatus: 0			

CUSTOM FIELDS FORM	
Was this call during sleep time? (2315-0700)	No
Was Knox Box Key used ?	No
Was this an MVA?	No
Was this a Code	No
EMS Unit # Responded	20

Member Making Report (Assistant Chief Planning Wayne Strickland): _____

Incident Reviewer (Assistant Chief Planning Wayne Strickland): _____



Holly Springs Fire Dept.

Station: **3**
Shifts Or Platoon: **A Shift**

Location: Holly Springs New Hill RD APEX NC 27539 Cateswood Ct	Incident Type: 551 - Assist police or other governmental agency
Lat/Long: N 35° 39' 19.91" W 78° 53' 30.87"	FDID: 09210 Incident #: 2024-79 Exposure ID: 77741788 Exposure #: 0 Incident Date: 01/10/2024 Dispatch Run #: 24-0006081
Zone: HS County - Holly Springs County Location Type: 5 - Adjacent to Map Page: 0943 Population Density: Suburban Cross Street, Directions or National Grid: Cateswood Ct	

Report Completed by:	Jackson , James D	ID: 1103	Date: 01/10/2024
Report Reviewed by:	Strickland , Wayne	ID: 533	Date: 01/10/2024
Report Printed by:	Strickland, Wayne	ID: 533	Date: 9/29/2026 Time: 11:22

Structure Type:	Property Use: 960 - Street, other		
Automatic Extinguishment System Present: ☐	Detectors Present: ☐	Cause of Ignition:	
Aid Given or Received:	None	Primary action taken:	73 - Provide manpower
Losses	Pre-Incident Values		
Property:	Property:	Civilian Injuries: 0	Fire Service Injuries: 0
Contents:	Contents:	Civilian Fatalities: 0	Fire Service Fatalities: 0
Total:	Total:	Total Casualties: 0	Total Fire Service Casualties: 0
Total # of apparatus on call: 1		Total # of personnel on call: 3	

NARRATIVE (2)

Narrative Title: OIC/CAPTAIN

Narrative Author: Jackson, James

Narrative Date: 01/10/2024 06:20:34

Narrative Apparatus ID: HSE3

Narrative:

Holly Springs Engine 3 was dispatched to an request for service at Holly Springs New Hill Rd and Cateswood Ct. Engine 3 responded from Station 3 Fuji site. Upon arrival Holly Springs Police were on scene and stated there was some road debris from the flooding but had already moved it out of the roadway. Engine 3 cleared the scene and returned to service.

APPARATUS

Unit	HSE3
Type:	Tanker & pumper combination
Use:	Suppression
Response Mode:	No Lights or Sirens
# of People	3
Alarm	01 /10/2024 04:55:31
Dispatched	01 /10/2024 04:56:58
Enroute	01 /10/2024 05:00:45
Arrived	01 /10/2024 05:04:38
Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	01 /10/2024 05:11:52
In Quarters	-- / -- / -- -- : -- : --
In Service	01 /10/2024 05:11:52
Number Of People not on apparatus: 0	

CUSTOM FIELDS FORM

Was this call during sleep time? (2315-0700)	Yes
Was Knox Box Key used ?	No
Was this an MVA?	No
Was this a Code	No
EMS Unit # Responded	NA
Was this a Fire Alarm test by FM	No
Was this a Structure Fire? If yes, time water was put on the fire and time the fire was extinguished.	No

Member Making Report (Captain James D Jackson): _____

Incident Reviewer (Assistant Chief Planning Wayne Strickland): _____



Holly Springs Fire Dept.
Station: **3**
Shifts Or Platoon: **A Shift**

Location:
**Holly Springs New Hill Rd
Holly Springs NC 27540
Stonender Way**

Lat/Long:
N 35° 39' 19.96"
W 78° 53' 31.91"

Zone:
**HS Town - Holly Springs Town
Limits**

Location Type: **2 - Intersection**
Map Page: **095P**
Population Density: **Suburban**
Cross Street, Directions or National Grid:
Stonender Way

Incident Type:
510 - Person in distress, other

FDID: **09210**
Incident #: **2024-1936**
Exposure ID: **81531672**
Exposure #: **0**
Incident Date: **09/02/2024**
Dispatch Run #: **24-0162691**

Report Completed by:	Henderson , Robert D	ID: 734	Date: 09/06/2024
Report Reviewed by:	Strickland , Wayne	ID: 533	Date: 09/09/2024
Report Printed by:	Strickland, Wayne	ID: 533	Date: 9/29/2026 Time: 11:23

Structure Type:	Property Use: 960 - Street, other				
Automatic Extinguishment System Present:	☐	Detectors Present:	☐	Cause of Ignition:	
Aid Given or Received:	Mutual aid received		Primary action taken: 73 - Provide manpower		
Losses	Pre-Incident Values				
Property:	Property:	Civilian Injuries:	0	Fire Service Injuries:	0
Contents:	Contents:	Civilian Fatalities:	0	Fire Service Fatalities:	0
Total:	Total:	Total Casualties:	0	Total Fire Service Casualties:	0
Total # of apparatus on call:		3	Total # of personnel on call:		8

Neighboring Agencies
Agency Name: Apex (09205)
Agency ID: 09205
Agency Type: Fire

NARRATIVE (2)

Narrative Title: BC
Narrative Author: Hussey, Don
Narrative Date: 09/02/2024 01:06:10
Narrative Apparatus ID: BC-1
Narrative:
Responded from Station 1. Cancelled en route

NARRATIVE (3)

Narrative Title: OIC/CAPTAIN
Narrative Author: Jackson, James
Narrative Date: 09/02/2024 07:23:50
Narrative Apparatus ID: HSE3
Narrative:
Holly Springs Engine 3 responded from station 3 Fuji site to an vehicle in flood water. Upon arrival Engine 3 found a mid size SUV partially in the ditch and water covering one lane of travel. Engine 3 made contact with the driver and Holly Springs Police had already helped them out of the vehicle. Engine 3 cancelled all fire and ems units not on scene. Holly Springs Police called for a wrecker and advised that they didn't need anymore help from fire. Engine 3 cleared the scene and returned to service.

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NARRATIVE (4)			
Narrative Title: OIC/CAPTAIN			
Narrative Author: Henderson, Robert			
Narrative Date: 09/06/2024 23:04:07			
Narrative Apparatus ID: L255			
Narrative: HSL255 RESPONDED FROM STATION 2 WITH 3 PERSONNEL. CANCELLED ENROUTE BY HSE3 OIC ON SCENE.			

APPARATUS			
Unit	BC-1	Unit	HSE3
Type:	Chief officer car	Type:	Tanker & pumper combination
Use:	Suppression	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	1	# of People	3
Alarm	09 /02/2024 00:41:26	Alarm	09 /02/2024 00:41:26
Dispatched	09 /02/2024 00:43:51	Dispatched	09 /02/2024 00:43:51
Enroute	09 /02/2024 00:45:46	Enroute	09 /02/2024 00:46:32
Arrived	-- / -- / -- -- : -- : --	Arrived	09 /02/2024 00:48:27
Cancelled	09 /02/2024 00:51:15	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	-- / -- / -- -- : -- : --	Cleared Scene	09 /02/2024 01:04:25
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	09 /02/2024 00:51:15	In Service	09 /02/2024 01:04:25
Unit	L255		
Type:	Truck or aerial		
Use:	Suppression		
Response Mode:	Lights and Sirens		
# of People	4		
Alarm	09 /02/2024 00:41:26		
Dispatched	09 /02/2024 00:43:51		
Enroute	09 /02/2024 00:46:21		
Arrived	-- / -- / -- -- : -- : --		
Cancelled	09 /02/2024 00:51:39		
Cleared Scene	-- / -- / -- -- : -- : --		
In Quarters	-- / -- / -- -- : -- : --		
In Service	09 /02/2024 00:51:39		
Number Of People not on apparatus: 0			

PEOPLE -- PERSON 1			
Is Owner	False	Business Name	
Telephone Number	9199860674	Involvement	Driver
Name	Cedric Hayes	Date of Birth	7/7/2002
Address	1220 Topsail Common DR Knightdale, NC 27545-		

CUSTOM FIELDS FORM	
Was this call during sleep time? (2315-0700)	Yes
Was Knox Box Key used ?	No
Was this an MVA?	No
Was this a Code	No
EMS Unit # Responded	23,93,22
Was this a Fire Alarm test by FM	No
Was this a Structure Fire? If yes, time water was put on the fire and time the fire was extinguished.	No

Member Making Report (Captain Robert D Henderson): _____

Incident Reviewer (Assistant Chief Planning Wayne Strickland): _____



Holly Springs Fire Dept.

Station: **3**
Shifts Or Platoon: **A Shift**

Location: 12302 Holly Springs New Hill RD Apex NC 27539 Stonender Way/Cateswood Ct	Incident Type: 363 - Swift water rescue
Lat/Long: N 35° 39' 19.8" W 78° 53' 31.8"	EMSID: FDID: 09210 Incident #: 2024-2117 Exposure ID: 81871974 Incident Date: 09/25/2024 Dispatch Run #: 24-0178479
Zone: HS County - Holly Springs County Location Type: 2 - Intersection Map Page: 0943 Population Density: Rural Cross Street, Directions or National Grid: Stonender Way/Cateswood Ct	

Report Completed by:	Hussey , Don	ID: 848	Date: 09/26/2024
Report Reviewed by:	Strickland , Wayne	ID: 533	Date: 10/03/2024
Report Printed by:	Strickland, Wayne	ID: 533	Date: 9/29/2026 Time: 11:24

Aid Given or Received:	Automatic aid received	Primary action taken:	81 - Incident command
Additional actions:	86 - Investigate , 82 - Notify other agencies.		
Total # of apparatus on call:	4	Total # of personnel on call:	11

Neighboring Agencies
Agency Name: Apex (09205)
Agency ID: 09205
Agency Type: Fire

NARRATIVE (2)
Narrative Title: E3 - OIC Narrative Author: Barbour, Bryan Narrative Date: 09/25/2024 04:32:21 Narrative Apparatus ID: HSE3 Narrative: Holly Springs Engine 3 was dispatched to a motor vehicle in floodwater in an area prone to flooding after a storm. Engine 3 responded par 3 from station 3. Upon arrival of Engine 3, roadway was completely shut down due to water running over the roadway from the creek with a single vehicle about 75 yards from the access point. Engine 3 officer established command. Engine 3 officer advised that patient contact could not be made from the Holly Springs side and that Apex would have to handle. Ladder 255 was returned to service due to same. Apex swiftwater made contact on Tac 15 requesting Apex Engine 32 be added to the call reference manpower. During this time, Holly Springs police entered the flooded area by foot and continued on to the vehicle. HSPD made patient contact and escorted the patient by foot to the Holly Springs side for medical evaluation. Wake County EMS evaluated the patient and patient refused transport. Command returned Apex Swift Water and Engine 32 to service since the patient was recovered. Engine 3 officer made contact with Raleigh and advised the vehicle would be inaccessible until floodwaters receded and to advise SHP of same. Vehicle information was unable to be attained due to access problems. Scene was turned over to HSPD and all Holly Springs and Wake County units returned to service. Engine 3 clear and available.

NARRATIVE (3)
Narrative Title: OIC/CAPTAIN Narrative Author: Henderson, Robert Narrative Date: 09/25/2024 05:53:42 Narrative Apparatus ID: L255 Narrative: HSL255 RESPONDED FROM STATION 2 WITH 4 PERSONNEL CANCELED ENROUTE BY HSE3 OIC ON SCENE.

NARRATIVE (4)

Narrative Title: BC

Narrative Author: Hussey, Don

Narrative Date: 09/26/2024 11:52:15

Narrative Apparatus ID: BC-1

Narrative:

Responded from Station 1 Dispatched to a motor vehicle in floodwater. Roadway was completely shut down due to water running over the roadway from the creek with a single vehicle about 75 yards from the access point. Engine 3 officer established command. Engine 3 officer advised that patient contact could not be made from the Holly Springs side and that Apex would have to handle. Ladder 255 was returned to service due to same. Apex swift water made contact on Tac 15 requesting Apex Engine 32 be added to the call reference manpower. During this time, Prior to Battalion 1 arrival, Holly Springs police entered the flooded area by foot and continued on to the vehicle. HSPD made patient contact and escorted the patient by foot to the Holly Springs side for medical evaluation. Wake County EMS evaluated the patient and patient refused transport. Command returned Apex Swift Water and Engine 32 to service since the patient was recovered. Engine 3 officer made contact with Raleigh and advised the vehicle would be inaccessible until floodwaters receded and to advise SHP of same. Vehicle information was unable to be attained due to access problems. Scene was turned over to HSPD and all Holly Springs and Wake County units returned to service.

APPARATUS

Unit	BC-1	Unit	HSE3
Type:	Chief officer car	Type:	Tanker & pumper combination
Use:	Suppression	Use:	Other
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	1	# of People	3
Alarm	09 /25/2024 03:33:53	Alarm	09 /25/2024 03:33:53
Dispatched	09 /25/2024 03:35:02	Dispatched	09 /25/2024 03:35:02
Enroute	09 /25/2024 03:36:38	Enroute	09 /25/2024 03:37:29
Arrived	09 /25/2024 03:43:15	Arrived	09 /25/2024 03:43:11
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	09 /25/2024 04:00:33	Cleared Scene	09 /25/2024 04:08:06
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	09 /25/2024 04:00:33	In Service	09 /25/2024 04:08:06

Unit	L255	Unit	E32
Type:	Truck or aerial	Type:	Engine
Use:	Other	Use:	Other
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	4	# of People	3
Alarm	09 /25/2024 03:33:53	Alarm	09 /25/2024 03:33:53
Dispatched	09 /25/2024 03:35:02	Dispatched	09 /25/2024 03:45:17
Enroute	09 /25/2024 03:37:39	Enroute	09 /25/2024 03:46:00
Arrived	-- / -- / -- -- : -- : --	Arrived	09 /25/2024 03:49:00
Cancelled	09 /25/2024 03:43:27	Cancelled	09 /25/2024 03:52:27
Cleared Scene	-- / -- / -- -- : -- : --	Cleared Scene	09 /25/2024 03:52:27
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	09 /25/2024 03:43:27	In Service	09 /25/2024 03:52:27

Number Of People not on apparatus: 0

PEOPLE -- PERSON 1

Is Owner	True	Business Name	
Telephone Number	919-628-7237	Involvement	Driver
Name	Richard A Laipple	Date of Birth	11/16/1966
Address	179 Larry DR Angier, NC 27526-		

CUSTOM FIELDS FORM

Was this call during sleep time? (2315-0700)	Yes
Was Knox Box Key used ?	No
Was this an MVA?	Yes
Was this a Code	No
EMS Unit # Responded	MEDIC91
Was this a Fire Alarm test by FM	No
Was this a Structure Fire? If yes, time water was put on the fire and time the fire was extinguished.	No

Member Making Report (Battalion Chief Don Hussey): _____

Incident Reviewer (Assistant Chief Planning Wayne Strickland): _____



Holly Springs Fire Dept.

Station: 3

Shifts Or Platoon: A Shift

Location:
12302 Holly Springs New Hill RD
Apex NC 27539
Cateswood Ct

Lat/Long:
N 35° 39' 19.78"
W 78° 53' 30.49"

Zone:
HS County - Holly Springs County
Location Type: 2 - Intersection
Map Page: 0943
Population Density: Rural
Cross Street, Directions or National Grid:
Cateswood Ct

Incident Type:
363 - Swift water rescue

EMSID:
FDID: 09210
Incident #: 2024-2119
Exposure ID: 81872516
Incident Date: 09/25/2024
Dispatch Run #: 24-0178524

Report Completed by:	Strickland , Wayne	ID: 533	Date: 10/03/2024
Report Reviewed by:	Strickland , Wayne	ID: 533	Date: 10/03/2024
Report Printed by:	Strickland, Wayne	ID: 533	Date: 9/29/2026 Time: 11:25

Aid Given or Received:	Automatic aid received	Primary action taken:	81 - Incident command
Additional actions:	86 - Investigate , 57 - Provide light or electrical power		
Total # of apparatus on call:	3	Total # of personnel on call:	8

Neighboring Agencies

Agency Name:

Apex (09205)

Agency ID:

09205

Agency Type:

Fire

NARRATIVE (2)

Narrative Title:

OIC/CAPTAIN

Narrative Author:

Henderson, Robert

Narrative Date:

09/25/2024 06:27:53

Narrative Apparatus ID:

L255

Narrative:

HSL255 RESPONDED FROM STSTAION 2 WITH 4 PERSONNEL.
ARRIVED ON SCENE AND RETURNED TO SERVICE BY HSE2 OIC/COMMAND

NARRATIVE (3)

Narrative Title:

E3 - OIC

Narrative Author:

Barbour, Bryan

Narrative Date:

09/25/2024 07:00:18

Narrative Apparatus ID:

HSE3

Narrative:

Holly Springs Engine 3 was dispatched to a vehicle in floodwater. Engine 3 responded par 3 from station 3. Engine 3 arrived on scene to find a single vehicle in floodwater with hazard lights on. Engine 3 officer established command. HSPD was on scene and advised that he heard someone yelling at him from the car but was not able to gain visual on the victim. Apex Swiftwater 35 arrived on scene and advised command that the victim had been assisted to safety by a bystander. Apex units remained on scene with the patient until Wake SO arrived on their side of the floodwater. Vehicle information nor patient information was able to be gathered due to access to other side of flood water. Wake SO advised that they would standby until SHP arrived on scene. Command was terminated and turned over to Wake SO. Engine 3 officer cleared all units. Engine 3 clear and available.

NARRATIVE (4)

Narrative Title: BC

Narrative Author: Hussey, Don

Narrative Date: 09/26/2024 12:18:12

Narrative Apparatus ID: BC-1

Narrative:

Responded from Station 1. Dispatched to a vehicle in floodwater. Engine 3 officer established command. Apex Swift water 35 arrived on scene and advised command that the victim had been assisted to safety by a bystander. Apex units remained on scene with the patient until Wake SO arrived on their side of the floodwater. Vehicle information nor patient information was able to be gathered due to access to other side of flood water. Wake SO advised that they would standby until SHP arrived on scene.

APPARATUS

Unit	BC-1	Unit	HSE3
Type:	Chief officer car	Type:	Tanker & pumper combination
Use:	Suppression	Use:	Other
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	1	# of People	3
Alarm	09 /25/2024 05:50:40	Alarm	09 /25/2024 05:50:40
Dispatched	09 /25/2024 05:57:54	Dispatched	09 /25/2024 05:57:54
Enroute	09 /25/2024 06:02:29	Enroute	09 /25/2024 06:01:28
Arrived	09 /25/2024 06:08:40	Arrived	09 /25/2024 06:04:52
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	09 /25/2024 06:21:18	Cleared Scene	09 /25/2024 06:28:53
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	09 /25/2024 06:21:18	In Service	09 /25/2024 06:28:53

Unit	L255
Type:	Truck or aerial
Use:	Suppression
Response Mode:	Lights and Sirens
# of People	4
Alarm	09 /25/2024 05:50:40
Dispatched	09 /25/2024 05:57:54
Enroute	09 /25/2024 06:00:03
Arrived	09 /25/2024 06:08:02
Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	09 /25/2024 06:08:08
In Quarters	-- / -- / -- -- : -- : --
In Service	09 /25/2024 06:08:08

Number Of People not on apparatus: 0

CUSTOM FIELDS FORM

Was this call during sleep time? (2315-0700)	Yes
Was Knox Box Key used ?	No
Was this an MVA?	Yes
Was this a Code	No
EMS Unit # Responded	MEDIC29
Was this a Fire Alarm test by FM	No
Was this a Structure Fire? If yes, time water was put on the fire and time the fire was extinguished.	No

Member Making Report (Assistant Chief Planning Wayne Strickland): _____

Incident Reviewer (Assistant Chief Planning Wayne Strickland): _____



Holly Springs Fire Dept.
Station: **3**
Shifts Or Platoon: **B Shift**

Location:
**12288 Holly Springs New Hill RD
Apex NC 27539
Stonender Way/Cateswood Ct**

Lat/Long:
**N 35° 39' 19.55"
W 78° 53' 30.7"**

Zone:
**HS Town - Holly Springs Town
Limits**

Location Type: **1 - Street address**
Map Page: **094J**
Population Density: **Suburban**
Cross Street, Directions or National Grid:
Stonender Way/Cateswood Ct

Incident Type:
363 - Swift water rescue

EMSID:
FDID: **09210**
Incident #: **2024-2136**
Exposure ID: **81913944**
Incident Date: **09/27/2024**
Dispatch Run #: **24-0180348**

Report Completed by:	Bowen , Keith	ID: 1387	Date: 09/28/2024
Report Reviewed by:	Strickland , Wayne	ID: 533	Date: 09/30/2024
Report Printed by:	Strickland, Wayne	ID: 533	Date: 9/29/2026 Time: 11:25

Aid Given or Received:	Mutual aid received	Primary action taken:	22 - Rescue, remove from harm
Total # of apparatus on call:	4	Total # of personnel on call:	9

Neighboring Agencies
Agency Name: Apex (09205)
Agency ID: 09205
Agency Type: Fire

NARRATIVE (2)
Narrative Title: OIC/Engineer Foisy
Narrative Author: Foisy, Christopher
Narrative Date: 09/27/2024 16:33:44
Narrative Apparatus ID: HSE3
Narrative:
HS E3 responded from St. 3 to the area of 12288 Holly Springs Rd New Hill Rd for a vehicle in flood waters. When E3 arrived on location there was single vehicle that was stranded in flood waters with a single occupant in the vehicle. E3 officer assumed command. All in coming unit were advised that there was on one person in the vehicle. There was a language barrier with the occupant in the vehicle. HS PD arrived on location that knew some Spanish and we were able to get him to the roof of the vehicle. HS Bat 1 arrived on location to assume command of the incident. L-255 arrived on location. E3 assisted Bat 1 in anyway we could.

NARRATIVE (3)
Narrative Title: BC OIC
Narrative Author: Brigante, Jared
Narrative Date: 09/27/2024 21:08:36
Narrative Apparatus ID: BC-1
Narrative:
HSFD with Apex FD were dispatched to a vehicle in flood water. Batt-1 responded from station 1. Upon arrival, Batt-1 found E-3 on scene of a single vehicle in the flooded road. Batt-1 assume command. Crews set up L-255 to try to reach the car which was just out of reach. Crews on the ladder were able to verify there was only one occupant who was on the hood. Apex arrived on scene and entered the water. Apex was able to wade the approx. knee-high water (with a crew of 4) and retrieve the occupant of the care. The water was moving swift across the road, and the road had barriers up, blocking cars from entering the area. The occupant refused EMS, and he was transferred to Wake SO. All fire units returned to service.

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NARRATIVE (4)

Narrative Title: OIC/Captain

Narrative Author: Bowen, Keith

Narrative Date: 09/28/2024 06:55:59

Narrative Apparatus ID: L255

Narrative:

Water rescue: L-255 responded from quarters. L-255 arrived on scene and was directed to deploy the aerial to effect rescue. The attempt was unsuccessful due due the vehicle in the water being outside the reach of the aerial. We then established life safety line utilizing an MPD, AFD swift water team made entry into the water and removed the victim. No further service required L-255 returned to service.

APPARATUS

Unit	BC-1	Unit	HSE3
Type:	Chief officer car	Type:	Tanker & pumper combination
Use:	Suppression	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	1	# of People	3
Alarm	09 /27/2024 14:45:33	Alarm	09 /27/2024 14:45:33
Dispatched	09 /27/2024 14:51:12	Dispatched	09 /27/2024 14:51:12
Enroute	09 /27/2024 14:51:26	Enroute	09 /27/2024 14:52:35
Arrived	09 /27/2024 14:58:33	Arrived	09 /27/2024 14:54:51
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	09 /27/2024 15:53:14	Cleared Scene	09 /27/2024 15:56:27
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	09 /27/2024 15:53:14	In Service	09 /27/2024 15:56:27

Unit	L255	Unit	BAT6
Type:	Truck or aerial	Type:	Chief officer car
Use:	Suppression	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	4	# of People	1
Alarm	09 /27/2024 14:45:33	Alarm	09 /27/2024 14:45:33
Dispatched	09 /27/2024 14:51:12	Dispatched	09 /27/2024 15:02:06
Enroute	09 /27/2024 14:52:54	Enroute	09 /27/2024 15:02:07
Arrived	09 /27/2024 15:02:05	Arrived	09 /27/2024 15:08:20
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	09 /27/2024 15:46:10	Cleared Scene	09 /27/2024 15:54:07
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	09 /27/2024 15:46:10	In Service	09 /27/2024 15:54:07

Number Of People not on apparatus: 0

PEOPLE -- PERSON 1

Is Owner	False	Business Name	
Telephone Number		Involvement	Owner of Vehicle
Name	Jaun Manuel Aviles	Date of Birth	7/17/1999
Address	12288 Holly Springs New Hill RD Apex, NC 27539-		

CUSTOM FIELDS FORM

Was this call during sleep time? (2315-0700)	No
Was Knox Box Key used ?	No
Was this an MVA?	No
Was this a Code	No
EMS Unit # Responded	Medic 23
Was this a Fire Alarm test by FM	No
Was this a Structure Fire? If yes, time water was put on the fire and time the fire was extinguished.	No

Member Making Report (Captain Keith Bowen): _____

Incident Reviewer (Assistant Chief Planning Wayne Strickland): _____



Holly Springs Fire Dept.
Station: **3**
Shifts Or Platoon: **B Shift**

Location:
**12289 Holly Springs New Hill RD
Holly Springs NC 27540
Stonender Way/Cateswood Ct**

Lat/Long:
**N 35° 39' 20.31"
W 78° 53' 31.63"**

Zone:
**HS Town - Holly Springs Town
Limits**

Location Type: **1 - Street address**
Map Page: **094J**
Population Density: **Suburban**
Cross Street, Directions or National Grid:
Stonender Way/Cateswood Ct

Incident Type:
363 - Swift water rescue

EMSID:
FDID: **09210**
Incident #: **2024-2138**
Exposure ID: **81917060**
Incident Date: **09/27/2024**
Dispatch Run #: **24-0180442**

Report Completed by:	Bowen , Keith	ID: 1387	Date: 09/28/2024
Report Reviewed by:	Strickland , Wayne	ID: 533	Date: 09/30/2024
Report Printed by:	Strickland, Wayne	ID: 533	Date: 9/29/2026 Time: 11:26

Aid Given or Received:	Automatic aid received	Primary action taken:	22 - Rescue, remove from harm
Total # of apparatus on call:	4	Total # of personnel on call:	9

Neighboring Agencies

Agency Name: Apex (09205)
Agency ID: 09205
Agency Type: Fire

NARRATIVE (2)

Narrative Title: OIC/Engineer Foisy

Narrative Author: Foisy, Christopher

Narrative Date: 09/27/2024 18:53:16

Narrative Apparatus ID: HSE3

Narrative:

HS E3 responded from St. 3 to the area of 12288 Holly Springs Rd New Hill Rd for a vehicle in flood waters. When E3 arrived on location there was single vehicle that was stranded in flood waters with a single occupant in the vehicle. E3 officer assumed command. All in coming unit were advised that there was on one person in the vehicle. There was a language barrier with the occupant in the vehicle but the Son was also on scene. HS Bat 1 arrived on location to assume command of the incident. L-255 arrived on location. E3 assisted Bat 1 in anyway we could.

NARRATIVE (3)

Narrative Title: BC OIC

Narrative Author: Brigante, Jared

Narrative Date: 09/27/2024 21:08:16

Narrative Apparatus ID: BC-1

Narrative:

HSFD with Apex FD were dispatched to a vehicle in flood water. Batt-1 responded from station 1. Upon arrival, Batt-1 found E-3 on scene of a single vehicle in the flooded road. Batt-1 assume command. The son of the driver was on scene and able to call the occupant and confirm he was the only occupant. The son was also able to translate due to a language barrier.

Apex arrived on scene and entered the water. Apex was able to wade the approx. knee-high water (with a crew of 4) and retrieve the occupant of the care. The water was moving swift across the road, and the road had barriers up, blocking cars from entering the area. The occupant refused EMS, and he was transferred to Wake SO. All fire units returned to service.

NARRATIVE (4)

Narrative Title: OIC/Captain

Narrative Author: Bowen, Keith

Narrative Date: 09/28/2024 07:04:20

Narrative Apparatus ID: L255

Narrative:

Water rescue: L-255 responded from quarters. L-255 arrived on scene and was requested to establish a safety line. AFD entered the water for rescue. They retrieved the victim without incident. L-255 returned to service.

106

https://secure.emergencyreporting.com/nfirs/print.asp?printtype=2&printtype=3&printtype=4&printtype=5&printOption=1&eid=81917060&printtype=&pr... 1/2

APPARATUS			
Unit	BAT6	Unit	BC-1
Type:	Chief officer car	Type:	Chief officer car
Use:	Suppression	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	1	# of People	1
Alarm	09 /27/2024 17:23:09	Alarm	09 /27/2024 17:23:09
Dispatched	09 /27/2024 17:28:35	Dispatched	09 /27/2024 17:26:34
Enroute	09 /27/2024 17:28:36	Enroute	09 /27/2024 17:27:11
Arrived	09 /27/2024 17:37:19	Arrived	09 /27/2024 17:42:10
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	09 /27/2024 18:21:09	Cleared Scene	09 /27/2024 18:20:27
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	09 /27/2024 18:21:09	In Service	09 /27/2024 18:20:27
Unit	HSE3	Unit	L255
Type:	Tanker & pumper combination	Type:	Truck or aerial
Use:	Suppression	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	3	# of People	4
Alarm	09 /27/2024 17:23:09	Alarm	09 /27/2024 17:23:09
Dispatched	09 /27/2024 17:26:34	Dispatched	09 /27/2024 17:26:34
Enroute	09 /27/2024 17:28:15	Enroute	09 /27/2024 17:30:26
Arrived	09 /27/2024 17:29:47	Arrived	09 /27/2024 17:43:20
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	09 /27/2024 18:22:36	Cleared Scene	09 /27/2024 18:08:21
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	09 /27/2024 18:22:36	In Service	09 /27/2024 18:08:21
Number Of People not on apparatus: 0			

PEOPLE -- PERSON 1			
Is Owner	False	Business Name	
Telephone Number	919-756-1999	Involvement	Owner of Vehicle
Name	Thuan Nguyen	Date of Birth	2/19/1974
Address	12289 Holly Springs New Hill RD Holly Springs, NC 27540-		

CUSTOM FIELDS FORM	
Was this call during sleep time? (2315-0700)	No
Was Knox Box Key used ?	No
Was this an MVA?	No
Was this a Code	No
EMS Unit # Responded	Medic 22
Was this a Fire Alarm test by FM	No
Was this a Structure Fire? If yes, time water was put on the fire and time the fire was extinguished.	No

Member Making Report (Captain Keith Bowen): _____

Incident Reviewer (Assistant Chief Planning Wayne Strickland): _____

Attachment J

Town of Holly Springs

NCEM Previous Grant Submittal Bridge 371 Replacement

New Hill Road Bridge 371 Replacement – NC Emergency Management Transportation Infrastructure – Resiliency Fund

Contact Information:

Town of Holly Springs

128 S Main St

Holly Springs, NC 27540

Attn: Kendra Parrish, PE, Exec Director of Utilities & Infrastructure

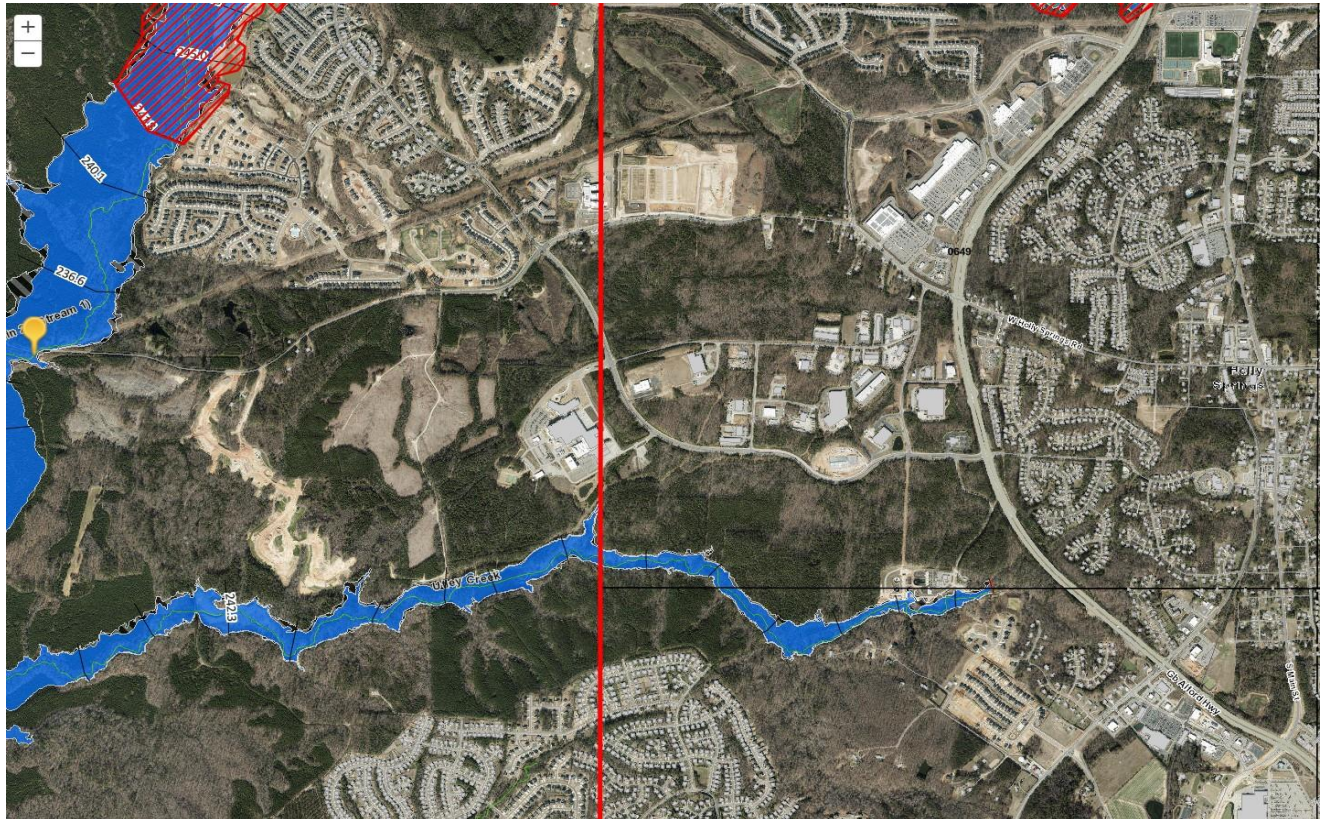
Kendra.parrish@hollyspringsnc.gov 919-524-0848

Project Description - Wake County bridge #371 is located on SR 1152 Holly Springs/New Hill Rd over White Oak Creek. Located approximately 3 miles west of NC 55 in Holly Springs. The road lies within the floodplain and floods to the west of the bridge.

The project involves reconstructing a section of Holly Springs – New Hill Road (SR 1152) just west of the bridge over White Oak Creek to raise the roadway elevation and replace/upsized drainage cross pipes to reduce the frequency of flood overtopping. The existing road closely follows the natural contours of the White Oak Creek floodplain and, as such, overtops in minor (2-year storms or less) rain events. The frequency of overtopping dictates results in frequent road closures which adversely impacts emergency response and mobility in the area. The proposed project would bring the road up to current design standards to convey drainage from the 25-year storm (minimum) without overtopping.

Approximately 2000 feet of existing Holly Springs – New Hill Road needs to be reconstructed through the White Oak Creek floodplain. Reconstruction will involve removing the existing roadway pavement, importing embankment material to raise the roadway elevation, replace and upsize existing storm drainage cross pipes for the 25-year storm, and construct a standard roadway typical section with 12' wide travel lanes and 8' shoulders (4' paved, 4' earth).

Project Location



Grant Funds, Sources, and Uses of all Project Funding

NCDOT has identified a project (B-4831) to replace existing Bridge 371 near the eastern end of this same roadway section due to structure age, deteriorated condition and structural deficiency. Bridge replacement funding, when available, will only address in-kind bridge replacement and will not be sufficient to address roadway overtopping issues through the floodplain. **If this submittal is selected, the resiliency funds can be combined with bridge replacement funds to develop and construct a comprehensive solution for Holly Springs – New Hill Road. The preliminary estimate (attached) for the combined project is approximately \$4M and the cost is equally divided between the bridge and extended roadway construction components.**

Merit Criteria

Significant growth (industrial, commercial and residential) is occurring along Holly Springs – New Hill Road, Friendship Road and throughout the Holly Springs area. Traffic volumes will continue to grow on the existing road network and the importance of Holly Springs -New Hill Road as a connector will increase dramatically. Improving the roadway through the White Oak Creek floodplain will bring this section of Holly Springs – New Hill Road up to current design standards and to a level of service comparable with the surrounding road network. This will ensure reliable connectivity, mobility and emergency service access in the area.

Safety

- Emergency Response Time - Important Land Uses directly impacted when the road floods:
 - Life Science/Innovation Park, Wake County Schools, 20% of town population, Fire Station, County Facilities
- Protect motorized/non-motorized travelers

Environmental Sustainability

- Increase active transportation
- At-risk infrastructure, see FEMA map

Quality of Life

- Increasing accessibility
- Remove barriers to transportation, jobs, and businesses

Improves Mobility and Community Connectivity

- Increase mobility/expand connectivity
- Freight/Supply Chain – regional context map –

The Town of Holly Springs has experienced significant development and growth over the past decade. The project will improve community connectivity and resiliency within the immediate vicinity of the project as well as create many new connections that will be accessible for many of our communities. This improved mobility and connectivity is not just for commuter vehicles and freight but for pedestrian and bicycles as well.

Economic Competitiveness and Opportunity

- Increase travel time reliability, velocity of goods movement
- Significant regional improvements

State of Good Repair

- Restoring/Modernizing Core Infrastructure Assets
- System Vulnerabilities
- Current Asset Conditions
- Ongoing State of Good Repair Assurance
- Long Term Costs/Life Cycle Costs

Partnership and Collaboration

- Engagement Efforts already taken
- CAMPO/NCDOT/Town of HS Partnership
- RoW Acquisition Plan - minimal community disruptions

NCDOT currently has approximately 25% design complete for the B-4831 bridge replacement project. NCDOT has also developed conceptual design to raise the 2000' roadway segment in conjunction with B-4831 if funding can be secured. Copies of the 25% bridge replacement plans and the conceptual roadway profile are attached (attached to previous email). NCDOT anticipates a design and permitting of a combined project could be completed in 12-18 months. Construction of a combined project is estimated to take 12 months.

If awarded resiliency funding, the Town proposes to allocate the funding to NCDOT to supplement the B-4831 project. NCDOT is fully supportive of this collaborative effort and has agreed to develop and manage the combined project through planning, design, permitting and construction.

Attachment K

Project Evaluation Wake 371

September 2026

** Prior application project number B-4831; for reference only. Not applicable to the current PROTECT application.*

Project Evaluation

Title WBS BP5.R094 (formerly B-4831) - Wake 371

Contact Information

POCName Lisa Gilchrist, EI
POCPhone Number (919) 317-4700
POCEmail Address labullard-gilchrist@ncdot.gov

General Information

Project Title WBS BP5.R094 (formerly B-4831) - Wake 371
STIP # BP5.R094
Division(s) 05
County(ies) Wake
Congressional District(s) 04
State Region(s) Central
Project Location near Holly Springs, Wake County, NC
Rural/Underserved
Grant Applying For PROTECT

Project Overview

Project Type PE, Design, ROW, UTIL, CON
Current Phase Project Planning
Let Date 3/13/2035
Let Type DDRL

Project Description Bridge 371 over Middle Creek on SR 1152 (New Hill Road)

Project Challenges and Need Holly Springs New Hill Road is a primary east-west route between US 1 and NC 55 and carries an estimated 7,900 vehicles per day. It also serves as an emergency evacuation route for the Duke Progress Shearon Harris Nuclear Power Plant and cannot be closed. A detour of Holly Springs New Hill Road would stretch nine miles and, according to Wake County Emergency Services, the response times for emergency services ""would exceed all acceptable service goals set forth for Wake County.

Holly Springs New Hill Road is prone to flooding. Heavy or continuous downpours frequently cause White Oak Creek to overflow, prompting temporary road closures. Local authorities routinely post barricades during these types of weather events as fast-moving water over the bridge can trap drivers and require swift water rescues.

The land on either side of the bridge is owned by Duke Progress and is under their flood control. One quadrant of the project is Harris Game Land, which requires a minimization of impacts, and there is a Natural Heritage Program Managed Area that will need to be avoided. There is a power transmission line approximately 300 feet from the bridge that may be affected if the roadway grade is raised for flood mitigation purposes.

Impact If Project is Not Funded Holly Springs New Hill Road is a critical route for a myriad of reasons but is subject to short-term closures from routine weather events. Construction of a bridge to replace Wake 371 will require an on-site detour or a new alignment to keep Holly Springs New Hill Road open to traffic, either of which will increase the cost of the project. The planning and replacement for Wake 371 will require more extensive collaboration with multiple external entities, a possible 4f coordination,

Project Evaluation

Title WBS BP5.R094 (formerly B-4831) - Wake 371

and/or possible impacts to a power transmission line. The bridge replacement project is assigned to the Division 5 bridge program, which has limited funding. Without a supplemental funding source, the costs necessary to adequately address the complexities of this project could delay the letting or cause delays to other critical projects.

Funding Information

Total Project Estimate	\$4,000,000.00
Date of Estimate	5/31/2019
Phases included in Cost	Construction
Non-Federal Match Avail	
Potential Source of Non-Federal Match	Division 5 Bridge Program
Estimated match requirement	20%