

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.

B-5356

W.B.S. No.

46070.1.FS1

Federal Project No.

NHPP-040-3(137)

A. Project Description:

The purpose of this project is to replace Guilford County Bridge No. 299 on I-40/I-85 Business over South Buffalo Creek (see Figure 1 and Figure 2). Bridge No. 299 is 106 feet long with a clear roadway width of 109.5 feet. The replacement structure will be a bridge approximately 120 feet long with a minimum 162-foot clear deck width. The bridge will include eight 12-foot lanes (four in each direction), a 22-foot median with barrier, and 22-foot outside shoulders. The shoulders will allow extra lateral clearance for a future lane addition in both directions. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

The approach roadway will extend approximately 1,500 feet from the west end of the new bridge and 1,100 feet from the east end of the new bridge. The current approach roadway is 104 feet wide and includes three through lanes and an auxiliary lane in each direction, a median with barrier, and shoulders.

The posted speed limit is 55 miles per hour (mph). The roadway will be designed to Interstate standards with a 60 mph design speed. The proposed bridge will be replaced in its existing location and constructed in phases to maintain three eastbound and four westbound lanes of traffic on site. The extended limits of pavement resurfacing along the bridge approaches are needed to contain temporary detours to shift traffic during multiple construction phases.

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 299 has a sufficiency rating of 9 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to a superstructure condition appraisal of 3 out of 9 and a substructure condition appraisal of 5 out of 9 according to Federal Highway Administration (FHWA) standards. The bridge does not have a posted vehicle weight limit. Components of Bridge No. 299 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities. The bridge is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations.

C. Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
 - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - b. Widening roadway and shoulders without adding through lanes
 - c. Modernizing gore treatments
 - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
 - e. Adding shoulder drains
 - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - g. Providing driveway pipes
 - h. Performing minor bridge widening (less than one through lane)
 - i. Slide Stabilization
 - j. Structural BMP's for water quality improvement
2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
 - a. Installing ramp metering devices
 - b. Installing lights
 - c. Adding or upgrading guardrail
 - d. Installing safety barriers including Jersey type barriers and pier protection
 - e. Installing or replacing impact attenuators
 - f. Upgrading medians including adding or upgrading median barriers
 - g. Improving intersections including relocation and/or realignment
 - h. Making minor roadway realignment
 - i. Channelizing traffic
 - j. Performing clear zone safety improvements including removing hazards and flattening slopes
 - k. Implementing traffic aid systems, signals, and motorist aid
 - l. Installing bridge safety hardware including bridge rail retrofit
3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
 - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
 - b. Rehabilitating or replacing bridge decks
 - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
 - d. Replacing a bridge (structure and/or fill)
4. Transportation corridor fringe parking facilities.
5. Construction of new truck weigh stations or rest areas.
6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.

8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a Categorical Exclusion (CE) only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information:

Permits Required: The proposed project has been designated as a Programmatic CE for the purposes of National Environmental Policy Act (NEPA) documentation. As a result, a Nationwide Permit (NWP) 23 will likely be applicable. A NWP No. 33 may also apply for temporary construction activities such as stream dewatering, work bridges, or temporary causeways that are often used during bridge construction or rehabilitation. The USACE holds the final discretion as to what permit will be required to authorize project construction.

If a Section 404 permit is required then a Section 401 Water Quality Certification (WQC) from the NCDWR will be needed.

Jurisdictional Issues within Project Area:

Table 1. Jurisdictional Characteristics of Water Resources in the Study Area

Stream Name	MAP ID	Classification	Compensatory Mitigation Required	River Basin Buffer	Length (ft.)	Impacts Within Construction Limits (ft.)*
South Buffalo Creek	SA	Perennial	Yes	Yes	416	100
UT1 to South Buffalo Creek	SB	Perennial	Yes	No	239	200
UT2 to South Buffalo Creek	SC	Intermittent	Yes	No	94	80
				Total	749	380

*Impacts were calculated based on a 25-foot clearing limit outside slope stake lines or 25 feet beyond the construction limits, not to exceed Right-of-Way or easement limits of the project.

Costs: The estimated costs, based on 2016 prices, are as follows:

For a single-span steel bridge

Structure	\$ 4,157,000
Roadway Approaches	3,102,000
Structure Removal	307,000
Miscellaneous & Mobilization	2,066,000
Engineering & Contingencies	1,469,000
Total Construction Cost	\$ 11,101,000
Right-of-way Costs	180,000
Right-of-way Utility Costs	0
Total Project Cost	\$11,281,000

For a three-span concrete bridge

Structure	\$ 3,235,000
Roadway Approaches	3,102,000
Structure Removal	307,000
Miscellaneous & Mobilization	1,928,000
Engineering & Contingencies	1,328,000
Total Construction Cost	\$ 9,900,000
Right-of-way Costs	180,000
Right-of-way Utility Costs	0
Total Project Cost	\$10,080,000

Estimated Traffic:

Current (2017)	-	126,700 vehicles per day (vpd)
Year 2040	-	145,400 vpd
TTST	-	6%
Dual	-	4%

Accidents: There have been 59 total crashes (0 fatal, 28 injury) in the vicinity of Bridge No. 299 between 2010 and 2015. These include 29 rear end collisions, 11 sideswipes, 10 crashes where vehicles ran off the road or hit fixed objects, three angle collisions, and six other types of crashes. The total crash rate is 123.7 crashes per 100 million vehicle miles. This is higher than the statewide interstate total crash rate between 2013 and 2015 of 97.3 crashes per 100 million vehicle miles.

Design Exceptions: There are no anticipated design exceptions for this project.

Bridge Demolition: Bridge No. 299 includes a superstructure composed of reinforced concrete on I-Beams and the substructure is composed of reinforced concrete caps and steel piles. The existing structure can be removed by standard techniques with no resulting fill.

Alternatives Discussion:

No Build – The no build alternative would result in eventually closing the road which is unacceptable given the volume of traffic served by I-40/ I-85 Business.

Rehabilitation – Bridge No. 299 was constructed in 1955, reconstructed in 1994, and temporarily repaired in 2012. The components of the bridge are reaching the end of their useful life. Therefore, rehabilitating Bridge No. 299 is unacceptable to be considered as an alternative.

Offsite Detour – Bridge No. 299 will be replaced on the existing alignment. Due to the speed and volume of interstate traffic in the area, an offsite detour was not considered as an alternative. The majority of traffic on I-40/ I-85 Business is through traffic. The surrounding road network does not have the capacity to support large traffic volumes. An offsite detour would result in extensive delays for road users.

Staged Construction – Due to the volume of interstate traffic in the area, staged construction is proposed to maintain traffic on site. As part of the replacement of Bridge No. 299, this is the preferred alternative.

New Alignment – Given that the alignment for I-40/ I-85 Business is acceptable, a new alignment was not considered as an alternative.

Other Agency Comments:

The **Greensboro Urban Area Metropolitan Planning Organization** in a standardized letter provided a request that they prefer any replacement structure to be a spanning structure to allow for a future greenway to parallel South Buffalo Creek on its eastern side in accordance with its BiPed Plan.

Response: NCDOT will design the replacement bridge to provide at least the existing vertical clearance of 7.25 feet and a horizontal clearance of 15 feet to allow for a future greenway along the east side of South Buffalo Creek as proposed in the BiPed Plan.

The **Greensboro Urban Area Metropolitan Planning Organization** in a standardized letter indicated the possibility of a sewer line or outfall parallel to I-40 on the south side at the project site.

Response: The comment regarding the potential presence of a sewer line or outfall has been noted.

The **Greensboro Urban Area Metropolitan Planning Organization** in a standardized letter recommended detouring I-40 onto the Urban Loop (I-73 & I-85) during construction.

Response: The recommendation to detour traffic onto the Urban Loop (I-73 and I-85) during construction was noted. However, staged construction will adequately maintain traffic on site.

The **NC Division of Water Resources (NCDWR)**, the **US Army Corps of Engineers (USACE)**, the **US Environmental Protection Agency (USEPA)**, and the **US Fish and Wildlife Service (USFWS)** had no special concerns for this project.

Public Involvement:

A newsletter was prepared and sent to property owners, major employers/ traffic generators, hospitals, schools, emergency services, churches, truck stops, Piedmont Triad International Airport, neighboring municipalities, and local officials. Because the majority of traffic is through traffic and road users are typically far removed from the location of the project, a Public Meeting was not recommended. A Public Comment period ended February 23, 2017.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions

ECOLOGICAL

	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<u>X</u>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	<u> </u>
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<u>X</u>
(4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<u> </u>	<input checked="" type="checkbox"/>
(5) Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<u>X</u>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input checked="" type="checkbox"/>	<u> </u>
(7) Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	<u>X</u>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<u>X</u>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<u>X</u>

PERMITS AND COORDINATION

	<u>YES</u>	<u>NO</u>
(10) If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)?	<input type="checkbox"/>	<u>X</u>
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<u>X</u>
(12) Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	<u>X</u>
(13) Could the project result in the modification of any existing regulatory floodway?	<input checked="" type="checkbox"/>	<u> </u>

(14)	Will the project require any stream relocations or channel changes?	<input type="checkbox"/>	<u>X</u>
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SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

<u>YES</u>	<u>NO</u>
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(15)	Will the project induce substantial impacts to planned growth or land use for the area?	<input type="checkbox"/>	<u>X</u>
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(16)	Will the project require the relocation of any family or business?	<input type="checkbox"/>	<u>X</u>
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(17)	Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?	<input type="checkbox"/>	<u>X</u>
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(18)	If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<u>X</u>	<input type="checkbox"/>
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(19)	Will the project involve any changes in access control?	<input type="checkbox"/>	<u>X</u>
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(20)	Will the project substantially alter the usefulness and/or land use of adjacent property?	<input type="checkbox"/>	<u>X</u>
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(21)	Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<u>X</u>
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(22)	Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)?	<u>X</u>	<input type="checkbox"/>
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(23)	Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	<u>X</u>
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(24)	Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	<u>X</u>	<input type="checkbox"/>
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(25)	If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility?	<u>X</u>	<input type="checkbox"/>
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(26)	Is there substantial controversy on social, economic, or environmental grounds concerning the project?	<input type="checkbox"/>	<u>X</u>
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(27)	Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	<u>X</u>	<input type="checkbox"/>
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(28)	Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places?	<input type="checkbox"/>	<u>X</u>
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- (29) Will the project affect any archaeological remains which are important to history or pre-history? ☐ X
- (30) Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? ☐ X
- (31) Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? ☐ X
- (32) Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers? ☐ X

F. Additional Documentation Required for Unfavorable Responses in Part E

Response to Question 2: Habitat for the small whorled pogonia (*Isotria medeoloides*) is present in Guilford County, but is not present in the study area. A review of the April 2015 NCNHP database on April 15, 2015 indicates no known occurrences within 1.0 miles of the study area. The biological conclusion is "No Effect."

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the FHWA, the USACE, and NCDOT for the NLEB in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect." The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Guilford County, where STIP Project B-5356 is located.

Response to Question 4: Anticipated wetland impacts for the project are 0.36 acres. Anticipated stream impacts are 280 feet. NCDOT will minimize impacts to streams and wetlands to the greatest extent possible, and will investigate potential on-site stream and wetland mitigation opportunities once a final decision has been made on the preferred alternative. If on-site mitigation is not feasible, mitigation will be provided by the North Carolina Department of Environmental Quality Division of Mitigation Services (DMS).

Response to Question 6: The proposed project has been designated as a CE for the purposes of National Environmental Policy Act (NEPA) documentation. As a result, a Nationwide Permit (NWP) 23 will likely be applicable. A NWP No. 33 may also apply for temporary construction activities such as stream dewatering, work bridges, or temporary causeways that are often used

during bridge construction or rehabilitation. The USACE holds the final discretion as to what permit will be required to authorize project construction. If a Section 404 permit is required then a Section 401 Water Quality Certification (WQC) from the NCDWR will be needed. NCDOT will continue to coordinate appropriately to determine if this project will incur potential effects to water quality, and how to address these potential effects, if necessary.

Response to Question 13: South Buffalo Creek is a FEMA detailed flood study stream with regulated floodway. The project will maintain the hydraulic opening so that it will not increase the 100 year flood elevation. Bents are proposed to lie outside of the water. The proposed design should not result in the modification of any existing regulatory floodway. The NCDOT Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of the project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

G. CE Approval

TIP Project No.	<u>B-5356</u>
W.B.S. No.	<u>46070.1.FS1</u>
Federal Project No.	<u>NHPP-040-3(137)</u>

Project Description:

The purpose of this project is to replace Guilford County Bridge No. 299 on I-40/I-85 Business over South Buffalo Creek (see Figure 1 and Figure 2). Bridge No. 299 is 106 feet long with a clear roadway width of 109.5 feet. The replacement structure will be a bridge approximately 120 feet long with a minimum 162-foot clear deck width. The bridge will include eight 12-foot lanes (four in each direction), a 22-foot median with barrier, and 22-foot outside shoulders. The shoulders will allow extra lateral clearance for a future lane addition in both directions. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

The approach roadway will extend approximately 1,500 feet from the west end of the new bridge and 1,100 feet from the east end of the new bridge. The current approach roadway is 104 feet wide and includes three through lanes and an auxiliary lane in each direction, a median with barrier, and shoulders.

The posted speed limit is 55 miles per hour (mph). The roadway will be designed to Interstate standards with a 60 mph design speed. The proposed bridge will be replaced in its existing location and constructed in phases to maintain three eastbound and four westbound lanes of traffic on site.

B-5356

Categorical Exclusion Action Classification:

 TYPE II(A)
 X TYPE II(B)

Prepared By:

4/21/2017
Date

Mark L. Reep

Mark L. Reep, PE
Senior Project Engineer, HDR | ICA



Prepared For: North Carolina Department of Transportation

Reviewed and Certified By:

4/25/17
Date

Beverly D. Robinson

Beverly Robinson, CPM
Project Development Group Supervisor, NCDOT

For Type II (B) projects only:

Approved By:

5/1/17
Date

Joseph P. Leigh

John F. Sullivan, III, PE
Division Administrator, FHWA

for

P-3325

Contract/Proposal Number

TYPE II

TYPE III

Prepared by:

4/2/2017

Date

Mark T. Brown, Jr.
Senior Project Manager, NCDOT

Prepared For:

Reviewed and Approved by:

[Signature]

Project Development Group, NCDOT

For Type II (B) projects only

Approved by:

[Signature]

Division Administrator, FHWA

PROJECT COMMITMENTS

North Carolina Department of Transportation

Bridge No. 299 on I-40/I-85 Business Over South Buffalo Creek

Guilford County

Federal Aid Project No. NHPP-040-3(137)

WBS No. 46070.1.FS1

TIP No. B-5356

NCDOT Hydraulics Unit – FEMA Coordination

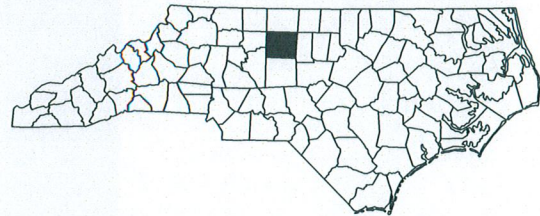
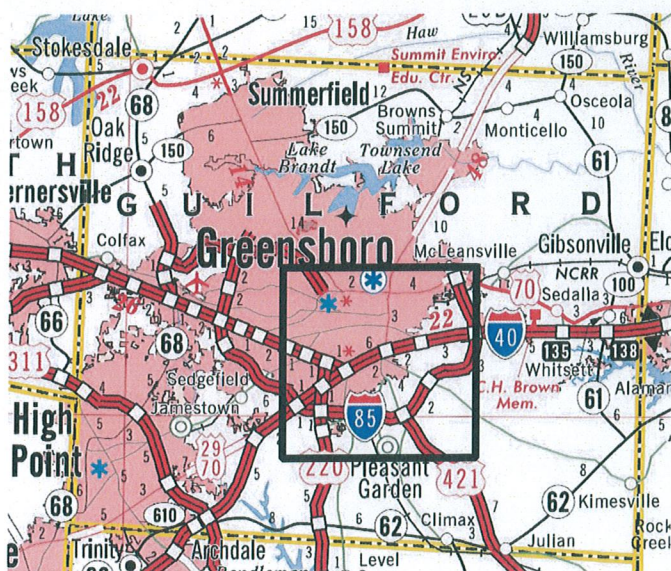
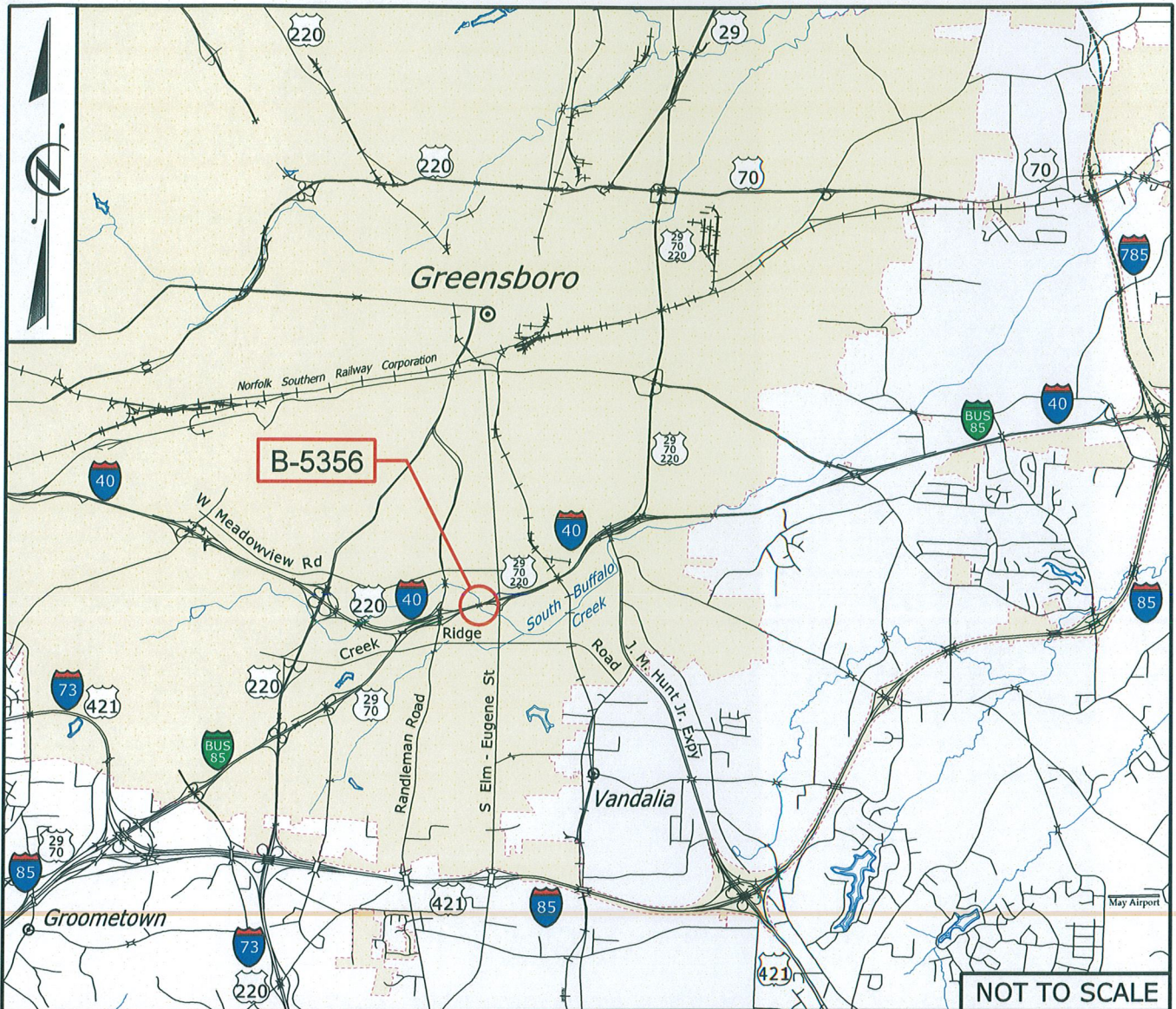
- The NCDOT Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of the project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

NCDOT Division 7 - FEMA

- This project involves construction activities on or adjacent to Federal Emergency Management Agency regulated streams. Therefore, NCDOT Division 7 shall submit sealed as-built construction plans to the NCDOT Hydraulics Unit upon completion of project construction, certifying that the drainage structures and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

NCDOT Roadway Design Unit / Project Development & Environmental Analysis - Greenway

- NCDOT will design the replacement bridge to provide at least the existing vertical clearance of 7.25 feet and a horizontal clearance of 15 feet to allow for a future greenway along the east side of South Buffalo Creek as proposed in the Greensboro Metropolitan Planning Organization's BiPed Plan.



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

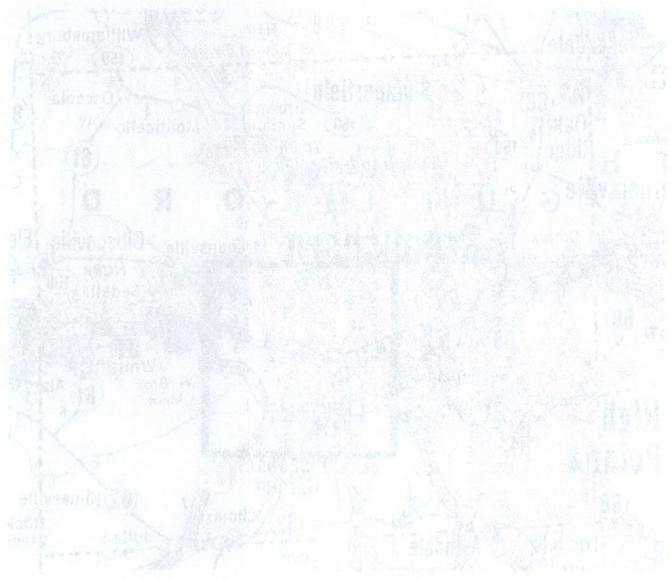
Guilford County
Replace Bridge No. 299 Over
South Buffalo Creek on I-40
B-5356

Vicinity Map

FIGURE 1



NOT TO SCALE



North Carolina Department of
TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT



Guilford County
Replace bridge No. 299 Over
South Buffalo Creek on I-40
B-5358

Vicinity Map

FIGURE 1

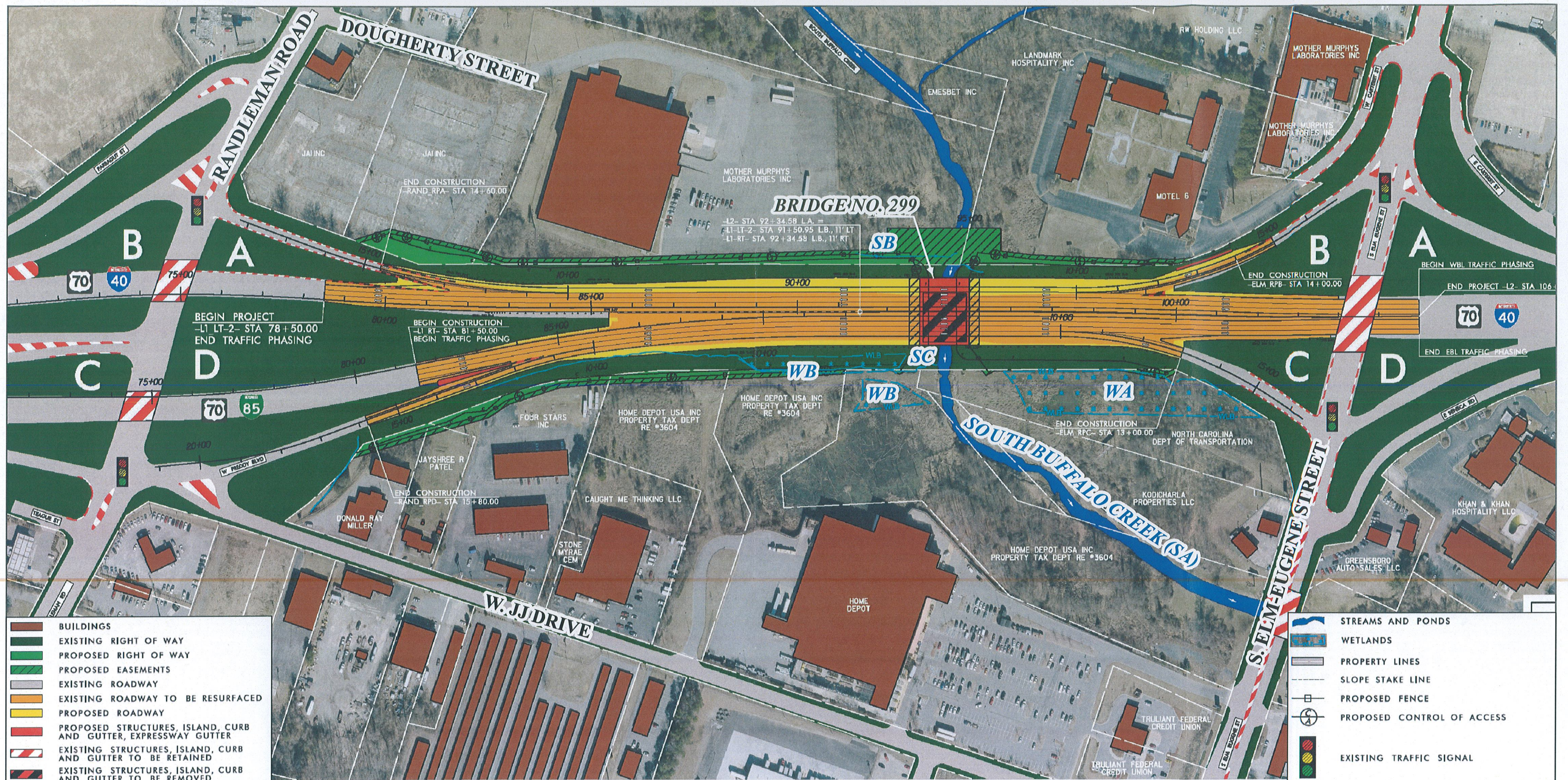
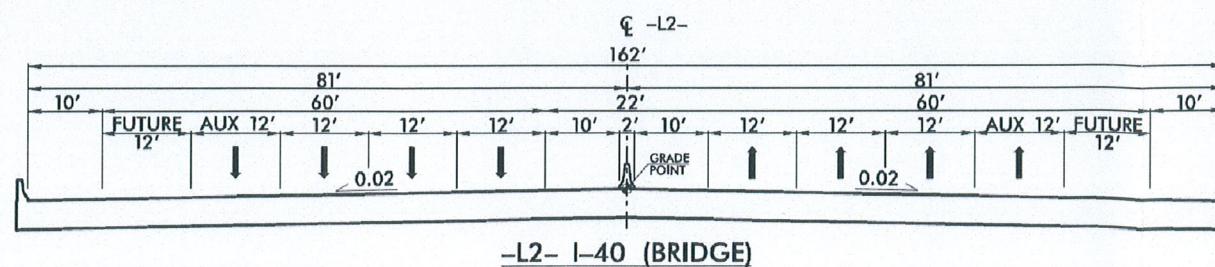
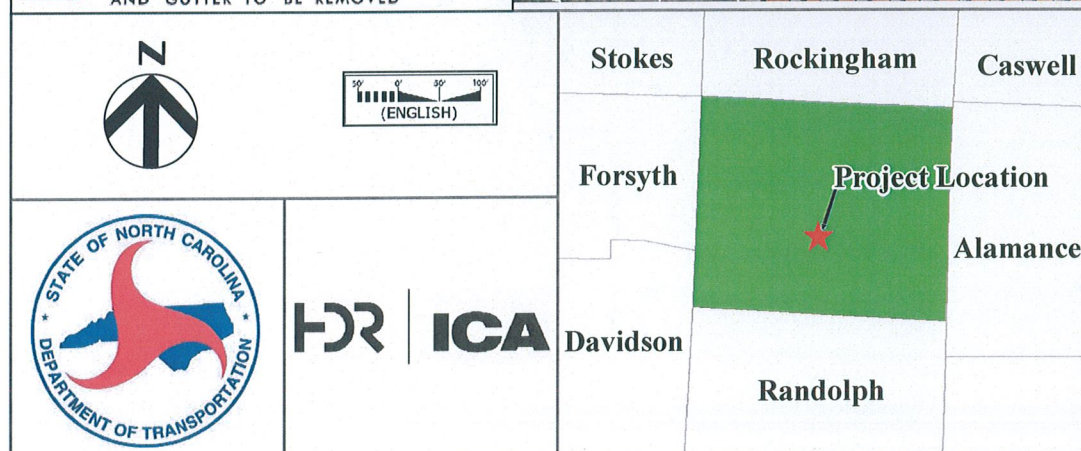


FIGURE 2
ALTERNATIVE 1A (PREFERRED)

B-5356
REPLACE BRIDGE NO. 299
OVER SOUTH BUFFALO CREEK
ON I-40/ I-85 BUSINESS
GREENSBORO, GUILFORD COUNTY

NOVEMBER 2016



15-04-0029



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

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

PROJECT INFORMATION

Project No:	B-5356	County:	Guilford
WBS No.:	46070.1.FS1	Document Type:	
Fed. Aid No:		Funding:	State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	Not specified in review request
Project Description: Replace Bridge No. 299 on I-40 over South Buffalo Creek in Greensboro (possible off-site detour, assume no improvements).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 16 April 2015 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE) or along the possible off-site detour route (Creek Ridge Road). Guilford County current GIS mapping, aerial photography, and tax information indicated a developed APE with commercial parcels on which stand resources dating from the late 1960s to the 2000s (viewed 16 April 2015). An unexceptional, circa-1945 house, altered in the 1970s, is located approximately 365 feet south of the US 29/I-85 ramp and 300 feet south of the study area at #318 West J J Drive (Parcel ID: 7863319858), beyond likely project impact. A short distance to the east, at #308 West J J Drive (Parcel ID: 7863413804), is a 0.2-acre parcel containing the Isaac Weatherly Cemetery. Called the Myra E. Stone Cemetery in the Guilford County tax records (after the purchaser of the parcel, DB 1163, p. 103, April 18, 1947), the cemetery includes graves dating to the 1830s and perhaps earlier (O. Norris Smith and Rebecca H. Smith, comp., *Family Burying Grounds and Abandoned Church Cemeteries in Guilford County, N.C. and Immediate Environs* ([Greensboro]: Guilford County Genealogical Society, 1978), p. 25 and map). The northern edge of the parcel is approximately 500 feet south of the I-40, east-bound lane centerline and 300 feet south of the project study area. The cemetery should not be affected by the project as currently defined, but its presence is noted as a nearby resource of possible significance. According to the NCDOT Historic Bridge Survey, Bridge No. 299, built in 1955, is not eligible for the National Register as it is not representative of any distinctive engineering or aesthetic type. Google Maps "Street View" confirmed the absence of critical architectural and landscape resources in the APE (viewed 16 April 2015). The project is reviewed under both GS 121-12(a) and Section 106.

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

WHY THE AVAILABLE INFORMATION PROVIDES A RELIABLE BASIS FOR REASONABLY PREDICTING THAT THERE ARE NO UNIDENTIFIED SIGNIFICANT HISTORIC ARCHITECTURAL OR LANDSCAPE RESOURCES IN THE PROJECT AREA: APE extends 200 feet to either end of the 2900-foot project length (E-W) and 250 feet to either side of the I-40 centerlines (N-S) to encompass proposed construction. Comprehensive historic architectural survey of Guilford County (1995-6), later architectural studies, and county GIS/tax materials and other visuals illustrate the absence of significant architectural and landscape resources in the APE. No National Register-listed properties are located within the APE or along the possible off-site detour route.

Should the design of the project change, including the addition of off-site detour improvements, please notify NCDOT Historic Architecture as additional review may be necessary.

15-04-0020

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Vanessa Patrick

17 April 2015

NCDOT Architectural Historian

Date

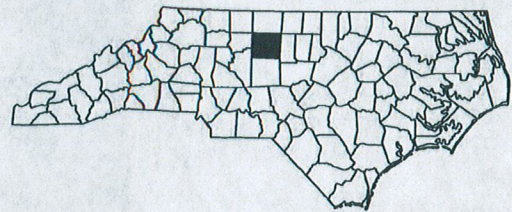
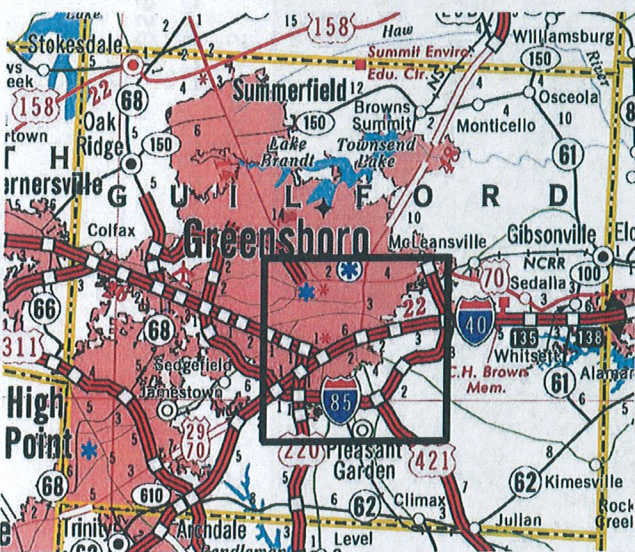
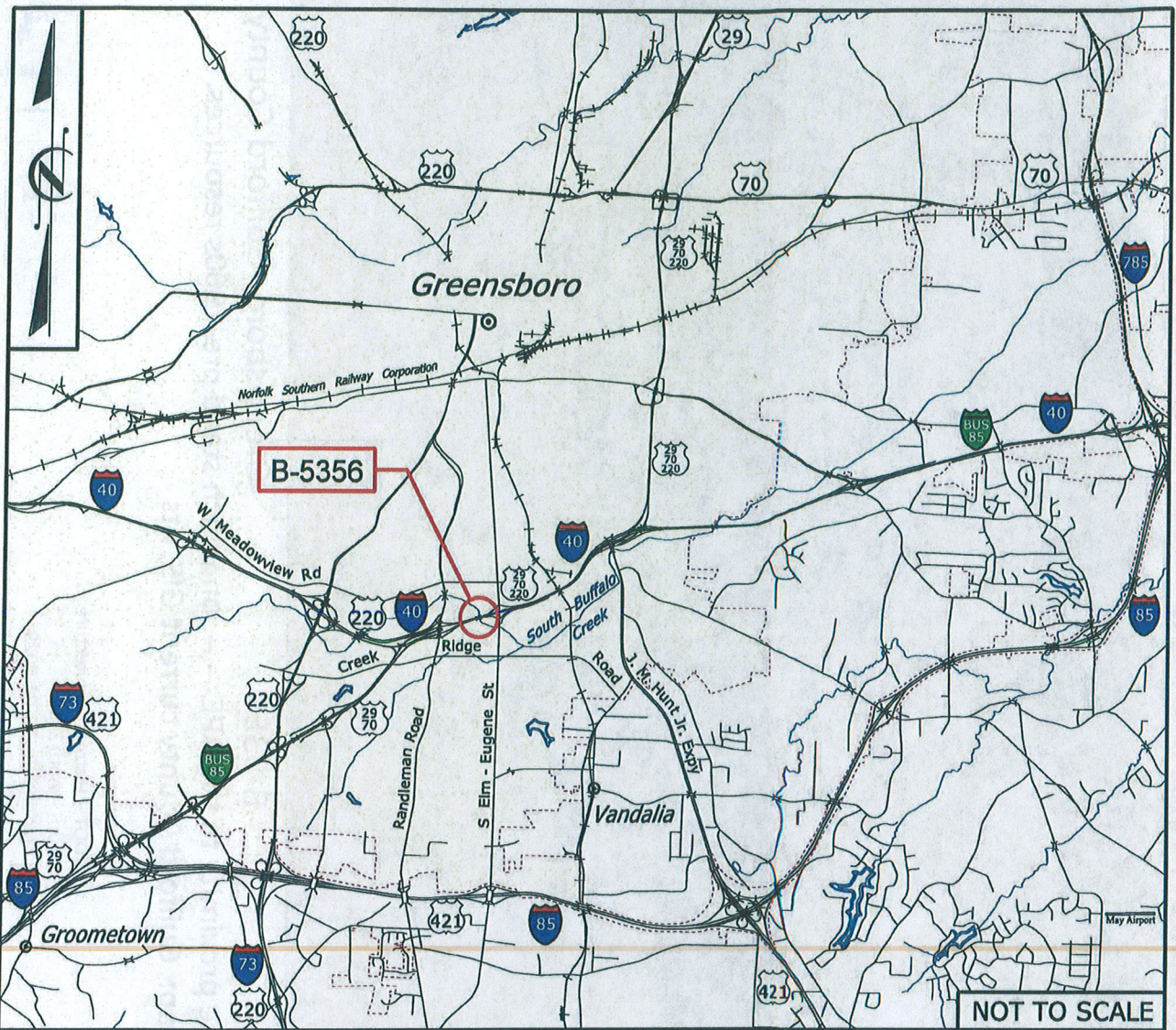
B-5356

Bridge No. 299 Replacement
I-40 over South Buffalo Creek
Greensboro, Guilford County

WBS No. 46070.1.FS1

Tracking No. 15-04-0020

Page 2



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

Guilford County
Replace Bridge No. 299 Over
South Buffalo Creek on I-40
B-5356

Vicinity Map

FIGURE 1

Tracking No. 15-04-0029



Historic Architectural Resources

B-5356

Greensboro, Guilford County

Two parcels intersected by or in close proximity to the APE -- on which stand pre-1960s resources.

Base map: Guilford County current GIS, nts

NCDOT - Historic Architecture
April 2015

Tracking No. 15-04-0029

From: [McKinney, Craig](#)
To: [Kerr, Will](#)
Subject: RE: Greensboro NC review
Date: Wednesday, May 13, 2015 10:37:28 AM
Attachments: [B-5356 PLANNER Input Form.doc](#)

Will,

Along with the attachment please see the contents of an email sent to Theresa Ellerby and use this link to access a chapter from our adopted BiPed Plan regarding the future greenway.

<http://www.greensboro-nc.gov/modules/showdocument.aspx?documentid=10136>

Dear Ms. Ellerby,

We have conducted a field review and a review of our MPO area adopted Bicycle, Pedestrian and Greenway Master Plan (BiPed Plan) with the following items for your consideration.

- 1) There is a large wetland area on the southern side of I-40 and west of the creek;
- 2) There are signs of a sewer line or outfall parallel to I-40 on the south side at the project site;
- 3) The BiPed Plan has listed a future greenway to follow South Buffalo Creek;
 - a. The greenway is to parallel the creek on its eastern side at I-40;
 - b. The current bridge's 3 spans would allow for the greenway;
- 4) We recommend for the bridge replacement to allow for the future greenway to pass under much like the current bridge will allow; and
- 5) We recommend that you examine detouring I-40 onto the Urban Loop (I-73 & I-85) during construction.

Please let me know if you need any additional information for your study

Craig W. McKinney, Transportation Planner
Greensboro Department of Transportation
Greensboro Urban Area Metropolitan Planning Organization
PO Box 3136
Greensboro, NC 27402-3136
(336) 373-4184

www.greensboro-nc.gov/departments/GDOT
www.guampo.org
[www.Facebook.com/GreensboroMPO](https://www.facebook.com/GreensboroMPO)

From: Kerr, Will [mailto:William.Kerr@hdrinc.com]
Sent: Wednesday, May 13, 2015 8:33 AM
To: Clegg, Russ
Cc: McKinney, Craig
Subject: RE: Greensboro NC review

Russ,

Thank you for sending this form on to Craig. I look forward to receiving his input and following up with any questions we have.

Regards,

Will

Will Kerr, AICP

D 919-900-1604 **M** 919-760-0655

hdrinc.com/follow-us

From: Clegg, Russ [<mailto:Russ.Clegg@greensboro-nc.gov>]

Sent: Wednesday, May 13, 2015 8:17 AM

To: Kerr, Will

Cc: McKinney, Craig

Subject: Greensboro NC review

This was forwarded to Craig McKinney, in the planning division of our Department of Transportation. I did inadvertently leave in my email box for several days before forwarding it over, which I hope has not caused a problem. He will be better able to answer your questions and is copied on this email.

Russ Clegg, AICP

Planning Department

City of Greensboro

Phone: 336-373-2211 Fax: 336-412-6315

PO Box 3136, Greensboro, NC 27402

www.greensboro-nc.gov

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Patrick McCrory
GOVERNOR

Anthony J. Tata
SECRETARY

MEMO TO: Theresa Ellerby
Project Development Engineer
NCDOT Project Development and Environmental Analysis Unit

FROM: Kendra Bridges
Division of Bicycle and Pedestrian Transportation

DATE: July 20, 2015

SUBJECT: Scoping Review for Bridge Replacement Project – **B-5356**, Guilford County

In response to your request for information on **B-5356**, replace bridge no. 299 on I-40 over South Buffalo Creek in Greensboro, Guilford County, the Division of Bicycle and Pedestrian Transportation has the following comments.

The Greensboro Bicycle, Pedestrian, and Greenway Master Plan (<http://www.greensboro-nc.gov/index.aspx?page=2121>) proposes the South Buffalo Creek Greenway, a 21 mile long paved multi-use trail facility, travelling along South Buffalo Creek under I-40 at the bridge location.

Daniel Amstutz, Bicycle and Pedestrian Coordinator and Transportation Planner for the Greensboro Dept. of Transportation and Greensboro Urban Area MPO indicated that the South Buffalo Creek Greenway remains a priority for Greensboro, and will be included in the forthcoming 2015 BiPed Plan Update. His office has determined that the east side of the creek under the bridge is the preferred location for the greenway, as it provides adequate clearance currently, and avoids wetland area on the west side of the bridge. This current clearance should be preserved and/or improved when the bridge is replaced.

Accordingly, the Division of Bicycle and Pedestrian Transportation recommends providing a vertical clearance of 10 feet for the passage of this greenway under bridge on the east side of South Buffalo Creek, per the AASHTO Guide for the Development of Bicycle Facilities (Chapter 5.2.1, page 5-6). We recommend coordinating with the Daniel Amstutz and Criag McKinney, also with Greensboro Dept. of Transportation, to ensure that the bridge replacement accommodates this planned greenway facility. They may be reached as follows:

Daniel Amstutz: daniel.amstutz@greensboro-nc.gov, (336) 373-2921
Criag McKinney: Craig.McKinney@greensboro-nc.gov, (336) 373-4184

The Division of Bicycle and Pedestrian Transportation appreciates the opportunity to comment. Please contact us if there is a need for additional information.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF BICYCLE & PEDESTRIAN TRANSPORTATION
1552 MAIL SERVICE CENTER
RALEIGH NC 27699-1552

KENDRA C. BRIDGES
TELEPHONE: (919) 707-2606
FAX: (919) 715-4421
WEBSITE: [HTTP://WWW.NCDOT.GOV/BIKEPED/](http://www.ncdot.gov/bikeped/)
EMAIL: KCBRIDGES@NCDOT.GOV

LOCATION:
TRANSPORTATION BUILDING
1 S. WILMINGTON ST.
SUITE 418
RALEIGH NC



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Amended Title
No. 12345

Patrick McKinney
COORDINATOR

MEMO TO:

Theresa Elterly

Project Development Engineer

NC DOT Project Development and Environmental Analysis Unit

FROM:

Kendra Brigger

Division of Bicycle and Pedestrian Transportation

DATE:

July 20, 2012

SUBJECT:

Scoping Review for Bridge Replacement Project - B-5356, Guilford County

In response to your request for information on B-5356, replace bridge no. 292 on I-40 over South Buffalo Creek in Greensboro, Guilford County, the Division of Bicycle and Pedestrian Transportation has the following comments:

The Greensboro Bicycle, Pedestrian, and Greenway Master Plan (<http://www.greensboro-nc.gov/index.aspx?page=211>) proposes the South Buffalo Creek Greenway, a 2.1 mile long paved multi-use trail facility, traveling along South Buffalo Creek under I-40 at the bridge location.

Dept. of Transportation and Greensboro Urban Area MPO indicated that the South Buffalo Creek Greenway remains a priority for Greensboro, and will be included in the forthcoming 2012 Bridge Plan Update. His office has determined that the east side of the creek under the bridge is the preferred location for the greenway, as it provides adequate clearance currently, and avoids wetland area on the west side of the bridge. This current clearance should be preserved and/or improved when the bridge is replaced.

Accordingly, the Division of Bicycle and Pedestrian Transportation recommends providing a vertical clearance of 10 feet for the passage of this greenway under bridge on the east side of South Buffalo Creek, per the AASHTO Guide for the Development of Bicycle Facilities (Chapter 2.1, page 2-6). We recommend coordinating with the Daniel Amstutz and Craig McKinney, also with Greensboro Dept. of Transportation, to ensure that the bridge replacement accommodates this planned greenway facility. They may be reached as follows:

Daniel Amstutz: daniel.amstutz@greensboro-nc.gov (336) 373-2921
Craig McKinney: craig.mckinney@greensboro-nc.gov (336) 373-4184

The Division of Bicycle and Pedestrian Transportation appreciates the opportunity to comment. Please contact us if there is a need for additional information.

LOCATION:
Transportation Building
101 Westover Dr.
Greensboro, NC 27402
PHONE:
336-373-4184

Kendra C. Brigger
TELEPHONE: (336) 373-4184
FAX: (336) 373-4184
Website: <http://www.ncdot.gov/bikeped>
Email: kbrigger@ncdot.gov

MAILING ADDRESS:
The Department of Transportation
101 Westover Drive, Westover Station
Greensboro, NC 27402
Phone: (336) 373-4184