

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	BR-0094
WBS Element	67094.1.1
Federal Project No.	N/A

A. Project Description:

This project replaces Rockingham County Bridge number 780069 on NC 770 over US 220 (NCDOT Division 7). The bridge will be replaced on the existing alignment while detouring traffic offsite (see Figure 1 for vicinity map and Figure 2 for offsite detours).

B. Description of Need and Purpose:

The purpose of the project is to address a deteriorating sixty-year-old bridge with inadequate vertical clearance and a low posted weight limit.

C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

D. Proposed Improvements:

28: Bridge replacement.

E. Special Project Information:

Offsite Detour

The proposed off-site detour for the bridge replacement project will use the next interchanges north and south of the project. The detour for westbound traffic on NC 770 is about 5 miles roundtrip, while the one for eastbound traffic on NC 770 is about 3.2 miles roundtrip (see Figure 2). Initial coordination by NCDOT Community Studies (CS) with Mr. Rodney Cates (Rockingham County’s Emergency Services Director) indicated that the overall impact of these proposed off-site detours was “High” for all emergency responders (LE, EMS, Fire and Rescue). Based on this, NCDOT CS recommended temporary median crossovers be considered to shorten the detours for emergency responders and thereby reduce emergency response delays.

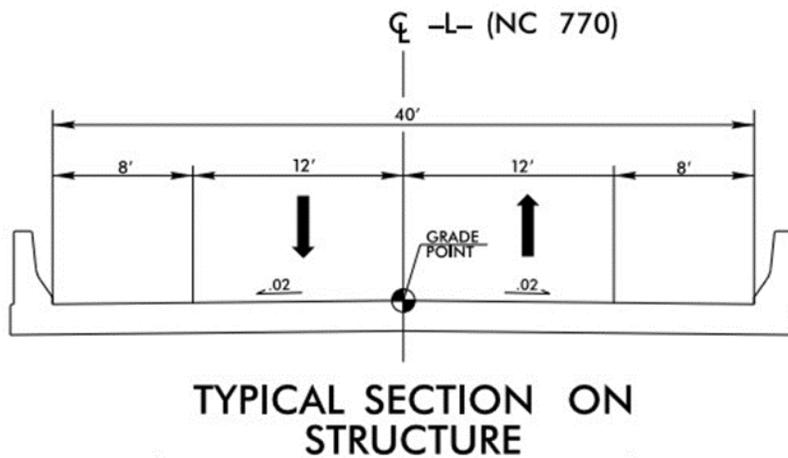
After further review of existing conditions along the project, NCDOT PMU identified existing median crossovers both north and south of the bridge replacement project (see Figure 2). These would reduce the westbound detour to about 1.8 miles roundtrip and the eastbound detour to about 1 mile roundtrip. On January 26, 2022, NCDOT PMU spoke to Mr. Cates about all emergency responders using these existing median crossovers during construction rather than the proposed detours. Mr. Cates stated using these existing median crossovers would lower the overall impact for all emergency responders from “High” to “Moderate”. Also, given where these existing median crossovers are located, he did not think any additional temporary median crossovers were required.

Design Issues

Traffic:	Current – 3,554 VPD, Year 2045 – 4,400 VPD
Truck portion:	TTST – 4%, Dual – 3%
Functional Class:	Major Collector Regional Tier
Design Speed:	50 MPH
Design exceptions:	No design exceptions required

Pedestrian and Bicycle Accommodations

The portion of NC 770 within the project limits is part of two designated bike routes: NC Bike Route 4 and Rockingham County Bike Route 1. To accommodate these bike routes, 8-foot shoulders will be added to NC 770 starting from the southbound off/on ramps (west of the bridge), across the bridge itself, and ending at the northbound off/on ramps (east of the bridge). In addition, the new bridge will have taller railings to better protect cyclists.



Protected Species

As of February 14, 2022, the United States Fish and Wildlife Service lists Roanoke logperch and James spiny mussel within the project study area. There are no streams or wetlands within the project study area, therefore this project will have No Effect on either species due to absence of habitat.

Public Involvement

Landowner letters were sent in May of 2019 to property owners adjacent to the project. No responses or correspondence was received concerning the proposed project.

Native American Indian Tribe Protocols

There are two Native American Indian Tribes that identify Rockingham County as an area of interest and want to be notified of NCDOT's projects: the Catawba and Monacan Tribes. Per NCDOT's Tribal Coordination Protocols, NCDOT notified and requested comments from the Catawba Indian Nation and the Monacan Indian Nation in memos dated January 6, 2022.

The Monacan Indian Nation replied on January 27, 2022, indicating that they "do not wish to actively participate in this consultation project, because the project's impacts are anticipated to be minimal."

The Catawba Indian Nation replied on February 14, 2022, indicating that "the Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas."

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
<p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> • If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required. • If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G. 				
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes”.)			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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

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

Question 24 - Maintenance of traffic cause substantial disruption: There are two bike routes (NC Bike Route 4 and Rockingham County Bike Route 1) that will have to be detoured at least 9 miles during construction of the project. Additionally, Rockingham County's Emergency Services Director considers NCDOT's temporary construction (detour) impact on emergency services as "Moderate" and has requested mitigative measures to help offset their already extended response times in the project vicinity.

H. Project Commitments (as of 2/11/2022):

NCDOT PROJECT COMMITMENTS

STIP Project No. BR-0094
Replace Bridge 780069 on NC 770 over US 220
Rockingham
Federal Aid Project No. N/A
WBS Element 67094.1.1

Integrated Mobility Bike Route Coordination – Structures Management Unit

Prior to letting, the Structures Project Manager will coordinate with Integrated Mobility staff so that they may provide a notice on their Bike Route website of the impending bridge/route closure.

School & Emergency Services Coordination - Division 7 Resident Engineer's Office

In order to adequately reroute school busses, Rockingham County Schools Transportation will be contacted at 336-634-3275 at least 3 months prior to construction.

Rockingham County's Emergency Services Director should be contacted at 336-634-3000 at least 3 months prior to construction to make necessary temporary reassignments to primary response units.

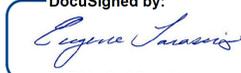
Categorical Exclusion Approval:

STIP Project No. BR-0094
WBS Element 67094.1.1
Federal Project No. N/A

Prepared By:

02/22/2022

Date

DocuSigned by:

Eugene Tarascio, Project Manager
NCDOT – Project Management Unit

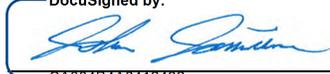
Prepared For:

Kristy Alford, PE, NCDOT - Structures Management Unit

Reviewed By:

02/22/2022

Date

DocuSigned by:

John Jamison, PWS, Western Regional Lead
NCDOT - Environmental Policy Unit

Approved

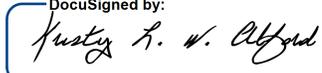
- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.

Certified

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

02/23/2022

Date

DocuSigned by:

Kristy Alford, PE, Project Engineer
NCDOT - Structures Management Unit

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

Date

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

