

Type I or II Categorical Exclusion Action Classification Form

| | |
|---------------------|-----------|
| STIP Project No. | BR-0095 |
| WBS Element | 67095.1.1 |
| Federal Project No. | N/A |

A. Project Description:

This project replaces Rockingham County Bridge #170 on SR 1360 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 2A & 2B 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 over US 220.

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 interchange to the south of the project and the existing median cross over to the north at the intersection of Martinsville Loop and US 220 Business route. The detour for the westbound traffic on Smith Road is about 3.8 miles roundtrip, while the one for eastbound traffic on Smith Road is about 5.0 miles roundtrip (see Figures 2A and 2B). Initial coordination by NCDOT Community Studies (CS) involved sending input forms to the local EMS and schools. The completed forms were not returned to NCDOT Community Studies Unit yet.

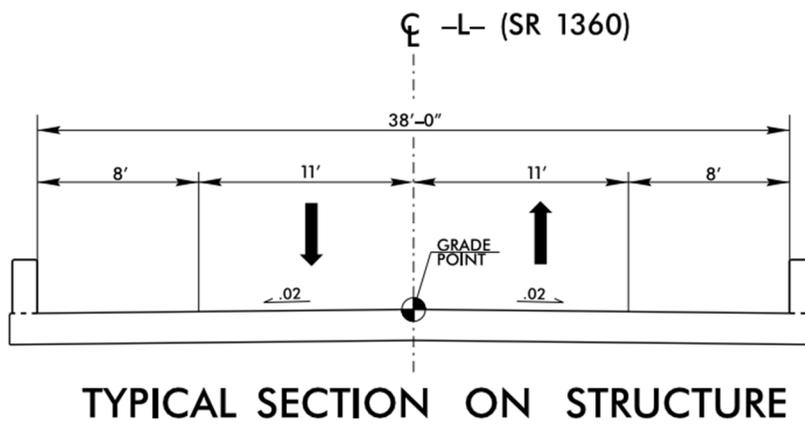
After further review of the existing conditions along the project, NCDOT Project Management Unit (PMU) identified existing median crossovers both north and south of the bridge replacement project (see Figures 2A & 2B). If eastbound emergency vehicles use the median crossover at 10065 US 220 (south of Raindance Road), the detour will be about 1.4 miles instead of 5.0 miles. If the westbound emergency vehicles use the median crossover at Craddock Rd, the detour will be about 1.2 miles instead of 3.8 miles. On February 2, 2022, NCDOT PMU spoke with the County Emergency Services Director, Rodney Cates, about the emergency responders using the existing median crossovers during construction rather than the proposed detours. Mr. Cates stated that using the existing median crossovers would reduce the response times and is an acceptable solution during project construction.

Design Issues

| | |
|--------------------|--|
| Traffic: | Current – 862 VPD, Year 2045 – 1,200 VPD |
| Truck portion: | TTST – 2%, Dual – 4% |
| Functional Class: | Local Subregional 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 spinymussel 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. | | | | |
| PROJECT IMPACT THRESHOLDS (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. | | | | |
| Other Considerations | | | 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: Because US 220 Business is part of the proposed detour, any bicyclists riding on State Bike Route NC 4 will likely encounter increased motor vehicle traffic volumes during construction. NCDOT Community Studies group found no indicators of pedestrian use during the preparation of Direct and Indirect Screening steps. Additionally, Rockingham County's Emergency Services Director stated that the areas to the north and south of the project are considered as areas with low call volumes and that the detour will not pose any significant impacts to the response times.

H. Project Commitments (as of 2/23/2022):

NCDOT PROJECT COMMITMENTS

STIP Project No. BR-0095
Replace Bridge 780170 on Smith Road (SR 1360) over US 220
Rockingham
Federal Aid Project No. N/A
WBS Element 67095.1.1

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-0095
WBS Element 67095.1.1
Federal Project No. N/A

Prepared By:

3/14/2022
Date DocuSigned by:
Radha Attaluri
+3C620197BF28E462
Radha Attaluri, PE, Project Manager
NCDOT – Project Management Unit

Prepared For: Kristy Alford, PE, NCDOT - Structures Management Unit

Reviewed By:

03/14/2022
Date DocuSigned by:
John Jamison
CA084B4A6412432
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.

03/14/2022
Date DocuSigned by:
Kristy Alford
F245636930BF30E
Kristy Alford, PE, Project Engineer
NCDOT - Structures Management Unit

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

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

Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).



Figure 2A
 Offsite Detours &
 Existing Turnarounds
 for BR-0095

