

Type I or II Categorical Exclusion Action Classification Form

WBS Element:

17BP.11.R.154

A. Project Description:

Replace Bridge No. 733 on SR 2516 (Industrial Park Road) over Cub Creek in Wilkesboro, Wilkes County.

The replacement structure will be a single span 24-inch cored slab bridge approximately 70-feet long providing a clear roadway width of 30-feet 10-inches. The new structure will be staged constructed to the south. The bridge will include two 10-foot lanes and 5-foot offsets. The bridge length is based on preliminary design information and is set by minimum hydraulic design requirements.

Project construction will extend approximately 300-feet from each end of the new bridge.

The replacement structure includes 5-foot offsets to allow for the placement of sidewalks in the future per the request of the Town of Wilkesboro.

Traffic will be maintained using a one lane on-site detour controlled by a temporary signal during construction. The project is shown in Figure 1.

B. Description of Need and Purpose:

The purpose of the project is to address a 46-year old bridge with a posted weight of 13 tons. Bridge 960733 has a sufficiency rating of 53.29 and is structurally deficient.

960733 Downstream



C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

D. Proposed Improvements:

23 CFR 771.117 (c)

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117 (e)(1-6).

E. Special Project Information:

Design: SR 2516 has a functional classification of a Local Urban and will be designed using Sub-Regional Tier Guidelines.

Pedestrian and Bicycle Accommodations: The bridge is not located on a designated bike route nor is there an indication of significant bike or pedestrian usage.

The Town of Wilkesboro requested consideration for side path/pedestrian lane on bridge. The new bridge will include 5-foot offsets to allow for the placement of sidewalks in the future.

Bridge Demolition: Bridge No. 733 is constructed of concrete, timber and steel and should be possible to remove with no resulting debris in the water based on standard demolition practices.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
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. <i>If any question 1-7 is checked "Yes" then NCDOT certification for FHWA approval is required.</i> <i>If any question 8-31 is checked "Yes" then additional information will be required for those questions in Section G.</i>				
<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)?	☐	☒	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	☐	☒	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	☐	☒	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	☐	☒	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	☐	☒	
6	Does the project require an Individual Section 4(f) approval?	☐	☒	
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)?	☐	☒	
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?	☒	☐	
9	Is the project located in anadromous fish spawning waters?	☐	☒	
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)?	☐	☒	
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	☐	☒	
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	☐	☒	
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	☐	☒	

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?	☐	☒
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	☐	☒
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?	☒	☐
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)?	☐	☒
18	Does the project require a U.S. Coast Guard (USCG) permit?	☐	☒
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	☐	☒
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	☐	☒
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	☐	☒
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	☐	☒
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	☐	☒
24	Will maintenance of traffic cause substantial disruption?	☐	☒
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	☐	☒
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?	☐	☒
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	☐	☒
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	☐	☒
29	Is the project considered a Type I under the NCDOT Noise Policy?	☐	☒
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	☒	☐
31	Are there other issues that arose during the project development process that affected the project decision?	☐	☒

G. Additional Documentation as Required from Section F:**Question 8: Federally Protected Species**

Northern long-eared bat (NLEB): The bridge is not located in or near a county containing known NLEB maternity trees or hibernation sites. Furthermore, NCDOT staff surveyed for evidence of bats on February 12, 2020 and no signs of bats were observed. As a result, NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) Rule, codified at 50 C.F.R. § 17.40(o) and effective February 16, 2016. NCDOT may presume its determination is informed by best available information and consider Section 7 responsibilities fulfilled for NLEB.

Question 16: Regulatory Floodway

Wilkes County is a participant in the Federal Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). The project is within a **Flood Hazard Zone, designated as Zone AE, for which the 100-year base flood elevations and corresponding regulatory floodway have been established.** Cub Creek is a FEMA mapped stream studied by the North Carolina Floodplain Mapping Program by Limited Detail methods. The bridge is located on DFIRM Panel 3867.

No structures will be adversely affected by the surface water elevation from the proposed project.

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine the status of 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). This project involves construction activities on or adjacent to FEMA-regulated streams(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Question 30: Farmland Soils

Farmland soils eligible for protection under FPPA are present in the project footprint. A Natural Resource Conservation Service (NRCS) Farmland Conversion Impact Rating has been completed for this project and a total score of 23 out of 160 points was calculated for the project site. Since the total of the points assigned in Part VI of the NRCS Farmlands Conversion Form AD-1006 is less than 60, no mitigation for farmland loss is required for the project in accordance with FPPA.

H. Project Commitments (attach as Green Sheet to CE Form):

NCDOT PROJECT COMMITMENTS

Replace Bridge No. 733 on SR 2516 (Industrial Park Road) over Cub Creek
Wilkes County
WBS Element 17BP.11.R.154

NCDOT Hydraulics Design Unit - FEMA Coordination

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of 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).

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

I. Categorical Exclusion Approval:

WBS Element:

17BP.11.R.154**Prepared By:**

4/2/2020

Date

DocuSigned by:

Stacy B. Oberhausen

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Stacy B. Oberhausen, PE, CPM
TGS Engineers**Prepared For:**Highway Division 11
North Carolina Department of Transportation**Reviewed By:**

4/2/2020

Date

DocuSigned by:

Kevin Hining

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Kevin Hining, Division Environmental Officer
NCDOT, Division 11**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.

4/2/2020

Date

DocuSigned by:

Joe L. Laws

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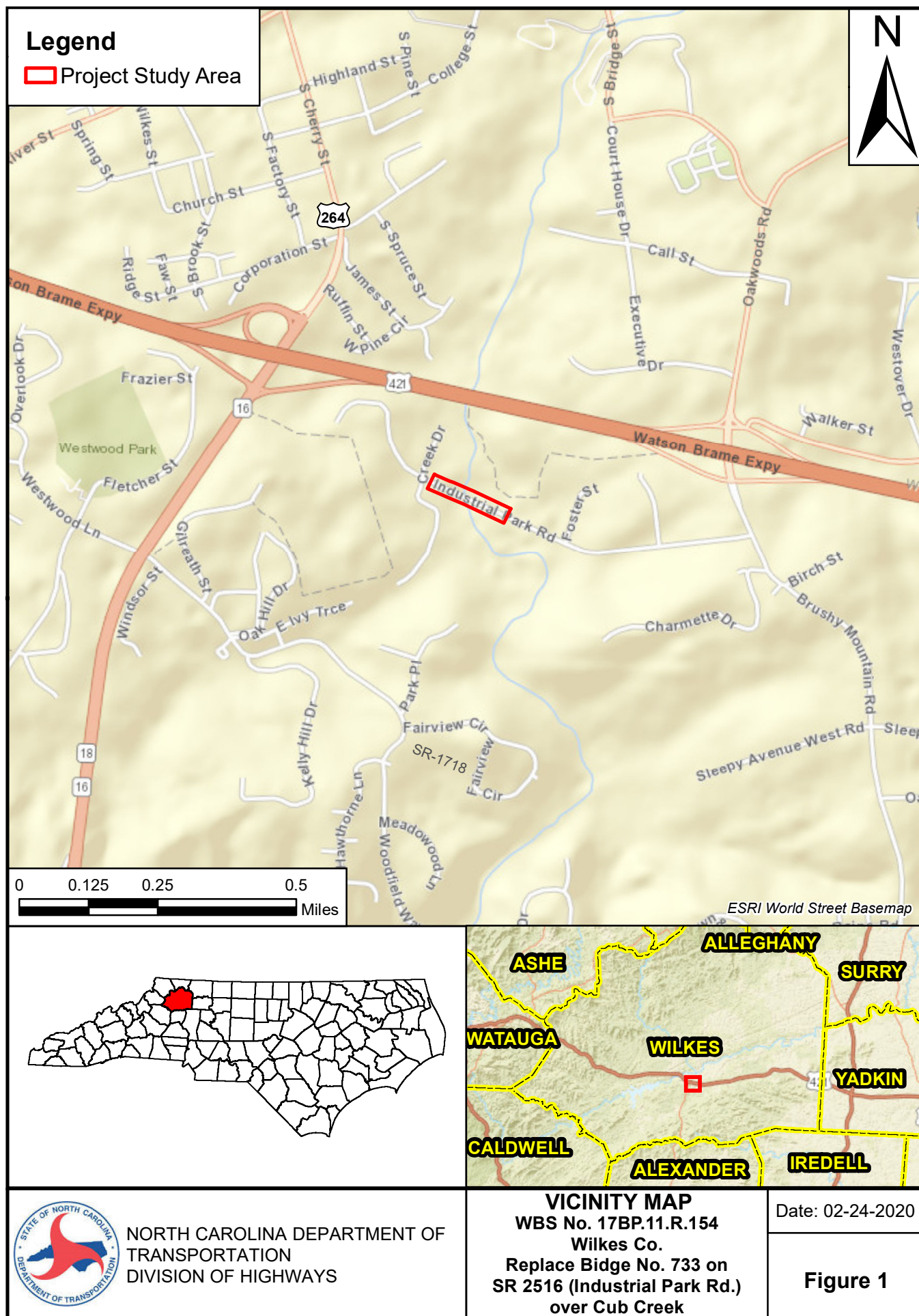
Joe Laws, PE, Division Bridge Project Manager
North Carolina Department of Transportation, Division 11FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

Date

N/A

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).



JOHN C. YATES
County Manager

ANTHONY R. TRIPLETT
County Attorney

SARAH D. CALL
County Clerk

COUNTY OF WILKES

WILKES COUNTY OFFICE BUILDING
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Chairman

EDDIE D. SETTLE
Vice Chairman

GARY D. BLEVINS
DAVID D. GAMBILL, JR.
BRIAN S. MINTON

October 21, 2019

Mr. Jimmy Terry, PE
Project Manager
TGS Engineers
804-C N. Lafayette Street
Shelby, N.C. 28150

Re: Replace Bridge No. 733 over Cub Creek on S.R. 2516 (Industrial Park Road),
Wilkesboro, N.C.

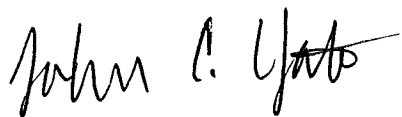
Mr. Terry:

I have reviewed your request letter and copy of the Vicinity Map, Study Area Map, and USGS Topographic Map attached to your email. At the present time I am not aware of any potential environmental impacts with regards to this project.

I recommend that you contact Ken Noland, Town Manager for the Town of Wilkesboro with regards to possible environmental impacts that I am not aware of.

If you have any questions or there is anything further that you need from us, please let us know.

Sincerely,



John C. Yates
County Manager

JCY/sdc

From: [Andrew Carlton](#)
To: [Luke Heavner](#)
Cc: [Ken Noland](#); [Bob Urness](#); [Brian Severt \(bspwd@wilkes.net\)](mailto:bspwd@wilkes.net)
Subject: [External] RE: Wilkes County Bridge Replacement - Planning Input Requested
Date: Friday, November 15, 2019 2:00:19 PM
Attachments: [image001.png](#)

WARNING: This email originated from outside of TGS Engineers.
DO NOT CLICK LINKS OR OPEN ATTACHMENTS unless you recognize the sender and are expecting the message.

Luke:

The Town Manager, Public Works Director and myself visited the bridge location earlier in the week. We wanted to bring the following observations and comments to your attention during the planning stage of this project.

Wilkesboro Sewer Manholes & Lines:

There are two sewer manholes in close proximity to the bridge. The sewer line crosses the creek a few feet to the north of the bridge in question. Both the manhole locations and the crossing will need to be taken into consideration during the project.

Utility Pole and Erosion:

There is also a utility pole with guy wires adjacent to the bridge. Both the pole and the associated guys wires are beginning to fail due to extensive erosion along the right of way adjacent to the bridge. It is estimated that the erosion mentioned here is due to sheet and ditch flow from roadway and adjacent parking lots to the west of the bridge. Stormwater entering the creek at this location should be facilitated by none erodible means.

Access for Residents and Businesses:

There are a few businesses/light industry and one large multifamily residential development (special needs population) to the west of bridge without secondary ingress/egress if bridge is closed. What are the plans for providing access during bridge construction?

Pedestrian Connectivity:

Even though no sidewalks are in place at present, the need for pedestrian connectivity will likely arise in the area. Please provide consideration during project for side path/ped. lane on bridge that will keep pedestrians out of vehicular traffic flow.

Thanks and please let us know if you have any questions.

Andrew Carlton

PLANNING & COMMUNITY DEVELOPMENT | DIRECTOR
TOWN OF WILKESBORO

T 336.838.3951

E planning@wilkesboronc.org

NCDOT Bat Bridge Habitat Assessment Form Updated 6/28/19



Bat Habitat Assessment Form

NCDOT Bridges

Observers: Kevin Wining-Dir II DEODate: 2/12/20County: WilkesWaterbody/Road/Rail: Cub Cr.TIP or DOT project number: 17 BR 11. R. 154Road Name/SR Number: Industrial Park Rd / SR 2516Bridge Number: 733

% Surrounding habitat w/in 1 mi.
of project footprint (approx)

Urban/commercial 40Suburban/residential 30Natural/rural 30

Agricultural _____

Any trees >3" DBH within project footprint? N/A

yes

no

Any shaggy trees or snags >5" DBH? N/A

yes

no

If yes to shag/snap, how much sunlight do they receive during the day? N/A 1-3 hours 4-6 hours 7+ hoursIf yes to shag/snap, list species of habitat trees >5" dbh yellow birch - live + tree, no snagsIf snags >5" DBH are present in sunlit areas, provide photos and location. - noneIf large hollow trees are present, provide photos and location. - none

Presence of:

In project footprint

In vicinity (0.5 mi)

Caves

yes

no

yes

no

Abandoned mines

yes

no

yes

no

If 'yes' to any of the above, provide photos, description, and location.

Major water source in project footprint: N/A river stream/creek pond lake swampSuitable drinking habitat in the form of non-stagnant, smooth or slack water? yes no N/AArtificial lighting unknown yes noGuard rails none concrete timber metalDeck type concrete metal timber open gridBeam type none concrete steel timberEnd/back wall type concrete timber masonryCreosote evidence yes noSuitable roosting crevices present ((1/2 - 1 1/4" wide) yes noDeck drains yes noMax height of bridge deck above ground/water (ft): 11Night roost habitat protected yes noBridge alignment: N/S E/W NW/SE NE/SWHours of sun exposure to bridge <3 >3Human disturbance under bridge high med low none

Below section completed only if bats/evidence of bats observed:

Emergence count performed? (If yes, complete form next page) yes noEvidence of bats using bird nests, if present? yes noEvidence of bats using bridge? (photos needed) yes noType of Evidence guano staining bats observed noneRoost Type crevice open area noneBat species present (list each species, locations and estimated number of each species: none

19-09-0007



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:		County:	Wilkes
WBS No.:	17BP.11.R.154	Document Type:	Federal CE
Fed. Aid No:		Funding:	☒ State ☐ Federal
Federal Permit(s):	☒ Yes ☐ No	Permit Type(s):	
Project Description: Replace Bridge No. 733 on SR 2516 (Industrial Park Road) over Cub Creek.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on September 17, 2019. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined on the following maps. There are no properties over fifty years of age within the APE that warrant further evaluation after a visual inspection of the APE. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.

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:

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Wilkes County survey, Wilkes County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Kate Huber

9/17/2019

NCDOT Architectural Historian

Date



NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

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



PROJECT INFORMATION

Project No: _____ **County:** Wilkes
WBS No: 17BP.11.R.154 **Document:** Federal Categorical Exclusion
Federal Aid No: _____ **Funding:** ☒ State ☐ Federal
Federal Permit Required? ☒ Yes ☐ No **Permit Type:** USACE

Project Description:

Replace Bridge 733 on SR 2516 (Industrial Park Rd.) over Cub Creek in Wilkes County. The study area is approximately 153 meters (500 ft.) long and 46 meters (150 ft.) wide. No design plans provided. The project is State-funded and will require Federal permits. Easements will be required. The is a Federal undertaking (USACE permit required) and is subject to Section 106 of the National Historic Preservation Act.

This project falls within a North Carolina County in which the following federally recognized Tribes have expressed an interest: Cherokee Nation of Oklahoma, Eastern Band of Cherokee Indians, and the United Keetoowah Band of Cherokee Indians. It is recommended that you contact each federal agency involved with your project to determine their Section 106 Tribal consultation requirements.

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:

The review included an examination of a topographic map, the Wilkes County web soil survey, an aerial photograph, and records about previously recorded sites, previous archaeological surveys, and previous environmental reviews at the North Carolina Office of State Archaeology (OSA) in Raleigh. The bridge is oriented approximately east-west. The study area includes approximately 76 meters (250 ft.) in each direction from the existing bridge, and 23 meters (75 ft.) from centerline on each side of the road.

The topographic map (Wilkesboro) shows the study area is located in a wide creek valley. (SR 2516 and bridge 733 had not yet been constructed.) The landforms in the study area include a narrow strip of floodplain and a ridge side slope on the west side of the bridge, and a level floodplain on the east side. The narrow floodplain and ridge side slope on the west side have a low to moderate potential for archaeological sites. The floodplain on the east side is depicted as cleared, indicating that it may be suitable for agriculture (well-drained). Floodplains with well-drained soils have a moderate to high potential for archaeological sites. However, the study area is located at the base of a wide drainage valley that empties into the floodplain from the west. Also, there appears to be a seasonal drainage valley/ditch along the east side of the study area.

The Wilkes County soil survey shows the soil in the floodplain is Dan River and Comus soils (0-4% slopes), occasionally flooded. Dan River/Comus soil is a well-drained soil found on floodplains.

The aerial photograph shows the land use in the study area is developed on the west side of the bridge and wooded on the east side. The east end of the northeast quadrant is developed, also. The Environmental Features Map provided for the cultural resources review shows that the soil in the floodplain on the east side of the bridge is within a "National Wetlands Inventory (NWI) wetland."

There are no previously recorded archaeological sites within or adjacent to the study area. The study area has not been included in any previous archaeological surveys. The study area is not within the boundaries of any projects that have been reviewed by the State Historic Preservation Office (HPO). HPO has reviewed a tract located along the southwest side of the study area. We could not identify the project review information, but it may have been a review of the commercial development that is currently located there. The tract is "crossed" on the OSA topographic map, indicating that an archaeological survey was recommended. The tract is not cross-hatched, indicating that the survey may not have been conducted.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

The study area for the project includes a narrow strip of land along the existing road and bridge right of way. The west side of the study area is occupied by commercial development. The east side of the study area is a wooded floodplain, but that land is shown as a wetland in the Environmental Features Map.

SUPPORT DOCUMENTATION

See attached: ☒ Map(s) ☐ Previous Survey Info ☐ Photos ☐ Correspondence
☐ Photocopy of County Survey Notes Other:

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED

Caleb Smith

11/15/2019

NCDOT ARCHAEOLOGIST II

Date