

Type I or II Categorical Exclusion Action Classification Form

TIP Project No.	B-4654
WBS Element	38454.1.2
Federal Project No.	0070241

A. Project Description:

The North Carolina Department of Transportation (NCDOT) is proposing to replace Bridge No. 69 on NC 50 over US 70, as well as make improvements to the interchange and pedestrian facilities along NC 50 in the project area (See Figure 1) Project Vicinity Map. Bridge No. 69 is located in the Town of Garner, Wake County. The proposed improvements on NC 50 will begin just south of its intersection with Circle Drive at the Garner Plaza and extend north to the intersection with West Main Street. Improvements on NC 50 will include wider travel lanes and paved shoulders for bicycle accommodations and construction of sidewalks throughout the project limits. The new bridge will be constructed on the west side of the existing alignment and traffic will be maintained on the current bridge during construction. The proposed action is listed in the NCDOT 2020-2029 State Transportation Improvement Program (STIP) as Project Number B-4654.

Bridge No. 69 is located in urban area within the Town of Garner, southwest of downtown Garner. The area surrounding the bridge is largely built out with commercial, office, and residential development. NC 50 (Benson Road) is a major north-south thoroughfare in the Town of Garner. The existing bridge is a three-lane bridge approximately 211.5 feet in length and 51 feet in width. It carries an overall clear roadway width of 41 feet and 4-foot sidewalks on both sides with parapet and two-bar metal rail. The existing bridge provides 14.3 feet of vertical clearance over US 70. The replacement bridge will be 183 feet in length and have an overall width of approximately 57.3 feet. The replacement bridge will provide two 14-foot lanes, a 12-foot center turn lane, 5.5-foot sidewalks on both sides, with classic concrete bridge rail. The replacement bridge will provide a minimum of approximately 17 feet of vertical clearance over US 70. The horizontal alignment will shift 57 feet west in order to construct the proposed bridge adjacent to the existing bridge and maintain traffic throughout construction.

B. Description of Need and Purpose:

The purpose of the project is to replace a deficient bridge and make additional improvements to the loop and ramp system associated with the interchange at this location. Bridge No. 69 is considered functionally obsolete, with National Bridge Inventory (NBI) Condition Grades of 4 out of 9 for the deck geometry and vertical and horizontal under-clearances (NBI Guide Items 58, 59, and 60, respectfully, per the Federal Coding Guide), per the most recent National Bridge Inspection Standards (NBIS) inspection data available. Being functionally obsolete does not mean the bridge is unsafe but does mean the bridge is in need of repair or replacement. As a bridge ages the cost of repairs and continued maintenance eventually necessitate the need for replacement. The current bridge was constructed in 1952 and is reaching the end of its useful life.

C. Categorical Exclusion Action Classification:

Type II(A)

D. Proposed Improvements:

13. Actions described in paragraphs 26,27, and 28 of Appendix Z that do not meet the constraints in 23 CFR 771.117(e)(1-6).

26. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossing.

E. Special Project Information:

Alternatives

No-Build Alternative: There would be no changes to the existing bridge or interchange and would not address the need to replace the deficient bridge.

Build Alternatives: Two alternatives (Alternative 1 and Alternative 2) were evaluated to replace the NC 50 bridge. Both alternatives would begin approximately 750 feet south of the existing bridge, just south of Circle Drive, and extend north to the intersection of NC 50 and W. Main Street. A new bridge would be constructed on the west side of the existing bridge, and the existing bridge would remain open throughout construction to provide for maintenance of traffic. There would be modifications to the ramps in the southwest and southeast quadrants of the interchange, as well as to the loop and ramp in the northwest quadrant. Both alternatives would also include wider lanes that would facilitate shared bicycle traffic and sidewalks throughout the length of the project.

The connection between Umstead Lane and Hilltop Avenue would be severed in both alternatives, with Umstead Lane becoming the ramp to US 70 westbound and Hilltop Avenue being cul-de-sacked. Lake Drive would become the primary access road to residences on Hilltop Avenue and Dullis Circle. Lake Drive is a town-owned facility, and the town is considering improvements to accommodate additional anticipated traffic.

Alternative 1 would use standard signalized intersections at each ramp terminal on NC 50 and would include a three-lane typical section on NC 50 through the project limits, with curb and gutter and sidewalk on both sides of NC 50.

Alternative 2 would use roundabout intersections at each ramp and loop terminal and would include a two-lane facility with a raised concrete median on the bridge between the roundabouts. Outside of the roundabouts, NC 50 would be three lanes with curb and gutter and sidewalk on both sides. Alternative 2 would include closing Circle Drive west of NC 50 and routing it to St. Marys Street. Residents in this area would use Forest Drive from NC 50 to access St. Marys Drive.

Table 1 includes a summary of impacts for the two alternatives:

	Alternative 1	Alternative 2
Traffic Operations	LOS C	LOS A
Parcels	14	22
Relocations	5 Residential 1 Business	8 Residential 3 Business
Stream Impacts¹	0 lf	470 lf
Wetland Impacts¹	0 lf	0 lf
Construction Cost²	\$4,950,000	\$5,800,000
Right of Way Cost²	\$2,227,500	\$3,872,500
Utilities Cost²	\$259,120	\$259,120
Total Cost²	\$7,436,620	\$9,931,620

¹ Impacts calculated using 2018 25% design slope stake limits plus a 25-foot buffer.

² Costs based on March 2019 data and estimates.

Preferred Alternative: Alternative 1 (see Figure 2) was selected for replacing Bridge No. 69 by NCDOT and the Town of Garner based on lower costs, reduced impacts, and an acceptable level of traffic service as compared to Alternative 2.

Traffic Data

NC 50 is a three-lane undivided roadway that is a north-south corridor providing connections to local communities along its route. It carries 8,300 vehicles per day north of US 70, and 13,100 vehicles per day south of US 70, with a posted speed limit of 35 mph. Approximately 6 percent of this traffic is heavy vehicles. Projected traffic for the design year (2040) is 10,200 cars north of US 70 and 14,700 cars south of US 70, with 6 percent heavy vehicles.

May 2022 Cost Estimates

Right of way:	\$2,900,000
Utilities:	\$857,000
Construction:	\$10,243,000
Total:	\$14,000,000

Pedestrian and Bicycle Accommodations

Sidewalks are present on both sides of the NC 50 bridge and north of the bridge on the east side of NC 50. The Preferred Alternative includes sidewalk on both sides of NC 50 throughout the project limits, as well as wider travel lanes and paved shoulders to accommodate bicyclists.

Protected Species

Since the completion of the NRTR, the US Fish and Wildlife Service (USFWS) shows the potential for the Neuse River waterdog and Carolina madtom to occur within the Project Study Area. Habitat does not exist for these species and a biological conclusion for both is “No Effect.”

Cultural Resources

NCDOT’s cultural resources staff reviewed the project area under a programmatic agreement with the State Historic Preservation Office and determined that there are no historic properties present or affected by the project. A tribal coordination letter was sent to the Catawba Indian Nation on January 24, 2022. A response letter was received on February 25, 2022 noting no immediate concerns with regard to traditional cultural properties, sacred sites, or Native American archaeological sites within the boundaries of the project. If Native American artifacts and/or human remains are located during the ground disturbing phase, the Catawba Indian Nation shall be notified.

Municipal Agreement

At the request of the Town of Garner, the project was extended to include minor widening and sidewalks on both sides of NC 50 from south of Lake Drive to Main Street. In addition, the Town has requested that sidewalks be included on the west side of NC 50 throughout the project limits, and for aesthetic treatments and lighting for the bridge. The Town will be responsible for the additional costs associated with these additions (estimated to be \$244,389), the details of which are spelled out in the May 2019 Municipal Agreement between the Town and NCDOT.

Environmental Commitments

The list of project commitments (green sheets) is located at the end of the checklist.

Public Involvement

A postcard was mailed to residents of the project study area in January 2018 to announce a public meeting to present design alternatives and information on the project. The public meeting was held on February 15, 2018, at the Garner Town Hall from 4:00 pm to 7:00 pm. Fifty-eight individuals registered at the sign-in table. Public comments were collected in writing at the public meeting and were accepted by email and postal mail until March 1, 2018. Thirty-two written comments were received during the comment period. Of those who indicated a preference for an alternative (25), the majority (17) preferred Alternative 1 due to lower anticipated impacts to residences and businesses.

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"> • <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)?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>	

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		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 type="checkbox"/>	<input checked="" 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'):

8. The US Fish and Wildlife Service has revised the previous programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known in 22 counties, but may potentially occur in 8 additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30-current known/potential counties shown on Figure 2 of the PBO at this time. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes, which includes Wake County, where TIP B-4654 is located.

10. Reedy Branch is subject to Neuse River Buffer Rules. Design standards for Sensitive Watersheds will be implemented during project construction.

H. Project Commitments:

NCDOT PROJECT COMMITMENTS

STIP Project No. **B-4654**
Replace Bridge No. 69 on NC 50 over US 70
Wake County
Federal Aid Project No. 0070241
WBS Element 38454.1.2

Updates to the Project Commitments shown in italics.

NCDOT Structures Management Unit

At the request of the Town of Garner, the project was extended to include minor widening and sidewalks on both sides of NC 50 from south of Lake Drive to Main Street. In addition, the Town has requested that sidewalks be included on the west side of NC 50 throughout the project limits, and for aesthetic treatments and lighting for the bridge. The Town will be responsible for the additional costs associated with these additions, the details of which will be spelled out in a Municipal Agreement between the Town and NCDOT.

Per the Municipal Agreement between the Town and NCDOT, dated May 2019, betterment costs of the Project are as follows:

<i>Sidewalk Construction Betterments:</i>	<i>100%</i>	<i>\$184,489</i>
<i>Bridge Lighting Construction Betterments:</i>	<i>100%</i>	<i>\$59,900</i>
<i>Total Estimated Betterment Costs:</i>		<i>\$244,389</i>

NCDOT Division 5 Construction, NCDOT Roadside Environmental Unit - Riparian Buffer Rules

The project is within the Neuse River Basin where buffer rules are applicable. Design Standards for Sensitive Watersheds will be implemented during project construction.

Commitments from Permitting

No new commitments were developed during permitting.

I. Categorical Exclusion Approval:

STIP Project No.	B-4654
WBS Element	38454.1.2
Federal Project No.	0070241

Prepared By:

7/28/2022

Date

DocuSigned by:

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 Celia Miars, AICP
 AECOM

Prepared For:

 NCDOT – Structures Management Unit

Reviewed By:

7/28/2022

Date

DocuSigned by:

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 Colin Mellor, Eastern Regional Team 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.

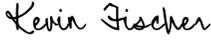


Certified

- 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.

7/28/2022

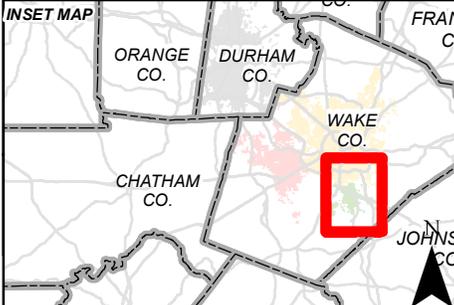
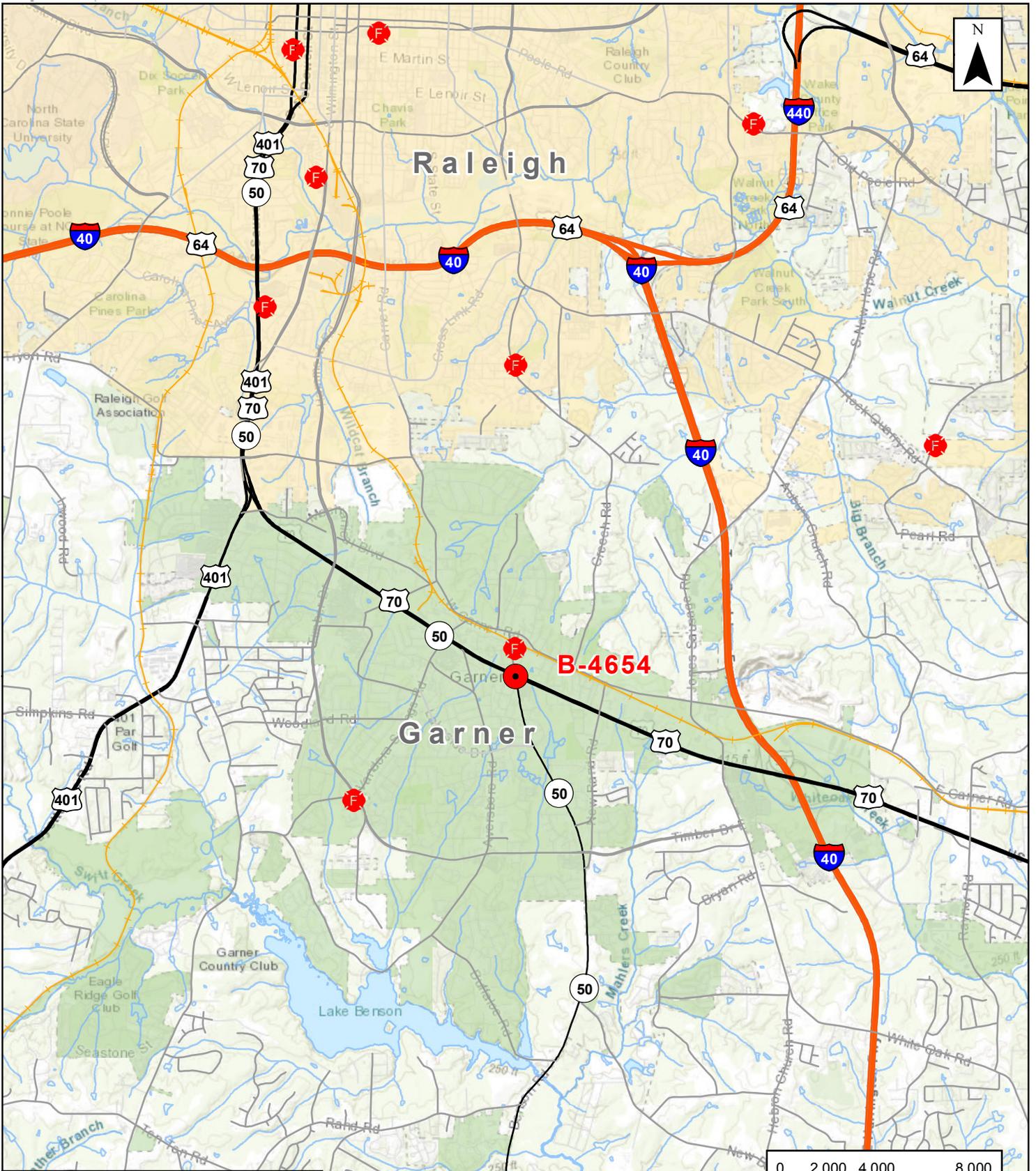
Date

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 Kevin Fischer, PE, Assistant State Structures Engineer
 North Carolina Department of Transportation

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

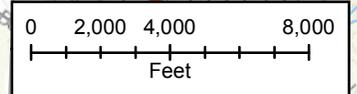
 Date N/A
 for John F. Sullivan, III, PE, Division Administrator
 Federal Highway Administration

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).



LEGEND

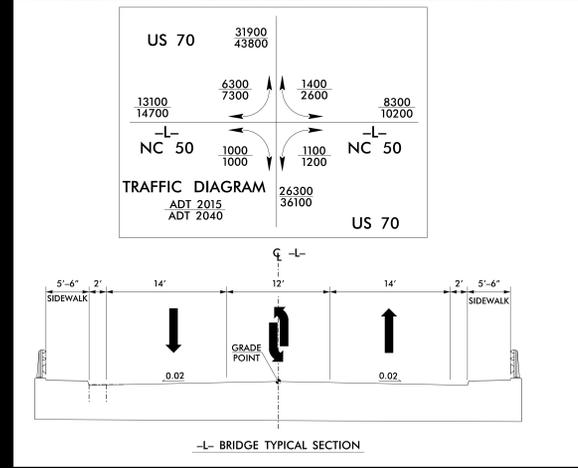
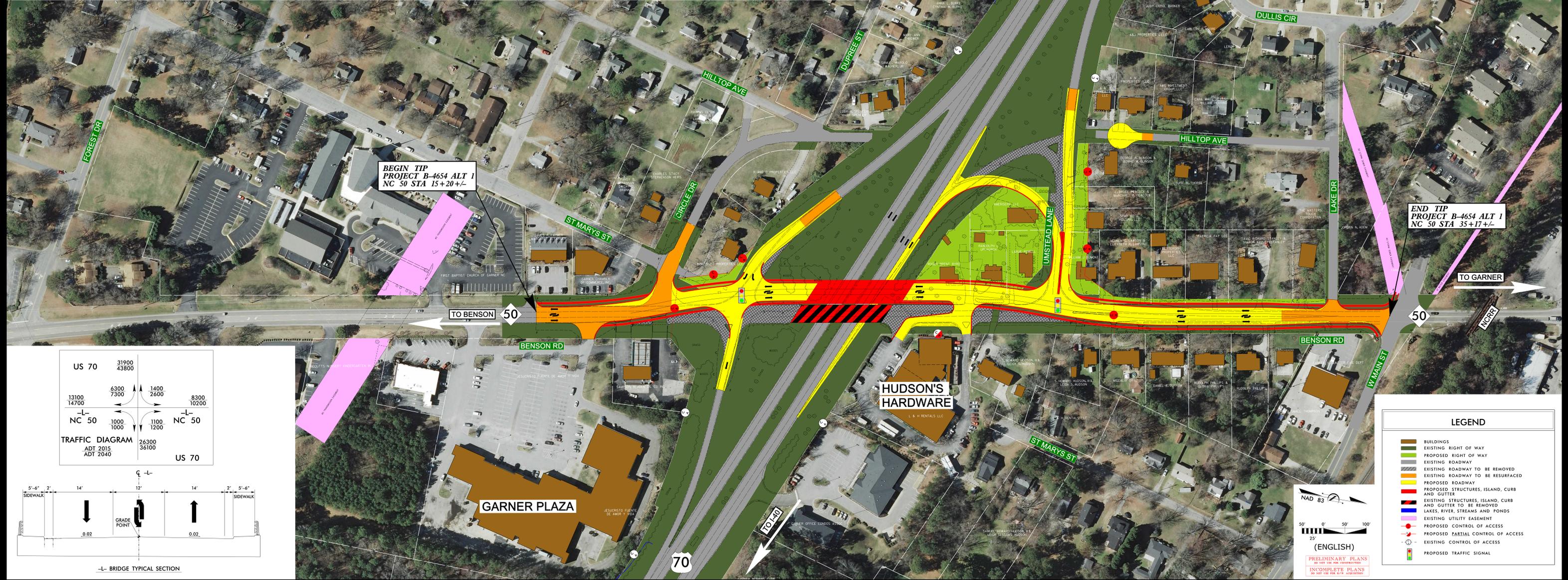
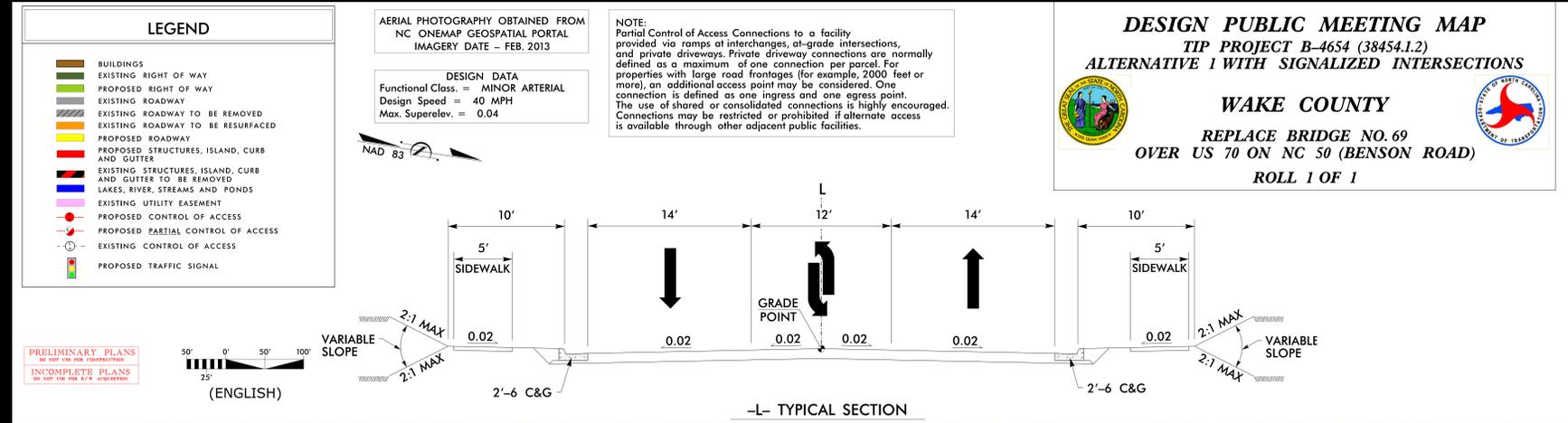
Garner	Interstate
Raleigh	US Highway
Fire Station	NC Highway
Railroad	State Road
Streams	Local Route



Vicinity Map
 Replace Bridge No. 69
 on NC 50 over US 70
 Garner, North Carolina
TIP Project B-4654

April 2018 **FIGURE 1**

DESIGN PUBLIC MEETING MAP
 TIP PROJECT B-4654 (38454.1.2)
 ALTERNATIVE 1 WITH SIGNALIZED INTERSECTIONS
 WAKE COUNTY
 REPLACE BRIDGE NO. 69
 OVER US 70 ON NC 50 (BENSON ROAD)
 ROLL 1 OF 1



DESIGN PUBLIC MEETING MAP
 TIP PROJECT B-4654 (38454.1.2)
 ALTERNATIVE 1 WITH SIGNALIZED INTERSECTIONS
 WAKE COUNTY
 REPLACE BRIDGE NO. 69
 OVER US 70 ON NC 50 (BENSON ROAD)
 ROLL 1 OF 1

