

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-5770
WBS Element	45726.1.1
Federal Project No.	BRSTP-0918(98)

A. Project Description:

The purpose of this project is to replace Bridge No. 330243 carrying Salisbury Ridge Rd over NC 150 (Peters Creek Parkway) in Forsyth County, North Carolina. The bridge will be replaced on the existing alignment, see attached: Figure 1 – B-5770 Bridge Location Map, Figure 2- B-5770 Detour Map.

The proposed bridge will be approximately 153 feet long with a minimum clear roadway width of 41.5 feet. The approach roadway will extend approximately 225 feet and 306 feet on the west and east ends of the bridge, respectively.

B. Description of Need and Purpose:

Built in 1956 the bridge requires replacement due to deterioration of structural elements. The existing bridge is 255 feet long with a clear roadway width of 28 feet. Bridge No. 243 has a sufficiency rating of 47.22 and is categorized as "Structurally Deficient". Moreover, the steel superstructure elements exhibit severe corrosion while the reinforced concrete deck and substructure show signs of deterioration, evidenced in large spalls and cracks throughout the bridge, and have had temporary priority maintenance repairs performed to keep the bridge open. This is a bridge replacement and safety improvement project.

C. Categorical Exclusion Action Classification:

TYPE I A

D. Proposed Improvements

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:

Alternatives Discussion:

No-Build – The no build alternative would result in eventually closing the road, which is unacceptable given the volume traffic served by Salisbury Ridge Road.

Rehabilitation – The bridge was constructed in 1956 and the concrete and steel materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing these components, which would constitute effectively replacing the bridge.

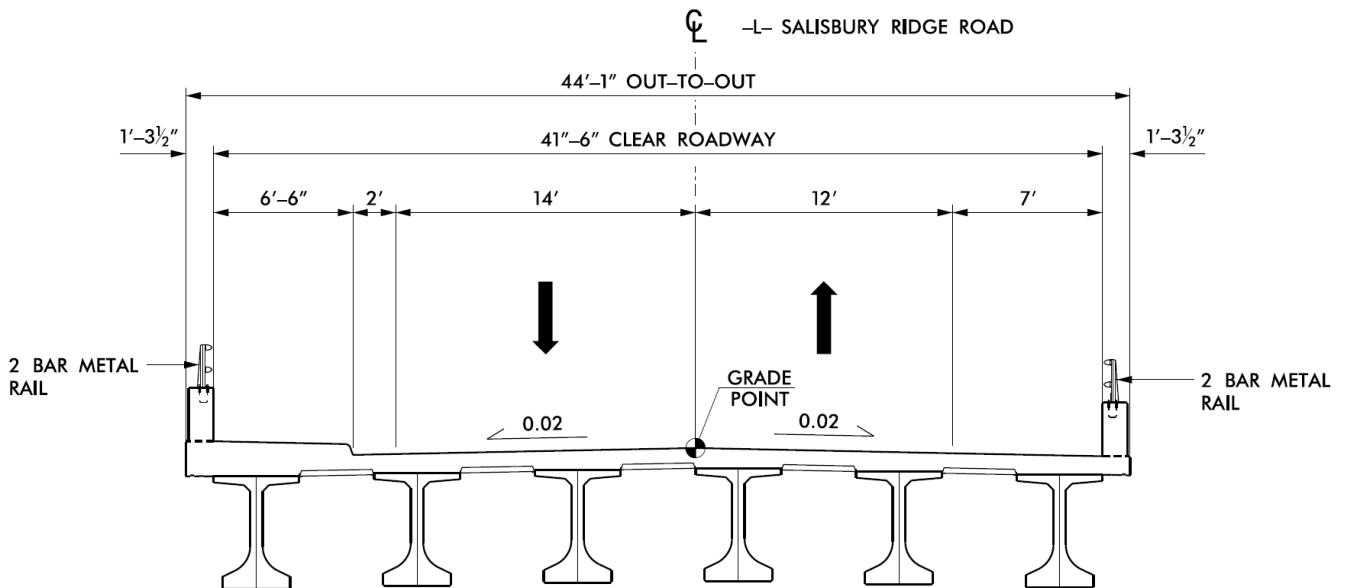
Onsite Detour – An onsite detour was not evaluated due to the presence of a feasible offsite detour.

Staged Construction – Staged construction was not considered because of the availability of an acceptable offsite detour.

New Alignment – Given that the alignment for Salisbury Ridge Road is acceptable, a new alignment was not considered as an alternative.

Offsite Detour (Preferred) – Traffic will be detoured offsite during the construction period. The 1.2-mile offsite detour utilizes Salisbury Ridge Road to access Buchanan Street and Silas Creek Parkway, see Figure 2 – B-5770 Detour Map. The Community Impact Assessment (CIA) final report indicates school busses cross over the bridge on a daily basis. Therefore, Winston-Salem/Forsyth County schools shall be contacted at least one month prior to beginning of construction. Lane closures on Peters Creek Parkway will be needed to remove the existing superstructure median pier, shoulder piers, and to install the new superstructure. Thus, Forsyth County emergency services and Winston-Salem Transit Authority shall be contacted at least one month prior to beginning of construction. The condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and Division 9 concurs with the use of the detour.

Typical Section:



Basic Project Information:

Design Speed	40 MPH
Posted Speed	35 MPH
Design Exceptions	N/A
Traffic Volumes	2017 ADT = 5600, 2035 ADT = 4800 (2013 Forecast)
Truck Traffic	Duals = 4% TTST = 1%
Functional Classification	Local
Tier Classification	Sub-Regional

Pedestrian and Bicycle Accommodations:

Based upon coordination with the city of Winston–Salem, a sidewalk is included on the north side and a wide shoulder on the south side along the length of the project. Also, the bridge span arrangement allows for a future 14-ft. shared use path on the West and a 6-ft. sidewalk on the East of NC 150 (Peters Creek Parkway) under the bridge. Furthermore, regarding bicycle accommodations, the existing shared-use westbound lane of Salisbury Road will be maintained, while allowance will be made for a future 14-ft. shared use path on the east, and 4-ft. bike lanes on both east and west sides of NC 150 (Peters Creek Parkway).

Cost Estimate:

The estimated project costs for the Selected Alternative, based on 2018 prices, are as follows:

Right of Way	\$ 216,000
Construction	\$ 4,317,000
<hr/>	
Total Cost:	\$ 4,533,000

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		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 (BGPA)?	<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 of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<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"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<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?	<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 or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<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), 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's 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

H. Project Commitments

For Project Commitments, see attached Green Sheet.

I. Categorical Exclusion Approval

STIP Project No.	<u>B-5770</u>
WBS Element	<u>45726.1.1</u>
Federal Project No.	<u>BRSTP-0918(98)</u>

Prepared By:

10/9/2019

Date

DocuSigned by:

Samuel Cullum

Samuel Cullum, PE, Project Manager
Kisinger Campo & Associates Corp.

Prepared For:

Structures Management Unit
North Carolina Department of Transportation

Reviewed By:

10/21/2019

Date

DocuSigned by:

Phillip Harris

Phillip Harris, III, PE
Environmental Analysis Unit Head
North Carolina Department of Transportation



Approved

If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.



Certified

If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

10/14/2019

Date

DocuSigned by:

Kevin Fischer

Kevin Fischer, PE
Assistant State Structures Engineer
PEF Coordination, Program Management & Field Ops.

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

Date

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

PROJECT COMMITMENTS

Forsyth County
Bridge No. 330243 over NC 150 (Peters Creek Parkway)
Federal Project No. BRSTP-0918 (98)
WBS No. 45726.1.1
TIP No. B-5770

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

NCDOT Division 9 – Coordination Prior to Construction:

Forsyth County emergency services, Winston-Salem/Forsyth County Schools , and Winston-Salem Transit Authority (WSTA) shall be contacted at least one month prior to beginning of construction to make necessary temporary arrangements. WSTA Route 14 runs along Buchanan Street and Salisbury Ridge Road east of Buchanan Street. Also, the Community Impact Assessment (CIA) final report indicates school busses cross over the bridge on Salisbury Ridge Road on a daily basis. Contact Forsyth County emergency services at (336) 727-8088, Winston-Salem/Forsyth County Schools at (336) 727-2816, and Winston-Salem Transit Authority (WSTA) at (336) 727-2000.

NCDOT Division 9 – Access:

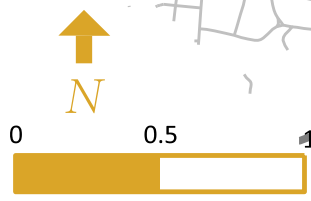
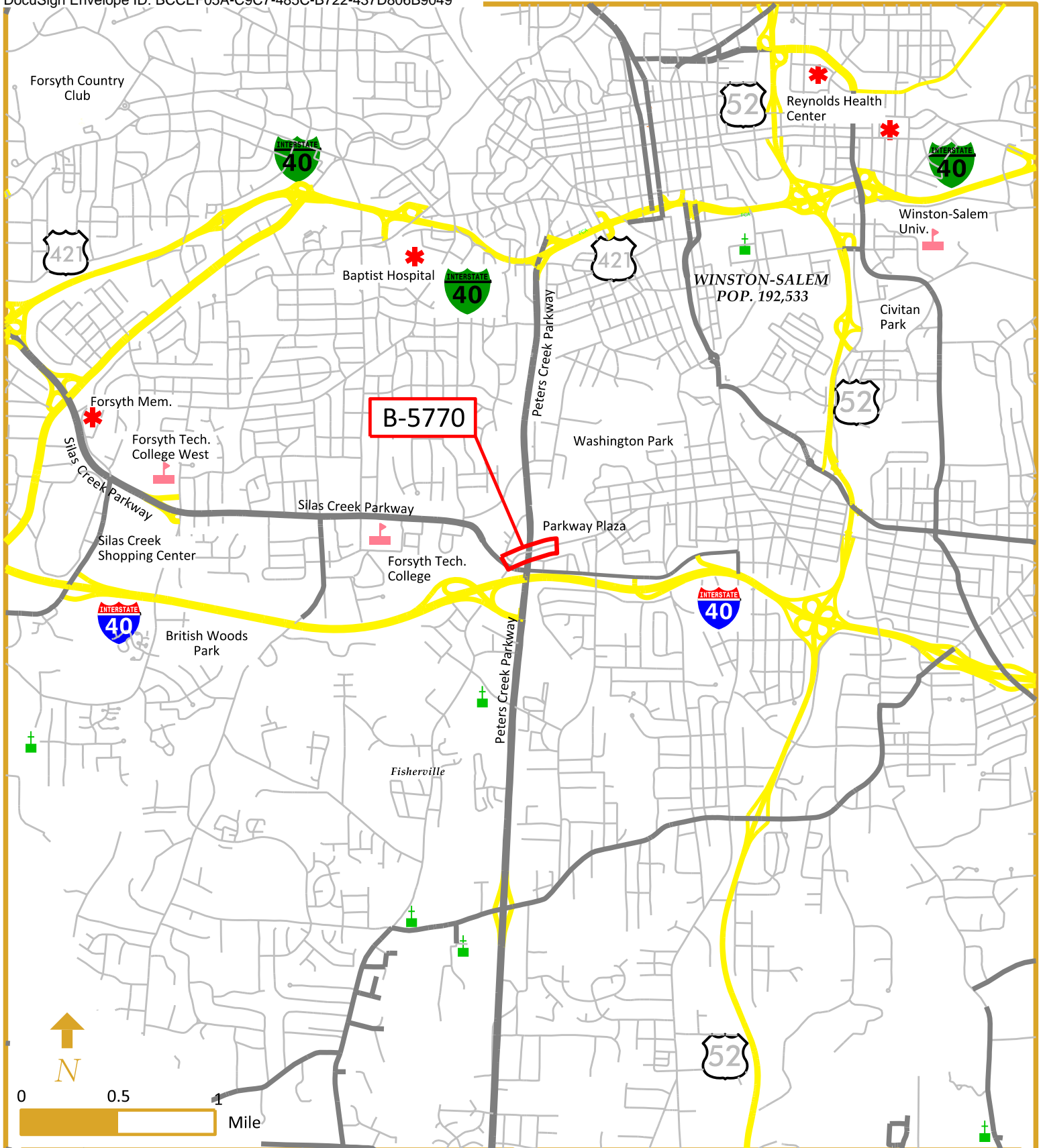
Access will be maintained throughout construction for the businesses to the east and west of Salisbury Ridge Road. The bus stop on the northbound lane of NC 150 (Peters Creek Parkway) on the southeast quadrant will be temporarily moved.


NCDOT Division 9 – Greenway:

The existing shared-use westbound lane of Salisbury Ridge Road will be maintained in the proposed bridge, while allowance will be made for a future 14-foot shared use path on the east, and 4-foot bike lanes on both east and west sides of NC 150 (Peters Creek Parkway).



Figure 2 B-5770 Detour Map





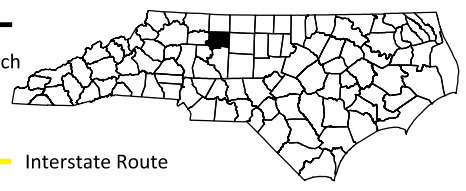
B-5770

Replacement of Bridge No. 330243
over NC 150 (Peters Creek Parkway)
on Salisbury Ridge Rd.

Vicinity Map

Legend:

- ✳ School
- ✚ Cemetery
- ✳ Hospital
- Primary Route
- Building
- ✚ Church
- Interstate Route

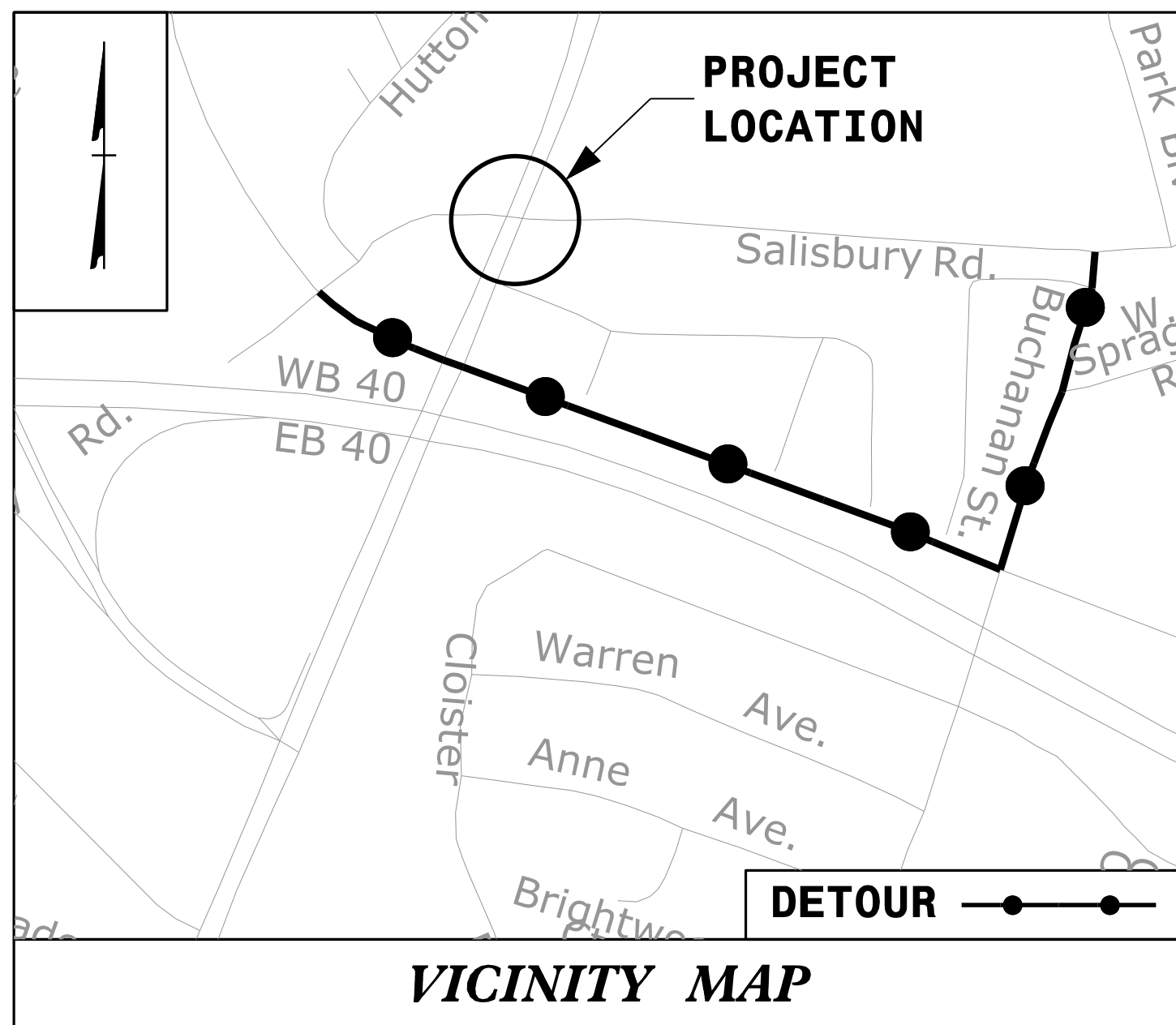


NCDOT Division 9: Forsyth County

TIP PROJECT: B-5770

CONTRACT: C204416

See Sheet 1A For Index of Sheets

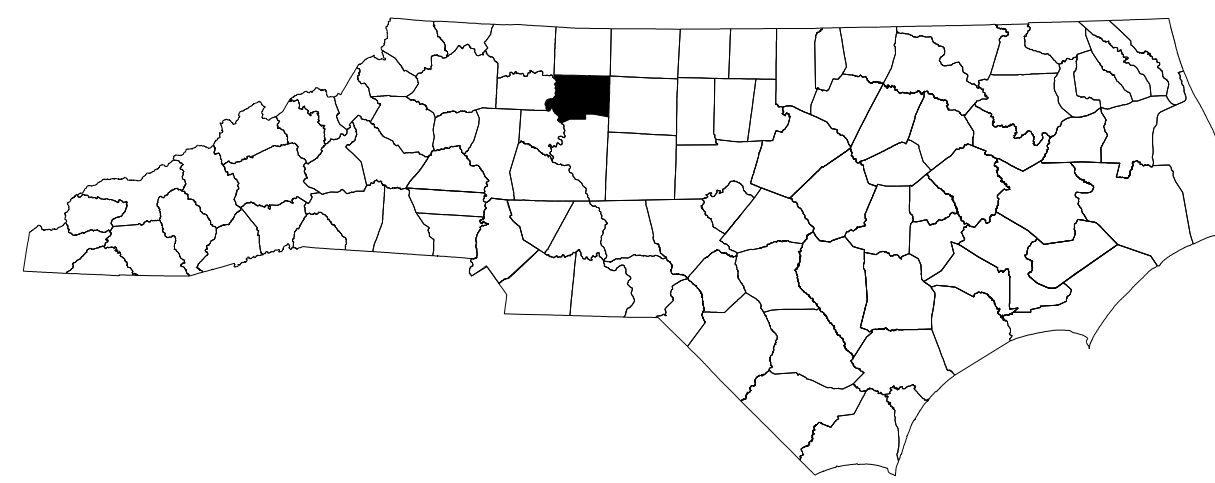


THIS PROJECT IS LOCATED WITHIN THE CITY LIMITS OF WINSTON-SALEM.

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
FORSYTH COUNTY

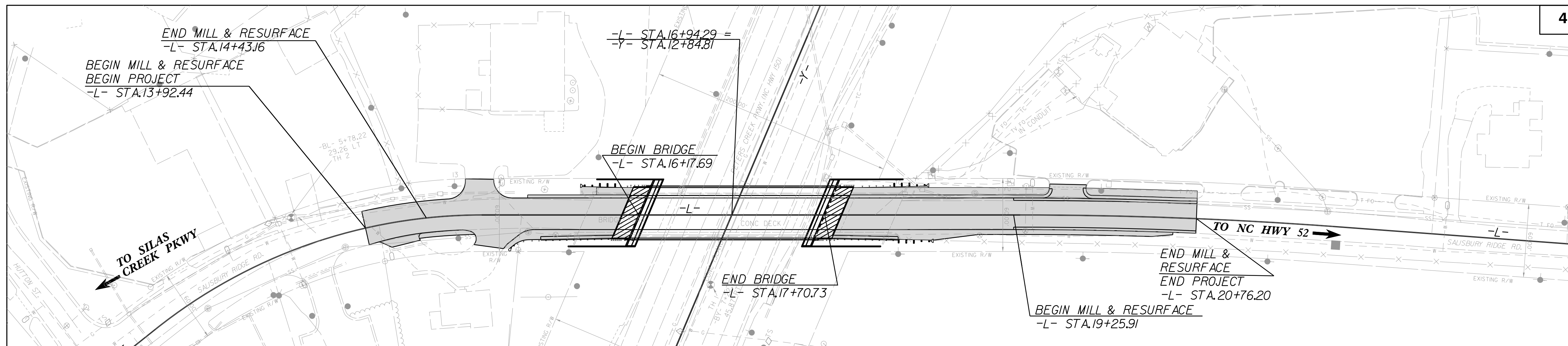
LOCATION: BRIDGE NO. 243 ON SALISBURY RIDGE RD. OVER NC 150 (PETERS CREEK PARKWAY)

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE



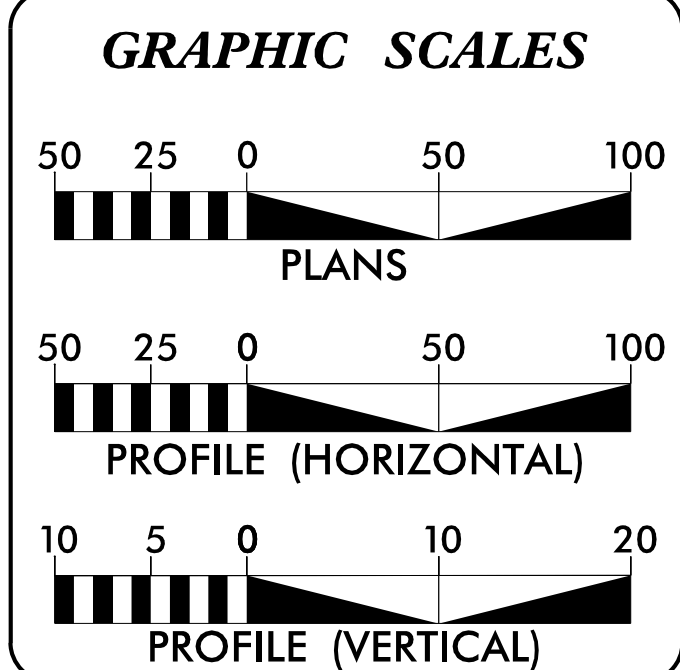
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-5770	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
45726.1.1	BRSTP-0918(98)	PE	
45726.2.1	BRSTP-0918(98)	ROW & UTIL.	
45726.3.1	BRSTP-0918(98)	CONST.	

75% PANS UPDATE
SUBMITTAL
09/1/2019



CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II.

PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2020 =	4100
ADT 2035 =	4800
K =	8%
D =	55%
T =	5%
V =	40 MPH
*TTST =	1% DUAL 4%
FUNC CLASS =	URBAN LOCAL
SUB-REGIONAL TIER	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-5770 =	0.101 MILES
LENGTH STRUCTURES TIP PROJECT B-5770 =	0.029 MILES
TOTAL LENGTH TIP PROJECT B-5770 =	0.130 MILES

NCDOT CONTACT: DAVID STUTTS, P.E.

Prepared In the Office of:

KCA
KISINGER CAMPO & ASSOCIATES
NC FIRM LICENSE No: C-1506
301 Fayetteville Street, Suite 1500
Raleigh, NC 27601
(919)882-7839

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JUNE 28, 2019

LETTING DATE: FEBRUARY 18, 2020

JOHN P. MAZERES, PE
PROJECT ENGINEER

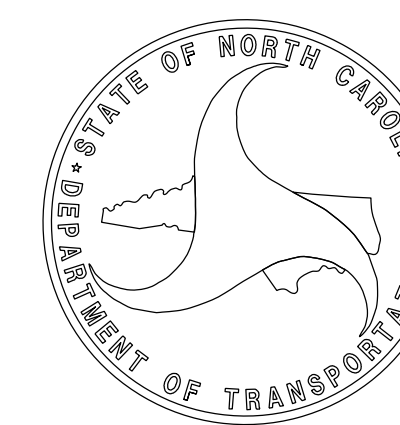
JASON DEBONE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.



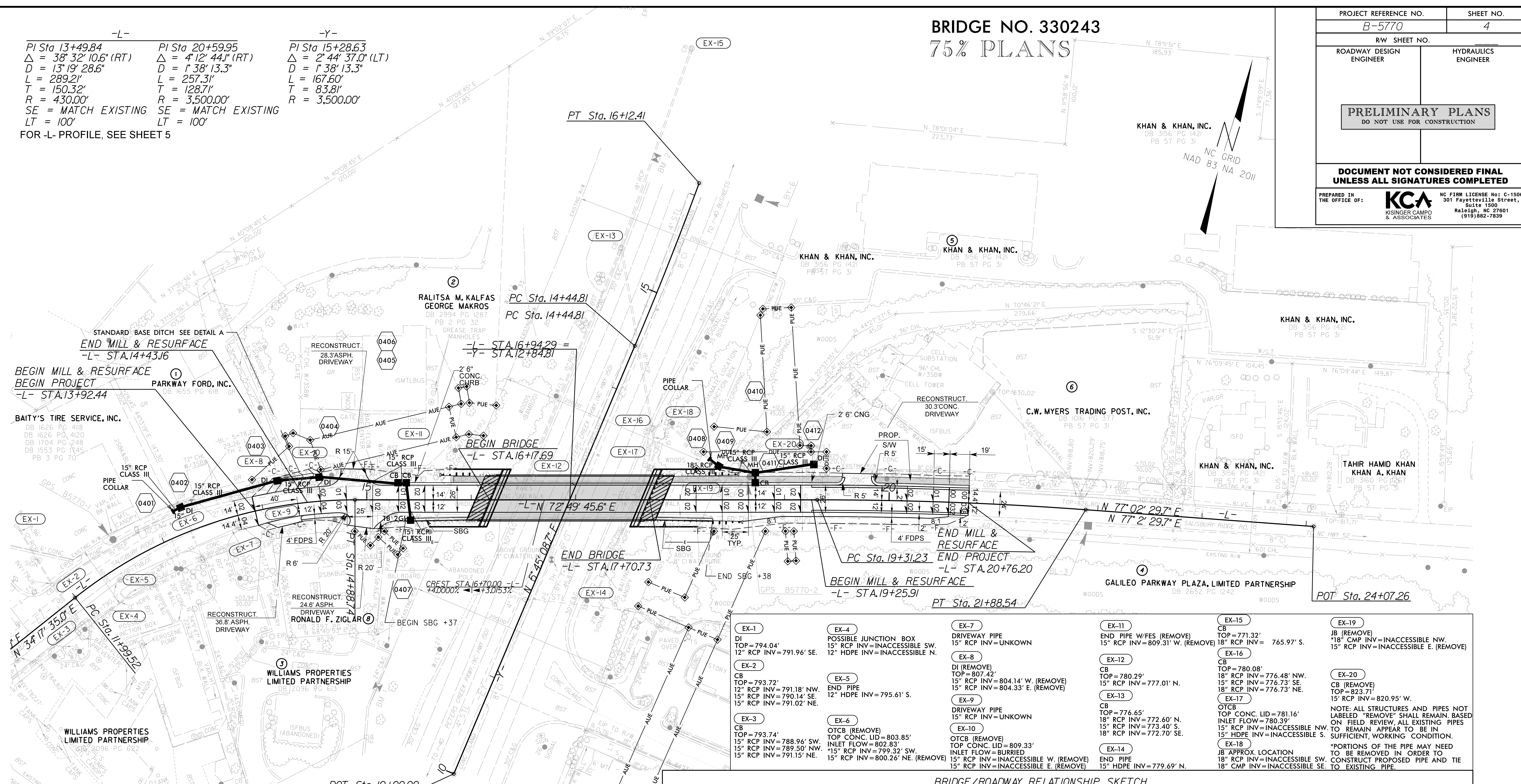
8/17/99

-L-	-Y-
PI Sta 13+49.84 Δ = 38' 32" 10.6" (RT) D = 13' 19" 28.6" L = 289.21' T = 150.32' R = 430.00' SE = MATCH EXISTING LT = 100'	PI Sta 20+59.95 Δ = 4' 12" 44.1" (RT) D = 1' 38" 13.3" L = 257.31' T = 128.71' R = 3,500.00' SE = MATCH EXISTING LT = 100'
PI Sta 15+28.63 Δ = 2' 44" 37.0" (LT) D = 1' 38" 13.3" L = 167.60' T = 83.81' R = 3,500.00'	

FOR -L- PROFILE, SEE SHEET 5

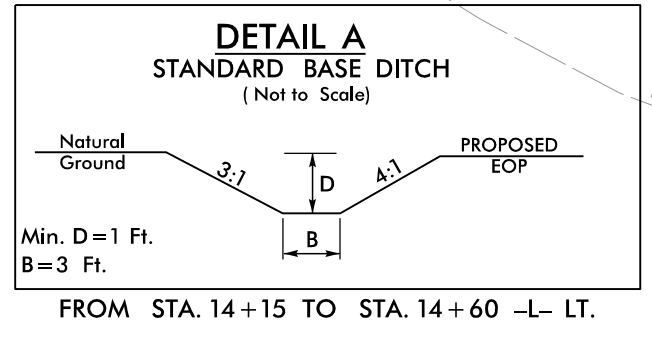
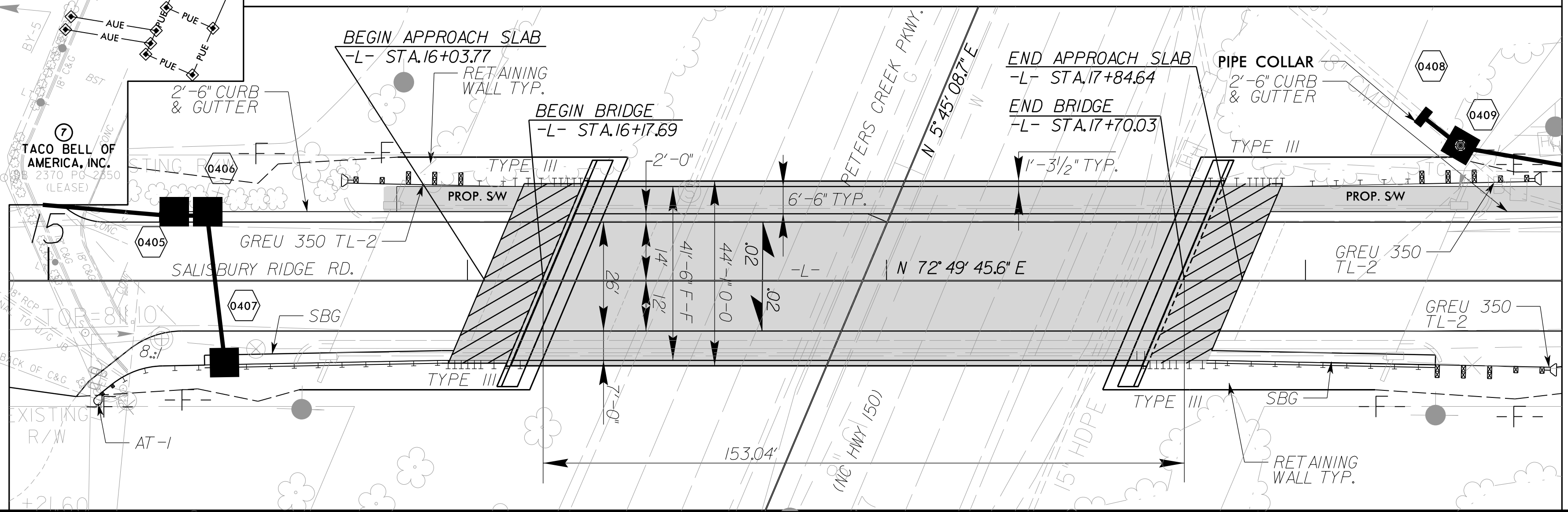
BRIDGE NO. 330243 75% PLANS

PROJECT REFERENCE NO. B-5770	SHEET NO. 4
RW SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
PREPARED IN THE OFFICE OF: KCA KISINGER CAMPO & ASSOCIATES	NC FIRM LICENSE NO: C-1508 301 Fayetteville Street, Suite 1500 Raleigh, NC 27601 (919) 862-7839



EX-1 DI TOP = 794.04' 15" RCP INV = 791.96' SE.	EX-4 POSSIBLE JUNCTION BOX 15" RCP INV = INACCESSIBLE SW. 12" HDPE INV = INACCESSIBLE N.	EX-7 DRIVEWAY PIPE 15" RCP INV = UNKNOWN	EX-11 END PIPE W/FES (REMOVE) 15" RCP INV = 809.31' W. (REMOVE) 18" RCP INV = 765.97' S.	EX-15 CB TOP = 771.32' 18" RCP INV = 765.97' S.
EX-2 CB TOP = 793.72' 12" RCP INV = 791.18' NW. 15" RCP INV = 790.14' SE. 15" RCP INV = 791.02' NE.	EX-5 END PIPE 12" HDPE INV = 795.61' S.	EX-8 DI (REMOVE) TOP = 807.42' 15" RCP INV = 804.14' W. (REMOVE) 15" RCP INV = 804.33' E. (REMOVE)	EX-12 CB TOP = 780.29' 15" RCP INV = 777.01' N.	EX-16 CB TOP = 780.08' 18" RCP INV = 776.48' NW. 15" RCP INV = 776.73' SE. 18" RCP INV = 776.73' NE.
EX-3 CB TOP = 793.74' 15" RCP INV = 788.96' SW. 15" RCP INV = 789.50' NW. 15" RCP INV = 791.15' NE.	EX-6 OTCB (REMOVE) TOP CONC. LID = 803.85' INLET FLOW = 802.83' 15" RCP INV = 799.32' SW. 15" RCP INV = 800.26' NE. (REMOVE)	EX-9 DRIVEWAY PIPE 15" RCP INV = UNKNOWN	EX-13 CB TOP = 776.65' 18" RCP INV = 772.60' N. 15" RCP INV = 773.40' S. 18" RCP INV = 772.70' SE.	EX-17 OTCB TOP CONC. LID = 781.16' INLET FLOW = 780.39' 15" RCP INV = INACCESSIBLE NW. 15" HDPE INV = INACCESSIBLE S.
		EX-10 OTCB (REMOVE) TOP CONC. LID = 809.33' INLET FLOW = BURRIED 15" RCP INV = INACCESSIBLE W. (REMOVE) 15" RCP INV = INACCESSIBLE E. (REMOVE)	EX-14 END PIPE 15" HDPE INV = 779.69' N.	EX-19 JB (REMOVE) 18" CMP INV = INACCESSIBLE NW. 15" RCP INV = INACCESSIBLE E. (REMOVE)

BRIDGE/ROADWAY RELATIONSHIP SKETCH



FROM STA. 14+15 TO STA. 14+60 -L- LT.

REVISIONS

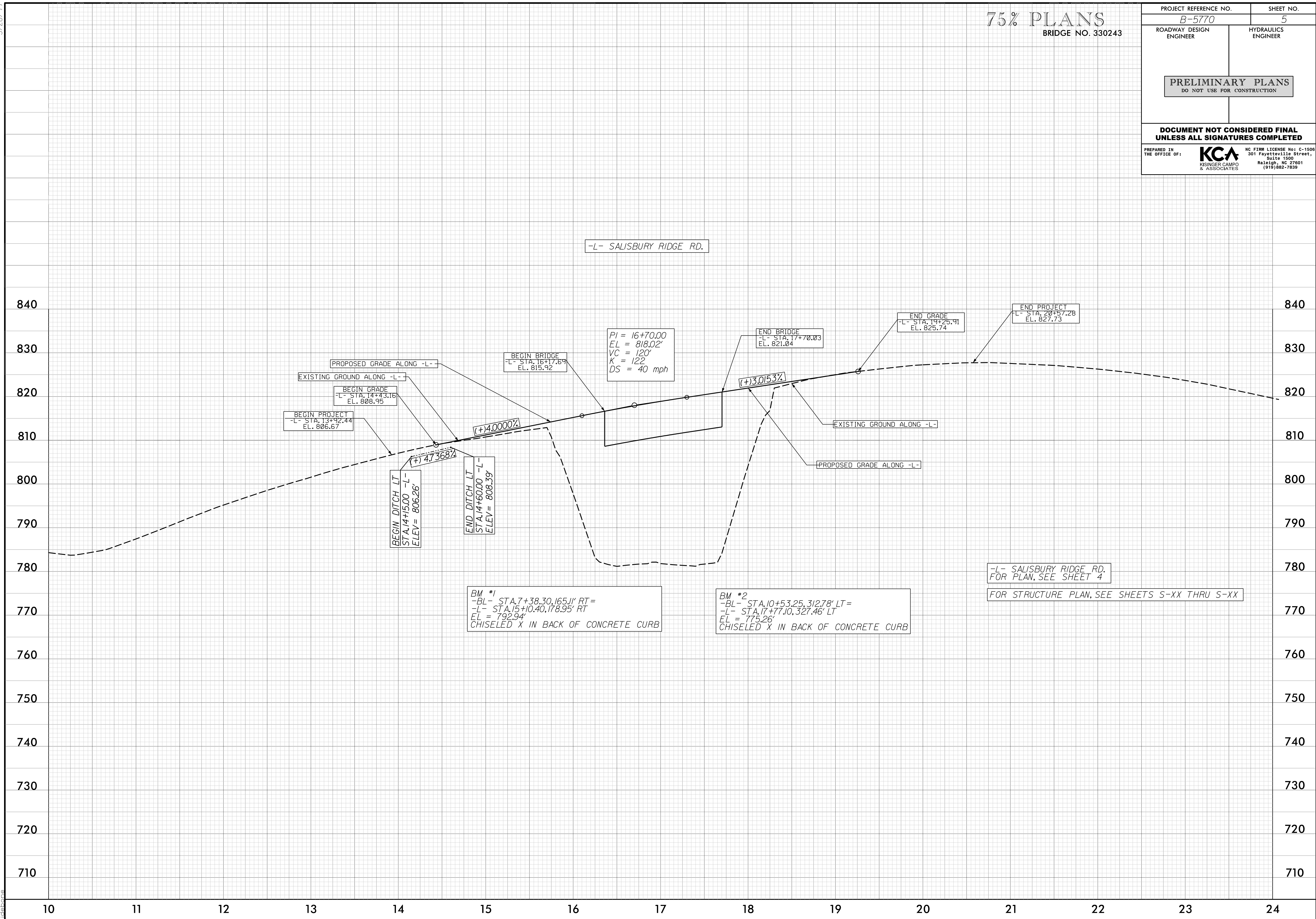
11-SEP-2019 13:28
B-5770_Rdy_psh.dgn
idebone

5/28/99

75% PLANS

BRIDGE NO. 330243

PROJECT REFERENCE NO. <i>B-5770</i>	SHEET NO. <i>5</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
PREPARED IN THE OFFICE OF:	KCA KISINGER CAMPO & ASSOCIATES <small>NC FIRM LICENSE No: C-1506 301 Fayetteville Street, Suite 1500 Raleigh, NC 27601 (919)882-7839</small>



I:\55P\2019_1328\B-5770\Profile_Sheet.dgn

13-03-0021

surrounding retail/commercial/industrial setting) would suggest that the project corridor is unlikely to contain significant cultural, archaeological, or historical resources. Based on the information above, there should be no archaeological survey required for this project. If design plans change, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during construction activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

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

Paul J. Mohler
NCDOT ARCHAEOLOGIST II

March 15, 2013
Date

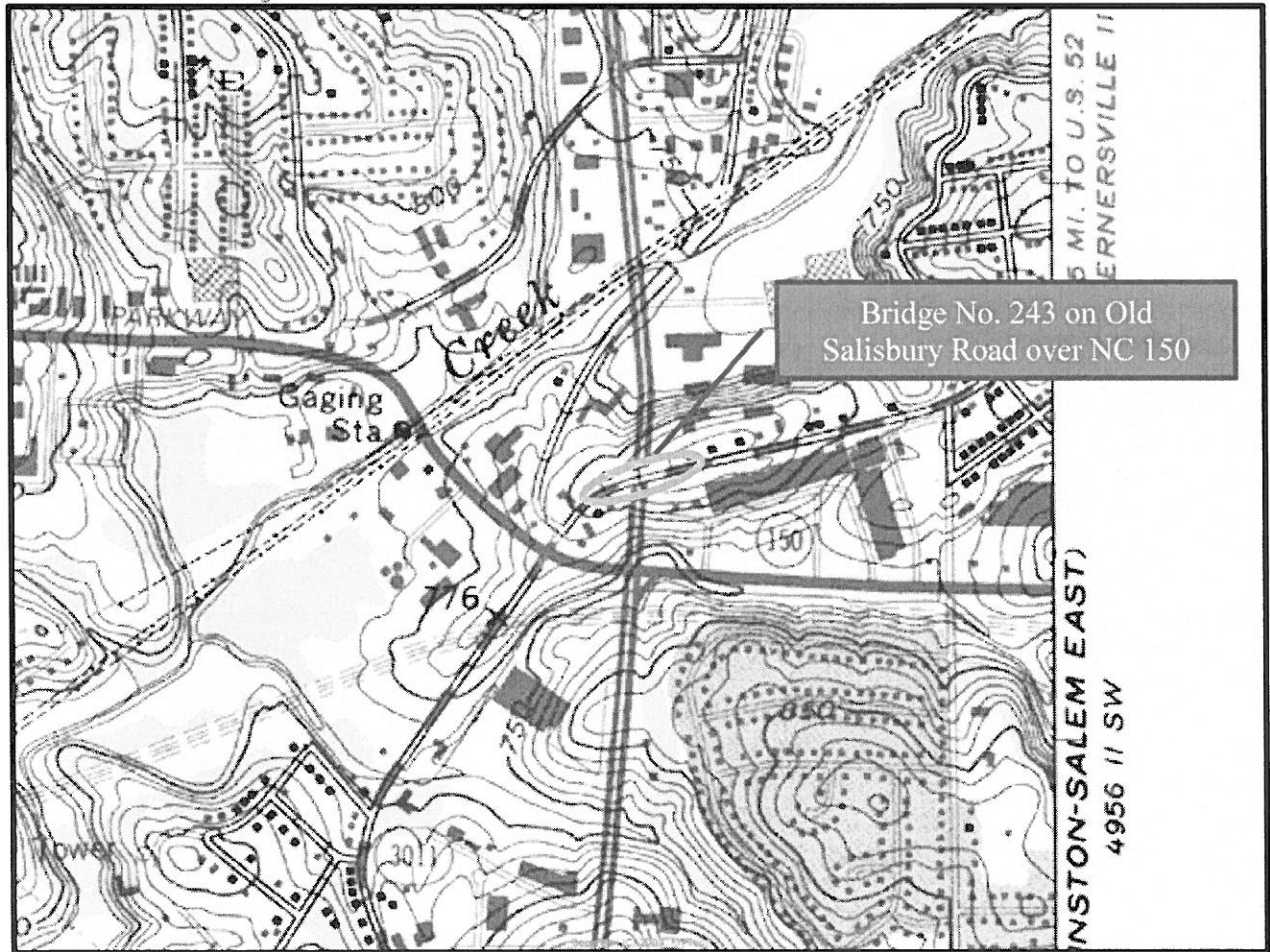


Figure 1: Winston-Salem West, NC (USGS 1950 [Rev94]).

13-03-0021



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-5770	County:	Forsyth
WBS No.:	45726.1.1	Document Type:	
Fed. Aid No:	BRSTP-1918(98)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	Yes No Not indicated in request	Permit Type(s):	Not indicated in request, assume Federal permits
Project Description: Replace Bridge No. 243 on Salisbury Ridge Road over NC 150 (Peters Creek Parkway) in Winston-Salem (detour indicated as "unknown at this time" in request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions: HPOWeb reviewed on 2 April 2013 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Forsyth County current GIS mapping, aerial photography, and tax information indicated a heavily developed, urban APE intersecting several commercial properties containing resources dating mostly to the last decades of the twentieth century (viewed 2 April 2013). Also within the APE are two altered, mid-twentieth-century residential/now commercial buildings and two additional, unexceptional houses dating to the 1930s and 1950s. Constructed in 1956, Bridge No. 243 is a 225-foot-long, six-span, steel, stringer/multi-beam bridge and is not eligible for the National Register according to the NCDOT Historic Bridge Survey as it is not historically, architecturally, or technologically significant. Google Maps "Street View" confirmed the absence of critical historic structures and landscapes in the APE (viewed 2 April 2013).

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 500 feet from the eastern end and 600 feet from the western end of the existing bridge, 250 feet along Hutton Street north of its intersection with Salisbury Ridge Road, and 150 feet to either side of the Salisbury Ridge Road and Hutton Street centerlines to encompass proposed construction activities. Comprehensive historic architectural survey of Forsyth County is extensive and eminently reliable (1979-80, 2006-9) and county GIS/tax materials and other visuals clearly illustrate the absence of significant architectural resources. No National Register-listed or -eligible properties are located within the APE.

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

