

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	B-5985
WBS Element	47749.1.1
Federal Project No.	0041115

A. Project Description:

The purpose of this project is to replace Robeson County Bridge No. 770125 on NC 41/72 over Lumber River and Bridge No. 770175 on SR 1600 (West 5th Street) over Lumber River. Bridge No. 770125 is 285 feet long and Bridge No. 770175 is 268 feet long.

The replacement structure for Bridge No. 770125 will be a bridge approximately 295 feet long providing a minimum 40 feet clear deck width. The bridge for Bridge No. 770125 will include three 12-foot lanes and 2-foot offsets with a 5-foot 6-inch sidewalk on both sides of the bridge. The bridge length is based on preliminary design information and is set by hydraulic requirements. The approach roadway will extend approximately 640 feet from the west end of the new bridge and 245 feet from the east end of the new bridge. The approaches will be widened to include a 36-foot pavement width providing three 12-foot lanes. Curb and gutter will be provided on each side with a 10' berm and 5' sidewalk. The roadway will be designed as a Principal Arterial Route with a 40 mile per hour design speed.

The replacement structure for Bridge No. 770175 will be a bridge approximately 285 feet long providing a minimum 40 feet clear deck width. The bridge for Bridge No. 770175 will include three 12-foot lanes and 2-foot offsets with a 5-foot 6-inch sidewalk on south side of the bridge and 10-foot 6-inch multi use path on the north side of the bridge. The bridge length is based on preliminary design information and is set by hydraulic requirements. The approach roadway will extend approximately 278 feet from the west end of the new bridge and 84 feet from the east end of the new bridge. The approaches will be widened to include a 36-foot pavement width providing three 12-foot lanes. Curb and gutter will be provided on each side with a 15' berm on the north side with a 10' multi use path and a 10' berm with 5' sidewalk on the south side. The roadway will be designed as a Major Collector Route with a 40 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1). The expected construction time is 1.5 years. Bridge No. 770125 will be constructed first, and upon completion, Bridge No. 770175 will begin construction. A section of the detour route along North Waters Street from West 5th Street to NC 41/72 will be milled and resurfaced to improve the detour route.

B. Description of Need and Purpose:

NCDOT Bridge Management Unit records indicate Bridge No. 770125 is considered structurally deficient due to a rating of 4 out of 9 for substructure and deck. Bridge No. 770175 is considered structurally deficient due to a rating of 4 out of 9 for substructure.

Components of both the concrete superstructure and substructure have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities. Replacement of each bridge will result in safer traffic operations.

C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

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:**Estimated Costs:**

The estimated costs are as follows:

R/W: \$ 256,000
 Util.: \$ 485,000
 Const: \$ 10,600,000
 Total: \$ 11,341,000

Estimated Traffic:

<u>Bridge No. 770125</u>		<u>Bridge No. 770175</u>	
2022 (Let)	15,200 vpd	2022 (Let)	10,500 vpd
2042 (Design)	17,000 vpd	2042 (Design)	14,200 vpd
TTST	2%	TTST	1%
Dual	4%	Dual	2%

Accidents: Traffic Engineering has evaluated a recent ten-year period for Bridge No. 770125 and found twenty-eight accidents occurring in the vicinity of the project. Most of the accidents are rear end accidents and occur near the intersection of Waters Street and NC 41/72. For Bridge No. 770175 there were thirty- three accidents in the vicinity of the project. Most of the accidents are angle type accidents and occur near the intersection of Waters Street/ SR 1600 (West 5th Street).

Design Exceptions: There are no anticipated design exceptions for this project.

Pedestrian and Bicycle Accommodations:

Neither SR 1600 (West 5th Street) or NC 41/72 are designated as a bicycle route nor are they listed in the STIP as a bicycle project. Temporary pedestrian accommodations will need to be provided in the Transportation Management plan for the project.

There is an existing greenway that parallels the Lumber River to the west. It crosses SR 1600 (West 5th Street) approximately 180' west of existing Bridge No. 770175 and continues south and terminates at NC 41/72 approximately 50' west of Bridge No. 770125. The proposed project will maintain the existing connection to the greenway. In addition, a 10' wide multi use path will be provided on the north side of SR 1600 (West 5th Street). It will tie to the existing greenway/multi use path west of Bridge No. 770175 and will continue across the bridge and will terminate at the SR 1600 (West 5th Street)/Waters Street intersection.

Anticipated Permit or Consultation Requirements:

A Nationwide Permit will likely be required from the U.S. Army Corps of Engineers (USACE) for impacts to "Waters of the United States" resulting from this project. In addition, an NCDWR Section 401 Water Quality General Certification (GC) may be required. The USACE holds the final discretion as to what permit will be required to authorize project construction.

Public Involvement:

A newsletter was sent on 10/20/21 to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

Recreational Access:

In a response to a start of study letter the N. C. Division of Parks and Recreation requested that “any work done not obstruct recreational users to the river, specifically as a paddle trail”. A commitment has been added to the Project Commitments sheet.

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.				
<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> 				
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 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 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"/>
<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 checked="" type="checkbox"/>	<input type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):**Question 8 – Endangered Species:**

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 Robeson County, where B-5985 is located.

Question 14 – Section 106:

A Historic Structures Survey Report was conducted of the project study area in October 2019. Based on the findings the Lumberton Water Treatment Plant is eligible for listing in the National Register of Historic Places. This is located in the Northwest corner of the study area for Bridge No. 770175. Additionally, the NCDOT office located west of North Waters Street between NC 41/72 and SR 1600 (West 5th Street) is a contributing resource in the Lumberton Commercial Historic District. The boundary for the Lumberton Commercial Historic District runs primarily along the east side of North Waters Street.

An Effects meeting was held on 11/18/21 with the State Historic Preservation Office (SHPO) and the U. S. Army Corps of Engineers in attendance. It was determined that the project had a finding of No Adverse Effect and all parties were in concurrence. Commitments have been included in the Project Commitments sheet to comply with this No Adverse Effect determination.

Question 15 – Hazardous Materials:

A Geoenvironmental Impact Evaluation was conducted for the proposed project study area. Upon review of the proposed construction plans, significant earthwork/construction activities are anticipated in the vicinity of two site with potential geoenvironmental impact:

- Strick's Tire 7 Auto – 203 West 2nd Street
- Lee's Auto Sales – 126 West 2nd Street

Further investigation is warranted at these sites to determine the potential for encountering impacted soils during construction of the project. Soil and groundwater assessments will be conducted at each of the UST sites prior to right-of-way acquisition. A project special provision will be provided to direct the contractor to properly manage petroleum contaminated soil that is encountered during construction.

Question 16 – Floodplain:

This project is located in a FEMA Detailed Study. The project will be processed as a MOA Type 1, which means a No-Rise in the 100 year Base Flood elevation, through the North Carolina Floodplain Mapping.

Question 19 – Wild and Scenic River:

This section of the Lumber River has been designated by the National Parks Service as a Wild and Scenic River. According to the guidelines from the National Parks Service the project will need to adhere to the following characteristics:

- Protect and/or enhance free flow and water quality.

- Minimize visual contrast with surrounding landscape by repeating visual elements of line, form, color and texture
- Protect and/or enhance native riparian vegetation
- Maintain and/or improve recreational access
- Protect and enhance all other Outstandingly Remarkable Values (ORVs). These include recreation, fish, wildlife, scenery and botany.

The NCDOT Environmental Analysis Unit and/or the Environmental Policy Unit will coordinate with the National Parks Service during the permitting of the project.

Question 28 – de minimis 4(f):

The proposed project will require the acquisition of permanent easements and right of way from the Riverwalk Greenway, which is owned by the City of Lumberton. The Riverwalk Greenway is a publicly-owned recreation area and is open to the general public. The Riverwalk Greenway is protected by Section 4(f) of the USDOT Act of 1966, as amended. Section 4(f) provides that use of publicly owned land of a public park or recreation area or land from a historic site may only be approved if there is a determination that there is no prudent and feasible alternative to the use of the land and the project includes all possible planning to minimize harm to the property, or the project will have a *de minimis* impact on the property.

The proposed project will require the acquisition of approximately 0.01 acre of temporary construction easement, 0.07 acre of permanent drainage easement, 0.87 acre of permanent utility easement and 0.86 acre of right of way from the City of Lumberton. Although the project will require the use of land from the City, the proposed project will maintain access to the Riverwalk Greenway for bicycles and pedestrians once construction is completed. In addition, the project will provide a 10' wide multi-use path along the north side of SR 1600 (West 5th Street) that will connect to the Riverwalk Greenway and provide additional access. Therefore, the proposed project will have a *de minimis* impact on the Riverwalk Greenway.

A letter describing proposed impacts to land owned by the City was sent to the City of Lumberton to confirm FHWA's *de minimis* 4(f) finding. The City of Lumberton responded with their concurrence on October 6, 2021.

G. Project Commitments (attach as Green Sheet to CE Form):**NCDOT PROJECT COMMITMENTS**

STIP Project No. **B-5985**
 Bridge No. 770125 on NC 41/72 over Lumber River
 and Bridge No. 770175 on SR 1600 (West 5th Street) over Lumber River
 Robeson County
 Federal Aid Project No. 0041115
 WBS Element 47749.1.1

NCDOT Hydraulic 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).

NCDOT Division Six Construction, Resident Engineer's Office -FEMA

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.

NCDOT Division Six Construction, Resident Engineer's Office – Offsite Detour

In order to have time to adequately reroute school busses, Robeson County Schools will be contacted at (910) 671-3250 at least one month prior to road closure.

Robeson County Emergency Services will be contacted at (910) 671-6000 Ext. 1400 at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

Hazardous Materials (Division Construction Engineer/Resident Engineer and Right of Way Agent):

All Right of Way Branch procedures regarding the acquisition of contaminated property and any Right of Way Acquisition Recommendations by the City of Raleigh's Geotechnical consultant will be followed. A project special provision will be provided to direct the contractor to properly manage petroleum contaminated soil that is encountered during construction.

A Geoenvironmental Impact Evaluation was conducted for the proposed project study area. Upon review of the proposed construction plans, significant earthwork/construction activities are anticipated in the vicinity of two site with potential geoenvironmental impact:

- Strick's Tire 7 Auto – 203 West 2nd Street
- Lee's Auto Sales – 126 West 2nd Street

Further investigation is warranted at these sites to determine the potential for encountering impacted soils during construction of the project. Soil and groundwater assessments will be conducted at each of the UST sites prior to right-of-way acquisition. A project special provision will be provided to direct the contractor to properly manage petroleum contaminated soil that is encountered during construction.

NCDOT Division Six Construction, Resident Engineer's Office – Division of Parks and Recreation

Recreational access to the Lumber River will be maintained during the construction of both bridges.

NCDOT Environmental Analysis Unit, Environmental Policy Unit – Wild and Scenic River

When the type of permit is determined, the Environmental Analysis unit will coordinate with the National Park Service regarding the Lumber River, which is classified as a Wild and Scenic River.

NCDOT Structure Management Unit – Bridge Design

Based on coordination with the State Historic Preservation Office (SHPO) the following elements will be incorporated into the bridge design.

- The proposed bridge rail for both bridges will be Texas Classic.
- The existing lights on Bridge No. 770125 will be replaced in-kind and lights will be added to Bridge No. 770175 to mimic the existing lighting on Bridge No. 770125.

NCDOT Roadway Design/Program Development- Multi-Use Path

The City of Lumberton requests that a Multi-Use Path be added along the north side of SR 1600 (West 5th Street) from the intersection with the Riverwalk Greenway to the intersection with Waters Street. A cost share agreement will be prepared between NCDOT and the City of Lumberton. The City of Lumberton will pay for a portion of cost for the increase in bridge width due to accommodating the Multi-Use Path. A Multi-Use Path will be included in the design along the north side of the bridge and will extend east of the bridge to Waters Street. The City of Lumberton will participate in the cost of and accept maintenance and liability responsibilities for the new Multi-Use Path. A municipal agreement will be prepared prior to project construction regarding the City of Lumberton's participation in the cost of the Multi-Use Path.

Categorical Exclusion Approval:

Prepared By:

12/21/2021

Date

DocuSigned by:

Greg S. Purvis

Greg S. Purvis, PE, Project Manager
Wetherill Engineering



Prepared For:

North Carolina Department of Transportation
Management Unit

Reviewed By:

12/21/2021

Date

DocuSigned by:

Philip S. Harris, III

Philip S. Harris, III, PE Unit Head – Environmental Analysis Unit
North Carolina Department of Transportation



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.

12/21/2021

Date

DocuSigned by:

Kevin Fischer

Kevin Fischer, PE Assistant State Structures Engineer – Program Management and Field Operations, Structures Management Unit
North Carolina Department of Transportation

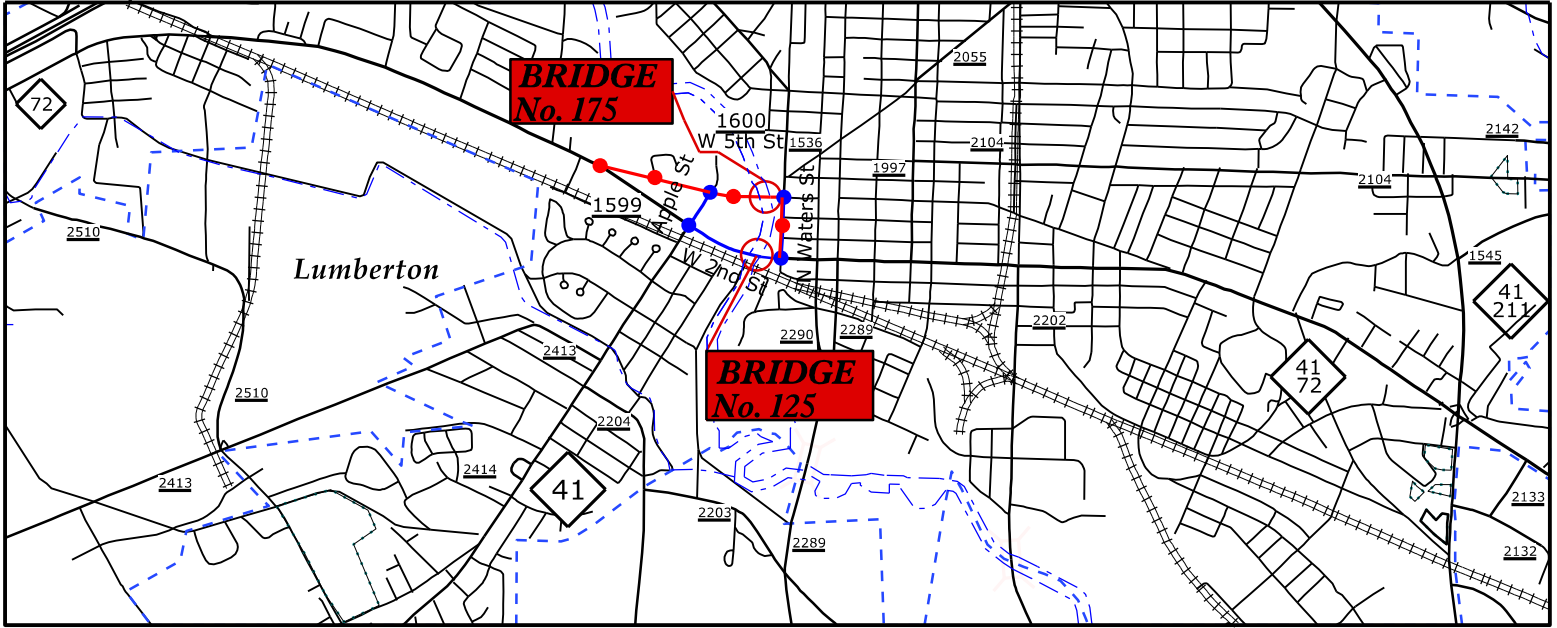
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

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).

A.



BRIDGE NO. 175 OFF-SITE DETOUR ●—●—●
BRIDGE NO. 125 OFF-SITE DETOUR ●—●—●

B-5985
REPLACE BRIDGE NO. 770125
OVER LUMBER RIVER ON NC 41/NC 72
&
REPLACE BRIDGE NO. 770175
OVER LUMBER RIVER ON SR 1600

ROBESON COUNTY

WBS NO. 47749.1.1

NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION 6

VICINITY MAP

09/08/99

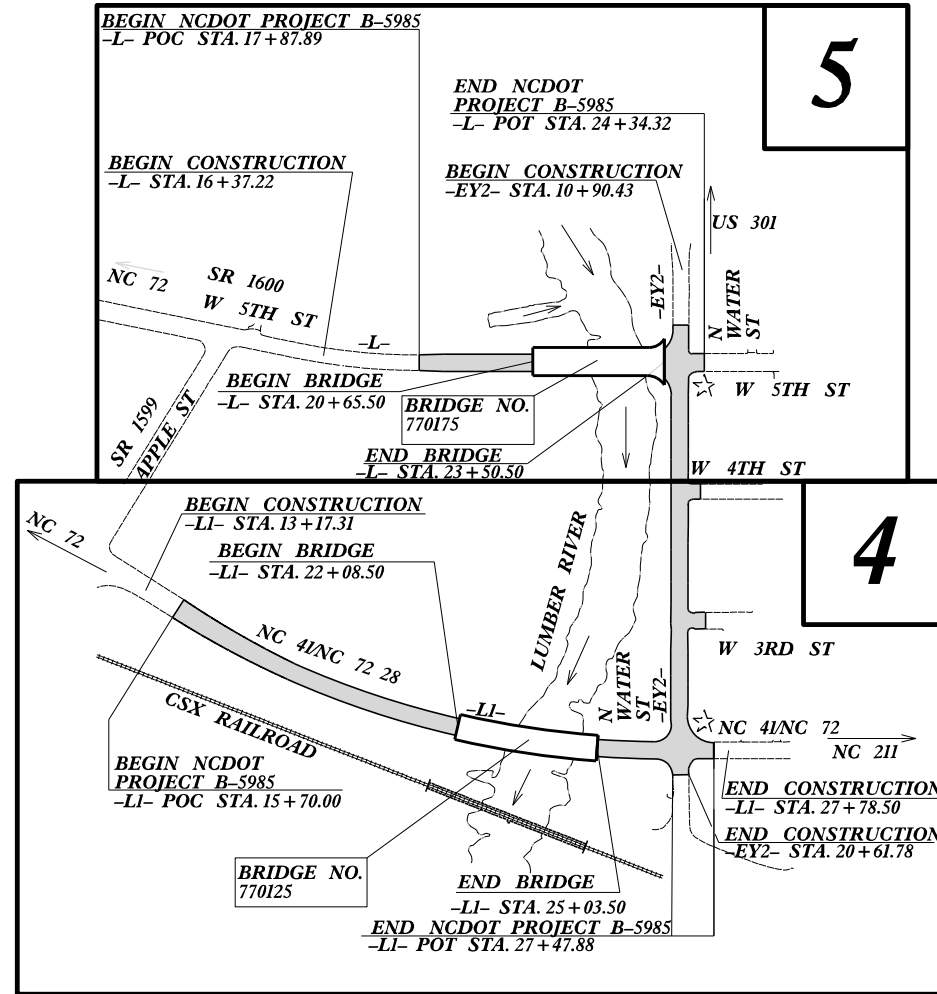
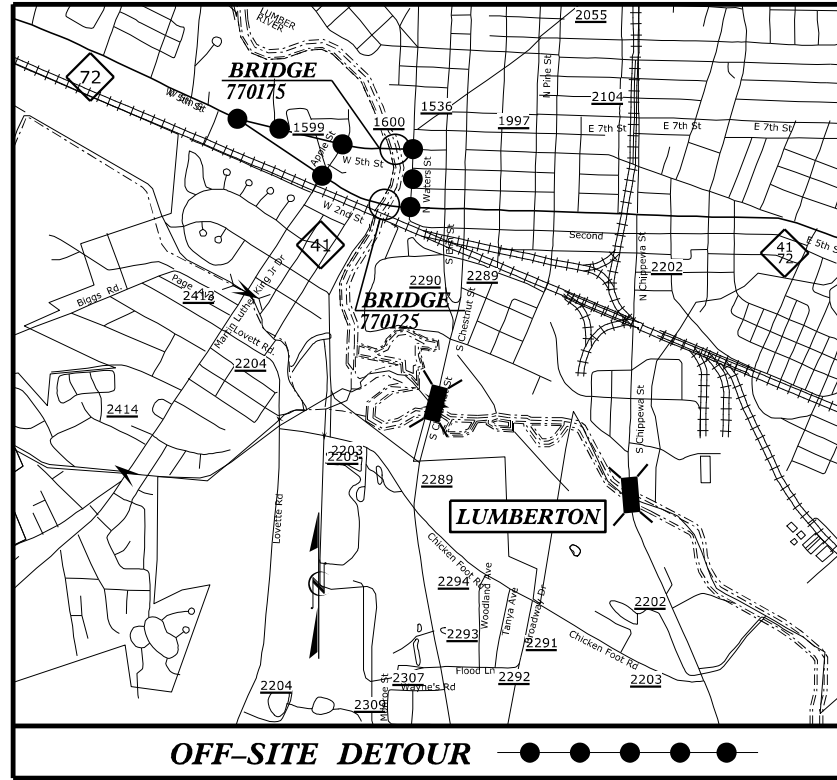
See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Symbols

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
ROBESON COUNTY

**LOCATION: BRIDGE NO. 770125 OVER LUMBER RIVER ON NC 41/72
& BRIDGE NO. 770175 OVER LUMBER RIVER ON SR 1600**

TYPE OF WORK: GRADING, DRAINAGE, SIGNALS, PAVING & STRUCTURES

PROJECT: B-5985



STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-5985	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
47749.1.1	0041115	PE	
47749.2.1	0041115	ROW	
47749.2.2	0041115	UTILITY	

WETHERILL ENGINEERING
1223 Jones Franklin Rd.
Raleigh, N.C. 27606
License No. F-0377
Bus: 919 851 8077
Fax: 919 851 8107

TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

**BRIDGE #770125
& BRIDGE # 770175**

ROW PLANS

☆ - EXISTING SIGNAL

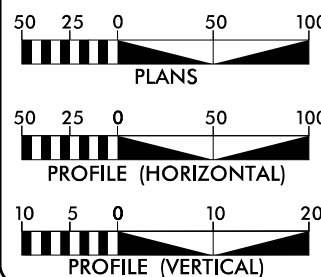
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II.
THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARY OF LUMBERTON.

CONTRACT:

GRAPHIC SCALES



DESIGN DATA

BRIDGE # 770125	BRIDGE # 770175
ADT 2022 = 15,200	ADT 2022 = 10,500
ADT 2042 = 17,000	ADT 2042 = 14,200
K = 9 %	K = 11 %
D = 55 %	D = 55 %
T = 6 % *	T = 3 % *
V = 40 MPH	V = 40 MPH
* (TTST = 2% + DUAL = 4%)	* (TTST = 1% + DUAL = 2%)
FUNC CLASS = PRINCIPAL ARTERIAL REGIONAL TIER	FUNC CLASS = MAJOR COLLECTOR SUB-REGIONAL TIER

PROJECT LENGTH

BRIDGE # 770125	
LENGTH ROADWAY PROJECT B-5985 =	0.167 MILES
LENGTH STRUCTURE PROJECT B-5985 =	0.056 MILES
TOTAL LENGTH PROJECT B-5985 =	0.206 MILES
BRIDGE # 770175	
LENGTH ROADWAY PROJECT B-5985 =	0.068 MILES
LENGTH STRUCTURE PROJECT B-5985 =	0.054 MILES
TOTAL LENGTH PROJECT B-5985 =	0.122 MILES
NCDOT CONTACT:	DAVID STUTTS, PE PROJECT ENGINEER - PEP/PROGRAM MGT.

Prepared for:
**DIVISION OF HIGHWAYS
STRUCTURES MANAGEMENT UNIT**
1000 BIRCH RIDGE DRIVE RALEIGH NC, 27610

2018 STANDARD SPECIFICATIONS
RIGHT OF WAY DATE:
DECEMBER 21, 2021
LETTING DATE:
DECEMBER 20, 2022

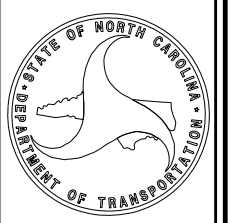
EDWARD G. WETHERILL, PE
PROJECT ENGINEER

GREG S. PURVIS, PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

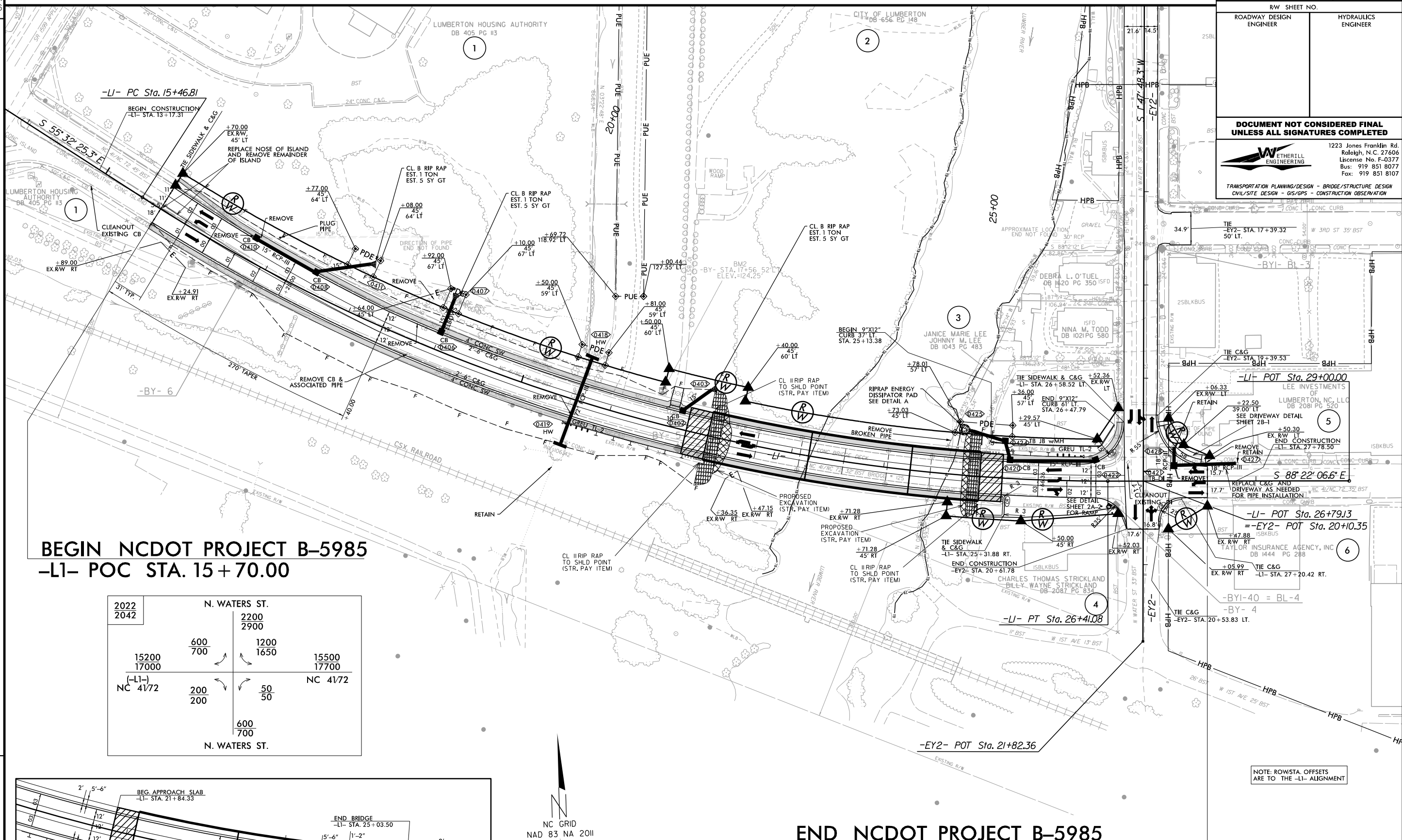
SIGNATURE: _____ P.E.
ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.



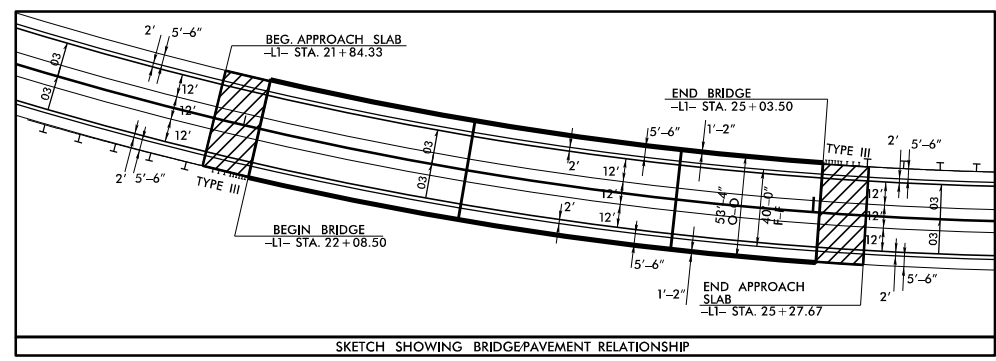
11/19/2021
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USER:GURVIS

PROJECT REFERENCE NO. B-5985	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
1223 Jones Franklin Rd. Raleigh, N.C. 27606 License No. F-0377 Bus: 919 851 8077 Fax: 919 851 8107	
TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION	



BEGIN NCDOT PROJECT B-5985
-LI- POC STA. 15+70.00

2022	N. WATERS ST.			
2042	15200	600	1200	15500
	17000	700	1650	17700
	(-LI-)			NC 4172
	NC 4172	200	50	
		200	50	
		600	700	
	N. WATERS ST.			



-LI-
 PI Sta 21+09.42
 $\Delta = 32^\circ 49' 41.4''$ (LT)
 $D = 3^\circ 00' 00.0''$
 $L = 1,094.27'$
 $T = 562.61'$
 $R = 1,909.86'$
 $SE = 03$
 $RO = \text{SEE PLANS}$
 $DS = 40\text{MPH}$

END NCDOT PROJECT B-5985
-LI- POT STA. 27+47.88

NOTE: ROWSTA. OFFSETS ARE TO THE -LI- ALIGNMENT

☆ - EXISTING SIGNAL
 SEE SHEET 6 FOR -LI- PROFILE
 SEE SHEET 7 FOR -EY2- PROFILE
 SEE SHEETS S-1 THRU S-?? FOR STRUCTURE PLANS

REVISIONS

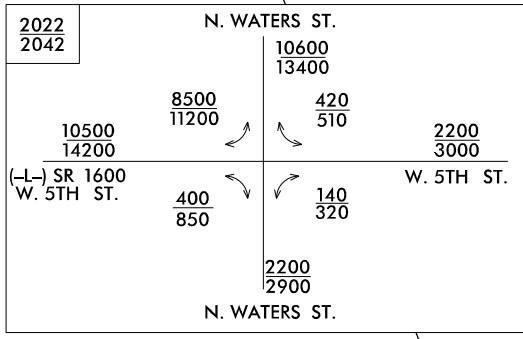
11/23/2021
 P:\Projects\B5985_rdw_PSH_4.dgn
 USER:PSH

WETHERILL ENGINEERING
 TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
 CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

1223 Jones Franklin Rd.
 Raleigh, N.C. 27606
 License No. F-0377
 Bus: 919 851 8077
 Fax: 919 851 8107

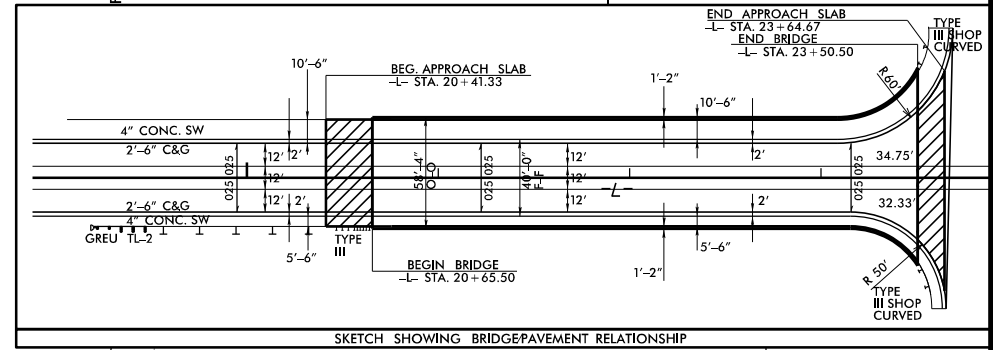
PROJECT REFERENCE NO. B-5985	SHEET NO. 5
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	

**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**



-L-
 PI Sta 17+10.16
 $\Delta = 11' 32'' 05.1'' (LT)$
 $D = 4' 30'' 00.0''$
 $L = 256.33'$
 $T = 128.60'$
 $R = 1273.24'$
 $SE = 0.25 NC$
 $RO = SEE PLANS$
 $DS = 40MPH$

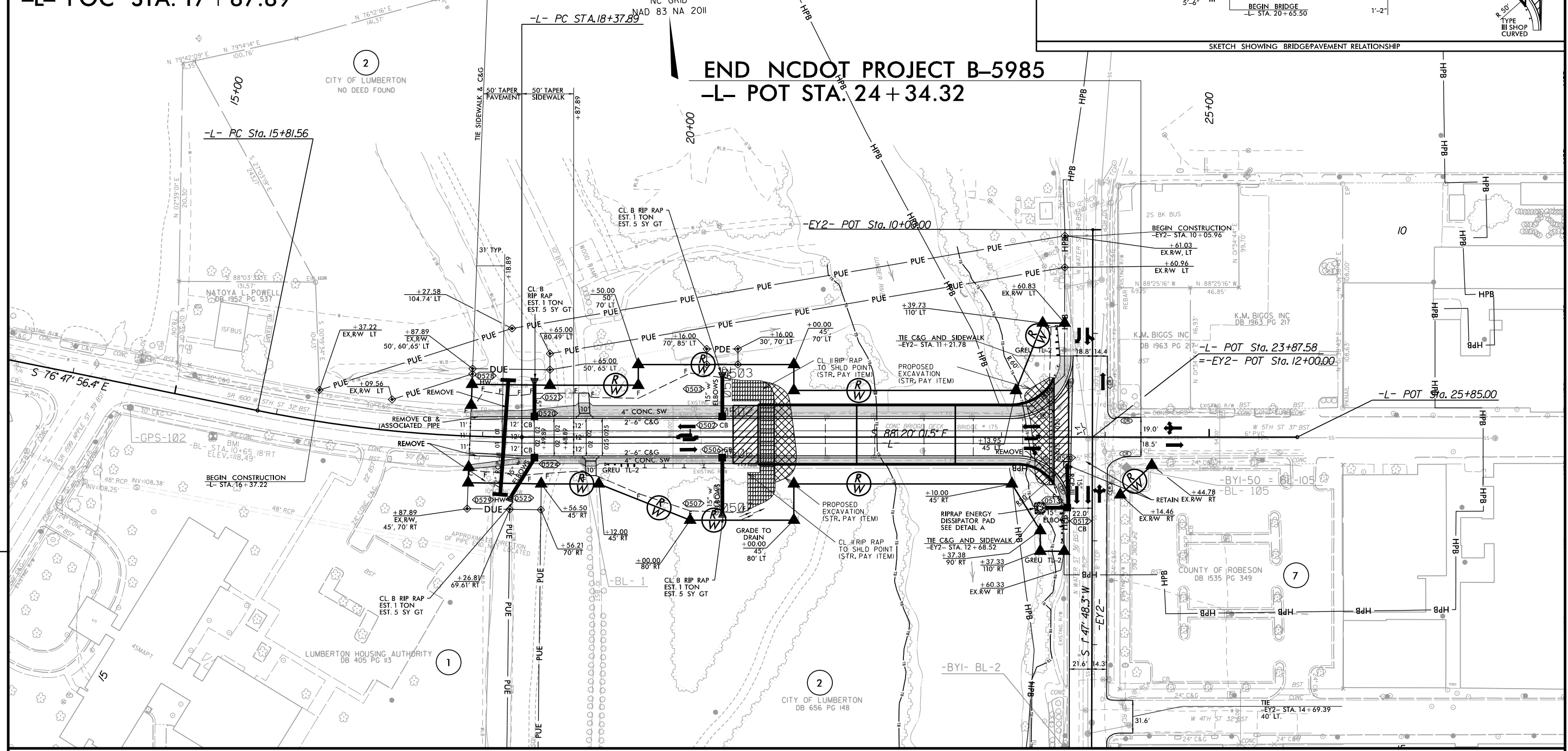
- EXISTING SIGNAL
 SEE SHEET 6 FOR -L- PROFILE
 SEE SHEET 7 FOR -EY2- PROFILE
 SEE SHEETS S-1 THRU S-?? FOR STRUCTURE PLANS



BEGIN NCDOT PROJECT B-5985
-L- POC STA. 17+87.89

END NCDOT PROJECT B-5985
-L- POT STA. 24+34.32

REVISIONS



MATCHLINE SHEET 4 -EY2- STA. 15+00.00

17-12-0065



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: **B-5985** County: **Robeson**
 WBS No: **47749.3.1** Document: **MCC**
 F.A. No: **N-A** Funding: State Federal
 Federal Permit Required? Yes No Permit Type: **tbd**

Project Description: NCDOT proposes to replace Bridge Nos. 0125 on NC 41/NC 72 and 0175 on SR 1600 (West 5th Street) over the Lumber River in Robeson County (TIP # B-5985). This is a state funded project though it will require federal permitting, therefore, Section 106 of the National Historic Preservation Act applies.

There are two bridges to be replaced under this same undertaking. No design mapping or conceptual alternatives were available at the time of the review. Wetland soils and standing water are present near the crossings.

For purposes of this screening review, an initial Area of Potential Effects includes both bridges and the space between them, up to around 600-800 feet. This allows for multiple designs. The APE includes a length of about 3500 feet (~0.66 miles) and having a width of about 1300 feet (~0.25 miles), a maximum that covers both bridges. The intent is to cover all construction areas, including cut and fill lines, easements and or new ROW, in the APE. While the entire APE is covered for this review, there is an emphasis on the immediate surroundings at the bridge and approaches. For this archaeological screening, a revised APE may be more suitable as alternatives are developed.

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW:

NO SURVEY REQUIRED

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

USGS mapping and aerial photography was examined (see Figures 1 and 2). Virtual drive-by using Bing and/or Google Maps was examined. Much of the APE along that corridor has been disturbed by the highway, roadway and bridge construction-related earth moving. The APE on higher ground beside the roads has been modernized and developed; this includes a historic district (business, courthouse etc.) and other properties on the eastern limits. Some areas within the APE contain standing water, while other locations have been cleared or otherwise disturbed. A major levee has been constructed at the floodplain which usually greatly disturbs the soil stratigraphy, present at that location. Ditching and retaining ponds are present in the immediate vicinity. Largely intact, undisturbed soil stratigraphy is often a key factor in the eligibility of sites for the National Register of Historic Places. Notably, too, is the Lumber River which both bridges cross.

Soil type mapping and historic maps were studied. Over a third of the project contains poorly drained and flooded soils. Recent aeriels show the entire APE, excepting buildings and roads, underwater. While not listed as modern, modified and developed land, the majority of the APE has been graded, updated for drainage and utilities, and often includes twentieth century buildings. The wet nature of many of the soils

paired with the major soil disturbances suggests that intact, significant archaeological sites are unlikely to be present within the APE. The 1909 Robeson County Soil Survey map (MC.083.1908h) shows some develop present west of the Lumber River over one hundred years ago with similar roadways, though some have been changed and added. Only one of the two crossings is obvious at the time, the northern bridge on 5th Street (SR 1600).

The 1914 Sanborn map of Lumberton, Robeson County, North Carolina, March 1914 (page 5, FFC912.78 L95.4) shows details of the APE east of the river (see Figure 3). Depicted are the older single lane steel bridge at 5th Street (SR 1600) and wooden bridge at 3rd Street (NC 41/72). Also, a few structures are present on the east bank of the river, including a Fire Department station which also housed city offices (see below) near the midpoint between the bridges, and other buildings (grocery, barber, etc.) near the bridges. These are assumed to be removed, though some foundation elements could feasibly exist at the Fire Dept. building.

A visit to the Office of State Archaeology for background research showed a small number of archaeological reviews in the area. This includes a surveyed intersection improvement at I-95 and SR 1536 (PA 16-04-0028) and for the Riverwalk greenway which is placed on top and along the levee (ER-1695) and did not result in a survey. This is very relevant as that review passes directly through the APE. Few archaeological sites are documented nearby (31Rb487, 31Rb488, 31Rb363, 31Rb335, 31Rb334), though these are at the margin of and often overlook broader swampy areas.

The NC Historic Preservation Office provides GIS data that includes most of the NRHP listed above ground resources in the state. Crossing into the APE from the east, the Lumberton Commercial Historic District, which includes many late 19th and early 20th century buildings, is notable for its size and density of buildings. Further, the western edge of the district includes the east bank of the Lumber River. Earlier single lane bridges, one wooden and the other suspension for cars, were present on 5th and 3rd Streets. The NR nomination form includes references to a now destroyed early 1900s wooden building that housed the Fire Department, Police Office and Clerk's Office [a new building was built as a replacement in 1917]. Noted as not being present now, some surface remains or foundation components could be present. This portion is now used as a park, therefore, if any FHWA funding is used, section 4(f) of the Transportation Act may need consideration. NCDOT architectural historians will provide the most meaningful assessment of these resources and will submit their own review form. Should intensive archaeological investigations be recommended as a result of their consultation, the Archaeology Group should be contacted.

No obvious cemeteries were observed on USGS mapping, historic maps, aerial photography or virtual drive by viewing, though some churches are noted on the eastern end of the APE. The GIS-based cemetery data managed by NCDOT archaeologist, Paul Mohler, likewise shows no known cemeteries at the APE.

Should any unanticipated archaeological remains, being artifacts, ruins or cultural horizons be encountered during construction, please immediately contact the NCDOT Archaeology Section of the Environment Analysis Unit for any necessary further consideration.

The APE includes the area of potential bridge construction limits at the Lumber River for two crossings. A large APE offers several design options. Soil conditions, modifications and development suggest the undertaking is unlikely to affect significant archaeological resources. No archaeological survey is recommended.

17-12-0065

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST – NO SURVEY REQUIRED



3/7/2018

NCDOT ARCHAEOLOGIST

Date

17-12-0065

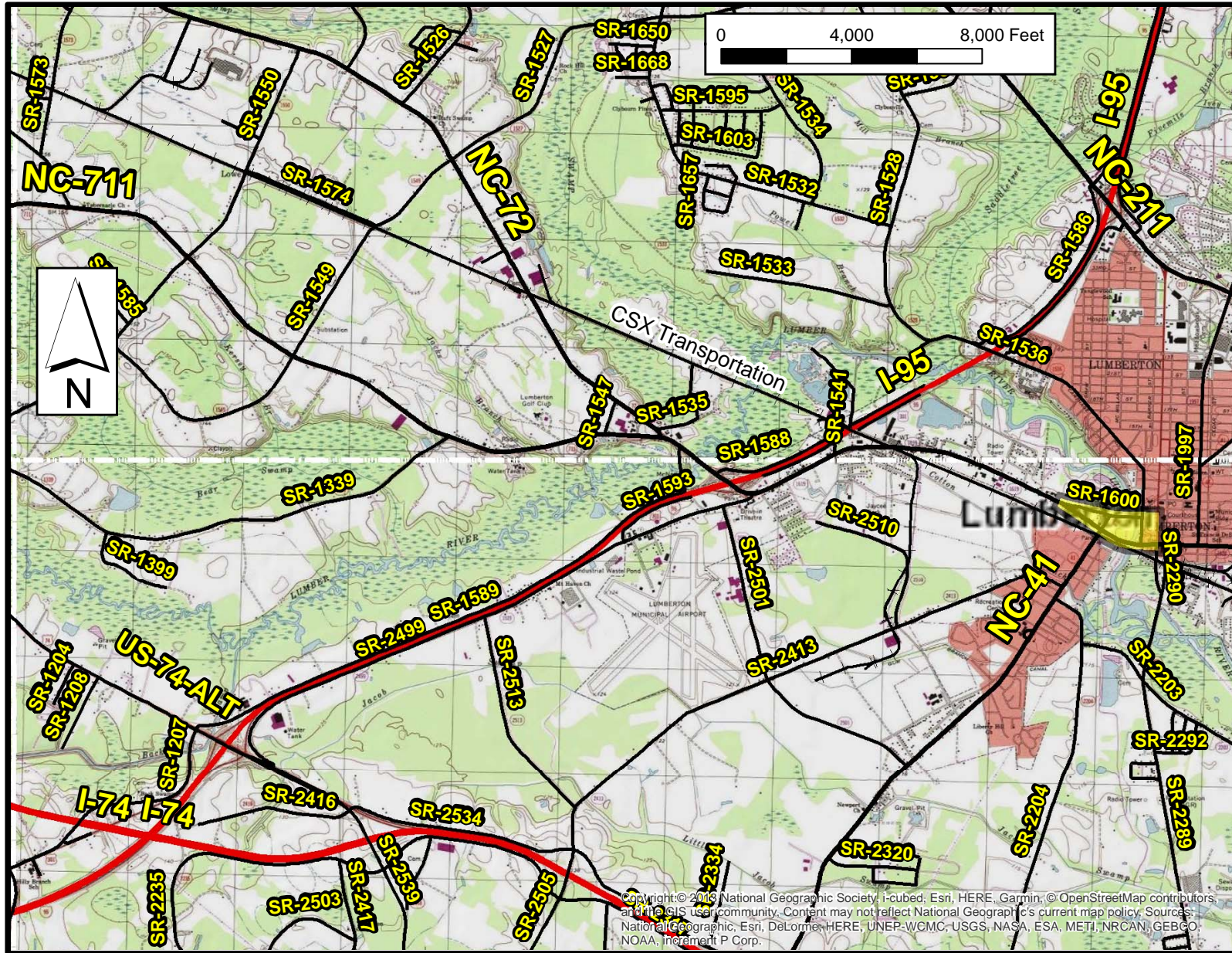


Figure 1. USGS mapping (Northwest Lumberton, Southwest Lumberton) showing the general B-5985 project location for Bridges 125 and 175 in Robeson County. The APE is highlighted in yellow.

"NO ARCHAEOLOGICAL SURVEY REQUIRED" form for the Amended Minor Transportation Projects as Qualified in the 2015 Programmatic Agreement.

17-12-0065

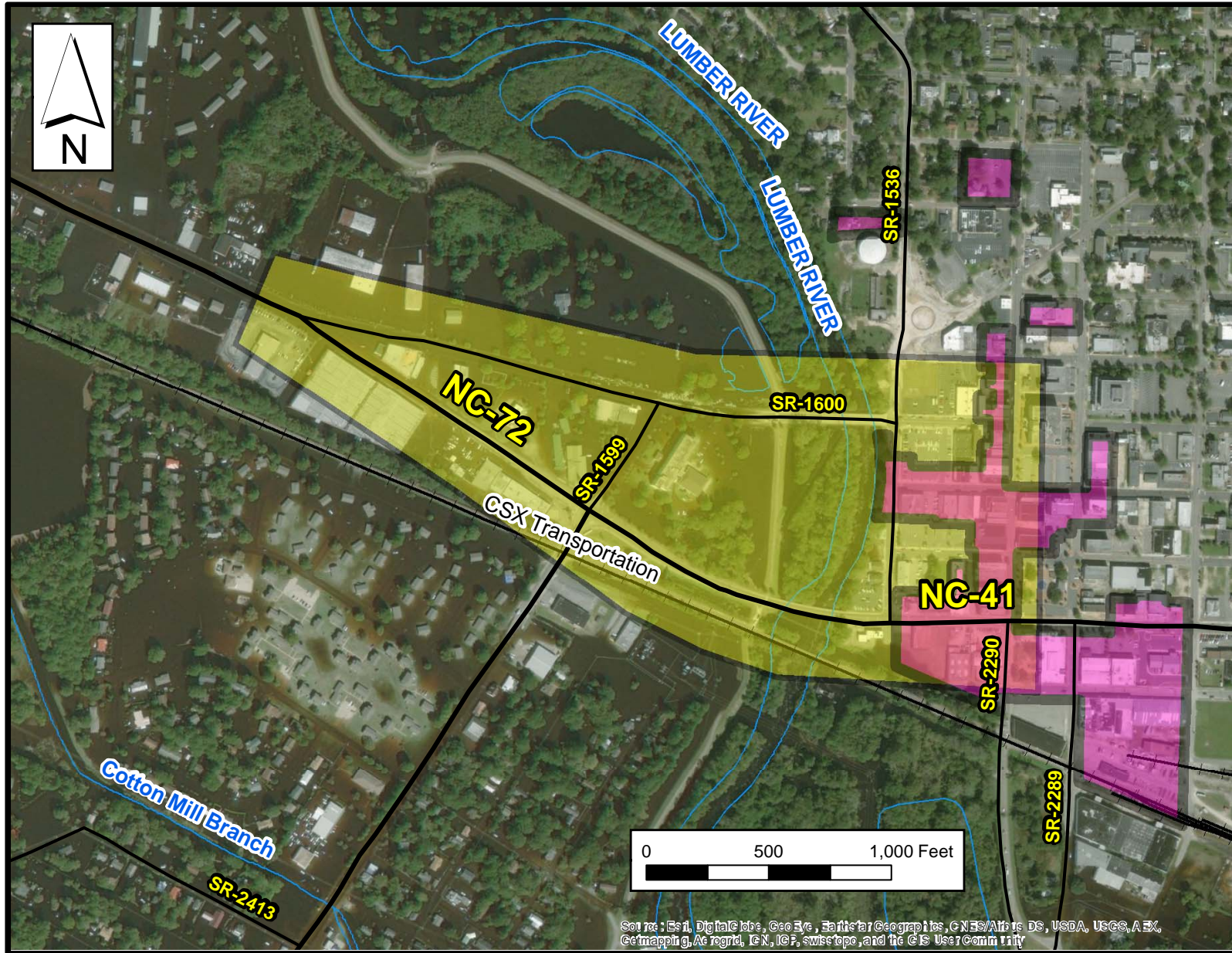


Figure 2. Aerial photograph of Bridge Nos. 125 and 175 over the Lumber River. The Area of Potential Effects is shown in yellow. Historic districts are shown in purple, though the Historic Architecture group will address those resources.

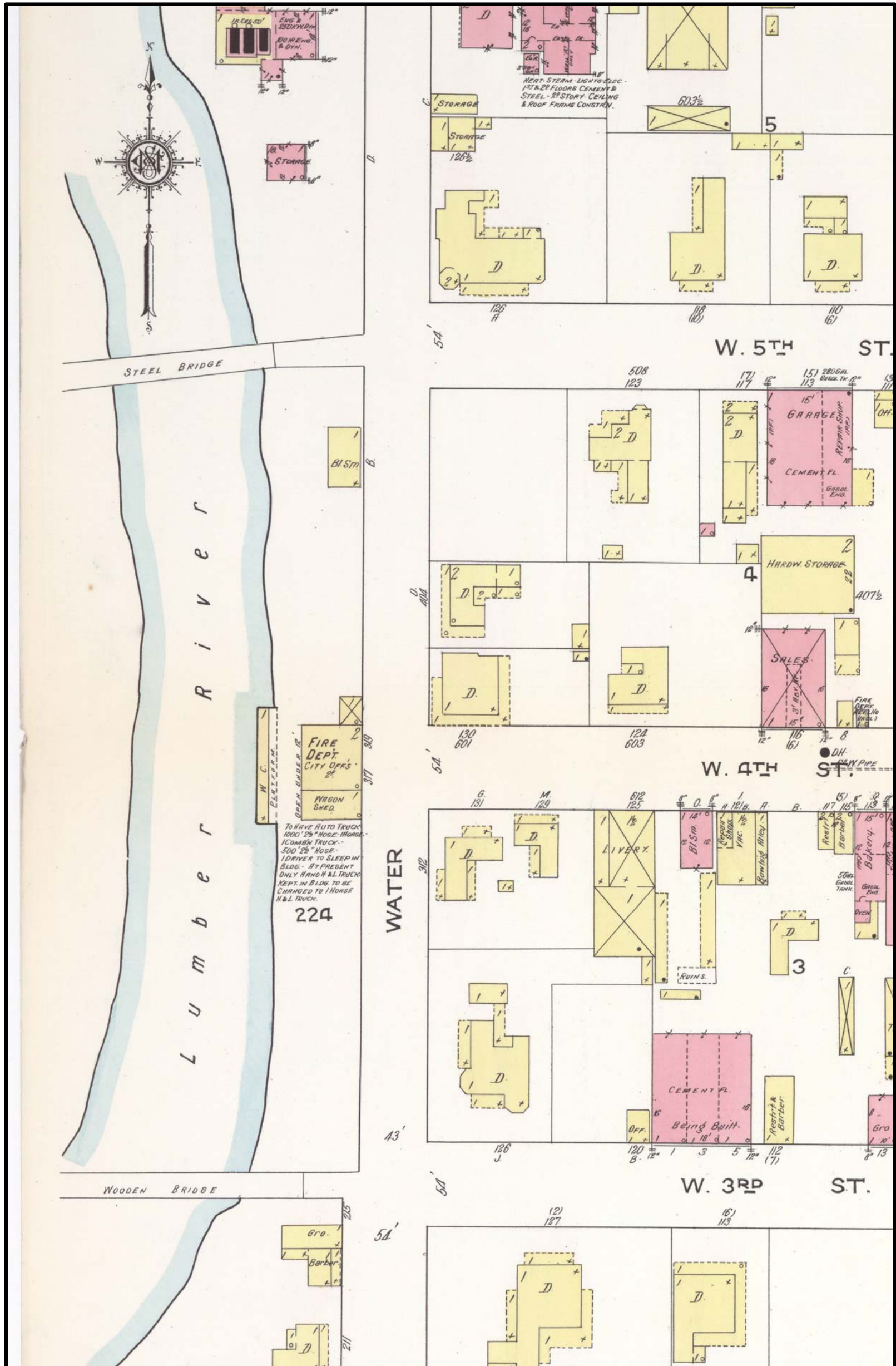


Figure 3. Excerpt of page 5 of the Sanborn Map Company's Map of Lumberton, Robeson County, North Carolina, March 1914 (FFC912.78 L95.4). Note a single lane wooden bridge is present at 3rd Street and a single lane steel bridge is present at 5th Street, both assumed to be destroyed, though a wall or support may be present in an empty lot at third street. Some structures were present in the first quarter 20th century, including a fire department station which also served as government offices. The building, destroyed now, and surroundings are the location of a park at the end of 4th Street and is included within the western limits of the Lumberton Historic Commercial District.

17-12-0065



HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS 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-5985	County:	Robeson
WBS No.:	47749.1.1	Document Type:	FCE
Fed. Aid No.:	0041115	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
<u>Project Description:</u> Replace Bridges 125 and 175 on NC 41/NC72 and SR 1600 over the Lumbee River. Each bridge will be replaced separately and the opposite bridge will be used as an off-site detour during construction. Water Street will be resurfaced prior to construction as part of the detour route. An existing multiuse path will extend onto the new Bridge Number 175.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<u>Description of review activities, results, and conclusions:</u> An eligibility evaluation report was submitted to HPO on October 9, 2019. In a letter dated November 18, 2019, HPO concurred with our recommendation that the Lumberton Water Treatment Plant (RB0635) is eligible for National Register listing and the NCDOT Office (RB0721) is a contributing resource in the Lumberton Commercial Historic District (RB0476).
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ASSESSMENT OF EFFECTS

Property Name:	Lumberton Water Treatment Plant	Status:	DE
Survey Site No.:	RB0635	PIN:	
Effects <input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<u>Explanation of Effects Determination:</u> The replacement of Bridge Number 175 will require minor right-of-way from this property and a permanent utility easement to relocate power lines which are currently too close to the bridge for construction. These activities do not impact the qualities for which the Water Treatment Plant is eligible.			

List of Environmental Commitments:

The new bridge rails will be Texas Classic. New lighting will be installed to mimic the existing lighting on Bridge Number 125.

Property Name:	Lumberton Commercial Historic District	Status:	DE
Survey Site No.:	RB0476	PIN:	
Effects			
<input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<u>Explanation of Effects Determination:</u>			
<p>The replacement of both bridges (175 & 125) intersects with the historic district. The radius of the left hand turn from Water Street onto 2nd Street will result in a permanent easement on the Pure Oil Filling Station property. Existing conditions cause trucks to run over the sidewalk at that location.</p>			
<u>List of Environmental Commitments:</u>			
<p>New bridge rail will be Texas Classic to match existing. The existing lights on the bridge will be replaced in-kind.</p>			

FHWA Intends to use the State Historic Preservation Office's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f):

Lumberton Water Treatment Plant (RB0635)

SW

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

DocuSigned by: <i>Shelby Peap</i> 8C8B6DCCF4304AA...	11/18/2021
NCDOT Architectural Historian	Date
DocuSigned by: <i>Renee Gledhill-Earley</i> C26A1556A275464...	11/19/2021
State Historic Preservation Office Representative	Date
DocuSigned by: <i>Seth Wilcher</i> 9967A500E8714E0...	11/18/2021
Federal Agency Representative	Date