

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	B-5986
WBS Element	47818.1.1
Federal Project No.	0231009

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to replace Wake County Bridge #34 along NC 231 over the Norfolk Southern Railroad in Wendell (Figures 1 and 2, attached). The proposed replacement structure will be a three-span bridge approximately 132 feet long using prestressed concrete girders and providing 32 feet of clear roadway width. The proposed improvements to the approach roadway will extend approximately 325 feet from the south end of the new bridge and 395 feet from the north end of the new bridge. The approaches will include a 32-foot pavement width providing two 12-foot lanes and two 4-foot shared-use sections with curb and gutter. Both the structure and the roadway approaches will include 5 to 6-foot sidewalks on both sides. The roadway is classified as a minor arterial and will be designed using the Sub-Regional Tier Classification, with a design speed of 40 miles per hour and a posted speed of 35 miles per hour.

Right-of-way acquisition is scheduled to begin in April 2022 and construction will likely begin in late 2023-early 2024.

B. Description of Need and Purpose:

NCDOT Bridge Management Unit records indicate Bridge No. 34 is in poor condition with a Superstructure rating of 4 out of 9; the bridge is classified as structurally deficient. The existing two-lane bridge was built in 1938 and is 89 feet long with a reinforced concrete deck atop steel beams/girders. The bridge deck consists of two travel lanes with a roadway width of 36 feet. Maintenance has been recently performed to improve safety and extend the life of the bridge; however, the maintenance is considered temporary. Based on the low Superstructure rating and the on-going need for maintenance, the bridge is considered at the end of its useful life and is in need of replacement.

The purpose of this project is to replace an aged structure with a new bridge that complies with current AASHTO Greenbook guidelines.

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, based on 2021 prices, are as follows*:

Right of Way and Utilities:	\$ 366,000
Construction:	\$ 2,948,000
Total (including prior costs):	\$ 3,424,000

*Costs subject to change

Estimated Traffic:

NC 231 - AADT (2018): 6,200 vpd
Horizon Year (2045): 7,100 vpd

Maintenance of Traffic:

An off-site detour will be utilized during construction of the project. The off-site detour was chosen due to manageable traffic volumes, short additional distance, and potential cost of an on-site detour. The signed detour route would include 3rd Street, Cypress Street, and Wendell Boulevard (US 64 Business) and measures approximately 1.2 miles (Figure 1, attached). Construction has the potential to temporarily alter traffic patterns and increase vehicular travel time to some residences and business by up to five minutes.

Emergency Response:

NCDOT will coordinate with law enforcement and emergency services before and during construction.

Jurisdictional Resources:

No jurisdictional features are located within the study area.

Protected Species:

The United States Fish and Wildlife Service (USFWS) lists the following federally protected species within the project study area under the Endangered Species Act (ESA) (Table 1). Listed for each species is habitat presence along with the Biological Conclusion rendered based on survey results in the study area.

Table 1. ESA federally protected species listed for Wake County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Alasmidonta heterodon</i>	Dwarf wedgemussel	E	No	No Effect
<i>Elliptio lanceolata</i>	Yellow lance	T	No	No Effect
<i>Fusconaia masoni</i>	Atlantic Pigtoe	T	No	No Effect
<i>Haliaeetus leucocephalus</i>	Bald Eagle	BGPA	Yes	No Effect
<i>Necturus lewisi</i>	Neuse River Waterdog	T	No	No Effect
<i>Noturus furiosus</i>	Carolina madtom	E	No	No Effect
<i>Picoides borealis</i>	Red-cockaded woodpecker	E*	No	No Effect
<i>Parvaspina steinstansana</i>	Tar River spiny mussel	E	No	No Effect
<i>Rhus michauxii</i>	Michaux sumac	E	Yes	No Effect

IPac data checked on January 31, 2022

E – Endangered; T – Threatened; * Historical; BGPA -Bald and Golden Eagle Protection Act

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 Wake County, where B-5986 is located.

Cultural Resources:

NCDOT's cultural resources staff reviewed the project under the Section 106 Programmatic Agreement for Minor Transportation Projects (NCDOT, NCHPO, FHWA, USACE, ACHP, and USFS, 2020). They determined that no archaeological resources are present within the Area of Potential Effects (APE), and therefore no additional survey is required.

Cultural resources staff identified one historic architectural resource requiring evaluation for listing in the National Register of Historic Places (NR). The February 2021 *Historic Structures Survey Report* recommends the William H. Richardson House as not eligible for listing in the NR. The North Carolina State Historic Preservation Office (HPO) provided correspondence dated April 29, 2021, and June 17, 2021, concurring there are no properties in the APE eligible for listing in the NR and confirming specifically that Bridge No. 34 retains its not eligible status established by an earlier study. This correspondence, as well as review forms for both Archaeology and Historic Architecture, can be found on the SharePoint project site:

<https://connect.ncdot.gov/site/Preconstruction/division/div05/B5986%20Wake%2034/SitePages/Home.aspx>

If modifications to the current designs are made, additional review and coordination with HPO will be conducted.

Residential and Commercial Impacts:

The proposed project would occur primarily within the existing NCDOT right-of-way. Segments of temporary construction easement would be required along NC 231 from 3rd Street through the 4th Street/Addison Ridge Lane intersection; these segments would affect nine (9) parcels. A small segment of additional right-of-way would be required at the Addison Ridge Lane apartment entrance; however, the proposed improvements are not anticipated to cause any residential or commercial relocations. Commercial and residential driveways may be impacted during construction; however, temporary access and new tie-ins would be provided. In addition, one residential driveway at 105 N. Selma Road would likely need to be shortened.

Pedestrian and Bicycle Accommodations:

The 2017 Town of Wendell Comprehensive Pedestrian Plan recommends sidewalk improvements along Selma Road from 3rd Street to Lions Club Road. According to Wendell's Planning Department, the Town's Arterial and Collector Street Plan also calls for Selma Road (NC 231) to be upgraded to a minor thoroughfare three-lane undivided cross-section with bike lanes and 6' sidewalk. Coordination with the Town of Wendell indicate that the three-lane undivided cross-section on Selma Road would not include Bridge No. 34.

The existing bridge approaches have 5 to 6-foot sidewalks on both sides of the roadway from 3rd Street to Wendell Boulevard while the bridge itself contains 5.5-foot sidewalks. The proposed

improvements include shared lane markings for bicycles on each side of the roadway and new sidewalk. Bicycle-safe railing will be included on the bridge.

Transit:

GoTriangle provides residents with a fixed route service and commuter and paratransit ADA (dial-a-ride) services throughout Wake County. Currently, there is one fixed route that directly intersects the DCIA and project study area but does not cross the impacted bridge: Route ZWX. It runs on US 64 Business (Wendell Boulevard) and has one stop on 4th Street (outside of the DCIA).

Public Involvement:

On October 15, 2021, a total of 140 postcards were mailed to all residents (owners and tenants) within one mile of the study area. The postcard provided an update on the project as well as information on the proposed project schedule and links to the project website. The project website included more detailed information and project mapping.

No citizen comments were received in response to the postcard via the project website.

Other Agency Comments:

The start of study letter was sent to federal, state, and local agencies on August 17, 2018. Coordination with the Catawba Indian Nation took place in March 2021.

Comments were received from the Town of Wendell and the Catawba Indian Nation. The Town of Wendell noted that the bridge has historical significance to some residents while the Catawba Indian Nation had no specific project concerns. No other agencies provided a response.

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 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 type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):
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 Wake County, where B-5986 is located.
24. An off-site detour will be utilized during construction of the project. The signed detour route would include 3rd Street, Cypress Street, and Wendell Boulevard and measures approximately 1.2 miles (see Appendix). Construction has the potential to temporarily alter traffic patterns and increase vehicular travel time to some residences and business by up to five minutes.

H. Project Commitments:

NCDOT PROJECT COMMITMENTS

STIP Project No. **B-5986**
Replacement of Bridge #34 along NC 231 over Norfolk Southern Railroad
Wake County
Federal Aid Project No. 0231009
WBS Element 47818.1.1

NCDOT – SMU, Division 5

Wake County Schools-Transportation will be contacted at least one month prior to start of construction by NCDOT in order to have time to adequately adjust school bus schedules.

Phone: (919) 805-3030

NCDOT – SMU, Division 5

Wake County Emergency Services will be contacted by NCDOT at least one month prior to start of construction to make the necessary temporary reassignments to primary response units.

Phone: (919) 856-6020

NCDOT – Work Zone Traffic Control

Pedestrian counts will be gathered along NC 231 within the project study area in order to determine the need for temporary pedestrian accommodations during construction.


Categorical Exclusion Approval:

STIP Project No.	B-5986
WBS Element	47818.1.1
Federal Project No.	0231009

Prepared By:

2/17/2022

Date

DocuSigned by:

0FC17DC30DAE449...
 Michael Wray, P.E.
 Transportation Engineer, Stantec


Prepared For:

North Carolina Department of Transportation, Structures Management Unit

Reviewed By:

2/17/2022

Date

DocuSigned by:

314FFDB31996479...
 Philip S. Harris, III, P.E.
 Unit Head, NCDOT Environmental Analysis Unit



Approved

- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.




Certified

- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

2/17/2022

Date

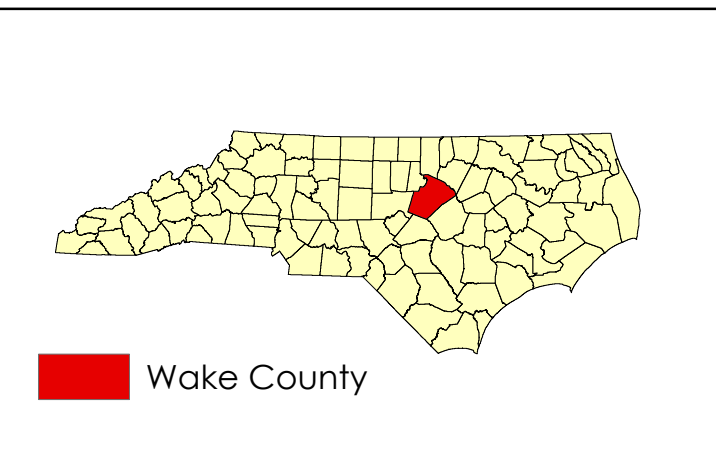
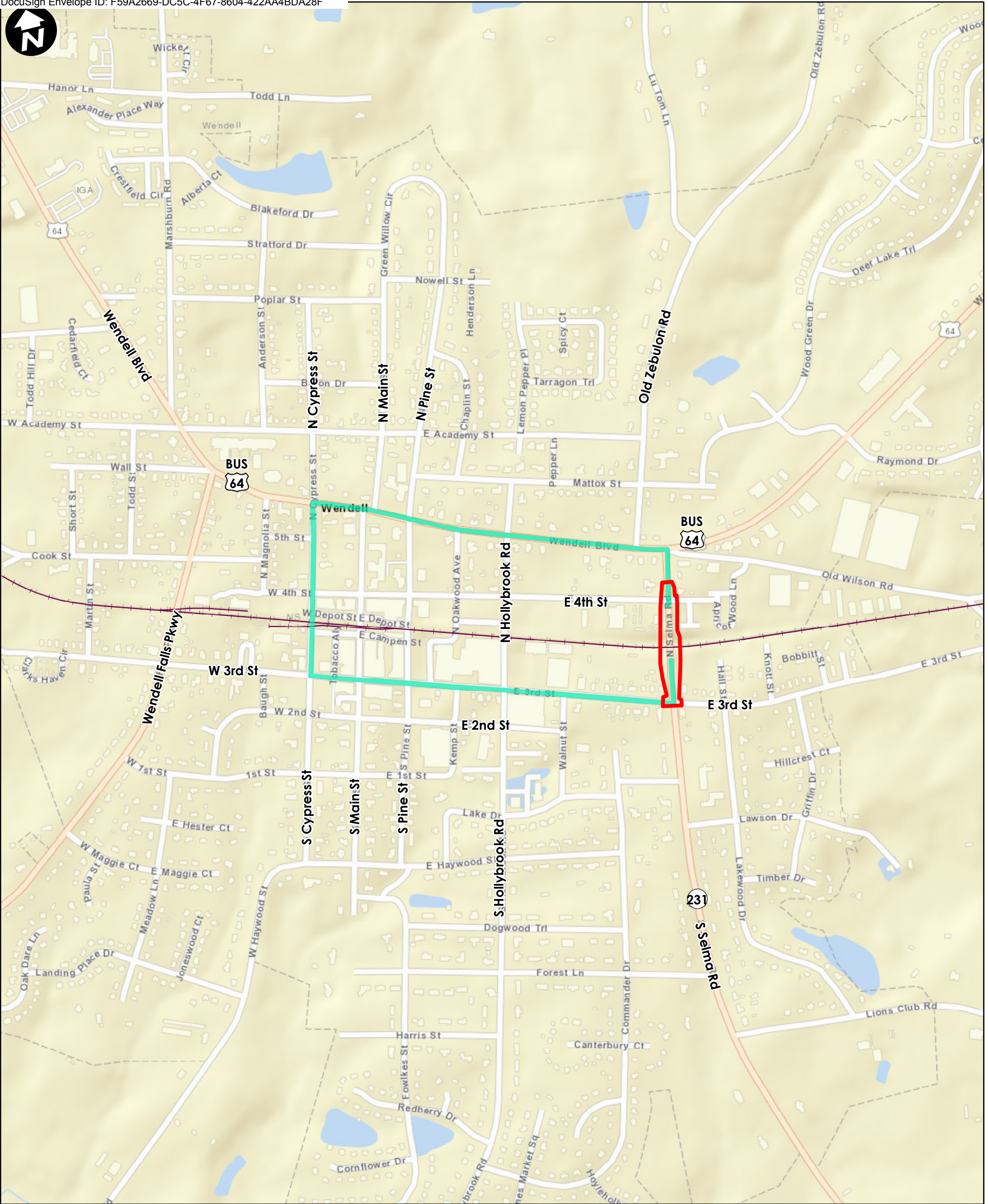
DocuSigned by:

ED19A18D98EC496
 Kevin Fischer, P.E.
 Assistant State Structures Engineer—Program Management and Field Operations, NCDOT Structures Management Unit

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

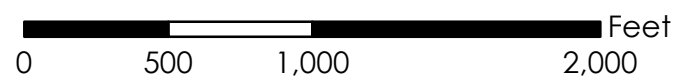
Date

N/A
 for John F. Sullivan, III, P.E., 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**
- B-5986 Project Study Area
 - ~ Detour Route
 - ~ NS Railroad



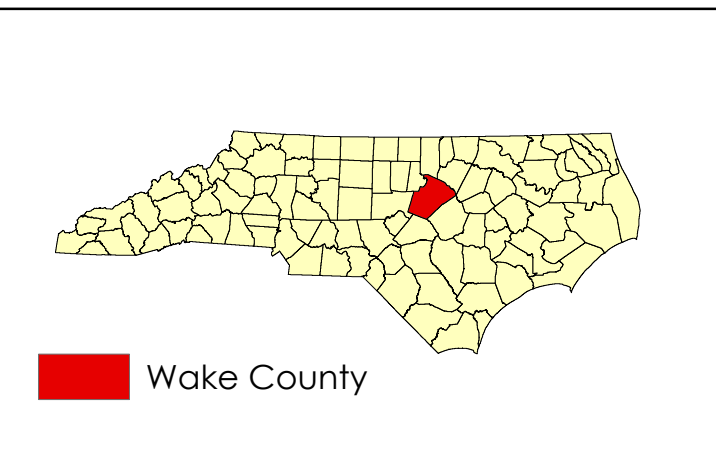
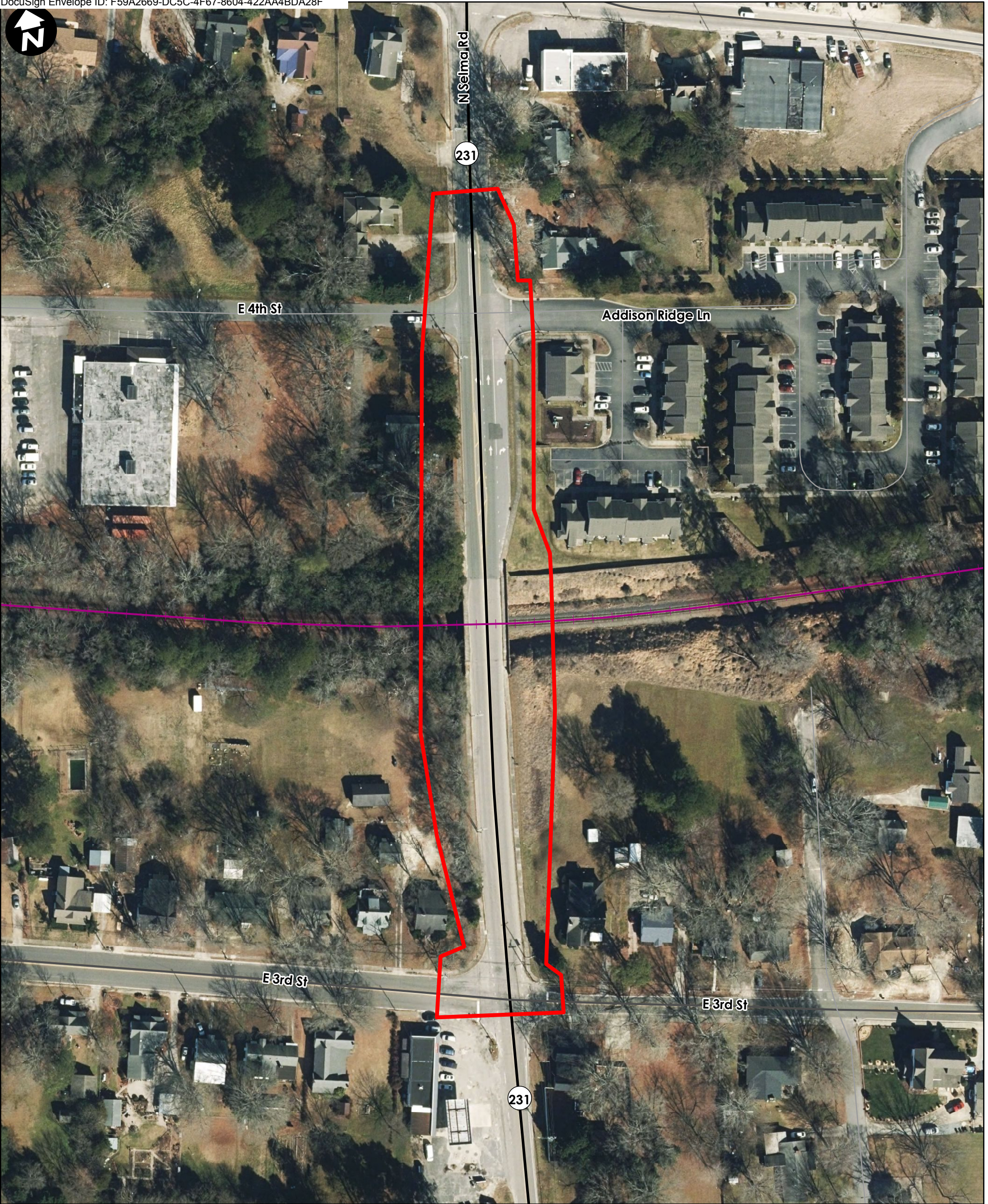
Project Location: Wake County

STIP PROJECT # B-5986
 IMPROVEMENTS TO BRIDGE # 34
 ON N.C. 231 (N. SELMA RD.)
 OVER NORFOLK SOUTHERN RAILROAD

Figure No. 1

Vicinity Map (with Detour Route)

- Notes**
1. Coordinate System: NAD 1983 StatePlane North Carolina FIPS 3200 Feet
 2. Basemap: ESRI



Legend

- B-5986 Project Study Area
- NC Highway
- State Road
- Local Road
- NS Railroad



Project Location: Wake County

STIP PROJECT # B-5986
 IMPROVEMENTS TO BRIDGE # 34
 ON N.C. 231 (N. SELMA RD.)
 OVER NORFOLK SOUTHERN RAILROAD

Figure No. 2

Project Study Area Map



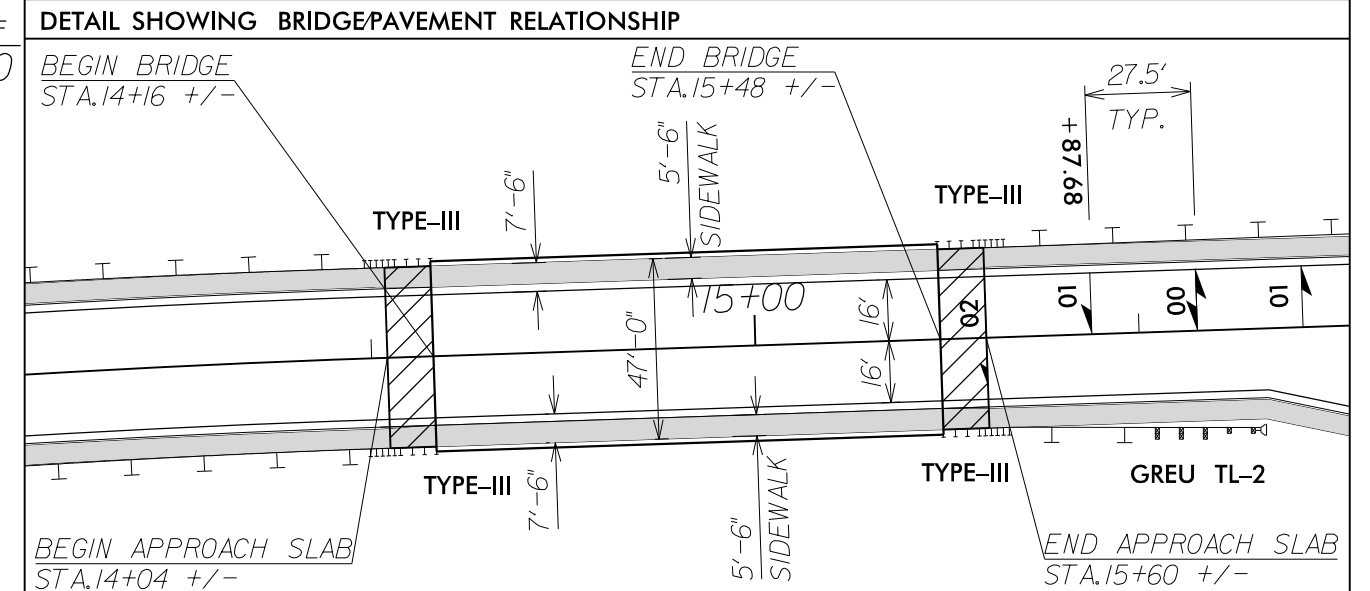
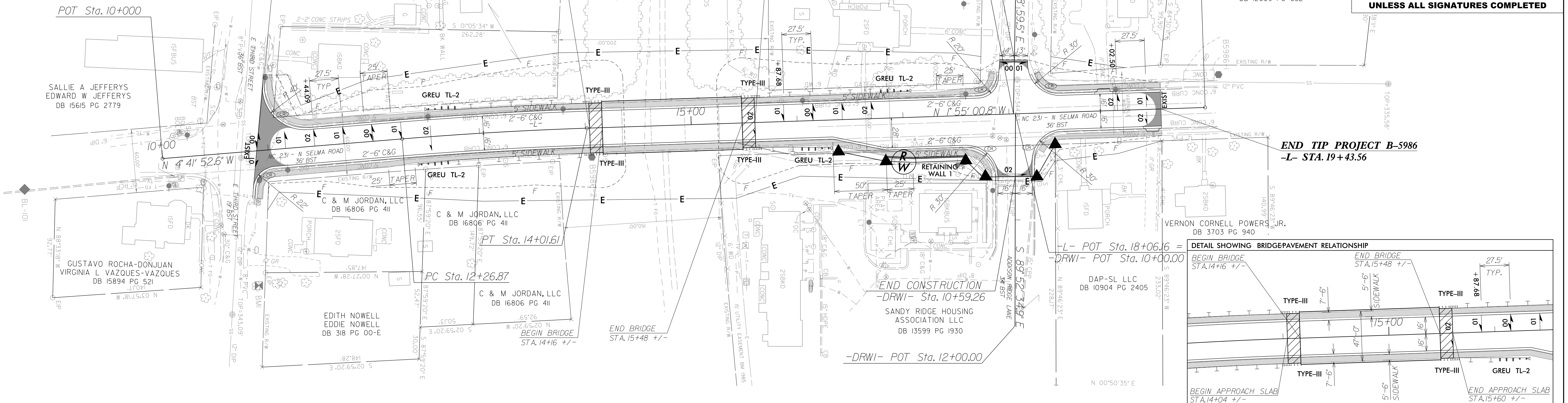
- Notes**
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 2. Basemap: NC Orthoimagery

8/17/99

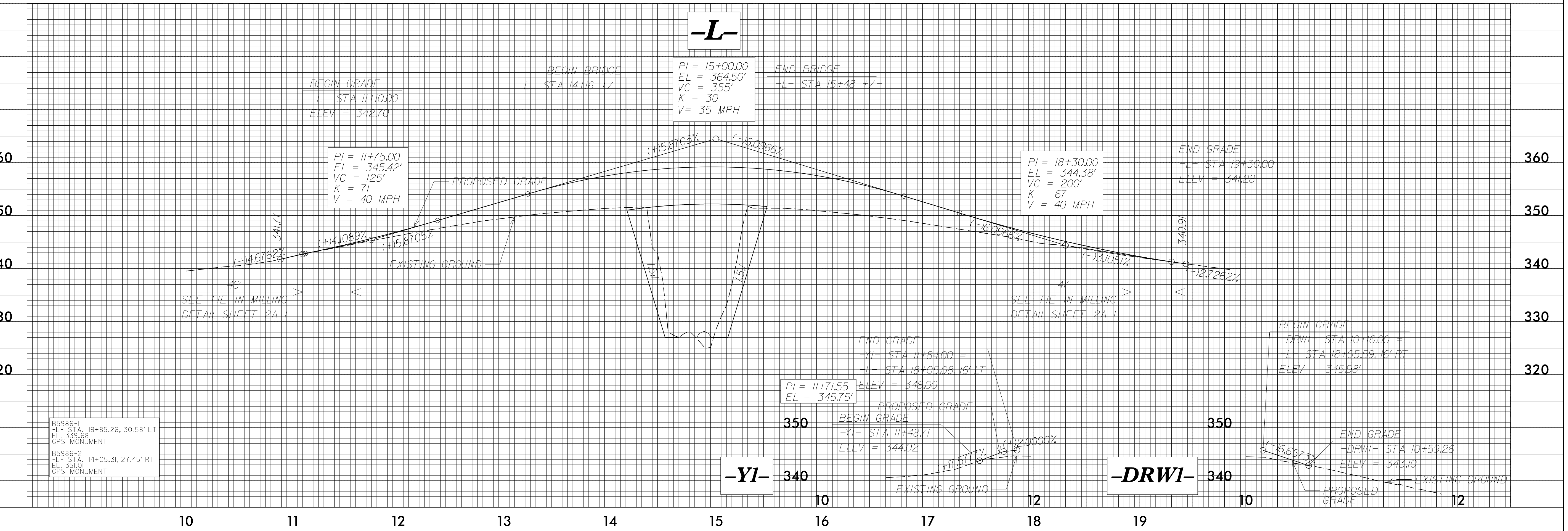
PROJECT REFERENCE NO. B-5986	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-L-
 PI Sta 13+4.26
 $\Delta = 2' 46" 51.8" (RT)$
 $D = 1' 35" 29.6"$
 $L = 174.74'$
 $T = 87.39'$
 $R = 3,600'$
 $e = RC$
 $V = 40\text{mph}$

BEGIN TIP PROJECT B-5986
-L- STA. 10+89.09



REVISIONS



B5986-1
 EL STA. 19+85.26, 30.58' LT
 EL = 339.68
 GPS MONUMENT
 B5986-2
 EL STA. 14+05.31, 27.45' RT
 EL = 351.01
 GPS MONUMENT

6/6/2019
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