

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>B-4616</u>
W.B.S. No.	<u>33798.1.1</u>
Federal Project No.	<u>BRSTP-211(16)</u>

A. Project Description:

The purpose of this project is to replace Robeson County Bridge No. 18 on NC 211 over CSX Railroad. Bridge No. 18 is currently 150 feet long. The replacement structure will be a bridge approximately 200 feet long, providing a minimum 32 feet clear deck width. The bridge will include two 12-foot lanes and 4-foot offsets. The bridge length is based on rail requirements and the number of tracks. The roadway grade of the new structure will be raised approximately 8 feet above the existing structure.

The approach roadway will extend approximately 1360 feet from the southeast end of the new bridge and 1340 feet from the northwest end of the new bridge. The approaches will be widened to include a 32-foot pavement width, providing two 12-foot lanes and 4-foot paved shoulders. Eight-foot shoulders will be provided on each side (11-foot shoulders where guardrail is included). The roadway will be designed using Regional Tier Design guidelines with a 60 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1).

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 18 has a sufficiency rating of 33.02 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to superstructure condition appraisal of 4 out of 9 and a deck condition appraisal of 4 out of 9 according to Federal Highway Administration (FHWA) standards. The bridge also meets the criteria for classification as a functionally obsolete bridge due to a deck geometry appraisal of 2 out of 9.

The superstructure and substructure of Bridge No. 18 have structural elements that are seventy-nine years old. Structural components of Bridge No. 18 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities; therefore the bridge has reached the end of its useful life.

C. Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
  - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
  - b. Widening roadway and shoulders without adding through lanes
  - c. Modernizing gore treatments
  - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
  - e. Adding shoulder drains
  - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
  - g. Providing driveway pipes
  - h. Performing minor bridge widening (less than one through lane)
  - i. Slide Stabilization
  - j. Structural BMP's for water quality improvement
2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
  - a. Installing ramp metering devices
  - b. Installing lights
  - c. Adding or upgrading guardrail
  - d. Installing safety barriers including Jersey type barriers and pier protection
  - e. Installing or replacing impact attenuators
  - f. Upgrading medians including adding or upgrading median barriers
  - g. Improving intersections including relocation and/or realignment
  - h. Making minor roadway realignment
  - i. Channelizing traffic
  - j. Performing clear zone safety improvements including removing hazards and flattening slopes
  - k. Implementing traffic aid systems, signals, and motorist aid
  - l. Installing bridge safety hardware including bridge rail retrofit
3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
  - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
  - b. Rehabilitating or replacing bridge decks
  - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
  - d.** Replacing a bridge (structure and/or fill)
4. Transportation corridor fringe parking facilities.
5. Construction of new truck weigh stations or rest areas.
6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.



8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information:

The estimated costs, based on 2015 prices, are as follows:

**Table 1: Cost Estimate**

Structure	\$800,000
Roadway Approaches	\$2,657,210
Structure Removal	\$90,000
Misc. & Mob.	\$707,790
Eng. & Contingencies	\$645,000
Total Construction Cost	\$4,900,000
Total Detour Improvement Cost	\$2,200,000
Right-of-Way Costs	\$745,000
Right-of-Way Utility Costs	\$438,000
Total Project Cost	\$8,283,000



**Estimated Traffic:**

Current Year -	4670 vpd
Year 2040 -	8000 vpd
TTST -	4%
Dual -	3%

**Accidents:** The Transportation Mobility and Safety Division has evaluated a recent five year period and found five accidents occurring in the vicinity of the project. None were associated with the geometry of the bridge or its approach roadways.

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

**Pedestrian and Bicycle Accommodations:** This portion of NC 211 is not a part of a designated bicycle route nor is it listed in the Transportation Improvement Program (TIP) as a bicycle project. Neither permanent nor temporary bicycle or pedestrian accommodations are required for this project.

**Alternatives Discussion:**

**No Build** – The no build alternative would result in eventually closing the road which is unacceptable given the volume of traffic served by NC 211.

**Rehabilitation** – The bridge was constructed in 1936 and the structural materials within the bridge have reached the end of their useful life. Rehabilitation would require replacing all components which would constitute effectively replacing the bridge.

**Offsite Detour** – Bridge No. 18 will be replaced on the existing alignment. Traffic will be detoured offsite utilizing two separate detour routes (see Figure 1) during the construction period. NCDOT Guidelines for Evaluation of Offsite Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from the offsite detour. The offsite detour for vehicles would include SR 1507 and SR 1318. The offsite detour for trucks would include NC 211, NC 71, SR 1001, and SR 1318. The majority of traffic on the road is through traffic. The detour for the average road user would result in 3 minutes additional travel time (2.00 miles additional travel). The detour for truck traffic would result in 10 minutes additional travel time (6.53 miles additional travel). Up to a 24-month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that on the basis of delay alone, the detour is acceptable. Robeson County Emergency Services along with Robeson County Schools Transportation have also indicated that the detour is acceptable. NCDOT Division 6 has indicated the condition of all roads and bridges are acceptable, except for the



intersection at SR 1507 and SR 1318, and the detour route SR 1001; from SR 1006 to NC 71, which will be repaved. Division 6 concurs with the detour.

**Onsite Detour** – An onsite detour was evaluated but not chosen based on cost and the amount of impacts.

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

**New Alignment** – Given that the alignment for NC 211 is acceptable, a new alignment was not considered as an alternative.

**Other Agency Comments:**

The **N.C. Wildlife Resource Commission** and **U.S. Fish & Wildlife Service** in standardized letters provided a request that they prefer any replacement structure to be a spanning structure.

**Response:** N.C. Wildlife Resource Commission did not identify any environmental issues of concern. They provided standard requests that replacement be with a bridge.

**Public Involvement:**

A letter was sent by the Location & Surveys Unit to all property owners affected directly by this project. Property owners were invited to comment.

A public meeting was held on November 21, 2013 to present the proposed bridge replacement project, as well as a proposed closure of an at-grade railroad crossing. The at-grade crossing is located on Buies Mill Road (SR 1509) just west of the intersection of Ford Road (SR 1511) and Buies Mill Road (SR 1509); southwest of Bridge No. 18. Twelve residents attended and were in favor of the overall project with two voicing concern for specific aspects of the project. One resident was concerned about the proposed closing of the at-grade crossing and another concerned about the fill slope encroaching onto her property. The at-grade closure was later removed from the project at the request of the Robeson County Commissioners.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions



ECOLOGICAL

- |  | <u>YES</u>                          | <u>NO</u>                |
|--|-------------------------------------|--------------------------|
| (1) Will the project have a substantial impact on any unique or important natural resource?  | <input type="checkbox"/>            | <u>X</u>                 |
| (2) Does the project involve habitat where federally listed endangered or threatened species may occur?  | <input checked="" type="checkbox"/> | _____                    |
| (3) Will the project affect anadromous fish?   | <input type="checkbox"/>            | <u>X</u>                 |
| (4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated? | <u>X</u>                            | <input type="checkbox"/> |
| (5) Will the project require the use of U. S. Forest Service lands?  | <input type="checkbox"/>            | <u>X</u>                 |
| (6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?  | <input type="checkbox"/>            | <u>X</u>                 |
| (7) Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)?   | <input type="checkbox"/>            | <u>X</u>                 |
| (8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?   | <input type="checkbox"/>            | <u>X</u>                 |
| (9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?   | <input type="checkbox"/>            | <u>X</u>                 |

PERMITS AND COORDINATION

- |   | <u>YES</u>               | <u>NO</u> |
|---|--------------------------|-----------|
| (10) If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)? | <input type="checkbox"/> | <u>X</u>  |
| (11) Does the project involve Coastal Barrier Resources Act resources?  | <input type="checkbox"/> | <u>X</u>  |
| (12) Will a U. S. Coast Guard permit be required?   | <input type="checkbox"/> | <u>X</u>  |
| (13) Could the project result in the modification of any existing regulatory floodway?  | <input type="checkbox"/> | <u>X</u>  |
| (14) Will the project require any stream relocations or channel changes?  | <input type="checkbox"/> | <u>X</u>  |



SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

	<u>YES</u>	<u>NO</u>
(15) Will the project induce substantial impacts to planned growth or land use for the area?	<input type="checkbox"/>	<u>X</u>
(16) Will the project require the relocation of any family or business?	<u>X</u>	<input type="checkbox"/>
(17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?	<input type="checkbox"/>	<u>X</u>
(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<u>X</u>	<input type="checkbox"/>
(19) Will the project involve any changes in access control?	<input type="checkbox"/>	<u>X</u>
(20) Will the project substantially alter the usefulness and/or land use of adjacent property?	<input type="checkbox"/>	<u>X</u>
(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<u>X</u>
(22) Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)?	<u>X</u>	<input type="checkbox"/>
(23) Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	<u>X</u>
(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	<u>X</u>	<input type="checkbox"/>
(25) If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility?	<u>X</u>	<input type="checkbox"/>
(26) Is there substantial controversy on social, economic, or environmental grounds concerning the project?	<input type="checkbox"/>	<u>X</u>
(27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	<u>X</u>	<input type="checkbox"/>
(28) Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places?	<input type="checkbox"/>	<u>X</u>
(29) Will the project affect any archaeological remains which are important to history or pre-history?	<input type="checkbox"/>	<u>X</u>



- (30) Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)?  X
- (31) Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended?  X
- (32) Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers?  X

F. Additional Documentation Required for Unfavorable Responses in Part E

**Response to Question 2:** Suitable habitat for Michaux's sumac is present in the study area along the roadside shoulders in the southwestern portion of the study area. Surveys were conducted by ESI biologists within all areas of suitable habitat. No individuals of Michaux's sumac were observed. A review of NCNHP records indicates no known Michaux's sumac occurrence within 1.0 mile of the study area. Therefore a biological conclusion of 'No Effect' was determined.

A review of NCNHP records indicates an occurrence of RCW in a pond pine stand approximately 0.2 mile northeast of the study area in Panther Bay. NCNHP personnel reviewed this occurrence but found no cavity trees or evidence of RCWs and reported extensive habitat degradation consisting of clear cutting southeast and dense shrubs northeast of the railroad tracks. This occurrence is likely extirpated. Therefore a biological conclusion of 'No Effect' was determined.

**Response to Question 16:** Acquisition of four residents will be required for the construction of this project.

**Relocation Impacts**

According to the relocation report located in Appendix B, the proposed project displaces 4 residences. Table 2 shows a summary of the relocation impacts associated with the project. The project is expected to displace four (4) residences.

**Table 2: Relocation Impact Summary**

Relocation Impact Summary		
Residences	Owners	2
	Tenants	2
	Total	4
	Minority	4



The relocation program for the proposed action will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646), and/or the North Carolina Relocation Assistance Act (GS-133-5 through 133-18). The program is designed to provide assistance to displaced persons in relocating to a replacement site in which to live or do business.

The relocation agent will determine the needs of displaced families, individuals, businesses, non-profit organizations, and farm operations for relocation assistance advisory services without regard to race, color, religion, sex or national origin. The NCDOT will schedule its work to allow ample time, prior to displacement, for negotiations and possession of replacement housing which meets decent, safe, and sanitary standards.



G. CE Approval

TIP Project No.	<u>B-4616</u>
W.B.S. No.	<u>33798.1.1</u>
Federal Project No.	<u>BRSTP-211(16)</u>

Project Description:

The purpose of this project is to replace Robeson County Bridge No. 18 on NC 211 over CSX Railroad. Bridge No. 18 is currently 150 feet long. The replacement structure will be a bridge approximately 200 feet long, providing a minimum 32 feet clear deck width. The bridge will include two 12-foot lanes and 4-foot offsets. The bridge length is based on rail requirements and the number of tracks. The roadway grade of the new structure will be raised approximately 8 feet above the existing structure.

The approach roadway will extend approximately 1360 feet from the southeast end of the new bridge and 1340 feet from the northwest end of the new bridge. The approaches will be widened to include a 32-foot pavement width, providing two 12-foot lanes and 4-foot paved shoulders. Eight-foot shoulders will be provided on each side (11-foot shoulders where guardrail is included). The roadway will be designed using Regional Tier Design guidelines with a 60 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1).

Categorical Exclusion Action Classification:

<u>      </u>	TYPE II(A)
<u>  X  </u>	TYPE II(B)

Approved:

3/16/15 Date for Richard W. Hancock, P.E. - Manager  
Project Development and Environmental Analysis Unit

3/16/15 Date for Charles R. Cox, P.E.  
Project Engineer  
Project Development and Environmental Analysis Unit

3/16/15 Date for Tamara Makhoulf  
Project Planning Engineer  
Project Development and Environmental Analysis Unit

For Type II(B) projects only:

3/10/15 Date for John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration



**PROJECT COMMITMENTS:**

**Robeson County  
Bridge No. 18 on NC 211  
Over CSX Railroad  
Federal Aid Project No. BRSTP-211(16)  
W.B.S. No. 33798.1.1  
T.I.P. No. B-4616**

**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) 671-6000 at least one month prior to road closure.

Robeson County Emergency Services will be contacted at (910) 671-3150 at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

**Roadway Design, Structure Design, Division Six Construction - Railroad**

During final design, all utility providers and railroad operators will be coordinated with to ensure that the proposed design and construction of the project will not substantially disrupt service.

**Division Six Construction**

To avoid any project effects at The Panthers Ford Presbyterian Cemetery; there will be no staging on this site.



# Appendix A

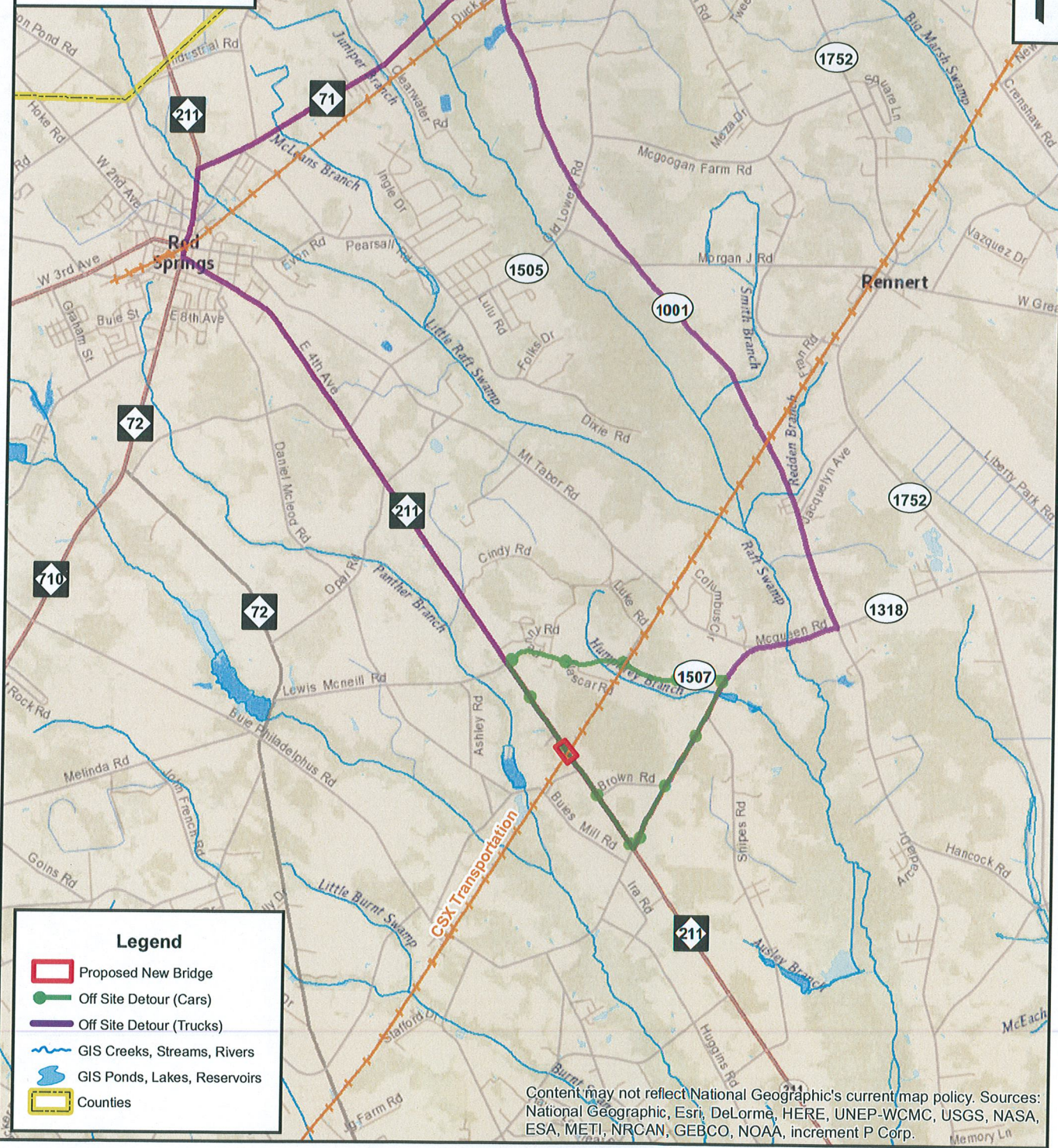
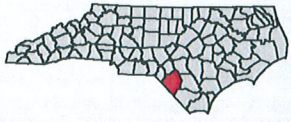
## Figures

Contents:

Figure 1: Project Vicinity Map

Figure 2: Project Aerial Map





**Legend**

- Proposed New Bridge
- Off Site Detour (Cars)
- Off Site Detour (Trucks)
- ~ GIS Creeks, Streams, Rivers
- GIS Ponds, Lakes, Reservoirs
- Counties



**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**  
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

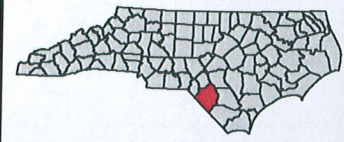
**REPLACEMENT OF BRIDGE NO. 18 ON NC 211 OVER CSX RAILROAD**

ROBESON COUNTY  
 STIP PROJECT B-4616

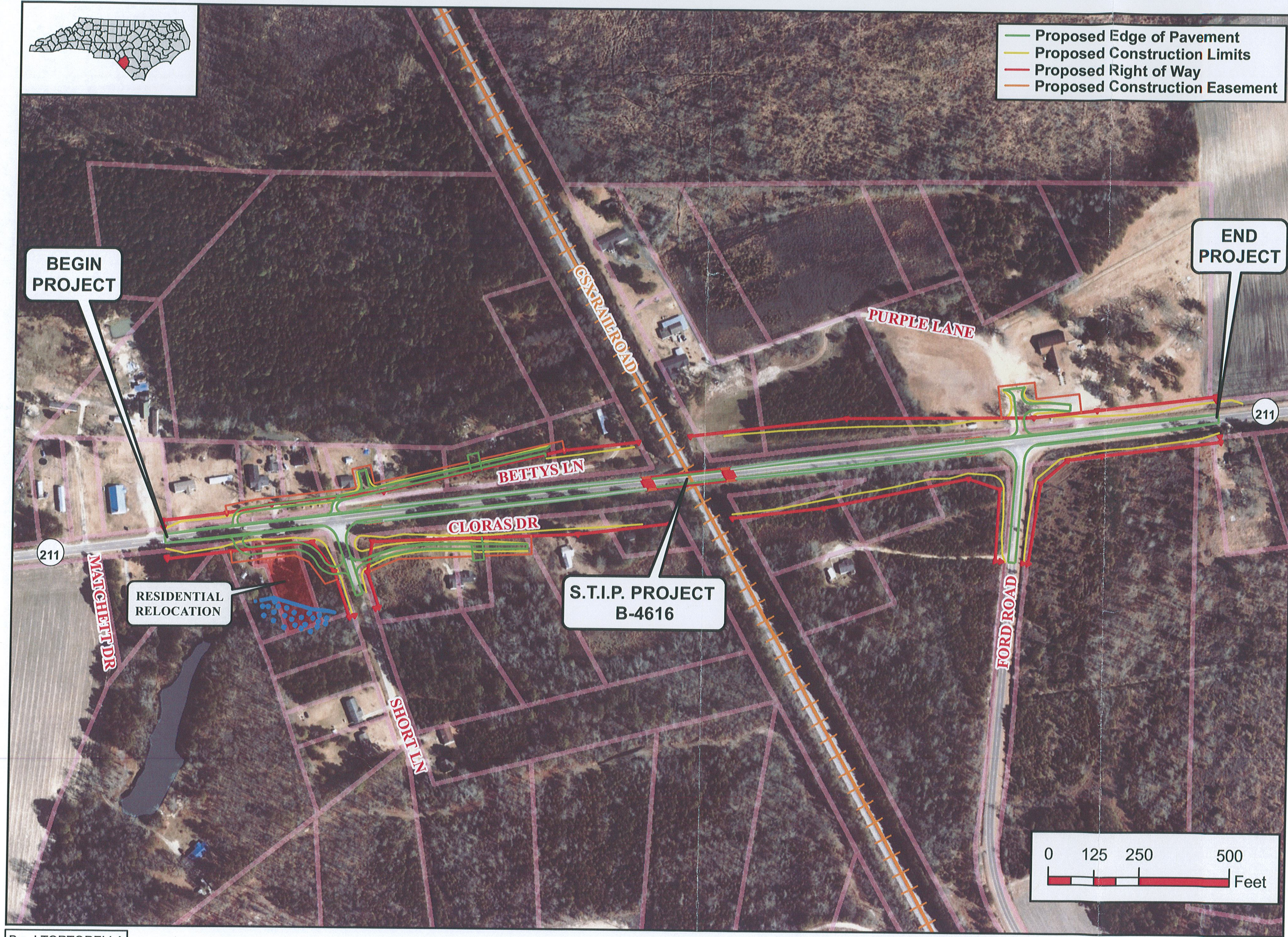
County:	ROBESON
Div:	6
STIP#B-4616	
WBS:	33798.1.1
Date:	February 2015

**Figure 1**



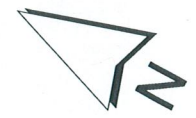


- Proposed Edge of Pavement
- Proposed Construction Limits
- Proposed Right of Way
- Proposed Construction Easement



NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

REPLACEMENT OF BRIDGE NO. 18  
ON NC 211 OVER CSX RAILROAD  
ROBESON COUNTY  
STIP PROJECT B - 4616



County: ROBESON	
Div: 6	STIP# B - 4616
WBS: 33798.1.1	
Date: FEBRUARY 2015	

**Figure**  
**2**

By: J.TORTORELLA



# Appendix B

## Reports

Contents:

Archeological Report

Historic Architecture

Relocation Report



North Carolina Department of Cultural Resources  
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor  
Lisbeth C. Evans, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

February 6, 2008

MEMORANDUM

TO: Tracy Walter  
Bridge Project Planning Engineer  
Project Development and Environmental Analysis Branch

FROM: Peter Sandbeck *PBS for Peter Sandbeck*

SUBJECT: Bridge18 on NC 211 over CSX Railroad, B-4616, Columbus County,  
ER 08-0110

Thank you for your letter of January 16, 2008, concerning the above project.

If there are any structures more than fifty years old on or adjacent to the project site, please send us photographs of each structure. These photographs should be keyed to a map that clearly shows the site location. If there are no buildings over fifty years old on or adjacent to the project site, please notify us of this in writing.

There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Matt Wilkerson, NCDOT  
Mary Pope Furr, NCDOT



**CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES**

Project Description: Replacement of Bridge No. 18 on NC 211 over CSX Railroad, Red Springs-Buie vic.

On April 7, 2008, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (SHPO)
- Other

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the property identified as **(List Attached)** is considered not eligible for the National Register and no further evaluation of it is necessary. *Properties 1-4*
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. *(Attach any notes or documents as needed)*  
*Pantherlord Presb. Cemetery - no staging on this site*

Signed:

*Penne Sandbeck*  
Representative, NCDOT

*April 7, 2008*  
Date

FHWA, for the Division Administrator, or other Federal Agency

Date

Representative, HPO

Date

*Renee Michell-Easley*  
State Historic Preservation Officer

*4-7-08*  
Date



# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM


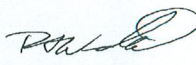
E.I.S.       CORRIDOR       DESIGN

WBS ELEMENT:	33798.1.1	COUNTY	Roberson	Alternate	of	Alternate
T.I.P. No.:	B-4616					
DESCRIPTION OF PROJECT:	Grading, Drainage, Paving and Structure					

ESTIMATED DISPLACED					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	2	2	4	4	2	1	1	0	0	
Businesses	0	0	0	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners		Tenants		For Sale	
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	0
					20-40M	0	150-250	0	20-40M	0
					40-70M	1	250-400	2	40-70M	0
					70-100M	1	400-600	0	70-100M	15+
					100 UP	0	600 UP	0	100 UP	0
					<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>15+</b>	<b>20+</b>

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
X		1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
	X	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
	X	6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? <b>18 Months</b>

REMARKS (Respond by number)	
3.	The business services available to the relocates before the project will be also available after the project.
8.	Septic Systems for two mobile homes will likely be affected by the project. The tenants of these mobile homes appear to be low income and the family makeup is undetermined at this time. DSS requirements may necessitate last resort housing.
11.	Public and subsidized housing is available in Red Spings, NC. There are also housing programs under the auspices of North Carolina Indian Housing.
6 & 12.	I contacted Grantham Real Estate (910-843-4771) and inquired about the availability of housing for sale and for rent. Per Ms. Grantham, there is an adequate stock of housing for rent and for sale at varying price ranges.
14.	No businesses are being displaced.

 R. A. Marshall Right of Way Agent	26 Feb 15 Date	 Relocation Coordinator	3/13/15 Date
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