

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-4626
WBS Element	38443.1.FS1
Federal Project No.	BRNHP-0049(33)

A. Project Description:

NCDOT proposes to replace the existing superstructure with a wider superstructure on bridge 790003 on NC 8/NC 49 over Yadkin River and Winston-Salem Southbound railroad in Rowan, Davidson, and Stanly Counties. Substructure bent cap retrofitting will be required to accommodate the new superstructure. The project would also apply deck preservation treatment to the parallel bridge 790008. See attached project location map.

B. Description of Need and Purpose:

The need of the proposed project is to improve public safety by replacing the structurally deficient, functionally obsolete, and fracture critical bridge (Rowan County Bridge No. 3) from the state's transportation infrastructure.

The purpose of the project is to construct a new structure that meets current NCDOT bridge design standards.

C. Categorical Exclusion Action Classification: (Check one)

- TYPE I A
- TYPE I B
- TYPE II A
- TYPE II B

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:

Detour: The division has determined that an onsite detour on the southbound bridge will be acceptable. The detour will utilize existing transition points at each end of the four-lane divided roadway to shift traffic. Minor widening will be necessary along the southbound lanes to accommodate the lane shift and the left turn lane to Tuckertown Road. The minor widening will occur within the existing median. These lane modifications will be temporary to support the on-site detour for the duration of construction. The additional pavement will

be left in place following construction and the lanes re-striped, resulting in wider paved shoulders in these locations.

Design Issues:

- Traffic
 - Current/Let (2020): 6,800 vehicles per day (vpd)
 - Design Year (2040): 8,100 vpd
- Design speed – 60 mph
- Design exceptions – None
- Typical Section
 - Roadway: 2-12-foot travel lanes with 8-foot usable outside shoulders with 4-foot full-depth paved, and 6-foot usable inside shoulders with 2-foot full-depth paved.
 - Bridge: 2-12-foot lanes, 8-foot outside shoulder, 4-foot inside shoulder (i.e., 36 feet clear roadway).

Public Involvement: A project announcement newsletter was sent to property owners on NC 8/NC 49 within the project study area and to local officials in the surrounding communities in August 2017. NCDOT did not receive responses or comments as a result of the distribution.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>				
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>				
If any of questions 1-7 are marked “yes” then the CE will require FHWA approval.			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.

<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input 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

For the following, please see Section H. for associated project commitments.

Question 8 – Habitat for the Northern long-eared bat (NLEB) is listed as present in Davidson, Rowan, and Stanly Counties, though the nearest NLEB hibernacula record is 99 miles northwest of the project and no known NLEB roost trees occur within 150 feet of the project area. NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule.

NCDOT will complete survey for the Schweinitz's sunflower prior to construction let.

Question 10 – The Tuckertown Reservoir (Yadkin River) in the project area is classified Water Supply IV (WS-IV), Class B waters. The Tuckertown Reservoir in the project area is also classified as a Critical Area. The Tuckertown Reservoir (Yadkin River) is listed as impaired from the mouth of Cabin Creek to Badin Lake for pH in the 2014 Final 303(d) list. This area encompasses the project area.

Question 13 – The Tuckertown Reservoir is a FERC regulated facility with the owner listed as Alcoa (Aluminum Company of America). Alcoa sold the Yadkin Project to Cube Hydro Carolinas on February 1, 2017. An easement agreement was made between NCDOT and Aluminum Company of America on August 6, 1998 but does not cover the entire study area for the current project and will need to be updated by NCDOT.

Question 14 – The Rowan County Bridge No. 3 was recorded by the NCDOT Historic Bridge Inventory in 2005 and determined eligible for the National Register of Historic Places (NRHP) under Criterion C for the construction technique employed (i.e., welded steel girders). The State Historic Preservation Office (SHPO), FHWA, and NCDOT concurred on May 24, 2017 that the project would result in an adverse effect to the bridge. A Memorandum of Agreement (MOA) was signed by the Section 106 consulting parties that stipulates the mitigation

measures NCDOT will take for this project. The consulting parties have agreed to complete photodocumentation of the Rowan County Bridge No. 3, photodocumentation of the bridges demolition, and the development and implementation of content to feature on the NCDOT Historic Bridges of North Carolina website.

Question 16 - Rowan County is a participant in the National Flood Insurance Program, which is administered by the Federal Emergency Management Agency (FEMA). The effective FEMA floodplain mapping indicates that this crossing of the Yadkin River is located within a limited detailed study. The Flood Insurance Rate Map (FIRM) shows the approximate limits of the 100-year floodplain in the vicinity of the project.

Question 28 – The project will result in the Section 4(f) use of the NRHP eligible Rowan County Bridge No. 3. A Nationwide Section 4(f) Evaluation and Approval for Federally Aided Highway Projects That Necessitate the Use of Historic Bridges has been completed for STIP B-4626 and is included in the project file. The programmatic Section 4(f) evaluation was approved by FHWA 4/13/ 2018. The Section 4(f) Evaluation and supplemental information is included in the project file.

Question 30 - Farmland Protection Policy Act (FPPA) eligible soils are present within the Stanly County portion of the study area. A preliminary screening of farmland conversion impacts in the project area has been completed (NRCS Form AD-1006, Part VI only) and a total score of 52 out of 160 points was calculated.

H. Project Commitments

**Rowan, Davidson, and Stanly Counties
Rowan Bridge No. 3 Replacement
Federal Aid No.: BRNHP-0049(33)
WBS No.: 38443.1.FS1
TIP No.: B-4626**

Section 106

NCDOT will meet the stipulations of the attached Memorandum of Agreement (MOA) for the adverse effect to the historic bridge, including photodocumentation of the Rowan County Bridge No. 3, photodocumentation of the bridges demolition, and the development and implementation of content to feature on the NCDOT Historic Bridges of North Carolina website.

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).

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.

FERC Coordination

NCDOT will continue to coordinate with Cube Hydro Carolinas, the current FERC licensee for the Yadkin Project, through the course of project development. NCDOT will prepare the applicable FERC license and prepare an amended easement agreement, as necessary.

Impaired Waters

NCDOT's *Best Management Practices for Protection of Surface Waters* will be followed throughout the design and construction of the project.

Erosion Control

Since the Yadkin River (Tuckertown Reservoir) is classified as WS-IV, B;CA (Critical Area) waters, the Erosion Control plans will have to adhere to the Design Standards in Sensitive Watersheds.

Railroad Coordination

The Division will coordinate with NCDOT Rail Unit and CSX through the design and construction of the project.

Schweinitz's Sunflower

A complete survey for the Schweinitz's sunflower will be conducted prior to construction let.

Northern long-eared bat

NCDOT has committed to the following conservation measures: No alterations of a known hibernacula entrance or interior environment if it impairs an essential behavioral pattern, including sheltering northern long-eared bats (January 1 through December 31); no tree removal within a 0.25 mile radius of a known hibernacula (January 1 through December 31); and no cutting or destroying a known, occupied maternity roost tree, or any other trees within a 150-foot radius from the known, occupied maternity tree during the period from June 1 through and including July 31.

NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule.

I. Categorical Exclusion Approval

STIP Project No. B-4626
WBS Element 38443.1.FS1
Federal Project No. BRNHP-0049(33)

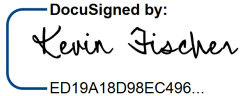
Prepared By:

4/13/2018
Date 
Adam Archual, Transportation Planner
HNTB/ North Carolina, P.C.

Prepared For:

North Carolina Department of Transportation
Structures Management Unit

Reviewed By:

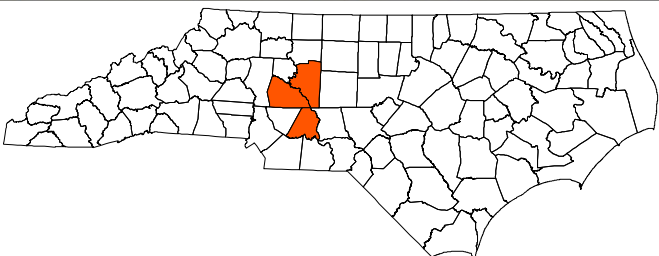
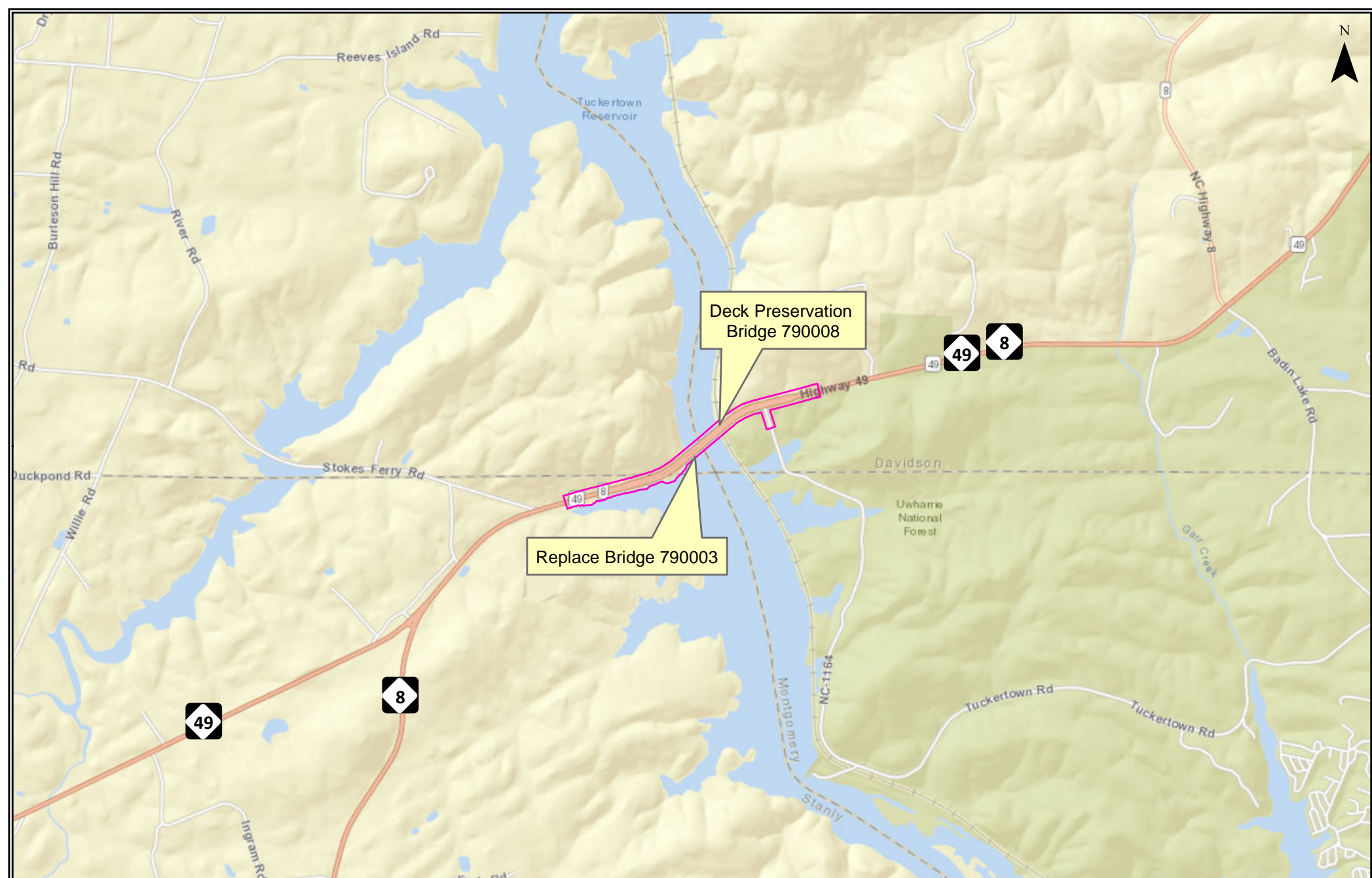
5/10/2018
Date 
Kevin Fischer, P.E., Assistant State Structures Engineer – Program
Management and Field Operations, Structures Management Unit
North Carolina Department of Transportation

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

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

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

Date John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration



Legend

B-4626 Study Area

0 0.5 1 Miles

Sources: ESRI, NCDOT, HNTB North Carolina, PC.
Credit: HNTB North Carolina PC, 2018

Project Location Map
NCDOT STIP Project B-4626
 Replace Bridge 790003 and Apply Deck Preservation
 Treatment to Bridge 790008 Over Yadkin River and
 Winston-Salem Southbound Railroad.
 Rowan, Davidson, and Stanly Counties

Summary and Approval

The project meets all criteria included in the programmatic 4(f) evaluation approved on July 5, 1983.

All required alternatives have been evaluated and the findings made are clearly applicable to this project.

There are no feasible and prudent alternatives to the use of the historic bridge. The project includes all possible planning to minimize harm, and there are assurances that the measures to minimize harm will be incorporated in the project.

All appropriate coordination has been successfully completed.

Approved:

4/2/2018

Date

DocuSigned by:
Kevin Fischer

ED19A10B90EC490...

Manager, Structures Management Unit, NCDOT

4/13/2018

Date

for

Division Administrator, FHWA

JOSEPH PAUL GEIGLE

Digitally signed by JOSEPH PAUL GEIGLE
DN: c=US, o=U.S. Government, ou=FWHA
FHWA Raleigh NC, ou=DOT FHWA Raleigh NC, cn=JOSEPH
PAUL GEIGLE
Date: 2018.04.13 10:02:49 -04'00'

* Additional information is required prior to approval. Consult the Nationwide Section 4(f) evaluation.

Explanation of Effects Determination: Proposed project will retain the substructure (piers) of the existing bridge and replace its superstructure and deck, necessitating removal of the welded steel elements that define its NR eligibility.

List of Environmental Commitments:

Photodocumentation of existing structure/surrounds.
Install kiosks at boat ramp and scenic overlook with account of ferry and crossing.

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): ---

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

Vanessa C. Patrick

NCDOT Architectural Historian

24 May 2017

Date

Renee Hedrick-Easley

State Historic Preservation Office Representative

5.24.17

Date

Michael C. Davis

Federal Agency Representative

5/24/17

Date

B-4626, Davidson, Rowan, Stanly Counties
Tracking No. 15-02-0049

AGREE:

Joseph P. Deigle 26 March 2018

for John F. Sullivan III, P.E. Date
North Carolina Division Administrator
Federal Highway Administration

Kevin Cherry 3/26/2018

Kevin Cherry, Ph.D. Date
North Carolina State Historic Preservation Officer
North Carolina Department of Cultural Resources

Philip S. Harris III 04/12/2018

Philip S. Harris III, P.E., C.P.M. Date
Environmental Analysis Unit Head
North Carolina Department of Transportation

FILED:

By: _____ Date
Advisory Council on Historic Preservation

An examination of soils in Davidson County presented on the National Resources Conservation Service Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>) indicates the following soil types are mapped within the proposed APE: Georgeville silt loam, 4 to 15 percent slopes, extremely boulder (GmD); and Georgeville silt loam, 15 to 45 percent slopes, extremely boulder (GmF). For the portion of the APE within Rowan County, the following soils are mapped: Badin channery silt loam, 15 to 30 percent slopes (BaD); and Uwharrie loam, 15 to 45 percent slopes, very stony (UhE). For the portion of the proposed APE that falls within Stanly County, the following soil types are mapped: Badin channery silt loam, 8 to 15 percent slopes (BaD); Goldston very channery silt loam, 15 to 45 percent slopes (GoF).

No further archaeological investigations are required for the project within the area established as the current APE. Should the project expand outside the archaeological APE, as defined herein, further consultation will be necessary.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

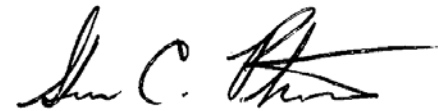
As noted above, the revised APE is narrower in most places than the original APE when an archaeological reconnaissance was recommended. Since the majority of the new APE is contained within the severely disturbed ROW, it is unlikely that NRHP-eligible archaeological resources will be located within these areas. Additionally, the proposed locations for new ROW and utility easements are located in areas that are dramatically sloped and are also unlikely to contain NRHP-eligible archaeological resources.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Other: soil map; preliminary design.

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

March 14, 2017

Date