CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	**B-4814**
W.B.S. No.	**38584.1.2**
Federal Project No.	**BRZ-1233(6)**

A. Project Description:

The proposed project will replace three bridges in Sampson County. Bridge Nos. 102, 103, and 104 all carry SR 1233 (Autryville Road) over the three channels of Little Coharie Creek. These three bridges are within less than 300 feet of each other. Each of the three structures will be replaced with a bridge. In addition, minor pavement and shoulder widening will be performed along SR 1233 within the project limits.

The proposed project is included in the federally-approved 2012-2018 North Carolina State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for fiscal years 2016 and 2017, respectively, in the state-approved 2016-2025 STIP.

The total cost for the project included in the 2016-2025 STIP is $1,933,000. This total includes $210,000 for right of way acquisition, $23,000 for utility relocations and $1,700,000 for construction.

The current total cost for the project is $1,763,000. This includes $23,000 for right of way acquisition, $40,000 for wetland and stream mitigation and $1,723,000 for construction.

The proposed project will extend from approximately 230 feet west of the new Bridge No. 102 to approximately 118 feet east of the new Bridge No. 104, a distance of approximately 1,125 feet.

The proposed new structures will each have 27 feet – 10 inches clear roadway width. The replacement for Bridge No. 102 will be 70 feet long, the replacement for Bridge No.103 will be 80 feet long and the replacement for Bridge No. 104 will be 80 feet long. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structures will be approximately the same as the existing structures.

SR 1233 within the project limits will be widened to a 22-foot pavement width providing two 11-foot lanes. Six-foot shoulders, 2 feet paved and 4 feet grass, will be provided on each side (9-foot shoulders where guardrail is required). The roadway will be designed as a Minor Collector using Subregional Tier guidelines with a 60 mile per hour design speed.

Traffic will be detoured offsite (see Figure 1) during the construction period. The offsite detour route (from west to east) is SR 1002 (Dunn Road), SR 1409 (Old Salemburg Road), NC 242 back to SR 1233 (Autryville Road). The majority of traffic on the road is through traffic. The detour for the average road user would result in 14 minutes additional travel time (7 miles additional travel). Up to a 6 month duration of construction is expected on this project.

B. Purpose and Need:

The purpose of the proposed project is to replace three deficient bridges carrying SR 1233 (Autryville Road) over Little Coharie Creek in Sampson County.

The existing westernmost bridge (Bridge No. 102) is 36 feet long. The existing middle bridge (Bridge No. 103) and existing easternmost bridge (Bridge No. 104) are each 53 feet long. All three existing bridges have a 24-foot clear roadway width. All three bridges were built in 1950. All three bridges have timber caps and piles, with concrete decks on timber joists.

NCDOT Bridge Management Unit records indicate the following:

Bridge No. 102 has a sufficiency rating of 47.67 out of a possible 100. Bridge No. 103 has a sufficiency rating of 41.92 out of a possible 100.

Bridge No. 104 has a sufficiency rating of 15.11 out of a possible 100. The bridge is considered structurally deficient due to superstructure condition appraisal of 5 and a substructure condition appraisal of 4, each out of possible 9. The superstructure and substructure of the bridges have timber elements that are 65 years old. Timber components have a typical life expectancy of between 40 to 50 years due to the natural deterioration rate of wood. Rehabilitation of a timber structure is generally practical only when a few elements are damaged or prematurely deteriorated. However, past a certain degree of deterioration, most timber elements become impractical to maintain and upon eligibility are programmed for replacement. The timber components are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities; therefore the bridges are approaching the end of their useful life.

The bridges carried 1,700 vehicles per day in the year 2012 and 2,700 vehicles per day are projected for the future (year 2035). The substandard deck width is becoming increasingly unacceptable and replacement of the bridges will result in safer traffic operations.

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:

See attached list of project commitments.

It is expected a Section 404 of the Clean Water Act Nationwide Permit 23 will likely be required from the US Army Corps of Engineers. The Corps of Engineers holds the final discretion as to what permit will be required for the project. If a Section 404 permit is required, then a Section 401 Water Quality Certification from the NC Division of Water Resources will also be required.

Sampson County is a participant in the National Flood Insurance Regular Program. Little Coharie Creek is included in a limited detailed flood study. The Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, the Division will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

Other than the concrete deck, the three bridges are constructed of timber and it should be possible to remove them with no resulting debris in the water based on standard demolition practices.

E. Threshold Criteria

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

ECOLOGICAL		YES	NO
(1)	Will the project have a substantial impact on any unique or important natural resource?		X
(2)	Does the project involve habitat where federally listed endangered or threatened species may occur?	X	
(3)	Will the project affect anadramous fish?		X
(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?		X
(5)	Will the project require the use of U. S. Forest Service lands?		X
(6)	Will the quality of adjacent water resources be adversely impacted by proposed construction activities?		X
(7)	Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)?		X
(8)	Will the project require fill in waters of the United States in any of the designated mountain trout counties?		X
(9)	Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?		X

PERMITS AND COORDINATION		YES	NO
(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)?		N/A
(11)	Does the project involve Coastal Barrier Resources Act resources?		X
(12)	Will a U. S. Coast Guard permit be required?		X

(13)	Could the project result in the modification of any existing regulatory floodway?		X
(14)	Will the project require any stream relocations or channel changes?		X

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES		YES	NO
(15)	Will the project induce substantial impacts to planned growth or land use for the area?		X
(16)	Will the project require the relocation of any family or business?		X
(17)	Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?		X
(18)	If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	X	
(19)	Will the project involve any changes in access control?		X
(20)	Will the project substantially alter the usefulness and/or land use of adjacent property?		X
(21)	Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?		X
(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)?	X	
(23)	Is the project anticipated to cause an increase in traffic volumes?		X
(24)	Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	X	
(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?	X	

(26)	Is there substantial controversy on social, economic, or environmental grounds concerning the project?		X
(27)	Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	X	
(28)	Will the project have an "effect" on structures / properties eligible for or listed on the National Register of Historic Places?		X
(29)	Will the project affect any archaeological remains which are important to history or pre-history?		X
(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

The US Fish and Wildlife Service has developed a 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. The programmatic determination for NLEB for the NCDOT program is “May Affect, Likely to Adversely Affect”. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Sampson County, where TIP B-4814 is located.

Response to Question 4

The proposed project will affect approximately 1.05 acre of wetlands. These impacts include wetlands within 25 feet of proposed slope stakes. Actual project impacts on wetlands may be less. NCDOT will investigate potential minimization measures and on-site stream and wetland mitigation opportunities during the design process. A nationwide permit is anticipated.

G. CE Approval

TIP Project No.	**B-4814**
W.B.S. No.	**38584.1.2**
Federal Project No.	**BRZ-1233(6)**

Project Description:

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Categorical Exclusion Action Classification:

	TYPE II(A)
X	TYPE II(B)

Approved:

6-24-15
Date

Project Development Unit Head
Project Development & Environmental Analysis Unit

6/24/15
Date

Project Engineer
Project Development & Environmental Analysis Unit

6/24/15
Date

Project Planning Engineer
Project Development & Environmental Analysis Unit

6/23/15
Date

for Division Administrator
Federal Highway Administration

PROJECT COMMITMENTS

Sampson County
Bridge Nos. 102, 103, and 104
SR 1233(Autryville Road)
Over Little Coharie Creek
Federal Aid Project No. BRZ-1233(4)
W.B.S. No. 38584.1.1
T.I.P. No. B-4814

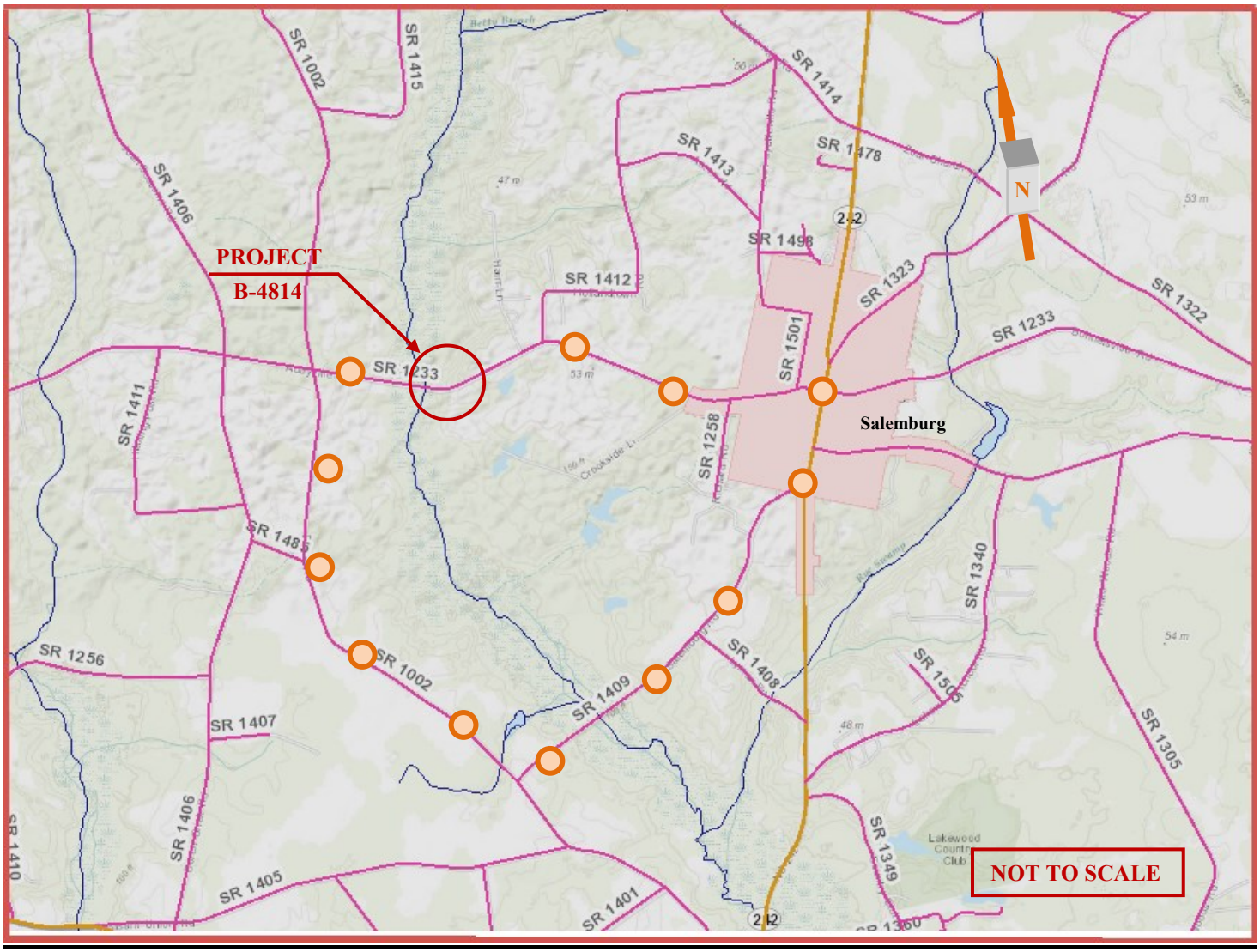
Division Three Construction, Resident Engineer's Office – Offsite Detour
In order to have time to adequately reroute school busses, Sampson County Schools will be contacted at least one month prior to road closure.

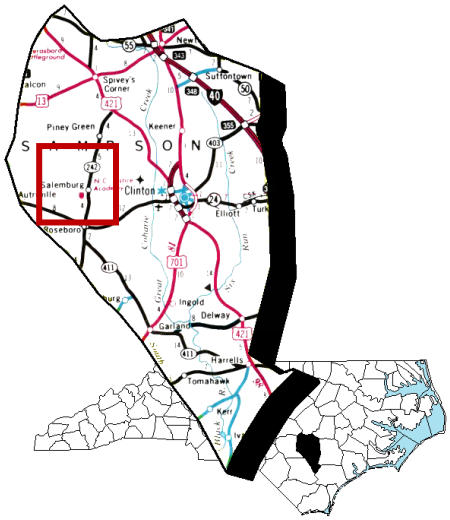
Sampson County Emergency Services will be contacted at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

The Town of Salemburg will be contacted at least one month prior to road closure.

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).

Division Construction – 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.





North Carolina Department of transportation
Division of Highways
PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS UNIT

SAMPSON COUNTY
Replace Bridge Nos. 102, 103 and 104 on SR 1233
OVER LITTLE COHARIE CREEK
B-4814

Figure 1

SAMPSON COUNTY
Replace Bridge Nos. 102, 103 and 104 on SR 1233
OVER LITTLE COHARIE CREEK

B-4814

NOT TO SCALE