

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<u>B-4916</u>
WBS Element	<u>40089.1.2</u>
Federal Project No.	<u>BRNHS-0013(27)</u>

- A. Project Description: The proposed project involves replacement of Bridge No. 57 on US 13 over Quioccosion Swamp in Bertie County (see Vicinity Map). The proposed project is included in the 2016-2025 North Carolina State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for federal fiscal years 2019 and 2020, respectively, in the draft 2017-2027 STIP.

Bridge No. 57 will be replaced on the existing alignment. The replacement structure will be approximately 80 feet long with a clear roadway width of 40 feet. The bridge will include two 12-foot lanes and eight-foot offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure. The roadway work will extend approximately 370 feet from the southern end and 350 feet from the northern end of the proposed bridge. The approach roadway will consist of two 12-foot lanes with eight-foot shoulders (11 feet with guardrail). The existing right-of-way is 60 feet and the proposed right-of-way for this project is 100 feet.

Traffic will be maintained using an on-site detour during construction. A temporary two-lane bridge will be built to the east of the existing bridge.

The cost estimate for the project included in the draft 2017-2027 STIP is \$990,000. Of this total, \$90,000 is estimated for right-of-way acquisition and \$900,000 is estimated for construction.

Current cost estimates for the project are as follows:

Construction:	\$1,600,000
Right of way acquisition:	\$42,040
Utility relocation:	\$102,016
Total:	\$1,744,056

- B. Description of Need and Purpose: The purpose of the proposed project is to replace a deficient bridge.

US 13 is one of a few arterial roadways in Bertie County. It serves a wide variety of users including trucks, school buses, and emergency vehicles. Bridge No. 57 was built in 1930 and is approaching the end of its useful life. The bridge is 43 feet long with a clear roadway width of approximately 30 feet. Bridge No. 57 has a sufficiency rating of 48.26 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to a deck condition rating of 4 out of a possible 9. The structure has no posted weight limit on it.

Replacement of the bridge will result in safer traffic operations and a more durable structure at this location.

C. Categorical Exclusion Action Classification: (Check one)

TYPE I

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 Traffic:

Year 2015:	3,700 vpd
Year 2040:	5,400 vpd
TTST	6%
Dual	11%

Crashes

Yearly Totals Summary reported on March 5, 2015:

<u>Total</u>	<u>Type of Accident</u>
2	Property Damage Only Accidents

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

Anticipated Permit or Consultation Requirements: The proposed project will affect approximately 0.6 acre of wetlands. A Nationwide Permit (NWP) 23 and Section 401 Water Quality Certification will likely be required for impacts to "Waters of the United States" resulting from this project. An NWP 33 may also be applicable due to temporary construction activities such as stream dewatering.

Environmental Commitments: The list of project commitments is located at the end of this document.

Bridge Demolition: The existing bridge is constructed with a concrete deck on steel I-beams. The replacement and demolition of this type of structure may result in debris in the water based on standard demolition practices. NCDOT will monitor any demolition activities for public safety and will also ensure that demolition process is in compliance with environmental regulations.

Pedestrian and Bicycle Accommodations: US 13 is not part of a designated bicycle route nor is a bicycle project listed in the STIP along the roadway. There are no sidewalks along the project. No temporary bicycle or pedestrian accommodations are required for this project.

Public Involvement: A landowner notification letter was sent to all property owners affected directly by this project, and property owners were invited to comment. No comments have been received to date. A newsletter discussing the proposed project will be sent to property owners six months in advance of right of way acquisition.

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 US 13.

Rehabilitation – The existing bridge consists of a concrete deck and steel beams on timber piles with concrete caps. It was constructed in 1930 and the steel beams and timber piles within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the steel and timber components which would constitute effectively replacing the bridge.

Detour – Traffic will be maintained using an on-site detour during construction. An available alternative route of approximately 11 miles exists, and can be used as an off-site detour (NC 42, SR 1315 (Sally Freeman Road), SR 1313 (Cremo Road)).

Staged Construction – Staged construction was not considered because of the availability of an acceptable on-site detour.

New Alignment – Given that the alignment for US 13 is acceptable, a new alignment was not considered as an alternative.

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 type="checkbox"/>	<input checked="" 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"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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

Question 8: 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 NLEB 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 in Divisions 1-8 is "May Affect, Likely to Adversely Affect." The PBO will provide 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 Bertie County.

Question 16: Bertie County is a participant in the National Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). The effective FEMA floodplain mapping indicates the subject crossing is located within a flood hazard zone designated as Zone AE, where 100-year base flood elevations were established in a "Limited Detail Study". It is anticipated a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) will be required for this project. 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 located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Question 30: An area with prime and important farmland soils is located north of the existing bridge. The proposed temporary detour may result in temporary impacts to this area, but no permanent impacts to prime and important farmland soils is expected with the proposed project.

H. Project Commitments

**Bertie County
Bridge No. 57 on US 13
Over Quioccosion Swamp
WBS No. 40089.1.2
Federal Aid Project BRNHS-0013 (27)
STIP Project B-4916**

Division One Construction

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 located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Hydraulics Unit

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).

I. Categorical Exclusion Approval

STIP Project No. B-4916
WBS Element 40089.1.2
Federal Project No. BRNHS-0013(27)

Prepared By:

6/19/2017
Date

DocuSigned by:
Dewayne Sykes
7AB1E75A70BE4E5
Dewayne L. Sykes, PE, Consultant Project Manager
KCI Associates of North Carolina

Prepared For:

Project Development and Environmental Analysis Unit
North Carolina Department of Transportation

Reviewed By:

6/19/2017
Date

DocuSigned by:
Kim L. Gillespie, PE
E91A3A8EE2574EE
Kim L. Gillespie, PE Project Planning Engineer
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

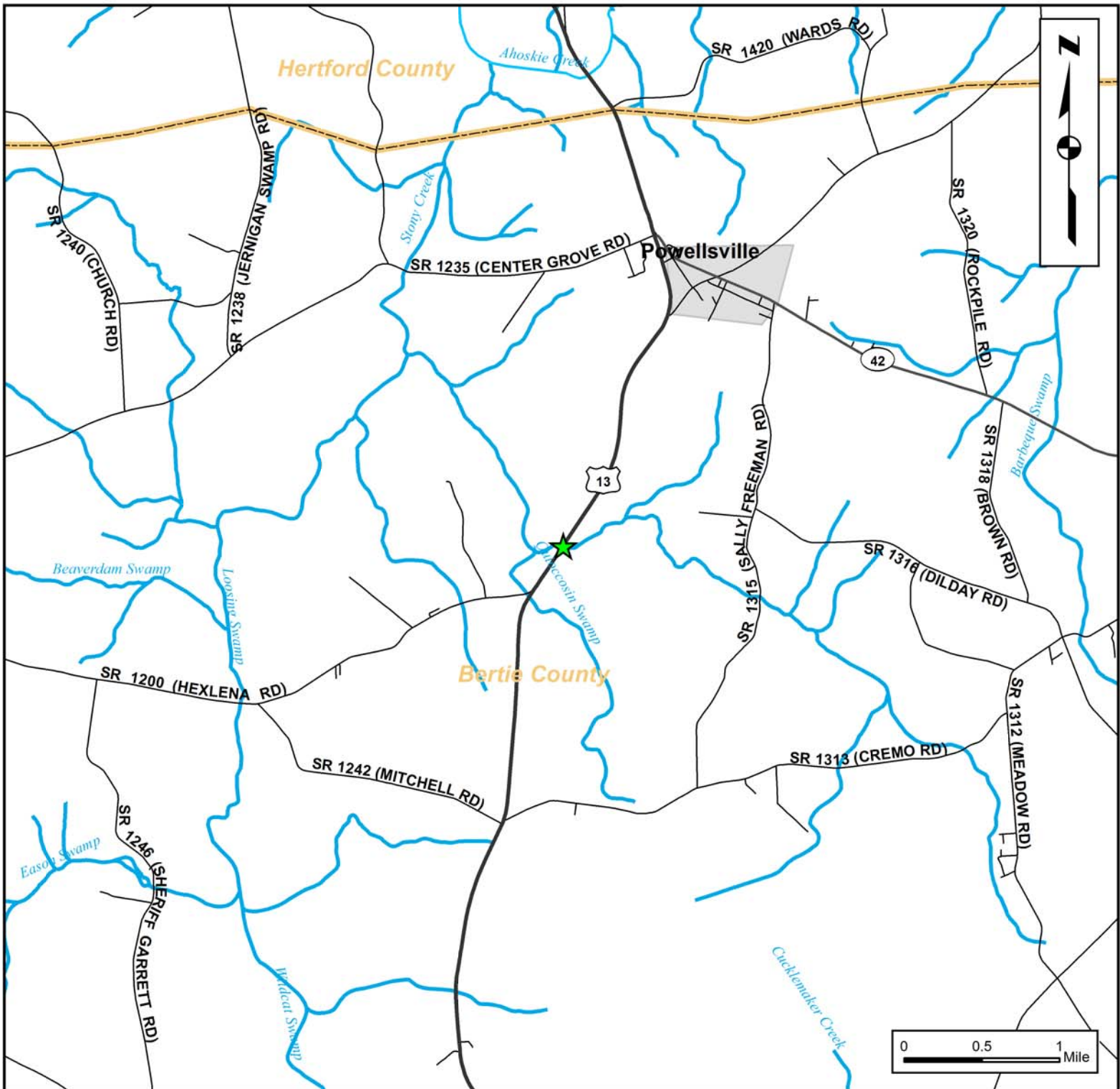
If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

6/19/2017
Date

DocuSigned by:
James McInnis, Jr.
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James McInnis, Jr., PE, Project Engineer
North Carolina Department of Transportation

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

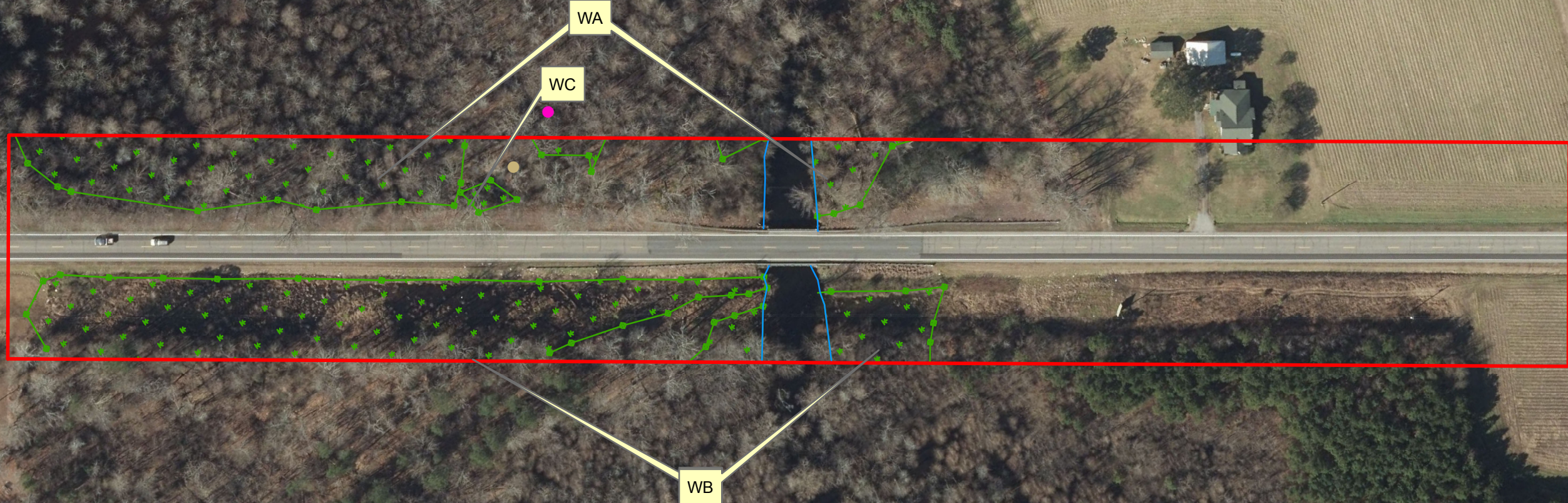
N/A
Date John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT

**BERTIE COUNTY
REPLACE BRIDGE NO. 57
ON US 13 OVER QUIOCCOSION SWAMP
TIP PROJECT B-4916**

VICINITY MAP



B-4916 Jurisdictional Resources

- Study Area
- Upland Form
- Wetland Form
- Jurisdictional Streams
- Jurisdictional Wetlands

B-4916
Bertie
County
Powellville Quad

Figure 2

0 20 40 80 Feet