# CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

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|---|---|
| TIP Project No | **B-4964** |
| W.B.S. No | **40242.1.1** |
| Federal Project No. | **BRSTP-2600(1)** |

A. Project Description:

The purpose of this project is to replace Rockingham County Bridge Number 85, on SR 2600 (Mizpah Church Road), which crosses over two tracks of Norfolk Southern Railroad. Bridge No. 85 is 141 feet long. The replacement structure will be a bridge approximately 154 feet in length. The length is subject to change pending coordination with the railroad. The bridge will provide a minimum 28 foot clear deck width. The bridge will include two 11 foot lanes and 3 foot offset on each side. The new bridge will be longer to accommodate a new additional track on the west side of the existing tracks. A minimum of 23 feet vertical clearance will be maintained over the railroad

The approach roadway will extend approximately 580 feet from the west end of the new bridge and 560 feet from the east end. The approaches will be a 22 foot pavement width providing two 11 feet lanes. A three-foot shoulder (Two feet paved) will be provided on both sides of the road. Shoulders will be six feet where guardrail is included. The roadway will be designed as a Rural Local Route using Sub-regional Tier Guidelines with a 50 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure1).

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 85 has a sufficiency rating of 16.77 out of a possible 100 for a new structure.

According to Federal Highway Administration standards the bridge is considered structurally deficient due to the structural condition evaluation of 3 out of 9, a superstructure rating of 3 of 9 and a substructure rating of 4 of 9.

In 2014, Bridge No. 85 is estimated to carry more than 1,250 vehicles per day with 1,500 vehicles per day projected for the future year 2035. The substandard superstructure, and substructure are unacceptable and that cannot be addressed by maintenance activities. Replacement of the bridge 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:

The estimated costs, based on 2014 prices, are as follows:

| | |
|---|---|
| Structure (bridge) | $ 482,000 |
| Roadway Approaches | $ 434,000 |
| Structure Removal | $ 49,000 |
| Misc. & Mob. | $ 206,000 |
| Eng. & Contingencies | $ 179,000 |
| Total Construction Cost | $ 1,350,000 |
| Right-of-Way Costs | $90,000 |
| Utility Relocation | $ 47,000 |
| Total Project Cost | $ 1,487,000 |

**Estimated Traffic:**

| | | |
|---|---|---|
| Year 2017 | - | 1,300 vpd |
| Year 2035 | - | 1,500 vpd |
| Dual | - | 3% |
| TTST | - | 1% |

**Accidents:** Traffic Engineering has analyzed accidents along SR 2600 for 500feet on each side of the existing structure. For a recent five-year period, one crash was reported at this location. From the analysis, there does not appear to be identifiable crash patterns or obvious safety hazards near the structure.

**Design Exceptions:** Design exceptions are not anticipated.

**Pedestrian and Bicycle Accommodations:** There is little to no pedestrian or bicycle activity in the vicinity of the bridge. No special consideration needs to be provided.

**Bridge Demolition:** Bridge No. 85 crosses the Norfolk Southern Railway's (NS) Mainline. The line carries approximately 30 freight trains and 2 passenger trains per day operating at speeds up to 79 mph. The removal of the existing bridge will be performed in a manner that prevents debris from falling onto existing tracks.

**Alternatives Discussion:**

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

**Rehabilitation –** The bridge was constructed in 1952 and is reaching the end of its useful life. Rehabilitation would not solve the problem of structural deficiency.

**Offsite Detour vs Onsite Detour –** Bridge No. 85 will be replaced on the existing alignment. The majority of traffic on the road is through traffic. During the construction period, traffic will be detoured offsite (see Figure 1). 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 majority of traffic on the road is through traffic. The detour for the average road user would result in 3 minutes additional travel time (0.9 miles additional travel). The offsite detour would include SR 2600, BUS US 29, SR 2660 and back to SR 2600. A twelve month duration of construction is expected on this project.

Division 7 concurs with the use of the offsite detour. The condition of detour roads and intersections are acceptable without improvement.

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

**New Alignment** – Given that the alignment for SR 2600 is acceptable and higher impacts will result from a new alignment and an onsite detour, this alternative was eliminated from further consideration.

**Agency Coordination and Comments:**

**N.C. Division of Water Quality**
DWQ provided standard comments and requests that are normal to bridge replacement projects.

**Response:** DOT will take all-appropriate measures to ensure that if present the water quality standards are met and designated uses are not degraded or lost.

**Corps of Engineers**
The Corps indicated that they are unable to verify the project's possible impact on streams and /or wetlands and advised that a permit authorization might be needed.

**Response:** The bridge is not over a waterway and there are no jurisdictional waters or wetlands within the project area.

**NC Wildlife Resources Commission**
WRC did not identify any environmental issues of concern. They provided standard requests that replacement be with a bridge.

**Rockingham County**

The County indicated that the bridge does not lie in any designated flood hazard are or watershed.

**Public Involvement:**
In March 2010, NCDOT sent a Newsletter to all property owners affected directly by this project. No comments have been received to date. Accordingly, a Citizen's Information Workshop was determined unnecessary.

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:**

**Smooth coneflower -- Biological Conclusion: No Effect**

Marginal habitat for smooth coneflower exists within the project study area. A survey was conducted by NCDOT biologists on May 14, 2009. No specimens were found. A review of the North Carolina Natural Heritage Program (NCNHP) database (GIS shapefiles last updated April 30, 2009; search performed May 15, 2009) revealed no known occurrences of this species within 1.0 mile of the project. The last known population in Rockingham County has been extirpated since 1994. Therefore, it is anticipated that project construction will have no effect on the smooth coneflower.

**Northern Long Eared Bat**

A US Fish and Wildlife Service proposal for listing the Northern Long-eared Bat (Myotis septentrionalis) as an Endangered species was published in the Federal Register in October 2013. The listing may become effective as soon as October 2014. Furthermore, this species is included in USFWS's current list of protected species for Rockingham County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.

G. CE Approval

| | |
|---|---|
| TIP Project No. | **B-4964** |
| W.B.S. No. | **40242.1.1** |
| Federal Project No. | **BRSTP-2600(1)** |

Project Description:

The purpose of this project is to replace Rockingham County Bridge Number 85, on SR 2600 (Mizpah Church Road), which crosses over two tracks of Norfolk Southern Railroad. Bridge No. 85 is 141 feet long. The replacement structure will be a bridge approximately 154 feet in length. The length is subject to change pending coordination with the railroad. The bridge will provide a minimum 28 foot clear deck width. The bridge will include two 11 foot lanes and 3 foot offset on each side. The new bridge will be longer to accommodate a new additional track on the west side of the existing tracks. A minimum of 23 feet vertical clearance will be maintained over the railroad

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Traffic will be detoured off-site during construction (see Figure1).

Categorical Exclusion Action Classification:

| | |
|---|---|
| | TYPE II(A) |
| **X** | TYPE II(B) |

Approved:

12-18-2014 — Date — Bridge Project Development Engineer, Project Development & Environmental Analysis Unit

12-18-14 — Date — Project Engineer, Project Development & Environmental Analysis Unit

12-18-14 — Date — Project Planning Engineer, Project Development & Environmental Analysis Unit

12/22/14 — Date — For John F. Sullivan, III, PE, Division Administrator, Federal Highway Administration

# PROJECT COMMITMENTS

**Rockingham County**
**Bridge No. 85 on SR 2600**
**over Norfolk Southern Railway (NS)**
**Federal Aid Project No. BRSTP-2600(1)**
**W.B.S. No. 40242.1.1**
**T.I.P. No. B-4964**

**Division Seven, Resident Engineer – Bridge Demolition**
Bridge No. 85 crosses the Norfolk Southern Railway's (NS) Mainline. The removal of the existing bridge will be performed in a manner that prevents debris from falling onto existing tracks.

**Division Seven, Resident Engineer – Detour**
Prior to opening the detour, the Resident Engineer shall coordinate with the following Rockingham County agencies;

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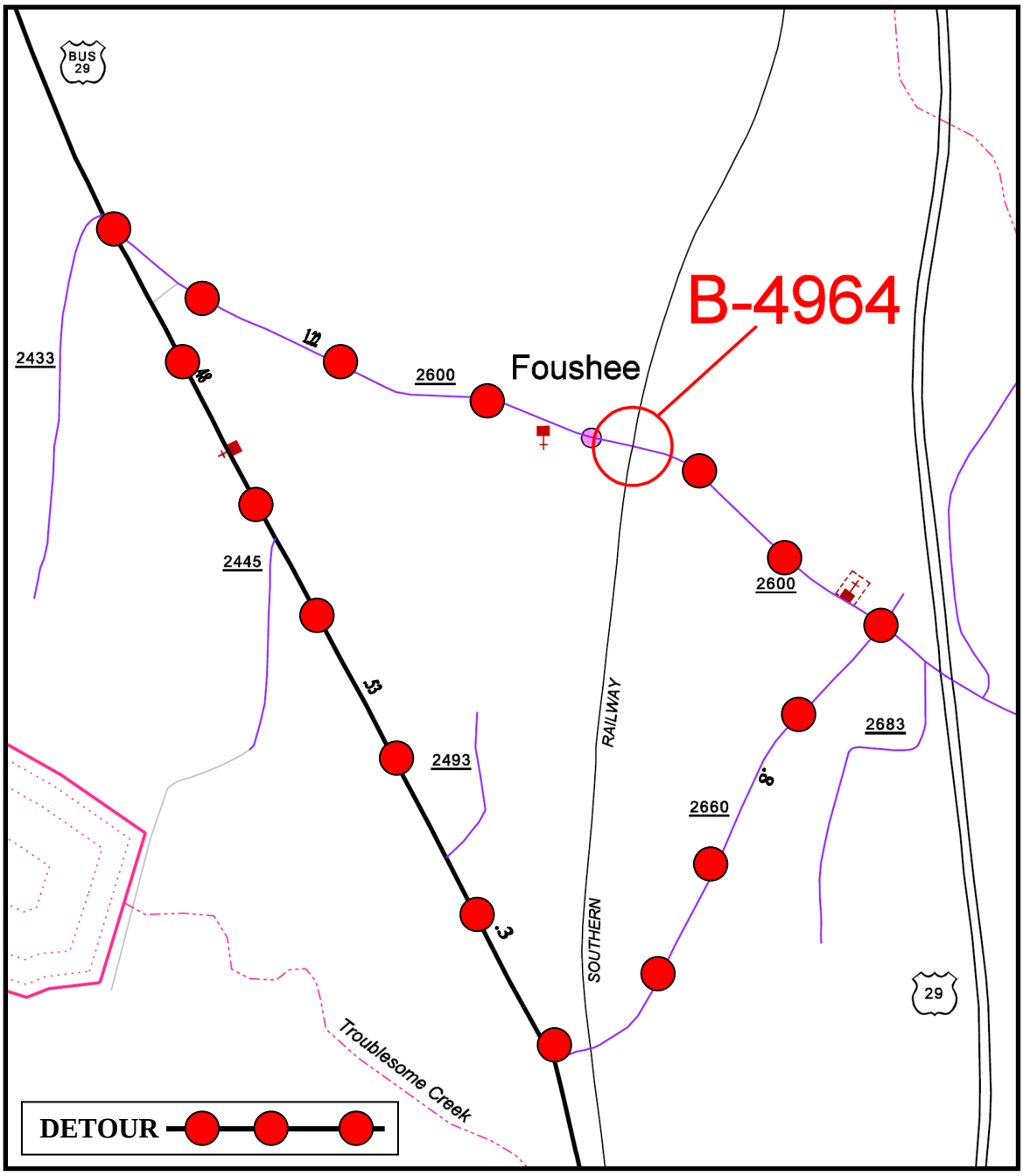
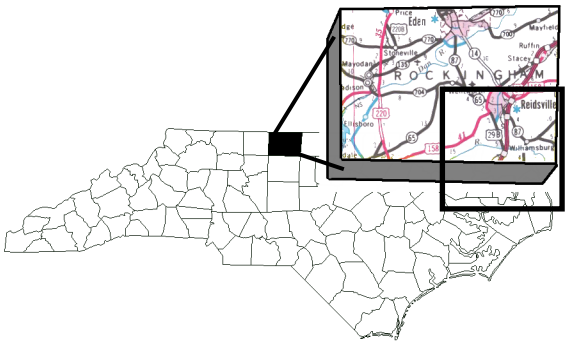
|---|---|
| Emergency Services Department | 336 – 634 – 3000 |
| County Schools – Transportation | 336 – 627 – 2604 |
| Council on Aging – Transportation | 336 – 349 – 2343 |
| Sheriff's Department | 336 – 634 – 3232 |

**PDEA, NES – Northern Long-eared Bat**
The Natural Environment Section at NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.

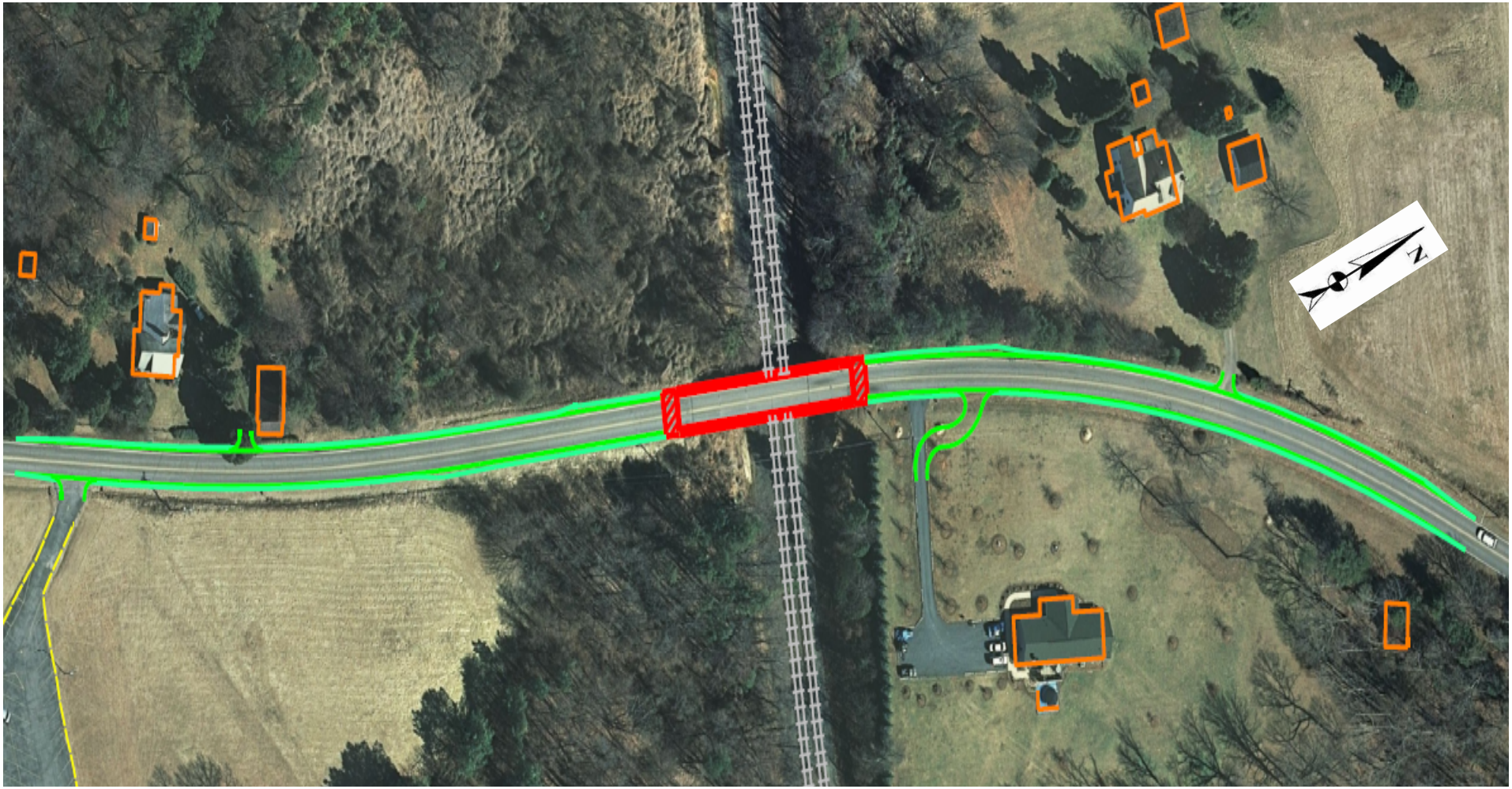



NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS UNIT

**ROCKINGHAM COUNTY**
**REPLACE BRIDGE NO. 85 ON SR 2600**
**OVER NORFOLK SOUTHERN RAILROAD**
**B-4964**

**FIGURE 1**




NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS UNIT

**ROCKINGHAM COUNTY**
**REPLACE BRIDGE NO. 85 ON SR 2600**
**OVER NORFOLK SOUTHERN RAILROAD**
**B-4964**

**FIGURE 2**

## Bridge Construction CFY 2013-2014

| SHPO Number | TIP | Project | County | Division | Project Engineer | Archaeological Survey | Architectural Survey |
|---|---|---|---|---|---|---|---|
| ER 08-2616 | B-4621 | Bridge 150 on US 220 over US 220 Business | Rockingham | 7 | C. Wright | NO | NO |
| ER 08-2619 | B-4803 | Bridge 97 on Sr 1925 over Wolf Island Creek | Rockingham | 7 | C. Wright | YES | YES |
| ER 08-2620 | B-4806 | Bridge 3 on SR 2409 over Creek | Rockingham | 7 | C. Wright | NO | NO |
| ER 08-2621 | B-4807 | Bridge 6 on SR 2426 over Haw River | Rockingham | 7 | C. Wright | NO | NO |
| ER 08-2623 | B-4964 | Bridge 85 on SR 2600 over Southern Railroad | Rockingham | 7 | C. Wright | NO | NO |
| ER 08-2624 | B-4965 | Bridge 249 on SR 1165 over Creek | Rockingham | 7 | C. Wright | NO | NO |

A - DSH 12/7/08

S - ER 08-2619/B-4803 - RK 1493, THE WORSHAM MILL IS WITHIN APE.

ALL OTHERS - NC 11/7/08 CRS

DUE 12/31/08

See Attached
Peter B Sandbeck 11/07/08

NOV 18 2008