

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No	B-5128
W.B.S. No	42286.1.1
Federal Project No.	BRZ-1404(12)

A. Project Description:

The purpose of this project is to replace Randolph County Bridge No. 58, which is on SR 1404 (Fuller Mill Road) and over unnamed tributary of the Little Uwharrie River. The replacement structure will be an RCBC culvert 2@7'X6', that is approximately 57 feet in length; this length is based on preliminary design information and is set by hydraulic requirement. The roadway grade of the new structure will be approximately two feet higher than the existing grade.

The approach roadway will extend approximately 220 feet from the south end of the new culvert and 288 feet from the north end. The approaches will be widened to include a 20 foot pavement width providing two 10 feet lanes. Three foot turf shoulders will be provided on each side of the roadway. Where guardrail is installed, the shoulder width will be seven feet, with a four foot offset from edge-of-pavement to face of guardrail. The roadway will be designed using Sub-regional Tier guidelines with a 55 mile per hour design speed.

Traffic will be detoured off-site during construction. TIP project R-2220, the improvement of US 64 is on part of the detour (see Figure1). Based on the schedule of the projects, work on R-2220 will not interfere with the schedule or work on the bridge project.

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 58 has a sufficiency rating of 20.29 out of a possible 100 for a new structure.

According to Federal Highway Administration (FHWA) standards, the structure is functionally obsolete. In 2012, the structural condition evaluation was 3 out of 9 and deck geometry appraisal was 2 out of 9.

In 2010, Bridge No. 58 carried 500 vehicles per day with 900 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 (Culvert)	\$ 104,000
Roadway Approaches	\$159,000
Structure Removal	\$ 19,000
Utility Construction	\$ 23,000
Misc. & Mob.	\$ 70,000
Eng. & Contingencies	\$ 75,000
Total Construction Cost	\$ 450,000
Right-of-Way Costs	\$ 0
Utility Relocation	\$ 8,000
Total Project Cost	\$ 458,000

Estimated Traffic:

Year 2013	-	550 vpd
Year 2035	-	900 vpd
Dual	-	4%
TTST	-	1%

Accidents: Traffic Engineering has evaluated a recent ten-year period and found no accidents occurring near the project.

Design Exceptions: Design exceptions are anticipated for sag vertical curve K factors and nighttime Stopping Sight Distance.

Pedestrian and Bicycle Accommodations: The bridge is not on a state or local bicycle route, there is no indication of high numbers of bicycles or pedestrians, no special provisions will be made.

Bridge Demolition: Bridge No. 58 was constructed of timber. Based on standard demolition practices, it should be possible to remove with no resulting debris in the water.

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 1959 and is reaching the end of its useful life. Rehabilitation would not solve the problem of deck geometry or structural deficiency.

Offsite Detour – Bridge No. 58 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 detour for the average road user would result in 5 minutes additional travel time (3.1 miles additional travel). A six month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that based on delay alone, the detour is acceptable. NCDOT Division 8 concurs with the use of the detour. The condition of detour roads and intersections are acceptable without improvement.

Onsite Detour – An onsite detour was not evaluated due to the presence of an acceptable offsite detour.

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

New Alignment – Given that the alignment for SR 1404 is acceptable, a new alignment was not considered as an alternative.

Other Agency Comments:

US Fish and Wildlife Service

Suitable habitat was present for Schweinitz's sunflower. A 2008 survey and 2009 review of NCNHP data revealed only one occurrence within one mile of the project study area. US Fish and Wildlife Service, in a letter dated November 17, 2009, concur with the NCDOT's conclusion that the proposed project "May Affect, Not Likely to Adversely Affect" the Schweinitz's sunflower.

US Environmental Protection Agency

EPA did not identify any comments or environmental issues of concern.

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 water quality standards are met and designated uses are not degraded or lost.

Corps of Engineers

The Corps indicated that the project is likely to impact streams and/or wetlands and advised that a permit authorization is needed.

Response: DOT will take all-appropriate measures to minimize any adverse impacts and would follow the normal procedures to obtain permits.

Public Involvement:

In January 2013, NCDOT sent a Newsletter to all property owners affected directly by this project. Property owners were invited to comment. 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

<u>ECOLOGICAL</u>	<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?	<u>X</u>	<input 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>
<u>PERMITS AND COORDINATION</u>	<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>N/A</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"/>	<input checked="" type="checkbox"/>
(16) Will the project require the relocation of any family or business?	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>
(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(19) Will the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(20) Will the project substantially alter the usefulness and / or land use of adjacent property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(23) Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	<input checked="" type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(26) Is there substantial controversy on social, economic, or environmental grounds concerning the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	<input checked="" type="checkbox"/>	<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"/>	<input checked="" type="checkbox"/>

- | | | | |
|------|---|--------------------------|---------------------|
| (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)? | <input type="checkbox"/> | <u> X </u> |
| (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? | <input type="checkbox"/> | <u> X </u> |
| (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? | <input type="checkbox"/> | <u> X </u> |

F. Additional Documentation Required for Unfavorable Responses in Part E

Response to Question 2:

In the project area, suitable habitat was present for the Schweinitz's sunflower. A 2008 survey and 2009 review of the NCNHP revealed only one occurrence within one mile of the project study area. US Fish and Wildlife Service concurs with the NCDOT's conclusion that the proposed project "*May Affect, Not Likely to Adversely Affect*" the Schweinitz's sunflower. Copy of letter is attached

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 will become effective on or before April, 2015. This species is not included in USFWS's current list of protected species for Randolph 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.	<u>B-5128</u>
W.B.S. No.	<u>42286.1.1</u>
Federal Project No.	<u>BRZ-1404(12))</u>

Project Description:

The purpose of this project is to replace Randolph County Bridge No. 58, which is on SR 1404 (Fuller Mill Road) and over unnamed tributary of the Little Uwharrie River. The replacement structure will be an RCBC culvert 2@7'X6', that is approximately 57 feet in length; this length is based on preliminary design information and is set by hydraulic requirement. The roadway grade of the new structure will be approximately two feet higher than the existing grade.

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Categorical Exclusion Action Classification:

 TYPE II(A)
 X TYPE II(B)

Approved:

8-25-14 C. Marshall
Date Bridge Project Development Engineer
Project Development & Environmental Analysis Unit

8-25-14 John Williams
Date Project Engineer
Project Development & Environmental Analysis Unit

8-25-14 USO Dubois
Date Project Planning Engineer
Project Development & Environmental Analysis Unit

8-27-14 John F. Sullivan, III
Date ^{For} John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

PROJECT COMMITMENTS

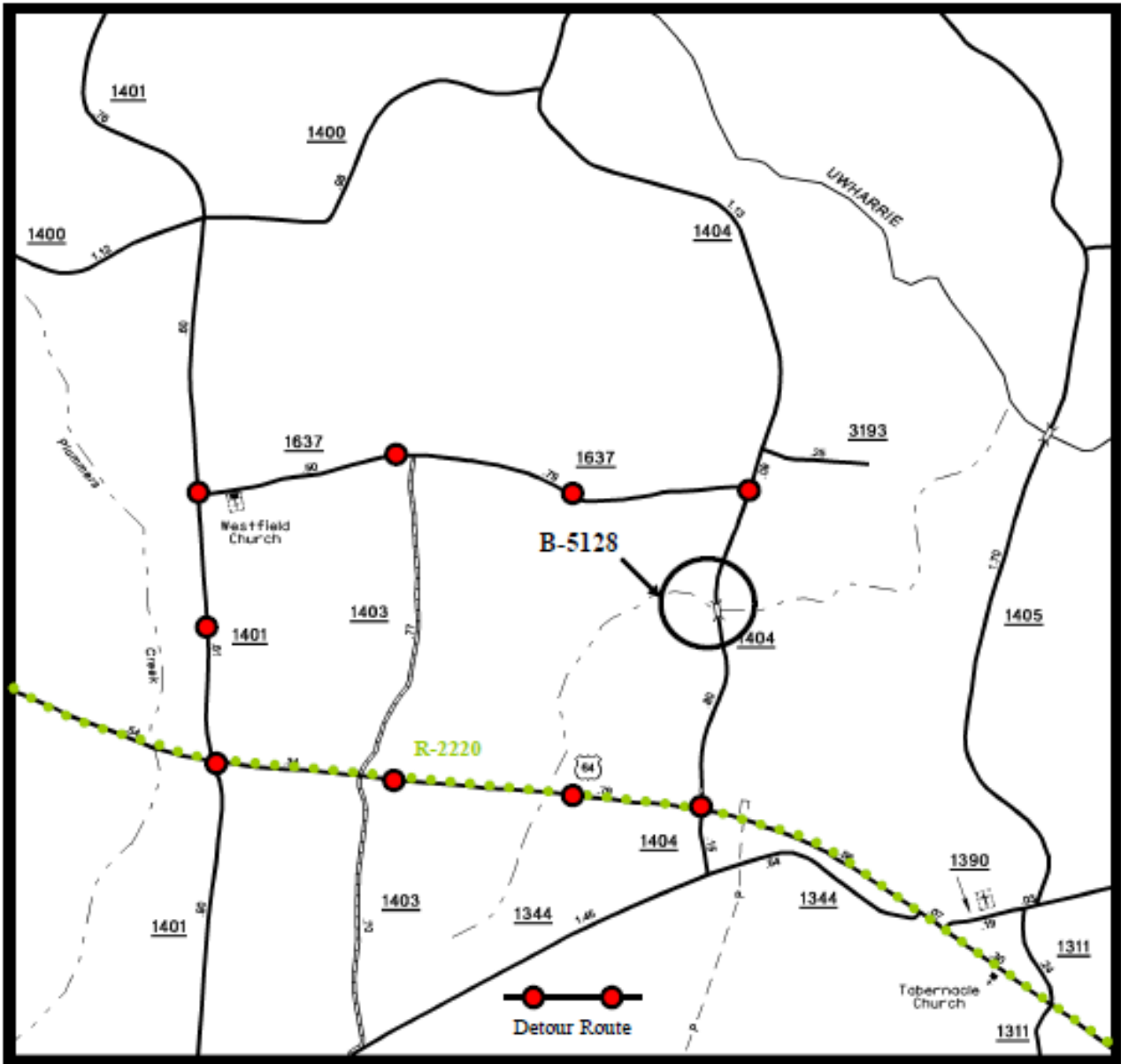
Randolph County
Bridge No. 58 on SR 1404
Over Unnamed tributary of the Little Uwharrie River
Federal Aid Project No. BRZ-1404(12)
W.B.S. No. 42286.1.1
T.I.P. No. B-5128

Roadway Design Unit and PDEA

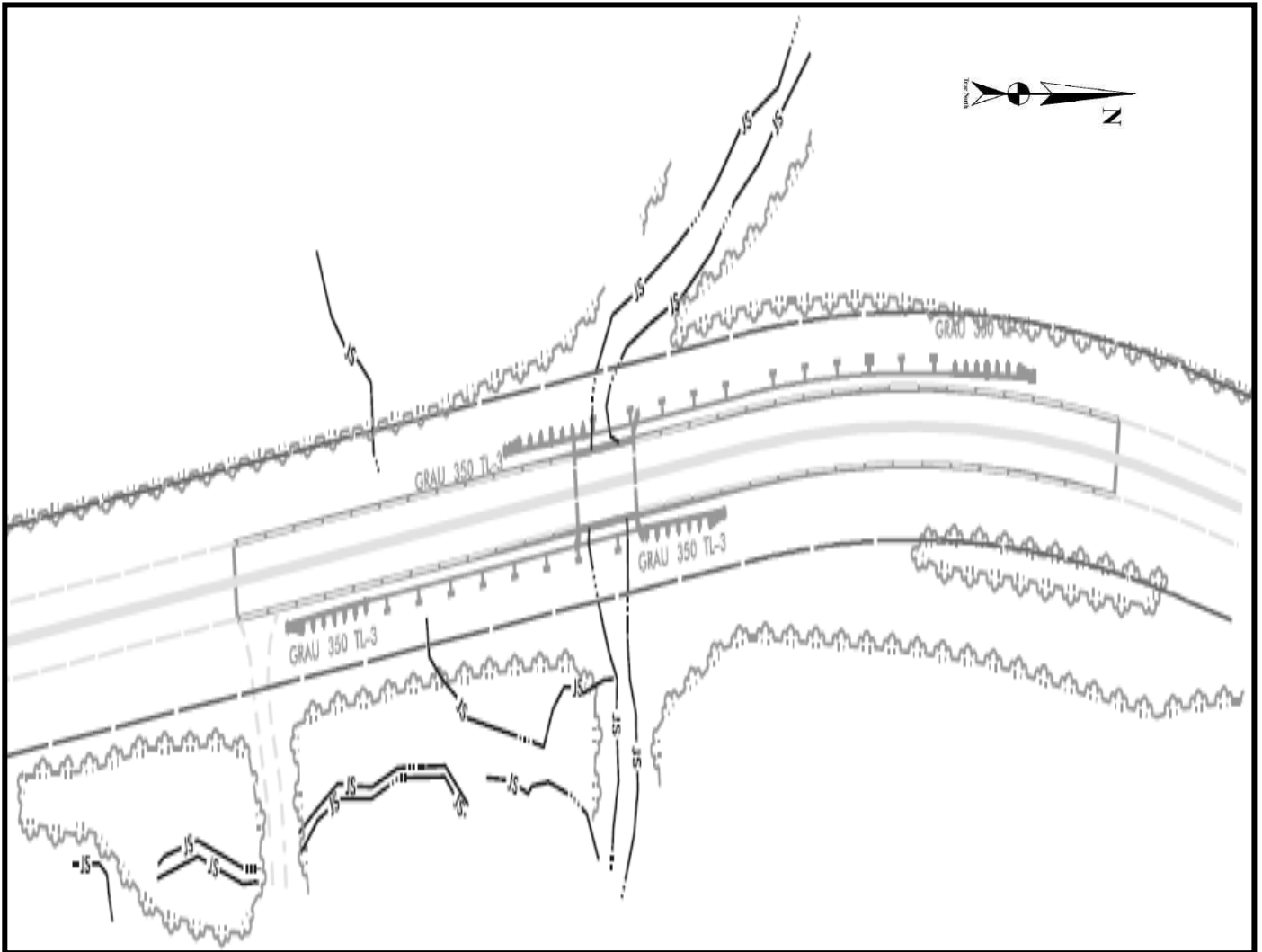
Project R-2220 is on the detour route. Currently the schedules do not conflict. Verify that there is no conflict prior to Let.

Division Eight, Resident Engineer's Office – Offsite Detour

Contact at least one month prior to road closure the Tabernacle Fire Department, for them to make any necessary temporary changes in their routes.



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>RANDOLPH COUNTY REPLACE BRIDGE NO. 58 ON SR 1404 OVER CREEK B-5128</p>	
<p>FIGURE 1</p>	



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

RANDOLPH COUNTY
REPLACE BRIDGE NO. 58 ON SR 1404
OVER CREEK
B-5128

FIGURE 2

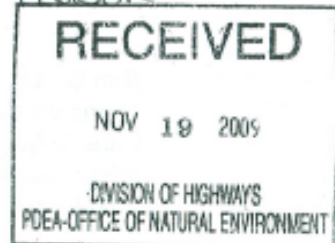


United States Department of the Interior

FISH AND WILDLIFE SERVICE
Raleigh Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726

November 17, 2009

0211-19-09
✓ CC: L. Williams
Mason



Gregory J. Thorpe, Ph.D.
North Carolina Department of Transportation
Project Development and Environmental Analysis
1598 Mail Service Center
Raleigh, North Carolina 27699-1598

Dear Dr. Thorpe:

This letter is in response to your letter of November 3, 2009 which provided the U.S. Fish and Wildlife Service (Service) with the biological determination of the North Carolina Department of Transportation (NCDOT) that the replacement of Bridge No. 58 on SR 1404 over UNT Little Uwharrie River in Randolph County (TIP No. B-5128) may affect, but is not likely to adversely affect the federally endangered Schweinitz's sunflower (*Helianthus schweinitzii*). In addition, NCDOT has determined that the project will have no effect on the federally endangered Cape Fear shiner (*Notropis mekistocholas*). These comments are provided in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

According to information provided, a plant survey was conducted at the project site on October 1, 2008. No specimens of Schweinitz's sunflower were observed. However, a population of the plant was last observed in 2005 approximately 0.6 miles south of the project study area. Based on the survey results and other available information, the Service concurs with your determination that the proposed bridge replacement may affect, but is not likely to adversely affect the Schweinitz's sunflower. Also, based on the fact that the Cape Fear shiner is known only from the Cape Fear River Basin and the project area occurs within the Yadkin River Basin, the Service concurs with your determination that the project will have no effect on the Cape Fear shiner. We believe that the requirements of Section 7(a)(2) of the ESA have been satisfied. We remind you that obligations under Section 7 consultation must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or critical habitat in a manner not previously considered in this review; (2) this action is subsequently modified in a manner that was not considered in this review; or (3) a new species is listed or critical habitat determined that may be affected by this identified action.

The Service appreciates the opportunity to review this project. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520 (Ext. 32).

Sincerely,


for Pete Benjamin
Field Supervisor

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: B-5128 County: Randolph
 WBS No: 42286.1.1 Document: CE
 F.A. No: BRZ-1404(12) Funding: State Federal

Federal (USACE) Permit Required? Yes No Permit Type:

Project Description:

Replace Bridge No. 58 over Creek on SR 1404 (Fuller Miller Rd) in Randolph County.

SUMMARY OF CULTURAL RESOURCES REVIEW*Brief description of review activities, results of review, and conclusions:*

Review of HPO quad maps, historic designations roster, and indexes was undertaken on February 23, 2010. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects. Randolph County GIS mapping (2007) including aerial photography and tax information revealed that three structure more than 50 years old exists within the APE. All three houses were built between 1950 and 1965 and do not meet the criteria for National Register listing. One parcel located at 264 N. Fuller Mill Road contains a large barn with a metal roof that appears to be more than 50 years old approximately 875 feet from the bridge. However a barn without a compliment of other historic outbuildings along with a farmhouse that meets National Register eligibility requirements does not warrant further evaluation.

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

The Randolph County Survey was updated in 1979 and is considered valid for the purposes of determining the likelihood of historic resources being present. An aerial map provided by the project engineer shows three residential structures with the project area. Investigation of the tax card records of each of the houses date between 1950 and 1965. Current photographs of each house included in the tax records confirm that the houses do not meet the criteria for National Register listing.

SUPPORT DOCUMENTATION

See attached: APE Map, Aerial Photograph, Photographs of Houses in the APE.

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL

NO SURVEY REQUIRED


 NCDOT Cultural Resources Specialist


 Date

10-01-0015

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: **B-5128** County: Randolph
 WBS No: 42286.1.1 Document: Minimum Criteria Sheet
 F.A. No: BRZ-1404(12) Funding: State Federal

Federal (USACE) Permit Required? Yes No Permit Type:

Project Description: Replace Bridge No. 58 Over a Creek on SR1404. In consultation with the project engineer, an in-place replacement with an off-site detour (since there appear to be expedient detour options available) is a distinct possibility. The archaeological APE for the project is defined as a 1200ft. long (extending generally 600ft. north and south from the bridge center-point) and 200ft. wide (100ft. laterally east & west from the SR1404 center-line) corridor centered upon the SR1404 center-line.

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:

A map review and site file search was conducted at the Office of State Archaeology (OSA) on Thursday, January 21, 2010. No previously recorded archaeological sites were contained within the presently defined APE, immediately adjacent to the APE, or within a five mile radius of the bridge replacement locale. A review of Randolph County National Register of Historic Places (NRHP) listed properties/districts was completed and identified no such archaeological properties within or adjacent to the project area. In addition, topographic maps, soil survey maps, aerial photographs, and photographs submitted by the project engineer were inspected/utilized by the cultural resource specialist to gauge environmental factors that may have contributed to historic or prehistoric settlement within the APE, and to assess the level of modern, residential, and erosive disturbances. The single detailed soil unit mapped within the projects APE is Badin-Tarus complex, 25 to 45% slopes. Found on hillslopes of the county, it is poorly suited for most uses and consists of about 20cm of clay silt loam atop red clay.

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

The largely eroded soils and sloping ground surfaces within and surrounding the currently defined APE, the diminutive and restricted nature of this rural construction effort, and the lack of existing archaeological resources in similar topographic situations nearby make it highly unlikely that any significant cultural resources will be contained within the construction footprint of the proposed bridge replacement project (B-5128). However, if substantial alignment shifts involving new location beyond the archaeological APE limits are later employed in the design plan, this project may need to be re-visited, in terms of archaeological input. **No further archaeological work is recommended within the defined APE limits.**

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Photocopy of County Survey Notes

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL

NO SURVEY REQUIRED


NCDOT Cultural Resources Specialist

1/21/2010
Date