

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	B-5305
W.B.S. No.	46019.1.1
Federal Project No.	BRZ-1430(7)

A. Project Description:

The proposed project involves replacing Sampson County Bridge No. 123 on SR 1430 (Carroll Store Road) over Big Swamp.

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

The total cost for the project included in the 2016-2025 STIP is \$780,000. This total includes \$105,000 for right of way acquisition and \$675,000 for construction.

The current estimated total cost for the project is \$727,300. This includes \$17,300 for right of way acquisition, \$35,000 for utility relocation and \$675,000 for construction.

Existing bridge No. 123 is 70 feet long with a clear roadway width of 24 feet. The replacement structure will be a bridge approximately 90 feet long with a 27-foot 10-inch clear roadway width. The bridge will include two 10-foot lanes and approximately three-foot offsets to the bridge rail. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be raised approximately one foot higher than the existing structure.

Project construction will extend approximately 255 feet from both ends of the new bridge. The approaches will be two ten-foot lanes and three-foot grass shoulders on each side (six-foot shoulders where guardrail is included).

The roadway will be designed as a Local Rural Sub-regional Tier with a 60 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1). The offsite detour route (from east to west) will be SR 1414 (Minnie Hall Road) to SR 1421 (Libbie Road), to SR 1428 (Holland Road) and back to SR 1430. The detour for the average road user would result in five minutes additional travel time (2.4 miles additional travel). Construction is expected to take six months. Bridge No. 122 on SR 1414 is proposed to be replaced under STIP Project B-5306. The subject project and Project B-5306 will be let to construction under the same contract. The contractor will be required to work on one bridge at a time so that the other bridge can be utilized as part of the detour.

One month prior to road closure, the Sampson County Schools and Sampson County Emergency Services will be contacted to reroute buses and make the necessary temporary reassignments to primary response units.

A letter was sent to all property owners directly affected by the project. Property owners were invited to comment if they had questions about the project. No comments have been received. Based upon responses to the landowner letter, a public meeting was determined unnecessary.

B. Purpose and Need:

The purpose of the proposed project is to replace a deficient bridge.

The existing bridge was built in 1962. The bridge has a timber deck with a concrete floor, timber piles, and timber caps.

NCDOT Bridge Management Unit records indicate the following: The bridge has a sufficiency rating of 19.49. The bridge is posted with a weight limit of 18 tons for single unit vehicles and 26 tons for truck tractor semi-trailers. The superstructure and substructure of the bridge have timber elements that are 54 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 bridge is approaching the end of its useful life.

The bridge carried 300 vehicles per day in the year 2013 and 400 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.

The bridge is constructed of timber and it should be possible to remove with no resulting debris in the water based on standard demolition practices.

Sampson County is a participant in the National Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). Based on the most current information available from the NC Floodplain Mapping Program (FMP), there is no designated flood hazard zone at this stream crossing. The proposed bridge replacement will provide equivalent or greater conveyance than that of the existing bridge. The NCDOT Hydraulics Unit will ensure compliance with applicable floodplain management ordinances. It is not anticipated this project will have any significant adverse effect on the existing floodplain or any flood hazard zone.

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?	<input checked="" type="checkbox"/>	<u> </u>
(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> </u>	<input checked="" 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>		
(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? 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? | <input type="checkbox"/> | <u> X </u> |
| (27) | Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project? | <u> X </u> | <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"/> | <u> X </u> |
| (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

Although not listed for Sampson County, 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.

Response to Question 4

The proposed project may affect 0.25 acre of wetlands, based on an area 25 feet outside the proposed slope stakes. It is expected actual wetland impacts will be less.

G. CE Approval

TIP Project No. **B-5305**
W.B.S. No. **46019.1.1**
Federal Project No. **BRZ-1430(7)**

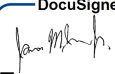
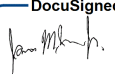
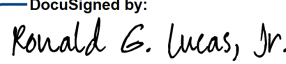
Project Description:

The proposed project involves replacing Sampson County Bridge No. 123 on SR 1430 (Carroll Store Road) over Big Swamp.

Categorical Exclusion Action Classification:

 TYPE II(A)
 X TYPE II(B)

Approved:

		<small>DocuSigned by:</small> 
11/3/2016 12:12 PM EDT		<small>08B0E38DDF8141B...</small>
Date	Project Engineer Project Development & Environmental Analysis Unit	
		<small>DocuSigned by:</small> 
11/3/2016 12:12 PM EDT		<small>08B0E38DDF8141B...</small>
Date	Project Planning Engineer Project Development & Environmental Analysis Unit	
		<small>DocuSigned by:</small> 
11/3/2016 2:59 PM EDT		<small>BBCF736AA18A4FF...</small>
Date	FOR	Division Administrator Federal Highway Administration

PROJECT COMMITMENTS

**Sampson County
Bridge No. 123
SR 1430 (Carroll Stone Road)
Over Big Swamp
Federal-Aid Project BRZ-1430(7)
WBS 46019.1.1
TIP Project B-5305**

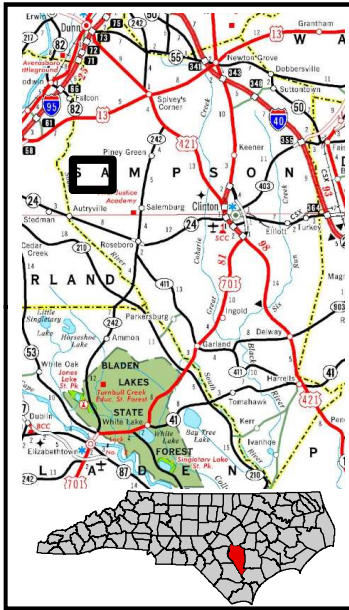
NCDOT Contract Standards and Development/Division Three Construction

The subject project and Project B-5306 will be let to construction under the same contract. The contractor will be required to work on one bridge at a time so that the other bridge can be utilized as part of the detour.

Division Three Construction, Resident Engineer's Office

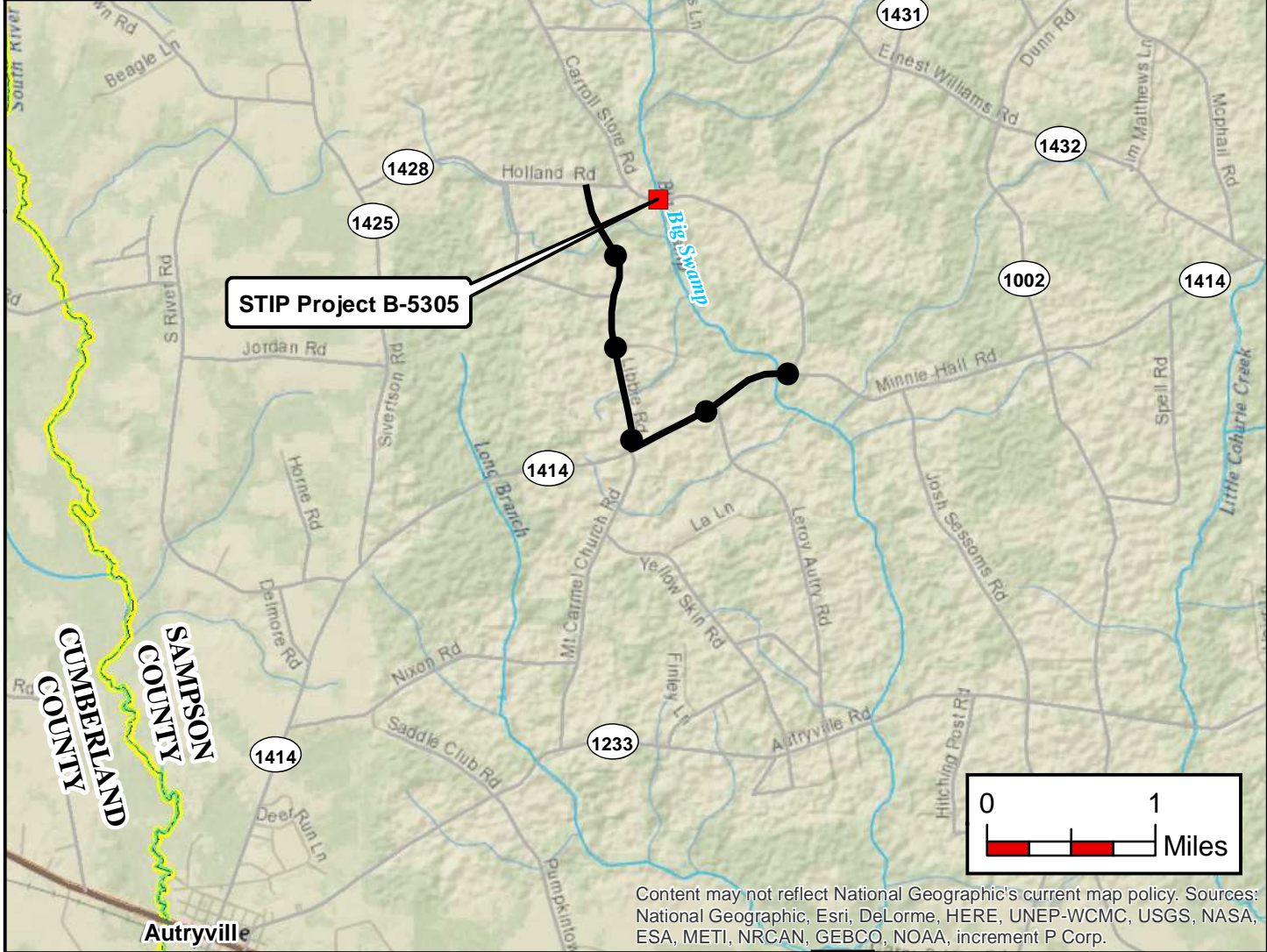
In order to have time to adequately reroute school buses, Sampson County Schools will be contacted at least one month prior to road closure. (910-592-3191)

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. (910-592-8996)



Legend

- Bridge No. 123
- Off-site Detour



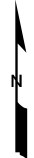
Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

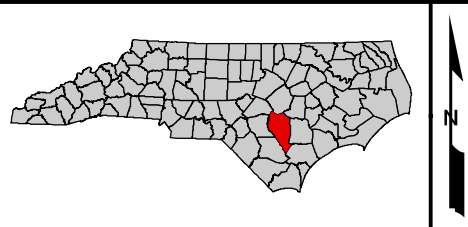
**VICINITY MAP
REPLACEMENT OF BRIDGE
NO. 123 ON SR 1430
OVER BIG SWAMP**

SAMPSON COUNTY
STIP PROJECT B-5305



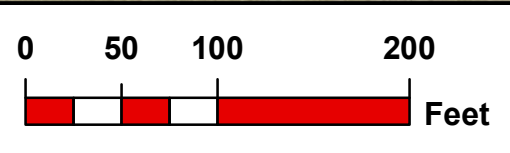
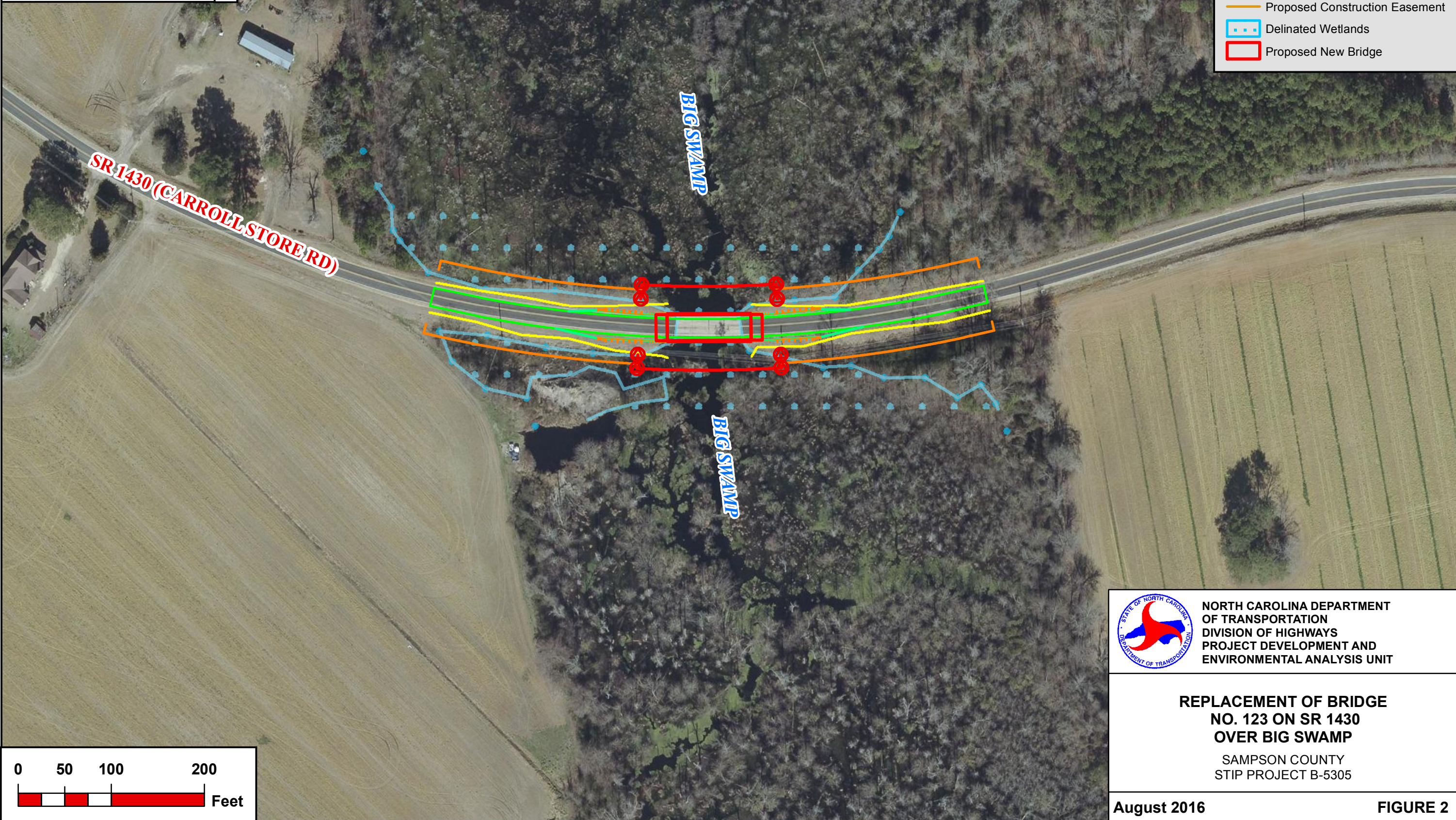
County:	SAMPSON
Div:	3
STIP#:	B-5305
WBS:	46019.1.1
Date:	August 2016


**Figure
1**



Legend

- Proposed Edge of Pavement
- Proposed Construction Limits
- Proposed Right of Way
- Proposed Construction Easement
- Delineated Wetlands
- Proposed New Bridge



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

REPLACEMENT OF BRIDGE NO. 123 ON SR 1430 OVER BIG SWAMP
SAMPSON COUNTY
STIP PROJECT B-5305

August 2016 FIGURE 2

By: J.TORTORELLA