

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>B-5333</u>
WBS Project No.	<u>46047.1.1</u>
Federal Project No.	<u>BRZ-1550(2)</u>

- A. Project Description: (Include project scope and location and refer to the attached project location map.)

The proposed project involves replacing Bridge Nos. 173 and 174 on SR 1550 (Lowe Road) over the Lumber River and Lumber River Overflow in Robeson County. Traffic will be detoured onto surrounding roadways during construction (see Section D).

The project will also involve resurfacing SR 1550 from US 74 Alternate to SR 1339 (Deep Branch Road), a distance of approximately 0.8 mile.

In addition, the NC Wildlife Resources Commission (WRC) has expressed interest in developing a small boat access on the north bank of the Lumber River. The work will include a driveway and parking area on the east side of SR 1550 adjacent to the new Bridge No. 173. The WRC will incur all costs associated with this driveway and parking area. (see Section D).

- B. Purpose and Need:

The purpose of the proposed project is to replace two structurally deficient bridges.

- 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: (Include Environmental Commitments and Permits Required.)

See attached list of project commitments (green sheets).

Existing Bridge No. 173 over the Lumber River will be replaced with a new bridge structure 250 feet long with a 30 foot 10-inch clear roadway width. Bridge No. 174 over the Lumber River overflow will be replaced with a new bridge structure 130 feet long with a 33-foot 10-inch clear roadway width. Eleven-foot travel lanes will be provided on the new bridges and at least a four-foot offset will be provided between the travel lanes and the bridge rail in order to accommodate bicyclists.

The roadway approaches of both bridges will be widened to provide two 11-foot travel lanes and six-foot shoulders (four-foot paved). The four-foot paved shoulders will accommodate bicycles.

Existing SR 1550 will be resurfaced from US 74 Alternate to SR 1339 (Deep Branch Road), a distance of approximately 0.8 mile. No pavement widening is proposed.

Traffic will be maintained offsite during project construction. From the south, the detour will utilize US 74 Alternate to SR 1003 (Chicken Road) to SR 1339 to SR 1550.

A US Army Corps of Engineers Section 404 Nationwide Permit 23 will likely be applicable for this project. A Nationwide Permit 33 may also be required for temporary construction activities such as stream dewatering, work bridges or temporary causeways. The Corps of Engineers holds the final discretion as to what permit will be required to authorize project construction. If a Section 404 permit is required then a Section 401 Water Quality Certification from the NC Division of Water Resources will be required, as well.

The NC Wildlife Resources Commission (WRC) has expressed interest in developing a small boat access on the north bank of the Lumber River. The facility will include a driveway and parking area on the east side of SR 1550 adjacent to the new Bridge No. 173. The WRC will be responsible for acquiring the property needed for the boat access, funding construction of the parking area and driveway and obtaining any necessary environmental permits.

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"/>	<input checked="" type="checkbox"/>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(5) Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(7) Does the project involve waters classified as Outstanding Water Resources (OWR) and/or High Quality Waters (HQW)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<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"/>	<input checked="" type="checkbox"/>
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(12) Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(13) Will the project result in the modification of any existing regulatory floodway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(14)	Will the project require any stream relocations or channel changes?	<input type="checkbox"/>	<u>  <b>x</b>  </u>
------	---	--------------------------	---------------------

<u>SOCIAL, ECONOMIC, AND CULTURAL RESOURCES</u>	<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"/>	<u>  <b>x</b>  </u>
------	---	--------------------------	---------------------

(16)	Will the project require the relocation of any family or business?	<input type="checkbox"/>	<u>  <b>x</b>  </u>
------	--	--------------------------	---------------------

(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"/>	<u>  <b>x</b>  </u>
------	---	--------------------------	---------------------

(18)	If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<u>  <b>x</b>  </u>	<input type="checkbox"/>
------	--	---------------------	--------------------------

(19)	Will the project involve any changes in access control?	<input type="checkbox"/>	<u>  <b>x</b>  </u>
------	---	--------------------------	---------------------

(20)	Will the project substantially alter the usefulness and/or land use of adjacent property?	<input type="checkbox"/>	<u>  <b>x</b>  </u>
------	---	--------------------------	---------------------

(21)	Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<u>  <b>x</b>  </u>
------	--	--------------------------	---------------------

(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)?	<u>  <b>x</b>  </u>	<input type="checkbox"/>
------	--	---------------------	--------------------------

(23)	Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	<u>  <b>x</b>  </u>
------	---	--------------------------	---------------------

(24)	Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	<u>  <b>x</b>  </u>	<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?	<u>  <b>x</b>  </u>	<input type="checkbox"/>
------	---	---------------------	--------------------------

(26)	Is there substantial controversy on social, economic, or environmental grounds concerning the project?	<input type="checkbox"/>	<u>  <b>x</b>  </u>
------	--	--------------------------	---------------------

(27)	Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	<u>  <b>x</b>  </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>  <b>x</b>  </u>
------	--	--------------------------	---------------------

- (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

2. Suitable habitat for the American alligator is present in the project area. The American alligator is listed as threatened due to similarity of appearance. Species listed as threatened due to similarity of appearance do not require Section 7 consultation with the US Fish and Wildlife Service.

Construction activities may temporarily displace individual alligators if any are present in the study area; however, proposed activities are not likely to have any permanent detrimental impacts to this species. A review of NCNHP records, updated July 2015, indicates no known American alligator occurrences within one mile of the study area.

Although not specifically listed for Robeson County, the northern long-eared bat has been listed as threatened by the US Fish and Wildlife Service. A programmatic conference opinion for the northern long-eared bat in eastern North Carolina has been developed by the US Fish and Wildlife Service, in coordination with FHWA, the US Army Corps of Engineers and NCDOT. This opinion covers the entire NCDOT program in NCDOT Divisions 1 through 8, including all NCDOT projects and activities. The programmatic determination for the northern long-eared bat for the NCDOT program is “May Affect, Likely to Adversely Affect.”

Since the northern long-eared bat has been officially listed as a threatened species, FHWA and the Corps of Engineers are requesting that USFWS convert the programmatic conference opinion to a programmatic biological opinion. The programmatic biological opinion will provide incidental take coverage for the northern long-eared bat 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 Robeson County.

- 4 The proposed project will affect less than 0.1 acre of wetlands. However, the driveway and parking lot for the boat access the NC WRC is interested in developing will affect approximately 0.2 acre of wetlands. The NC WRC will be responsible for environmental permits for the boat access.
- 7 The Lumber River has been designated a High Quality Water (HQW) in the project area.

Design standards in sensitive watersheds will be utilized for the project.

- 13 Based on the most current information available from the NC Floodplain Mapping Program (FMP), this stream crossing is in a designated flood hazard zone which is within a Redelineated Detailed flood study reach, having a regulated 100-year floodway. The proposed bridge replacements will provide equivalent or greater conveyance than that of the existing bridges.

The NCDOT Hydraulics Unit will coordinate with the FMP, the delegated state agency for administering FEMA's National Flood Insurance Program, to determine the status of the project with regard to applicability of NCDOT'S Memorandum of Agreement with FMP, 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 a FEMA-regulated stream.

NCDOT Division Six shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying the drainage structures and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

G. CE Approval

TIP Project No.                     B-5333                      
State Project No.                     46047.1.1                      
Federal-Aid Project No.                     BRZ-1550(2)                    

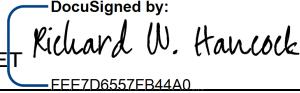
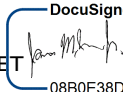
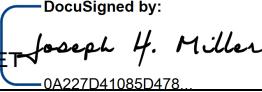
Project Description: (Include project scope and location. Attach location map.)

**Replace Bridge Nos. 173 and 174 on SR 1550 over Lumber River and Lumber River Overflow in Robeson County. Create access for small boat launch and parking area (boat launch and parking to be funded by NC Wildlife Resources Commission).**

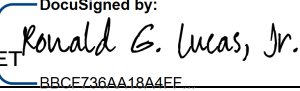
Categorical Exclusion Action Classification: (Check one)

    X     TYPE II(A)  
       TYPE II(B)

Approved:

10/27/2015   6:40 PM ET	 _____ Date	Manager Project Development and Environmental Analysis Unit
10/26/2015   1:38 PM ET	 _____ Date	Project Engineer Project Development and Environmental Analysis Unit
10/26/2015   1:36 PM ET	 _____ Date	Project Planning Engineer Project Development and Environmental Analysis Unit

For Type II(B) projects only:

10/28/2015   3:42 PM ET	 _____ Date FOR	Division Administrator Federal Highway Administration
-------------------------	--	--



## **PROJECT COMMITMENTS**

Replace Bridge No. 173 & 174 on SR 1550 Over Lumber River  
and Lumber River Overflow in Robeson County  
Federal-Aid Project BRZ-1550(2)  
WBS Element 46047.1.1  
TIP Project B-5333

### **Roadway Design Unit and Structure Management**

At least a four-foot offset will be provided between the travel lanes and the bridge rail in order to accommodate bicyclists.

### **Roadway Design Unit and Project Development**

The NC Wildlife Resources Commission (WRC) has expressed interest in developing a small boat access on the north bank of the Lumber River. The facility will include a driveway and parking area on the east side of SR 1550 adjacent to the new Bridge No. 173. The WRC will be responsible for acquiring the property needed for the boat access, funding construction of the parking area and driveway and obtaining any necessary environmental permits. NCDOT agrees to clearly identify and label on the TIP Project's Final Right of Way plans the ancillary property needed for the public recreational access. The WRC shall be responsible for the development, design, acquiring of Right of Way and construction of the public recreational access including landscape plans, at no expense to the NCDOT.

The NC Wildlife Resources Commission (WRC) and/or its agent, shall construct, or cause to be constructed, at no cost to the NCDOT, the access roads, parking area and any other structure for the public recreational access; any necessary site preparations or improvements including but not limited to, landscaping, relocation of control access fencing, lighting, sidewalks, handicap accessibility structures; and any necessary roadway improvements including, but not limited to turn lanes, pavement markings or signs. All work shall be done in accordance with the approved project plans and in accordance with the NCDOT standards and specifications.

### **Roadway Design Unit**

The roadway approaches of both bridges will be widened to provide two 11-foot travel lanes and six-foot shoulders (four-foot paved). The four-foot paved shoulders will accommodate bicycles.

### **Roadside Environmental Unit**

The Lumber River has been designated a High Quality Water (HQW) in the project area. Design standards in sensitive watersheds will be utilized for the project.

Programmatic Categorical Exclusion B-5333

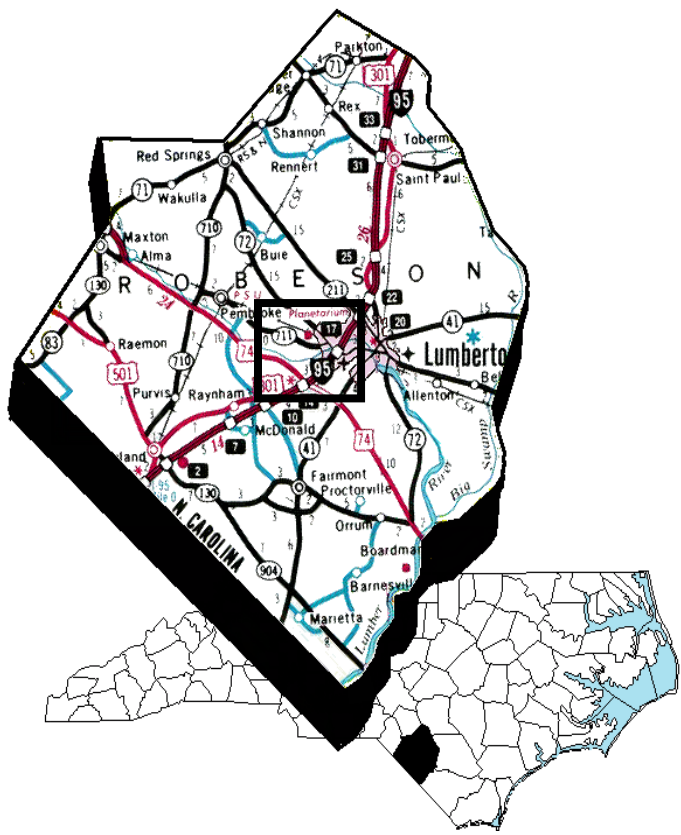
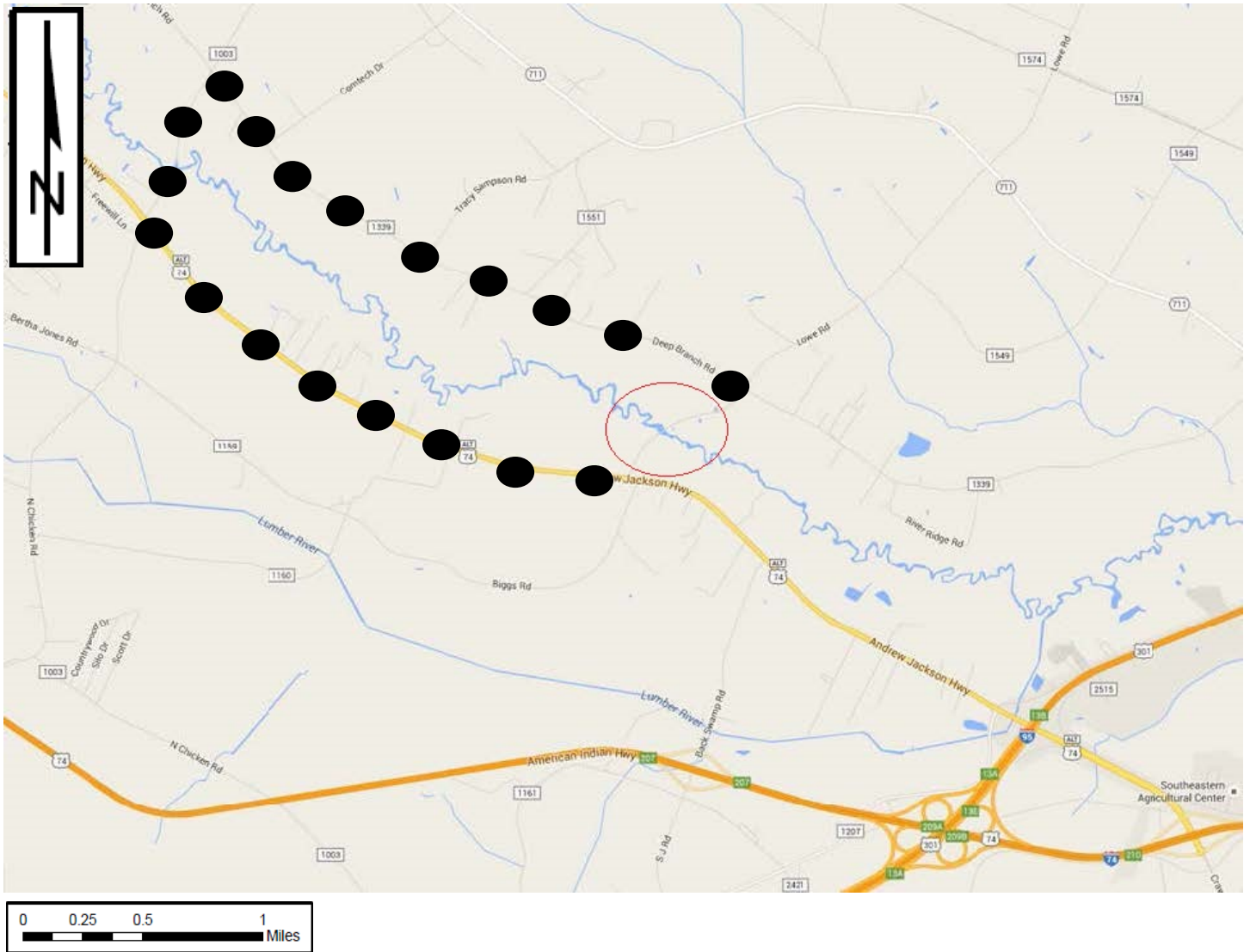
October 2015



## **Hydraulics Unit**

The NCDOT Hydraulics Unit will coordinate with the FMP, the delegated state agency for administering FEMA's National Flood Insurance Program, to determine the status of the project with regard to applicability of NCDOT'S Memorandum of Agreement with FMP, 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 a FEMA-regulated stream.

## **Division 6**

NCDOT Division Six shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying the drainage structures and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.



<b>STUDIED DETOUR ROUTE</b> 	
	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH
<b>ROBESON COUNTY</b> <b>REPLACE BRIDGE NO. 173 &amp; 174 ON SR 1550</b> <b>OVER LUMBER RIVER</b> <b>B-5333</b>	
Figure 1	