

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<u>B-5353</u>
WBS Element	<u>46067.1.1</u>
Federal Project No.	<u>BRNHS-0029(56)</u>

A. Project Description:

The proposed project involves the replacement of Bridge No. 147 carrying US 29-70 and I-85 Business over SR 1993 (Main Street) in High Point, Guilford County (Figure 1). The bridge will be replaced on the existing alignment while detouring traffic onsite.

B. Description of Need and Purpose:

The purpose of the project is to replace Bridge No. 147 which is approaching the end of its useful life and is becoming increasingly unacceptable.

NCDOT Bridge Management Unit records indicate Bridge No. 147 has a sufficiency rating of 20 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to a superstructure condition appraisal of 4 out of 9, according to Federal Highway Administration (FHWA) standards. However, the bridge also has low appraisals for structural evaluation, deck geometry, and underclearances, both vertical and horizontal.

Built in 1953, Bridge No. 147 has a substandard superstructure, due to spalling on the concrete rail with delamination over traffic and deterioration of the concrete median and has experienced repairs on the web of the I-beams.

C. Categorical Exclusion Action Classification:

TYPE I B

D. Proposed Improvements:

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

Existing Conditions: US 29-70/I-85 Business has an approximately 32-foot pavement width in each direction with 8-foot paved shoulders on the outside travel lane and 2-foot paved shoulders on the inside travel lane.

Bridge No. 147 is a three-span structure that consists of reinforced concrete deck on I-beams (continuous). The end bents consist of reinforced concrete caps on timber piles. The interior bents consist of reinforced concrete posts and beams. The structure length is 167 feet with a clear roadway width of 56 feet. There is no posted weight limit on this bridge.

There are power lines that run parallel to both sides of the bridge. In addition, a main power line crosses above the bridge on the east end, parallel with Main Street. There is no evidence of utilities running parallel to I-85 Business. Along Main Street crossing under the bridge are telephone lines, sanitary sewer, water line, storm sewer and possibly a gas line.

Estimated Cost:

	Alternative 1 (Northern Onsite Detour)	Alternative 2 (Southern Onsite Detour)
Construction Cost	\$ 7,800,000	\$ 7,800,000
Right-of-Way Cost	\$ 2,676,100	\$ 3,866,100
Utility Cost	\$ 237,350	\$ 237,350
Total Project Cost	\$ 10,713,450	\$ 11,903,450

Note: Based on 2017 prices

Estimated Traffic:

Location	2013 (vpd)	2035 (vpd)	Dual	TTST
US 29-70 / I-85 Business				
West of Bridge No. 147	28,900	38,600	5%	5%
East of Bridge No. 147	34,400	47,900	5%	5%
SR 1993 (Main Street)				
North of US 29-70 & I-85 Business	31,600	33,200	5%	1%
South of US 29-70 & I-85 Business	31,500	35,100	5%	1%

Note: vpd - denotes vehicles per day

Accidents: There were eight (8) reported crashes in the vicinity of Bridge No. 147 during a five-year period. None of these crashes were associated with the alignment or geometry of the bridge or its approach roadway. Four of the accidents involved running off the road, one accident involved an animal, one accident involved striking a fixed object, and two accidents were rear end collisions.

Pedestrian, Bicycle, and Greenway Accommodations:

Pedestrian

Sidewalks do not exist on the existing bridge; however, there are existing sidewalks on the northeast side of SR 1993 (Main Street) under the bridge. The City of High Point requested that the bridge span be wide enough to accommodate sidewalks along both sides of Main Street in the future. The City of High Point Comprehensive Pedestrian Plan (2017) indicates this segment of Main Street as “highest priority” corridor for sidewalk on both sides.

Bicycle

This section of US 29-70 and I-85 Business is not part of a designated bicycle route nor is it listed in the State Transportation Improvement Program (STIP) as needing incidental bicycle accommodations. The City of High Point requested that the bridge span be wide enough to accommodate potential bike lanes on Main Street in the future. Although current plans do not show Main Street as a bike facility, the City of High Point anticipates it will be included in the bicycle master plan currently in development.

Greenway

A planned Shared-Use Path (greenway) intersects the southwest edge of the study area along Richland Creek and extends south of I-85 Business to Fulton Place.

Hazardous Materials: There are two sites that may contain petroleum underground storage tanks (USTs) within the project limits. Both sites are anticipated to present low geoenvironmental impacts to the project.

Facility ID	Property Name	Property Address
---	Christos Global Cathedral Happy Rentz	125 NW Cloverleaf Place
0-010470	Best Auto Used Tires MGM Auto Sales, Inc.	2107 – 2111 S. Main Street

Design Information:

Design Speed - 60 mph
No Design Exceptions Required

Build Alternatives: Due to the amount of traffic on US 29-70/I-85 Business, four lanes of traffic will need to be maintained throughout construction; therefore, an offsite detour is not feasible and was not studied. Two build alternatives to replace Bridge No. 147 on existing alignment with a temporary two-lane onsite detour were studied.

The new bridge will be approximately 180 feet long and 94 feet wide. The proposed project's typical cross section includes:

- Two 12-foot travel lanes in each direction
- One 12-foot auxiliary lane in each direction
- 10-foot median that includes a concrete barrier and 4-foot paved shoulder on each side
- 10-foot paved shoulders on the outside travel lanes

Alternative 1

Alternative 1 involves replacement of the structure along the existing roadway alignment with an onsite detour approximately 80 feet to the north (Figure 2). The bridge will be phase constructed. Southbound traffic will utilize the onsite detour to the north, while a portion of Bridge No. 147 is being replaced. Northbound traffic will continue to utilize existing US 29-70/I-85 Business. Once the western portion of Bridge No. 147 is replaced, northbound traffic on existing US 29-70/I-85 Business will be shifted to the new bridge on the southbound side of US 29-70/I-85 Business. The southbound traffic will continue to utilize the onsite detour to the north. Once the eastern portion of Bridge No. 147 is

replaced, traffic will be shifted back to the appropriate travel lanes. The total length of the onsite detour alignment is 1,520 feet. The detour alignment will utilize a temporary 150-foot long, 32-foot wide bridge carrying two 12-foot wide lanes of traffic.

Alternative 2 (Preferred)

Alternative 2 involves replacement of the structure along the existing roadway alignment with an onsite detour approximately 80 feet to the south (Figure 3). The bridge will be phase constructed. Northbound traffic will utilize the onsite detour to the south, while a portion of Bridge No. 147 is being replaced. Southbound traffic will continue to utilize existing US 29-70/I-85 Business. Once the eastern portion of Bridge No. 147 is replaced, southbound traffic on existing US 29-70/I-85 Business will be shifted to the new bridge on the northbound side of US 29-70/I-85 Business. The northbound traffic will continue to utilize the onsite detour to the south. Once the western portion of Bridge No. 147 is replaced, traffic will be shifted back to the appropriate travel lanes. The total length of the onsite detour alignment is 1,520 feet. The detour alignment will utilize a temporary 150-foot long, 32-foot wide bridge carrying two 12-foot wide lanes of traffic.

Based upon discussions with Division 7, Alternative 2 was selected as the Preferred Alternative. The ramp tie-ins near the bridge under Alternative 2 provide a better merge from the ramps for traffic accessing US 29-70/I-85 Business.

Agency Comments: NCDOT has sought input from the following agencies as a part of the project development: U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, N.C. Department of Environment & Natural Resources, U.S. Fish & Wildlife Service, N.C. Wildlife Resources Commission (NCWRC), Federal Highway Administration (FHWA), Burlington Graham Metropolitan Planning Organization, City of High Point, Guilford County Schools, and Guilford County EMS.

In addition to their standard recommendations, the N.C. Division of Water Resources (DWR) (formerly Division of Water Quality) stated that this project lies within the Randleman Lake Basin and a buffer mitigation plan must be provided to them prior to approval of the Water Quality Certification.

Public Involvement: A landowner notification letter was sent to all property owners directly affected by this project. Property owners were invited to comment. No comments were received.

A newsletter was sent to all those living along US 29-70 and I-85 Business near the River Road intersection. Although no written comments have been received, NCDOT has addressed concerns expressed by two property owners through ongoing coordination, including holding a small group meeting with one of the property owners upon request.

A Public Meeting was held on August 11, 2016, at the High Point Theatre where six local officials, seven citizens, and five NCDOT employees attended. The main concern expressed at the meeting was how the proposed project would impact properties along the project. In addition, NCDOT met with the City of High Point on September 21, 2016, to present and discuss the proposed design.

There is not substantial controversy on social, economic, or environmental grounds concerning the project.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Response to Question 5: Based on the preliminary engineering designs, Alternative 1 would involve two (2) commercial displacements and Alternative 2 would involve two (2) commercial and three (3) tenant displacements. Potential commercial relocation impacts within each Alternative are included in Appendix B. These estimates are based on preliminary engineering designs and are subject to change as the project progresses through the final design phase.

Response to Question 15: Two (2) possible UST facilities were identified within the project limits. The current construction limits may impact one or both UST sites. If further design confirms an impact to UST's, preliminary site assessments for soil and groundwater contamination will be performed prior to right-of-way acquisition.

H. Project Commitments

**Guilford County
Bridge No. 147 on US 29-70 and I-85 Business
Over SR 1993 (Main Street)
Federal Aid Project No. BRNHS-0029(56)
WBS No. 46067.1.1
STIP No. B-5353**

GeoEnvironmental Section - Impacts to Underground Storage Tanks (UST's)

If further design indicates potential impact to UST's, preliminary site assessments for soil and groundwater contamination will be performed prior to right of way purchase.

I. Categorical Exclusion Approval

STIP Project No. B-5353
WBS Element 46067.1.1
Federal Project No. BRNHS-0029(56)

Prepared By:

8/28/17
Date

Aileen S. Mayhew
Aileen S. Mayhew, PE - Consultant Project Manager
Mott MacDonald

Prepared For: North Carolina Department of Transportation

Reviewed By:

8/28/17
Date

Beverly A. Robinson
Beverly Robinson, CPM - Project Manager
North Carolina Department of Transportation

Approved

If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.

Certified

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

8/28/17
Date

Laura E Sutton
Laura Sutton, PE - Senior Project Manager
North Carolina Department of Transportation

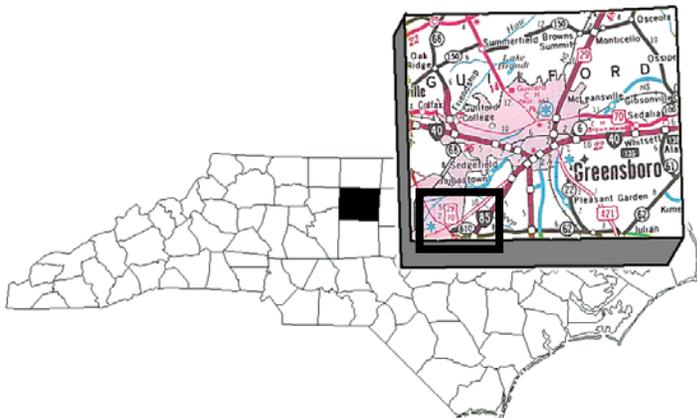
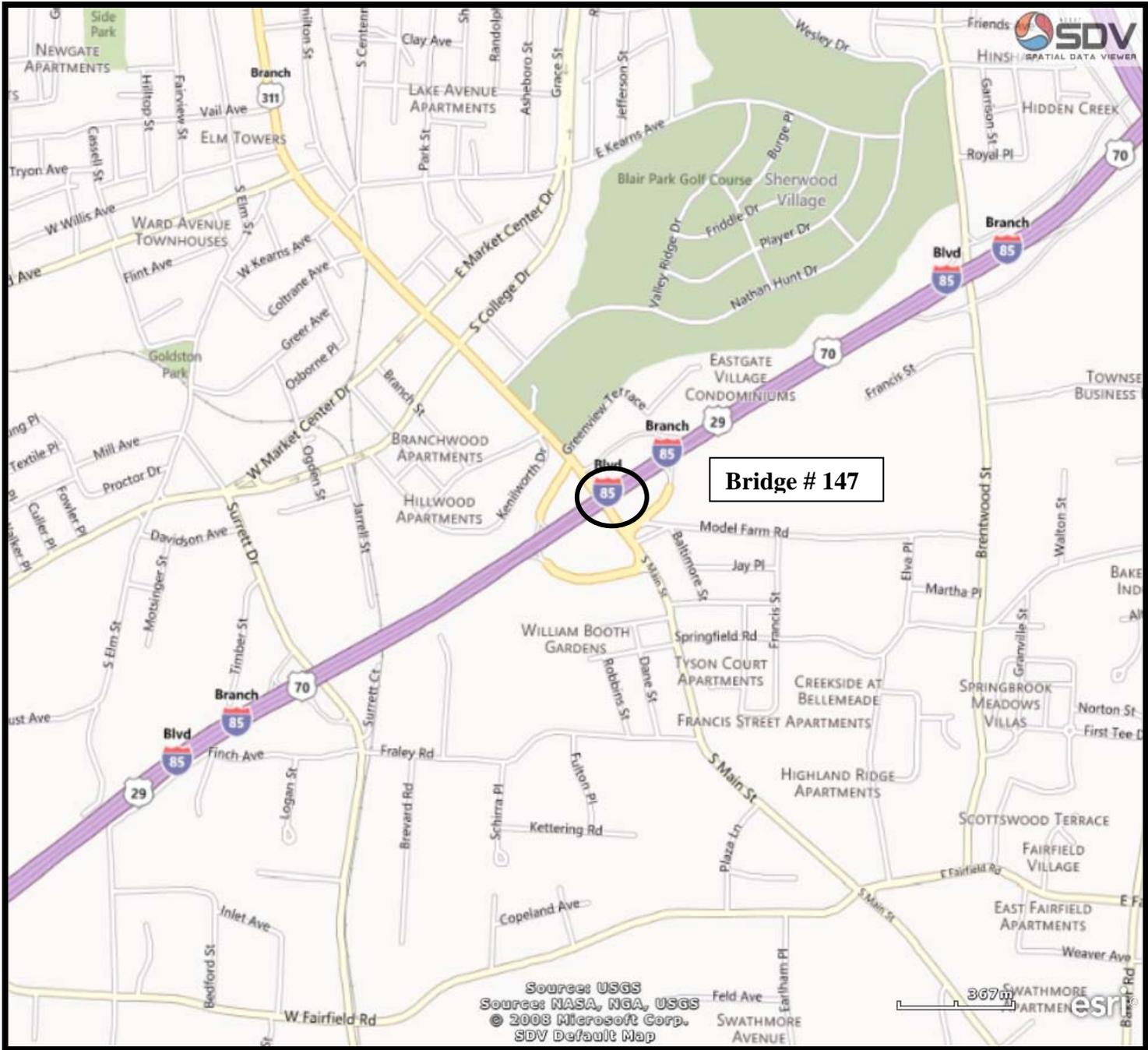
FHWA Approved: For Projects Certified by NCDOT, FHWA signature required.

8/31/17
Date

for Joseph P. Deigle
John F. Sullivan, III, PE - Division Administrator
Federal Highway Administration

APPENDIX A

Figures



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
TECHNICAL SERVICES
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS UNIT

**GUILFORD COUNTY
REPLACE BRIDGE NO. 147
ON US 29-70/I-85 BUS OVER SR 1993 (MAIN ST)
B-5353**

Figure 1

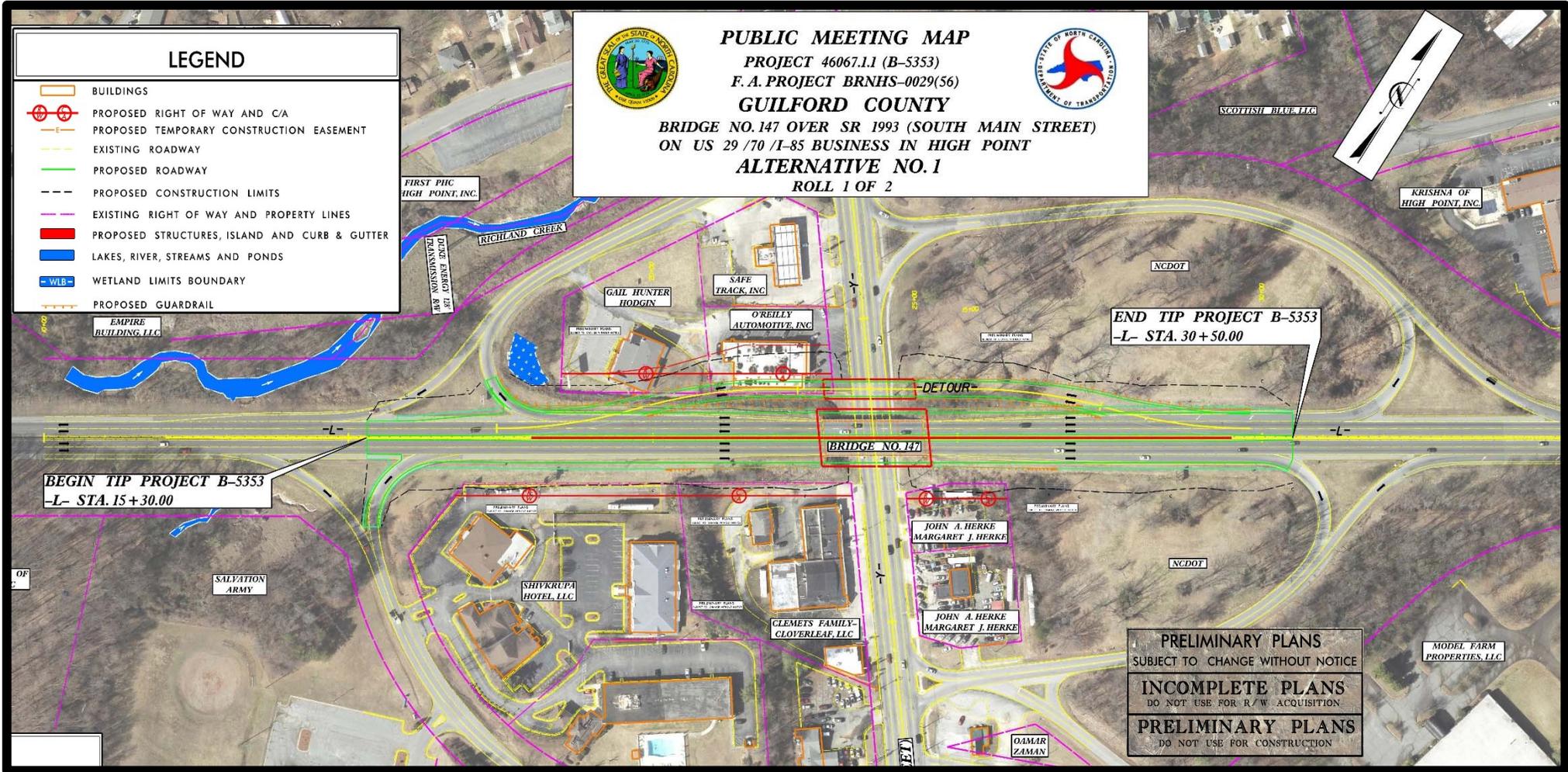


Figure 2

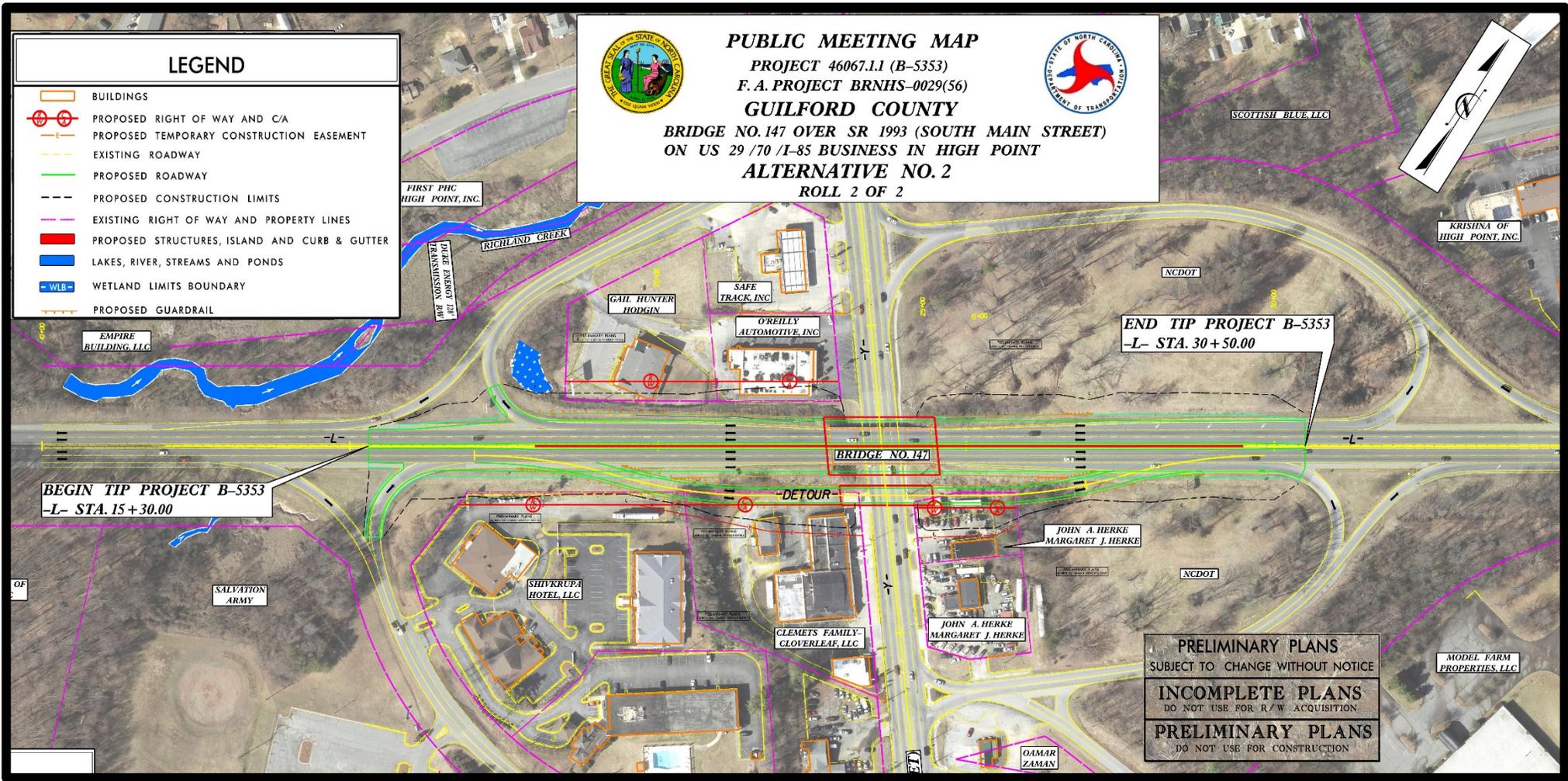


Figure 3

APPENDIX B

Reference Letters

15-09-0015



NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.



PROJECT INFORMATION

Project No: **B-5353** County: **Guilford**
 WBS No: **46064.1.1** Document: **CE**
 F.A. No: **BRNHS-0029(56)** Funding: State Federal

Federal Permit Required? Yes No Permit Type: **TBD**

Project Description: The NCDOT is proposing to replace Bridge No. 147 on US 29/US 70/I-85 Business over SR 1009 (Main Street) in High Point, NC. Improved drainage, erosion control, and ROW clearing may be included as well. Two alternatives will be studied: 1) Replace the bridge in place with an onsite detour to the north, and 2) Replace the bridge in place with an onsite detour to the south. The Study Area is approximately 380 feet wide (190 feet either side of centerline), plus 100-150 feet along the on/off ramps. Overall, the Study Area measures approximately 1,162,378 square feet or about 26.68 acres, inclusive of the existing roadway.

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 Friday, September 25, 2015. No archaeological surveys have occurred along this particular stretch of the highway or along SR 1009 (Main Street), and no archaeological sites have been recorded within one-half (1/2) mile of the proposed project. Digital copies of HPO's maps (High Point East Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Monday, September 28, 2015. There are no known historic architectural resources located within the project area that may have intact archaeological deposits within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

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

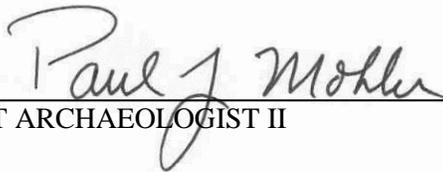
Federal funds will be used as part of this project. A Federal permit will also be required; however, the need for any additional ROW or permanent/temporary easements has not been determined. At this time, we are in compliance with NC GS 121-12a since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Study Area that would require our attention. Based on the size of the Study Area, proposed activities may take place outside the NCDOT's existing ROW along the highway corridor and SR 1009 (Main Street). From an environmental perspective, the Study Area consists of the gently rolling terrain typical of North Carolina's north-central Piedmont, and is composed of three (3) soil types (in order of prevalence): Mecklenburg-Urban land complex, 2-10% slopes (MuB), Mecklenburg sandy clay loam, 2-6% slopes, eroded (MhB2), and Chewacla sandy loam

15-09-0015

(Ch). Soil conditions (eroded, urban, and somewhat poorly drained) throughout the entire Study Area are not favorable for containing intact archaeological sites/resources. Preservation of archaeological materials within these soil type areas is likely to be poor. Extensive erosion from land clearing and agricultural activities has severely impacted the depositional integrity of the area. Urban land consists of areas where the original soil has been cut, filled, graded, paved, or otherwise changed to the extent that most soil properties have been so altered that a soil series is not recognized. Chewacla sandy loam (Ch) is commonly flooded for brief periods of time. Of particular note, the Office of State Archaeology (OSA) reviewed the replacement of Bridge No. 170 on Brentwood Street over US 29/US 70/I-85 Business in 1994 (TIP# B-2565 [ER 95-7472]). Bridge No. 170 is about 0.8 mile north of Bridge No. 147 and falls within a very similar environmental setting. No archaeological survey was recommended for the replacement of Bridge No. 170. Based on the presence of eroded/altered/poorly drained soils, it is believed that the Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST*NO ARCHAEOLOGY SURVEY REQUIRED*


NCDOT ARCHAEOLOGIST II

September 28, 2015

Date

15-09-0015



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	B-5353	County:	Guilford
WBS No.:	46067.1.1	Document Type:	CE
Fed. Aid No:	BRNHS-0029(56)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	unknown
<u>Project Description:</u> Replace Bridge No. 147 on US-70/I-85 Business over SR 1009 (Main Street).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<p><u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on September 28, 2015. Based on this review there are no NR, DE, LL, SL, or SS in the Area of Potential Effects (APE). The Guilford County ConnectGIS website was utilized to check for structures greater than 50 years of age. There are five parcels which contain buildings that are greater than 50 years old. However, none of these structures possess the architectural integrity necessary to meet the criteria for National Register eligibility. No survey is required.</p> <p><u>Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:</u> Using HPO GIS website and Guilford County ConnectGIS website provides reliable information regarding the structures in the APE. These combined utilities are considered valid for the purposes of determining the likelihood of historic resources being present.</p>

SUPPORT DOCUMENTATION

Map(s)
 Previous Survey Info.
 Photos
 Correspondence
 Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Shelby Reap

NCDOT Architectural Historian

Sept 28, 2015

Date



North Carolina Department of Environment and Natural Resources

Division of Water Quality
Charles Wakild, P. E.
Director

Pat McCrory
Governor

John E. Skvarla, III
Secretary

February 11, 2013

MEMORANDUM

To: Gregory M. Blakeney, NCDOT Bridge Project Development Section

From: Amy Euliss, NC Division of Water Quality, Office

Subject: Scoping comments on proposed improvements to Bridge nos 242 (TIP No. B-5351), 147 (TIP No. B-5353), and 360 (TIP No. B5354) in Guilford County.

Reference your correspondence dated December 27, 2013 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for multiple impacts to streams and jurisdictional wetlands in the project area.

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Quality requests that NCDOT consider the following environmental issues for the proposed projects:

B-5351: Bridge No. 242 over Deep River on US 29/SU 70/I-85 Business in Guilford County

*Potential impacts to Deep River (WSIV;CA; 303d Low DO)

1. Review of the project reveals the presence of surface waters classified as Water Supply Critical Area in the project study area. Given the potential for impacts to these resources during the project implementation, NCDWQ requests that NCDOT strictly adhere to North Carolina regulations entitled *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) throughout design and construction of the project. This would apply for any area that drains to streams having WS CA(Water Supply Critical Area) classifications.
2. This project is within the Randleman Lake Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B .0250. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in accordance with 15A NCAC 2B.0250. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the

NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification.

B-5353: Bridge No. 147 over US 311 on US 29/SU 70/I-85 Business in Guilford County

*Potential impacts to Richland Creek (WSIV; 303d Fair Bioclassification-Ecological and Biological Integrity)

1. This project is within the Randleman Lake Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B .0250. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to “uses” identified within and constructed in accordance with 15A NCAC 2B.0250. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification.

B-5354: Bridge No. 360 over US 29 on SR 4771 in Guilford County

*Potential impacts to Unnamed Tributary at Camp Herman and Reedy Fork (WSV; NSW; Reedy Fork only-303d Zinc and Fecal Coliform)

1. Based on the aerial map provided, it appears that there is a mitigation site adjacent to the project. Please determine if a mitigation site, and if so, what impacts the project will have on the site.
2. UT at Camp Herman and Reedy Fork are class WSV; NSW waters of the State. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDWQ recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to UT at Camp Herman and Reedy Fork. NCDWQ requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ’s *Stormwater Best Management Practices*.
3. This project is within the Jordan Lake Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B .0267. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to “uses” identified within and constructed in accordance with 15A NCAC 2B .0267. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification.

General Project Comments:

1. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

2. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDOT's *Stormwater Best Management Practices Manual*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.
4. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 150 linear feet to any single stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.
5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
6. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Quality Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
8. NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Where streams must be crossed, NCDWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.
10. Whenever possible, NCDWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.

11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NCDOT's *Stormwater Best Management Practices*.
12. Sediment and erosion control measures should not be placed in wetlands or streams.
13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require a Nationwide Permit (NW) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by NCDWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact NCDWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.

19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 388/Nationwide Permit No. 6 for Survey Activities.
21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

Thank you for requesting our input at this time. NCDOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Amy Euliss at (336) 771-4959 or amy.euliss@ncdenr.gov.

cc: Andy Williams, US Army Corps of Engineers, Raleigh Field Office (electronic copy only)
Wetlands/401 Transportation Permitting Unit (electronic copy only)
File Copy



⊠ North Carolina Wildlife Resources Commission ⊠

Gordon Myers, Executive Director

MEMORANDUM

TO: Rachelle Beauregard
NCDOT, PDEA-NES

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program

DATE: April 10, 2013

SUBJECT: Bridge Replacements

Biologists with the N. C. Wildlife Resources Commission (NCWRC) have reviewed the information provided and have the following preliminary comments on the subject project. Our comments are provided in accordance with provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

Our standard recommendations for bridge replacement projects of this scope are as follows:

1. We generally prefer spanning structures. Spanning structures usually do not require work within the stream and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges allows for human and wildlife passage beneath the structure, does not block fish passage, and does not block navigation by canoeists and boaters.
2. Bridge deck drains should not discharge directly into the stream.
3. Live concrete should not be allowed to contact the water in or entering into the stream.
4. If possible, bridge supports (bents) should not be placed in the stream.
5. If temporary access roads or detours are constructed, they should be removed back to original ground elevations immediately upon the completion of the project. Disturbed areas should be seeded or mulched to stabilize the soil and native tree species should be planted with a spacing of not more than 10'x10'. If possible, when using temporary

structures the area should be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact, allows the area to revegetate naturally and minimizes disturbed soil.

6. A clear bank (riprap free) area of at least 10 feet should remain on each side of the stream underneath the bridge.
7. In trout waters, the N.C. Wildlife Resources Commission reviews all U.S. Army Corps of Engineers nationwide and general '404' permits. We have the option of requesting additional measures to protect trout and trout habitat and we can recommend that the project require an individual '404' permit.
8. In streams that contain threatened or endangered species, NCDOT biologist should be notified. Special measures to protect these sensitive species may be required. NCDOT should also contact the U.S. Fish and Wildlife Service for information on requirements of the Endangered Species Act as it relates to the project.
9. In streams that are used by anadromous fish, the NCDOT official policy entitled "Stream Crossing Guidelines for Anadromous Fish Passage (May 12, 1997)" should be followed.
10. Sedimentation and erosion control measures sufficient to protect aquatic resources must be implemented prior to any ground disturbing activities. Structures should be maintained regularly, especially following rainfall events.
11. Temporary or permanent herbaceous vegetation should be planted on all bare soil within 15 days of ground disturbing activities to provide long-term erosion control.
12. All work in or adjacent to stream waters should be conducted in a dry work area. Sandbags, rock berms, cofferdams, or other diversion structures should be used where possible to prevent excavation in flowing water.
13. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams.
14. Only clean, sediment-free rock should be used as temporary fill (causeways), and should be removed without excessive disturbance of the natural stream bottom when construction is completed.
15. During subsurface investigations, equipment should be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.

If corrugated metal pipe arches, reinforced concrete pipes, or concrete box culverts are used:

1. The culvert must be designed to allow for aquatic life and fish passage. Generally, the culvert or pipe invert should be buried at least 1 foot below the natural streambed (measured from the natural thalweg depth). If multiple barrels are required, barrels other than the base flow barrel(s) should be placed on or near stream bankfull or floodplain bench elevation (similar to Lyonsfield design). These should be

reconnected to floodplain benches as appropriate. This may be accomplished by utilizing sills on the upstream and downstream ends to restrict or divert flow to the base flow barrel(s). Silled barrels should be filled with sediment so as not to cause noxious or mosquito breeding conditions. Sufficient water depth should be provided in the base flow barrel(s) during low flows to accommodate fish movement. If culverts are longer than 40-50 linear feet, alternating or notched baffles should be installed in a manner that mimics existing stream pattern. This should enhance aquatic life passage: 1) by depositing sediments in the barrel, 2) by maintaining channel depth and flow regimes, and 3) by providing resting places for fish and other aquatic organisms. In essence, base flow barrel(s) should provide a continuum of water depth and channel width without substantial modifications of velocity.

2. If multiple pipes or cells are used, at least one pipe or box should be designed to remain dry during normal flows to allow for wildlife passage.
3. Culverts or pipes should be situated along the existing channel alignment whenever possible to avoid channel realignment. Widening the stream channel must be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
4. Riprap should not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be professionally designed, sized, and installed.

In most cases, we prefer the replacement of the existing structure at the same location with road closure. If road closure is not feasible, a temporary detour should be designed and located to avoid wetland impacts, minimize the need for clearing and to avoid destabilizing stream banks. If the structure will be on a new alignment, the old structure should be removed and the approach fills removed from the 100-year floodplain. Approach fills should be removed down to the natural ground elevation. The area should be stabilized with grass and planted with native tree species. If the area reclaimed was previously wetlands, NCDOT should restore the area to wetlands. If successful, the site may be utilized as mitigation for the subject project or other projects in the watershed.

Project specific comments:

B-4550, Hoke County, replace bridge No. 41 and 42 on SR 1432 over Rockfish Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-4729, Chatham County, replace bridge No. 306 on SR 1303 over North Prong Rocky River: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-4802, Rockingham County, replace bridge No. 18 on SR 1002 over the Haw River: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-4805, Rockingham County, replace bridge No. 9 on SR 2406 over prong of Troublesome Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-4624, Rockingham County, replace bridge No. 80 on SR 1929 over Wolf Island Creek: The potential exist for Roanoke logperch (*Percina rex*: state E, federal E) to be found at this site. NCDOT should coordinate with NCWRC and USFWS in conducting a survey to determine the presence or absence of this species. We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-4662, Wake County, replace bridge No. 196 on SR 2308 over Moccasin Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-4828, Vance County, replace bridge No. 56 on SR 1526 over Sandy Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-4831, Wake County, replace bridge No. 371 on SR 1152 over White Oak Creek: Harris Game Land is located within the project study area, DOT should coordinate closely during the design and construction of this project to avoid and minimize impacts to this area. We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-4794, Randolph County, replace bridge No. 18 on SR 1107 over Bettie McGees Creek: This portion of Bettie McGees Creek is designated as Significant Aquatic Habitat by the NC Natural Heritage Program. Our records also indicate the potential for listed species to be present within the project area, including: Carolina creekshell (*Villosa vaughaniana*: state E, FSC), Notched rainbow (*Villosa constricta*: state SC), and Eastern creekshell (*Villosa delumbis*: state SR). We recommend NCDOT follow the Design Standards for Sensitive Watersheds during the design and construction of this project. We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5322, Person County, replace bridge No. 51 on SR 1343 over Richland Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5323, Granville County, replace bridge No. 143 on SR 1442 over Johnston Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5326, Wake County, replace bridge No. 247 on SR 2555 over White Oak Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5328, Franklin County, replace bridge No. 129 on SR 1406 over Sandy Creek: This portion of Sandy Creek is designated as Significant Aquatic Habitat by the NC Natural Heritage Program. Our records also indicate the potential for listed species to be present within the project area, including: Carolina creekshell Notched rainbow (*Villosa constricta*: state SC), Atlantic pigtoe (*Fusconaia masoni*: state E, FSC), and Creeper (*Strophitus undulatus*: state T). We recommend NCDOT follow the Design Standards for Sensitive Watersheds during the design and construction of this project. We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5346, Alamance County, replace bridge No. 3 on SR 1529 UT: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5347, Alamance County, replace bridge No. 170 on SR 1212 over prong of Alamance Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5348, Orange County, replace bridge No. 85 on SR 1005 over Phil's Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5349, Alamance County, replace bridge No. 173 on SR 1149 over Little Alamance Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5350, Alamance County, replace bridge No. 44 on SR 1768 over Jordan's Creek: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5351, Guilford County, replace bridge No. 242 on US29/US70/I-85 Business over the Deep River: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5353, Guilford County, replace bridge No. 147 on US29/US 70/I-85 Business over US 311: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5354, Guilford County, replace bridge No. 360 on SR 4771 over US 29: We recommend replacing this bridge with a bridge. Standard recommendations apply.

B-5362, Montgomery County, replace bridge No. 53 on NC 73 over Drowning Creek: This portion of Drowning Creek is designated as Significant Aquatic Habitat by the NC Natural Heritage Program. We recommend NCDOT follow the Design Standards for Sensitive Watersheds during the design and construction of this project. We recommend replacing this bridge with a bridge. Standard recommendations apply.

If you need further assistance or information on NCWRC concerns regarding bridge replacements, please contact me at (919) 707-0370. Thank you for the opportunity to review and comment on this project.

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	46067.1.1	COUNTY	Guilford	Alternate	1 of 2	Alternate
T.I.P. No.:	B-5353	Alt Title:	Alt 1 – Onsite detour North of existing bridge			
DESCRIPTION OF PROJECT:	Replace bridge # 147 on US 29-70 and I-85 Bus over SR 1009 (Main St.) in High Point					

ESTIMATED DISPLACEDS					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	0	0	0	0	N/A	N/A	N/A	N/A	N/A	
Businesses	2	0	2	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners		Tenants		For Sale For Rent	
Non-Profit	0	0	0	0	0-20M	N/A	\$ 0-150	N/A	0-20M	N/A
					20-40M	N/A	150-250	N/A	20-40M	N/A
					40-70M	N/A	250-400	N/A	40-70M	N/A
					70-100M	N/A	400-600	N/A	70-100M	N/A
					100 UP	N/A	600 UP	N/A	100 UP	N/A
					TOTAL	N/A		N/A		N/A

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
	N/A	6. Source for available housing (list).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	8. Should Last Resort Housing be considered?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?
<input type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?
	N/A	
<input type="checkbox"/>	<input type="checkbox"/>	13. Will there be a problem of housing within financial means?
	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 6-12 months

REMARKS (Respond by Number)	
3.	An ample supply of similar businesses will remain available.
4.	Parcel #1: Owner: Gail Hodgin (vacant); Parcel #2: O'Reilly's Auto Parts – Size: Medium; Type: Retail; 15-25 employees
11.	Public Housing is available, but not needed on this project as there are no residential displacees.
14.	MLS, Newspapers, Internet, Local RE Brokers

	8/2/2017		8/4/17
Right of Way Agent	Date	Relocation Coordinator	Date

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	46067.1.1	COUNTY	Guilford	Alternate	2	of	2	Alternate
T.I.P. No.:	B-5353	Alt Title:	Alt 2 – Onsite detour South of existing bridge					
DESCRIPTION OF PROJECT:	Replace bridge # 147 on US 29-70 and I-85 Bus over SR 1009 (Main St.) in High Point							

ESTIMATED DISPLACEDS					INCOME LEVEL										
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP						
Residential	2	2	4	0	N/A	N/A	N/A	N/A	N/A						
Businesses	2	3	5	2	VALUE OF DWELLING			DSS DWELLING AVAILABLE							
Farms	2	2	4	0	Owners		Tenants		For Sale For Rent						
Non-Profit	2	2	4	0	0-20M	N/A	\$ 0-150	N/A	0-20M	N/A					
ANSWER ALL QUESTIONS					20-40M	N/A	150-250	N/A	20-40M	N/A					
Yes	No	<i>Explain all "YES" answers.</i>			40-70M	N/A	250-400	N/A	40-70M	N/A					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?			70-100M	N/A	400-600	N/A	70-100M	N/A					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?			100 UP	N/A	600 UP	N/A	100 UP	N/A					
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?			TOTAL	N/A	N/A	N/A	N/A	N/A					
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by number)										
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?			3. An ample supply of similar businesses will remain available. 4. See Attached List of Businesses for Alt. 2. 11. Public Housing is available, but not needed on this project as there are no residential displacees. 14. MLS, Newspapers, Internet, Local RE Brokers *Note: At date of report, there are 3 tenant displaces with 1 vacant potential diplacee.										
<input type="checkbox"/>	<input type="checkbox"/>	6. Source for available housing (list).													
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?													
<input type="checkbox"/>	<input checked="" type="checkbox"/>	8. Should Last Resort Housing be considered?													
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?													
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?													
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?													
<input type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?													
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?													
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).													
<input type="checkbox"/>	<input type="checkbox"/>	15. Number months estimated to complete RELOCATION?													
			6-12 months												

Right of Way Agent	8-2-2017 Date	Relocation Coordinator	8/4/17 Date
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EIS Relocation Report

Bridge No. 147 Over SR 1993 (South Main St.) on US 29/70 / I-85 Business in High Point

List of Business Displacees

Alt 1 & 2 - Parcel #1: Vacant (Owner: Gail Hunter Hodgin) - Mixed Use - Small - 3-10 Employees



Alt 1 & 2 - Parcel #2: O'Reilly's Auto Parts - Retail – Medium - 15 to 25 Employees



Alt 2 - Parcel #3: Owner: Clements Family Cloverleaf, LLC - 4 Retail Tenants (1 currently vacant date of report)

Business Name of Tenants (Displacees)

- 1) Bob's Pawn and Gun – Small – 3-10 Employees**
- 2) Affordable Art, Inc – Small – 3-10 Employees**
- 3) Peluqueria Y Salaon De Belleza – Small – 3-10 Employees**
- 4) Vacant**

